

Appendix 7.1 Transport Assessment

Mayfield Phase 1, Manchester

Transport Assessment

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1 Introduction

1.1 Preamble

- 1.1.1 This Transport Assessment (TA) has been prepared by BuroHappold on behalf of the Mayfield Development Partnership LP (the Applicant) in support of the planning application for Phase 1 of the Mayfield Strategic Regeneration Framework (SRF), the Site, for the regeneration of Mayfield in Manchester city centre. The planning application will be submitted to Manchester City Council (MCC).

1.2 Site Description

- 1.2.1 The Mayfield SRF site is located in the east of Manchester city centre, directly south of Manchester Piccadilly Station. The SRF is bounded to the north by Fairfield Street, to the south by A635 Mancunian Way, to the east by Temperance Street and to the west by the A6 London Road.
- 1.2.2 Phase 1 of the SRF is located in the south, adjacent to Baring Street and the A635 Mancunian Way eastbound slip road.
- 1.2.3 Figure 1.1 shows the planning application boundaries for the SRF and Phase 1 within the existing local context.

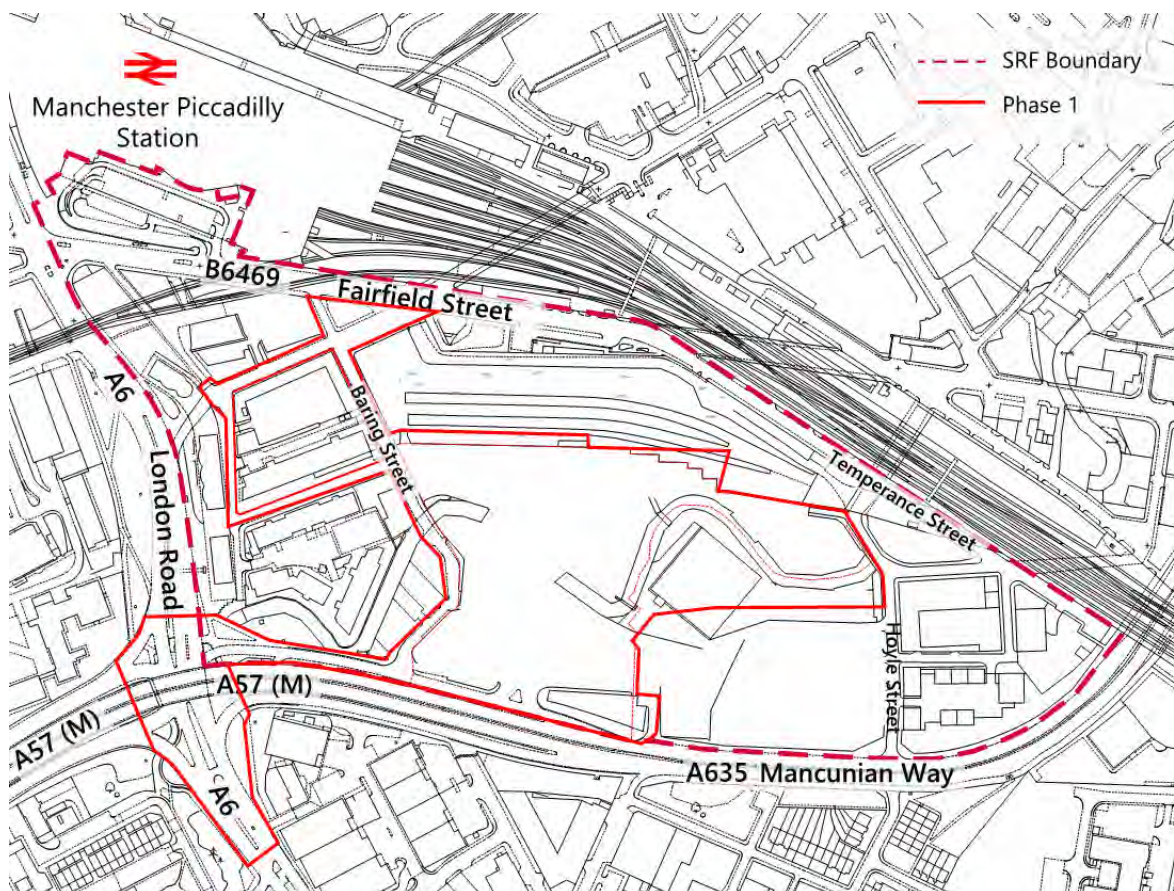


Figure 1.1 Site Location

1.3 Development Proposals

1.3.1 The maximum parameters for the landuses of the Mayfield SRF are shown in Table 1.1.

Table 1.1 Mayfield SRF - Proposed Land Use Schedule

Land Use	Quantum
Commercial	154,800sqm GEA*
Retail / Leisure	32,300sqm GEA
Hotel	650 rooms
Residential	1,500 units
Parking	700 spaces

*Areas expressed as Gross External Area (GEA)

1.3.2 The development plots proposed for Phase 1 include the Park, Plot O, Plot N and Plot M of the SRF; these plots are herein referred to as Mayfield Park, Baring Street 1, Baring Street Multi-Storey Car Park (MSCP) and Baring Street 2 respectively. The maximum landuse quanta for each plot are set out in Table 1.2.

Table 1.2 Mayfield Phase 1 - Proposed Land Use Schedule

Plot	Land Use	Quantum
Baring Street Office 1	B1 Office and ground floor commercial	9,987sqm GEA: comprising 9,651sqm GEA B1 use and 336sqm GEA ground floor commercial use.
Baring Street Multi-Storey Car Park	Multi-Storey Car Park	543 spaces
Baring Street Office 2	B1 Office and ground floor commercial / ancillary space	Up to 31,000 sqm GEA

1.4 Planning Application Description

1.4.1 The demolition of the majority of on-site structures is being carried out under a separate Prior Approval process. The planning applications for Phase 1 are described below.

Application 1

- Phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east;
- Mayfield Park: provision of circa 6 acres (2.4 ha) of public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock;
- Baring Street Office (Block 1): nine-storey office development including ground, mezzanine and plant level comprising 9,987 sq. m. (GEA), including active ground floor uses (A1, A3, A4 or B1), public realm and riverside walkway;
- Baring Street MSCP: 10-storey including roof level MSCP for circa 543 car parking spaces; and associated

- Highways and Infrastructure Works: creation of new junction from London Road with required access to the MSCP and works to Baring Street, which will be delivered prior to the MSCP becoming operational.

Application 2

- Baring Street Office (Block 2): 13-storey office development including ground and mezzanine floors comprising circa 31,000 sq. m. (GEA) with active ground floor uses, highways and associated access and public realm.

1.5 Planning History

- 1.5.1 The Site is the subject of a Strategic Regeneration Framework (SRF), which was adopted in May 2018 and sets out the key development and urban design principles at the Mayfield site. The principles described in the SRF are reflected and built upon within this planning application.

1.6 Pre-Application Consultation

- 1.6.1 The scope of this TA has been discussed with MCC and TfGM during the pre-application period and included agreements on the transport assessment scope and trip generation methodology. The key scoping documents and correspondence submitted to and received from MCC and TfGM are included in Appendix A.

1.7 Transport Assessment Scope

- 1.7.1 The scope of the TA reflects the output of the pre-application consultation process with MCC and TfGM, and has been prepared in accordance with relevant policy and current best practice guidance.
- 1.7.2 The TA assesses the transport impact of the SRF in outline and Phase 1 development in detail, with the exception of Baring Street Office 2, which will be the subject of a future detailed application. As discussed in more detail later in the TA, the transport impact of Application 1 and Application 1 + Application 2 is covered by assessing Phase 1 as a whole.
- 1.7.3 It is noted that the development proposed in Phase 1 is confined to the western edge of the SRF, and therefore the only transport proposals required to support the Phase 1 development plots will be brought forward at this time. Further elements of transport infrastructure identified in the SRF strategy will be brought forward at the appropriate time with the relevant future development phase and assessed then.
- 1.7.4 Furthermore, it has been agreed with MCC that the detail of the changes to transport infrastructure will be secured by planning condition following a consent, and the detailed agreed as part of the s278 design work in conjunction with MCC. This will also factor in construction phasing for Phase 1 and later elements of the SRF and other works that may affect Mayfield, such as Network Rail's proposals for Piccadilly.
- 1.7.5 The sections of this TA are structured as follows:
- **Policy Context** – the relevant National, Regional and Local Policy will be reviewed;
 - **Existing Conditions** – the baseline transport conditions with regard to the pedestrian and cycle networks, public transport facilities and the highway network are described. An analysis of accidents occurring within the vicinity of the Site over the last five years has also been undertaken;

- **Development Proposals** - including land use quantum and mix for the SRF and Phase 1 proposals; access proposals for all modes; cycle and vehicle parking; waste storage and provision; servicing and deliveries;
- **Trip Generation** – multi-modal trip generation assessment including walking, cycling, public transport, vehicular and servicing;
- **Committed Development** – a description of the additional developments that have been considered as part of the transport impact assessment;
- **Transport Impacts** - an assessment of the impacts of the SRF and Phase 1 development on all modes of transport;
- **Mitigation Measures** - the proposed measures to mitigate the anticipated transport impacts of the development are provided; and
- **Summary and Conclusions.**

2 Policy Context

2.1 Policy and Guidance

2.1.1 The following policy documents have been reviewed as part of this TA. These policy and guidance documents can be categorised at the national, regional and local level, and outline the planning policy framework for the proposed development. The relevant policies to this development are outlined below and will be referred to throughout this TA:

- National Planning Policy Framework (NPPF) (2019);
- Transport for the North (TfN) Strategic Transport Plan (2019);
- Greater Manchester's Spatial Framework – Consultation Draft (2019);
- Greater Manchester's Transport Strategy 2040: Draft Delivery Plan 2020-2025 (2019);
- Made to Move: 15 Steps to transform Greater Manchester, by changing the way we get around (2017);
- Manchester City Council's Core Strategy Development Plan (2012);
- Manchester City Council's Unitary Development Plan – Saved Policies (1995);
- Manchester City Council's Supplementary Planning Guidance (SPG) Guide to Development in Manchester (2007); and
- Manchester City Council's Design for Access 2 (2003).

2.1.2 The relevant policies to this development are summarised below.

2.2 National Policy

National Planning Policy Framework (MHCLG, 2019)

2.2.1 This revised National Planning Policy Framework (NPPF) was published by Ministry of Housing, Communities & Local Government (MHCLG) in February 2019.

2.2.2 The 2019 revision replaces the preceding 2018 document. It follows a technical consultation on the 2018 update. The amendments includes minor changes to policy in relation to five year housing supply and housing and economic needs assessments.

2.2.3 Section 9 of the NPPF (para. 102 to 111) sets out the approach for promoting sustainable transport. It requires that all development generating significant amounts of movement should be supported by a TA so that the impacts of the proposal on the transport network and environment can be adequately addressed (para. 111). It also suggests that transport should be considered at the earliest stages of development proposals (para. 102) so that:

- *'Opportunities to connect to existing or proposed transport infrastructure and to promote sustainable patterns of movement are realised; and*

- *Patterns of movement, streets, parking and other transport related components are integral elements of the design process and contribute to the creation of quality places.'*

2.2.4 When considering development proposals, the NPPF recommends that applications ensure that:

- *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in term of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.2.5 Paragraph 109 states that development 'should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.'

2.2.6 Paragraph 110 states that applications for development should:

- *'give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.3 Regional Policy

Transport for the North's Strategic Transport Plan (TfN 2019)

- 2.3.1 Transport for the North (TfN) became England's first sub-national transport body in April 2018. As a partnership, TfN encompasses 20 local transport authorities in northern England, together with Network Rail and Highways England, to plan and prioritise long-term infrastructure investment in the North.
- 2.3.2 TfN's role is to add strategic value by ensuring that funding and strategy decisions about transport in the North are informed by local knowledge and requirements. TfN published its Strategic Transport Plan in 2019 setting out proposals for the northern transport network through to 2050.
- 2.3.3 The TfN's core vision is to have *'a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all.'* Supporting this vision are the four pan-Northern transport objectives, which are:
- Transforming economic performance;

- Increasing efficiency, reliability, integration, and resilience in the transport system;
- Improving inclusivity, health, and access to opportunities for all; and
- Promoting and enhancing the built, historic and natural environment.

Greater Manchester's Spatial Framework (GMSF): Plan for Homes, Jobs and the Environment – Draft (2019)

- 2.3.4 The Greater Manchester Combined Authority (GMCA) was established in 2011. It is formed of 10 local authorities, including Manchester City Council (MCC). It is an administrative body that sets out region-wide strategies, policies and objectives for housing, employment and industry and the environment.
- 2.3.5 Transport for Greater Manchester (TfGM) is the executive body of the GMCA.
- 2.3.6 In October 2016 GMCA released its second draft of the Greater Manchester Spatial Framework (GMSF) for consultation between January and March 2019.
- 2.3.7 The GMSF establishes GMCA's approach to the future development of Greater Manchester until 2037, setting out targets for both housing and jobs. Putting the environment front and centre, along with economic and social issues, a brownfield first approach has been adopted as part of the new spatial framework.
- 2.3.8 Policy GM-Strat 1 highlights a need for a strong focus of on growth in the Core Growth Area (CGA). The CGA includes Manchester's city centre, the Quays, Trafford Park and Salford Port. The policies seeks to protect the economic role of the CGA with new development supporting major growth in jobs. It also seeks to increase housing supply but not at the expense of economic functions. Additionally, emphasis is placed on the importance of infrastructure relative to the growth of the CGA, in line with the Transport Strategy 2040.
- 2.3.9 Moreover, this is further explored in policy GM-Strat 2. The policy prioritises investment in infrastructure in resolving capacity issues in Manchester's city centre, while also seeking the expansion of the rapid transit network, improvements to public realm, green infrastructure, and cycling and walking facilities.
- 2.3.10 Over the period of 2018 to 2037, GMSF identifies that there will be at least 1,500,000sqm of land of office floor space and nearly 50,000 new dwellings within the city centre. As a brownfield site, the development at Mayfield is likely to contribute to the delivery of this target.

Greater Manchester Transport Strategy 2040: Draft Delivery Plan 2020-2025 (2019)

- 2.3.11 The Greater Manchester Transport Strategy (GMTS) sets out the long-term proposals to 2040 to create a cleaner, greener, more prosperous city region through better transport connections and simpler travel. This includes the aspiration for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.
- 2.3.12 In line with the GMS, the transport strategy aims to deliver *"World class connections that support long-term sustainable economic growth and access to opportunities for all"*.
- 2.3.13 Integration is at the heart of the strategy with an ambition to create a high quality network for Greater Manchester that enables people to move efficiently and effortlessly between different modes of transport. Integrated land use and transport planning are recognised as key tools in realising this ambition.

- 2.3.14 Policy 4 of GMTS sets out TfGM's approach to spatial planning, who seek to continue to work in collaboration with planning authorities and developers to:
- Reduce the need to travel by car, and the distance travelled;
 - Maximise accessibility to new developments by sustainable modes;
 - Maximise the best use of existing infrastructure, ensure that development close to public transport nodes are high density; and
 - Developments are designed in a way that encourages and facilitates active travel.
- 2.3.15 Policy 17 explores the concept of streets as places, providing for sustainable modes, reducing congestion and balancing the needs of motorised traffic with cyclists, pedestrians, residents, shoppers and local businesses. It builds upon the 'Link and Place' concept that has been introduced in London and Birmingham.

Made to Move (2017)

- 2.3.16 The Made to Move Strategy document was published in 2017 and sets out the 15 steps required to make Greater Manchester into one of the best places in the world to walk and cycle. This vision was then followed up by the Beelines proposal to a comprehensive network of walking and cycling routes. The Beelines network proposes 279 new or upgraded crossings in Manchester enabling 94% of the population to use Beelines. In addition, three miles of Beelines on busy roads are proposed.
- 2.3.17 The Beeline Strategy proposes crossing and link improvements on highways surrounding the Mayfield SRF site, including on Fairfield Street, London Road and Mancunian Way.

2.4 Local Policy

Manchester City Council's Core Strategy (2012)

- 2.4.1 Manchester's Core Strategy, adopted in 2012, outlines MCC's vision for development of Manchester City up to 2027. Mayfield is identified as a prime location for the development of B1 uses (Policy CC1) as well as A1, A3, C3 and D2. This is further supported by Policy EC3 which supports the development of employment uses in city centre in locations that are well connected by sustainable transport to both the city centre and residential areas.
- 2.4.2 Policy CC5 sets out MCC's approach to transport in the city centre, requiring developers to work with public transport providers in ensuring that new developments are accessible by sustainable modes as well as by all users. Additionally, the policy seeks the adequate provision of parking for cars and bicycles, with the level of car parking reflecting the accessibility of the location. MCC's parking standards are set out in Appendix B of the Local Plan. The standards applicable to the development site are summarised in Table 2.1.
- 2.4.3 It should be noted that maximum standards for car parking are not applicable to new developments in the city centre and they are considered on a case-by-case basis. Cycle and disabled parking standards are applicable citywide.

Table 2.1 MCC Parking Standards

Land use	Car Parking	Cycle Parking	Disabled Car Parking Spaces	
			Up 200 spaces	Over 200 spaces
A1 (Food retail)	Determined on a case by case basis in the city centre	1 space per 140sqm minimum 2 spaces	3 bays or 6% of total capacity	4 bays plus 4% of total capacity
A1 (Non-food retail)		1 space per 200sqm minimum 2 spaces	3 bays or 6% of total capacity	4 bays plus 4% of total capacity
A3, A5 (Restaurants, Cafes, Takeaways)		1 space 50sqm minimum 2 spaces	3 bays or 6% of total capacity	4 bays plus 4% of total capacity
B1 (Office)		1 space 200 m2	Individual bays for each disabled employee plus 2 bay or 5% of total capacity	6 bay plus 2% of total capacity
C1 (Hotel)		1 space per 10 guest rooms minimum 2 spaces	3 bays or 6% of total capacity	4 bays plus 4% of total capacity
D2 (Cinemas, Theatres and Conference Facilities)		1 space per 20 seats	3 bays or 6% of total capacity	4 bays plus 4% of total capacity
D2 (Other Leisure Facilities)		1 space per 140m 2	3 bays or 6% of total capacity	4 bays plus 4% of total capacity

2.4.4 It is noted that car, cycle and disabled parking standards for residential use are not included in the MCC's Core Strategy document. The strategy for providing car, cycle and disabled parking for residential use is described in Section 4.

2.4.5 Along with the policies described above, Strategic Objective 5 of the Local Plan primary focus is transport. The relevant policies attached to this objective are discussed below:

T1: Sustainable Transport

2.4.6 In line with the GMTS ambitions, Policy T1 seeks the delivery of a '*sustainable, high quality, integrated transport system*' that promotes the use of sustainable modes by developing alternatives to the car; improving pedestrian routes and the public realm; improving and developing Manchester's cycle network; and the provision of an efficient and reliable public transport network.

2.4.7 The policy supports proposals that:

- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision;

- Facilitate modes of transport that can reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location; and
- Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

2.4.8 Additionally the policy sets out a hierarchy of needs for road users that should be considered by developers. The hierarchy, in order of priority is as follows:

- Pedestrians and disabled people;
- Cyclists, public transport;
- Commercial access;
- General off peak traffic; and
- General peak time traffic.

T2: Accessible areas of opportunity and need

2.4.9 Policy T2 ensures that a good level of access to/from new developments to other parts of the city is established.

2.4.10 Reflecting Policy CC5, Policy T2 elaborates on the MCC parking policies stating that MCC will consider each development upon its own merits and expects that the level of car parking attached to new development located in the city centre will reflect the 'accessible nature of the location'.

T3: Strategic Integration

2.4.11 Policy T3 requires development to, where possible, contribute to the creation of a sustainable transport network that is both economically viable and environmentally friendly. It also states that any proposals that show any form of prejudice in the implementation of strategic transport schemes will be refused.

Mayfield Strategic Regeneration Framework

2.4.12 MCC originally endorsed a Strategic Regeneration Framework (SRF) for Mayfield in 2010 that set out a vision for a new mixed-use urban neighbourhood, including a new city centre park. The guiding principles of the SRF was to enhance connectivity within Mayfield / Piccadilly area and maximise the wider regeneration benefits. The SRF was revised in 2014 to capitalise on the benefits brought by Network Rail's Northern Hub.

2.4.13 A new SRF for Mayfield was produced in 2018, reflecting the refreshed vision and market changes. The updated proposals reflect the design principles of the 2010 and 2014 SRFs and ensure the current proposals are in line with MCC's strategic objectives and current context.

2.4.14 The document set out the transport principles for the SRF, including the provision for car and cycle parking and accessibility by sustainable modes including public transport, walking and cycling. Development at Mayfield should accord with the principles set out in the SRF document.

2.4.15 The 2018 Mayfield SRF has been developed alongside a revised 2018 Piccadilly SRF, to maximise the opportunity and linkages between the areas.

Manchester City Council's Unitary Development Plan – Saved Policies (1995)

- 2.4.16 MCC's 1995 Unitary Development Plan (UDP) was superseded by the Core Strategy in 2012, however, a number of saved policies still have material weight in the determination of planning permissions.
- 2.4.17 Policy DC22.1 (Footpath Protection) ensures the protection of existing pedestrian footpaths, stating that developments resulting in unacceptable inconvenience to pedestrian movement will not normally be permitted.
- 2.4.18 Policy RC20 (City Centre Small Areas) divides the city centre into 31 small areas which are defined by their unique characteristics. The Site is located in area 14: Fairfield Street/Mancunian Way/London Road. The policy seeks to protect and enhance these areas by providing a framework for each area which sets out the main planning considerations that MCC intend to progress.

Supplementary Planning Guidance (SPG) Guide to Development in Manchester (2007)

- 2.4.19 MCC's SPG Guide to Development in Manchester adopted in 2007 provides guidance for developers including parking/servicing guidelines, design and travel plans.
- 2.4.20 The guidance emphasises that priority is to be given to pedestrians, disabled people and cyclists above the needs of the car, and that this should be taken into consideration in the location and design of any parking facilities. A Travel Plan will be required where appropriate to encourage and support walking, cycling and public transport use. It also provides detailed guidance on how the need for car parking can be accommodated in the context of ensuring that priority is still given to the non-car user.

Design for Access 2

- 2.4.21 MCC's Design for Access 2 provides best practice guidance for inclusive design and gives references for more detailed technical standards to be taken into account at the earliest possible stage in the design process. It includes guidance on public realm design, road infrastructure and parking layouts.

3 Baseline Conditions

3.1 Site Description

- 3.1.1 Mayfield is located in the south-east of Manchester city centre, directly south of Manchester Piccadilly station. The Site is bounded to the north by Fairfield Street, to the south by A635 Mancunian Way, to the east by Temperance Street and to the west by the A6 London Road.
- 3.1.2 Phase 1 of the SRF is located in the south, adjacent to Baring Street and the A635 Mancunian Way eastbound slip road.
- 3.1.3 Figure 3.1 shows the planning application boundaries for the SRF and Phase 1 in the existing local context.

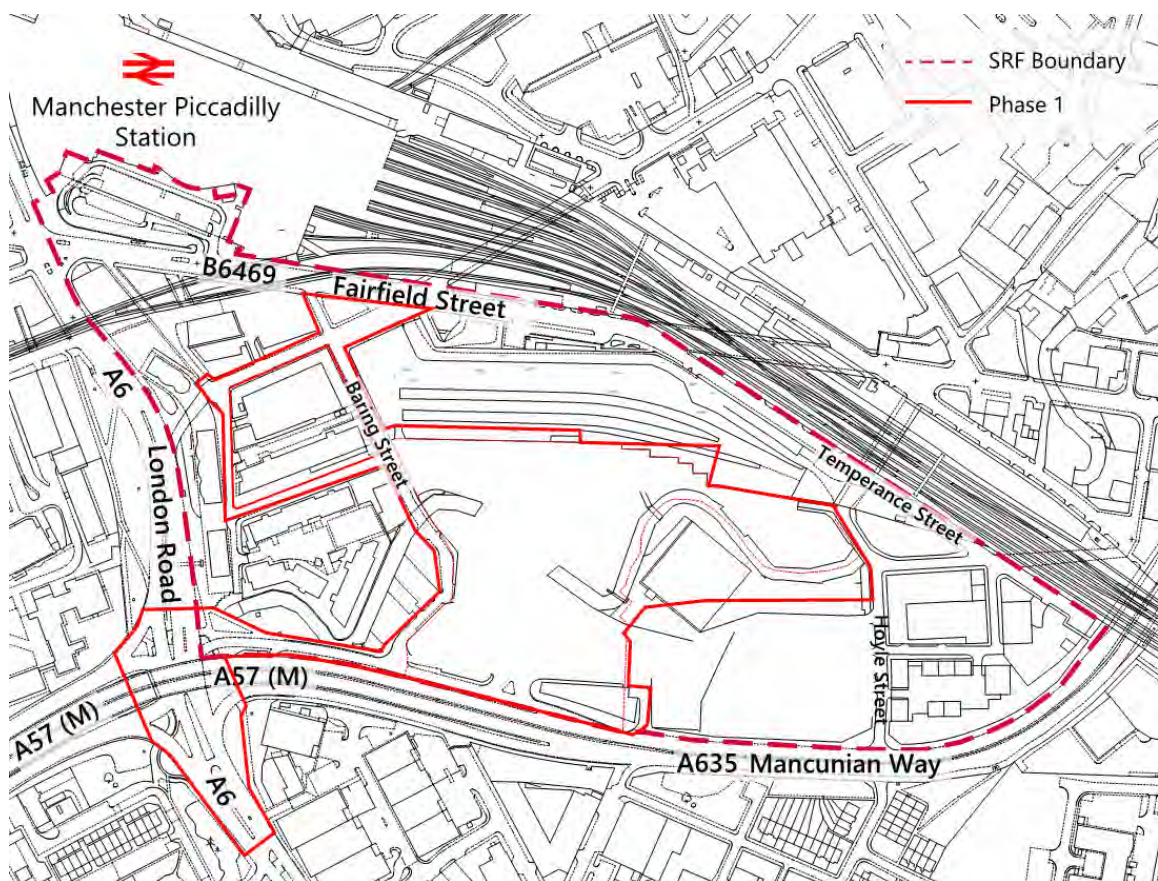


Figure 3.1 Site Location

- 3.1.4 The majority of the northern part of the Site is currently occupied by the Mayfield Depot building and the associated disused railway infrastructure and some meanwhile uses. The southern part of the Site is occupied by small industrial units and vacant warehouse buildings, many of which have been demolished and currently occupied by informal parking areas.
- 3.1.5 The River Medlock flows through the Mayfield area, rising from a culvert under Hoyle Street in the east. A section of the river is culverted beneath warehouses and surface car parking around Nether Street to the west.

- 3.1.6 The Mayfield area has a varied topography with the lowest levels forming a valley along the meandering course of the River Medlock, with the land rising towards the periphery of the Site.

3.2 Walking Accessibility

- 3.2.1 There is an extensive provision of pedestrian footways within and around the Site, as illustrated on Figure 3.2.



Figure 3.2 Pedestrian Infrastructure Surrounding the Site

- 3.2.2 The Site can be accessed on foot via multiple locations and they are summarised in Table 3.1, along with its approximate footway width. Most of these locations are provided with pedestrian footways along both sides of the carriageway and are of good quality and are well-lit.

Table 3.1 Pedestrian access points to site

Direction	Location	Approximate width of footway
To / from the North	Fairfield Street / Baring Street	2.0m
	Fairfield Street / Cotswold Street	1.5m
	Fairfield Street / Wyre Street	1.5m
	Fairfield Street / Travis Street	3.0m
	Temperance Street / Hoyle Street	1.5m
	Temperance Street / Chapelfield Road	1.5m
	Temperance Street / Rachel Street	1.5m
To / from the South	A635 / Baring Street	1.5m
	A635 / Bond Street	1.5m
	A635 / Hoyle Street	2.0m
	A635 / Manor Street	2.0m
To / from the West	A6 London Road / Travis Street	3.0m

- 3.2.3 There are pedestrian crossing facilities at the A6 London Road/Fairfield Street junction and the junction with A635 Mancunian Way approximately 320m further south. Figure 3.3 illustrates the type of pedestrian signal at each of the three main junctions referenced in Figure 3.2.

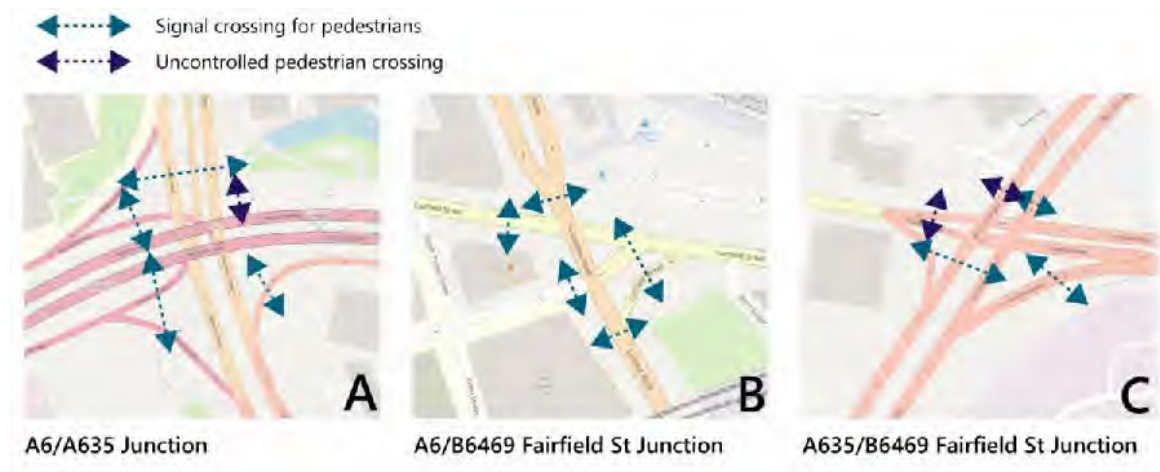


Figure 3.3 Junctions in reference with the pedestrian infrastructure surrounding the Site

- 3.2.4 A pedestrian refuge is located on Fairfield Street adjacent to Piccadilly Station taxi rank entrance to assist pedestrians crossing the road. Another pedestrian crossing is located approximately 85m further to the east of the station on the western arm of the junction between Fairfield Street and Travis Street. This crossing has a pedestrian refuge.

- 3.2.5 The Site is approximately a 4-minute walk from the station and it can be accessed via Fairfield Street and Baring Street. To the north-west, the city centre is approximately a 1.12km (15-minute) walk from the Site, via the A6 London Road.
- 3.2.6 Walking routes from other directions are all of similar quality. Pedestrians originating from the south and south-east can cross Mancunian Way via the pedestrian crossings on the London Road and Fairfield Street junctions.
- 3.2.7 Figure 3.4 shows the walking accessibility for the Site in 5, 10 and 15-minute walk catchments.



Figure 3.4 Walking Accessibility (Source: GIS Analysis)

3.3 Cycling Accessibility

Cycle Access

- 3.3.1 Route 66 of the National Cycle Network (NCN) runs to the north of the Site and to the west is the NCN 6. The NCN 6 connects Bury and Manchester as well as joining NCN 60 (Fallowfield Loop) at Chorlton-cum-Hardy. Regional Route 86 follows the River Medlock, which also connects to NCN 66.
- 3.3.2 Many of the roads surrounding the Site are recommended for cycling, and A6 London Road and Fairfield Street are designated as on-road cycle routes. Dedicated cycle lanes are provided along the A6 London Road in both directions and advanced cycle stop lines are provided on all arms of the A6 London Road signal junction with B6469 Fairfield Street.
- 3.3.3 The nearest cycle parking to the Site is at Piccadilly Station, where there are 43 spaces on Fairfield Street.

- 3.3.4 On-street cycle facilities are available such as the “Bike Lockers User Club” (BLUC) which is a cycle parking scheme that allows members to access any locker in the club and use one’s bicycle to travel to train stations, bus stops and Metrolink stations across Greater Manchester. However, it should be noted that Metrolink trams do not permit full-sized bicycles unless folded and fully covered.
- 3.3.5 The nearest cycle hub is located in Piccadilly Gardens, which is approximately 1.3 km north of the SRF.
- 3.3.6 Figure 3.5 illustrates the cycle routes surrounding the Site boundary.

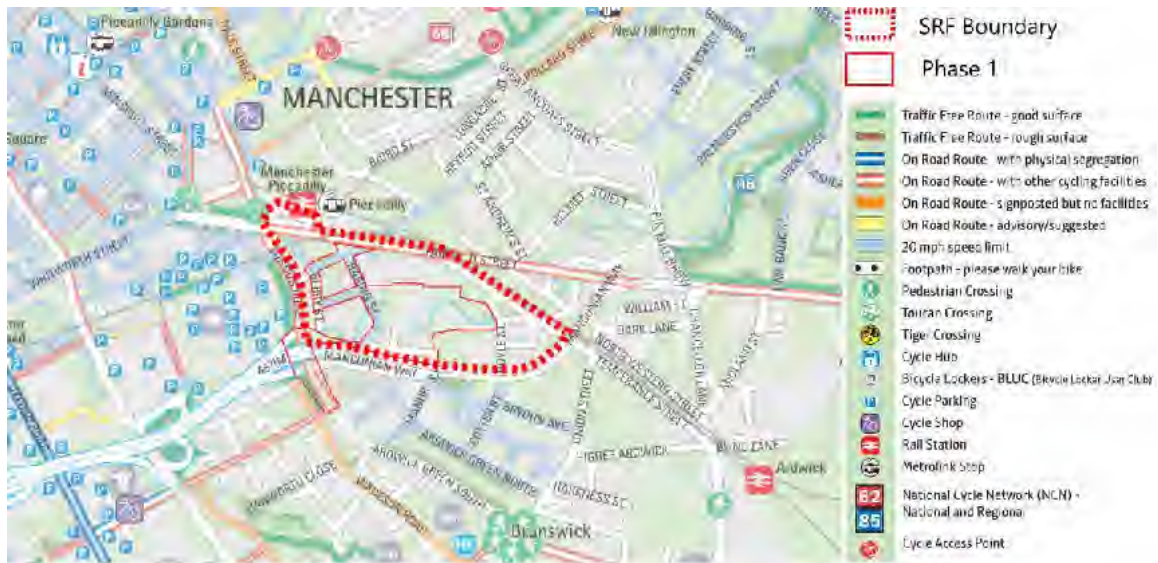


Figure 3.5: Cycle Routes in the Vicinity of the Site (Source: Manchester City Council)

- 3.3.7 Figure 3.6 illustrates the cycling accessibility for the Site within 10, 20, and 30-minute cycle ride.
- 3.3.8 The city centre is within a 10-minute cycle, whereas other areas within Greater Manchester such as Salford can be reached within a 10 to 20-minute cycle and 20 to 30-minute cycle for Didsbury.



Figure 3.6 Cycling Accessibility (Source: GIS Analysis)

- 3.3.9 The Beelines strategy proposes cycle crossing and link improvements on highways surrounding Mayfield, including on Fairfield Street, London Road and Mancunian Way. It is currently estimated that the entire Beelines network could be completed as early as 2023.
- 3.3.10 Figure 3.7 shows the proposed Beeline network surrounding the Site. It shows that Beeways are proposed along London Road and along Hoyle Street; these routes will connect to other Beeways routes adjacent to the Site. Figure 3.7 also shows that Busy Beeways are proposed along Fairfield Street and London Road; Busy Beeways identify corridors or crossing points on busier roads that will require a higher level of design intervention to improve cycling and walking.

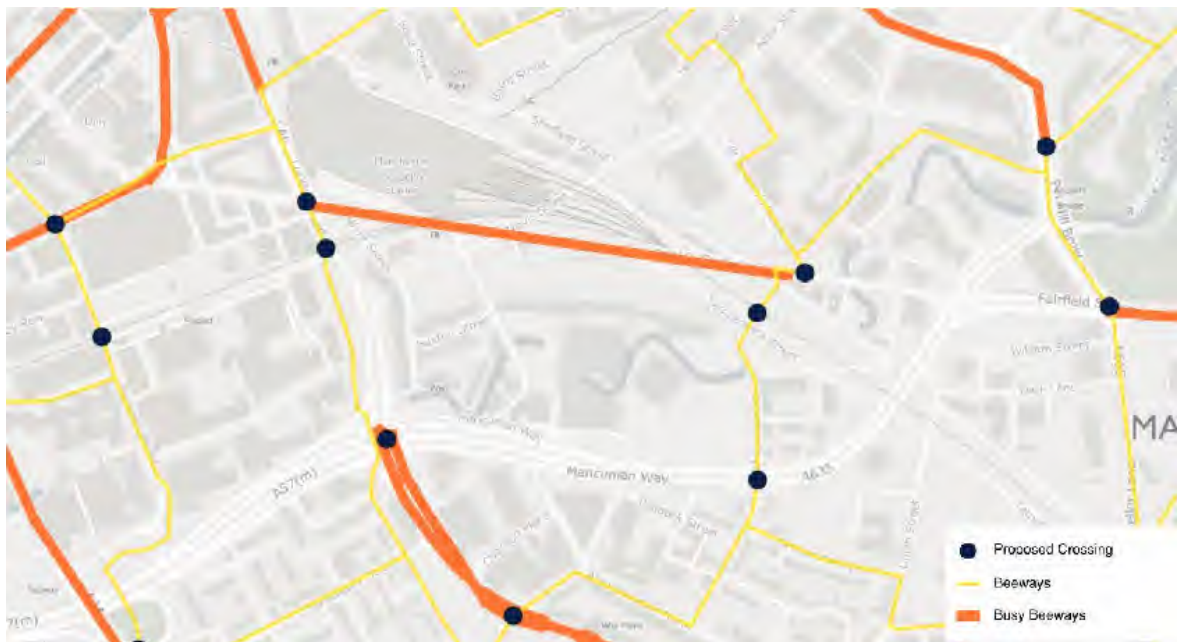


Figure 3.7 Proposed Beeline Network

3.4 Public Transport Accessibility

Bus

- 3.4.1 Greater Manchester has an extensive network of buses managed by TfGM and operated by companies including First Greater Manchester, Stagecoach Manchester and Arriva North West.
- 3.4.2 The Site is well connected by bus, with 12 bus routes available within a 400m (5-minute) walk of the Site. The location of the existing bus services operating in close proximity to the Site are shown in Figure 3.8.

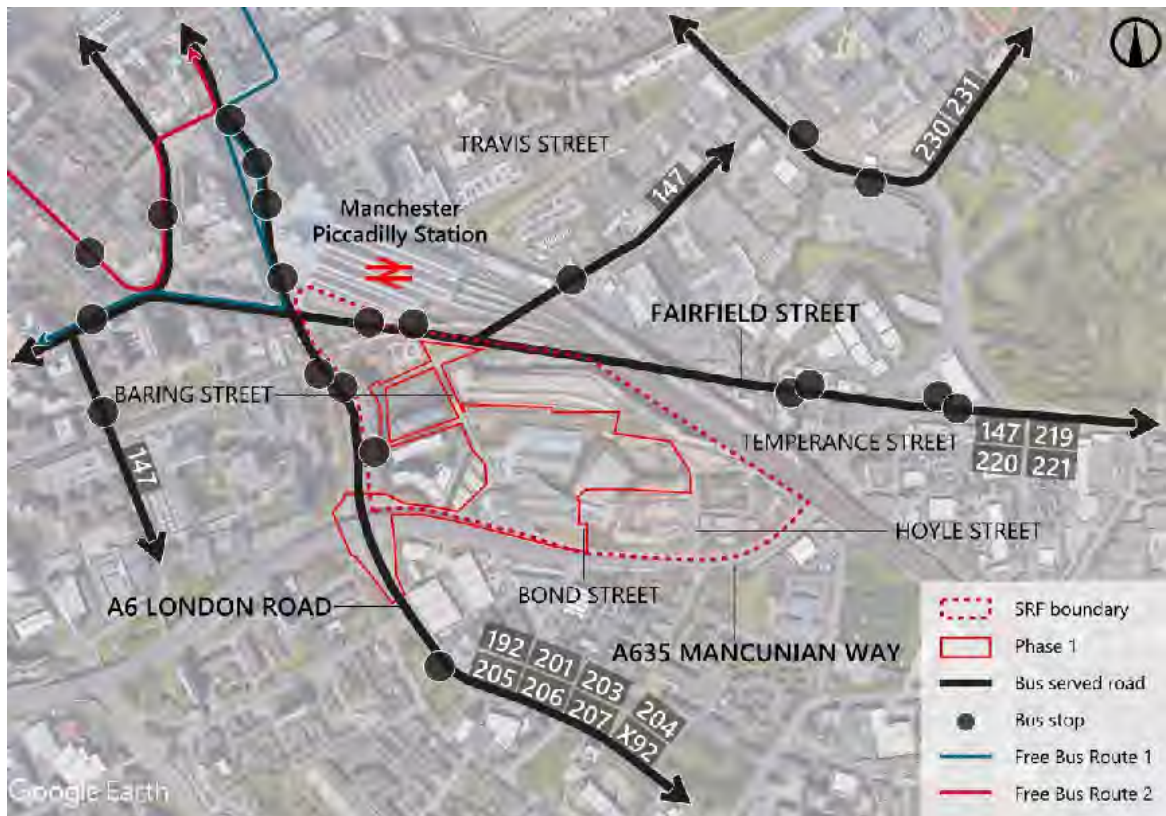


Figure 3.8 Existing Bus Services

- 3.4.1 Table 3.2 shows the frequency of buses on each bus route per hour per direction. It shows that during the weekday peak, there are 45 buses per hour per direction within close proximity to the Site.

Table 3.2: Local Bus Routes and Frequencies

Bus Service	Route	Peak Frequency (buses per hour per direction)		
		Weekday	Saturday	Sunday
192 / X92	Hazel Grove - Stockport - Levenshulme - Manchester	17	18	-
201	Hattersley - Hyde - Denton - Manchester	6	6	2
203	Stockport - Reddish - Belle Vue - Manchester	6	6	4
204	Hyde - Haughton Green - Denton - Belle Vue - Manchester	1	2*	2
205	Danton - Dane Bank - West Gorton - Manchester	2	2	1
206	Gee Cross - Hyde - Haughton Green - Denton - West Gorton - Manchester	2	2	-
219	Stalybridge - Ashton-under-Lyne - Guide Bridge - Audenshaw - Openshaw - Manchester	7	7	6
231	Ashton - Hartshead - Droylsden - Clayton - Manchester	3	-	-
TP	Derby - Matlock - Buxton - Stockport - Manchester	1	-	-
Total		45	43	15

* from 6pm onwards only

3.4.2 There is also a Free Bus service (formerly known as the Metroshuttle), which links the city's train stations, shops and businesses. There are two routes providing a wide range of connectivity around Manchester city centre, as shown on Figure 3.9. The frequency of these routes is summarised below in Table 3.3.

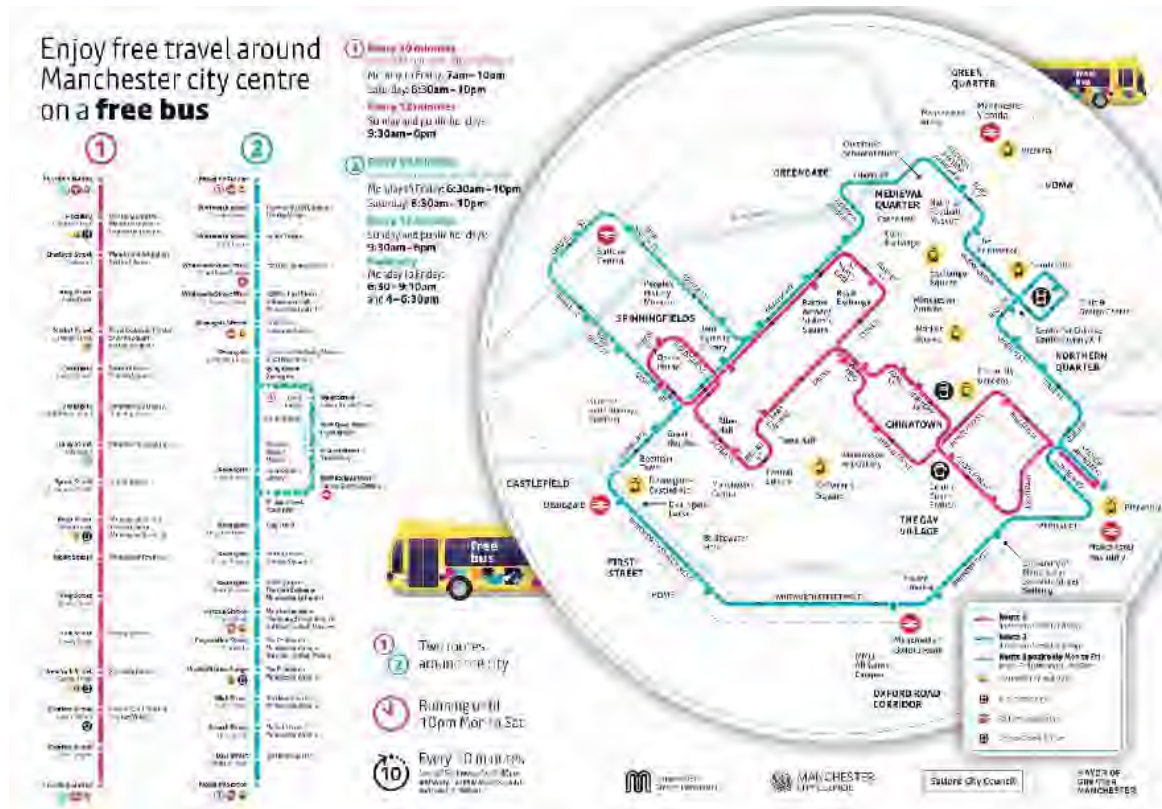


Figure 3.9: Free Bus Services in Manchester City (Source: TfGM)

Table 3.3 Summary of Free Bus Services

Route	Operating Hours	Frequency
1	Monday to Friday: 07:00-22:00 Saturday: 08:30-22:00	Every 10 minutes (Every 15 minutes after 18:30)
	Sunday and public holidays: 09:30-18:00	Every 12 minutes
2	Monday to Friday: 06:30-22:00 Saturday: 08:30-22:00	Every 10 minutes (Every 15 minutes after 18:30)
	Sunday and public holidays: 09:30-18:00	Every 12 minutes

National Rail

3.4.3 Manchester Piccadilly railway station is directly adjacent to the Site. Manchester Piccadilly provides inter-city and cross-country services as well as regional and local services around Northern England. The station is currently served by six train operators (summarised in Table 3.4).

Table 3.4: Manchester Piccadilly Train Services and Frequencies

Destination	Operator	Weekday AM	Weekday PM	Saturday	Sunday
Hadfield	Northern	3	3	2	2
Glossop	Northern	3	3	2	2
Marple	Northern	3	2	2	1
Rose Hill Marple	Northern	2	2	2	-
New Mills Central	Northern	2	2	2	1
Sheffield	Northern	3	3	3	3
Hazel Grove	Northern	4	3	3	1
Buxton	Northern	2	2	2	1
Crewe	Northern	4	4	4	3
Stoke-on-Trent	Northern	5	5	5	2
Chester	Northern	3	3	2	1
Liverpool Lime Street	Northern	4	4	4	3
Preston	Northern	4	4	4	3
Manchester Airport	Northern	7	8	9	6
Blackpool North	Northern	3	2	2	1
Llandudno	Transport for Wales	-	1	1	-
Bournemouth	CrossCountry	1	1	1	-
Bristol Temple Meads	CrossCountry	1	1	1	1
Norwich	East Midlands Train	1	-	1	-
Newcastle	TransPennine Express	1	1	1	1
Middlesbrough	TransPennine Express	1	1	1	1
Hull	TransPennine Express	1	1	1	1
Cleethorpes	TransPennine Express	1	1	1	1
Edinburgh Waverley	TransPennine Express	1	-	2	1
London Euston	Virgin Trains	3	3	3	3
Total		63	60	61	39

3.4.4 The local rail and tramline network is illustrated in Figure 3.10.



Figure 3.10 Local Rail and Tram Network

Manchester Metrolink

3.4.5 The Piccadilly Metrolink stop is one of nine stops serving Manchester city centre. It is also the terminus for Metrolink services to Bury and Altrincham and for through services between Eccles and MediaCityUK and Ashton-under-Lyne. Table 3.5 summarises the Metrolink services and peak hour frequencies at the Piccadilly stop.

Table 3.5: Summary of Tram Services Times, and Frequencies (Piccadilly Stop)

Reference	Service	Peak Hour Frequency (per hour per direction)
	Ashton-under-Lyne – MediaCity UK	5
	Ashton-under-Lyne – Eccles	5
	Altrincham - Piccadilly	5
	Bury – Piccadilly	5

3.4.6 The Metrolink trams and stops are accessible for all and each stop has access ramps or lifts, tactile paving, high visibility handrails, disabled boarding points and help points.

Public Transport Improvements

Metrolink

- 3.4.7 It is noted that the Trafford Park line expansion to the Trafford Centre is currently under construction and due to open in 2020.
- 3.4.8 TfGM are currently considering further medium and long term solutions to expand and increase capacity on the Metrolink network. By 2025, TfGM are committed to delivering (subject to business case approval):
- Frequency improvements between Etihad and Ashton stops;
 - Capacity improvements on the Shaw/Crompton – East Didsbury route;
 - Capacity improvements between Bury and Altrincham;
 - 27 new tram and associated infrastructure across the network.

High Speed 2

- 3.4.9 High Speed 2 (HS2) would stop at Manchester Piccadilly Station. HS2 is intended to link London and Birmingham to Manchester, the East Midlands and Leeds. As part of HS2, it is proposed to redevelop Manchester Piccadilly station and improve access to it. These proposals are identified as part of the Piccadilly Strategic Regeneration Framework Area.
- 3.4.10 The Manchester branch of HS2 forms part of Phase 2b of the project, which is due to open in 2033. HS2 will deliver high-frequency services from Manchester Piccadilly to destinations including Birmingham Interchange, Birmingham and London Euston.

3.5 Highway Network Accessibility

- 3.5.1 The local highway network surrounding the development is shown in Figure 3.11 which also shows the vehicular access points to the Site.



Figure 3.11 Local Highway Network

- 3.5.2 Access from the north is from Fairfield Street, which is a single carriageway road subject to a speed limit restriction of 30mph. From Fairfield Street, individual plots within the SRF can be accessed via Travis Street, Temperance Street, North Western Street, and Crane Street. The junction of Travis Street and Fairfield Street is signalised, but all the remaining junctions along Fairfield Street adjacent to the Site are priority junctions.
- 3.5.3 Travis Street, Temperance Street, North Western Street and Crane Street are all single carriageway roads with a 30mph speed limit, with the exception of Travis Street which has a 20mph speed limit.
- 3.5.4 Travis Street provides the principal access to the western part of the SRF from the north and also connects Fairfield Street to the A6 London Road. Travis Street is a two-way single carriageway until around 40m east of the A6 London Road, where it becomes one-way westbound, connecting to the A6 London Road.
- 3.5.5 Travis Street connects to Baring Street via an unsignalised crossroads around 60m south-west of the junction between Travis Street and Fairfield Street. North of the crossroads, Baring Street operates as one-way northbound, towards a junction with Fairfield Street. South of the crossroads, Baring Street is two-way until approximately 50m north of the A635 Mancunian Way eastbound slip road, where it is one-way southbound.

- 3.5.6 The A635 (M) Mancunian Way runs parallel to the southern edge of the Site. Mancunian Way is a dual carriageway with two lanes per direction. At the south-western corner of the Site, the east and westbound slip roads from the A635 (M) Mancunian Way form a signalised junction with the A6 London Road. Approximately 800 metres north of this junction, the A6 London Road joins Fairfield Street at a four arm signalised junction. Mancunian Way is subject to a 50mph speed limit reducing to 40mph on the slip roads at-grade along the southern edge of the Site.
- 3.5.7 There are direct access points into the Site from the A635 Mancunian Way eastbound carriageway via priority junctions with Manor Street and Hoyle Street.
- 3.5.8 Manor Street is located 30m east of the eastbound slip road onto Mancunian Way, and provides only an exit from Mancunian Way into the Site. Manor Street connects to Bond Street around 35m north of Mancunian Way. Bond Street then loops back and provides access onto the Mancunian Way slip road around 80m to the west.
- 3.5.9 Mancunian Way's junction with Hoyle Street is located approximately 350m west of Mancunian Way's junction with Fairfield Street; the junction is a priority junction allowing access and egress onto Mancunian Way's eastbound carriageway. Hoyle Street has a single carriageway and a posted speed limit of 30mph. Hoyle Street connects to Temperance Street 180m north of Mancunian Way via a priority crossroads and also connects to North Western Street 60m further north via a priority junction. This priority junction is directly south of North Western Street's priority junction with Fairfield Street. Hoyle Street also provides access to Rachel Street and Chapelfield Road in the eastern part of the Site via priority junctions.
- 3.5.10 The A6 London Road is a dual carriageway with two lanes in each direction, subject to a speed limit of 30mph. Travis Street is located 140m north of the A6 London Road's junction with A635 Mancunian Way, which is one-way westbound providing access to the southbound carriageway of the A6 London Road from the western half of the Site. The signalised junction with Fairfield Street is located approximately 300m north of Travis Street.
- 3.5.11 The following signalised junctions are located at the corners of the Site and therefore have a significant influence on how traffic is currently distributed surrounding the Site:
- A6 London Road – A635 Mancunian Way: grade-separated signalised junction;
 - A6 London Road – Fairfield Street: at-grade signalised junction; and
 - A635 Mancunian Way – Fairfield Street: at-grade signalised junction.

A6 London Road – A635 Mancunian Way Junction

- 3.5.12 The A635 Mancunian Way - London Road junction is a grade-separated signalised junction adjacent to the south-west corner of the Site. The existing layout of the A6 London Road – A635 Mancunian Way junction is shown in Figure 3.12.
- 3.5.13 Access between Mancunian Way and London Road is via on and off slip roads in the eastbound and westbound directions. The northern arm of London Road has four approach lanes; two lanes southbound towards London Road and two right turn lanes onto Mancunian Way's westbound on-slip. It is noted that there is currently no left turn onto the Mancunian Way eastbound on-slip. The eastern arm of the junction is the Mancunian Way westbound off-slip; this arm has one lane and traffic can only turn left towards London Road south.

- 3.5.14 The southern arm of London Road has four approach lanes; two lanes turning left onto the Mancunian Way westbound slip and two lanes northbound towards London Road north. It is noted that there is currently no right turn onto the Mancunian Way eastbound on-slip. The western arm of the junction is the Mancunian Way eastbound off-slip; this arm has one left turn lane onto London Road north and two right turn lanes towards London Road south. It is noted that all movements onto the Mancunian Way eastbound on-slip are prohibited except for authorised vehicles only.

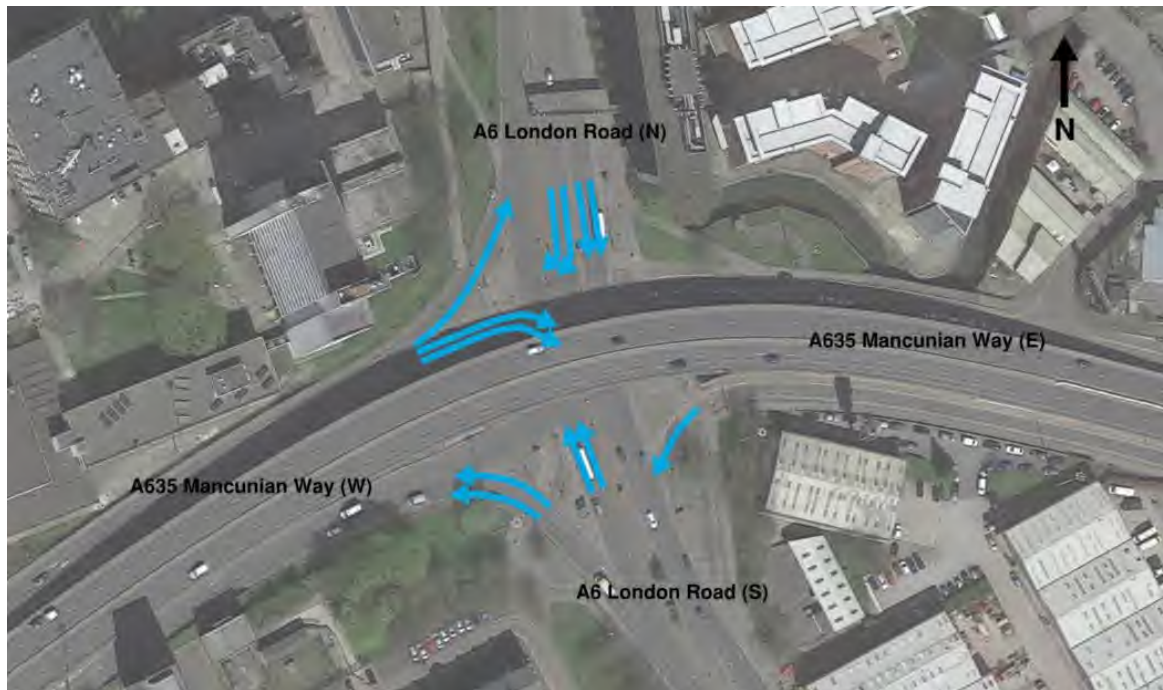


Figure 3.12 London Road – Mancunian Way Existing Junction Layout

- 3.5.15 Traffic surveys at the junction were undertaken on Wednesday 11 July 2018 and recorded traffic flows, queue lengths and saturation flows. The observed peak hour turning vehicles movements at this junction are shown in Figure 3.13 and Figure 3.14.

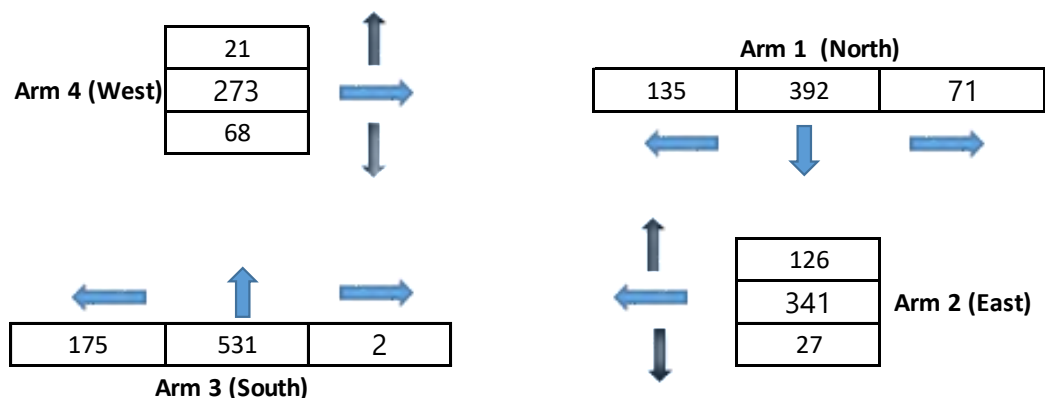


Figure 3.13 London Road – Mancunian Way AM Peak Turning Movement (08:00-09:00) - Vehicles

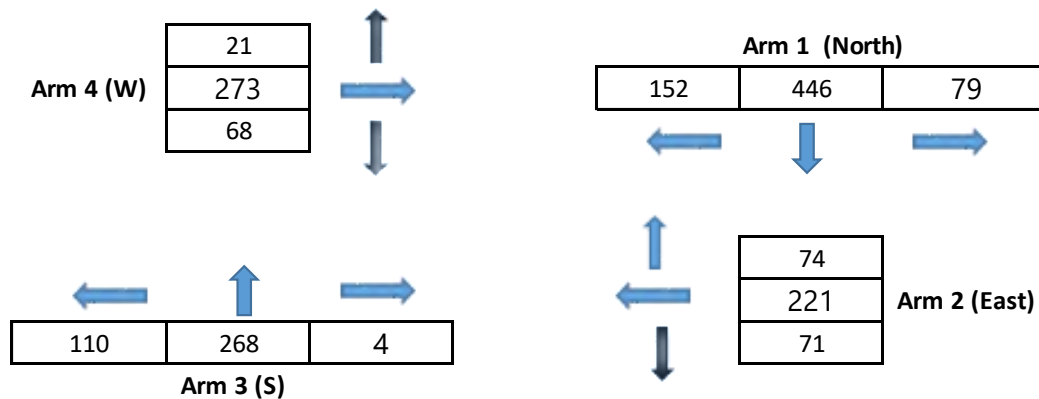


Figure 3.14 London Road – Mancunian Way PM Peak Turning Movements (17:00-18:00) - Vehicles

- 3.5.16 The observed maximum queue lengths suggest that this junction is busiest during the PM peak period. On the northern approach there are up to 40 vehicles queuing across the approach lanes in the PM peak compared to up to 31 during the AM peak. On the southern approach there are up to 21 vehicles queuing during the AM peak compared to 31 during the PM peak. On the western arm there are up to 30 vehicles queuing during the AM peak and up to 36 vehicles queuing during the PM peak period. The eastern arm shows few vehicles queuing in either peak period.
- 3.5.17 The traffic survey data for the London Road – Mancunian Way junction can be found in Appendix B.
- 3.5.18 The survey data was used by TfGM to validate their existing city centre Paramics model and the outputs from this model were subsequently used as inputs to detailed LINSIG modelling of the existing London Road – Mancunian Way junction. The junction modelling results show that the junction operates well within capacity, with a degree of saturation no greater than 45% on any arm during the AM peak and 41.4% during the PM peak. The LINSIG modelling outputs can be found in Appendix C.
- 3.5.19 Further discussion on the Paramics traffic modelling undertaken by TfGM can be found in Section 7.

A6 London Road – Fairfield Street Junction

- 3.5.20 The A6 London Road - Fairfield Street junction is an at-grade signalised junction adjacent to the north-west corner of the Site. The existing layout of the A6 London Road – Fairfield Street junction is shown in Figure 3.15.
- 3.5.21 The northern arm of London Road has three approach lanes giving access to each arm. The eastern arm of the junction is Fairfield Street; this arm has two approach lanes providing access to each arm. The southern arm of London Road has two approach lanes; one lane turning left onto Fairfield Street west and one lane north to London Road north. It is noted that there is no right turn to Fairfield Street east from London Road south. The western arm of the junction is Fairfield Street west, which has two approach lanes and allows movement to each arm of the junction.

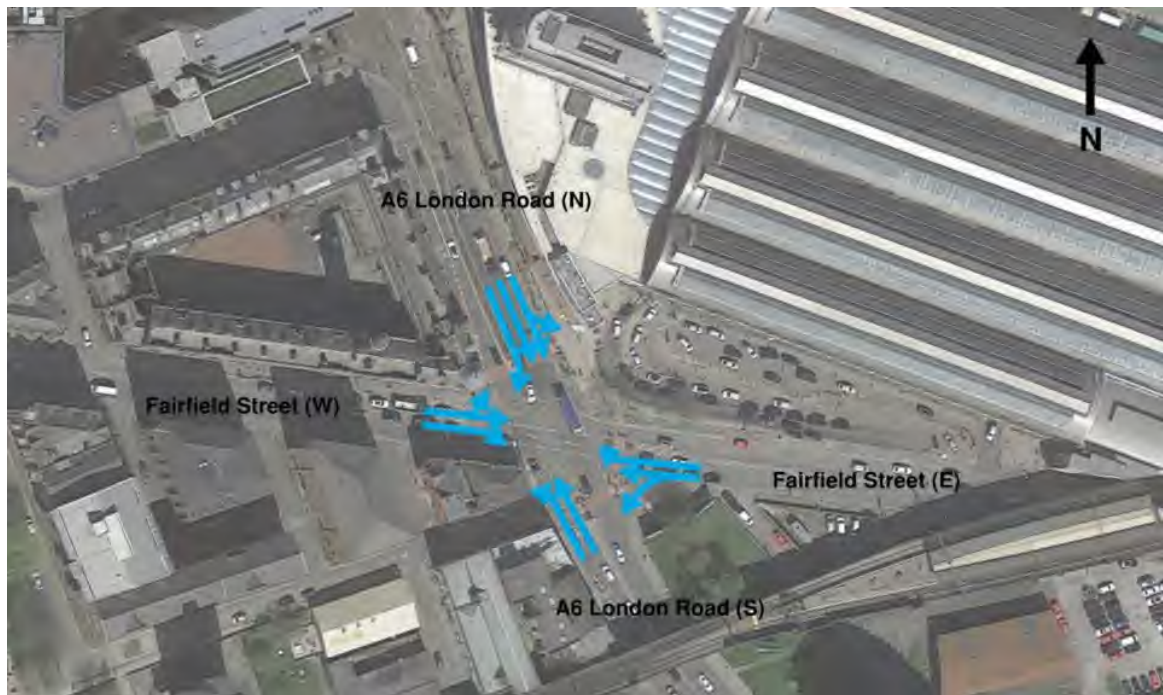


Figure 3.15 London Road – Fairfield Street Junction Layout

A635 Mancunian Way – Fairfield Street Junction

- 3.5.22 The A635 Mancunian Way - Fairfield Street junction is an at-grade signalised junction close to the eastern edge of the Site. The existing layout of the A635 Mancunian Way – Fairfield Street junction is shown in Figure 3.16.
- 3.5.23 The north arm of Mancunian Way has two approach lanes; one providing southbound movement towards Mancunian Way south, and another providing southbound movement and a right turn onto Fairfield Street west. It is noted that there is no left turn on to Fairfield Street east from this arm. The east arm of the junction is Fairfield Street east, which has two left turn lanes onto Mancunian Way south and one lane towards Fairfield Street west; it is noted that a right turn onto Mancunian Way north is prohibited. The Mancunian Way south arm has four approach lanes, with slip road providing access to Fairfield Street west. There are two lanes towards Mancunian Way north and two right turn lanes towards Fairfield Street east. Fairfield Street west arm has one approach lane, and allows movement to all other arms of the junction.



Figure 3.16 Mancunian Way – Fairfield Street Junction Layout

3.6 Parking

3.6.1 Figure 3.17 shows the existing parking arrangements within the SRF site boundary.

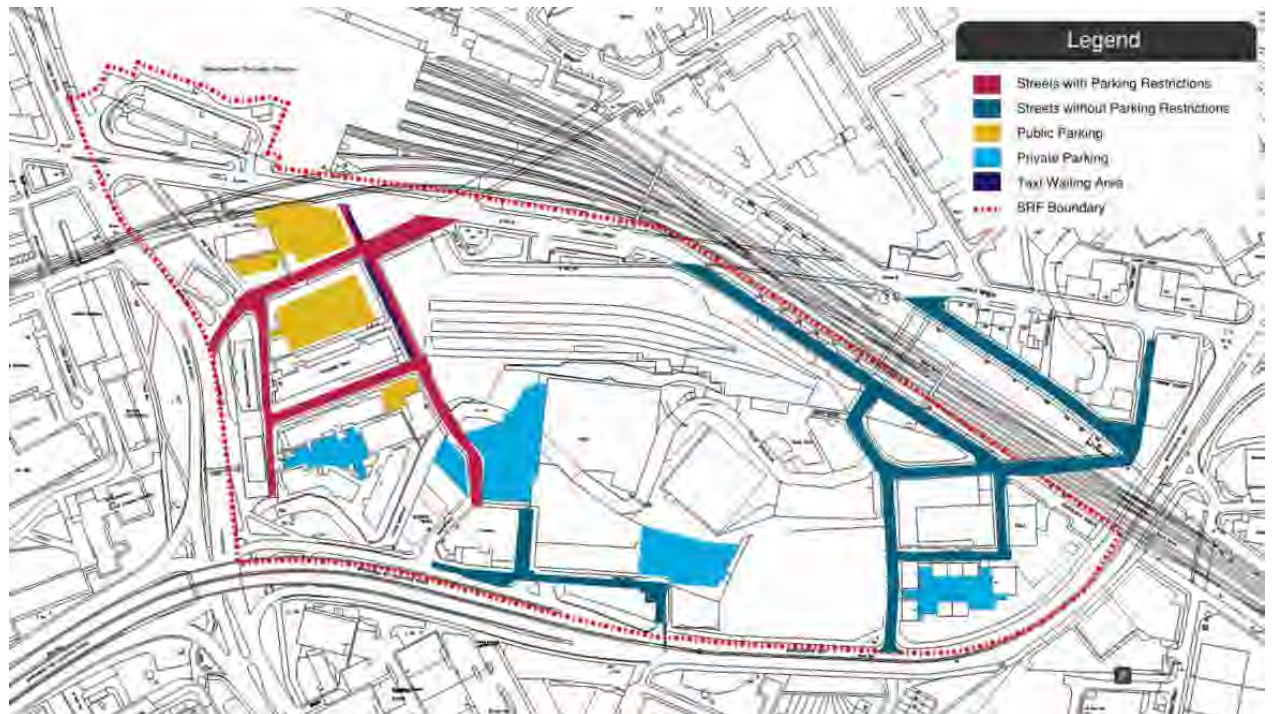


Figure 3.17 Existing Parking Arrangements

On-Street

- 3.6.2 A Controlled Parking Zone in Manchester city centre is divided into four zones. Parking Zones 1 and 2 allow parking for up to two hours, whereas Parking Zone 3 allows up to three hours, and Parking Zone 4 up to ten-hours. Figure 3.18 illustrates the location of each parking zones within Manchester city centre, and it can be seen that Parking Zone 4 includes part of the north-west of the Site and incorporates Travis Street and part of Fairfield Street.
- 3.6.3 The parking charges in Zone 4 apply Monday to Sunday between 08:00 and 20:00, with no charge for parking on Bank Holiday. The maximum stay time is 10 hours with charges varying from £0.50 for up to 30 minutes and £7.50 for up to 10 hours.

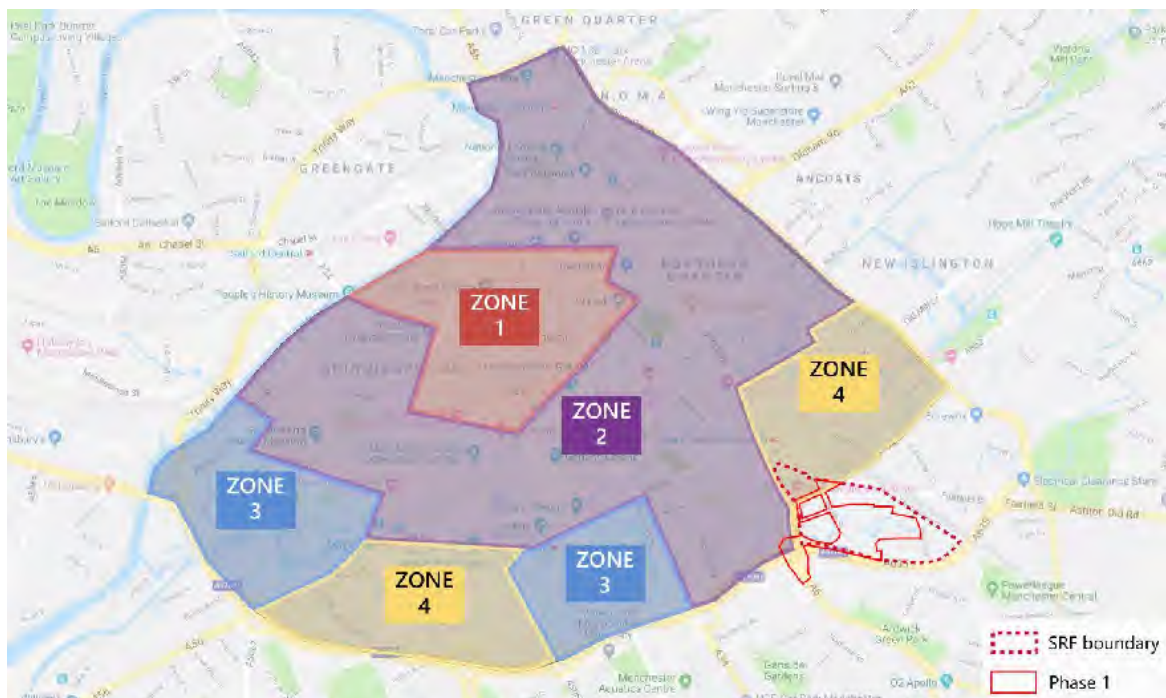


Figure 3.18 Controlled Parking Zones in Manchester (Manchester City Council)

- 3.6.4 A parking occupancy survey for internal local roads in the Mayfield area was undertaken on Tuesday 12 February 2019. The survey observed on-street parking on the roads shown in Figure 3.19 between 07:00 and 22:00 at three-hour intervals.



Figure 3.19 Location of Parking Surveys

3.6.5 The on-street parking observed on each road is shown in Figure 3.20.

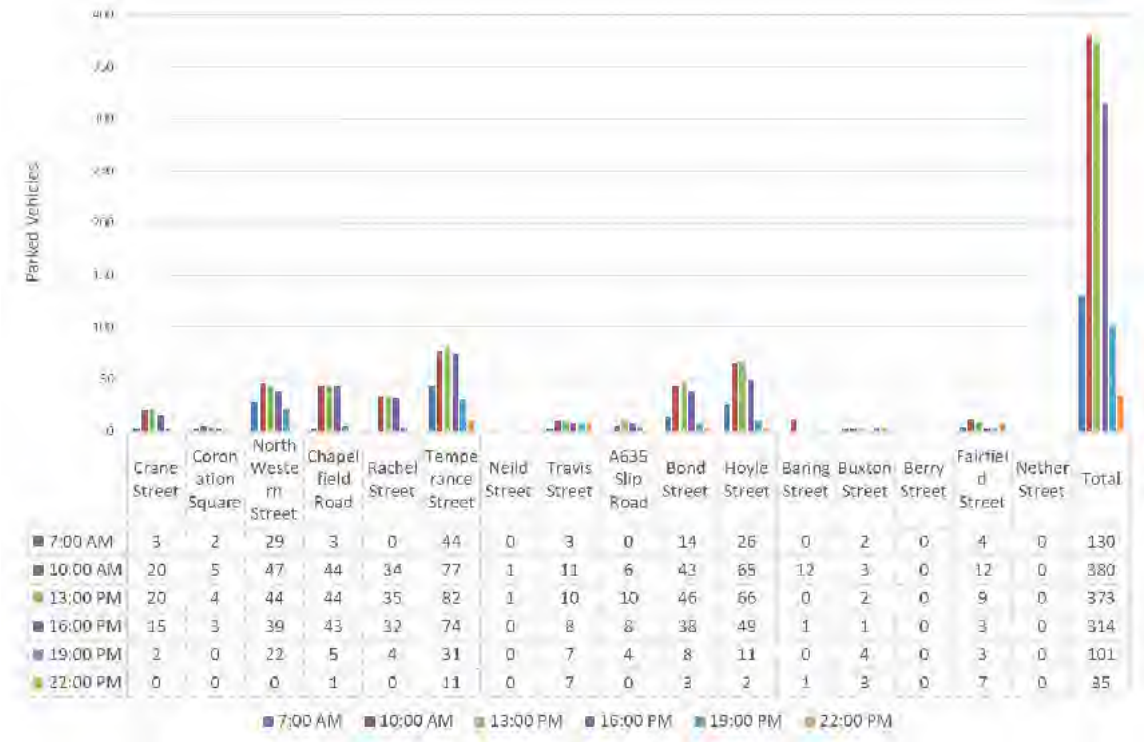


Figure 3.20 Total On-street Parking Occupancy

- 3.6.6 The parking survey shows that up to 380 cars are observed to park on-street during the day, with the peak being reached at 10:00. The survey data also shows that most of the on-street parking is observed on roads in the east of the Site, such as Temperance Street, North Western Street, Hoyle Street. The full on-street parking data can be found in Appendix D.

Off-Street

- 3.6.7 In accordance to 'Providing for Journeys on Foot' by the Institution of Highways and Transportation, the desirable walking distance to and from a car park is 400m, Figure 3.21 shows the location of public car parks (off-street parking) available within approximately a 400m radius from the Site. The parking capacity and opening hours are summarised in Table 3.6.
- 3.6.8 There are three public parking areas identified within the Site boundary; these are largely informal parking areas that currently occupy the areas of former industrial buildings and have a capacity of around 200 vehicles. The nearest publicly available car park is the Piccadilly Station short-stay car park which is approximately a 3-minute walk (160m) away. As for long-stay parking, the nearest is Piccadilly Place to the west of the Site, which is approximately a 5-minute walk (482m) away.

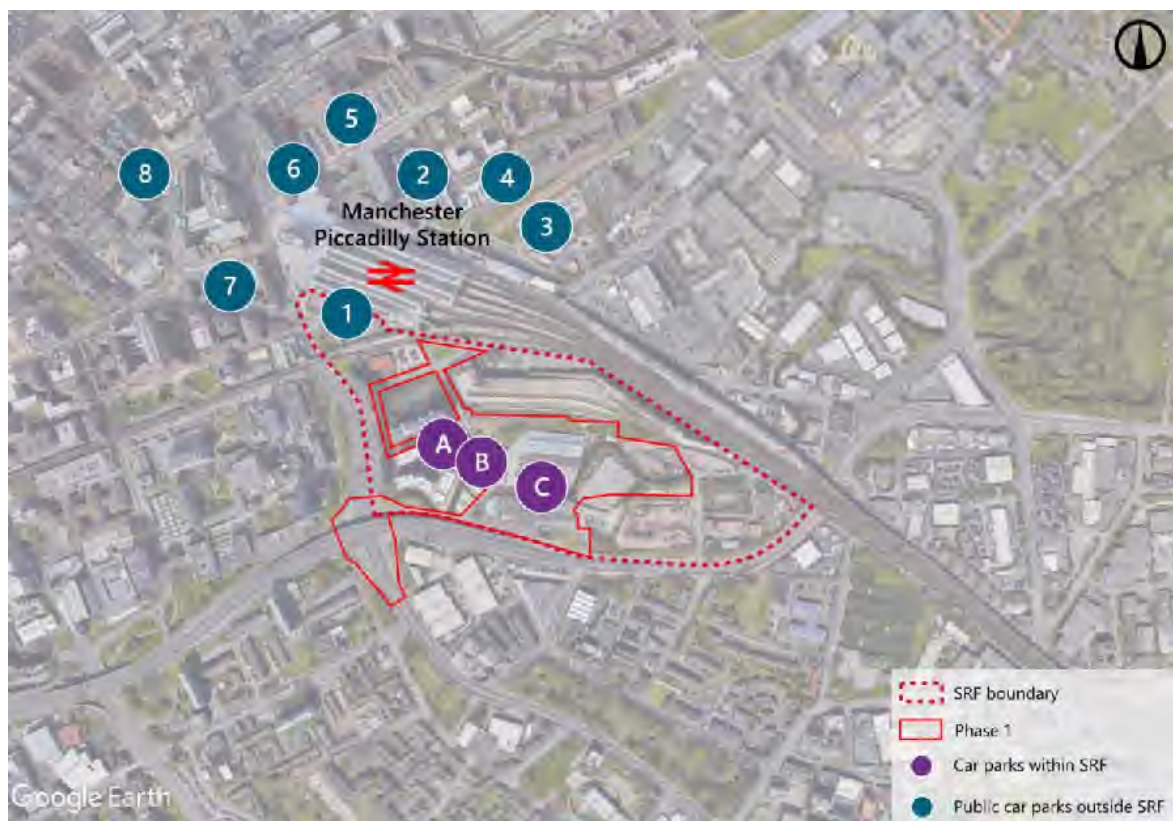


Figure 3.21: Location of Public Car Parks in Proximity to the SRF

Table 3.6: Car Park Capacity and Opening Hours by Location

Reference	Location	Capacity	Opening Hours
A	Buxton Street Car Park	Informal	24 hours
B	Baring Street Car Park	Informal	24 hours
C	Former Warehouses	Informal	24 hours
1	Piccadilly Station (Short-stay)	55	24 hours
2	Piccadilly Station	711	24 hours
3	Sheffield Street	431	24 hours
4	Baird Street	80	24 hours
5	Store Street	406	24 hours
6	Gateway House	140	06:00-22:00
7	Piccadilly Place	583	24 hours
8	Aytoun Street	63	24 hours

- 3.6.9 There are therefore approximately 580 spaces within the Mayfield area, when considering the off-street and on-street parking together. It is noted that the number of parking spaces is constantly changing, in reality, as areas of the Site are demolished or come out of use, and organised or 'fly-parking' occurs.

Taxis

- 3.6.10 There are marked taxi bays provided on Baring Street within the Site. These taxi ranks act as holding areas for taxis waiting to enter the main Piccadilly Station taxi rank on the north side of Fairfield Street. The location of the taxi ranks south of Fairfield Street are shown in Figure 3.22.

**Figure 3.22 Taxi Rank Location**

3.6.11 The taxi ranks shown in Figure 3.22 can accommodate 14 taxis within the marked bays.

3.7 Base Traffic Flows

3.7.1 Classified turning count surveys for the junctions shown in Figure 3.23 were undertaken on Tuesday 10 and Wednesday 11 July 2018, with supplementary surveys undertaken on Wednesday 5 June 2019. The surveys recorded queue lengths and saturation flows, where appropriate. In addition to the classified turning counts, automatic traffic counts (ATC) were undertaken on A635 Mancunian Way and A6 London Road for seven days commencing Friday 13 July 2018.

3.7.2 Whilst July is not a neutral month, the flow data has been compared to a monthly flow profile available through the Highways England website for the M602. This data (dated 2017) showed that the average daily flow for the neutral months (April, May, June and September) was lower than the July flow. The July survey data is therefore considered to be representative and this has been agreed with TfGM/MCC as part of the TA Scoping discussions.

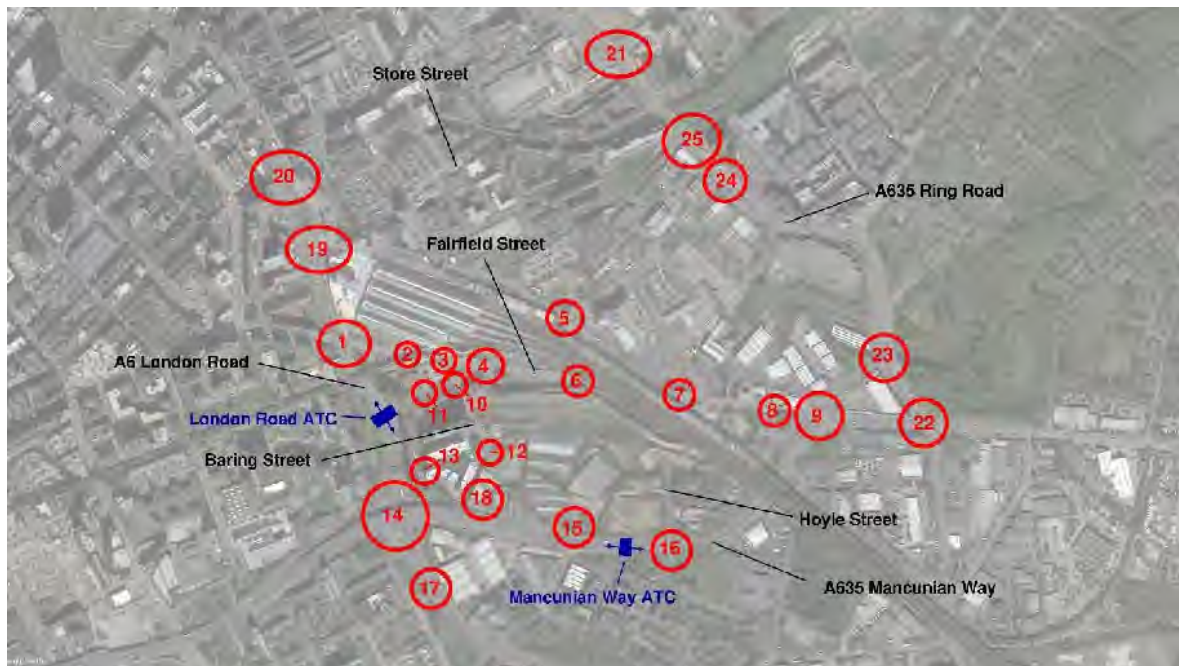


Figure 3.23 Traffic Survey Locations

3.7.3 The baseline traffic data was provided to TfGM for validating the baseline city centre Paramics model; the transport modelling methodology is described in further detail in Section 7.

3.8 Collision Analysis

- 3.8.1 Road traffic collision statistics have been obtained from TfGM for the most recent five-year period. It is noted that this is the most up to date traffic collision information available at the time of writing this report.
- 3.8.2 The study area includes the following roads:
- A635 Mancunian Way;
 - A57 (M);
 - A6 London Road;
 - A665 Ring Road; and
 - B6469 Fairfield Street.
- 3.8.3 The full collision report can be found in Appendix E.
- 3.8.4 Collision statistics are reviewed in terms of numbers and severity to ascertain whether there are particular trends or patterns at a particular junction or section of road. If there is a trend or statistically high collision record that would require accident remedial works, then this could be considered as a 'significant'.
- 3.8.5 All collisions recorded within the study area during the five-year period are summarised in Table 3.7.

Table 3.7 Collision Data Summary for the Five-year period (May 2014 to April 2019)

Severity	May-Dec 2014	Jan-Dec 2015	Jan-Dec 2016	Jan-Dec 2017	Jan-Dec 2018	Jan-Apr 2019	Total
Fatal	0	0	0	0	0	0	0
Serious	4	3	4	4	5	1	21
Slight	15	19	12	18	17	1	82
Total	19	22	16	22	22	2	103

- 3.8.6 Table 3.7 shows that 103 collisions were recorded in the five-year period up to the end of April 2019 and that the majority of the collisions (82) in the study are resulted in slight injury with 21 collisions resulting in serious injury. No fatal collisions were recorded during this period.
- 3.8.7 Pedestrians, cyclists and motorcyclists were involved in 1%, 14%, and 7% of the collisions respectively, while 42% of collisions occurred in dark conditions and 11% for rain and 3% for windy conditions.
- 3.8.8 The data was analysed further by identifying clusters of collisions within the study area. This was done to ascertain whether there were any underlying patterns, trends or factors that may have contributed to the collision. Six key collision clusters were identified as shown in Figure 3.24.

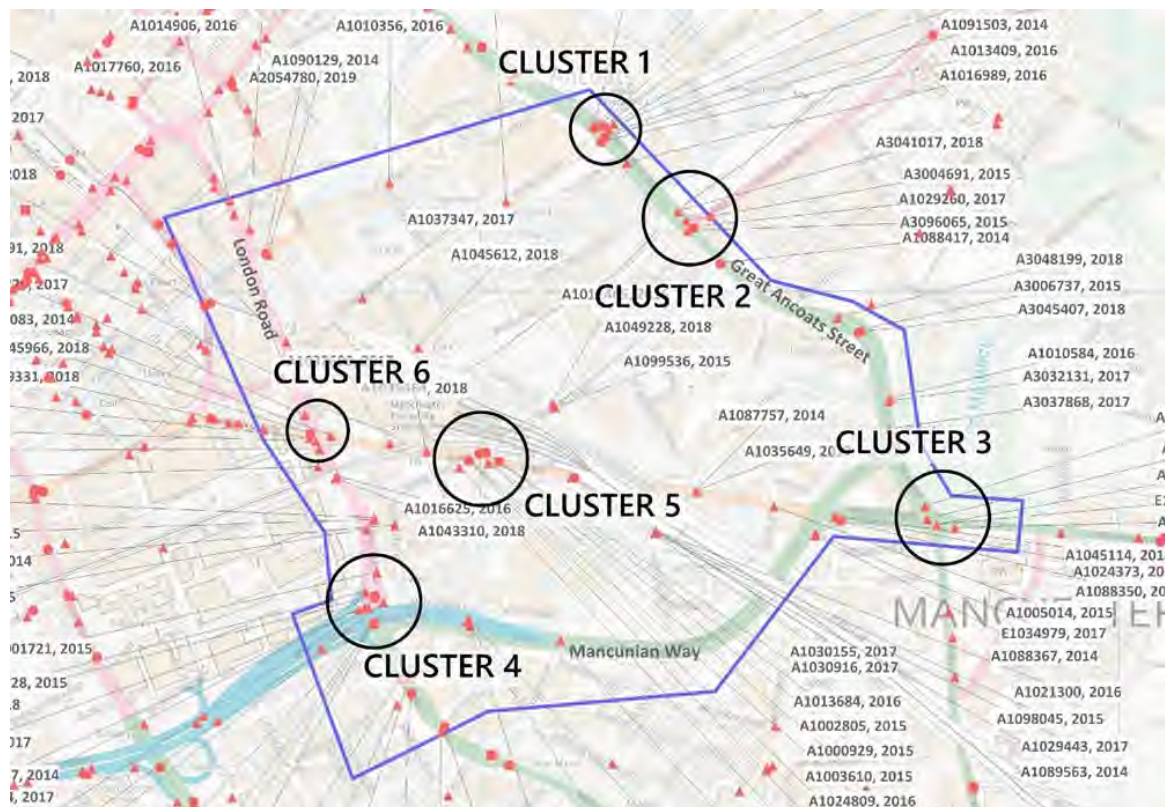


Figure 3.24 Location of Collision Clusters

Cluster 1 – Store Street/Old Mill St/A665 Ring Road Junction

- 3.8.9 There were a total of eight collisions in this location over the study period; six slight injury and two serious. The two serious collisions mainly involve a vehicle colliding with a pedestrian crossing the carriageway. Typical causes in this area include failing to judge other vehicles' path or speed and failing to look properly when changing lanes or turning.

Cluster 2 – A662 Pollard Street/A665 Ring Road Junction

- 3.8.10 Four collisions had occurred at this location over a five-year period of which comprises of three slight and one serious collision – primarily involving a pedestrian believed to be under influence colliding with a vehicle while crossing the junction. The collisions are mainly due to failure in judgment of other vehicles' path or speed and failure of looking properly when manoeuvring or changing lanes.

Cluster 3 – B6469 Fairfield Street/Ashton Old Road/Pin Mill Brow/Chancellor Lane Junction

- 3.8.11 A total of five collisions has been identified over the study period all involving slight injury. The typical causes in this area include sudden braking, failing to judge other vehicles' path or speed and failing to look properly when manoeuvring, turning or changing lanes.

Cluster 4 – A635 Mancunian Way/A6 London Road Junction

- 3.8.12 Eight collisions had occurred at this location over a five-year period, including one serious and seven slight injury. The serious collision is believed to be a HGV approaching a turn whilst colliding with a pedestrian on a pedestrian crossing. The remaining seven collisions typically involved failure to judge other vehicles' path or speed and failing to look properly when manoeuvring, turning or changing lanes.

Cluster 5 – B6469 Fairfield Street/Travis Street Junction

- 3.8.13 There were a total of ten collisions over a five year period, four serious and six slight injury. Typical causes involve vehicles colliding with a cyclist when turning, failing to judge other vehicles' path or speed and failing to look properly when manoeuvring, turning or changing lanes.

Cluster 6 – B6469 Fairfield Street/A6 London Road

- 3.8.14 A total of five collisions in this location has been identified over the study period of which comprises of four slight and one serious collisions. The collisions are mainly due to sudden braking, failure in judgment of other vehicles' path or speed and failure of looking properly when manoeuvring, turning or changing lanes.

Collision Assessment Summary

- 3.8.15 The clusters of collisions identified have been shown to have no prevalent cause, with a variety of contributing factors. However, it is noted that the highway improvements proposed in the surrounding area, including improved accessibility for pedestrians and cyclists, will change how the highway performs in road safety terms and may also change current collision patterns. Further collision analysis would be undertaken as part of the Road Safety Audit procedures for the new and amended highway infrastructure, when it is completed, and by future Reserved Matters Applications for the Mayfield development.

4 Development Proposals

4.1 Strategic Framework Principles

- 4.1.1 The Mayfield SRF was adopted in May 2018 and sets out the key development and urban design principles for Mayfield and this is provided for context below; the changes that will be delivered as part of the Phase 1 application are described later in this section. The maximum land use parameters for Mayfield SRF are shown in Table 4.1.

Table 4.1 Mayfield SRF - Proposed Land Use Schedule

Land Use	Quantum
Commercial	154,800sqm GEA
Retail / Leisure	32,300sqm GEA
Hotel	650 rooms
Residential	1,500 units
Parking	700 spaces

- 4.1.2 The masterplan SRF layout is shown in Figure 4.1. This application focusses on Phase 1 of the SRF which comprises Mayfield Park, Baring Street MSCP (Plot N), Baring Street Office 1 (Plot O) and Baring Street Office 2 (Plot M).



Figure 4.1 SRF Masterplan

Pedestrian Access (SRF)

- 4.1.3 The SRF outlines the proposed pedestrian access arrangements for the whole site. The Mayfield Park and improved public realm throughout the masterplan will significantly enhance the east-west and north-south connections through the Site. The pedestrian strategy proposed in the SRF is shown in Figure 4.2.

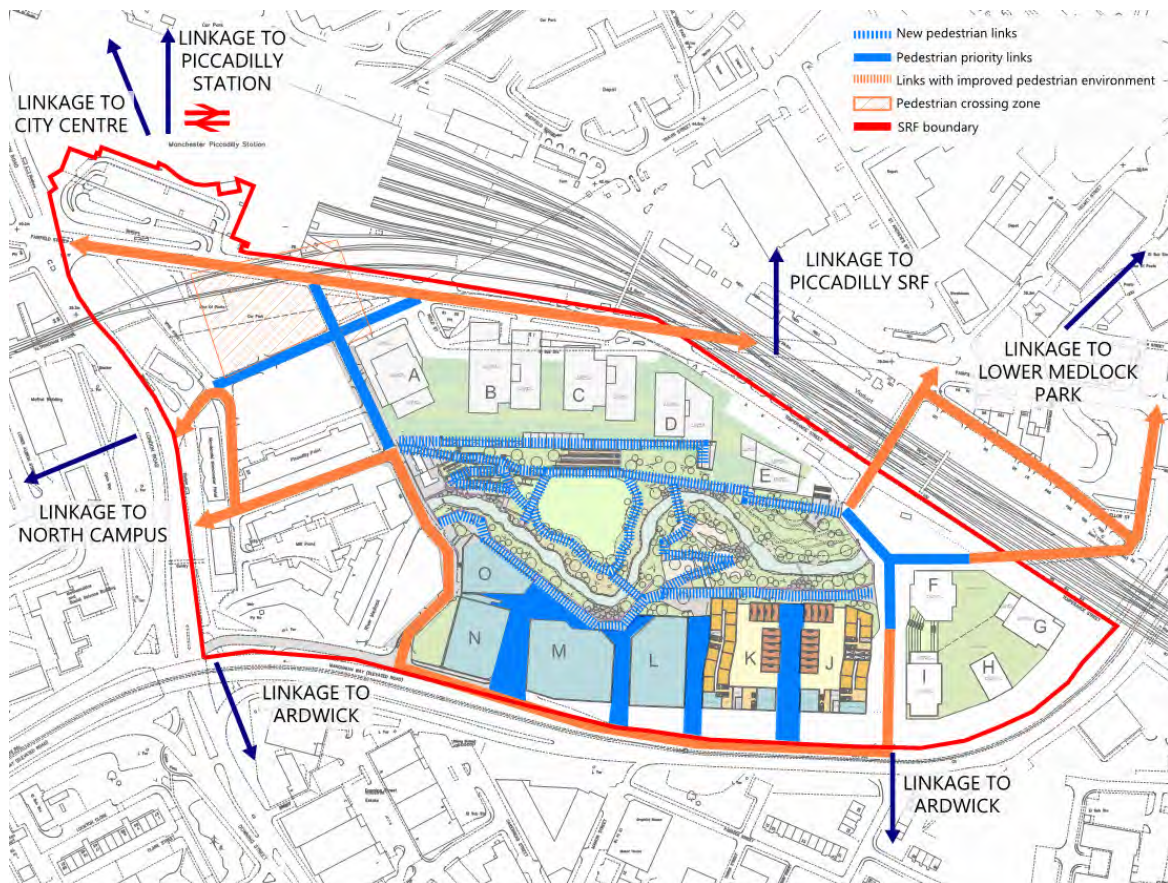


Figure 4.2 SRF Pedestrian Strategy

- 4.1.4 Pedestrian access to the Site from the north will be enhanced through a pedestrian crossing on Fairfield Street directly adjacent to Piccadilly station; this is in parallel to proposed improvements to the pedestrian environment on Fairfield Street in general. These improvements will enhance the Site's connections to Piccadilly Station and the existing pedestrian routes to the city centre.
- 4.1.5 Improvements are proposed to the pedestrian environments on Travis Street, which links to London Road, where a pedestrian crossing zone is proposed across London Road to enhance connectivity to the west towards the University of Manchester Campus. To the east, proposed alterations to the pedestrian environments on Temperance Street, North Western Street and Crane Street will result in improved connectivity and walking environment for pedestrians.

- 4.1.6 The principle of a pedestrian crossing is shown on Mancunian Way adjacent to Hoyle Street, which will improve pedestrian connectivity to Ardwick and amenities to the south. The pedestrian crossing will connect to an internal perimeter road running parallel to Mancunian Way, which provides access to pedestrian links into the Site.
- 4.1.7 Details of the pedestrian access arrangements for the Phase 1 development plots can be found in Section 4.2.

Cycle Access and Parking (SRF)

Access

- 4.1.8 The SRF proposes improvements to the cycle connections to, from and through the Mayfield area. Three strategic cycle routes linking into the external network will be created, which it is envisaged will carry the majority of cyclists across Mayfield. These will be along Baring Street connecting the existing cycle routes on Fairfield Street to those on A6 London Road; along Hoyle Street, connecting Fairfield Street to Mancunian Way; and a route on the southern perimeter road parallel to Mancunian Way that will connect Baring Street to Hoyle Street.
- 4.1.9 It is envisaged that a network of internal routes within the Site connecting with the strategic routes will provide local access to the development plots and park, but these routes would be less busy with cyclists and shared with pedestrians.
- 4.1.10 The cycle strategy proposed by the SRF is shown in Figure 4.3.

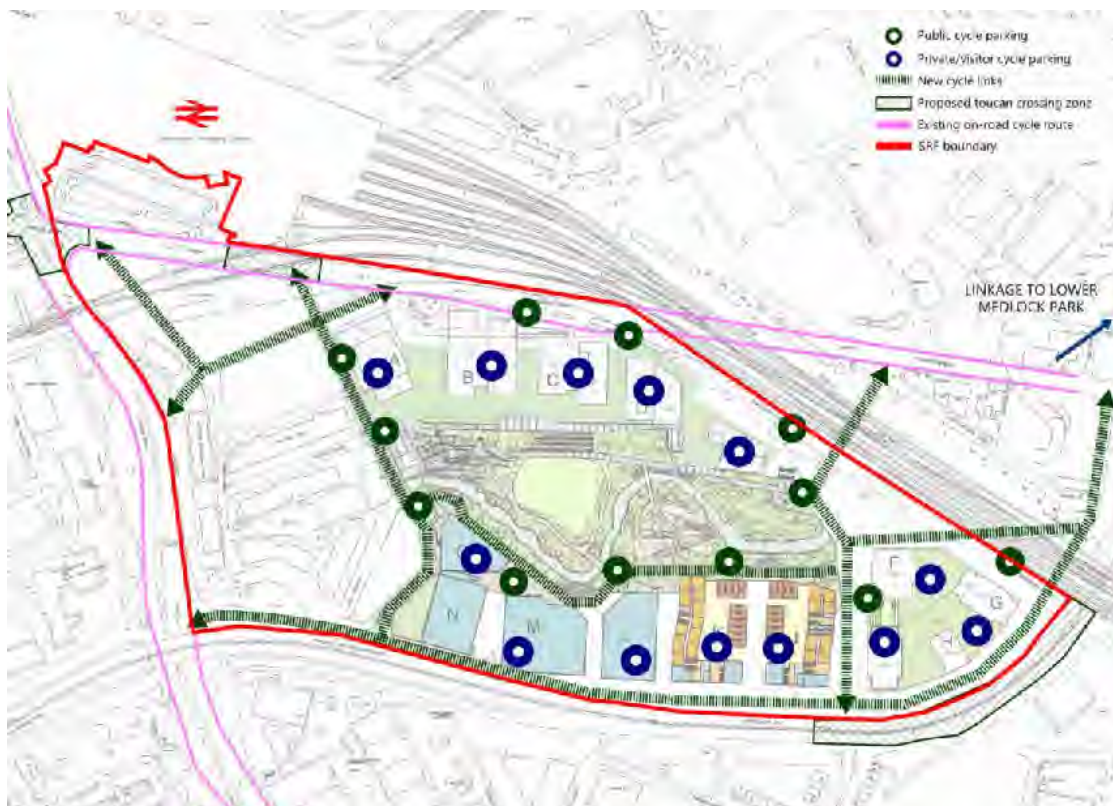


Figure 4.3 SRF Cycle Strategy

- 4.1.11 Details of the cycle access proposals for the Phase 1 can be found in Section 4.2.

Cycle Parking

- 4.1.12 The cycle parking strategy for the SRF will seek to achieve the cycle parking standards set out in Manchester's Core Strategy. The design team will propose suitable cycle parking standards where MCC standards are not available, such as for residential use.
- 4.1.13 Long-stay cycle space will be provided in a location reserved for tenants / staff within or close to the curtilage of the development plot it serves. High quality parking will be provided and will be safe, secure and well-lit. Showers, changing rooms and lockers will be provided for employees where required.
- 4.1.14 Short-stay spaces for visitors will be located in the public realm in visible, well-lit places that have high levels of natural surveillance.
- 4.1.15 Details of the proposed cycle parking for Phase 1 can be found in Section 4.2.

Highway Access and Car Parking (SRF)

Access

- 4.1.16 The SRF seeks to minimize the impact of vehicular traffic on Mayfield, whilst enhancing connections for non-motorised modes. Measures to achieve this include deliberately restricting vehicle access to the periphery of the Site from off Mancunian Way and Fairfield Street and changing traffic routing within Mayfield to discourage rat-running and through traffic. It is envisaged that a 20mph zone will be introduced across Mayfield and this will be enforced by design measures to reduce vehicle speeds and create quality spaces for pedestrians and cyclists. The site-wide highway access proposals for the SRF are shown in Figure 4.4.

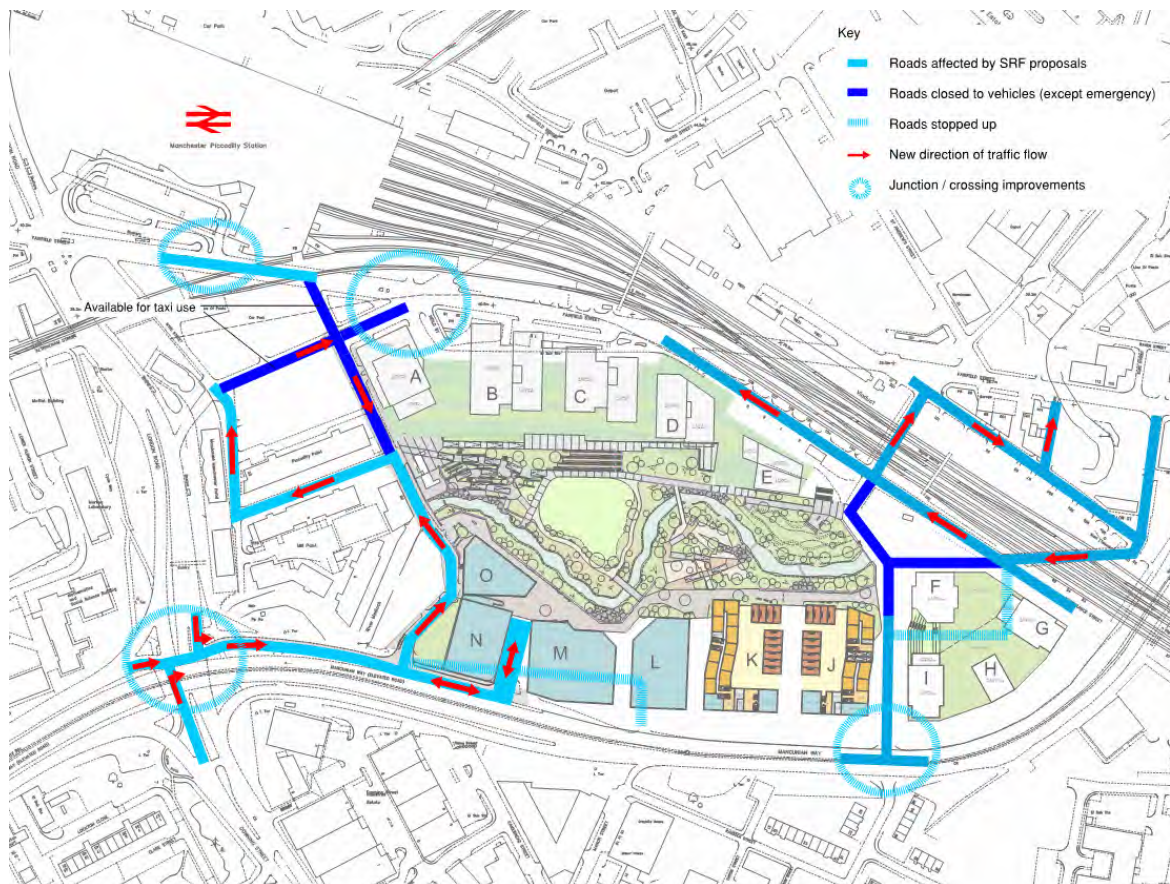


Figure 4.4 SRF Highway Proposals

- 4.1.17 These highways proposals have been subsequently developed and current highway access arrangements for Phase 1 can be found in Section 4.2.

Parking

4.1.18 The site-wide car parking strategy for the SRF is shown in Figure 4.5.

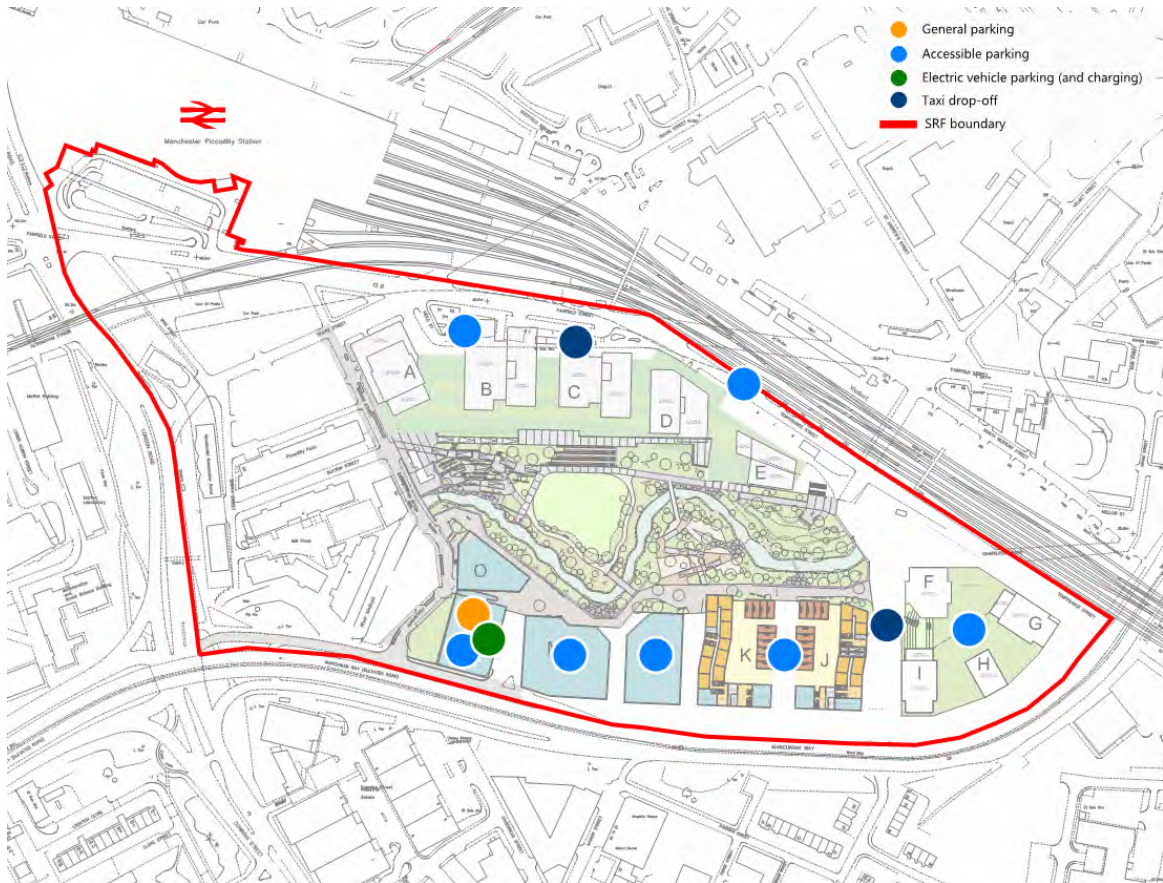


Figure 4.5 SRF Parking Strategy

- 4.1.19 The SRF proposes up to 700 spaces provided on-site. The majority of parking provision will be provided at a single location in the masterplan to ensure that streets and spaces are as car-free and pedestrian friendly as possible. This will be achieved by the provision of a MSCP in the south western corner of the masterplan area at the southern end of Baring Street.
- 4.1.20 The management and control of the car park will remain with the Mayfield Partnership although in the early stages of development it is possible that the day-to-day operation of the car park may be sub-contracted to a professional car park operator in order to fully utilise the surplus spaces effectively, until further development at Mayfield requires them. The car park will provide car parking provision for both commercial and residential occupiers.
- 4.1.21 Any additional modest parking provision that does fall within the curtilage of the building (e.g. back of house basement or undercroft areas or immediately in the streetscape of the buildings), will be managed as follows:
- As a priority, any spaces under / within a building will be provided as disabled spaces for Blue Badge holders;

- As a residential building becomes fully occupied, if that provision is not fully utilised by disabled residents, the estate manager will then release those spaces to other residents of the building to ensure they are fully used; and
- Spaces released on this basis will be re-secured by the estate manager should it be needed at a later time for a new disabled resident.

- 4.1.22 This management protocol ensures that those spaces most conveniently and appropriately located have the benefit of being used by disabled residents as a primary objective but that such a policy does not result in an over provision of empty or under-utilised car parking spaces on-site.
- 4.1.23 Commercial buildings will not generally have any car parking provision within their footprint. However, there may be modest provision of spaces in future commercial buildings such as those over the Depot. These will be provided as disabled spaces given the distance from the Depot to the MSCP.
- 4.1.24 To keep the streetscape as car free as possible the intention will be to direct visitors to the commercial and residential buildings to park within the MSCP. This ensures that a way-finding and signage strategy for Mayfield can be adopted that is simple and clear, directing the vast majority of car movements to a single point in the masterplan.
- 4.1.25 As previously noted, provision for accessible spaces will be made close to the buildings as they come forward as part of the development programme. Twenty one accessible spaces will be provided on the lower and upper ground floor of the MSCP and up to a further three spaces for users of the park particularly, on the southern side of Buxton Street at the east end.
- 4.1.26 In terms of electric vehicle charging, it is proposed that all the spaces provided close to the buildings will be provided with charging points. In addition, at least 10% of the spaces in the MSCP will have charging points.

Servicing Arrangements and Management (SRF)

- 4.1.27 It is proposed that servicing and deliveries across the Site will take place on each plot; minimising the interaction between servicing vehicles, pedestrians and cyclists in the public realm. The SRF servicing strategy is shown in Figure 4.6.

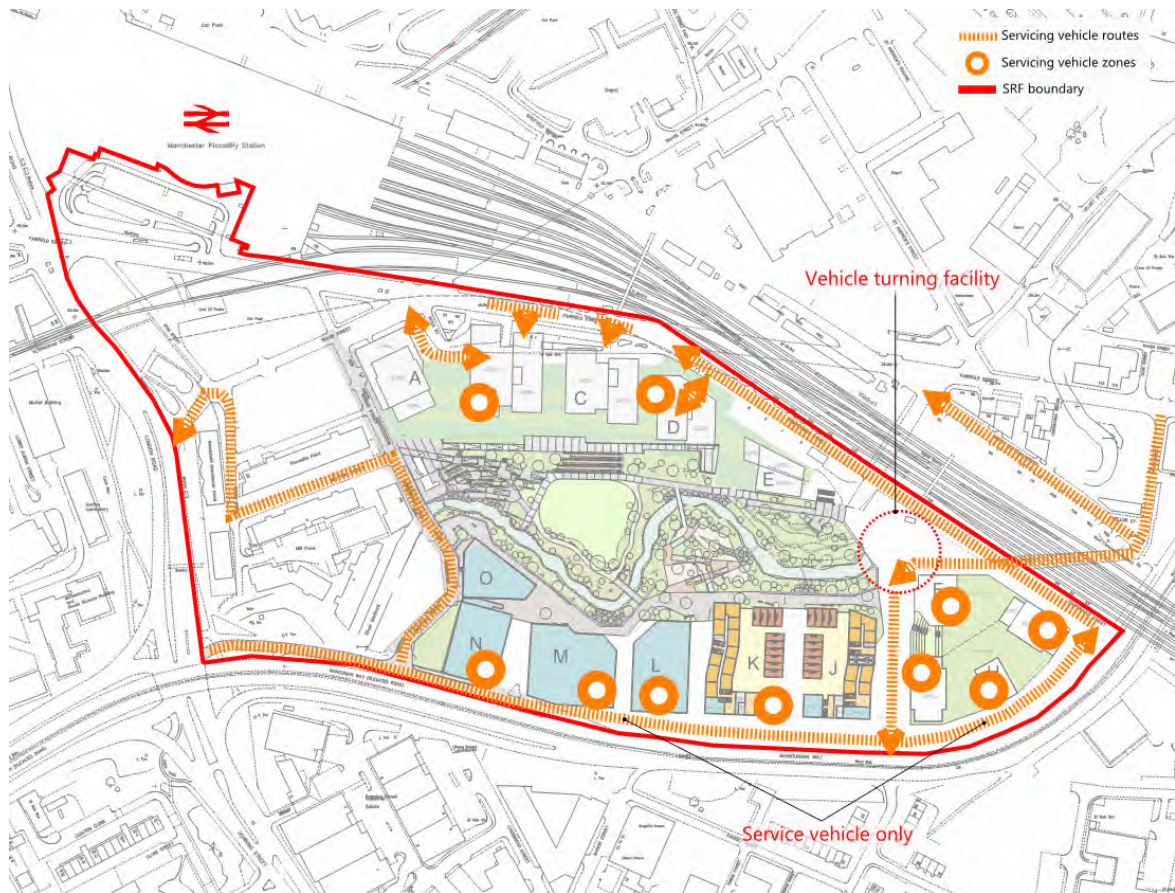


Figure 4.6 SRF Servicing Strategy

- 4.1.28 Details of the servicing arrangements for the Phase 1 development plots in more detail can be found in Section 4.2.

4.2 Proposed Development (Phase 1)

- 4.2.1 Phase 1 of Mayfield includes Mayfield Park, Baring Street Office 1, Baring Street MSCP and Baring Street Office 2. However, as previously stated, this TA focuses on the proposals for Mayfield Park, Baring Street Office 1 and Baring Street MSCP. The detail of Baring Street Office 2 and its associated public realm will be provided and assessed in a forthcoming separate application.
- 4.2.2 It is noted that the development proposed in Phase 1 is confined to the western edge of the SRF, and therefore the only transport proposals required to support the Phase 1 development plots will be brought forward at this time. Further elements of transport infrastructure identified in the SRF strategy will be brought forward at the appropriate time with the relevant future development phase.
- 4.2.3 Furthermore, it has been agreed with MCC that the detail of the changes to transport infrastructure will be secured by planning condition following a consent, and the detailed agreed as part of the s278 design work in conjunction with MCC. This will also factor in construction phasing for Phase 1 and later elements of the SRF and other works that may affect Mayfield, such as Network Rail's proposals for Piccadilly. Therefore the proposals described in the following sections identify the proposed intent for the planning application.

4.2.4 The development schedule for Phase is shown in Table 4.2.

Table 4.2 Mayfield Phase 1 - Proposed Land Use Schedule

Plot	Land Use	Quantum
Baring Street Office 1	B1 Office and ground floor commercial	9,987sqm GEA: comprising 9,651sqm GEA B1 use and 336sqm GEA ground floor commercial use.
Baring Street Multi-Storey Car park	Multi-Storey Car Park	543 spaces
Baring Street Office 2	B1 Office and ground floor commercial / ancillary space	Up to 31,000 sqm GEA

4.2.5 The proposed illustrative plan for Mayfield Park is shown in Figure 4.7.



Figure 4.7 Mayfield Park Proposals

4.2.6 The ground floor plan for Baring Street Office 1 is shown in Figure 4.8.



Figure 4.8 Baring Street Office 1 – Proposed Ground Floor Plan

4.2.7 The proposed ground floor plan for Baring Street MSCP is shown in Figure 4.9.

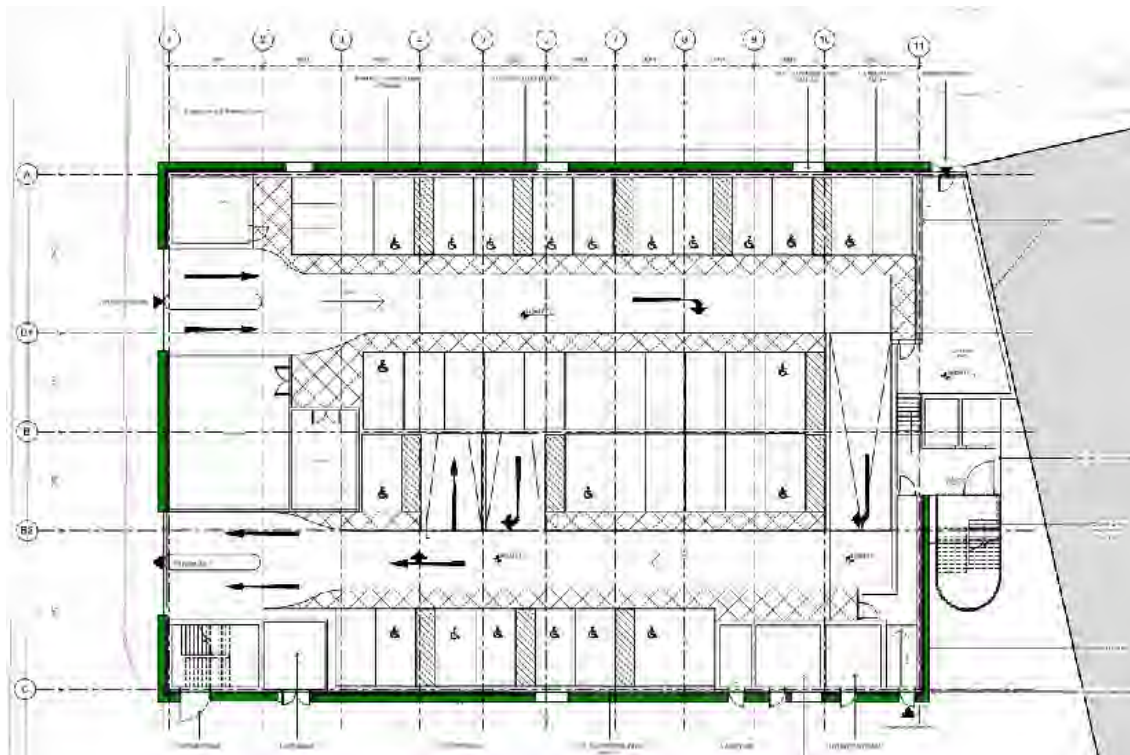


Figure 4.9 Baring Street MSCP – Proposed Ground Floor Plan

- 4.2.8 The full architect's drawings for Mayfield Park and the ground floor plans for Baring Street Office 1 and Baring Street MSCP can be found in Appendix F.

Pedestrian Access (Phase 1)

- 4.2.9 The pedestrian access strategy for Phase 1 is shown in Figure 4.10. The strategy includes creating pedestrian priority links with environmental improvements on Travis Street and the northern section of Baring Street to enhance connections between the Site and the city centre. Further environmental improvements will be made to Baring Street (south of Buxton Street), Buxton Street and Berry Street, incorporating measures such as widened footways, improved surfacing materials and new planting.
- 4.2.10 Away from the carriageways, new traffic-free pedestrian routes will be created throughout Mayfield Park linking to the development plots; including a 5m-wide shared pedestrian cycle route along the northern edge of the Phase 1 development plots running past Baring Street Office 1 and 2, and connecting these buildings to Baring Street to the west and Mayfield Park to the east.
- 4.2.11 The proposed reconfiguration of the London Road / Mancunian Way junction, described in greater detail later, will now include pedestrian facilities on all arms.
- 4.2.12 Details of all these proposals will be progressed with MCC and TfGM during the s278 detailed design procedure secured by condition, following a consent.

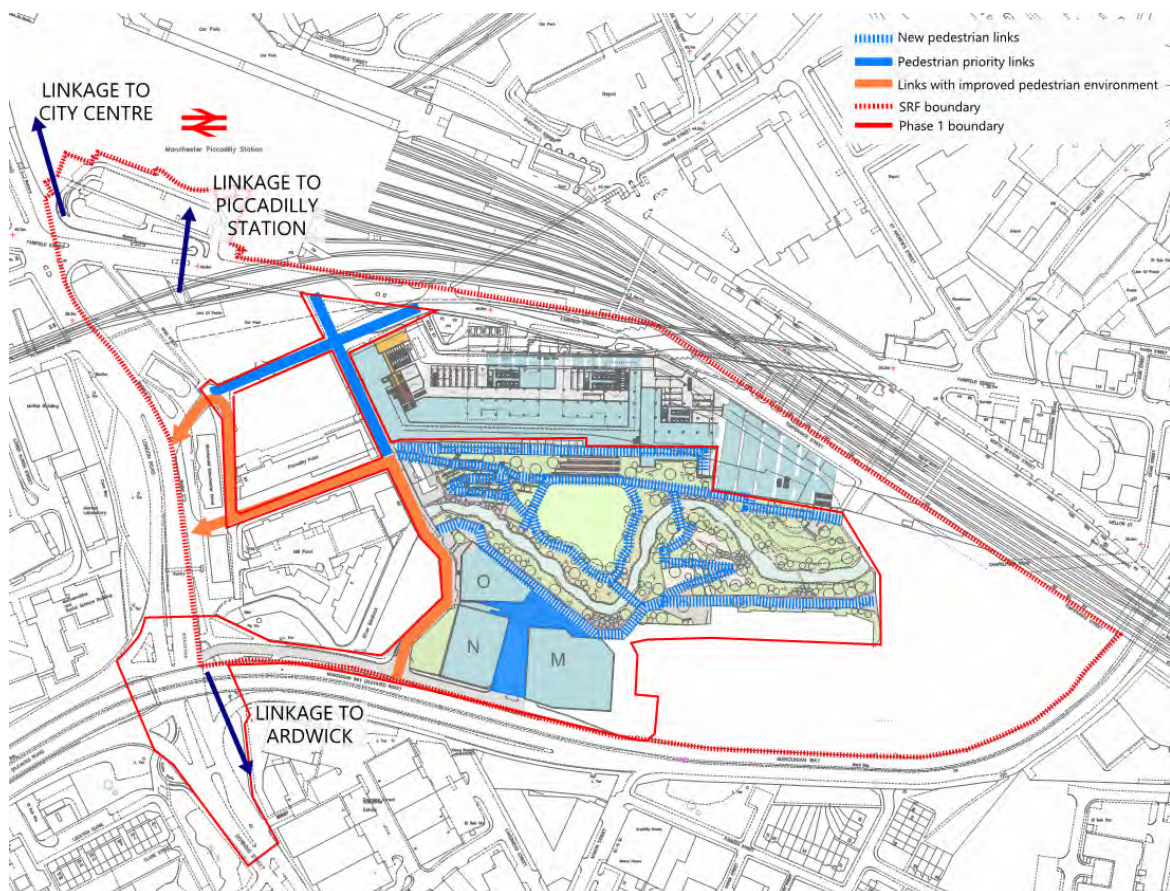


Figure 4.10 Phase 1 Pedestrian Access

Cycle Parking and Access (Phase 1)

4.2.13 The cycle access strategy for Phase 1 is shown in Figure 4.11.

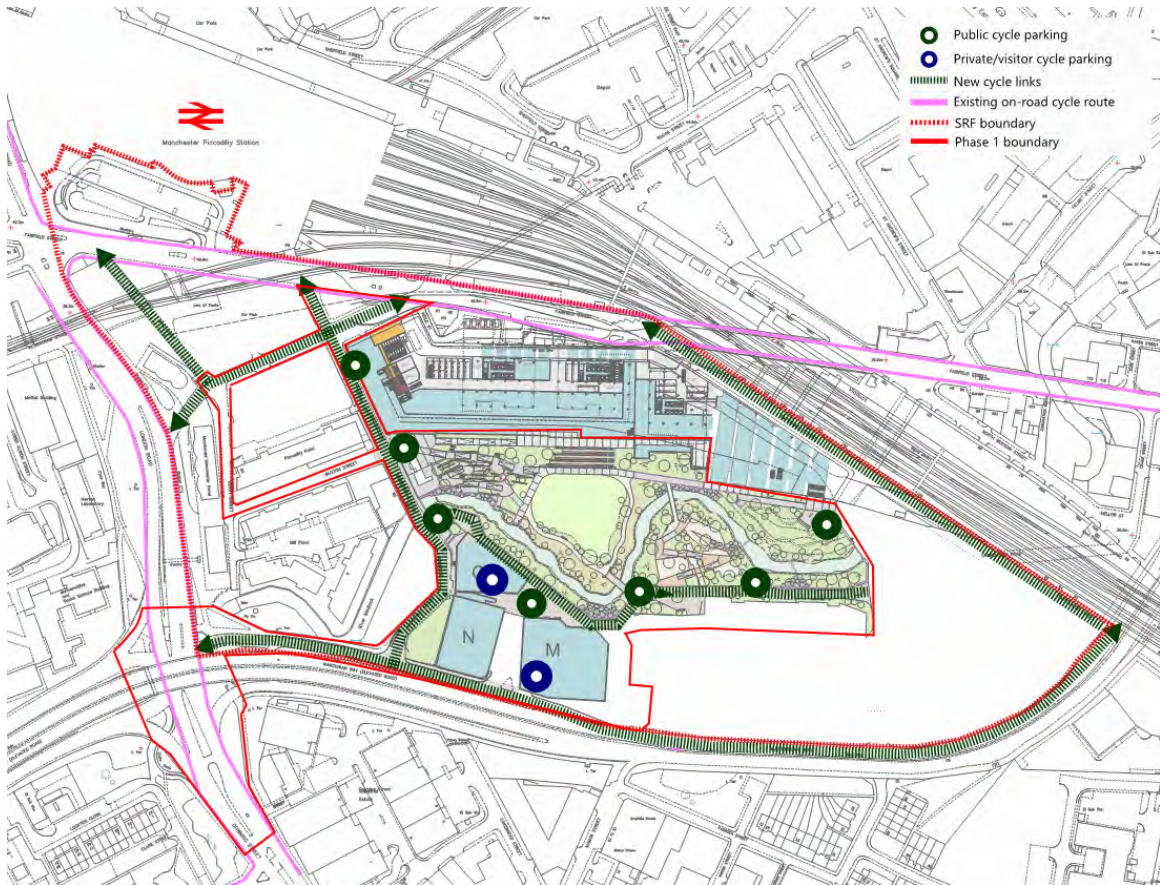


Figure 4.11 Phase 1 Cycle Access

- 4.2.14 As the Phase 1 development only focuses on the western edge of Mayfield, the strategic cycle route to be brought forward for Phase 1 is along Baring Street, linking the existing cycle route on Fairfield Street to London Road, where there are improved cycle crossings proposed. It is envisaged that the route will be a combination of a shared route with pedestrians and a segregated route on the carriageway, but this will be determined through detailed design discussions with MCC.
- 4.2.15 Local cycle access to the development plots in Phase 1 will be provided via Baring Street and by a 5m wide shared-use route connecting Baring Street and the southern edge of the park (north of the buildings), which will also connect to future development plots and the strategic cycle route proposed by the SRF along Hoyle Street.
- 4.2.16 Table 4.3 shows the proposed cycle parking provision for Mayfield Park, Baring Street Office 1, Baring Street MSCP and Baring Street Office 2. Between 6-10 short-stay public cycle parking spaces will be provided at each cycle parking location at the edge of the Park, including between Baring Street Office 1 and 2. It is noted that the cycle parking provision for Baring Street Office 2 will be set out in detail in a future application, but provision will aspire to meet MCC Core Strategy standards.

Table 4.3 Proposed Cycle Parking Provision – Phase 1

Plot	Provision
Mayfield Park	6-10 spaces at each location
Baring Street Office 1	75
Baring Street MSCP	0
Baring Street Office 2	Aspire to meet MCC Core Strategy cycle standards

- 4.2.17 All long-stay spaces will be provided securely within each plot and short-stay spaces will be located in the public realm in visible, well-lit places close to building entrances that have high levels of natural surveillance.
- 4.2.18 The cycle parking for Baring Street Office 1 will be at ground floor level and provided using double stacked racks and folding cycle lockers. Principal access to the Baring Street Office 1 cycle parking will be from the shred route on the northern edge of the building; this route provides connection to the proposed cycle facilities on Baring Street.
- 4.2.19 Baring Street Office 1 and 2 will both provide showers, changing rooms and locker facilities for cyclists.
- 4.2.20 The short-stay cycle parking provided around the edge of the Park will be provided as Sheffield stands. Parking for non-standard cycles are to be provided with 5% of the overall provision be for larger cycles, such as cargo bikes or trikes, through suitably spaced Sheffield stands.

Highway Access (Phase 1)

Access

- 4.2.21 The proposed highway access proposals for Phase 1 are summarised in Figure 4.12 and Figure 4.13 with more detailed highways layout plans provided in the Appendix G.
- 4.2.22 As set out in the SRF, various changes are proposed to the highways in and immediately around Mayfield to facilitate the development, and for Phase 1 this will include a new access into Mayfield, new traffic routing, stopping-up of roads, access restrictions and changes to on-street parking. The roads affected by these proposals are shown in the following Figures, which include locations of proposed stopping-up and traffic Regulation Orders (TRO's) and new traffic routing.
- 4.2.23 It is also proposed that a 20mph zone be created throughout the Mayfield area as part of the Phase 1.

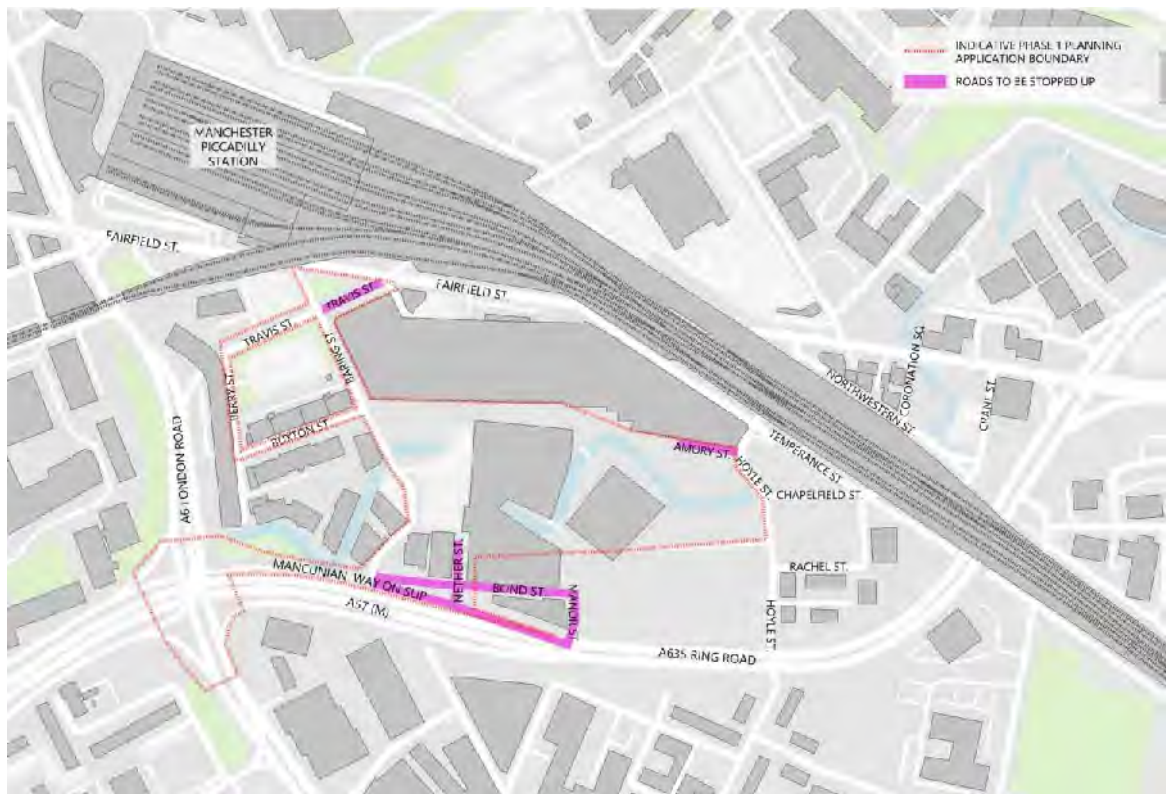


Figure 4.12 Phase 1 Highway Proposals – Stopping-Up

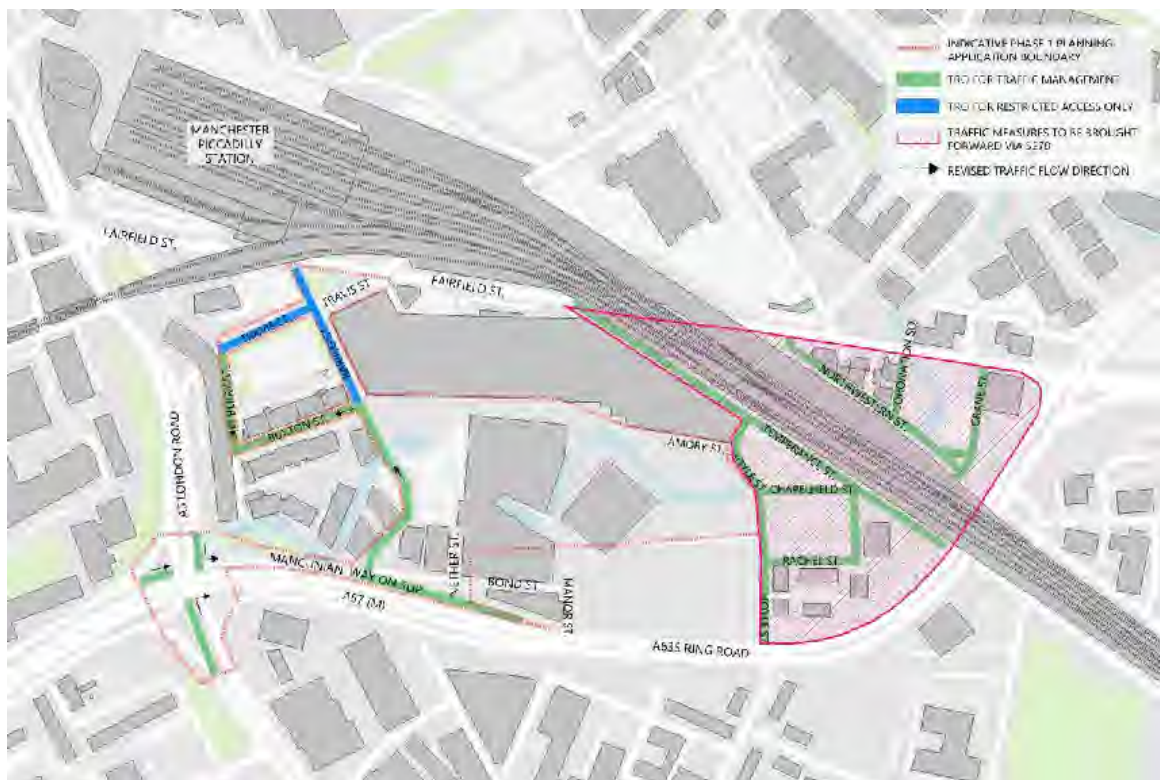


Figure 4.13 Phase 1 Highway Proposals – TRO's and Traffic Routing

4.2.24 The principle highway access to Phase 1 will be via the eastbound Mancunian Way slip-road, via a re-configured London Road/Mancunian Way junction which will now allow direct access from all directions. The proposed layout allows a new left turn from London Road north, right turn from London Road south and an ahead movement from the eastbound Mancunian Way off-slip into the on-slip heading towards Baring Street. The proposed junction layout is shown in Appendix G.

4.2.25 Once within Mayfield arriving from London Road, the traffic routing strategy is as follows.

- Traffic will enter the Site eastbound via the Mancunian Way slip-road.
- East of Baring Street, two-way operation will be in place to allow access into and out of Baring Street MSCP and to/from Baring Street Office 2.
- It is proposed that Baring Street is changed to operate one-way in the northbound direction between the Mancunian Way slip-road and Buxton Street, providing access to Baring Street Office 1.
- Buxton Street will operate one-way westbound allowing traffic to exit the Site to the west via the existing Travis Street/London Road junction.
- It is proposed that Baring Street between Travis Street and Buxton Street, and Travis Street between Berry Street and Baring Street will have limited access controls, most likely enforced by removable bollards.

Taxis

4.2.26 The proposed reconfiguration and operational changes to Travis Street and Baring Street will require the existing taxi ranks on Baring Street south of Travis Street to be removed. A replacement taxi rank for the same number of vehicles as existing is proposed on Travis Street west, between Baring Street and Berry Street. Taxis would approach the relocated rank from London Road. The location of the existing and proposed taxi ranks are shown in Figure 4.14.



Figure 4.14 Existing and Proposed Taxi Ranks

Car Parking (Phase 1)

4.2.27 The proposed car parking provision for Phase 1 is shown in Figure 4.15.

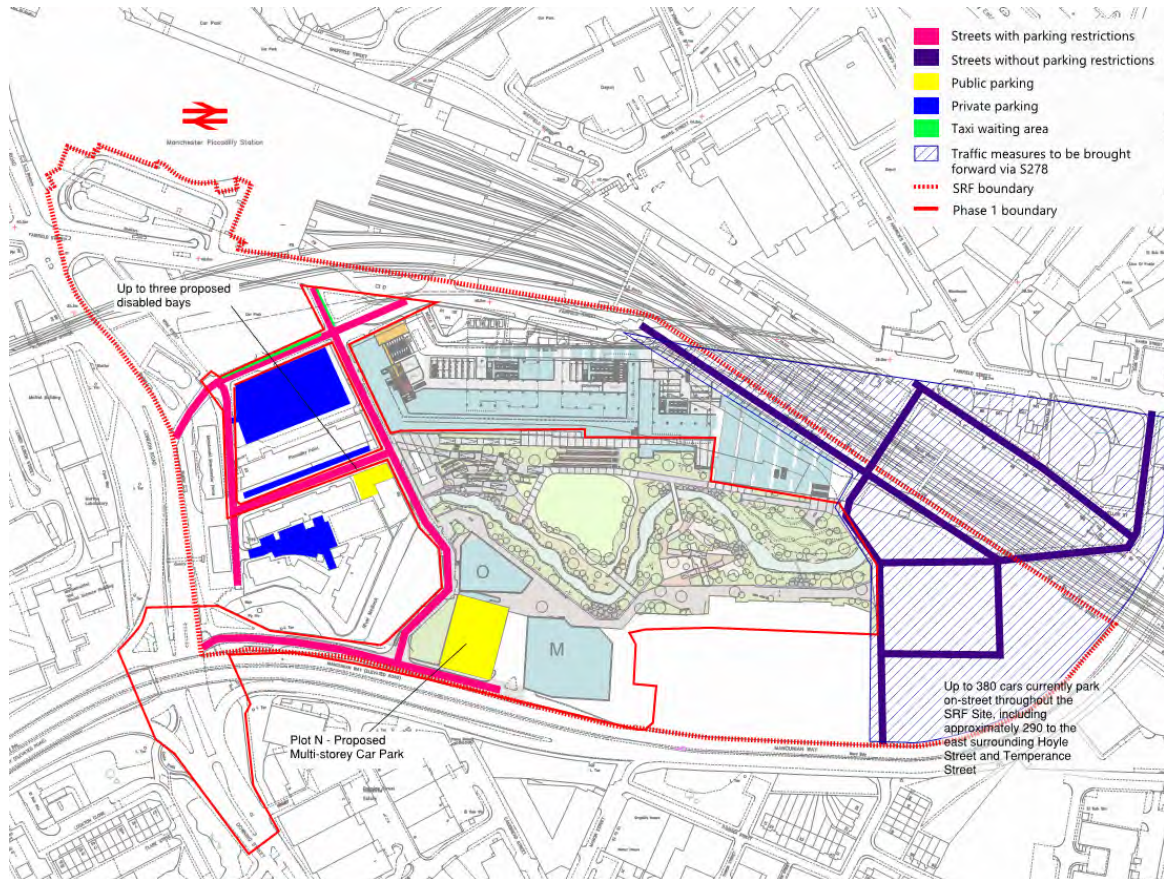


Figure 4.15 Phase 1 Car Parking Provision

Off-street Parking

- 4.2.28 Phase 1 proposes the construction of Baring Street MSCP in the south-west corner of the Site, which will provide 543 off-street parking spaces. In Phase 1, it is assumed that these will be used to provide spaces for occupants of the office buildings, users of the Mayfield Park and general commuters.
- 4.2.29 Within the MSCP, 21 of the total spaces will be designed as accessible and 10% of the total car parking provision will be provided with active electric vehicle charging facilities to encourage the use of electric vehicles on-site. There will also be provision for three motorcycle spaces.
- 4.2.30 No dedicated parking will be provided for Baring Street Office 1, due to its proximity to the MSCP.
- 4.2.31 The management and control of the car park will remain with the Mayfield Partnership although for the Phase 1 development it is possible that the day-to-day operation of the car park may be sub-contracted to a professional car park operator in order to fully utilise the spaces effectively, until future development at Mayfield requires them.

On-street Parking

- 4.2.32 There is a variety of public parking types provided on-street within Phase 1 of Mayfield, such as limited stay parking bays on Buxton Street and Pay-and-Display bays on Travis Street. The traffic measures proposed by Phase 1 of Mayfield will require changes to these existing parking provisions and this has been discussed with MCC during pre-application discussions. The detail of the changes will be secured as part of the s278 agreement for highways works in Mayfield following a consent; however it is noted that the revised arrangements will seek to demonstrate 'no net loss' of existing Pay-and-Display bays.
- 4.2.33 One element of this is the proposed provision of three accessible spaces on the south side of Buxton Street at its eastern end, close to Mayfield Park. This will potentially require the removal of some of the short-stay free parking provision currently provided in this location. The provision of these accessible bays has been agreed with MCC in principle, but the detail will be worked up with MCC post-submission.

East Mayfield – Traffic Measures

- 4.2.34 As shown on Figure 4.13 it is proposed to introduce traffic measures in the streets to the east of Mayfield, in the area between the park and Fairfield Street, both sides of the railway viaduct. The purpose of these measures is as follows:
- To remove the existing 'fly-parking' which is largely related to commuters which blights the streets, to reduce traffic movement in the area and to improve safety for all road users;
 - To provide dedicated parking facilities for permit holders within a possible 'permit zone' – i.e. for residents and businesses and visitors to these premises;
 - To implement traffic management / routing measures to improve road safety and deter rat-running, whilst allowing easy access to existing premises; and
 - To help facilitate safe access to the meanwhile uses for Mayfield in Temperance Street and Hoyle Street areas.
- 4.2.35 It is noted that this area is outside of the Phase 1 planning application boundary so these measures will be brought forward as part of a future s278 application made to MCC. The detail design of these measures will be worked up following a consent for Phase 1 by the Applicant working in conjunction with MCC.

Servicing Arrangements and Management

- 4.2.36 For Baring Street Office 1, servicing will be carried out from Baring Street. Waste will be collected at each floor level and transferred via the goods lift to the dedicated refuse and recycling store. The store is located on the lower ground floor with direct access to the proposed servicing lay-by on Baring Street.
- 4.2.37 The proposed refuse and recycling store includes Eurobin provision that has been sized based upon a twice-weekly collection frequency for both the office and amenity uses. As such a total of 14 bins are provided:
- 2no. 1100 litre bins for recycling glass, cans and plastic
 - 4no. 1100 litre bins for recycling paper, card and cartons
 - 4no. 1100 litre bins for residual waste
 - 4no. 240 litre bins for food waste

- 4.2.38 Further details on waste management can be found in the Waste Management Strategy submitted as part of this application.
- 4.2.39 The proposed lay-by will also provide servicing access to the building. Servicing access into the building will be via the dedicated servicing entrance and corridor to gain access to the goods lift, upper floors and foyer.
- 4.2.40 It is proposed that servicing for Baring Street Office 2 will largely mirror that of Baring Street Office 1 and take place on-street. The proposed servicing arrangements for Baring Street Office 2 will be described in detail in a separate future application.

5 Trip Generation

5.1 Introduction

- 5.1.1 The proposed trip generation and mode split methodology was submitted to MCC / TfGM in June 2018. A copy of this is attached in Appendix A together with comments received from TfGM, which confirms that the proposed trip rates are agreed in principle, subject to some alterations to the assumed modal split. Additional comments on the trip generation methodology were received from TfGM on 11 June 2019, focussing on the methodology used to derive trips for the commercial, retail and hotel use. The trip generation methodology was resubmitted and was subsequently agreed with TfGM. The final scoping note describing the agreed trip generation methodology was presented in the TA scoping note which can be found in Appendix A.
- 5.1.2 The multi-modal trip generation assessment has been undertaken for all land uses included in the full build-out SRF, and for Phase 1 on its own.
- 5.1.3 To estimate the number of person trips generated by the proposed development, reference has been made to the Trip Rate Information Computer System (TRICS) database, which is the nationally recognised and accepted methodology for predicting traffic for developments.

5.2 Proposed Trip Generation (SRF)

Residential Use

- 5.2.1 A selection of Residential/Flats Privately Owned Uses in the TRICS database were made based on the following criteria:
- 5.2.2 Surveys undertaken since 2010:
- In Town Centre or Edge of Town Centre locations; and
 - Outside London.
- 5.2.3 The TRICS selection has been reviewed since the June 2018 assessment to ensure consistency.
- 5.2.4 The derived residential person trip rate per dwelling and resulting total person trips for the full build out SRF are shown in Table 5.1.

Table 5.1 Site Wide Person Trips – Proposed Residential (1,500 dwellings)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trip rate per dwelling	0.116	0.49	0.606	0.496	0.257	0.753
Total Person trips	174	735	909	744	386	1,130

- 5.2.5 The full TRICS outputs can be found in Appendix H.

- 5.2.6 To estimate the proposed mode split for the residential use, reference has been made to the Office for National Statistics (2011 Census data) travel to work patterns for people living in Middle Super Output Area (MSOA) - Area E02006912, where the Site is located. The resultant mode split is shown in Table 5.2.
- 5.2.7 Applying this mode split to the person trips in Table 5.1 gives the trips by mode shown in Table 5.2 for the morning and evening peak hours.

Table 5.2 Site Wide Trips by Mode – Proposed Residential (1,500 dwellings)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	18%	31	132	164	134	69	203
Car Passenger	1%	2	7	9	7	4	11
Taxi	0%	0	0	0	0	0	0
Bus	11%	19	81	100	82	42	124
Tram	12%	21	88	109	89	46	136
Rail	4%	7	29	36	30	15	45
Pedestrians	52%	90	382	473	387	200	587
Cycle	2%	3	15	18	15	8	23
Motorcycle	0%	0	0	0	0	0	0
TOTAL	100%	174	735	909	744	386	1,130

Commercial Use

- 5.2.8 For the purpose of the trip generation assessment, and in order to adopt a worst case assessment, it has been assumed that the proposed 154,800sqm GEA Commercial (Business) use would be B1 office use, which tends to give a higher trip generation when compared with other business uses such as industrial.
- 5.2.9 A selection of Office Uses in the TRICS database were made, based on the following criteria:
- Surveys undertaken since 2010;
 - In Town Centre or Edge of Town Centre locations;
 - No Council Office sites;
 - Rather than use sites from across the UK, as was used to generate the previously accepted trip rates, only sites from Central Manchester were used. This was done to reflect the characteristics of the proposed development; and
 - Sites with a floor area greater than 1,000sqm.
- 5.2.9.1 The derived person trip rates and resulting total person trips for 154,800sqm GEA office development are shown in Table 5.3.

Table 5.3 Site Wide Person Trips – Proposed Office (154,800sqm GEA)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trip rate per 100sqm GEA	2.458	0.169	2.627	0.169	2.448	2.617
Revised Total Person trips	3,805	262	4,067	262	3,789	4,051

- 5.2.10 To estimate the proposed mode split for the office use reference has initially been made to the 2011 Census data travel to work patterns for people living/working in MSOA E02006912, where the Site is located.
- 5.2.11 The data for this area gives a Car Driver mode share of 34% but this would result in the maximum car parking accumulation exceeding 350 spaces, which is the number assumed to be allocated to the commercial use at full build out (50% of the total 700 spaces).
- 5.2.12 To ensure that car parking does not exceed capacity on-site, it was initially proposed as part of the consultation with MCC / TfGM in June 2018 that the Car Driver mode share would be reduced from 34% to 5%. However, TfGM suggested that this reduction was too high and that in reality, some office workers may still choose to drive their car to/from work and park elsewhere, despite the constrained parking provision on-site and the alternative transport modes available at this location.
- 5.2.13 It is not considered appropriate to use the 34% car mode share due to changes in transport infrastructure and behaviour that has taken place since the 2011 Census was undertaken. Since the 2011 Census data was collected, the Metrolink tram network has been expanded significantly to include the following extensions:
- Oldham, Rochdale, South and East Manchester (opened 2013);
 - Ashton-under-Lyne, East Didsbury and Manchester Airport (opened 2014); and
 - Second City Crossing (opened 2017).
- 5.2.14 These expansions are likely to have resulted in a significant shift in mode share away from cars. It is therefore considered that the mode share generated by the 2011 Census data does not reflect the current travel patterns in the city, not least in the year 2030 at full build-out.
- 5.2.15 To take account of TfGM's comments, a car mode share of 18.5% has been applied; this is the peak hour Car Driver mode share derived from the site selection in TRICS. Using this methodology, the same sites in TRICS have been used to generate the trips and the mode share. In addition, the sites selected have similar characteristics to the proposed development, being located in central Manchester.
- 5.2.16 Further research has been undertaken into the recent transport trends in Greater Manchester. TfGM have published the results of the TfGM Highways Forecasting and Analytical Services' (HFAS – formerly known as GMTU) key centre monitoring during the financial year. The data provided includes trends in modal split for trips entering town centres in Greater Manchester.

- 5.2.17 The latest data set, published in June 2018, shows that for Manchester Key Centre, the morning peak hour car mode split has fallen from 30% to 23% between 2011 to 2017, an average decrease of more than 1% each year. This reflects the changes to public transport infrastructure in the city and therefore illustrates that a future car mode share of 18.5% is not unreasonable given the current trend in the city. This was agreed with TfGM during the consultation period.
- 5.2.18 The adopted mode split is shown in Table 5.4 together with the resulting total person office trips by mode.

Table 5.4 Site Wide Trips by Mode – Proposed Office (154,800sqm GEA)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	18.5%	704	48	752	48	701	749
Car Passenger	3.7%	141	10	151	10	140	150
Taxi	0.6%	23	2	25	2	23	25
Bus	27.2%	1,034	71	1,105	71	1,029	1,101
Tram	23.5%	893	61	954	61	889	950
Rail	7.4%	282	19	301	19	281	300
Pedestrians	14.2%	540	37	577	37	538	575
Cycle	3.7%	141	10	151	10	140	150
Motorcycle	1.2%	47	3	50	3	47	50
TOTAL	100%	3,805	262	4,067	262	3789	4,051

Retail/Leisure Uses

- 5.2.19 For the purpose of the trip generation assessment, it has been assumed that retail / leisure use (32,300sqm GEA) will be A1 (food retail) use, which tends to give higher trip rates compared to other uses included in this category.
- 5.2.20 A selection of A1 Retail Uses in the TRICS database were made, based on the following criteria:
- Surveys undertaken since 2010;
 - In Town Centre or Edge of Town Centre locations; and
 - Outside London.
- 5.2.21 It is noted that the A1 retail sites available in the TRICS database are typically standalone convenience stores, rather than being ancillary to a larger mixed use development, as would be the case for the proposed development i.e. retail/leisure trips would be linked to other uses at the Site. It would therefore be appropriate to apply a cross-visitation factor to the retail trip rates to take account of trips that will be linked to other uses at the Site and ensure the trip generation assessment best reflects the nature of the retail / leisure proposals.

- 5.2.22 Given the development's central location in Manchester and proximity to the station, a cross-visitation (reduction) factor of 20% has been applied to take account of trips that will be linked to other uses at the Site.
- 5.2.23 The derived person trip rates and resulting total person trips for 32,300sqm GEA retail / leisure development are shown in Table 5.5.

Table 5.5 Site Wide Person Trips – Proposed Retail/Leisure (32,300sqm GEA)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trip rate per 100sqm GEA	22.140	20.890	43.03	33.559	34.195	67.754
Total Person trips	1,430	1,350	2,780	2,168	2,209	4,377

- 5.2.24 Given that the retail and leisure uses proposed at the Site would be car free (with the exception of accessible parking requirements) and are located in central Manchester, it is considered that the majority of trips would be on foot with very few car trips. To reflect this, a car mode share of 0.5% has been adopted, which is considered appropriate for a proposed development at this location where retail/leisure trips would be linked to other uses in the area.
- 5.2.25 To validate this methodology, research has been undertaken into similar applications in Greater Manchester to understand the approach adopted for retail trips. The application for the Salford Central masterplan, approved in 2010 (reference: 09/57950/EIAHYB), proposed land uses very similar to Mayfield with up to 197,010sqm offices / commercial use, up to 24,255sqm retail and leisure use, up to 390 hotel rooms and a maximum of 390 residential units. The TA submitted with the application assumed all retail and leisure trips are linked or pass-by trips; therefore not being considered in trip generation. More recently, the applications for Manchester Goods Yard (ref: 121511/FO/2018) and Manchester Central (ref: 115871/FO/2017) contain elements of retail use as part of the application, but have not included retail trips in the trip generation as these are considered ancillary. Therefore, the approach taken at Mayfield by including some external trips is robust and conservative.

- 5.2.26 The proposed mode split is shown in Table 5.6 together with the resulting total person retail / leisure trips by mode.

Table 5.6 Site Wide Trips by Mode – Proposed Retail/Leisure (32,300sqm GEA)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	0.5%	7	7	14	11	11	22
Car Passenger	0.0%	0	0	0	0	0	0
Taxi	0.0%	0	0	0	0	0	0
Bus	8.0%	114	108	222	173	177	350
Tram	11.0%	157	148	306	238	243	481
Rail	4.0%	57	54	111	87	88	175
Pedestrians	75.5%	1,080	1,019	2,099	1,637	1,668	3,305
Cycle	1.0%	14	13	28	22	22	44
Motorcycle	0.0%	0	0	0	0	0	0
TOTAL	100%	1,430	1,350	2,780	2,168	2,209	4,377

Hotel Use

- 5.2.27 A selection of Hotels in the TRICS database were made, based on the following criteria:

- Surveys undertaken since 2010;
- In Town Centre or Edge of Town Centre locations;
- Outside London; and
- Little or no car parking.

- 5.2.28 It is noted that the Site selection from the criteria above includes a site located in Manchester (reference: GM-6-A-08). The derived person trip rates and resulting total person trips for the hotel development (650 rooms) are shown in Table 5.7.

Table 5.7 Site Wide Person Trips – Proposed Hotel (650 Rooms)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trip rate per room	0.145	0.328	0.473	0.245	0.189	0.434
Total Person trips	94	213	307	159	123	282

- 5.2.29 From these sites used to generate the trip rates, a car driver mode share of 19% has been derived; this has been applied to the hotel use at the Mayfield development. A taxi mode share of 6% is proposed, which is based on previous experience of hotel sites in similar city centre locations.
- 5.2.30 The proposed mode split is shown in Table 5.8 together with the resulting total person hotel trips by mode. The hotel component of the development is car-free, with only accessible spaces being provided. Therefore, it is expected that the majority of the hotel car trips would not enter the development, but instead park elsewhere and enter the Mayfield development on foot.

Table 5.8 Site Wide Trips by Mode – Proposed Hotel (650 Rooms)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	19%	18	41	58	30	23	54
Car Passenger	10%	9	21	31	16	12	28
Taxi	6%	6	13	18	10	7	17
Bus	4%	4	9	12	6	5	11
Tram	5%	5	11	15	8	6	14
Rail	5%	5	11	15	8	6	14
Pedestrians	50%	47	107	154	80	61	141
Cycle	1%	1	2	3	2	1	3
Motorcycle	0%	0	0	0	0	0	0
TOTAL	100%	94	213	307	159	123	282

Total SRF Trip Generation

5.2.31 Table 5.9 shows the total trip generation predicted for the Mayfield SRF as a whole, at full build out.

Table 5.9 Site Wide Trips by Mode – Total Development (Mayfield SRF as a whole)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	760	228	988	223	805	1028
Car Passenger	152	38	190	33	157	190
Taxi	29	14	44	11	31	42
Bus	1,171	268	1,439	333	1,254	1,586
Tram	1,076	309	1,384	397	1,184	1,582
Rail	351	113	464	144	391	535
Pedestrians	1,758	1,545	3,303	2,140	2,468	4,608
Cycle	160	40	200	48	171	219
Motorcycle	47	3	50	3	47	50
TOTAL	5,503	2,559	8,063	3,333	6,507	9,840

5.3 Proposed Trip Generation (Phase 1)

5.3.1 As described in Section 4 of this TA, the Phase 1 development includes Mayfield Park, the construction of Baring Street MSCP and Baring Street Office 1 and Baring Street Office 2. This section describes the Phase 1 trip generation, based on the methodology set out in Section 5.2

Baring Street Office 1

5.3.2 Baring Street Office 1 comprises up to 9,987sqm GEA of commercial space. The ground floor is envisaged as publically accessible, but as a worst case, the whole plot is assessed as B1 office. Using the trip generation methodology described in Section 5.2, the peak hour trip generation for Baring Street Office 1 is shown in Table 5.10.

Table 5.10 Baring Street Office 1 – Trip Generation by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	45	3	48	3	45	48
Car Passenger	9	1	10	1	9	10
Taxi	2	0	2	0	1	2
Bus	66	5	71	5	66	70
Tram	57	4	61	4	57	61
Rail	18	1	19	1	18	19
Pedestrians	35	2	37	2	34	37
Cycle	9	1	10	1	9	10
Motorcycle	3	0	3	0	3	3
TOTAL	243	17	260	17	242	259

Baring Street Office 2

- 5.3.3 Baring Street Office 2 comprises up to 31,000sqm GEA of commercial space. The plot has been assessed as B1 office. Using the trip generation methodology described in Section 5.2, the peak hour trip generation for Baring Street Office 2 is shown in Table 5.10.

Table 5.11 Baring Street Office 2 – Trip Generation by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	140	10	149	10	139	149
Car Passenger	28	2	30	2	28	30
Taxi	5	0	5	0	5	5
Bus	205	14	219	14	205	219
Tram	177	12	190	12	177	189
Rail	56	4	60	4	56	60
Pedestrians	107	7	115	7	107	114
Cycle	28	2	30	2	28	30
Motorcycle	9	1	10	1	9	10
TOTAL	756	52	808	52	753	805

Baring Street Multi-Storey Car Park

- 5.3.4 The MSCP will contain approximately 543 spaces. It is assumed that for Phase 1, 30% of the spaces will be allocated to commuters travelling to others areas in the city centre. The remaining spaces will be allocated to the commercial use on-site. It is envisaged that the MSCP will be solely by occupiers of the SRF when the SRF is built out as each phase/ building will include an allocation of car parking within the MSCP.
- 5.3.5 To determine an arrival / departure profile for commuter traffic using MSCP, a 24-hour car park survey was undertaken at a similar car park nearby (NCP Car Park on Store Street) on Tuesday 12 February 2019. The survey data was used to derive arrival and departure car trip rates for commuter parking. The resultant vehicle arrival / departure profile for the proposed MSCP is shown on Figure 5.1.
- 5.3.6 Figure 5.1 shows that the peak arrival for the MSCP occurs between 07:00 and 08:00 hours with the peak departure occurring between 16:00 and 17:00 hours. This suggests that commuters travelling to central Manchester tend to travel outside the typical network peak hours of 08:00-09:00 and 17:00-18:00. Anecdotally, this could be to avoid peak hour traffic in central Manchester or to ensure access to parking. This therefore suggests that the car trip generation proposed for commercial-use is conservative and provides a robust estimate because in reality, some commuters have been observed travelling outside network peak hours.

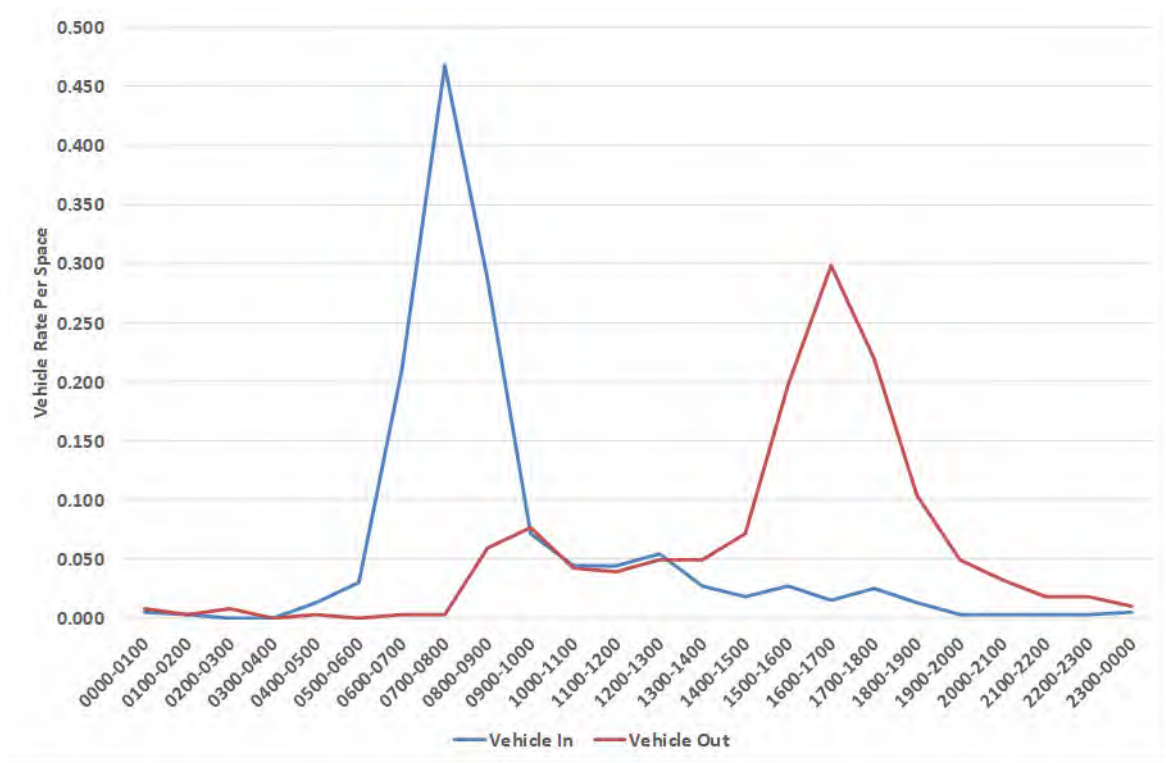


Figure 5.1 MSCP Arrival/Departure Profile

5.3.7 The peak hour car trip rates for the commuter parking and the car driver trips, are shown in Table 5.12.

Table 5.12 MSCP Car (Commuter) Trips – Phase 1

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver Trip Rate (per space)	0.468	0.002	0.002	0.015	0.298	0.313
Car Driver	46	9	55	4	35	39

5.3.8 The raw car park survey data and derivation of car park trip rates can be found in Appendix H.

Mayfield Park

- 5.3.9 It is assumed that the Mayfield Park is an ancillary facility to the development, and will be used by those already on-site. It would therefore not generate trips in its own right, particularly during peak hours.

Total Phase 1 Trip Generation

- 5.3.10 The total multi-modal trip generation for Phase 1 is show in Table 5.13.

Table 5.13 Phase 1 Trips by Mode

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	231	22	253	17	219	236
Car Passenger	37	3	40	3	37	39
Taxi	6	0	7	0	6	7
Bus	271	19	290	19	270	289
Tram	234	16	250	16	233	250
Rail	74	5	79	5	74	79
Pedestrians	142	10	152	10	141	151
Cycle	37	3	40	3	37	39
Motorcycle	12	1	13	1	12	13
TOTAL	1,045	78	1,123	73	1,030	1,103

5.4 Servicing Trip Generation

- 5.4.1 For assessment purposes, the servicing trips are considered in addition to the trip generation described above. Typical service vehicle rates and profiles have been derived based on previously agreed rates that have been used for similar residential, retail, office and hotel uses. The approach was agreed with TfGM during the pre-application consultation period.
- 5.4.2 The daily service vehicle trip rates and peak hour proportions are shown in Table 5.14 below.

Table 5.14 Proposed Service Vehicle Trip Rates and Peak Hour Proportions

Land Use	Daily Servicing Rate	Percentage of Daily Servicing during the Peak Hours	AM Peak hour (%)	PM Peak hour (%)
Office	0.20 vehicles/100sqm	15%	5%	5%
Retail/Leisure	1.43 vehicles/100sqm	15%	10%	0%
Hotel	0.23 vehicles/100sqm	15%	10%	5%
Residential	0.14 trips per dwelling	20%	5%	15%

5.4.3 The composition of servicing vehicles for each land use is shown in Table 5.15.

Table 5.15 Composition of Servicing Vehicles

	Office	Retail/Leisure	Hotel	Residential
Bicycle/Motorcycle	20%	5%	0%	5%
LGV	70%	85%	75%	85%
OGV	10%	10%	25%	10%

5.4.4 The service vehicle trip rate for A3 Retail (food and drink) is generally higher than other retail uses (1.43 daily trips per 100sqm compared to 0.34 daily trips per 100sqm for non-food (A1) retail). The upper limit has been applied for the purpose of this assessment and the resultant service vehicle trips for the Mayfield are shown in Table 5.16 below.

Table 5.16 Service Vehicle Trips – Total Development (Mayfield SRF as a whole)

Land Use	Daily (one-way vehicles)	Servicing Peak (one-way vehicles)	AM Peak hour (one-way vehicles)	PM Peak hour (one-way vehicles)
Office	310	46	15	15
Retail/Leisure	459	69	46	0
Hotel	63	9	6	4
Residential	210	42	11	32

5.4.5 The peak hour servicing trips by vehicle type for the SRF is shown in Table 5.19.

Table 5.17 SRF Servicing Trips by Vehicle Type

Vehicle	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Bicycle/Motorcycle	6	6	12	5	5	9
LGV	63	63	127	40	40	80
OGV	9	9	18	5	5	11
Total	78	78	156	50	50	100

5.4.6 The service vehicle trips for Phase 1 are shown below in Table 5.18.

Table 5.18 Service Vehicle Trips – Phase 1 Development

Land Use	Daily (one-way vehicles)	Servicing Peak (one-way vehicles)	AM Peak hour (one-way vehicles)	PM Peak hour (one-way vehicles)
Office	81	12	4	4

5.4.7 The peak hour servicing trips by vehicle type for Phase 1 is shown in Table 5.19.

Table 5.19 Phase 1 Servicing Trips by Vehicle Type

Vehicle	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Bicycle/Motorcycle	1	1	2	1	1	2
LGV	3	3	6	3	3	6
OGV	0	0	0	0	0	0
Total	4	4	8	4	4	8

5.5 Total Vehicle Trip Generation

5.5.1 The total vehicle trips generated during the highway peak hours is shown in Table 5.20.

Table 5.20 Total Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Full Build Out SRF						
Vehicles	915	324	1,238	288	933	1220
PCUs	923	334	1,257	298	941	1239
Phase 1						
Vehicles	253	28	281	22	242	264
PCUs	253	27	280	22	242	263

6 Committed Development

6.1 Introduction

- 6.1.1 This section describes the committed applications considered as baseline and cumulative to inform the transport impact assessment.

6.2 Committed Developments

- 6.2.1 TfGM has confirmed that eight developments have been included in the future year traffic model for Manchester city centre. These developments are considered by TfGM to best represent the future baseline for traffic flows in the city centre and are summarised below:

- Deansgate Square on City Road East. Planning reference: 111719/FO/2016/C1;
- Circle Square on Oxford Road. Planning reference: 116450/FO/2017, 114863/FO/2016, 111027/FO/2016, 111025/FO/2016, 111028/FO/2016, 116450/FO/2017;
- Trinity Islands on Water Street. Planning reference: 115107/FO/2017;
- First Street South. Planning reference: 111170/FO/2016/C1;
- St. Michaels, Jackson's Row. Planning reference: 114664/FO/2016;
- St. John's, Quay Street. Planning reference: 118040/FO/2017;
- Ramada Hotel site on Deansgate (north) – SRF ; and
- Great Northern Warehouse, Peter Street/ Deansgate. Planning reference: 118568/FO/2017.

- 6.2.2 It is noted that other SRFs are located in Manchester city centre close to Mayfield. When these developments come forward for planning they will be robustly assessed at the appropriate time as part of their own application and therefore do not form part of this assessment, as agreed with TfGM and MCC.

- 6.2.3 The highway impact assessment methodology is described in greater detail in Section 7.

7 Transport Impacts

7.1 Introduction

- 7.1.1 This TA has been produced in support of a planning application for the Phase 1 development of the Mayfield SRF. However, this section assesses the impacts of the proposed development on all transport modes for the SRF as well as the Phase 1 development. It is noted that assessing the Phase 1 impact as a whole also takes into consideration the impact of Application 1 and Application 1 + Application 2 separately. This is because trips generated by Baring Street Office 2 in Application 2 would be directly replaced by external commuter trips using the car park.

7.2 SRF Impact

SRF Pedestrian Impacts

- 7.2.1 The pedestrian trips generated by the proposed SRF development have been considered, and include both 'main mode' pedestrian trips as well as those using public transport or parking off-site, as walking will make up the final mode of their journey to and from the Site. The composition of walking trips generated by the SRF is shown in Table 7.1.

Table 7.1 Pedestrian Trips - SRF

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Walk	1,758	1,545	3,303	2,140	2,468	4,608
Walk (Public Transport)	2,597	691	3,288	874	2,829	3,702
Walk (Park Off-Site)	555	78	633	73	561	635
TOTAL	4,910	2,313	7,223	3,087	5,858	8,945

- 7.2.2 Table 7.1 shows that the SRF development will generate a total of 7,223 walking trips during the AM peak and 8,945 walking trips during the PM.
- 7.2.3 The SRF proposes a significant improvement to the pedestrian environment on-site and to connections to adjacent city areas; this will also be enhanced by Beelines network on surrounding streets proposed by TfGM. The number of pedestrian movements within Mayfield is also currently very low, and therefore the flows generated by the development are not combined with existing high volumes which would may create a capacity conflict.
- 7.2.4 It is therefore considered that the walking trips generated by the proposed development would be adequately accommodated on the local pedestrian network and the impact would not be significant.

SRF Cycling Impacts

- 7.2.5 The proposed SRF development will generate a total of 200 cycling trips in the morning peak and 219 cycling trips in the evening peak.
- 7.2.6 The SRF development proposes a significant improvement to the cycle environment on-site and to connections to adjacent city areas. Connections to adjacent cycle infrastructure will also be enhanced by TfGM's proposed Beelines network. It is therefore considered that the cycle trips generated by the proposed development would be adequately accommodated on the local cycle network and the impact would not be significant.

SRF Public Transport Impacts

- 7.2.7 Table 7.2 shows the public transport trips by mode generated by the SRF development during the morning and evening peak hours.

Table 7.2 Public Transport Trips - SRF

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Bus	1,171	268	1,439	333	1,254	1,586
Tram	1,076	309	1,384	397	1,184	1,582
Train	351	113	464	144	391	535
Total	2,597	691	3,288	874	2,829	3,702

SRF Bus Impacts

- 7.2.8 The SRF development will generate a total of 1,439 bus trips during the AM peak and 1,586 bus trips during the PM peak.
- 7.2.9 Consideration has been given as to how the bus trips generated by the development would be distributed by direction to and from the Site.
- 7.2.10 To distribute the bus trips, the 2011 Journey to Work Census data has been used to estimate the distribution of bus trips during the peak hours. This is considered appropriate as the bus network would not have fundamentally changed since the census was undertaken. The fifteen districts generating the highest number of bus trips with their origin (trip start) and destination (trip end) in MSOA area E02006912, where the Site is located, were identified. The bus trips were then distributed by direction according to the geographical location of the destination. This distribution was then reversed to show a distribution of trip ends in the evening peak. The resultant distribution proportions is shown in Table 7.3. The methodology for deriving the distribution of the bus trips is shown in Appendix I.

Table 7.3 Peak Hour Proportional Distribution of Bus Trips

Direction	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	In	Out	In	Out
North	28%	23%	23%	28%
South	35%	43%	43%	35%

East	23%	17%	17%	23%
West	14%	18%	18%	14%

7.2.11 The distribution of peak hour bus trips is shown in Table 7.4.

Table 7.4 Proposed Peak Hour Bus Trips by Direction

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
North	330	61	391	76	353	429
South	405	115	521	143	434	577
East	268	45	313	56	287	342
West	168	47	215	58	180	238
Total	1,171	268	1,439	333	1,254	1,586

7.2.12 Table 7.5 shows the maximum one-way bus demand per direction during the PM peak, as the worst case.

Table 7.5 Maximum One-Way Bus Trips

Direction	Bus trips
North	353
South	434
East	287
West	180

7.2.13 Given that bus trips would be distributed across the high number of bus services that are available within walking distance of the Site, the number of additional bus trips generated by the development are unlikely to have a significant impact on the local bus network.

SRF Metrolink Impacts

- 7.2.1 The SRF development will generate 1,384 tram trips during the AM peak and 1,582 tram trips during the PM peak.
- 7.2.2 It is not considered appropriate to use the 2011 Census data to distribute the generated Metrolink trips, as the network has changed significantly since the 2011 Census was undertaken and would not be considered representative; network changes since the census include the opening of extensions to Rochdale, East Didsbury, Manchester Airport and Ashton. Therefore, it is assumed that generated tram trips are distributed evenly across the network. The resultant distribution of Metrolink trips generated by the proposed development are shown in Table 7.6 and Table 7.7.

Table 7.6 Peak Hour Proportional Distribution of Metrolink Trips

Direction	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	In	Out	In	Out
North	25%	25%	25%	25%
South	25%	25%	25%	25%
East	25%	25%	25%	25%
West	25%	25%	25%	25%

Table 7.7 Proposed Peak Hour Metrolink Trips by Direction

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
North	269	77	346	99	296	395
South	269	77	346	99	296	395
East	269	77	346	99	296	395
West	269	77	346	99	296	395
Total	1,076	309	1,384	397	1,184	1,582

- 7.2.3 From the Piccadilly stop, there is one route to the east, towards Ashton. The service frequency on this route is once every 6 minutes, giving 10 services per hour per direction. Therefore, the maximum increase per train on this route is 27 in the AM peak and 30 in the PM peak.
- 7.2.4 From the Piccadilly stop, there is one route to the north, terminating at Bury. The service frequency on this route is five services per hour per direction. Therefore, the maximum increase per train per direction on this route is 54 in the AM peak and 59 in the PM peak. It is noted that from the Victoria stop, passengers can interchange to a second northern route towards Rochdale, which will spread the demand of passengers travelling to the north.

- 7.2.5 There are three routes towards the south and west from Piccadilly, giving a total service frequency of 15 trams per hour per direction. Therefore, the maximum increase in passengers per tram in this direction is 36 in the AM peak and 39 in the PM peak. Passengers can interchange at Cornbrook or Deansgate-Castlefield to access the service needed to reach their destination.
- 7.2.1 As discussed in Section 3.4, TfGM are committed to delivering improvements to Metrolink over the next five years (subject to business case approval), including 27 new trams across the network and capacity improvements on the Ashton line, Shaw/Crompton – East Didsbury route and on the Bury – Altrincham route. These committed improvements would reduce the impact the development has on the Metrolink network.

SRF Rail Impacts

- 7.2.2 The SRF development will generate 464 rail trips during the AM peak and 535 train trips during the PM peak.
- 7.2.3 The 2011 Journey to Work Census data has been used to estimate the distribution of rail trips during the peak hours, using the same methodology used to determine the bus trip distribution. Given the rail network has not fundamentally changed since the 2011 Census was undertaken, it still provides a good estimate of the distribution of rail trips. The distribution of rail trips generated by the proposed development is shown in Table 7.8 and Table 7.9. The methodology for deriving the distribution of the rail trips is shown in Appendix I.

Table 7.8 Peak Hour Proportional Distribution of Rail Trips

Direction	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	In	Out	In	Out
North	12%	18%	18%	12%
South	47%	52%	52%	47%
East	16%	12%	12%	16%
West	25%	19%	19%	25%

Table 7.9 Proposed Peak Hour Rail Trips by Direction

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
North	40	20	60	25	45	70
South	166	59	226	75	185	260
East	55	13	68	17	61	78
West	89	21	110	27	99	126
Total	351	113	464	144	391	535

- 7.2.4 The rail trips generated by the site would be distributed across the high number of rail services that are available at Piccadilly station, therefore the number of additional rail trips generated by the development are unlikely to have a significant impact on the rail network.

SRF Highway Network Impacts

- 7.2.5 The SRF development will generate 1,239 two-way vehicles trips during the AM peak and 1,220 two-way vehicle trips during the PM peak.
- 7.2.6 The highway assessment methodology has been discussed and agreed with TfGM during pre-application consultation discussions. The initial highway modelling has been undertaken by TfGM in-house, using their existing city centre Paramics traffic model.
- 7.2.7 Four modelling scenarios were agreed with TfGM:
- 2018 Baseline:
 - TfGM existing model was validated using the traffic survey data described in Section 3.7, to create a 2018 base model;
 - 2023 Do-Minimum:
 - The 2018 baseline model incorporating eight major city centre developments, described in Section 6. These developments are considered by TfGM to best represent the future baseline for traffic flows in the city centre.
 - 2023 with Mayfield:
 - Incorporates network changes proposed by the Mayfield development and traffic generated by the Phase 1 Mayfield trips. This scenario also includes a reduction in existing trips in the model that represent the development site - this is to account for the removal of existing uses and car parking; and
 - 2030 with Mayfield:
 - The trips generated by the full Mayfield SRF have then been assessed, to consider the highway impacts of the completed development.
- 7.2.8 It is noted that at full build out, some of these vehicle trips use city centre car parks, as well as the on-site car parking. TfGM's city centre Paramics model was used to distribute the SRF development trips throughout the city centre.
- 7.2.9 The transport modelling outputs from the city centre Paramics model, undertaken by TfGM, can be found in Appendix J.
- 7.2.10 A more detailed LINSIG assessment was undertaken for the London Road – Mancunian Way junction, using the flows extracted from the 2030 Paramics model. The results show that at full build out, the junction operates well within capacity with a degree of saturation no larger than 55.7% on any arm during the AM peak and 63.0% during the PM peak; this is much less than a degree of saturation of 85%.
- 7.2.11 The LinSig outputs for the London Road – Mancunian Way junction for the full-build SRF scenario are shown in Appendix C.
- 7.2.12 The highway impact of the Phase 1 development is described in Section 7.3.

7.3 Phase 1 Impact

- 7.3.1 This section assesses the transport impact of the Phase 1 for Mayfield – Baring Street MSCP, Baring Street Office 1 and Baring Street Office 2, the subject of this planning application.

Phase 1 Pedestrian Impacts

- 7.3.2 The pedestrian trips generated by the Phase 1 development are shown in Table 7.10.

Table 7.10 Pedestrian Trips – Phase 1

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Walk	142	10	152	10	141	151
Walk (Public Transport)	580	40	620	40	577	617
Walk (Park Off-Site)	0	0	0	0	0	0
TOTAL	722	50	771	50	719	768

- 7.3.3 Table 7.10 shows that the Phase 1 development will generate a total of 771 walking trips during the AM peak and 768 walking trips during the PM peak.
- 7.3.4 The Phase 1 development proposes significant improvements to the pedestrian infrastructure, including pedestrian priority links from Fairfield Street and throughout Mayfield Park. It is therefore considered that the walking trips generated by the Phase 1 development can be accommodated on the local pedestrian network and the impact would not be significant.

Phase 1 Cycling Impacts

- 7.3.5 The Phase 1 development will generate a total of 40 cycling trips in the AM peak and 39 cycling trips in the PM peak.
- 7.3.6 The Phase 1 development proposes a strategic cycle route connecting to the existing cycle infrastructure on Fairfield Street and London Road, as well as local cycle connections through Mayfield Park. It is therefore considered that the cycle trips generated by the proposed development can be accommodated on the local cycle network and the impact would not be significant.

Phase 1 Public Transport Impacts

- 7.3.7 Table 7.11 shows the public transport trips generated by the Phase 1 development during the morning and evening peak hours.

Table 7.11 Public Transport Trips – Phase 1

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Bus	271	19	290	19	270	289
Tram	234	16	250	16	233	250
Train	74	5	79	5	74	79
Total	580	40	620	40	577	617

Phase 1 Bus Impacts

- 7.3.8 The Phase 1 development will generate 290 bus trips during the AM peak and 289 bus trips during the PM peak.
- 7.3.9 The bus trips have been distributed using the proportions shown in Table 7.3. The peak hour distribution of the Phase 1 bus trips is shown in Table 7.12.

Table 7.12 Proposed Peak Hour Bus Trips by Direction – Phase 1

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
North	76	4	81	4	76	80
South	94	8	102	8	94	102
East	62	3	65	3	62	65
West	39	3	42	3	39	42
Total	271	19	290	19	270	289

- 7.3.10 Table 7.13 shows the maximum one-way bus demand per direction.

Table 7.13 Maximum One-Way Bus Trips – Phase 1 Development

Direction	Bus trips
North	76
South	94
East	62
West	39

- 7.3.11 Given the high number of bus services available surrounding the Site and in Manchester city centre with a high service frequency, it is concluded that the bus trips generated by the proposed Phase 1 development would be adequately accommodated on the local bus network and the impact would not be significant.

Phase 1 Metrolink Impacts

- 7.3.12 The Phase 1 development will generate 250 tram trips during the AM peak and 250 tram trips during the PM peak.
- 7.3.13 The Phase 1 Metrolink trips have been distributed as per the proportions shown in Table 7.6, and are shown in Table 7.14.

Table 7.14 Proposed Peak Hour Metrolink Trips by Direction – Phase 1

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
North	59	4	63	4	58	62
South	59	4	63	4	58	62
East	59	4	63	4	58	62
West	59	4	63	4	58	62
Total	234	16	250	16	233	250

- 7.3.14 From Piccadilly, there is one route to the east, towards Ashton. The service frequency on this route is once every 6 minutes, giving 10 services per hour per direction. Therefore, the maximum increase per train on this route is six in the AM peak and six in the PM peak.
- 7.3.15 From Piccadilly, there is one route to the north, terminating at Bury. The service frequency on this route is five services per hour per direction. Therefore, the maximum increase per train on this route is 12 in the AM peak and 12 in the PM peak. It is noted that north of the Victoria stop, passengers can interchange to a second northern route towards Rochdale, spreading demand and reducing its impact.
- 7.3.16 There are three routes towards the south and west from Piccadilly, giving a total service frequency of 15 trams per hour per direction. Therefore, the maximum increase in passengers per tram in this direction is four in the AM peak and four in the PM peak. Passengers can interchange at Cornbrook or Deansgate-Castlefield to access the service needed to reach their destination.
- 7.3.17 It is therefore concluded that the trips generated by the proposed Phase 1 development can be accommodated on the Metrolink network and the impact would not be significant.

Phase 1 Rail Impacts

- 7.3.18 The Phase 1 development will generate 79 rail trips during the AM peak and 79 train trips during the PM peak.
- 7.3.19 The Phase 1 rail trips have been distributed using the proportions shown in Table 7.8; the trip distribution is subsequently shown in Table 7.15.

Table 7.15 Proposed Peak Hour Rail Trips by Direction – Phase 1

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
North	9	1	9	1	9	9
South	35	3	38	3	35	38
East	12	1	12	1	12	12
West	19	1	20	1	19	20
Total	74	5	79	5	74	79

- 7.3.20 Table 7.15 shows that the number of rail trips during the AM and PM hours per direction are relatively low. Given the Site's proximity to Manchester Piccadilly station and the number of trains serving it, the rail demand generated by the Phase 1 development would be accommodated on the rail network and the impact would not be significant.

Phase 1 Highway Network Impacts

- 7.3.21 The Phase 1 development will generate 281 two-way vehicle trips in the AM peak hour and 264 two-way trips in the PM peak hour.
- 7.3.22 The number of vehicles generated by the Phase 1 development during the AM and PM peak hours is much less than the vehicle trips generated in the full-build SRF scenario. Therefore the SRF highway impact assessment set out in Section 7.2 represents a worst case scenario and the London Road – Mancunian Way junction would operate within capacity for the Phase 1 scenario.

7.4 Construction Impacts

- 7.4.1 At this stage, there are limited details available as to how the construction of the development would be carried out and therefore it has not been possible to fully assess the impacts of construction on the transport networks.
- 7.4.2 Construction work for the Phase 1 works is expected to commence in 2020 with completion at the end of 2022. The full build out of the SRF will be completed in approximately 2030.
- 7.4.3 It is expected that up to 57 vehicles will be generated by the Phase 1 development on a typical weekday during construction; this corresponds to around 5-6 vehicles per hour.
- 7.4.4 It is anticipated that construction hours will be between 07:30-18:00 on a weekday and 08:00-13:00 on a Saturday with no activity on Sundays or Bank Holidays. Therefore, construction worker trips would fall outside the network peak hours of 08:00-09:00 and 17:00-18:00.
- 7.4.5 An outline Construction Logistics Plan (CLP) has been submitted with this application and a detailed plan would be secured by an appropriate planning condition.

- 7.4.6 The construction routes to deliver goods and material to and from the Site will be agreed with MCC and TfGM prior to construction starting. The Site is situated next to A6 London Road and A635 Mancunian Way; both are strategic roads and therefore it is envisaged that construction vehicles will be restricted to these routes to avoid passing through residential areas.
- 7.4.7 It is expected that construction traffic would access the Site via the A635 Mancunian Way slip road and Fairfield Street. Construction traffic would then exit the site via the Travis Street / A6 London Road junction and Fairfield Street. Traffic would be managed to minimise disruption to the local highway network. There are expected to be no long-term road closures, however, short-term closures may be necessary to deliver certain bulky goods. Agreement with relevant authorities such as MCC, TfGM and the Greater Manchester Police will be sought should short-term closures be required.
- 7.4.8 Detailed construction traffic estimates will be presented in a full CLP, setting out the maximum number of vehicles expected during each phase and the quantities of material required.
- 7.4.9 The effects of the additional traffic arising from construction will be mitigated by managing vehicle arrival and departure times. However, the scale of construction vehicle activity will be relatively low compared to the operational traffic, and could therefore be accommodated within the existing highway capacity.

8 Mitigation Measures

8.1 Walking

- 8.1.1 The development proposes to improve the pedestrian infrastructure and access across the Site. These include enhanced streetscape designs on roads surrounding the development including new pedestrian priority links on Travis Street and the north section of Baring Street, environmental improvements and reduced traffic speeds. Mayfield Park will also include off-street pedestrian routes providing car-free pedestrian connections between the Phase 1 development and Fairfield Street. Connections to the wider pedestrian network will also be enhanced by TfGM's proposed Beeline network.
- 8.1.2 It is therefore felt that the proposed improvements to the pedestrian environment will mitigate the impacts of the development.

8.2 Cycling

- 8.2.1 The Phase 1 development proposes improvements to the cycle connections to, from and through the Mayfield area and will mitigate the impacts of the development. A new strategic cycle access route will be created along Baring Street, which will provide connections to the existing external cycle routes on Fairfield Street and A6 London Road. These proposed improvements include the reconfiguration of the London Road – Mancunian Way junction to connect the proposed cycle lane on the Mancunian Way slip road to the existing cycle infrastructure on London Road.
- 8.2.2 Cycle permeability through the Site will be improved via proposed cycle routes to the north and south of Mayfield Park.
- 8.2.3 Connections to the wider cycle network will also be enhanced by TfGM's proposed Beeline network, which the cycle improvements and infrastructure seeks to align with.
- 8.2.4 In addition, the development seeks to provide short and long-term cycle parking in line with MCC standards, including an appropriate level of cycle parking provision for Mayfield Park.

8.3 Public Transport

- 8.3.1 TfGM are committed to delivering improvements to Metrolink over the next five years (subject to business case approval), including 27 new trams across the network and capacity improvements on the Ashton line, Shaw/Crompton – East Didsbury route and on the Bury – Altrincham route. These committed improvements would reduce the impact the development has on the Metrolink network when fully built out. Travel Planning measures as set out in the Travel Plan submitted with this application aim to increase the number of walking and cycling trips that are currently made by public transport, and this would in-turn reduce the impact on public transport further.
- 8.3.2 It is noted that the Phase 1 public transport trips would not have a significant impact on the public transport network.

Highways

- 8.3.3 The Phase 1 application proposes considerable improvements to the streetscape throughout the Mayfield area, including stopping up of part of Travis Street and Baring Street to create a more pedestrian and cycle-friendly environment. The improvements to the streetscape will be reinforced by the proposed 20mph zone across Mayfield.
- 8.3.4 The London Road – Mancunian Way junction will be reconfigured and enhanced to allow turning movements from all directions onto the Mancunian Way eastbound on-slip road.
- 8.3.5 In addition, the development's impact on the highway network will be mitigated through a series of measures described in the Framework Travel Plan submitted with the application, which seeks to minimise car use.
- 8.3.6 As part of the Framework Travel Plan, it is proposed that car club spaces will be provided at the development. The car club spaces will be provided as part of the overall parking allocation for the Site (not in addition to) and will be available to all users of the development. The scheme will have a 3-year free membership and a £50 voucher will be given to each resident to encourage them to use the car club scheme.

Parking

- 8.3.7 The traffic measures proposed by Phase 1 of Mayfield will require changes to these existing parking provisions notably in Travis Street and Buxton Street, and this has been discussed with MCC during pre-application discussions. The detail of the changes will be secured as part of the s278 agreement for highways works in Mayfield following a consent; however it is noted that the revised arrangements will seek to demonstrate 'no net loss' of existing Pay-and-Display bays, thereby mitigating the impact of the development on the existing parking provisions.
- 8.3.8 Further mitigation is proposed in terms of proposals to introduce traffic measures in the streets to the east of Mayfield, in the area between the park and Fairfield Street, both sides of the railway viaduct. The purpose of these measures is as follows:
- To remove the existing 'fly-parking' which is largely related to commuters which blights the streets, to reduce traffic movement in the area and to improve safety for all road users;
 - To provide dedicated parking facilities for permit holders within a possible 'permit zone' – i.e. for residents and businesses and visitors to these premises;
 - To implement traffic management / routing measures to improve road safety and deter rat-running, whilst allowing easy access to existing premises; and
 - To help facilitate safe access to the meanwhile uses for Mayfield in Temperance Street and Hoyle Street areas.
- 8.3.9 It is noted that this area is outside of the Phase 1 planning application boundary so these measures will be brought forward as part of a future s278 application made to MCC. The detail design of these measures will be worked up following a consent for Phase 1 by the Applicant working in conjunction with MCC.
- 8.3.10 Strictly speaking these measures are not mitigation for Phase 1, but for the SRF as a whole including Phase 1. Bringing them forward early in terms of the overall build-out will however benefit a broad spectrum of visitors to Mayfield including those to Phase 1, and improve the pedestrian and cycling environment.

8.4 Travel Planning

- 8.4.1 A Framework (site-wide) Travel Plan has been prepared for the Site (Appendix 7.2 of ES Volume II). The key aim is to inform residents, employees and visitors of the alternatives to driving their cars, to increase awareness of and promote greener, cleaner modes of travel, to reduce reliance on the private car and create sustainable communities consistent with the overarching aims of the NPPF.
- 8.4.2 Measures to encourage sustainable travel behaviour could include travel packs for employees and residents highlighting alternative travel modes, community notice boards showing walking and cycle routes, initiatives such as Bike Week to encourage cycle use and car sharing schemes.

8.5 Construction

- 8.5.1 An outline Construction Logistics Plan (CLP) has been produced for the application with measures to reduce the impact of the construction phase of the development. The outline CLP has been submitted as a standalone document with the application, and a full CLP will be secured by condition.

9 Summary and Conclusions

9.1 Summary

- 9.1.1 This TA has been prepared by BuroHappold on behalf of The Mayfield Partnership Limited in support of the planning application for Phase 1 of the Mayfield SRF for the regeneration of Mayfield in Manchester City Centre. The planning application will be submitted to MCC.
- 9.1.2 The scope of this TA assesses the transport impact of the SRF and Phase 1 development. However, it is noted that this application largely focuses on the proposals for Phase 1, in particular Baring Street Office 1, Baring Street MSCP and Mayfield Park. Baring Street Office 2 and its associated public realm will be the subject of a future detailed application.
- 9.1.3 The SRF contains up to 154,800sqm GEA of commercial use, 32,300sqm GEA of retail / leisure use, 650 hotel rooms, 1,500 residential units, 700 parking spaces and Mayfield Park.
- 9.1.4 The plots to be built out for Phase 1, include Mayfield Park, Baring Street Office 1, Baring Street MSCP and Baring Street Office 2. Baring Street Office 1 proposals include 9,987sqm GEA of office and ground floor commercial use; Baring Street Office 2 proposes 31,000sqm GEA of office and ground floor commercial / ancillary space; and the Baring Street MSCP proposals comprise a 543 space MSCP.
- 9.1.5 It is noted that the development proposed in Phase 1 is confined to the western edge of the SRF, and therefore only the transport proposals required to support the Phase 1 development plots will be brought forward at this time. Further transport proposals outside of the planning application boundary, but being brought forward alongside Phase 1, will be dealt with through s278 applications. Furthermore it has been agreed with MCC that the detail of the changes to transport infrastructure will be secured by planning condition following a consent, and the detailed agreed as part of the s278 design work in conjunction with MCC.
- 9.1.6 As set out in the SRF, various changes are proposed to the highways in and immediately around Mayfield to facilitate the development, and for Phase 1 this will include a new access into Mayfield via a reconfigured junction at London Road / Mancunian Way, new traffic routing, stopping-up of roads, access restrictions and changes to on-street parking. These changes will help deliver a host of environmental benefits to visitors, residents and employees in Mayfield; notably to those travelling within it by cycle and foot.
- 9.1.7 The majority of parking provision for the SRF and therefore for Phase 1 will be provided at a single location in the masterplan to ensure that streets and spaces in Mayfield are as car-free and pedestrian friendly as possible. This will be achieved by the provision of a MSCP in the south-western corner of the masterplan area at the southern end of Baring Street. For Phase 1, it is envisaged that some of this parking will be used by commuters, prior to the full build out of the SRF.
- 9.1.8 The traffic measures proposed by Phase 1 will require changes to the existing on-street public parking provisions. Further changes within the SRF around Temperance Street are proposed to be brought forward through s278 agreement with MCC; bringing them forward early in terms of the overall build-out will benefit a broad spectrum of visitors to Mayfield including those to Phase 1 as well occupiers of existing buildings.

- 9.1.9 In terms of servicing, an on-street layby will be provided on Baring Street adjacent to the Baring Street Office 1 building. This is likely to be the same type of provision for Baring Street Office 2. The transport 'infrastructure' proposals for Baring Street Office 2 will be the subject of a future detailed application, albeit the transport impact of this plot has been considered in detail in this TA.
- 9.1.10 The pedestrian and cycle access proposals for Phase 1 follow the principles of the strategy set out in the SRF, with improved connections throughout the Site and to adjacent developments. These users will benefit from environmental improvements across Phase 1 including reduced traffic speeds via a proposed 20mph zone and secured by improved infrastructure design provision. New internal strategic cycle routes along Baring Street, Mancunian Way slip-road and along the southern boundary of Mayfield Park will connect to the existing cycle network and new local routes. The London Road – Mancunian Way junction will be reconfigured to improve the pedestrian and cycle access to the development.
- 9.1.11 The SRF will seek to provide cycle parking in accordance with MCC standards set out in the Core Strategy. For Phase 1, a total of 75 cycle parking spaces will be provided for Baring Street Office 1 and around 6-10 short-stay cycle parking spaces will be at each visitor parking location on the edge of Mayfield Park, including at least six spaces adjacent to Baring Street Office 1 and 2.
- 9.1.12 A multi-modal trip generation assessment has been undertaken for the full build SRF and Phase 1 development which shows that the majority of trips will be undertaken by sustainable means such as walking, cycling and public transport.
- 9.1.13 The assessment concludes that the development would not have a significant impact on the pedestrian, cycle, bus and rail networks in the Phase 1 and SRF scenarios. Development impacts on the Metrolink network would be mitigated by TfGM's commitments to improving services and capacity and by Travel Planning. The highway modelling undertaken shows that the London Road – Mancunian Way junction operates within capacity for the worst-case SRF scenario.
- 9.1.14 A framework (site-wide) Travel Plan has been produced and has been submitted as an Appendix to the ES Chapter 7 Traffic and Transport (Appendix 7.2, ES Volume II). The key aim is to inform residents, employees and visitors of the alternatives to driving their cars, to increase awareness of and promote greener, cleaner modes of travel, to reduce reliance on the private car and create sustainable communities consistent with the overarching aims of the NPPF.
- 9.1.15 A framework CLP has also been submitted with the planning application and will help manage the impacts of construction on the transport network. A full Travel Plan and CLP will be subject to planning conditions.

9.2 Conclusion

- 9.2.1 Based on the assessment outlined in this report, it is concluded that the proposals accord fully with prevailing transport policy guidance and that the development proposals are appropriate for the location.
- 9.2.2 In conclusion, it is considered that there are no reasons in transport terms why the proposed development should not be granted planning permission.

Appendix A Pre-Application Correspondence

Mayfield Phase 1
Transport Scoping Study

0042917

25 June 2019

Revision 03

Revision	Description	Issued by	Date	Checked
00	Draft issue	RE	19/03/19	NM
01	Issue to MCC and TfGM	RE	22/03/10	NM
02	Revised issue following feedback from TfGM	RE	06/06/19	NM
03	Revised issue following further feedback from TfGM	RE	25/06/19	NM

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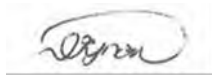
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date **25/06/19**

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1 Introduction

1.1 Context

- 1.1.1 This Scoping Study has been prepared by BuroHappold (BH) on behalf of U + I ('the Applicant') to agree the methodology of the Transport Assessment (TA) that will be presented for planning with the local highway authorities Manchester City Council (MCC) and Transport for Greater Manchester (TfGM).
- 1.1.2 This Scoping Study has been prepared in respect of the proposals for the development of Phase 1 of the Mayfield Strategic Regeneration Framework (SRF) Area, located on and adjacent to the south of the Mayfield Depot in Manchester City Centre (the 'Site'). It provides contextual information in relation to the proposed development and a proposed scope for approval.
- 1.1.3 The Mayfield SRF was adopted in May 2018 and sets out the key development and urban design principles at the Mayfield site, which is intended to provide a new high-quality urban neighbourhood in the heart of Manchester.
- 1.1.4 The majority of the northern part of the Mayfield site is currently occupied by the Mayfield Depot building and associated railway infrastructure, which was formerly in use as a passenger railway station, and latterly as a Royal Mail depot.
- 1.1.5 The River Medlock flows through the Mayfield area, rising from a culvert under Hoyle Street in the east. A further section of the River is culverted beneath warehouses and surface car parking around Nether Street to the west. The Mayfield area has a varied topography with the lowest levels forming a valley along the meandering course of the River Medlock, with the land rising towards the periphery of the site. A number of footbridges cross the River along its course.
- 1.1.6 Mancunian Way forms the southern boundary of the development and rises from east to west.

1.2 Proposed Development

- 1.2.1 The full build out Mayfield SRF includes the proposed land uses shown in Table 1.1.

Table 1.1 Mayfield SRF - Proposed Land Use Schedule

Land Use	Quantum
Commercial	c. 154,800sqm GEA
Retail / Leisure	c. 32,300sqm GEA
Hotel	650 rooms
Residential	1,500 units

- 1.2.2 The Mayfield SRF has been divided into Plots and these are shown on Figure 1.1.



Figure 1.1 Mayfield Masterplan Plot Locations with References

1.2.3 The plots to be built out for Phase 1 and the maximum land use quanta are set out in Table 1.2.

Table 1.2 Phase 1 Proposals – Maximum Quanta

Land Use	Maximum Quantum
B1 Office (Plot O) and ground floor commercial	9,000sqm GIA
A1, A2, A3, A4, B1 or D2 Commercial (Plots G and H)	1,200sqm GIA
C3 Residential (Plots G and H)	650 units plus residential parking
B1 Office (Plot E)	11,150sqm GIA
B1 Office (Plot M)	29,000sqm GIA
Sui Generis Multi storey car park (Plot N)	700

1.2.4 The Phase 1 land use is broken down as follows:

Application 1

- Plot O (Office): Ground plus 7 storey and plant level office development comprising 8,900 sq. m. (GIA) with active ground floor uses (A1, A3, A4), public realm and riverside walkway;
- Plot N (MSCP): Ground plus 10 storey MSCP for circa 550 car parking spaces and management office; and associated
- Highways and Infrastructure Works: creation of new junction from the Mancunian Way and / or London Road, creation of new access road to the southern boundary of Mayfield and other associated highways works.

Application 2

- Plot E (Office): existing viaduct plus 7 storey office development comprising circa 11,150 sq. m. (GIA) with active ground floor uses and associated access and public realm.

Application 3

- Plot M (Office): comprising 29,000sqm GIA, and associated public realm.

Application 4

- Plots G and H (Residential): G - ground and lower ground plus up to 40 storeys; H – ground plus up to 26 storeys containing a total of up to 650 units. This plot also includes ancillary amenity space, including external podium level for residents, ground floor active uses with circa 1,200 sq. m. commercial (A1, A2, A3, A4, B1 or D2), cycle parking (1:1) and disabled persons' car parking at ground level for residents;
- Mayfield Park: Circa 6.5 acres (2.63 ha) of public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock; and
- Highways and Infrastructure Works: highways works; demolition of any remaining structure; flood alleviation and re-profiling of the River Medlock and surrounding area.

1.2.5 The anticipated year of opening for Phase 1 is 2023 and for the full-build out SRF it is 2030. As previously stated, it is proposed to submit a detailed application for Phase 1 with all other phases reserved. However, it has previously been agreed with MCC / TfGM that the TA needed to support the application will assess the transport impact of the full build-out of the masterplan and then the Phase 1 development proposals in detail.

1.2.6 Following this Introduction, the proposed scope of the TA will be presented in the following sections:

- Section 2 Transport Policy
- Section 3 Existing Transport Network
- Section 4 Development Proposals
- Section 5 Trip Generation
- Section 6 Transport Impact Assessment

2 Transport Policy

- 2.1.1 The TA will describe the development proposals in respect of national, regional and local transportation planning policies.

3 Existing Transport Network

3.1 Transport Baseline - Access by all Transport Modes

- 3.1.1 The context of the development will be described with regard to the baseline transport conditions where relevant to the assessment of development transport impacts. The topics to be covered will include pedestrian and cycle access, public transport as well as the local highway network including servicing and parking.

3.2 Assessment of Collision Data

- 3.2.1 An assessment of existing collision statistics will also be undertaken for the surrounding roads based on data to be provided for the latest five-year period. A summary of these existing road traffic accident statistics will be included in the TA, which will be reviewed in terms of numbers and severity to ascertain whether or not there are particular accident trend or pattern at a particular junction or section of road.
- 3.2.2 If there is a trend or statistically high accident record that would require accident remedial works, then this could be considered as a 'significant' accident record and possible remedial works will be discussed.

3.3 Highway Network

- 3.3.1 Results from baseline traffic and parking surveys will also be described, along with any survey observations.

Study Area

- 3.3.2 The Study Area for the highway impact assessment was agreed with TfGM in June 2018 and includes the junctions shown on Figure 3.1 below.



Figure 3.1 Study Area

- 3.3.3 The TA will include junction capacity assessments for a number of junctions within this Study Area and will be undertaken for the baseline assessment year and the assumed year of opening (discussed in more detail in later sections of this report).

Base Traffic Flows

- 3.3.4 Traffic surveys were undertaken in July 2018 to obtain turning movements and queue observations for all the junctions included in the Study Area.
- 3.3.5 Whilst July is not a neutral month, the flow data has been compared to a monthly flow profile available through the Highways England website for the M602. This data (dated 2017) showed that the average daily flow for the neutral months (April, May, June and September) was lower than the July flow. The July survey data is therefore considered to be representative.
- 3.3.6 The resultant highway peak hours will be determined from this data and used to represent the 2018 baseline traffic flows.

4 Development Proposals

- 4.1.1 The TA will provide a description of the proposed development including the proposed access by all modes, the proposed car and cycle parking provision and on-site servicing arrangements.
- 4.1.2 The proposed changes to the highway network will be identified and preliminary design drawings with vehicle tracking provided. Notably the highway network changes being considered are at the Mancunian Way / Hoyle Street and Mancunian Way / Oxford Road junctions. These improvements are yet to be finalised but it is proposed that they will be discussed in due course with MCC / TfGM and agreed before any assessment work is undertaken in this respect.
- 4.1.3 In terms of parking, Manchester's Core Strategy Development Plan "Appendix B" sets out the car and cycle parking standards for new developments in Manchester. However, as discussed it does not include specific car and cycle parking standards for residential development.
- 4.1.4 The sections below sets out the proposed approach to car and cycle parking provision for Mayfield for agreement.

4.2 Cycle Parking

- 4.2.1 At this stage of design development, it is proposed that cycle parking for the proposed non-residential uses will be provided in line with the cycle parking standards set out in the Core Strategy. It is noted that these standards do not provide a distinction between long stay (employee) and short-stay (visitor) parking, and therefore reference will be made to standards in the London Plan to derive a suitable split between long stay and short-stay parking for Mayfield.
- 4.2.2 For residential uses, it is proposed to provide 1 long-stay cycle parking space per dwelling plus 10% visitor (short-stay) cycle parking. This is generally in line with cycle parking standards applied elsewhere in the UK, including London, Liverpool and Leeds.
- 4.2.3 The minimum cycle parking requirements for the land uses proposed as part of Mayfield Phase 1 are set out in Table 4.1. These will be confirmed through design development and will be discussed with MCC /TfGM further.

Table 4.1 Minimum Cycle Parking Requirements

Land Use	Total Cycle Parking Provision	% Long Stay	% Short Stay
A1 Food retail	1 space per 140sqm minimum of 2 spaces	10%	90%
A1 Non-food Retail	1 space per 200sqm minimum of 2 spaces	19%	81%
A3-A5 Retail	1 space per 50sqm minimum 2 spaces	10%	90%
B1 Office	1 space per 200sqm minimum of 2 spaces	87%	13%
C3 Residential		1 space per dwelling	10% of units
D2 Cinemas/Theatres/Conference Facilities	1 space per 20 seats, minimum of 2 spaces	10%	90%

Land Use	Total Cycle Parking Provision	% Long Stay	% Short Stay
D2 Other Leisure Facilities	1 space per 140sqm minimum of 2 spaces	10%	90%

4.3 Car Parking

- 4.3.1 Manchester's Core Strategy Development Plan 2012-2027 states that, "Maximum standards for car parking do not apply to the city centre as each development in the city centre will be considered on a case by case basis". It is therefore proposed that car parking should be provided in line with the aspirations of the SRF in its city centre context.
- 4.3.2 The SRF suggested that up to 700 car parking spaces would be provided for Mayfield
- 4.3.3 It has been decided to propose a MSCP as part of Phase 1 in the south-western part of the site (Plot N), which is intended to provide car parking for the entire masterplan. The design proposals for the MSCP only provide some 550 spaces, but it is intended to assume a maximum parameter provision of 700 spaces as per the SRF, for the purpose of assessment in the TA.
- 4.3.4 The MSCP spaces will be unallocated, providing for residents of Mayfield, as required, and also for commuters/visitors. As future phases of Mayfield are built out, spaces used by commuters/visitors will be made available to residents on a demand basis to ensure all spaces are utilised.
- 4.3.5 In terms of non-residential parking, it is proposed that the retail and leisure uses proposed would be 'car-free' with the exception of accessible parking, given the city centre location and accessible public transport located close by. Some parking space may be offered to office tenants, but this again would be on a demand basis and be from within the maximum.

Accessible Spaces

- 4.3.6 In terms of accessible car parking, a starting point will be to reference the standards set out in the Core Strategy for non-residential uses. In terms of the residential development (where there are no standards set), BuroHappold's Inclusive Design Team will provide guidance on the level required and the location of spaces, which would then be subject to further discussion with MCC/TfGM.

Electric Vehicle Charging

- 4.3.7 There are no policy requirements related to parking for electric vehicle charging in Manchester. It is currently being considered that some 10% of the total car parking provision in each area of parking could be provided with active charging facilities, which is in line with provision recommended elsewhere in the UK. This will be considered further as the design progresses towards the planning application and in detailed design.

4.4 Servicing Arrangements

- 4.4.1 The TA will describe the servicing provision associated with Phase 1 development in detail including vehicle swept path analysis where appropriate.

5 Trip Generation

5.1 Assessment Scenarios

5.1.1 The assessment years assumed for the TA are 2023 (Phase 1 opening year) and 2030 (completed SRF masterplan). The assessment scenarios proposed for the TA, which will be consistent for the EIA are as follows:

- **2018 Baseline (do minimum)** - based on 2018 traffic data obtained from the traffic surveys;
- **2019 Baseline (do minimum)** – local growth factors will be applied to the 2018 flows. For consistency with the EIA baseline, it is proposed that the trip generation associated with the existing uses at the site that are no longer in operation/being demolished will be synthesised using TRICS and netted off the 2019 baseline flows;
- **2023 Future Baseline (do minimum)** – local growth factors will be applied to the 2019 baseline flows. The trip generation associated with the existing uses at the site that are no longer in operation/being demolished will be synthesised using TRICS and netted off the 2023 baseline flows. Cumulative development trips and infrastructure changes will be assessed.
- **2023 Future Baseline + Development (do something)** – the trips generated by completion of Phase 1 of Mayfield will be added.
- **2030 Future Baseline (do minimum)** – local growth factors will be applied to the 2019 baseline flows. The trip generation associated with the existing uses at the site that are no longer in operation/being demolished will be synthesised using TRICS and netted off the 2030 baseline flows. Cumulative development trips and infrastructure changes will be assessed.
- **2030 Future Baseline + Development (do something)** – the trips generated by completion of the masterplan SRF will be added.

5.1.2 The following should also be noted:

- The cumulative development assessment will include a quantitative assessment of all known committed development as instructed by Deloitte, plus a qualitative assessment of neighbouring SRF development and infrastructure.
- Requirements for assessing intermediate and horizon year sub-scenarios and/or any particular traffic modelling requirements may be additionally required specified by MCC / TfGM.

5.2 Trip Generation Methodology

- 5.2.1 The proposed trip generation, mode split and traffic distribution methodology was submitted to MCC / TfGM in June 2018. A copy of this is attached in Appendix A together with comments received from TfGM, which confirms that the proposed trip rates are agreed in principle, subject to some alterations to the assumed modal split and trip distribution. Another set of comments on the trip generation methodology were received from TfGM on 11th June 2019, focussing on the methodology used to derive trips for the commercial, retail and hotel use. This section addresses the comments raised in all responses received from TfGM to date.
- 5.2.2 The multi-modal trip generation assessment has been undertaken for all land uses included in the full build out SRF (including Phase 1).
- 5.2.3 To estimate the number of person trips generated by the proposed development, reference has been made to the TRICS database (Trip Rate Information Computer System), which is the nationally recognised and accepted methodology for predicting traffic for developments.

Residential Use

- 5.2.4 A selection of Residential/Flats Privately Owned Uses in the TRICS database were made based on the following criteria:
- Surveys undertaken since 2010;
 - In Town Centre or Edge of Town Centre locations; and
 - Outside London.
- 5.2.5 The TRICS selection has been reviewed since the June 2018 assessment to ensure consistency.
- 5.2.6 The derived residential person trip rate per dwelling and resulting total person trips for the full build out SRF are shown in Table 5.1. It is noted that these trip rates are slightly higher than those agreed in principle with TfGM in June 2018.

Table 5.1 Site Wide Person Trips – Proposed Residential (1,500 dwellings)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trip rate per dwelling	0.116	0.49	0.606	0.496	0.257	0.753
Total Person trips	174	735	909	744	386	1130

- 5.2.7 To estimate the proposed mode split for the residential use reference has been made has been to the Office for National Statistics (2011 Census data) travel to work patterns for people living in Middle Super Output Area (MSOA), Area E02006912, where the site is located. The resultant mode split is shown in Table 5.1, which was agreed in principle with TfGM in June 2018.
- 5.2.8 Applying this mode split to the trip rates in Table 5.1 gives the trips by mode shown in Table 5.2 for the morning and evening peak hours.

Table 5.2 Site Wide Trips by Mode – Proposed Residential (1,500 dwellings)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	18%	31	132	164	134	69	203
Car Passenger	1%	2	7	9	7	4	11
Taxi	0%	0	0	0	0	0	0
Bus	11%	19	81	100	82	42	124
Tram	12%	21	88	109	89	46	136
Rail	4%	7	29	36	30	15	45
Pedestrians	52%	90	382	473	387	200	587
Cycle	2%	3	15	18	15	8	23
Motorcycle	0%	0	0	0	0	0	0
TOTAL	100%	174	735	909	744	386	1,130

Commercial Use

- 5.2.9 For the purpose of the trip generation assessment, and in order to adopt a worst case assessment, it has been assumed that the proposed 154,800sqm GEA Commercial (Business) use would be B1 office use, which tends to give higher a trip generation when compared with other business uses such as industrial.
- 5.2.10 The previously proposed trip rates for commercial use have previously been accepted by TfGM in their response in June 2018. However, to address recent feedback from TfGM received on 11th June 2019, trip rates have been revised to ensure a consistent approach to deriving trip rates and mode splits whilst making sure the sites selected in the database best reflect the proposed land use. A selection of Office Uses in the TRICS database were made, based on the following criteria:
- Surveys undertaken since 2010;
 - In Town Centre or Edge of Town Centre locations;
 - No Council Office sites;
 - Rather than use sites from across the UK, as used to generate the previously accepted trip rates, only sites from Central Manchester were used, to reflect the characteristics of the proposed development; and
 - Sites with a floor area greater than 1,000sqm.
- 5.2.11 The derived person trip rates and resulting total person trips for 154,800sqm GEA office development are shown in Table 5.3.

Table 5.3 Site Wide Person Trips – Proposed Office (154,800sqm GEA)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Previous Person trip rate per 100sqm GEA	2.409	0.169	2.578	0.2	2.333	2.533
Revised Person trip rate per 100sqm GEA	2.458	0.169	2.627	0.169	2.448	2.617
Revised Total Person trips	3,805	262	4,067	262	3,789	4,051

- 5.2.12 Table 5.3 shows that using sites located in Central Manchester generates a slightly higher trip rate than previously agreed, showing that this methodology is robust.
- 5.2.13 To estimate the proposed mode split for the office use reference has initially been made to the 2011 Census data travel to work patterns for people living/working in MSOA E02006912, where the site is located.
- 5.2.14 The data for this area gives a Car Driver mode share of 34% but this would result in the maximum car parking accumulation exceeding 350 spaces, which is the number assumed to be allocated to the commercial use at full build out (50% of the total 700 spaces).
- 5.2.15 To ensure that car parking does not exceed capacity on-site, it was initially proposed as part of the methodology submitted to MCC / TfGM in June 2018 that the Car Driver mode share would be reduced from 34% to 5%. However, TfGM suggested that this reduction was too high and that in reality, some office workers may still choose to drive their car to/from work and park elsewhere, despite the constrained parking provision on-site and the alternative transport modes available at this location.
- 5.2.16 To take account of TfGM's comments, it is proposed to apply a car mode share of 18.5%; this is the peak hour Car Driver mode share derived from the site selection in TRICS. Using this methodology, the same sites in TRICS have been used to generate the trips and the mode share. In addition, the sites selected have similar characteristics to the proposed, being located in central Manchester. This approach satisfies the key concerns raised by TfGM in their feedback dated 6th June.
- 5.2.17 It is not considered appropriate to use the 34% car mode share due to changes in transport infrastructure and behaviour that has taken place since the 2011 Census was undertaken. Since the 2011 Census data was collected, the Metrolink tram network has been expanded significantly to include the following extensions:
- Oldham, Rochdale, South and East Manchester (opened 2013);
 - Ashton-under-Lyne, East Didsbury and Manchester Airport (opened 2014); and
 - Second City Crossing (opened 2017).
- 5.2.18 These expansions are likely to have resulted in a significant shift in mode share away from cars. Therefore it is proposed that the mode share generated by the 2011 Census data does not reflect the current travel patterns in the city, not least in the year 2030 at full build out.

- 5.2.19 Further research has been undertaken into the recent transport trends in Greater Manchester. TfGM have published the results of the HFAS's (Transport for Greater Manchester Highways Forecasting and Analytical Services formerly known as GMTU) key centre monitoring during the financial year. The data provides includes trends in modal split for trips entering town centres in Greater Manchester.
- 5.2.20 The latest data set, published in June 2018, shows that for Manchester Key Centre, the morning peak hour car mode split has fallen from 30% to 23% between 2011 to 2017, an average decrease of more than 1% each year. This reflects the changes to public transport infrastructure in the city and therefore illustrates that a future car mode share of 18.5% is not unreasonable given the current trend in the city.
- 5.2.21 The adopted mode split is shown in Table 5.4 together with the resulting total person office trips by mode.

Table 5.4 Site Wide Trips by Mode – Proposed Office (154,800sqm GEA)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	18.5%	704	48	752	48	701	749
Car Passenger	3.7%	141	10	151	10	140	150
Taxi	0.6%	23	2	25	2	23	25
Bus	27.2%	1034	71	1105	71	1029	1101
Tram	23.5%	893	61	954	61	889	950
Rail	7.4%	282	19	301	19	281	300
Pedestrians	14.2%	540	37	577	37	538	575
Cycle	3.7%	141	10	151	10	140	150
Motorcycle	1.2%	47	3	50	3	47	50
TOTAL	100%	3805	262	4067	262	3789	4051

Retail/Leisure Uses

- 5.2.22 In June 2018, the 32,300sqm GEA retail / leisure use trip generation was based on A3 (food and drink) use, reflecting the Applicant's aspirations at that time for the development.
- 5.2.23 It is now understood that Phase 1 (comprising 1,200sqm GIA) is to include A1, A2, A3, A4, or D2 use.
- 5.2.24 For the purpose of the trip generation assessment, it has been assumed that retail / leisure use (32,300sqm GEA) will be A1 (food retail) use, which tends to give higher trip rate to other uses included in this category. This will be refined once the split of retail/leisure uses is fixed.
- 5.2.25 A selection of A1 Retail Uses in the TRICS database were made, based on the following criteria:
- Surveys undertaken since 2010;
 - In Town Centre or Edge of Town Centre locations;
 - Outside London.

- 5.2.26 It is noted that the A1 retail sites available in the TRICS database are typically standalone convenience stores, rather than being ancillary to a larger mixed use development, as would be the case for the proposed development i.e. retail/leisure trips would linked to other uses at the site. It would therefore be appropriate to apply a cross-visitation factor to the retail trip rates to take account of trips that will be linked to other uses at the site and ensure the trip generation assessment best reflects the nature of the retail / leisure proposals.
- 5.2.27 Given the development's central location in Manchester and proximity to the station, a cross-visitation (reduction) factor of 20% has been applied to take account of trips that will be linked to other uses at the site. This reduction factor has been applied at other similar developments across the UK.
- 5.2.28 The derived person trip rates and resulting total person trips for 32,300sqm GEA retail / leisure development are shown in Table 5.5.

Table 5.5 Site Wide Person Trips – Proposed Retail/Leisure (32,300sqm GEA)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trip rate per 100sqm GEA	22.140	20.890	43.03	33.559	34.195	67.754
Total Person trips	1,430	1,350	2,780	2,168	2,209	4,377

- 5.2.29 In terms of mode share for retail/leisure use, TfGM stated in June 2018 that that the car mode share is unlikely to be zero.
- 5.2.30 Given that the retail and leisure uses proposed at the site would be car free (with the exception of accessible parking requirements) and are located in central Manchester, it is considered that the majority of trips would be on foot with very few car trips. To reflect this, a car mode share of 0.5% has been adopted, which is considered appropriate for a proposed development at this location where retail/leisure trips would linked to other uses in the area.
- 5.2.31 To validate this methodology, research has been undertaken into similar applications in Greater Manchester to understand the approach adopted for retail trips. The application for the Salford Central masterplan, approved in 2010 (reference: 09/57950/EIAHYB), proposed land uses very similar to Mayfield with up to 197,010sqm offices / commercial use, up to 24,255sqm retail and leisure use, up to 390 hotel rooms and a maximum of 390 residential units. The Transport Assessment submitted with the application assumed all retail and leisure trips are linked or pass-by trips, therefore not considered in trip generation. More recently, the applications for Manchester Goods Yard (ref: 121511/FO/2018) and Manchester Central (ref: 115871/FO/2017) contain elements of retail use as part of the application, but have not included retail trips in the trip generation as it considered ancillary. Therefore the approach taken at Mayfield by including some external trips is robust and conservative.
- 5.2.32 The proposed mode split is shown in Table 5.6 together with the resulting total person retail / leisure trips by mode.

Table 5.6 Site Wide Trips by Mode – Proposed Retail/Leisure (32,300sqm GEA)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	0.5%	7	7	14	11	11	22
Car Passenger	0.0%	0	0	0	0	0	0
Taxi	0.0%	0	0	0	0	0	0
Bus	8.0%	114	108	222	173	177	350
Tram	11.0%	157	148	306	238	243	481
Rail	4.0%	57	54	111	87	88	175
Pedestrians	75.5%	1080	1019	2099	1637	1668	3305
Cycle	1.0%	14	13	28	22	22	44
Motorcycle	0.0%	0	0	0	0	0	0
TOTAL	100%	1430	1350	2780	2168	2209	4377

Hotel Use

5.2.33 A selection of Hotels in the TRICS database were made, based on the following criteria:

- Surveys undertaken since 2010;
- In Town Centre or Edge of Town Centre locations;
- Outside London; and
- Little or no car parking.

5.2.34 It is noted that the site selection from the criteria above includes a site located in Manchester (reference: GM-6-A-08). The derived person trip rates and resulting total person trips for the hotel development (650 rooms) are shown in Table 5.7.

5.2.35 A review of this TRICS selection has confirmed that it remains valid.

Table 5.7 Site Wide Person Trips – Proposed Hotel (650 Rooms)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Person trip rate per room	0.145	0.328	0.473	0.245	0.189	0.434
Total Person trips	94	213	307	159	123	282

5.2.36 From these sites used to generate the trip rates, a car driver mode share of 19% has been derived; this has been applied to the hotel use at the Mayfield development.

- 5.2.37 In addition, to take account of TfGM's comments regarding a higher taxi usage at a hotel, it is proposed to increase the Taxi mode share from 0% to 6%, which is based on previous experience of hotel sites in similar city centre locations.
- 5.2.38 The proposed mode split is shown in Table 5.8 together with the resulting total person hotel trips by mode. The hotel component of the development is car-free, with only accessible spaces being provided. Therefore it is expected that the majority of the hotel car trips would not enter the development, but instead park elsewhere and enter the Mayfield development on foot.

Table 5.8 Site Wide Trips by Mode – Proposed Hotel (650 Rooms)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	19%	18	41	58	30	23	54
Car Passenger	10%	9	21	31	16	12	28
Taxi	6%	6	13	18	10	7	17
Bus	4%	4	9	12	6	5	11
Tram	5%	5	11	15	8	6	14
Rail	5%	5	11	15	8	6	14
Pedestrians	50%	47	107	154	80	61	141
Cycle	1%	1	2	3	2	1	3
Motorcycle	0%	0	0	0	0	0	0
TOTAL	100%	94	213	307	159	123	282

MSCP

- 5.2.39 The allocation of parking spaces across the site is still to be confirmed, but for the purposes of scoping the trip generation of the MSCP in Phase 1, we have assumed that around half of the spaces would be allocated to commuters working in Manchester city centre. To determine an arrival / departure profile for the car park, a 24-hour car park survey was undertaken at a similar car park nearby (NCP Car Park on Store Street) on Tuesday 12th February 2019. The resultant vehicle arrival / departure profile for the proposed MSCP, which is shown on Figure 5.1.
- 5.2.40 Figure 5.1 shows that the peak arrival for the MSCP occurs between 07:00 and 08:00 hours with the peak departure occurs between 16:00 and 17:00 hours. This suggests that commuters travelling to central Manchester tend to travel outside the typical network peak hours of 08:00-09:00 and 17:00-18:00. Anecdotally, this could be to avoid peak hour traffic in central Manchester or to ensure access to parking. This therefore suggests, that the car trip generation proposed for commercial-use is conservative and provides a robust estimate because in reality, some commuters have been observed travelling outside network peak hours.

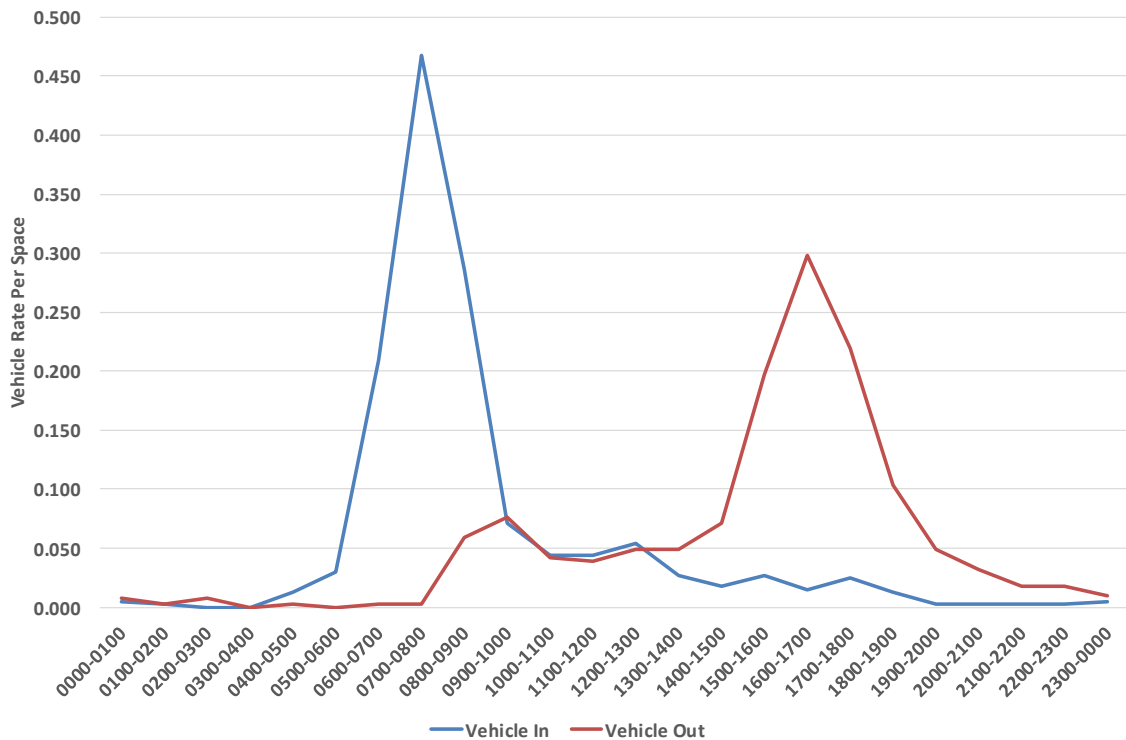


Figure 5.1 Proposed MSCP Arrival/Departure Profile

5.2.41 The MSCP commuter trips for Phase 1 is shown in Table 5.9.

Table 5.9 MSCP Car (Commuter) Trips – Phase 1 (350 spaces)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver Trip Rate (per space)	0.468	0.002	0.002	0.015	0.298	0.313
Car Driver	100	21	121	9	77	85

5.2.42 The car park would also generate person trips from those arriving by car and taking an onward journey by foot. A typical vehicle occupancy of 1.2 has been applied to generate this demand, which is shown in Table 5.10.

Table 5.10 MSCP Onward Pedestrian Trips – Phase 1

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Pedestrians	25	120	145	92	10	102

Total Trip Generation

5.2.43 Table 5.11 shows the total trip generation predicted for the Mayfield SRF as a whole, at full build out.

Table 5.11 Site Wide Trips by Mode – Total Development (Mayfield SRF as a whole)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	760	228	988	223	805	1028
Car Passenger	152	38	190	33	157	190
Taxi	29	14	44	11	31	42
Bus	1171	268	1439	333	1254	1586
Tram	1076	309	1384	397	1184	1582
Rail	351	113	464	144	391	535
Pedestrians	1758	1545	3303	2140	2468	4608
Cycle	160	40	200	48	171	219
Motorcycle	47	3	50	3	47	50
TOTAL	5503	2559	8063	3333	6507	9840

Phase 1 Trip Generation

- 5.2.44 As described in Section 1, the Phase 1 development includes Mayfield Park, the construction of a MSCP and some residential and commercial use, in Plots E, G/H, M and O respectively.
- 5.2.45 Table 5.12 and Table 5.13 show the Phase 1 trip generation for the residential and office use respectively. It is noted that the trip generation for the office development for Phase 1 is subject to change once the floor area has been fixed.

Table 5.12 Phase 1 Trips by Mode – Proposed Residential (650 dwellings)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	14	57	71	58	30	88
Car Passenger	1	3	4	3	2	5
Taxi	0	0	0	0	0	0
Bus	8	35	43	35	18	54
Tram	9	38	47	39	20	59
Rail	3	13	16	13	7	20
Pedestrians	39	166	205	168	87	255
Cycle	2	6	8	6	3	10
Motorcycle	0	0	0	0	0	0
TOTAL	75	319	394	322	167	489

Table 5.13 Phase 1 Trips by Mode – Proposed Office (circa 49,150sqm GIA)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	223	15	239	15	223	238
Car Passenger	45	3	48	3	45	48
Taxi	7	1	8	1	7	8
Bus	328	23	351	23	327	349
Tram	283	19	303	19	282	302
Rail	90	6	96	6	89	95
Pedestrians	172	12	183	12	171	183
Cycle	45	3	48	3	45	48
Motorcycle	15	1	16	1	15	16
TOTAL	1208	83	1291	83	1203	1286

- 5.2.46 Table 5.14 below shows the Phase 1 trip generation for the proposed flexible A1, A2, A3, A4, B1 or D2 uses. Given that the split of these uses is unknown at this stage, the trip generation has been derived based on a worst case assuming A1 retail use (using the trip rates described previously).

Table 5.14 Phase 1 Trips by Mode – Proposed Flexible A1, A2, A3, A4, B1 or D2 uses (circa 1,200sqm GIA)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	0	0	1	0	0	1
Car Passenger	0	0	0	0	0	0
Taxi	0	0	0	0	0	0
Bus	4	4	8	6	7	13
Tram	6	6	11	9	9	18
Rail	2	2	4	3	3	7
Pedestrians	40	38	78	61	62	123
Cycle	1	1	1	1	1	2
Motorcycle	0	0	0	0	0	0
TOTAL	53	50	103	81	82	163

- 5.2.47 The total multi-modal trip generation for Phase 1 is shown in Table 5.15.

Table 5.15 Trips by Mode – Total Phase 1 Development

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	337	94	431	82	330	412
Car Passenger	46	6	52	6	46	53
Taxi	7	1	8	1	7	8
Bus	341	62	402	64	352	416
Tram	298	63	362	67	311	378
Rail	95	21	116	22	99	121
Pedestrians	251	215	466	240	320	560
Cycle	47	10	57	10	49	59
Motorcycle	15	1	16	1	15	16
TOTAL	1437	472	1909	495	1529	2024

Total Vehicle Generation

- 5.2.48 The total vehicle trips generated during the highway peak hours is shown in Table 5.16 below together with Passenger Car Units (PCUs).

Table 5.16 Total Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Full Build Out SRF						
Vehicles	915	324	1238	288	933	1220
PCUs	923	334	1257	298	941	1239
Phase 1						
Vehicles	371	106	477	103	371	473
PCUs	372	108	479	105	372	477

5.3 Trip Distribution

- 5.3.1 The vehicle trip distribution methodology submitted in June 2018 has been agreed in principle with TfGM. A similar methodology will be adopted for the purpose of distributing trips for the other modes of transport such as bus and rail.
- 5.3.2 The agreed vehicle trip distribution is set out in Table 5.17.

Table 5.17 Vehicle Trip Distribution

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
North	29%	25%	25%	29%
South	31%	35%	35%	31%
East	17%	15%	15%	17%
West	23%	25%	25%	23%

5.3.3 Table 5.18 below shows the number of PCUs distributed by direction.

Table 5.18 Vehicle Trip Distribution (PCUs)

Direction	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Arrivals	Departures	Arrivals	Departures
Full Build Out SRF				
North	109	26	25	109
South	114	37	36	114
East	63	16	16	63
West	85	27	26	85
Phase 1				
North	109	27	26	109
South	114	38	36	115
East	63	16	16	63
West	85	27	26	85

5.4 Service Vehicle Trip Generation

5.4.1 For assessment purposes, the servicing trips are considered in addition to the trip generation described above. Typical service vehicle rates and profiles have been derived based on previously agreed rates that have been used for similar residential, retail, office and hotel uses.

5.4.2 The daily service vehicle trip rates and peak hour proportions are shown in Table 5.19 below.

Table 5.19 Proposed Service Vehicle Trip Rates and Peak Hour Proportions

Land Use	Daily Servicing Rate	Percentage of Daily Servicing during the Peak Hours	AM Peak hour (%)	PM Peak hour (%)
Office	0.20 vehicles/100sqm	15%	5%	5%
Retail/Leisure	1.43 vehicles/100sqm	15%	10%	0%
Hotel	0.23 vehicles/100sqm	15%	10%	5%
Residential	0.14 trips per dwelling	20%	5%	15%

5.4.3 In terms of the retail/leisure development, reference has been made to daily service vehicle trip rates for retail uses as a worst case as these tend to generate a higher number of servicing trips compared to leisure uses.

- 5.4.4 The service vehicle trip rate for A3 Retail (food and drink) is generally higher than other retail uses (1.43 daily trips per 100sqm compared to 0.34 daily trips per 100sqm for non-food (A1) retail. The upper limit has been applied for the purpose of this assessment and the resultant service vehicle trips for the Mayfield SRF site are shown in Table 5.20 below.

Table 5.20 Service Vehicle Trips – Total Development (Mayfield SRF as a whole)

Land Use	Daily (one-way vehicles)	Servicing Peak (one-way vehicles)	AM Peak hour (one-way vehicles)	PM Peak hour (one-way vehicles)
Office	310	46	15	15
Retail/Leisure	459	69	46	0
Hotel	63	9	6	4
Residential	210	42	11	32

- 5.4.5 The service vehicle trips for Phase 1 are shown below in Table 5.21. In terms of the flexible A1, A2, A3, A4, B1 or D2 uses in Phase 1, the servicing trip rate for A3 Retail (food and drink) has been adopted as a worst case.

Table 5.21 Service Vehicle Trips – Phase 1 Development

Land Use	Daily (one-way vehicles)	Servicing Peak (one-way vehicles)	AM Peak hour (one-way vehicles)	PM Peak hour (one-way vehicles)
Office	98	15	5	5
Flexible A1, A2, A3, A4, B1 or D2 uses	17	3	2	0
Residential	91	18	5	14

6 Transport Impact Assessment

- 6.1.1 An assessment will be undertaken of the transport impact of the proposed development on all relevant modes of transport.
- 6.1.2 This will include committed developments where appropriate, which are to be determined in discussion with MCC / TfGM.
- 6.1.3 The following gives a brief summary of the topics that will be covered in the transport impact assessment chapter:
- **Pedestrian and Cycle Access** – an assessment methodology for walking and cycling trips is to be discussed and agreed with MCC / TfGM.
 - **Public Transport** – it is proposed that proportions generated by the 2011 Census Travel to Work data will be used to distribute the peak hour bus/rail/tram trips. An impact assessment is proposed comparing total trips to bus / rail / tram service frequencies in each direction. This assessment methodology for public transport trips is to be discussed and agreed with MCC /TfGM.
 - **Highway Network**– the highway assessment methodology is to be discussed and agreed with MCC/TfGM. It is understood that MCC/TfGM have a city centre traffic model and that they may be able to carry out the assessment modelling in-house but this is subject to further discussion/agreement with MCC / TfGM.
 - **Mitigation** - the TA will describe any measures to reduce the impact of the development in transport terms. The measures will likely focus on the following:
 - **Framework Travel Plan** – site-wide Travel Plan seeking to promote sustainable travel choices at the site. It will include measures to reduce the impact of deliveries and servicing of the development.
 - **Framework Delivery and Servicing Plan** – outline delivery and servicing plan seeking to manage service vehicle activity to and from the site. It is envisaged that this framework would be secured by a suitably worded planning condition and developed following planning consent.
 - **Framework Construction Logistics Plan** – outline construction traffic management plan strategy outlining details of possible construction impacts and mitigation that will be provided where possible. It is envisaged that the Construction Management Plan would be secured by a suitably worded planning condition.
- 6.1.4 A Transport Chapter will also be prepared as part of the Environmental Impact Assessment, which will identify and assess the significance of the environmental effects resulting from the transport proposals. Where appropriate recommendations for mitigation of those effects will be made and then commentary made on the residual transport effects following adoption of those mitigation measures.

Appendix A Trip Generation Methodology submitted to MCC/TfGM in June 2018 and Comments dated 28th June 2018

MAYFIELD – TRIP GENERATION
AND TRAFFIC DISTRIBUTION

BUROHAPPOLD

ENGINEERING

INTRODUCTION

- This study sets out the initial trip generation and traffic distribution for Mayfield.
- A methodology is described that distributes traffic generated by the development through the local site access junctions.
- The aim is to show the extent to which local junctions are likely to be impacted by the development with a view to agreeing with the highway authorities which junctions require traffic surveys for future assessment purposes.

TRIP GENERATION – DEVELOPMENT QUANTUMS

- Total development quantum has been taken from the Strategic Regeneration Framework (SRF).

	Quantity
Commercial (sqm GEA)	154,800
Retail/Leisure (sqm GEA)	32,300
Hotel (rooms)	650
Residential (units)	1,500

- The TRICS database has been used to derive suitable trip rates for all uses.
 - **Residential** – non-London, with over 100 dwellings in town centre or edge of town centre;
 - **Office** – non-London, greater than 1000sqm, town centre or edge of town centre, no council offices;
 - **Hotel** – non-London, town centre or edge of town centre, with little parking;
 - **Retail/Leisure** – A3 Retail assumed as a worst case, town centre or edge of town centre. Due to client aspirations, supplemented with “Carluccio’s” surveys (TRAVL).

TRIP GENERATION – PERSON RATES AND PERSON TRIPS

■ Residential

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate (per unit)	0.080	0.460	0.540	0.447	0.163	0.610	2.066	2.296	4.362
Person trips	120	690	810	671	245	915	3099	3444	6543

■ Office

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate (per 100sqm)	2.409	0.169	2.578	0.200	2.333	2.533	10.409	10.027	20.436
Person trips	3729	262	3991	310	3611	3921	16113	15522	31635

TRIP GENERATION – PERSON RATES AND PERSON TRIPS

■ Hotel

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate (per room)	0.154	0.339	0.493	0.238	0.176	0.414	2.718	2.706	5.424
Person trips	100	220	320	155	114	269	1767	1759	3526

■ Retail/Leisure

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate (per 100sqm)	8	5	13	10	10	20	189	176	365
Person trips	973	701	1674	1346	1234	2580	24448	22683	47130

■ Total person trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Person trips	4922	1873	6795	2376	5100	7477	45426	43408	88834

MODAL SPLIT

- Modal split for residential and office from 2011 Journey to Work Census Data, "Location of usual residence and place of work by method of travel to work (MSOA level)";
- Car mode share for office use reduced to account for limited parking on-site. Difference split across the remaining modes;
- Hotel and retail mode split derived from professional experience for similar land uses.

	Residential	Office (Census Base)	Office (Adjusted)	Hotel	Retail/Leisure
Car Driver	18%	34%	5%	0%	0%
Car passenger	1%	3%	4%	1%	0%
Taxi	0%	1%	1%	17%	0%
Bus	11%	22%	32%	5%	8%
Tram	12%	19%	27%	28%	11%
Rail	4%	6%	9%	34%	4%
Pedestrians	52%	12%	17%	15%	76%
Cycle	2%	3%	4%	0%	1%
Motorbike	0%	1%	1%	0%	0%
Total	100%	100%	100%	100%	100%

TRIPS PER LAND USE BY MODE

■ Residential

		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate (per unit)		0.080	0.460	0.540	0.447	0.163	0.610	2.066	2.296	4.362
Person trips		120	690	810	671	245	915	3099	3444	6543
Mode	Split (%)	In	Out	Total	In	Out	Total	In	Out	Total
Car	18%	22	124	146	121	44	165	558	620	1178
Car Passenger	1%	1	7	8	7	2	9	31	34	65
Taxi	0%	0	0	0	0	0	0	0	0	0
Bus	11%	13	76	89	74	27	101	341	379	720
Tram	12%	14	83	97	80	29	110	372	413	785
Rail	4%	5	28	32	27	10	37	124	138	262
Pedestrians	52%	62	359	421	349	127	476	1611	1791	3402
Cycle	2%	2	14	16	13	5	18	62	69	131
Motorbike	0%	0	0	0	0	0	0	0	0	0
Total	100%	120	690	810	671	245	915	3099	3444	6543

TRIPS PER LAND USE BY MODE

■ Office

		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate (per 100sqm)		2.409	0.169	2.578	0.200	2.333	2.533	10.409	10.027	20.436
Person trips		3729	262	3991	310	3611	3921	16113	15522	31635
Mode	Split (%)	In	Out	Total	In	Out	Total	In	Out	Total
Car	5%	186	13	200	15	181	196	806	776	1582
Car Passenger	4%	161	11	172	13	156	169	696	670	1366
Taxi	1%	27	2	29	2	26	28	116	112	228
Bus	32%	1181	83	1264	98	1144	1242	5102	4915	10018
Tram	27%	1020	72	1091	85	988	1072	4407	4245	8652
Rail	9%	322	23	345	27	312	339	1392	1341	2732
Pedestrians	17%	617	43	661	51	598	649	2667	2569	5237
Cycle	4%	161	11	172	13	156	169	696	670	1366
Motorbike	1%	54	4	57	4	52	56	232	223	455
Total	100%	3729	262	3991	310	3611	3921	16113	15522	31635

TRIPS PER LAND USE BY MODE

■ Hotel

		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate (per room)		0.154	0.339	0.493	0.238	0.176	0.414	2.718	2.706	5.424
Person trips		100	220	320	155	114	269	1767	1759	3526
Mode	Split (%)	In	Out	Total	In	Out	Total	In	Out	Total
Car	0%	0	0	0	0	0	0	0	0	0
Car Passenger	1%	1	2	3	2	1	3	18	18	35
Taxi	17%	17	37	54	26	19	46	300	299	599
Bus	5%	5	11	16	8	6	13	88	88	176
Tram	28%	28	62	90	43	32	75	495	492	987
Rail	34%	34	75	109	53	39	91	601	598	1199
Pedestrians	15%	15	33	48	23	17	40	265	264	529
Cycle	0%	0	0	0	0	0	0	0	0	0
Motorbike	0%	0	0	0	0	0	0	0	0	0
Total	100%	100	220	320	155	114	269	1767	1759	3526

TRIPS PER LAND USE BY MODE

■ Retail

		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate (per 100sqm)		8	5	13	10	10	20	189	176	365
Person trips		973	701	1674	1346	1234	2580	24448	22683	47130
Mode	Split (%)	In	Out	Total	In	Out	Total	In	Out	Total
Car	0%	0	0	0	0	0	0	0	0	0
Car Passenger	0%	0	0	0	0	0	0	0	0	0
Taxi	0%	0	0	0	0	0	0	0	0	0
Bus	8%	78	56	134	108	99	206	1956	1815	3770
Tram	11%	107	77	184	43	32	75	2689	2495	5184
Rail	4%	39	28	67	54	49	103	978	907	1885
Pedestrians	76%	740	533	1272	1023	938	1961	18580	17239	35819
Cycle	1%	10	7	17	13	12	26	244	227	471
Motorbike	0%	0	0	0	0	0	0	0	0	0
Total	100%	973	701	1674	1242	1130	2372	24448	22683	47130

TRIPS BY MODE

- Total Development

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Car	208	137	345	136	225	361	1363	1396	2759
Car Passenger	163	20	184	22	160	181	744	722	1467
Taxi	44	39	83	29	45	74	416	411	827
Bus	1277	226	1503	287	1275	1562	7488	7197	14684
Tram	1169	293	1462	252	1081	1333	7962	7646	15608
Rail	400	153	553	160	410	570	3094	2984	6078
Pedestrians	1434	968	2402	1446	1680	3126	23124	21863	44987
Cycle	173	32	205	40	173	213	1002	966	1968
Motorbike	54	4	57	4	52	56	232	223	455
Total	4922	1873	6795	2376	5100	7477	45426	43408	88834

SERVICING TRIPS

- Servicing trip rates per land use and profiles derived TRICS/site surveys and data collected / experience gained of similar sites and appraisals throughout the UK.

Land Use	Daily Rate	Daily vehicles	AM Peak %	AM Peak Vehicles	PM Peak %	PM Peak Vehicles
Residential	0.1 per unit	150	5%	8	15%	23
Office	0.2 per 100sqm	310	5%	15	5%	15
Hotel	0.23 per 100sqm	71	10%	7	5%	4
Retail	0.65 per 100sqm	210	10%	21	0%	0

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Servicing Vehicles	51	51	102	42	42	83	740	740	1481

TOTAL DEVELOPMENT VEHICLE TRIPS

- The following shows the total vehicle trips generated by the development, including servicing vehicles.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicles	303	228	531	206	312	518	2520	2547	5067

TRIP DISTRIBUTION

- Trip distribution estimated from 2011 Journey to Work Census Data, *"Location of usual residence and place of work by method of travel to work (MSOA level)"*.
- Area E02006912, where the site is located, chosen as usual residence and place of work for Residential and Office trips respectively. The area is shown here.



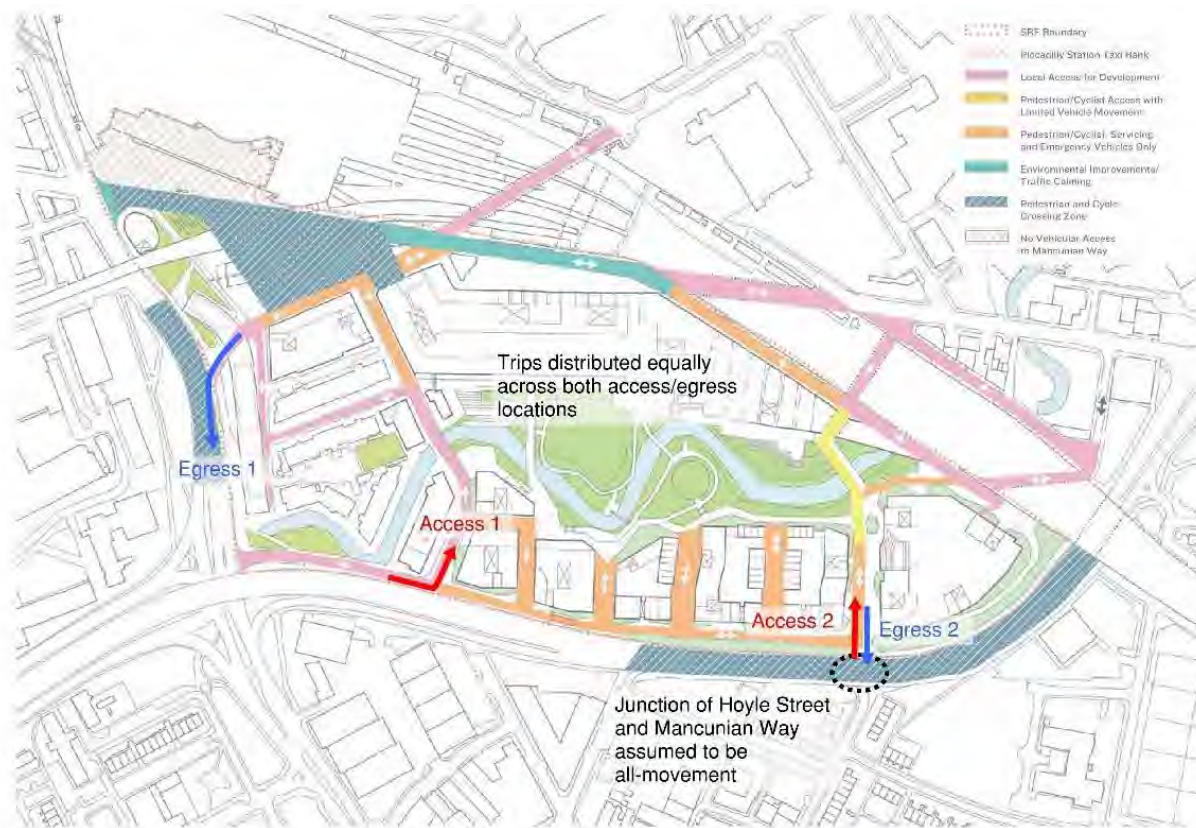
TOTAL VEHICLE TRIPS BY DIRECTION

- Top 20 origins and destinations for car drivers sorted by Local Authority District;
- For example:
 - Top five origins for those working in E02006912 are Manchester, Salford, Trafford, Stockport and Tameside;
 - Top five destinations for those living in E02006912 are Manchester, Trafford, Salford, Cheshire East and Oldham.
- Proportion of AM and PM peak hour arrival and departure trips by direction – north, south, east, west has been determined and is shown below.

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
N	89	56	145	51	91	142
S	93	79	173	72	96	168
E	52	35	86	31	53	84
W	69	57	127	52	71	123
Total	303	228	531	206	312	518

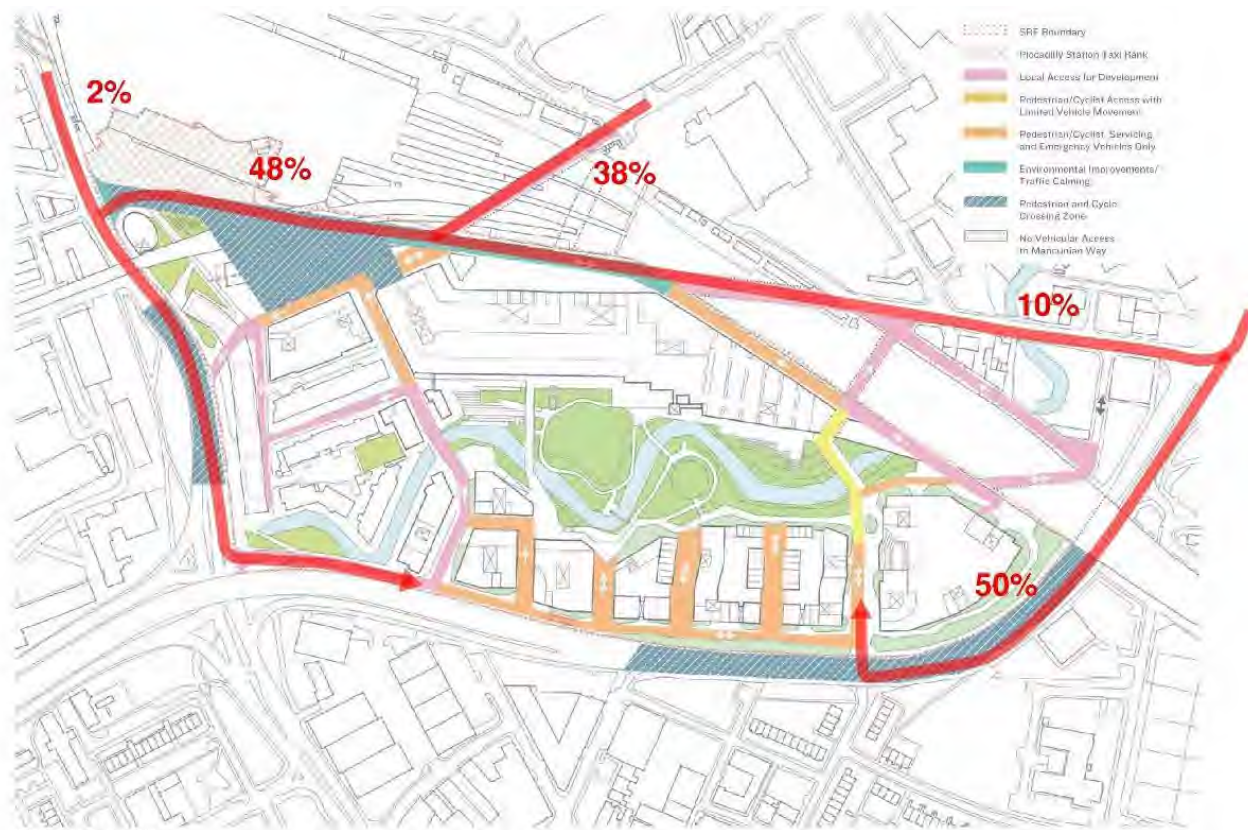
SITE ACCESS ASSUMPTIONS

Trips have been distributed on the network based on the site access assumptions shown on the diagram, which takes account of the movement strategy presented in the SRF.



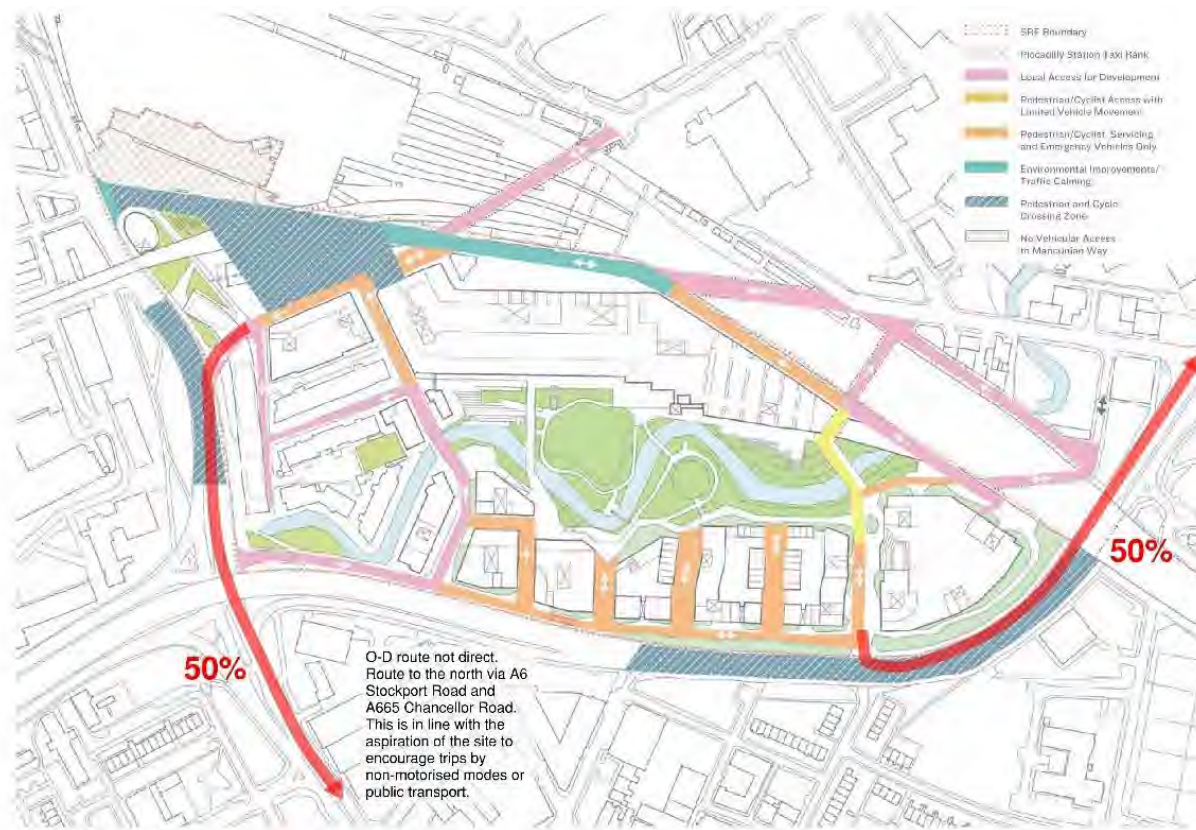
ROUTING – TRAFFIC ARRIVING FROM THE NORTH

Trips arriving from the north have been assigned a routing to the site access points, shown previously.



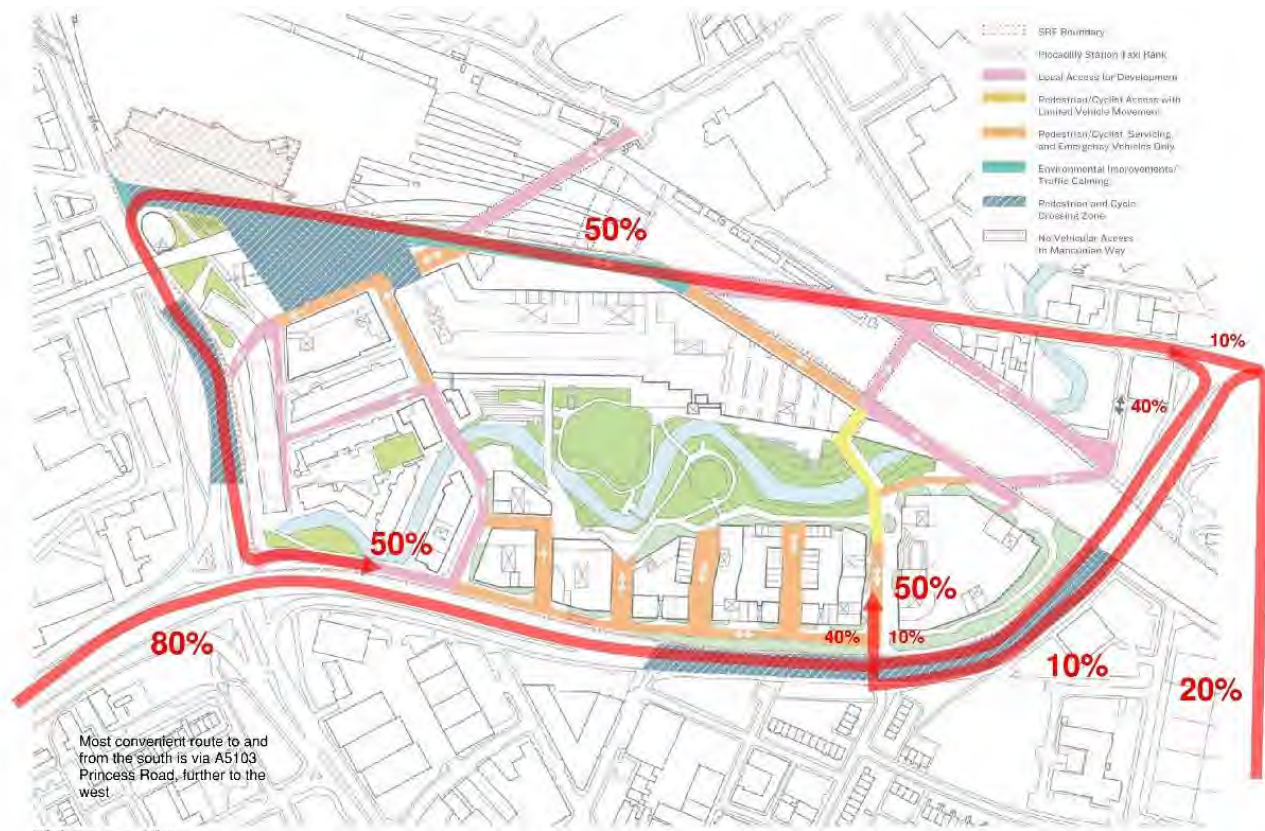
ROUTING – TRAFFIC DEPARTING TO THE NORTH

Trips departing to the north have been assigned a routing from the site egress points, shown previously.



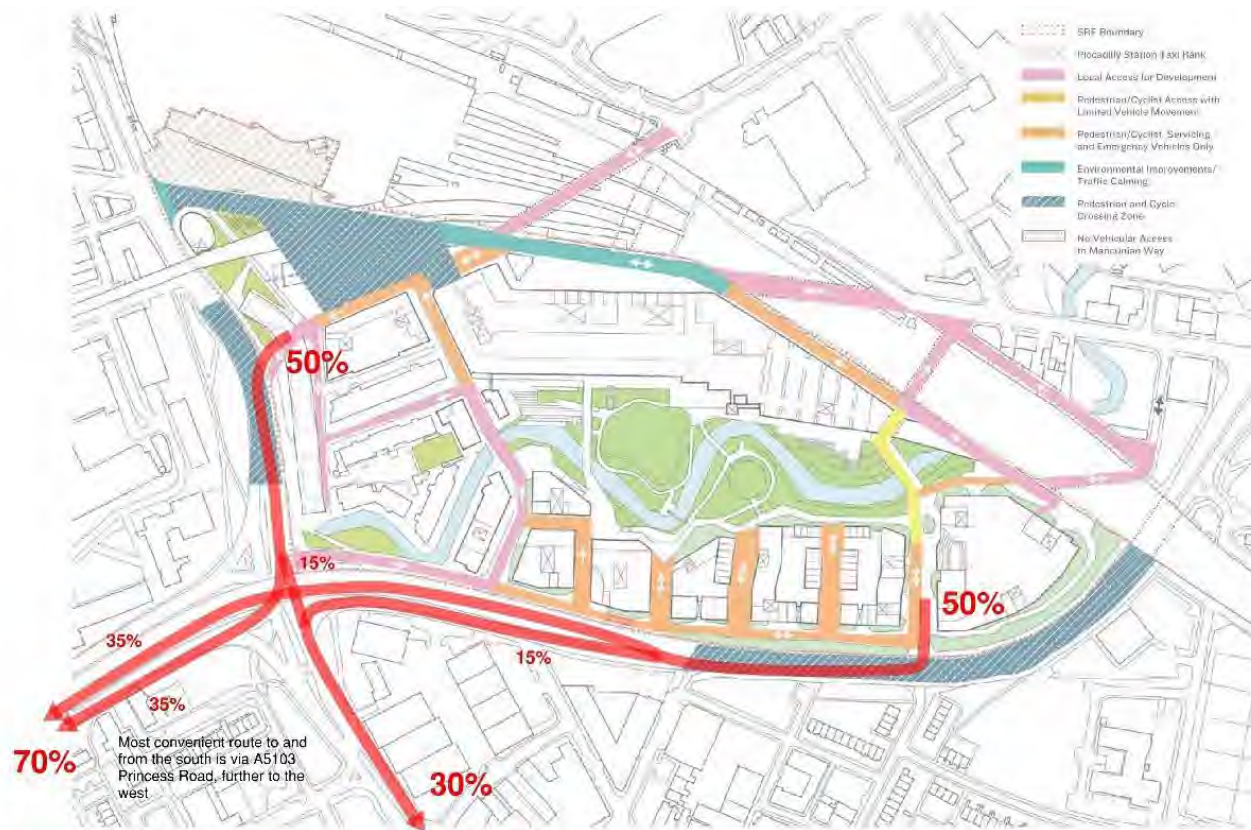
ROUTING – TRAFFIC ARRIVING FROM THE SOUTH

Trips arriving from the south have been assigned a routing to the site access points, shown previously.



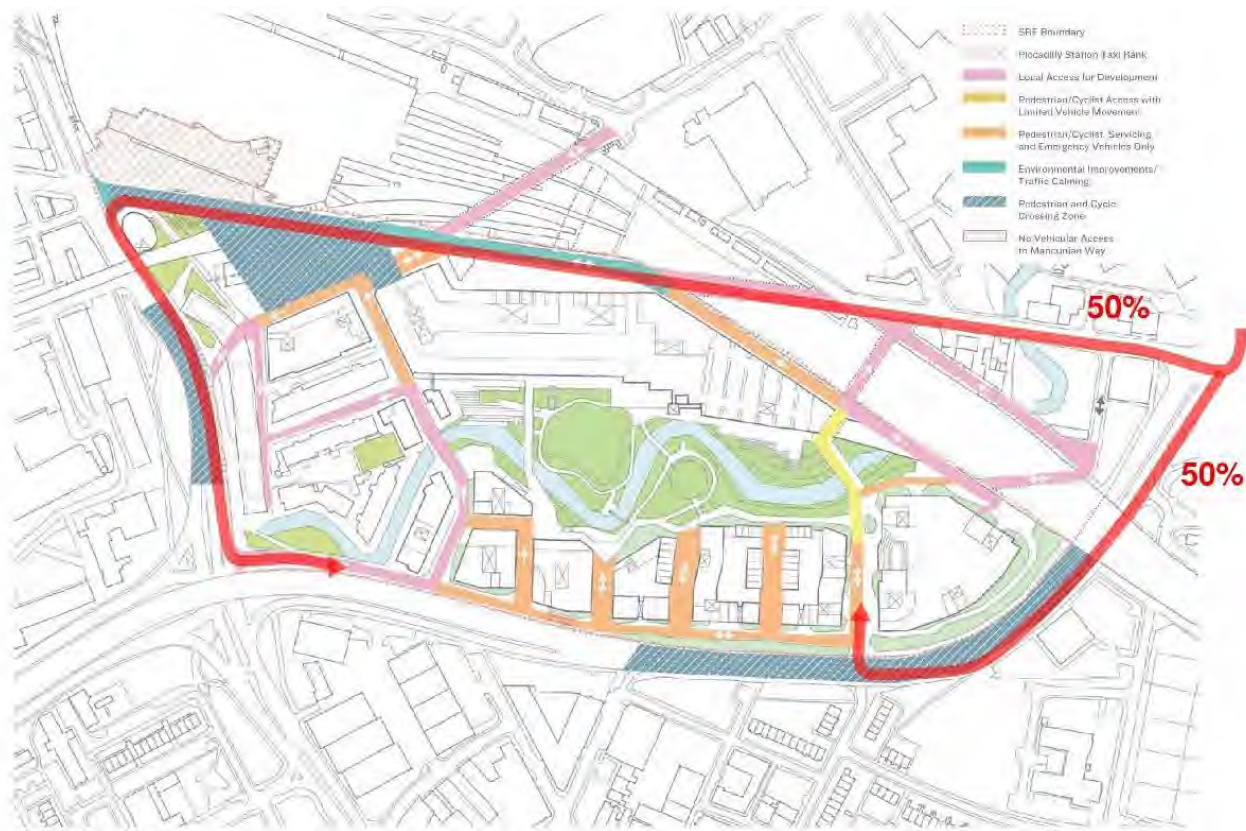
ROUTING – TRAFFIC DEPARTING TO THE SOUTH

Trips departing to the south have been assigned a routing from the site egress points, shown previously.



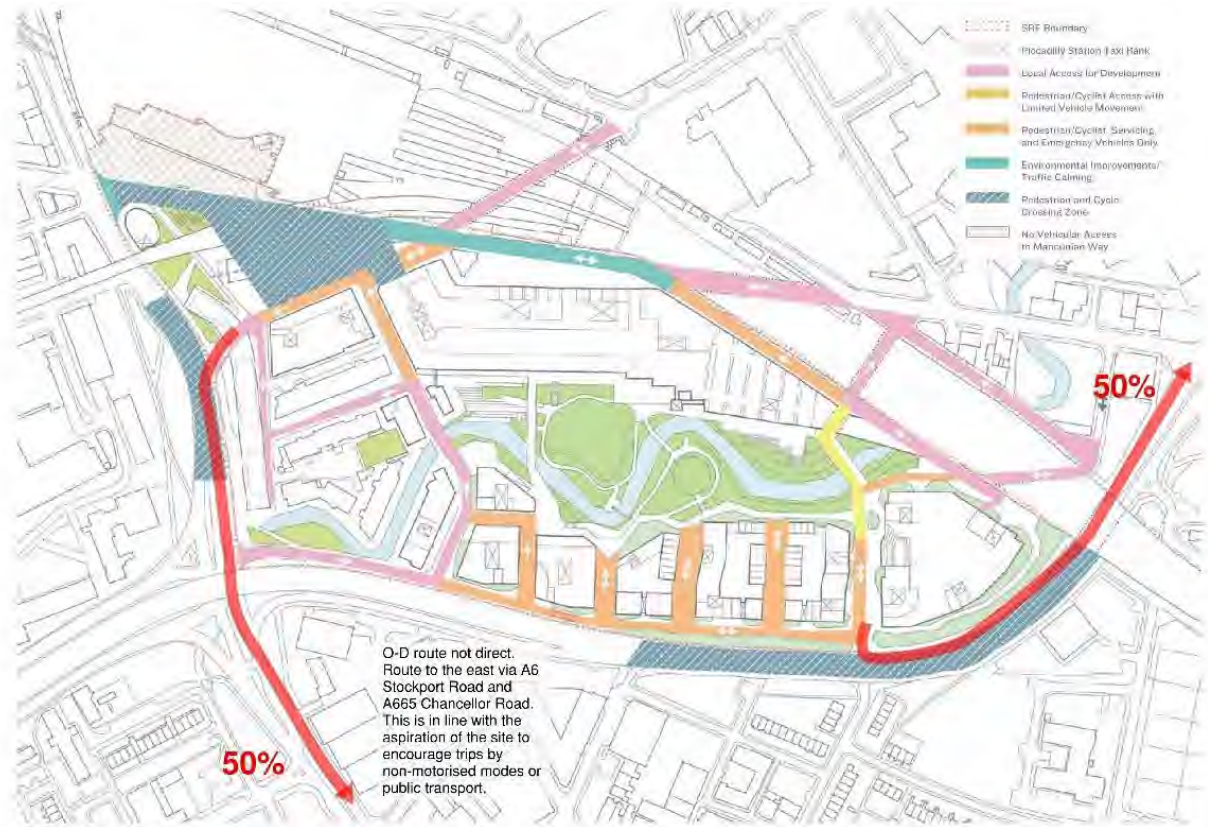
ROUTING – TRAFFIC ARRIVING FROM THE EAST

Trips arriving from the east have been assigned a routing to the site access points, shown previously.



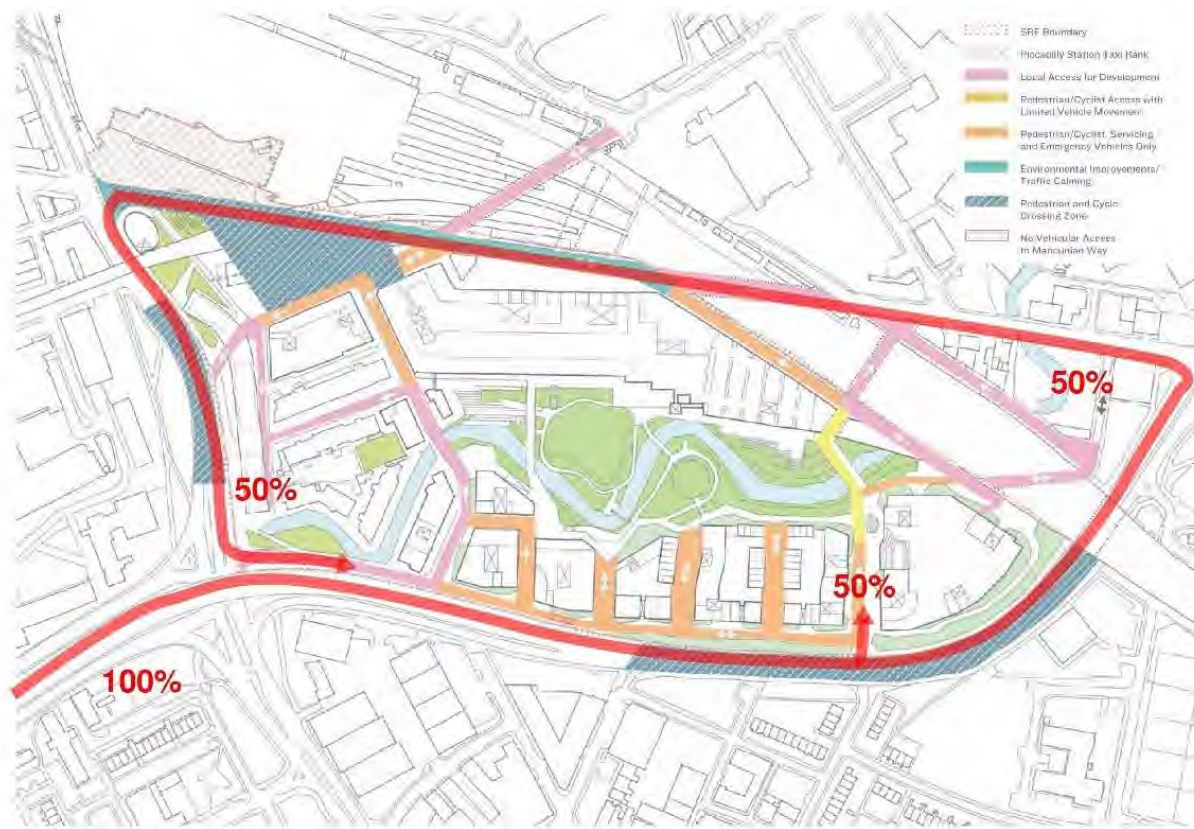
ROUTING – TRAFFIC DEPARTING TO THE EAST

Trips departing to the east have been assigned a routing from the site egress points, shown previously.



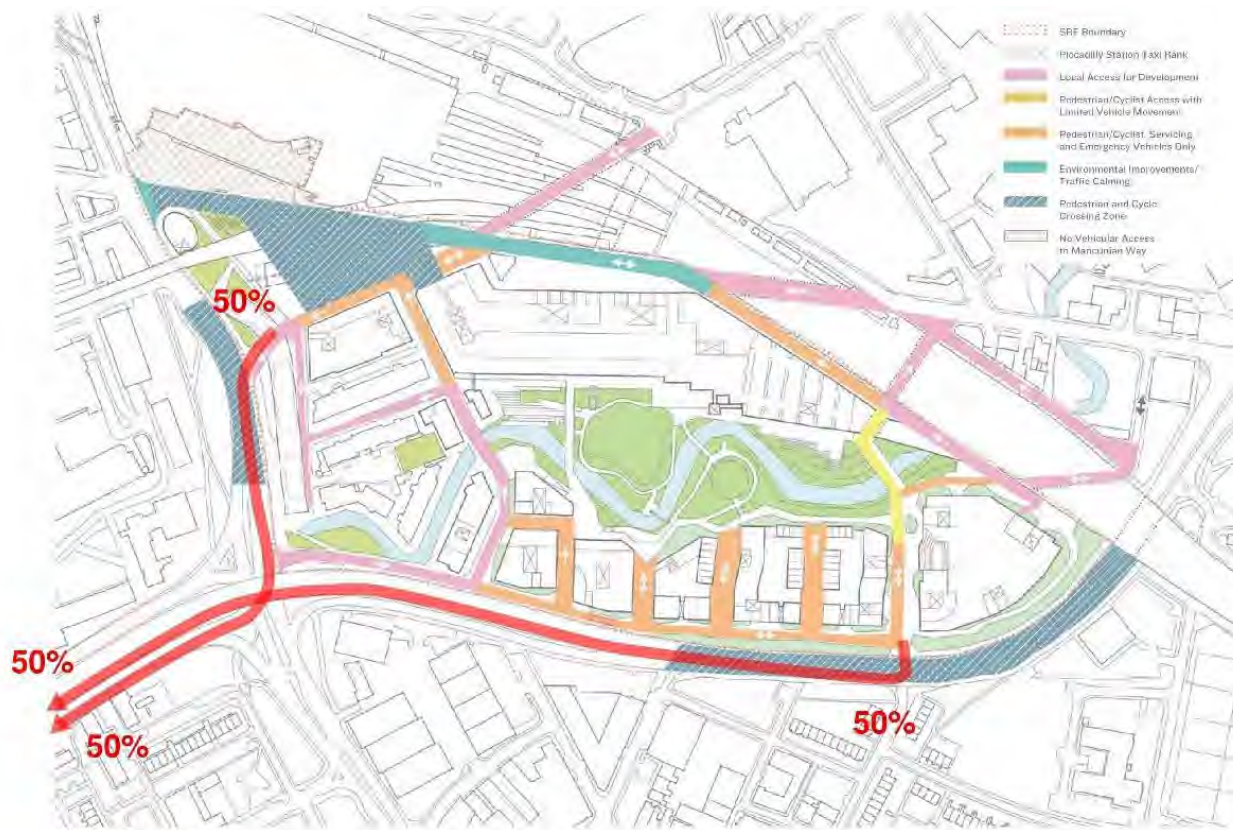
ROUTING – TRAFFIC ARRIVING FROM THE WEST

Trips arriving from the west have been assigned a routing to the site access points, shown previously.



ROUTING – TRAFFIC DEPARTING TO THE WEST

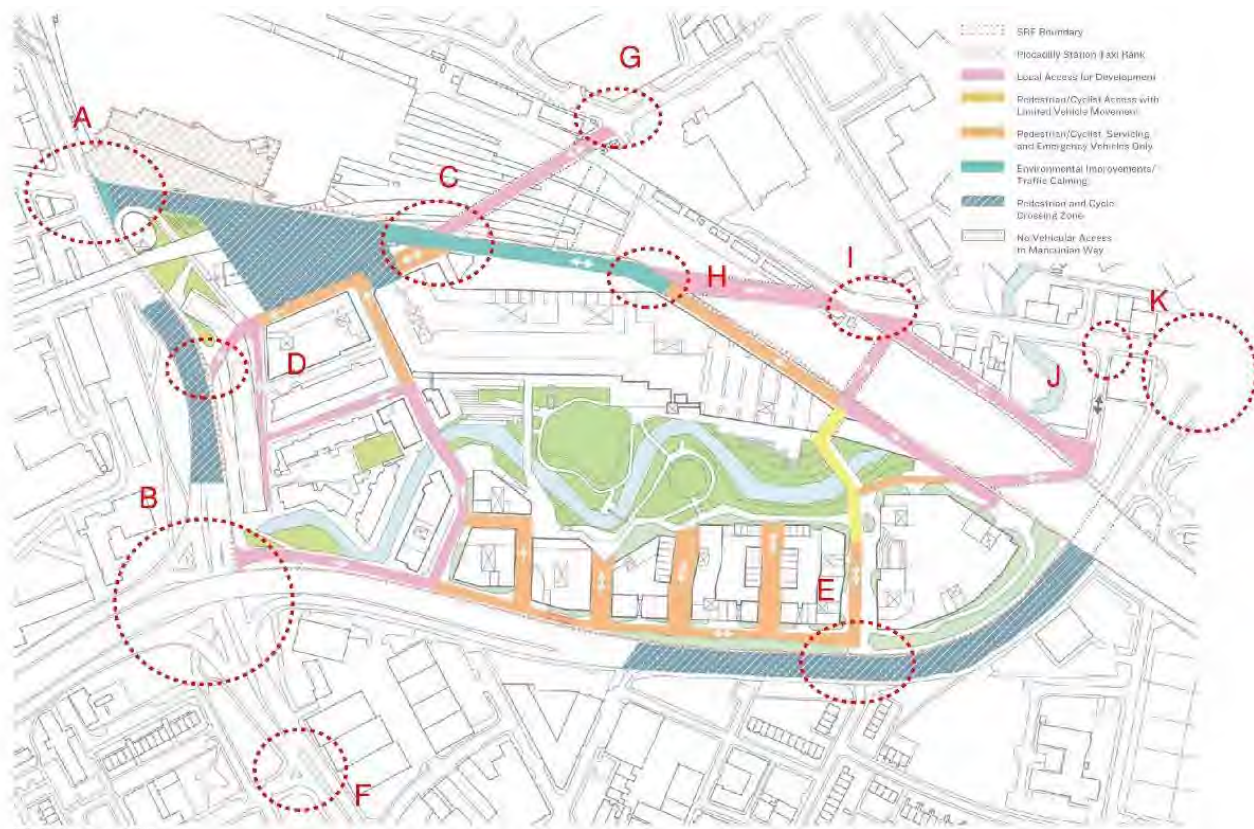
Trips departing to the west have been assigned a routing from the site egress points, shown previously.



LOCAL IMPACT JUNCTIONS

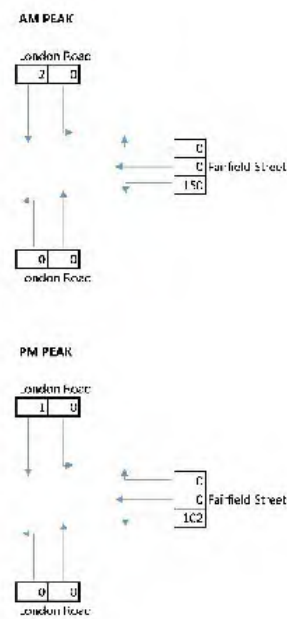
Trips generated by the development have been shown at the local junctions around the site, as shown in the figure.

The flow diagrams on the next sheets show the turns at each junction.

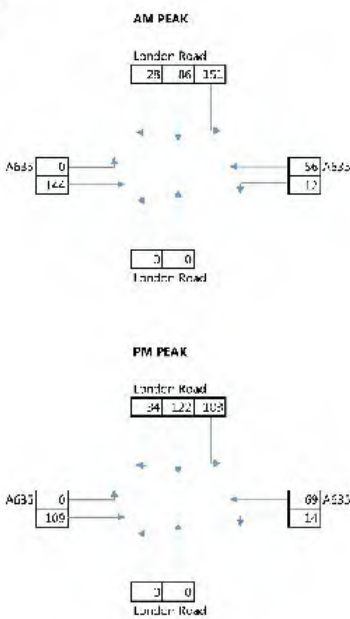


PEAK HOUR TURNING MOVEMENTS BY JUNCTION

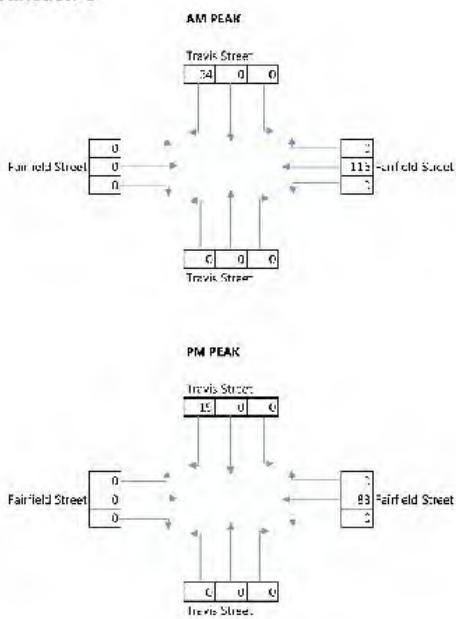
Junction A



Junction B

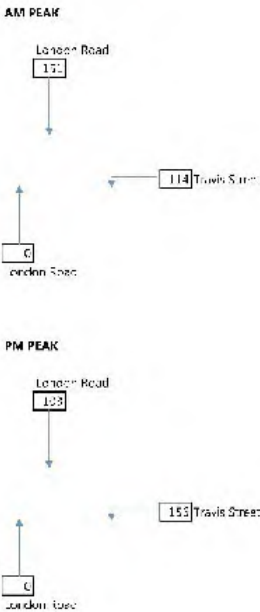


Junction C

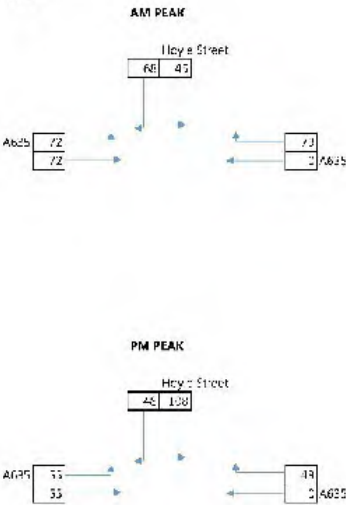


PEAK HOUR TURNING MOVEMENTS BY JUNCTION

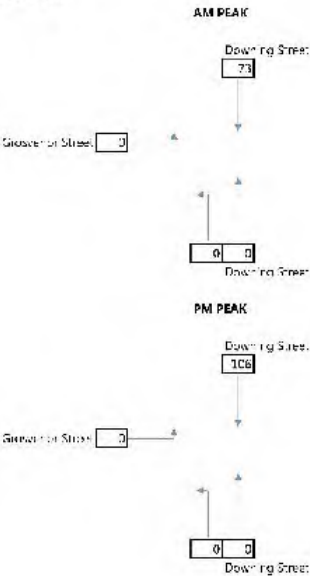
Junction D



Junction E

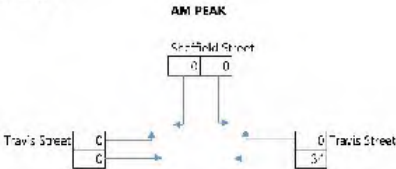
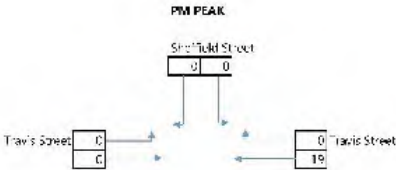


Junction F

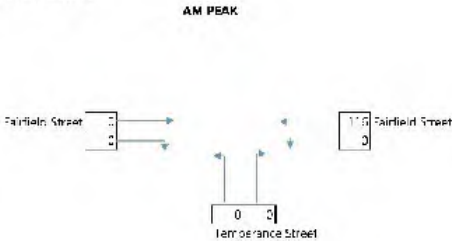
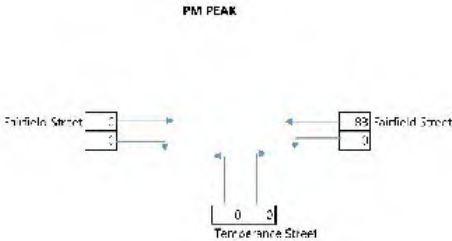


PEAK HOUR TURNING MOVEMENTS BY JUNCTION

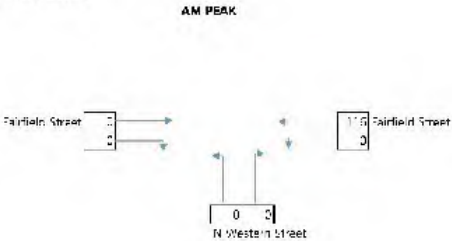
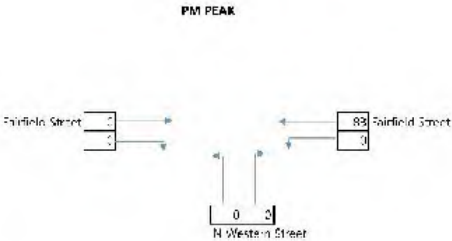
Junction G



Junction H

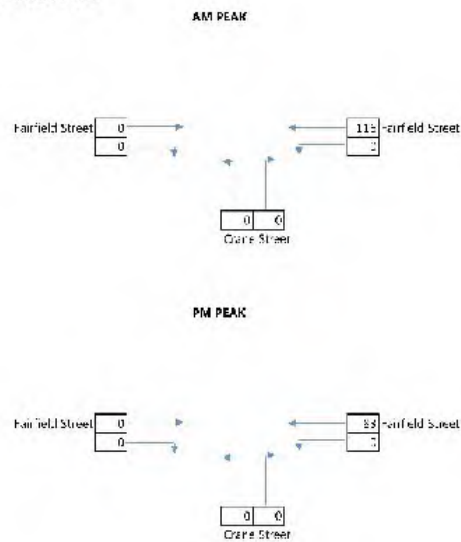


Junction I

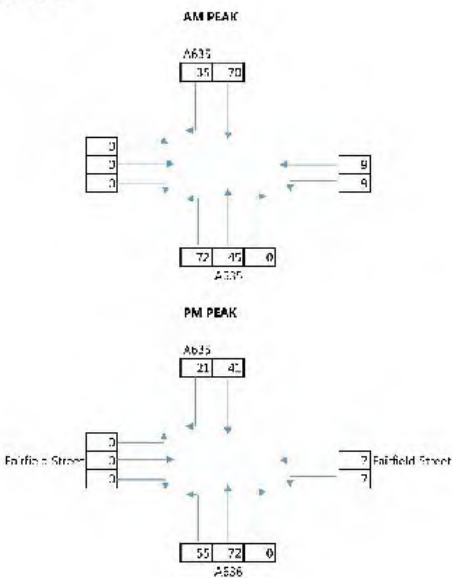


PEAK HOUR TURNING MOVEMENTS BY JUNCTION

Junction J



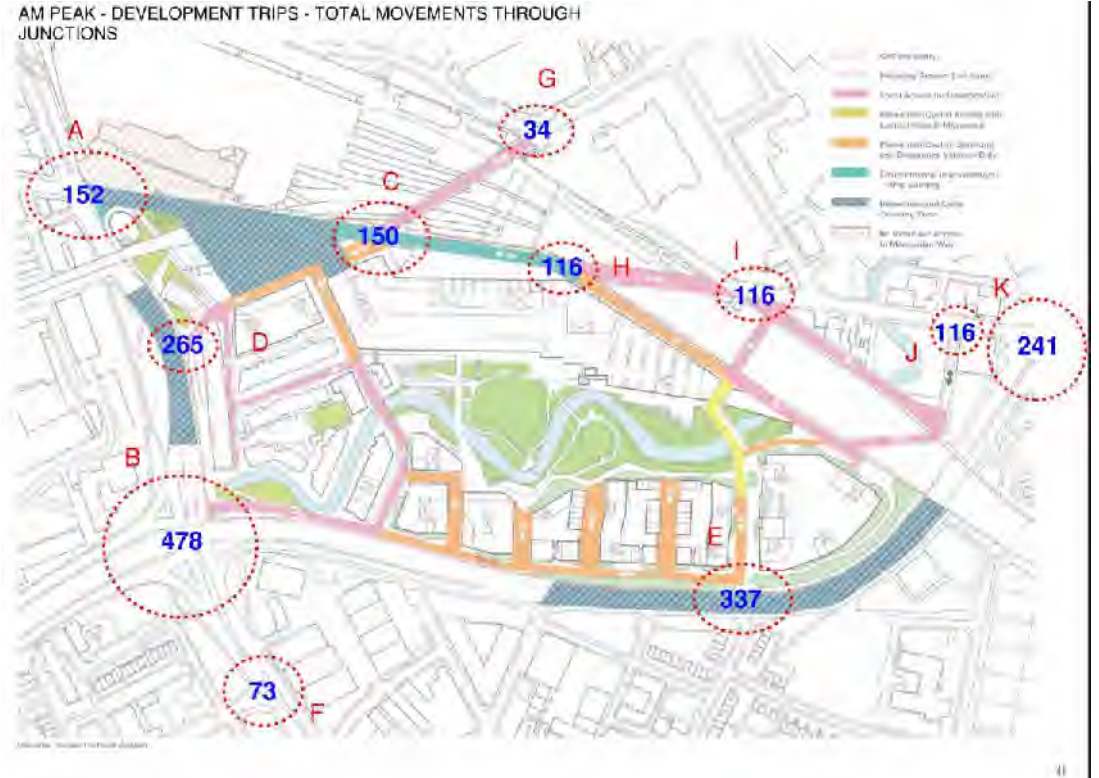
Junction K



PROPOSED SURVEY LOCATIONS

This Figure shows the total development trips generated that pass through the local impact junctions in the AM Peak.

This suggests that the proposed survey locations cover the key local impact junctions, reprovided on the next slide.



PROPOSED SURVEY LOCATIONS – FROM SCOPING NOTE

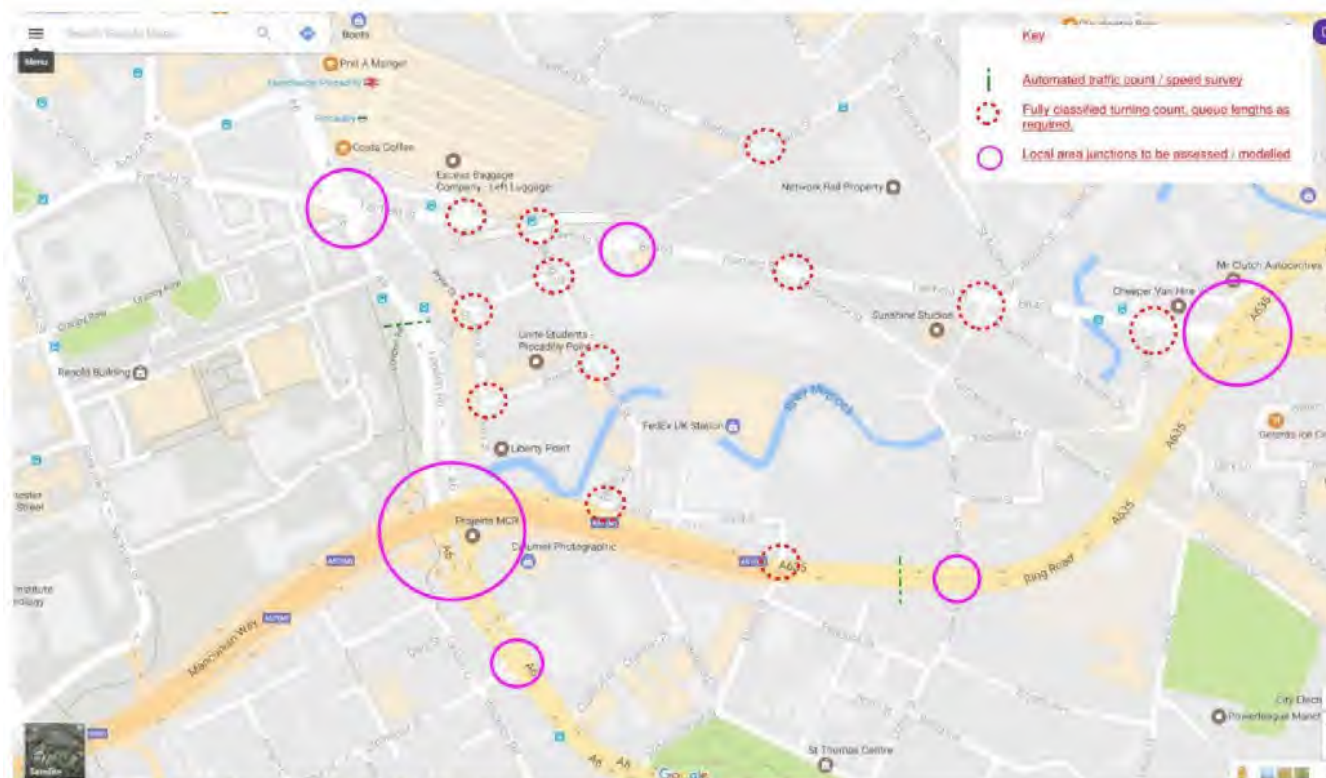


Figure 3 Proposed scope of traffic surveys

B U R O H A P P O L D

E N G I N E E R I N G

www.burohappold.com

Subject: RE: KRN Ref. 18/115 - Mayfield

From: Riccardo Boncinelli <Riccardo.Boncinelli@tfgm.com>
Date: 28 June 2018 at 12:15:01 BST
To: "Chris Mullett (Chris.Mullett@BuroHappold.com)" <Chris.Mullett@BuroHappold.com>
Cc: "a.connell@manchester.gov.uk" <a.connell@manchester.gov.uk>, "Wai Ling Cheung" <WaiLing.Cheung@tfgm.com>, Richard Dolphin <Richard.Dolphin@tfgm.com>, Richard Clowes <Richard.Clowes@tfgm.com>
Subject: FW: KRN Ref. 18/115 - Mayfield

**** External E-Mail ****

Sorry discard previous, I made a bit of a mess explaining the extra junctions to be surveyed, see below for correct text:

Hello Chris,

I have now had the opportunity to review the trip generation and distribution information you sent over recently.

Please note my comments below. To keep it as simple as possible I have listed these against your note headings.

I hope it all makes sense.

Trip Generation Person Rates and Trips (pages 4,5)

These are acceptable to TfGM. Of course should the development quantum change, the trip rates will need to be revised.

I note that for the retail leisure part A3 use has been assumed; this is for food and drink.

Modal Split (page 6)

TfGM agree with the percentages shown in the first two columns (Residential and Office Census Base).

We note that a discount has been applied to derive an adjusted car modal share (5%) for the office use.

The note states that car mode share for office use was reduced to account for limited parking on site.

For the hotel and retail uses the modal split was derived from professional experience for similar land use.

Hotel and retail uses both show a car driver share of 0%.

In our opinion the reduction applied to the office car driver modal share is too high and we believe that it is unlikely that the hotel and retail share will be zero.

This will of course depend partly on the parking strategy adopted for the whole site which, as I understand it, is unclear at the moment.

Generally in relation to modal share reductions we advise the following:

If the sites searched on TRICS are of similar characteristics, and in particular if the locations are comparable, then that search reveals a best estimate of the likely traffic generation, without any further reduction based on a proposed low level of on-site parking provision.

Traffic likely to be generated by the development is likely to seek parking in the vicinity, not only at the development itself but at adjacent car parks or on-street.

This traffic should be acknowledged as being new to the adjacent road network, although it is reasonable to consider this a worst-case scenario.

We have applied this principle to the reviews of many developments across GM and would suggest that this be applied to the Mayfield development too

This is not an exact science therefore the modal share percentage will likely rest somewhere between the non-discounted share and the discounted share listed on pages 6.

I would suggest that maybe further research should be carried out within TRICS to select only sites which have no parking or limited parking to see what the difference is.

If trip rates can be extracted on this basis then discount will not be necessary.

Obviously, as stated previously, until the parking strategy is clear it is difficult to predict any reductions on the basis of parking allowance.

I would also emphasize that in our previous response we highlighted the need for considering sustainable travel initiatives for the area. This of course will have an impact on reducing car trips and increasing PT / cycling modal share.

Trips Per Land Use By Mode - Residential (page 7)

Agreed

Trips Per Land Use by Mode – Office (page 8)

Not agreed see previous regarding discount

Trips Per Land Use by Mode – Hotel (page 9)

Not agreed see previous regarding discount

Trips Per Land Use by Mode – Retail (page 10)

Not agreed see previous regarding discount

Total Development (page 11)

Not agreed due to the above

Servicing Trips (page 12)

TfGM would need to see more information regarding the percentages applied in the AM and PM columns prior to agreeing the number of servicing trips.

Total Development Trips (page 13)

TfGM would suggest the number are revised to take into account the comments above.

Trip Distribution (page 14)

Methodology is acceptable to TfGM

Site Access Assumptions

TfGM note that egress will be allowed onto the A6 and from Hoyle St. Access will be allowed at Baring St and via a new junction at Hoyle St (this will also allow egress).

Should this change the trip distribution will need to be revised accordingly.

Routing (pages 17 to 25)

Overall the approach taken looks reasonable however I would be grateful if you could provide further info on the spreadsheet you provided which shows the route allocations for the N, S, W and E columns.

I am assuming that for each origin / destination area a group of wards will have been allocated together and then assigned to a N S W or E route. I would like a bit more info on this part of this exercise, maybe via diagrams showing wards grouped together?

TfGM have some reservations regarding the percentage of trips allocated to the junction of London Rd / Fairfield St for the north arm of London Road (page 17). This is shown as 2%. We accept that most inbound trips will likely be arriving via Fairfield St and the A57. However we believe that in all likelihood more than 2% arrivals will be transiting from the A6 North at its junction with the Fairfield St. These trips are likely to travel via Store Street onto the A6 London Road [and possibly via Ducie St onto the A6](#). Assuming a junction impact assessment threshold of 30 two way trips we don't think it is inconceivable to predict that 30 trips out of a total of 303 will travel via Store St / London Rd into the development during the morning peak. This would account for 10% of the trips generated. For this reason we would suggest that the junction of A6 London Rd / Store St, the junction of Store St / A665 [and the junction of Ducie St / A6](#) are included in the junction assessment list and surveyed accordingly. In particular the junctions of the A6 / Store St [and Ducie St / A6](#) are already very busy and TfGM need to understand the potential effect of the development on this junction.

Turning Movements by Junction

I have not had time to review all the calculations but looking at Junction C on page 6 it seems that the values for Travis Street and Fairfield Street have been transposed. % distribution at Travis Street is shown as 38% in the distribution diagram but the traffic flows there is shown as 34. The figure should be 116?

Survey locations

In view of the above we would suggest that the junctions of the A6 / Store St, A665 / Store St [and A6 / Ducie St](#) are surveyed in addition to the ones listed in your note. Surveys should be conducted outside of holiday periods and should include queue surveys to allow for suppressed demand. If further info is required on the queue surveys I would suggest you contact Richard Dolphin directly.

Other

I would be grateful if, in addition to the current list of attendees, the following TfGM personnel could be included in future workshops:

Richard Clowes (Richard.Clowes@tfgm.com)
Dominic Smith (Dominic.Smith@tfgm.com)
Julian Ashworth (Julian.Ashworth@tfgm.com)
Anthony Murden (Anthony.Murden@tfgm.com)

I hope the above is clear but let me know if you require any further info.

Regards,

Riccardo Boncinelli
Infrastructure Development Officer
Highway Forecasting and Analytical Services

Transport for Greater Manchester
2 Piccadilly Place, Manchester M1 3BG
Direct Line 0161 244 1420, Extension 1420

Please note that my working week is from Monday to Thursday.

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Mayfield Phase 1 – Transport Scoping Study – 06 June 2019 – Revision 02

Highway Network

The study area should include the junctions of Ashton Old Rd / Fairfield St / Pin Mill Brow, Ring Rd and Adair St / Great Ancoats / Pollard Street.

Trip Generation Methodology

Residential Use

The methodology for this use is agreed by TfGM. TfGM note that Census data for the relevant ward has been used to determine vehicle modal share for the residents.

Commercial Use

People trip rate is agreed.

In relation to the modal share for cars, the note states the following:

“To ensure that car parking does not exceed capacity on-site, it was proposed as part of the methodology submitted to MCC / TfGM in June 2018 that the Car Driver mode share would be reduced from 34% to 5%. However TfGM suggested that this reduction was too high and that in reality, some office workers may still choose to drive their car to / from work and park elsewhere, despite parking provision on-site and the alternative transport modes available at this location”.

It also states *“To take account of TfGM’s comments, it is proposed to reduce the car driver mode share from 34% to 14% which is the average car driver mode share derived from the office site selection in TRICS”.*

TfGM are of the opinion that then methodology above potentially covers sites which are different from the development site characteristics. We would suggest that the modal share is determined in the same way as it was determined for the residential use, using Census 2011 data modal share. TfGM’s view is that different sites within TRICS have been used to determine trip rate and modal share. We believe this approach is slightly inconsistent and that using ward modal share ensures better consistency in the determination of car share.

Retail / Leisure Uses

The note states that *“given that the retail and leisure uses proposed at the site would be car free (with the exception of accessible parking requirements) and are located in central Manchester, it is considered that the majority of trips would be on foot with very few car trips. To reflect this, a car mode share of 0.5% has been adopted, which is considered appropriate for a proposed development at this location where retail/leisure trips would be linked to other uses in the area”.*

TfGM would need to see more evidence before validating the low modal share.

Hotel Use

For the hotel use the note states that *“to derive an appropriate mode split, reference has been made additionally to other hotel sites located next to railway stations. From these sites,*

a car model share of 16% has been derived; this has been applied to the hotel use at the Mayfield development”.

TfGM’s view is that different sites within TRICS have been used to determine trip rate and modal share. The same sites should be used to determine the trip rate and the modal share to ensure consistency.

Conclusion

TfGM are of the opinion that some of the modal share adopted is on the low side. Before validating the percentages proposed in the note we would need to see firm evidence in the form of surveys of existing sites or previously approved Transport Assessments which cover existing uses similar to those proposed at Mayfield.

If the evidence is not available TfGM would suggest that sensitivity testing is carried out using modal share available from the Census 2011 data for all the proposed uses.

The models could be run using different trip generation figures to enable the local authority to have a better picture of how different trip patterns could affect the highway network.

Appendix B Traffic Survey Data



Manchester Mayfield MCC Survey Mancunian Way - London Road Junction

Week Commencing
Wednesday 11th July 2018

for Buro Happold

DETAILS OF SITE

LOCATION

Manchester Mayfield Surveys

DATES

Wednesday 11th July 2018

TIME PERIOD

07:00-10:00 16:00-19:00

WEATHER

The weather for the week was very pleasant

COMMENTS

Arms as per camera images

INCIDENTS

There were no incidents.



Original Sites



Summary of Survey

Fully classified turning counts were captured at the junctions shown on the attached plan tab.

The survey was undertaken between 0700 and 1000 hours and 1600 to 1900 hours on a Tuesday, Wednesday or Thursday.

Vehicle Classifications should include Cycle/Motorcycle/Car/LGV/OGV1/OGV2/PSV and PCUs are included in the excel summary tables - counts are summarised for each 15-minute time segment through the hour, with all hourly summaries i.e. 0700-0800, 0715-0815 etc etc

Queue lengths were observed for each lane (taking note of the maximum storage capacity for each lane or noting it as infinite length where appropriate) – the maximum queue observed during each 15-minute time segment should be provided throughout the survey period.

At signal junctions, saturation flows should be observed (based on ten typical readings to obtain a mean average - the minimum length of each measurement was 12 seconds) – making a note of any right turner storage/blocking effects.

Mayfield - Manchester Traffic Surveys: Wednesday, 11 July 2018

Junction: A - A6 North / B - Mancunian Way East / C - A6 South / D - Mancunian Way West

Approach: A - A6 North

A to B										A to C										A to D										A to A									
TIME	PCYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LGV	ODV1	ODV2	BUS	PCU	TOTAL			
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	1	3	10	108.4	92	0	0	50	13	1	0	0	113.8	113	0	0	0	0	0	0	0	0.0	0			
07:15 - 07:30	0	0	1	0	0	0	0	1.0	1	2	0	56	10	2	0	11	91.4	91	0	0	70	10	2	1	0	94.3	92	0	0	0	0	0	0	0	0.0	0			
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	3	0	93	13	0	0	7	120.6	116	0	0	32	8	0	0	0	100.0	100	0	0	0	0	0	0	0	0.0	0			
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	2	0	113	11	1	0	11	147.9	138	0	0	55	10	1	0	0	88.3	86	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	0	1	0	0	0	0	1	1	7	0	332	42	4	3	39	468	427	0	0	328	41	4	1	0	374	371	0	0	0	0	0	0	0	0	0			
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	3	1	104	10	0	0	0	133.0	127	0	0	40	11	2	0	0	84.0	83	0	0	0	0	0	0	0	0.0	0			
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	7	1	50	14	2	0	6	105.8	102	0	0	41	6	1	3	0	85.4	81	0	0	0	0	0	0	0	0.0	0			
08:30 - 08:45	0	0	1	0	0	0	0	1.0	1	0	1	107	7	4	0	12	145.6	137	0	0	40	6	2	0	0	87.0	86	0	0	0	0	0	0	0	0.0	0			
08:45 - 09:00	0	0	1	0	0	0	0	1.0	1	10	0	90	6	2	1	0	128.3	126	0	0	45	7	2	0	0	88.0	84	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	0	2	0	0	0	0	2	2	26	3	409	37	8	1	38	542	522	0	0	174	30	7	3	0	222	214	0	0	0	0	0	0	0	0	0			
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	3	1	63	14	3	0	11	104.6	95	0	0	87	8	3	1	0	91.8	89	0	0	0	0	0	0	0	0.0	0			
09:15 - 09:30	0	0	1	0	0	0	0	1.0	1	0	0	74	11	0	1	20	126.3	111	0	0	65	13	2	0	0	84.0	83	0	0	0	0	0	0	0	0.0	0			
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	7	0	62	8	1	1	17	139.2	126	0	0	85	10	3	0	0	102.5	101	0	0	0	0	0	0	0	0.0	0			
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	3	0	73	10	0	1	17	119.9	104	0	0	84	12	1	0	0	87.5	87	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	0	1	0	0	0	0	1	1	18	1	302	43	4	3	65	482	458	0	0	327	43	6	1	0	388	380	0	0	0	0	0	0	0	0	0			
Session Total	0	0	4	0	0	0	0	4	4	61	4	1043	122	16	7	142	1690	1585	0	0	826	114	20	5	0	932	905	0	0	0	0	0	0	0	0	0			
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0	9	4	168	15	4	0	11	212.4	206	0	0	60	4	1	0	0	85.0	85	0	0	2	0	0	0	0	2.0	2			
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	11	2	172	10	0	0	20	226.0	218	0	0	62	5	2	0	1	72.0	70	0	0	2	0	0	0	0	2.0	2			
10:30 - 10:45	0	0	1	0	0	0	0	1.0	1	10	4	163	6	3	2	14	209.7	202	0	0	60	0	0	0	0	86.0	86	0	0	1	0	0	0	0	1.0	1			
10:45 - 17:00	0	0	0	0	0	0	0	0.0	0	15	1	180	14	0	0	19	235.4	229	0	0	53	1	0	1	0	86.3	86	0	0	3	0	0	0	0	3.0	3			
Hourly Total	0	0	1	0	0	0	0	1	1	46	11	681	46	7	2	64	803	785	0	0	241	10	3	1	1	260	258	0	0	8	0	0	0	0	6	6			
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	12	1	166	11	2	0	13	208.8	206	0	0	70	1	1	0	0	82.7	84	0	0	1	0	0	0	0	1.0	1			
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	17	2	157	7	0	0	18	204.2	201	0	0	52	2	0	0	0	84.0	84	0	0	0	0	0	0	0	0.0	0			
17:30 - 17:45	0	0	1	0	0	0	0	1.0	1	16	2	160	8	1	0	14	216.5	210	0	0	65	1	0	0	0	86.4	87	0	0	1	0	0	0	0	1.0	1			
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	24	3	171	5	0	0	20	222.0	223	0	0	68	1	0	0	0	87.4	88	0	0	2	0	0	0	0	2.0	2			
Hourly Total	0	0	1	0	0	0	0	1	1	60	6	683	31	3	0	65	840	830	0	0	262	5	1	0	0	371	373	0	0	4	0	0	0	0	4	4			
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	17	0	150	10	0	0	16	184.4	180	0	0	70	1	0	0	0	76.0	76	0	0	0	0	0	0	0	0.0	0			
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	7	5	105	1	0	0	22	163.4	140	0	0	103	3	1	0	0	106.8	108	0	0	0	0	0	0	0	0.0	0			
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	6	0	85	6	0	0	14	124.2	115	0	0	58	1	0	0	0	90.0	89	0	0	0	0	0	0	0	0.0	0			
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	6	1	75	3	1	0	23	127.1	109	0	0	84	2	0	0	0	86.4	87	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	0	0	0	0	0	0	0	0	36	6	468	20	1	0	75	619	546	0	0	360	7	0	0	0	368	370	0	0	0	0	0	0	0	0	0			
Session Total	0	0	2	0	0	0	0	2	2	190	25	1762	96	11	2	204	2318	2240	0	0	863	22	4	1	1	989	989	0	0	12	0	0	0	0	12	12			

Mayfield - Manchester Traffic Surveys: Wednesday, 11 July 2018

Junction: A - A6 North / B - Mancunian Way East / C - A6 South / D - Mancunian Way West

Approach: C - A6 South

TIME	PCYCLE	MICYCLE	C to D								C to A								C to B								C to C										
			CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	PCYCLE	MICYCLE	CAR	LOV	ODV1	ODV2	BUS	PCU	TOTAL	
07:00 - 07:15	0	0	170	32	2	5	4	234.9	213	4	0	45	5	2	1	16	88.1	73	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
07:15 - 07:30	0	1	160	26	9	3	1	208.8	200	9	2	61	8	1	1	10	90.4	92	0	0	2	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	
07:30 - 07:45	0	4	105	26	8	4	0	153.8	147	11	4	71	10	0	1	11	109.1	108	0	0	1	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	
07:45 - 08:00	0	1	79	17	4	4	1	112.6	106	18	1	110	7	1	1	9	142.8	147	0	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	6	513	101	23	16	6	702	665	42	7	287	30	4	4	46	438	420	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	
08:00 - 08:15	0	4	93	23	19	19	3	150.0	141	11	1	90	9	7	0	1	118.5	120	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
08:15 - 08:30	0	2	90	11	2	6	0	118.6	111	17	2	86	8	4	1	0	111	119.7	123	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	2	74	16	3	1	0	97.6	96	21	5	100	10	2	0	0	9	137.2	147	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	62	11	3	5	0	89.0	81	15	1	90	10	0	1	0	8	130.7	134	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	8	319	57	11	16	9	423	411	64	9	382	31	3	1	38	507	524	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 - 09:15	0	2	112	16	5	6	1	145.1	144	14	2	78	9	2	0	13	118.6	118	0	0	1	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	
09:15 - 09:30	0	1	132	19	22	8	1	136.5	127	8	1	67	9	16	0	0	87	92	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
09:30 - 09:45	0	0	104	13	2	4	0	129.2	123	9	3	68	7	0	0	13	164.0	100	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
09:45 - 10:00	0	1	114	23	0	7	1	185.5	146	5	1	43	4	0	0	18	84.4	71	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	4	465	74	13	19	3	611	578	38	7	246	32	3	0	60	413	384	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	0	18	1297	232	47	51	9	1744	1684	142	23	913	53	10	8	142	1336	1328	0	0	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	
10:00 - 10:15	0	0	27	8	3	3	0	46.4	41	4	0	61	8	0	0	16	101.8	89	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
10:15 - 10:30	0	0	39	4	1	1	0	46.8	46	4	1	51	6	2	1	19	101.8	84	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
10:30 - 10:45	0	0	41	3	0	0	1	46.0	46	5	0	61	4	1	0	20	107.0	91	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
10:45 - 17:00	0	1	23	1	0	2	0	29.0	27	6	0	86	4	0	0	9	109.2	106	0	0	1	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	1	130	16	4	6	1	168	158	19	1	289	22	3	1	64	420	389	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	
17:00 - 17:15	0	0	47	3	1	2	0	86.1	83	9	0	75	0	0	0	19	112.8	101	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
17:15 - 17:30	0	0	45	6	6	1	0	89.4	86	3	2	62	2	0	0	12	89.4	81	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
17:30 - 17:45	0	0	56	2	0	0	0	86.0	86	2	0	50	1	0	0	14	79.4	67	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
17:45 - 18:00	0	1	54	7	1	1	0	83.2	84	1	0	56	3	0	0	15	89.2	76	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	1	292	18	3	6	0	219	210	14	2	243	6	0	0	39	371	324	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:00 - 18:15	0	1	79	5	0	0	0	83.4	84	0	0	37	0	0	0	17	72.2	60	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
18:15 - 18:30	0	0	64	7	0	1	0	73.3	72	1	0	28	0	0	0	14	66.2	43	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
18:30 - 18:45	0	0	68	8	0	1	0	76.3	77	4	0	51	2	0	0	9	71.8	66	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
18:45 - 19:00	0	0	72	3	0	1	0	77.3	76	4	0	37	0	0	0	15	67.8	66	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	1	262	23	0	3	0	312	309	15	0	183	2	0	0	35	266	225	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Session Total	0	3	614	87	7	15	1	719	697	48	3	655	30	3	1	178	1009	910	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	

Mayfield - Manchester Traffic Surveys: Wednesday, 11 July 2018

Junction: A - A6 North / B - Mancunian Way East / C - A6 South / D - Mancunian Way West

Approach: D - Mancunian Way West

D to A										D to B										D to C										D to D									
TIME	PCYCLE	MCYCLE	CAR	LDV	QGV1	QGV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LDV	QGV1	QGV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LDV	QGV1	QGV2	BUS	PCU	TOTAL	PCYCLE	MCYCLE	CAR	LDV	QGV1	QGV2	BUS	PCU	TOTAL			
07:00 - 07:15	0	0	70	6	2	0	0	78.0	78	0	0	0	0	0	0	0	0.0	0	0	0	0	76	18	7	3	3	118.4	159	0	0	0	0	0	0	0	0.0	0		
07:15 - 07:30	0	1	64	6	0	0	0	72.4	73	0	0	0	0	0	0	0	0.0	0	0	0	0	93	19	0	4	0	124.6	119	0	0	0	0	0	0	0	0.0	0		
07:30 - 07:45	0	2	63	5	2	0	0	71.8	72	0	0	0	0	0	0	0	0.0	0	0	2	98	13	6	3	0	127.7	122	0	0	0	0	0	0	0	0.0	0			
07:45 - 08:00	0	0	72	2	2	0	0	77.0	76	0	0	0	0	0	0	0	0.0	0	0	2	97	17	4	3	0	127.7	123	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	3	269	21	8	0	0	303	299	0	0	0	0	0	0	0	0.0	0	5	386	87	19	13	3	591	473	0	0	0	0	0	0	0	0	0	0			
08:00 - 08:15	0	1	76	5	2	0	0	84.4	84	0	0	1	0	0	0	0	0.0	1	0	0	1	103	23	5	5	3	145.4	127	0	0	0	0	0	0	0	0.0	0		
08:15 - 08:30	0	1	46	5	3	2	0	72	72	0	0	2	0	0	0	0	0.0	0	1	119	16	10	5	5	155.9	146	0	0	0	0	0	0	0	0	0.0	0			
08:30 - 08:45	0	1	65	5	2	0	0	73.4	90	0	0	0	0	0	0	0	0.0	0	1	92	18	7	3	1	129.9	122	0	0	0	0	0	0	0	0	0.0	0			
08:45 - 09:00	0	0	78	5	0	0	0	83.0	83	0	0	0	0	0	0	0	0.0	0	0	0	119	20	5	6	0	167.3	148	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	3	309	18	8	0	0	333	332	0	0	1	0	0	0	0	1	1	0	3	430	77	23	19	1	591	551	0	0	0	0	0	0	0	0	0			
09:00 - 09:15	0	1	50	4	1	0	0	55.9	56	0	0	0	0	0	0	0	0.0	0	0	1	107	20	5	5	3	162.4	143	0	0	0	0	0	0	0	0	0.0	0		
09:15 - 09:30	0	0	61	2	2	0	0	63	63	0	0	1	1	0	0	0	0.0	0	0	1	90	15	6	3	2	145.8	137	0	0	0	0	0	0	0	0	0.0	0		
09:30 - 09:45	0	0	61	9	0	0	0	72.0	71	0	0	0	0	0	0	0	0.0	0	0	1	100	23	4	6	2	137.2	126	0	0	0	0	0	0	0	0	0.0	0		
09:45 - 10:00	0	1	61	9	0	0	0	66.4	67	0	0	0	0	0	0	0	0.0	0	0	1	80	26	9	5	1	133.4	122	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	2	293	20	3	1	0	318	317	0	0	1	0	0	0	0	0	1	1	0	3	386	84	24	22	7	572	528	0	0	0	0	0	0	0	0	0		
Session Total	0	8	887	69	13	0	1	951	948	0	0	0	0	0	0	0	2	2	0	11	1182	228	66	64	11	1661	1552	0	0	0	0	0	0	0	0	0			
16:00 - 16:15	0	0	43	5	0	0	1	50.0	48	0	0	0	0	0	0	0	0.0	0	0	4	120	23	3	5	0	145.6	160	0	0	0	0	0	0	0	0.0	0			
16:15 - 16:30	0	0	38	3	0	0	0	41.0	41	0	0	0	0	0	0	0	0.0	0	0	3	189	10	0	1	0	206.5	206	0	0	0	0	0	0	0	0	0.0	0		
16:30 - 16:45	0	0	31	3	0	0	0	34.0	34	0	0	0	0	0	0	0	0.0	0	0	1	150	25	5	2	1	194.5	189	0	0	0	0	0	0	0	0	0.0	0		
16:45 - 17:00	0	0	30	1	0	0	0	31.0	31	0	0	1	0	0	0	0	0.0	1	0	1	140	16	4	1	0	173.7	171	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	142	12	0	0	1	158	155	0	0	1	0	0	0	0	1	1	0	9	618	74	14	9	1	740	725	0	0	0	0	0	0	0	0	0			
17:00 - 17:15	0	0	28	1	1	0	1	32.5	31	0	0	0	1	0	0	0	0.0	0	0	3	180	17	4	1	0	188.6	188	0	0	0	0	0	0	0	0	0.0	0		
17:15 - 17:30	0	0	40	0	0	0	0	40.0	40	0	0	1	0	0	0	0	2.0	2	0	0	200	1	23	1	1	237.2	234	0	0	0	0	0	1	0	0	0.0	0		
17:30 - 17:45	0	1	50	2	0	0	0	52.4	53	0	0	0	0	0	0	0	0.0	0	0	2	152	19	2	1	1	222.1	220	0	0	0	0	0	0	0	0	0.0	0		
17:45 - 18:00	0	0	50	1	0	0	0	51.0	51	0	0	0	0	0	0	0	0.0	0	0	0	171	18	1	0	0	171.9	172	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	1	204	6	1	0	1	203	204	0	0	1	1	0	0	0	0	3	3	0	7	712	70	10	3	2	818	811	0	0	0	0	0	0	0	0	0		
18:00 - 18:15	0	0	46	0	0	0	0	46.0	46	0	0	1	0	0	0	0	1.0	1	0	1	141	15	3	2	2	167.2	163	0	0	0	0	0	0	0	0	0.0	0		
18:15 - 18:30	0	0	53	2	2	0	0	58.0	57	0	0	0	0	0	0	0	0.0	0	0	4	171	17	4	4	1	171.9	161	0	0	0	0	0	0	0	0	0.0	0		
18:30 - 18:45	0	0	36	2	0	0	0	38.0	38	0	0	0	0	0	0	0	0.0	0	0	3	138	9	2	3	5	166.1	169	0	0	0	0	0	0	0	0	0.0	0		
18:45 - 19:00	0	0	27	0	0	0	0	27.0	27	0	0	1	0	0	0	0	1.0	1	0	0	127	7	0	0	4	142.0	138	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	0	0	169	4	0	0	0	163	163	0	0	2	0	0	0	0	2	2	0	5	671	35	6	6	12	655	635	0	0	0	0	0	0	0	0	0			
Session Total	0	1	499	20	1	0	2	524	522	0	0	4	3	0	0	0	6	6	0	21	1901	186	30	18	16	2210	2171	0	0	0	0	0	0	0	0	0			

Mayfield - Manchester Traffic Surveys: Wednesday, 11 July 2018

Junction: A - A6 North / B - Mancunian Way East / C - A6 South / D - Mancunian Way West

Survey Period	A - A6 North				B - Mancunian Way East			C - A6 South				D - Mancunian Way West			
	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1		Lane 2	Lane 1	Lane 2	Lane 3	Lane 4	Lane 1	Lane 2		Lane 3
	Max	Max	Max	Max	Max	(Gap Method)	Max	Max	Max	Max	Max	Max	Max	(Gap Method)	Max
07:00 - 07:15	6	6	8	9	0	0	0	8	1	5	2	7	5	0	9
07:15 - 07:30	6	4	8	6	2	0	0	6	2	3	3	5	5	0	8
07:30 - 07:45	4	7	7	5	1	0	0	5	1	5	2	5	8	0	10
07:45 - 08:00	6	5	5	3	3	0	0	8	2	2	4	6	6	0	9
08:00 - 08:15	7	7	6	5	4	0	0	6	1	3	2	7	8	0	8
08:15 - 08:30	4	8	5	3	2	0	0	6	3	4	5	5	12	0	13
08:30 - 08:45	5	7	4	2	3	0	0	13	1	5	2	9	9	0	7
08:45 - 09:00	6	7	3	2	5	0	0	10	2	4	5	7	11	0	12
09:00 - 09:15	3	5	7	5	3	0	1	13	1	4	2	6	10	0	8
09:15 - 09:30	9	8	9	5	6	0	2	8	1	4	2	8	10	0	8
09:30 - 09:45	6	5	10	7	3	0	0	4	3	4	4	8	9	0	7
09:45 - 10:00	9	8	9	4	2	0	0	5	2	5	1	6	8	0	8
16:00 - 16:15	7	12	10	4	14	0	1	13	1	7	4	4	8	0	12
16:15 - 16:30	6	10	4	7	27+	34+	1	8	1	7	7	6	10	0	13
16:30 - 16:45	8	13	5	3	27+	33+	2	9	1	13	7	4	9	0	10
16:45 - 17:00	10	15	5	6	28+	36+	2	13	4	8	6	4	10	0	13
17:00 - 17:15	8	24	4	4	27+	36+	3	7	4	9	6	4	13+	19	13
17:15 - 17:30	6	16	4	4	27+	34+	3	3	1	8	5	5	13+	18	13
17:30 - 17:45	6	13	7	6	26+	33+	2	2	0	8	4	4	13	0	13
17:45 - 18:00	7	10	5	3	27+	32+	2	2	0	11	3	9	8	0	9
18:00 - 18:15	6	13	7	4	5	0	1	0	0	8	5	6	9	0	10
18:15 - 18:30	9	9	10	7	1	0	0	0	0	6	2	3	8	0	12
18:30 - 18:45	6	5	5	4	1	0	0	1	1	7	4	5	9	0	11
18:45 - 19:00	8	4	7	5	3	0	0	0	0	10	6	3	9	0	10

Appendix C LINSIG Modelling Results

Basic Results Summary

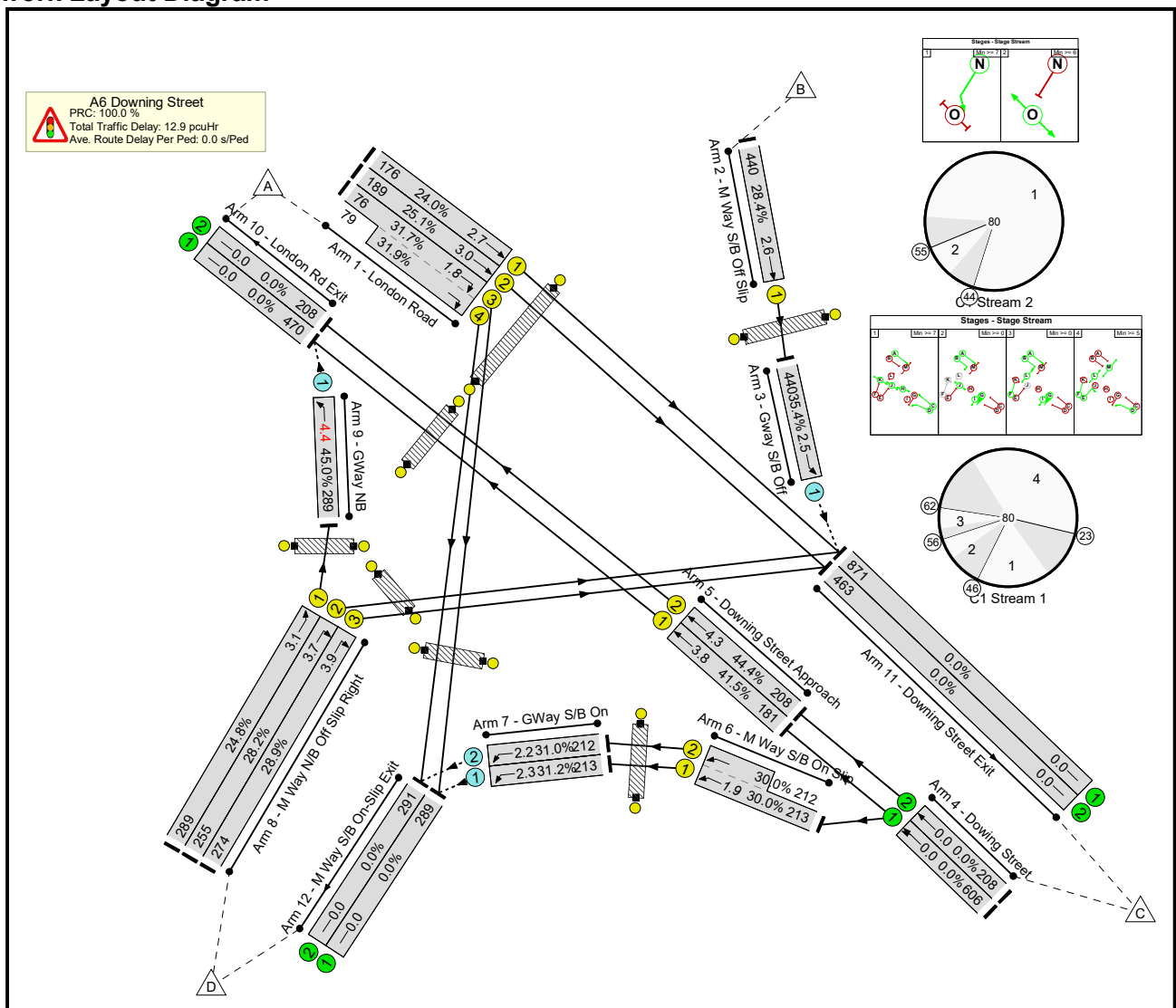
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Downing_Existing.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM Base' (FG1: 'AM 2018 Baseline', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	45.0%	318	836	0	12.9	-	-
A6 Downing Street	-	-	-		-	-	-	-	-	-	45.0%	318	836	0	12.9	-	-
1/1	London Road Ahead	U	A		1	31	-	176	1830	732	24.0%	-	-	-	0.9	19.2	2.7
1/2	London Road Ahead	U	A		1	31	-	189	1881	752	25.1%	-	-	-	1.0	19.2	3.0
1/3+1/4	London Road Right	U	B		1	10	-	155	1741:1800	239+248	31.7 : 31.9%	-	-	-	1.6	36.6	1.8
2/1	M Way S/B Off Slip Ahead	U	N		1	63	-	440	1940	1552	28.4%	-	-	-	0.5	3.7	2.6
3/1	Gway S/B Off Ahead	O	-		-	-	-	440	Inf	1242	35.4%	317	123	0	0.3	2.4	2.5
5/1	Downing Street Approach Ahead	U	C		1	17	-	181	1940	437	41.5%	-	-	-	1.7	33.5	3.8
5/2	Downing Street Approach Ahead	U	C		1	17	-	208	2080	468	44.4%	-	-	-	1.9	33.6	4.3
6/1+6/2	M Way S/B On Slip Ahead	U	D		1	54	-	425	1724:1724	711+708	30.0 : 30.0%	-	-	-	0.7	6.3	1.9
7/1	GWay S/B On Left	O	-		-	-	-	213	Inf	683	31.2%	0	213	0	0.3	4.6	2.3
7/2	GWay S/B On Left	O	-		-	-	-	212	Inf	683	31.0%	0	212	0	0.3	4.6	2.2
8/1	M Way N/B Off Slip Right Ahead	U	F		1	48	-	289	1899	1163	24.8%	-	-	-	0.7	9.2	3.1
8/2	M Way N/B Off Slip Right Right	U	E		1	36	-	255	1958	906	28.2%	-	-	-	1.1	16.1	3.7
8/3	M Way N/B Off Slip Right Right	U	E		1	36	-	274	2051	949	28.9%	-	-	-	1.2	16.0	3.9

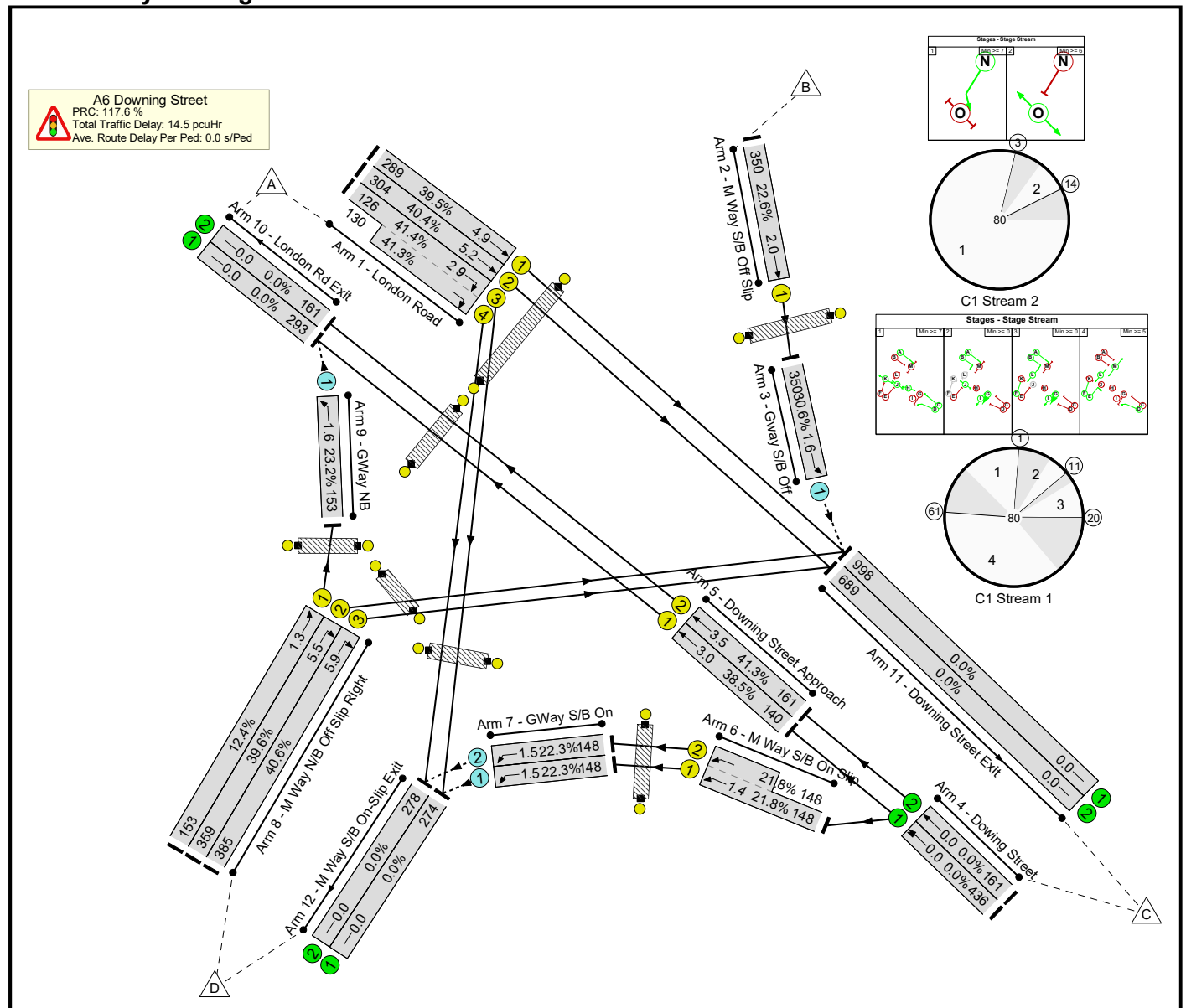
Basic Results Summary

9/1	GWay NB Left	O	-		-	-	-	289	Inf	642	45.0%	0	289	0	0.6	7.6	4.4
Ped Link: P1	S/B ON	-	I		1	13	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	MWay S/B Exit	-	H		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Mway N/B Off RT	-	J		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	MWay N/B Off LT	-	K		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	London Exit	-	L		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	London Road	-	M		1	36	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	MWay SB Off	-	O		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
				C1 Stream: 1 PRC for Signalled Lanes (%): C1 Stream: 2 PRC for Signalled Lanes (%): PRC Over All Lanes (%):									102.5 217.5 100.0	Total Delay for Signalled Lanes (pcuHr): Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):	10.98 0.45 12.88	Cycle Time (s): Cycle Time (s):	80 80

Basic Results Summary

Scenario 2: 'PM Base' (FG2: 'PM 2018 Baseline', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	41.4%	247	552	0	14.5	-	-
A6 Downing Street	-	-	-		-	-	-	-	-	-	41.4%	247	552	0	14.5	-	-
1/1	London Road Ahead	U	A		1	31	-	289	1830	732	39.5%	-	-	-	1.7	21.2	4.9
1/2	London Road Ahead	U	A		1	31	-	304	1881	752	40.4%	-	-	-	1.8	21.2	5.2
1/3+1/4	London Road Right	U	B		1	13	-	256	1741:1800	305+315	41.4 : 41.3%	-	-	-	2.4	34.3	2.9
2/1	M Way S/B Off Slip Ahead	U	N		1	63	-	350	1940	1552	22.6%	-	-	-	0.3	3.5	2.0
3/1	Gway S/B Off Ahead	O	-		-	-	-	350	Inf	1145	30.6%	246	104	0	0.2	2.3	1.6
5/1	Downing Street Approach Ahead	U	C		1	14	-	140	1940	364	38.5%	-	-	-	1.4	36.5	3.0
5/2	Downing Street Approach Ahead	U	C		1	14	-	161	2080	390	41.3%	-	-	-	1.6	36.5	3.5
6/1+6/2	M Way S/B On Slip Ahead	U	D		1	51	-	296	1724:1724	678+678	21.8 : 21.8%	-	-	-	0.6	7.1	1.4
7/1	GWay S/B On Left	O	-		-	-	-	148	Inf	663	22.3%	0	148	0	0.2	4.0	1.5
7/2	GWay S/B On Left	O	-		-	-	-	148	Inf	663	22.3%	0	148	0	0.2	4.0	1.5
8/1	M Way N/B Off Slip Right Ahead	U	F		1	51	-	153	1899	1234	12.4%	-	-	-	0.3	7.0	1.3
8/2	M Way N/B Off Slip Right Right	U	E		1	36	-	359	1958	906	39.6%	-	-	-	1.7	17.4	5.5
8/3	M Way N/B Off Slip Right Right	U	E		1	36	-	385	2051	949	40.6%	-	-	-	1.9	17.4	5.9

Basic Results Summary

[illegible]

Basic Results Summary

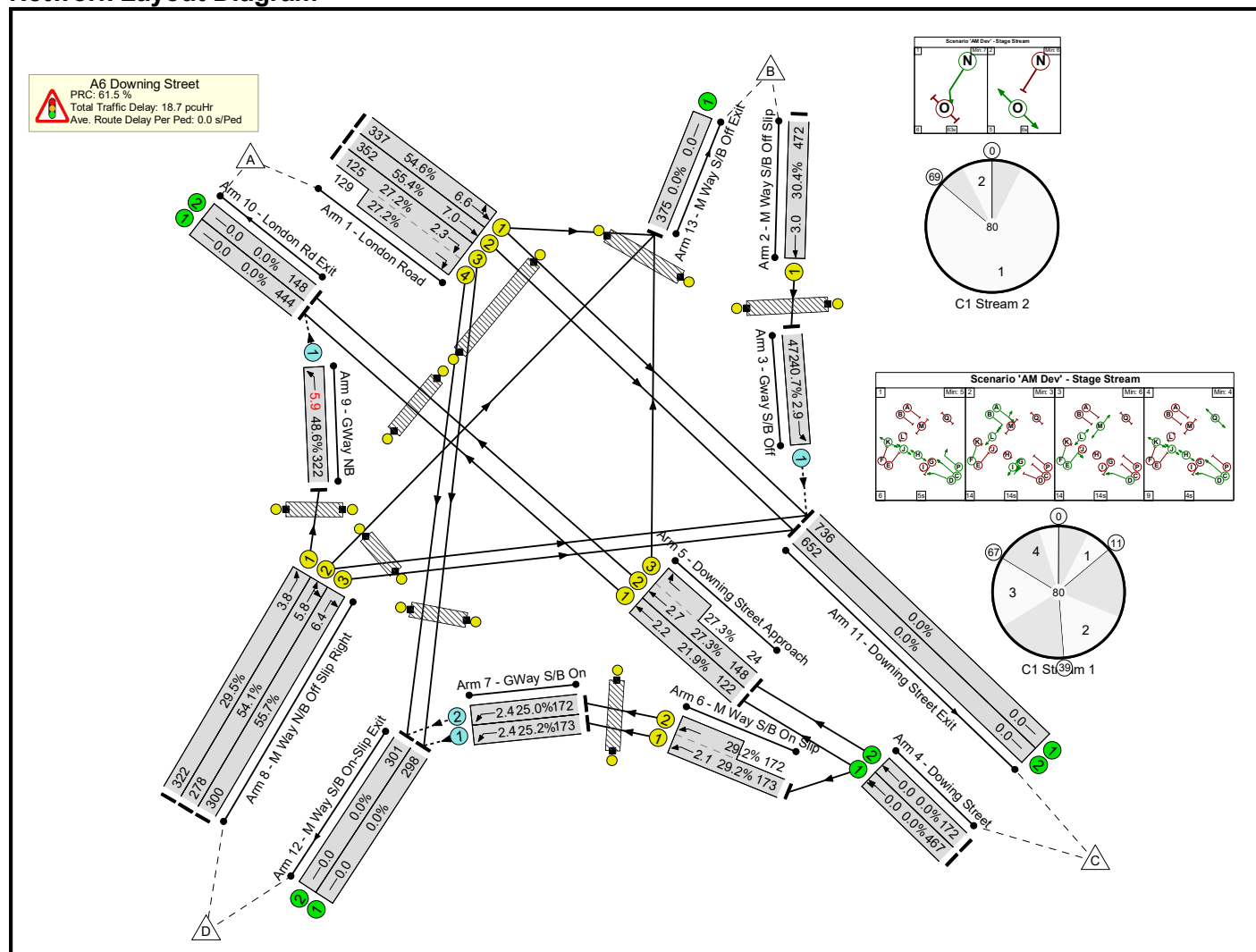
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Downing_Proposed (2LSBRT).lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM Dev' (FG1: '2030 AM With Dev (TFGM Paramics flow)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	55.7%	284	855	0	18.7	-	-
A6 Downing Street	-	-	-		-	-	-	-	-	-	55.7%	284	855	0	18.7	-	-
1/1	London Road Ahead Left	U	A		1	26	-	337	1830	618	54.6%	-	-	-	2.6	27.9	6.6
1/2	London Road Ahead	U	A		1	26	-	352	1881	635	55.4%	-	-	-	2.7	27.9	7.0
1/3+1/4	London Road Right	U	B		1	23	-	254	1741:1800	459+474	27.2 : 27.2%	-	-	-	1.7	23.8	2.3
2/1	M Way S/B Off Slip Ahead	U	N		1	63	-	472	1940	1552	30.4%	-	-	-	0.5	3.8	3.0
3/1	Gway S/B Off Ahead	O	-		-	-	-	472	Inf	1160	40.7%	283	189	0	0.4	2.7	2.9
5/1	Downing Street Approach Ahead	U	C		1	22	-	122	1940	558	21.9%	-	-	-	0.9	25.8	2.2
5/2+5/3	Downing Street Approach Ahead Right	U	C P		1	22:5	-	172	2080:1940	542+88	27.3 : 27.3%	-	-	-	1.3	27.6	2.7
6/1+6/2	M Way S/B On Slip Ahead	U	D		1	43	-	345	1724:1724	592+589	29.2 : 29.2%	-	-	-	1.1	11.2	2.1
7/1	GWay S/B On Left	O	-		-	-	-	173	Inf	687	25.2%	0	173	0	0.2	4.8	2.4
7/2	GWay S/B On Left	O	-		-	-	-	172	Inf	687	25.0%	0	172	0	0.2	4.8	2.4
8/1	M Way N/B Off Slip Right Ahead	U	F		1	45	-	322	1899	1092	29.5%	-	-	-	1.0	11.0	3.8
8/2	M Way N/B Off Slip Right Right Ahead	U	E		1	20	-	278	1958	514	54.1%	-	-	-	2.5	33.0	5.8
8/3	M Way N/B Off Slip Right Right	U	E		1	20	-	300	2051	538	55.7%	-	-	-	2.7	33.0	6.4
9/1	GWay NB Left	O	-		-	-	-	322	Inf	663	48.6%	0	322	0	0.8	9.2	5.9

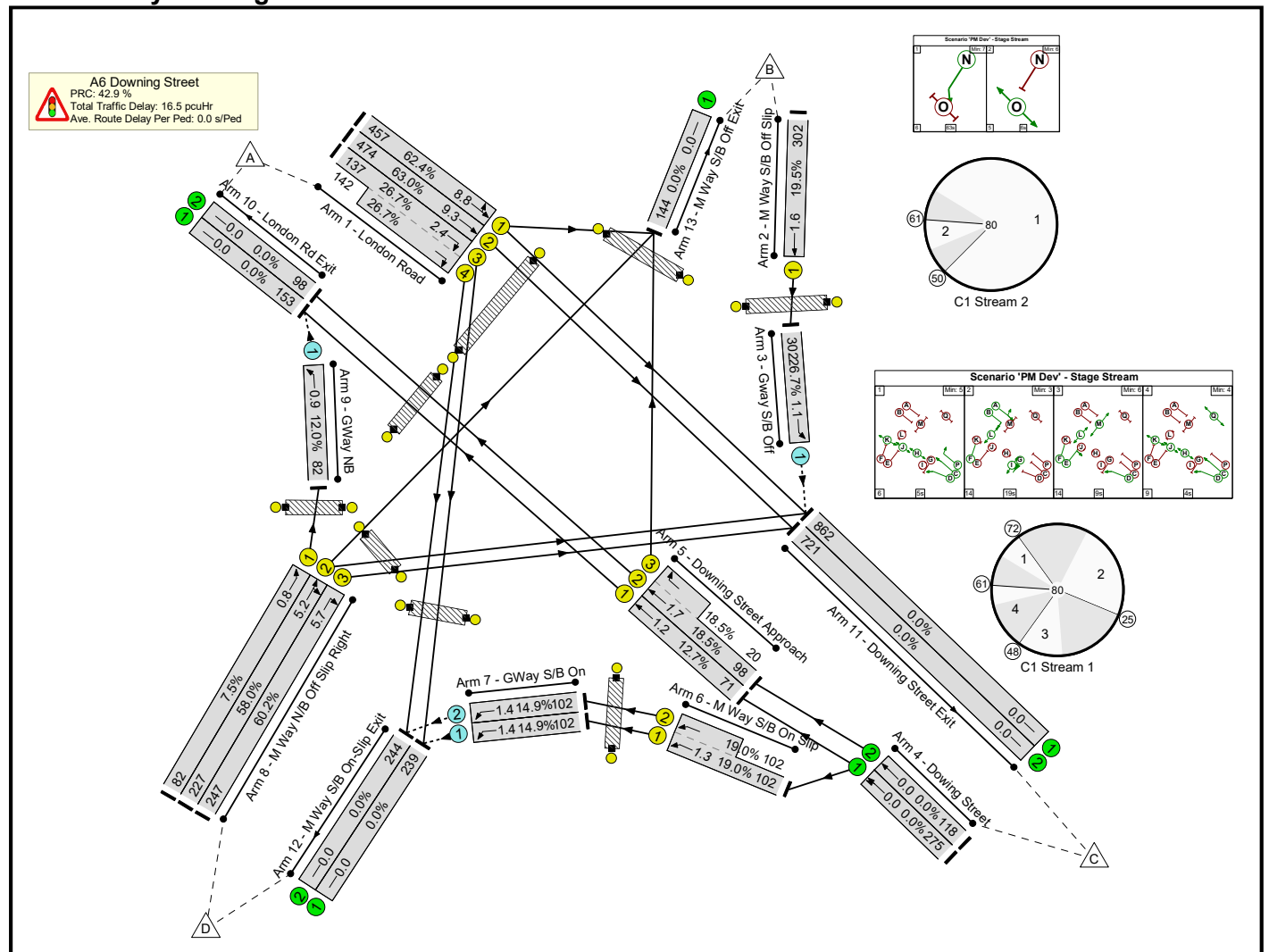
Basic Results Summary

Ped Link: P1	S/B ON	-	I		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	MWay S/B Exit	-	H		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Mway N/B Off RT	-	J		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	MWay N/B Off LT	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	London Exit	-	L		1	42	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	London Road	-	M		1	19	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	MWay SB Off	-	O		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	MWay SB Exit	-	Q		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1	PRC for Signalled Lanes (%)			61.5		Total Delay for Signalled Lanes (pcuHr):			16.57		Cycle Time (s):		80	
		C1	Stream: 2	PRC for Signalled Lanes (%)			195.9		Total Delay for Signalled Lanes (pcuHr):			0.50		Cycle Time (s):		80	
				PRC Over All Lanes (%)			61.5		Total Delay Over All Lanes(pcuHr):			18.70					

Basic Results Summary

Scenario 2: 'PM Dev' (FG2: '2030 PM With Dev (TFGM Paramics flows)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	63.0%	182	406	0	16.5	-	-
A6 Downing Street	-	-	-		-	-	-	-	-	-	63.0%	182	406	0	16.5	-	-
1/1	London Road Ahead Left	U	A		1	31	-	457	1830	732	62.4%	-	-	-	3.3	25.7	8.8
1/2	London Road Ahead	U	A		1	31	-	474	1881	752	63.0%	-	-	-	3.4	25.7	9.3
1/3+1/4	London Road Right	U	B		1	28	-	279	1741:1800	512+531	26.7 : 26.7%	-	-	-	1.6	20.0	2.4
2/1	M Way S/B Off Slip Ahead	U	N		1	63	-	302	1940	1552	19.5%	-	-	-	0.3	3.3	1.6
3/1	Gway S/B Off Ahead	O	-		-	-	-	302	Inf	1130	26.7%	181	121	0	0.2	2.2	1.1
5/1	Downing Street Approach Ahead	U	C		1	22	-	71	1940	558	12.7%	-	-	-	0.5	24.8	1.2
5/2+5/3	Downing Street Approach Ahead Right	U	C P		1	22:5	-	118	2080:1940	529+108	18.5 : 18.5%	-	-	-	0.9	27.1	1.7
6/1+6/2	M Way S/B On Slip Ahead	U	D		1	38	-	204	1724:1724	537+537	19.0 : 19.0%	-	-	-	0.8	13.3	1.3
7/1	GWay S/B On Left	O	-		-	-	-	102	Inf	685	14.9%	0	102	0	0.1	3.8	1.4
7/2	GWay S/B On Left	O	-		-	-	-	102	Inf	685	14.9%	0	102	0	0.1	3.8	1.4
8/1	M Way N/B Off Slip Right Ahead	U	F		1	45	-	82	1899	1092	7.5%	-	-	-	0.2	9.4	0.8
8/2	M Way N/B Off Slip Right Right Ahead	U	E		1	15	-	227	1958	392	58.0%	-	-	-	2.5	39.8	5.2
8/3	M Way N/B Off Slip Right Right	U	E		1	15	-	247	2051	410	60.2%	-	-	-	2.7	40.0	5.7
9/1	GWay NB Left	O	-		-	-	-	82	Inf	682	12.0%	0	82	0	0.1	3.3	0.9

Basic Results Summary

Ped Link: P1	S/B ON	-	I		1	23	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	MWay S/B Exit	-	H		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Mway N/B Off RT	-	J		1	18	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	MWay N/B Off LT	-	K		1	16	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	London Exit	-	L		1	42	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	London Road	-	M		1	14	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P7	MWay SB Off	-	O		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P8	MWay SB Exit	-	Q		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
		C1	Stream: 1	PRC for Signalled Lanes (%):				42.9	Total Delay for Signalled Lanes (pcuHr):				15.79	Cycle Time (s):		80	
		C1	Stream: 2	PRC for Signalled Lanes (%):				362.5	Total Delay for Signalled Lanes (pcuHr):				0.28	Cycle Time (s):		80	
				PRC Over All Lanes (%):				42.9	Total Delay Over All Lanes(pcuHr):				16.55				

Appendix D On-Street Parking Survey Data



Manchester Piccadilly Area

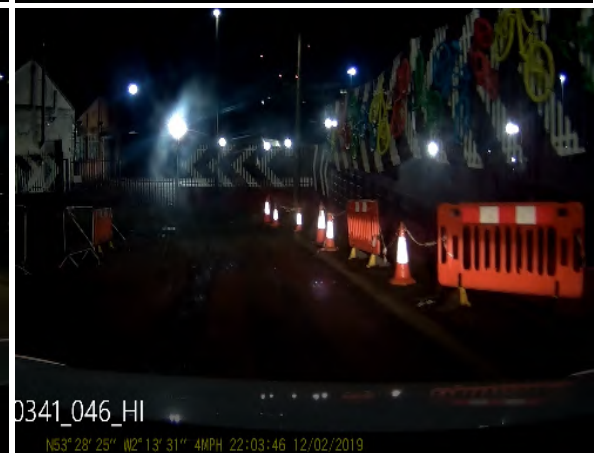
Vehicle Occupancy Count

[Video Footage Link](#)

Tuesday 12th February 2019

Hourly Counts at 7am, 10am, 1pm, 4pm, 7pm and 10pm

for Buro Happold



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Appendix E Collision Data

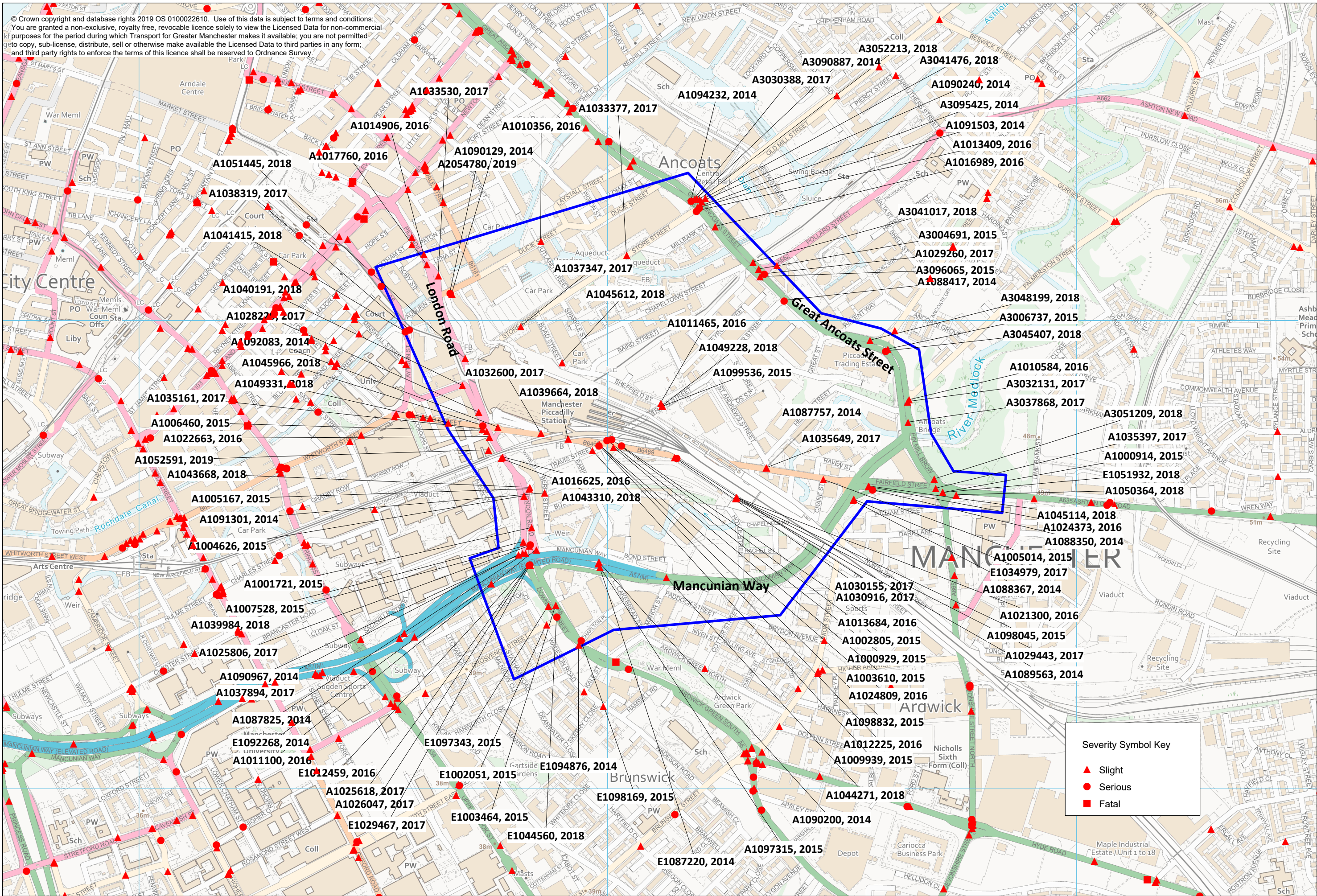
TRANSPORT FOR GREATER MANCHESTER



Traffic Accident Data for

BuroHappold Engineering

**Reported Road Injury Accidents in Specified Area of Manchester City
Centre, Manchester.
01/05/2014 to 30/04/2019**



TRANSPORT FOR GREATER MANCHESTER



**Reported Road Injury Accidents in Specified Area of Manchester City Centre, Manchester.
01/05/2014 to 30/04/2019**

Injury Accidents	May – Dec 2014	2015	2016	2017	2018	Jan- Apr 2019	Total
Fatal	0	0	0	0	0	0	0
Serious	4	3	4	4	5	1	21
Slight	15	19	12	18	17	1	82
Total	19	22	16	22	22	2	103

Standard Totals Report : Reported Injury Accidents in Specified Area of Manchester City Centre, Manchester, 01/05/2014 to 30/04/2019

Accidents

Serious	21
Slight	82
Total Accidents	103

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Male	0	17	0	0	17
Female	0	4	0	0	4
Total	0	21	0	0	21
Slight					
Male	4	79	3	2	88
Female	1	40	1	1	43
Total	5	119	4	3	131
Total Casualties	5	140	4	3	152

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Driver or rider	0	9	0	0	9
Veh or pillion pas	0	3	0	0	3
Pedestrian	0	9	0	0	9
Total	0	21	0	0	21
Slight					
Driver or rider	1	71	3	0	75
Veh or pillion pas	4	30	0	3	37
Pedestrian	0	18	1	0	19
Total	5	119	4	3	131
Total Casualties	5	140	4	3	152

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious	0	13	0	0	13
Slight	1	33	2	0	36
Total Casualties	1	46	2	0	49

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Serious	0	2	2
Slight	0	48	48
Total	0	50	50
Car (Passenger)	0-15	16+	Total
Serious	0	2	2
Slight	3	18	21
Total	3	20	23
Pedestrian	0-15	16+	Total
Serious	0	9	9
Slight	0	19	19
Total	0	28	28
TWPV (Rider)	0-15	16+	Total
Serious	0	3	3
Slight	0	6	6
Total	0	9	9
TWPV (Pillion)	0-15	16+	Total
Slight	0	1	1
Total	0	1	1
Cyclist (Rider)	0-15	16+	Total
Serious	0	4	4
Slight	1	16	17
Total	1	20	21
PSV (Driver)	0-15	16+	Total
Slight	0	3	3
Total	0	3	3
PSV (Passenger)	0-15	16+	Total
Serious	0	1	1
Slight	1	14	15
Total	1	15	16
Other (Driver)	0-15	16+	Total
Slight	0	1	1
Total	0	1	1
Total	5	147	152

Standard Report - Reported Injury Accidents in Specified Area of Manchester City Centre, Manchester, 01/05/2014 to 30/04/2019

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: A1041415				Day: Wednesday		Contributory Factors			Date: 07/03/2018					Time: 07:20				
Place Reported: Scene				District: Manchester														
Location: Aytoun Street at junction with Auburn Street							Factor Conf Ref			Vehicle Details					Casualty Details			
Description: Both Vehs Trav N Aytoun St. V2 (PCV) Stationary At ATS, V1 (PCV) Appr From Behind & Coll With Rear Of V1. Both Drivers and Passengers on V2 Injured.							DTired Poss V1			Type Move From To Skid					Type Sex Age Sev Pupil			
										PCV Ahead S N					1 Drv M 60 Slight			
															3 Pas M 33 Slight			
															4 Pas M 30 Slight			
Road: A6/U Junction Details: Tjun				Road Surface: Dry		Severity: Serious										5 Pas F 24 Slight		
OSGR: 384566 397977 Junction Control: TS				Light Conditions: Light		No. of Vehicles: 2										6 Pas M 33 Slight		
Speed Limit: 30 Ped Crossing: TSX				Weather Conditions: Fine		No. of Casualties: 13										7 Pas M 43 Slight		
															8 Pas F 55 Slight			
															9 Pas F 38 Slight			
															10 Pas F 40 Slight			
															11 Pas F 82 Slight			
															12 Pas F 30 Serious			
															13 Pas F 27 Slight			
										PCV Waitq S N					2 Drv M 50 Slight			

Accident Reference Number: A1038319				Day: Saturday		Contributory Factors			Date: 16/12/2017					Time: 00:29					
Place Reported: Scene				District: Manchester															
Location: Aytoun Street at junction with Auburn Street						Factor Conf Ref			Vehicle Details					Casualty Details					
Description: V1 (Tram) Trav Nw On Aytoun St When C1 (Pedestrian) Crossing Road From Offside Walks Into V1. V1 Not Aware And Continues Journey.						PJudge VLike C1 PAlcoh VLike C1			Type Move From To Skid					Type Sex Age Sev Pupil					
									Tram Stopg SE NW					1 Ped M 46 Serious					
Locational Details				Conditions		Accident Details													
Road:	A6/U		Junction Details:		Tjun	Road Surface:	Ice		Severity:		Serious								
OSGR:	384575	397981	Junction Control:		TS	Light Conditions:	Dark		No. of Vehicles:		1								
Speed Limit:	30		Ped Crossing:		TSX	Weather Conditions:	Othr		No. of Casualties:		1								

Accident Reference Number: A1014906				Day: Monday		Contributory Factors			Date: 18/04/2016					Time: 22:09					
Place Reported: Scene				District: Manchester															
Location: Piccadilly at junction with Gore Street						Factor Conf Ref			Vehicle Details					Casualty Details					
Description: V1 Trav Se Piccadilly. C1 And C2 Cross Road And Collision Occurs						PFLoo VLike C1 PFLoo VLike C2 PAlcoh VLike C1 PAlcoh VLike C1			Type Move From To Skid					Type Sex Age Sev Pupil					
									Car Ahead NW SE					1 Ped M 20 Slight 2 Ped F 18 Slight					
Locational Details				Conditions		Accident Details													
Road:	A6/U		Junction Details:		Tjun	Road Surface:	Dry		Severity:		Slight								
OSGR:	384606	398142	Junction Control:		GW	Light Conditions:	Dark		No. of Vehicles:		1								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:		2								

Accident Reference Number: A1017760				Day: Wednesday		Contributory Factors			Date: 29/06/2016					Time: 23:10					
Place Reported: Scene				District: Manchester															
Location: Piccadilly at junction with Lena Street						Factor Conf Ref			Vehicle Details					Casualty Details					
Description: V1 Trav Sw Lena St Pulls Out Of Side Street Brakes To Avoid V2 (Motorcycle) Trav Nw Piccadilly, No Contact Made But Rider of V2 Injured.									Type Move From To Skid					Type Sex Age Sev Pupil					
									Car TurnR NE NW Skid m/cl Ahead SE NW					1 Rid M 37 Slight 2 Pas F 25 Slight					
Locational Details				Conditions		Accident Details													
Road:	A6/U		Junction Details:		Tjun	Road Surface:	Dry		Severity:		Slight								
OSGR:	384612	398120	Junction Control:		GW	Light Conditions:	Dark		No. of Vehicles:		2								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:		2								

Accident Reference Number: A1033530				Day: Thursday		Contributory Factors			Date: 20/07/2017					Time: 02:02					
Place Reported: Else				District: Manchester															
Location: Piccadilly 40 metres North West of Ducie Street						Factor Conf Ref			Vehicle Details					Casualty Details					
Description: V2 (Taxi) Parked On Picadilly At Taxi Rank When V1 (Taxi) Trav Se Piccadilly Undertakes U-Turn, Collides With V2. V1 FTS									Type Move From To Skid					Type Sex Age Sev Pupil					
									Taxi Uturn NW NW Taxi Parkd Pk Pk					1 Drv M 59 Slight					
Locational Details				Conditions		Accident Details													
Road:	A6		Junction Details:			Road Surface:	Dry		Severity:		Slight								
OSGR:	384637	398096	Junction Control:		n/a	Light Conditions:	Dark		No. of Vehicles:		2								
Speed Limit:	30		Ped Crossing:		TSX	Weather Conditions:	Fine		No. of Casualties:		1								

Accident Reference Number: A1049331				Day: Friday		Contributory Factors			Date: 12/10/2018				Time: 22:50					
Place Reported: Else				District: Manchester														
Location: Fairfield Street at junction with Back Acton Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V2 Trav W Fairfield St Heading Twds Manchester, V1 (Taxi) Trav E Coming In Opp Dir Does U Turn In Road & Hits V2 Offside						DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Taxi	Uturn	W	W						
									Car	Ahead	E	W		1 Drv	F	27	Slight	
Locational Details				Conditions		Accident Details												
Road:	B6469/U		Junction Details:	Tjun		Road Surface:	Wet		Severity:	Slight								
OSGR:	384658 397782		Junction Control:	GW		Light Conditions:	Dark		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Rain		No. of Casualties:	1								

Accident Reference Number: A2054780				Day: Thursday		Contributory Factors			Date: 14/03/2019				Time: 23:10					
Place Reported: Scene				District: Manchester														
Location: Ducie Street 15 metres NE Of London Road						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Trav Sw Ducie St & Collides With C1 (Pedestrian) Entering Pedestrian Crossing From Drivers N/s Heading N-bd. V1 FTS									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car	Ahead	NE	SW		1 Ped	M	40	Serious	
Locational Details				Conditions		Accident Details												
Road:	B6181/A6		Junction Details:	Mult		Road Surface:	Wet		Severity:	Serious								
OSGR:	384662 398059		Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Rain		No. of Casualties:	1								

Accident Reference Number: A1090129				Day: Saturday		Contributory Factors			Date: 16/08/2014				Time: 08:55					
Place Reported: Scene				District: Manchester														
Location: Ducie Street at junction with London Road						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Travels West On Ducie Street With Lights On Green. C1 Crosses Road With Lights On Red For Him. C1 Does Not See V1 And Collision Occurs.						PFLoo Poss C1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						PCare Poss C1			Car	Ahead	E	W		1 Ped	M	46	Slight	
Locational Details				Conditions		Accident Details												
Road:	B6181/A6		Junction Details:	Mult		Road Surface:	Dry		Severity:	Slight								
OSGR:	384666 398057		Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A1040191				Day: Thursday		Contributory Factors			Date: 18/01/2018				Time: 02:15					
Place Reported: Else				District: Manchester														
Location: Whitworth Street, outside Monroes, 82 metres NW Of Fairfield Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 (Sweeper) Trav Nw On Whitworth St Into Left Hand Bend Collides With C1 (Pedestrian) Who Steps Onto Pedestrian Crossing From Drivers Nearside Dir Unkn						Slip VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						PPedX Poss C1			othr	Lbend	SE	SW	Skid	1 Ped	M	33	Slight	
						PAlcoh VLike C1												
Locational Details				Conditions		Accident Details												
Road:	A6		Junction Details:			Road Surface:	Wet		Severity:	Slight								
OSGR:	384688 397862		Junction Control:	n/a		Light Conditions:	Dark		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Rain		No. of Casualties:	1								

Accident Reference Number: A1051445			Day: Friday			Contributory Factors			Date: 02/11/2018			Time: 10:20		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: London Road at junction with Store Street						Type	Move	From To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav S London Rd Turns Left Onto Store St, V1 (Pedal Cycle) With Punctured Tyre Crossing Store St Heading N Dir. When V1 Turns Collision Occurs						DCPav	Poss	V2						
						DFLoo	Poss	V1	Car p/c	TurnL Ahead	N S	E N		
													1 Rid	M 58 Slight
Locational Details			Conditions			Accident Details								
Road:	A6/C	Junction Details: Tjun	Road Surface:	Dry		Severity:		Slight						
OSGR:	384694 397920	Junction Control: GW	Light Conditions:	Light		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: Ref	Weather Conditions:	N/A		No. of Casualties:		1						
Accident Reference Number: A1028229			Day: Monday			Contributory Factors			Date: 20/02/2017			Time: 18:38		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Whitworth Street 27 metres N Of Fairfield Street						Type	Move	From To	Skid	Type	Sex	Age	Sev	Pupil
Description: V2 (Taxi) Trav N Whitworth St. V1 (Motorcycle) Trav Same Slows As Result Of Traffic. V2 Looks In Rear View Mirror, Sees V1 Skid And Hit Him						DJudge	Poss	V1						
						DLoss	Poss	V1	m/cl	Ahead	S N	N Skid		
						DBrake	Poss	V2	Taxi	Ahead	S N		1 Rid	M 41 Slight
Locational Details			Conditions			Accident Details								
Road:	A6	Junction Details:	Road Surface:	Dry		Severity:		Slight						
OSGR:	384723 397805	Junction Control: n/a	Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine		No. of Casualties:		1						
Accident Reference Number: A1035161			Day: Saturday			Contributory Factors			Date: 02/09/2017			Time: 16:48		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Fairfield Street at junction with London Road						Type	Move	From To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 (Pedal Cycle) Trav Se Fairfield St Wrong Side Of Rd Near Railings. V2 (PCV) Trav N London Rd Turns Left Onto Fairfield St Colliding With V1. V1 Cuaght Between Wheel & Railing						DCare	VLike	V1						
									p/c	Ahead	NW SE		1 Rid	M 14 Slight
									PCV	TurnL	S NW			
Locational Details			Conditions			Accident Details								
Road:	B6469/A6	Junction Details: Xrds	Road Surface:	Dry		Severity:		Slight						
OSGR:	384731 397769	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	N/A		No. of Casualties:		1						
Accident Reference Number: A1045966			Day: Wednesday			Contributory Factors			Date: 11/07/2018			Time: 08:16		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: London Road at junction with Fairfield Street						Type	Move	From To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav E Fairfield St Proceeds Through Red ATS And Collides With V2 (Pedal Cycle) Trav Nw London Rd. V1 FTS.						DATS	VLike	V1						
						DFLoo	VLike	V1	Car	Ahead	W E			
						DJudge	VLike	V1	p/c	Ahead	SE NW	O/tn	1 Rid	M 22 Serious
						DSun	VLike	V1						
Locational Details			Conditions			Accident Details								
Road:	A6/B6469	Junction Details: Xrds	Road Surface:	Dry		Severity:		Serious						
OSGR:	384732 397776	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:		1						

Accident Reference Number: A1006460				Day: Wednesday		Contributory Factors			Date: 30/09/2015				Time: 15:55									
Place Reported: Scene				District: Manchester																		
Location: London Road at junction with Fairfield Street						Factor Conf Ref			Vehicle Details				Casualty Details									
Description: V1 (PCV) Trav Nw London Rd, When V2 Pulls In Front of V1. V1 Braked Hard Causing Injuries To Passengers On Bus						DCare Poss V2			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil				
									PCV	Start	SE	NW		1 Pas	M	6	Slight					
Locational Details				Conditions		Accident Details							2 Pas				F	40	Slight			
Road: A6/B6469				Junction Details: Xrds		Road Surface: Dry		Severity: Slight		Car				Start		SE	NW	3 Pas		F	56	Slight
OSGR: 384740 397764				Junction Control: TS		Light Conditions: Light		No. of Vehicles: 2														
Speed Limit: 30				Ped Crossing: TSX		Weather Conditions: Fine		No. of Casualties: 3														
Accident Reference Number: A1052591				Day: Thursday		Contributory Factors			Date: 17/01/2019				Time: 09:05									
Place Reported: Else				District: Manchester																		
Location: Fairfield Street at junction with London Road						Factor Conf Ref			Vehicle Details				Casualty Details									
Description: V1 Trav S London Rd Collides With V2 (Pedal Cycle) Trav N London Rd Turning Right Onto Fairfield St						DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil				
									Car p/c	Ahead TurnR	N S	S E		1 Rid	M	45	Slight					
Locational Details				Conditions		Accident Details																
Road: B6469/A6				Junction Details: Xrds		Road Surface: Dry		Severity: Slight														
OSGR: 384744 397724				Junction Control: TS		Light Conditions: Light		No. of Vehicles: 2														
Speed Limit: 30				Ped Crossing: TSX		Weather Conditions: Fine		No. of Casualties: 1														
Accident Reference Number: A1022663				Day: Saturday		Contributory Factors			Date: 29/10/2016				Time: 08:15									
Place Reported: Scene				District: Manchester																		
Location: London Road at junction with Fairfield Street						Factor Conf Ref			Vehicle Details				Casualty Details									
Description: V1 Trav N On London Rd. C1 Crossing E-bound Across Path Of V1 & Collision Occurs						DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil				
						PFLoo VLike C1			Taxi	Ahead	S	N		1 Ped	M	23	Slight					
Locational Details				Conditions		Accident Details																
Road: A6/B6469				Junction Details: Xrds		Road Surface: Wet		Severity: Slight														
OSGR: 384746 397752				Junction Control: TS		Light Conditions: Light		No. of Vehicles: 1														
Speed Limit: 30				Ped Crossing: TSX		Weather Conditions: Fine		No. of Casualties: 1														
Accident Reference Number: E1092268				Day: Wednesday		Contributory Factors			Date: 08/10/2014				Time: 16:10									
Place Reported: Scene				District: Manchester																		
Location: M Mancunian Way Access 70 metres SW of Downing Street						Factor Conf Ref			Vehicle Details				Casualty Details									
Description: V1 Travels Sw Mancunian Way In Slow Moving Traffic And Nudges Rear Of V2 Trav Same.						Other VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil				
									Car	Stopg	NE	SW		1 Drv	F	43	Slight					
Locational Details				Conditions		Accident Details																
Road: A57(M)				Junction Details:		Road Surface: Wet		Severity: Slight														
OSGR: 384750 397438				Junction Control: n/a		Light Conditions: Light		No. of Vehicles: 2														
Speed Limit: 50				Ped Crossing:		Weather Conditions: Rain		No. of Casualties: 1														

Accident Reference Number: A1092083				Day: Tuesday		Contributory Factors			Date: 30/09/2014					Time: 12:45				
Place Reported: Scene				District: Manchester														
Location: Fairfield Street 15 metres E of London Road						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: V1 Trav E On Fairfield St. C1 (Pedestrian) Steps From Offside Into Road From Pedestrian Island And Is Hit By V1.						PFLoo VLike C1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Taxi	Ahead	W	E		1 Ped	F	31	Slight	
Locational Details				Conditions		Accident Details												
Road:	B6469/A6		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight								
OSGR:	384764	397773	Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:	Ref		Weather Conditions:	Fine		No. of Casualties:	1								
Accident Reference Number: A1043310				Day: Wednesday		Contributory Factors			Date: 14/03/2018					Time: 07:40				
Place Reported: Else				District: Manchester														
Location: London Road at junction with Altrincham Street						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: Both Vehs Trav Nw London Rd. V2 (Pedal Cycle) In Nearside Lane When V1 Turns Left Towards Altrincham St. V1 Nearside Collides With Front Of V2						DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						DTurn VLike V1			Car	TurnL	SE	SW						
						RdLay Poss V1			p/c	Ahead	SE	NW		1 Rid	M	51	Slight	
Locational Details				Conditions		Accident Details												
Road:	A6/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight								
OSGR:	384771	397706	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1								
Accident Reference Number: A1016625				Day: Friday		Contributory Factors			Date: 03/06/2016					Time: 15:50				
Place Reported: Scene				District: Manchester														
Location: London Road at junction with Altrincham Street						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: V1 Trav Nw London Rd Does A U-turn And Collision With V2, Trav Nw London Rd, Occurs						DTurn VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						DFLoo VLike V1			Car	Uturn	SE	SE		1 Drv	M	34	Slight	
									Car	Ahead	SE	NW		2 Drv	M	60	Slight	
Locational Details				Conditions		Accident Details												
Road:	A6/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight								
OSGR:	384774	397709	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	2								
Accident Reference Number: A1037894				Day: Thursday		Contributory Factors			Date: 23/11/2017					Time: 20:13				
Place Reported: Else				District: Manchester														
Location: Mancunian Way Exit Slip Road at junction with London Road						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: V2 Trav Ne On Mancunian Way Waiting At Ats To Turn Right. V1 Collides With Rear Of V2 Then Drives Off									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car	Stopg	SW	SE						
									Car	Waitg	SW	SE		1 Drv	M	33	Slight	
Locational Details				Conditions		Accident Details												
Road:	A57(M)/A6		Junction Details:	Slip		Road Surface:	Wet		Severity:	Slight								
OSGR:	384808	397500	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	2								
Speed Limit:	50		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A1037347				Day: Friday		Contributory Factors			Date: 10/11/2017				Time: 22:55					
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Store Street 40 metres South West of Boad Street									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V2 Trav Sw Store St Doing 3 Point Turn On As V1 Reverses Ne Store St And Collides With V1									Taxi	Revg	SW	NE						
Locational Details				Conditions		Accident Details			Taxi	Uturn	NE	NE		1 Drv	M	32	Slight	
Road:	C	Junction Details:		Road Surface:	Wet	Severity:	Slight											
OSGR:	384813	397988	Junction Control: n/a	Light Conditions:	Dark	No. of Vehicles:	2											
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Rain	No. of Casualties:	1											
Accident Reference Number: A1090967				Day: Tuesday		Contributory Factors			Date: 02/09/2014				Time: 20:50					
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: A57(M) Mancunian Way at junction with London Road									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav E On Mancunian Way, Exits Onto Slip Road As Result Of Incident. Attention Of C1 (Pedestrian) Distracted, Enters Crossing From Nearside And Collision Occurs.						PFLoo VLike C1								1 Ped	M	22	Slight	
Locational Details				Conditions		Accident Details			PPedX VLike C1	Car	Start	W	E					
Road:	A57(M)/A6	Junction Details: Xrds		Road Surface:	Dry	Severity:	Slight	PCare Poss C1										
OSGR:	384817	397503	Junction Control: TS	Light Conditions:	Dark	No. of Vehicles:	1	PCloth VLike C1										
Speed Limit:	30	Ped Crossing: TSX		Weather Conditions:	Fine	No. of Casualties:	1	Other Poss C1										
Accident Reference Number: A1007528				Day: Monday		Contributory Factors			Date: 26/10/2015				Time: 15:10					
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: London Road at junction with (m) Mancunian Way Exit Slip									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav E Leaves Mancunian Way To Turn Left Onto London Rd. V2 (Pedal Cycle) Trav N On London Rd. V1 Collides With V2 And Rider Of V2 Sustains Injury						DFLoo VLike V1												
Locational Details				Conditions		Accident Details			DCare VLike V1	Taxi	TurnL	W	N		1 Rid	M	30	Slight
Road:	A6/A57(M)	Junction Details: Xrds		Road Surface:	Dry	Severity:	Slight		p/c	Ahead	S	N						
OSGR:	384818	397528	Junction Control: TS	Light Conditions:	Light	No. of Vehicles:	2											
Speed Limit:	30	Ped Crossing: TSX		Weather Conditions:	Fine	No. of Casualties:	1											
Accident Reference Number: A1004626				Day: Sunday		Contributory Factors			Date: 09/08/2015				Time: 03:24					
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: London Road at junction with Travis Street									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav Sw Travis St, V1 Att To O/t Veh Crosses Central Reservation Coll Head On With V2 Trav N London Rd.																		
Locational Details				Conditions		Accident Details			Car	TurnL	NE	S	Skid					
Road:	A6/U	Junction Details: Tjun		Road Surface:	Dry	Severity:	Slight	Taxi	Ahead	S	N			1 Drv	M	50	Slight	
OSGR:	384820	397626	Junction Control: GW	Light Conditions:	Dark	No. of Vehicles:	2											
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A1087825			Day: Monday			Contributory Factors			Date: 16/06/2014			Time: 07:15		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: London Road at junction with A57(M) Mancunian Way Off-slip road									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 Trav E On Mancunian Way Off-slip Road Enters Junction And Collides With V2 (Pedal Cycle) Trav N On London Rd.									Car p/c Start Ahead W S E N			1 Rid F 38 Slight		
Locational Details			Conditions			Accident Details								
Road:	A6/A57(M)	Junction Details: Tjun	Road Surface:	Dry		Severity:	Slight							
OSGR:	384823 397503	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	1							
Accident Reference Number: A1025618			Day: Tuesday			Contributory Factors			Date: 03/01/2017			Time: 11:35		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: London Road at junction with Mancunian Way						DATS VLike V1			Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 Trav S On London Rd Turning Right Onto Manunian Way, Passes Through Red Ats Across Path Of V2 Trav N London Rd									Car TurnR N W			2 Drv M 25 Slight		
												3 Pas M 31 Slight		
									Car Ahead S N			1 Drv F 43 Slight		
Locational Details			Conditions			Accident Details								
Road:	A6/A57(M)	Junction Details: Mult	Road Surface:	Wet		Severity:	Slight							
OSGR:	384831 397478	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Wind		No. of Casualties:	3							
Accident Reference Number: A1026047			Day: Monday			Contributory Factors			Date: 30/01/2017			Time: 19:15		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: London Road at junction with Mancunian Way						DAIcoh VLike V1			Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 Trav S London Rd Turning Right Collides With V2 Trav N London Rd									Car TurnR N W			2 Drv M 24 Slight		
									Car Ahead S N			1 Drv M 52 Slight		
												3 Pas F 50 Serious		
												4 Pas F 17 Slight		
Locational Details			Conditions			Accident Details								
Road:	A6/A57(M)	Junction Details: Xrds	Road Surface:	Wet		Severity:	Serious							
OSGR:	384831 397478	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:	2							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:	4							
Accident Reference Number: A1025806			Day: Tuesday			Contributory Factors			Date: 10/01/2017			Time: 17:20		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: London Road at junction with Mancunian Way						DFLoo Poss V1			Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 Trav S London Rd, Stat At Ats, V1 Turn R Onto Mancunian Way. V1 Clearing Ped Crossing It Clipped C1 Crossing Sw-bound.						PFLoo VLike C1			Car TurnR N W			1 Ped F 24 Slight		
						PPedX Poss C1								
						PCare VLike C1								
Locational Details			Conditions			Accident Details								
Road:	A6/A57(M)	Junction Details: Xrds	Road Surface:	Wet		Severity:	Slight							
OSGR:	384831 397519	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:	1							
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Rain		No. of Casualties:	1							

Accident Reference Number: A1005167				Day: Wednesday		Contributory Factors			Date: 26/08/2015				Time: 12:20				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Travis Street at junction with London Road							DFLoo VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
Description: Both Veh Trav Sw Travis St. V1 Trav Behind V2 Trav Twds Jct London Rd. V2 Slows Down And V1 Coll Rear V2										Car Stopg NE SW Taxi Stopg NE SW				1 Drv M 43 Slight			
Locational Details				Conditions		Accident Details											
Road:	U/A6		Junction Details:		Tjun	Road Surface:	Dry		Severity:		Slight						
OSGR:	384831	397641	Junction Control:		GW	Light Conditions:	Light		No. of Vehicles:		2						
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:		1						
Accident Reference Number: E1012459				Day: Wednesday		Contributory Factors			Date: 10/02/2016				Time: 18:02				
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Downing Street at junction with Mancunian Way On-slip										Type Move From To Skid				Type Sex Age Sev Pupil			
Description: V1 Trav S Downing St Turns Right In Front Of V2 Trav N Downing St										Car TurnR N W Car Ahead S N				1 Drv M 41 Serious 2 Drv M 35 Slight 3 Pas M 27 Slight 4 Pas M 26 Slight			
Locational Details				Conditions		Accident Details											
Road:	A6/A57(M)		Junction Details:		Tjun	Road Surface:	Wet		Severity:		Serious						
OSGR:	384832	397479	Junction Control:		TS	Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:		4						
Accident Reference Number: A1043668				Day: Thursday		Contributory Factors			Date: 10/05/2018				Time: 08:59				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Travis Street 5 metres North East of London Road							DGWor Poss V1 DFLoo VLike V1 DJudge VLike V1 PFLoo VLike C1 DLoss Poss V1 DCare Poss V1			Type Move From To Skid				Type Sex Age Sev Pupil			
Description: C1 Crosses Travis St S-bound At Junction With London Rd. V1 Trav Sw Travis St, Stops At Junction, Accelerates Hitting C1.										Car Start NE SW				1 Ped F 26 Slight			
Locational Details				Conditions		Accident Details											
Road:	U/A6		Junction Details:		Tjun	Road Surface:	Dry		Severity:		Slight						
OSGR:	384832	397644	Junction Control:		GW	Light Conditions:	Light		No. of Vehicles:		1						
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:		1						
Accident Reference Number: E1029467				Day: Thursday		Contributory Factors			Date: 02/02/2017				Time: 21:23				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Downing Street at junction with Mancunian Way							DCare VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
Description: V2 Trav N Downing St. V1 Trav Opposite Direction Turns Right Across Path of V2 And Collision Occurs. Driver V1 Escapes on Foot.										Car TurnR N W Taxi Ahead S N				1 Drv M 47 Slight 2 Pas F 22 Slight			
Locational Details				Conditions		Accident Details											
Road:	A6/A57(M)		Junction Details:		Tjun	Road Surface:	Dry		Severity:		Slight						
OSGR:	384833	397478	Junction Control:		TS	Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30		Ped Crossing:		TSX	Weather Conditions:	Fine		No. of Casualties:		2						

Accident Reference Number: A1039984				Day: Monday		Contributory Factors			Date: 22/01/2018				Time: 17:10		
Place Reported: Scene				District: Manchester											
Location: London Road at junction with Mancunian Way Exit Slip						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: V1 (HGV) Trav S On London Rd Through Ats (Believed To Be Red) To Turn Right Onto Mancunian Way Collides With C1 (Pedestrian) On Pedestrian Crossing.						DATS Poss V1 DFLoo Poss V1			Type Move From To Skid				Type Sex Age Sev Pupil		
									HGV TurnR N SW				1 Ped M 40 Serious		
Locational Details				Conditions		Accident Details									
Road:	A6/A57(M)		Junction Details:	Mult		Road Surface:	Wet		Severity:			Serious			
OSGR:	384833	397522	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1					
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1					

Accident Reference Number: A1001721				Day: Wednesday		Contributory Factors			Date: 27/05/2015				Time: 23:25		
Place Reported: Scene				District: Manchester											
Location: London Road 50 Metres North of the Mancunian Way						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: Both Veh Trav S London Rd. V1 Is Stopped Then Performs A U Turn Hits V2									Type Move From To Skid				Type Sex Age Sev Pupil		
									Car Uturn N N Car Ahead N S				1 Drv M 38 Slight 2 Pas M 32 Slight		
Locational Details				Conditions		Accident Details									
Road:	A6		Junction Details:			Road Surface:	Wet		Severity:	Slight					
OSGR:	384836	397558	Junction Control:	n/a		Light Conditions:	Dark		No. of Vehicles:	2					
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Rain		No. of Casualties:	2					

Accident Reference Number: A1011100				Day: Tuesday		Contributory Factors			Date: 19/01/2016				Time: 19:55		
Place Reported: Scene				District: Manchester											
Location: London Road at junction with Mancunian Way						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: Both Veh Trav S London Rd And V1 Turns Left Onto Mancunian Way Slip Rd, V2 (Pedal Cycle) Collides With Rear Of V1						DJudge Poss V1 DJudge Poss V2			Type Move From To Skid				Type Sex Age Sev Pupil		
									Car p/c TurnL N E Ahead N S				1 Rid M 42 Slight		
Locational Details				Conditions		Accident Details									
Road:	A6/A57(M)		Junction Details:	Slip		Road Surface:	Dry		Severity:	Slight					
OSGR:	384846	397511	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	2					
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1					

Accident Reference Number: A1032600				Day: Wednesday		Contributory Factors			Date: 12/07/2017				Time: 10:30		
Place Reported: Scene				District: Manchester											
Location: Fairfield St at junction with Taxi Rank Exit, 110 metres East of London Road						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: V1 Turning Out Of Drop Off/pick Up Area At Picadilly Station S-bound Onto Fairfield St. Sunlight Hits V1's Windscreen Causing Him To Collide With C1 and C2 Crossing W-bound						DSun VLike V1 PJudge Poss C1 PIIIns Poss C1 DFLoo VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil		
									Taxi Start N S				1 Ped M 59 Slight 2 Ped F 61 Slight		
Locational Details				Conditions		Accident Details									
Road:	B6469/U		Junction Details:	ent		Road Surface:	Dry		Severity:	Slight					
OSGR:	384856	397760	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	1					
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	2					

Accident Reference Number: A1010356				Day: Monday		Contributory Factors			Date: 04/01/2016				Time: 08:30		
Place Reported: Scene				District: Manchester											
Location: Ducie Street at junction with Jutland Street						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: Both Veh Trav Sw Along Ducie St In Heavy Traffic. Passenger In V1 Gets Out Opening Door Into Path Of V2 (Pedal Cycle). Rider Of V2 Is Knocked Off						DTurn VLike V2			Type Move From To Skid				Type Sex Age Sev Pupil		
						DCare VLike V1			Car p/c Waitg U/T NE SW NE SW				1 Rid M 40 Slight		
Locational Details				Conditions		Accident Details									
Road: C/U Junction Details: Tjun				Road Surface: Wet		Severity: Slight									
OSGR: 384856 398169 Junction Control: GW				Light Conditions: Light		No. of Vehicles: 2									
Speed Limit: 30 Ped Crossing:				Weather Conditions: Fine		No. of Casualties: 1									

Accident Reference Number: A1091301				Day: Friday		Contributory Factors			Date: 12/09/2014				Time: 11:49		
Place Reported: Scene				District: Manchester											
Location: Berry Street 35 metres N of Buxton Street						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: V1 Trav S On Berry St Reverses, Colliding With C1 And C2 (Pedestrians). V1 Stops Briefly, Then Drives Off Without Exchanging Details.									Type Move From To Skid				Type Sex Age Sev Pupil		
									Car Revg N S				1 Ped F 28 Slight		
													2 Ped F 30 Slight		
Locational Details				Conditions		Accident Details									
Road: U Junction Details:				Road Surface: Dry		Severity: Slight									
OSGR: 384864 397632 Junction Control: n/a				Light Conditions: Light		No. of Vehicles: 1									
Speed Limit: 30 Ped Crossing:				Weather Conditions: Fine		No. of Casualties: 2									

Accident Reference Number: E1002051				Day: Wednesday		Contributory Factors			Date: 03/06/2015				Time: 10:15		
Place Reported: Scene				District: Manchester											
Location: Grosvenor Street at junction with Wadeson Road						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: V1 Way Blocked By Vehicle Involved In Construction In Street, Reverses W Grosvenor St And Collides Pedestrian						DFLoo VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil		
						DAggre VLike V1			Car Revg E W				1 Ped F 46 Slight		
Locational Details				Conditions		Accident Details									
Road: C/U Junction Details: Tjun				Road Surface: Dry		Severity: Slight									
OSGR: 384868 397351 Junction Control: GW				Light Conditions: Light		No. of Vehicles: 1									
Speed Limit: 30 Ped Crossing:				Weather Conditions: Fine		No. of Casualties: 1									

Accident Reference Number: E1097343				Day: Thursday		Contributory Factors			Date: 12/02/2015				Time: 11:35		
Place Reported: Scene				District: Manchester											
Location: Downing Street 25 metres North West of Grosvenor Street						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: Both Vehicles Travel Nw On Downing St In Adjacent Lanes. V1 Changes Lane And Collides With V2 (Motorcycle), Resulting In Rider Of V2 Falling Off						DFLoo VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil		
						DTired VLike V1			Car m/s chInR Ahead SE NW SE NW				1 Rid M 35 Slight		
Locational Details				Conditions		Accident Details									
Road: A6 Junction Details:				Road Surface: Dry		Severity: Slight									
OSGR: 384872 397391 Junction Control: n/a				Light Conditions: Light		No. of Vehicles: 2									
Speed Limit: 30 Ped Crossing:				Weather Conditions: Fine		No. of Casualties: 1									

Accident Reference Number: E1003464				Day: Wednesday		Contributory Factors			Date: 08/07/2015				Time: 14:00																																									
Place Reported: Else				District: Manchester		Factor			Conf			Ref			Vehicle Details				Casualty Details																																			
Location: Downing Street at junction with Braley Street															Type				Move				From				To				Skid				Type				Sex				Age				Sev				Pupil			
Description: Both Veh Trav Se Downing St. V1 (PCV) Moves R On V2 (Motorcycle) Does Same. Collision Occurs															PCV				chlnR				NW				SE				1				Drv				M				30				Slight							
															m/s				chlnR				NW				SE				O/tn																							
Locational Details				Conditions				Accident Details																																														
Road:		A6/U		Junction Details:		Rdbt		Road Surface:		Dry		Severity:		Slight																																								
OSGR:		384888 397393		Junction Control:		GW		Light Conditions:		Light		No. of Vehicles:		2																																								
Speed Limit:		30		Ped Crossing:				Weather Conditions:		Fine		No. of Casualties:		1																																								

Accident Reference Number: E1044560				Day: Friday		Contributory Factors			Date: 01/06/2018				Time: 16:15																																																	
Place Reported: Else				District: Manchester		Factor			Conf			Ref			Vehicle Details				Casualty Details																																											
Location: Downing Street at junction with Grosvenor Street															Type				Move				From				To				Skid				Type				Sex				Age				Sev				Pupil											
Description: Both Vehs Trav Nw Downing St. V1 (MGV) In Lane 2, V2 (Pedal Cycle) In Lane 1. V1 Suddenly Changes Lane To Lane 1 Colliding With V2, Who Fell Off Bike															DFLoo				VLike				V1				MGV				chlnL				SE				NW																							
															DClose				VLike				V1				p/c				Ahead				SE				NW				1				Rid				M				21				Serious			
															DJudge				VLike				V1																																							
Locational Details				Conditions				Accident Details																																																						
Road:		A6/C		Junction Details:		Tjun		Road Surface:		Dry		Severity:		Serious																																																
OSGR:		384890 397368		Junction Control:		TS		Light Conditions:		Light		No. of Vehicles:		2																																																
Speed Limit:		30		Ped Crossing:		TSX		Weather Conditions:		Fine		No. of Casualties:		1																																																

Accident Reference Number: A1045612				Day: Tuesday		Contributory Factors			Date: 26/06/2018				Time: 06:50																																									
Place Reported: Else				District: Manchester		Factor			Conf			Ref			Vehicle Details				Casualty Details																																			
Location: Boad Street 65 metres North West of Baird Street															Type				Move				From				To				Skid				Type				Sex				Age				Sev				Pupil			
Description: V1 (LGV) Trav Se Boad St, V2 (Pedal Cycle) Trav Se Boad St On Pavment Enters C/way & Collides With V1. V1 FTS															LGV				Ahead				NW				SE																											
															p/c				Ahead				NW				SE				1				Rid				M				60				Slight							
Locational Details				Conditions				Accident Details																																														
Road:		U		Junction Details:				Road Surface:		Dry		Severity:		Slight																																								
OSGR:		384901 397911		Junction Control:		n/a		Light Conditions:		Light		No. of Vehicles:		2																																								
Speed Limit:		30		Ped Crossing:				Weather Conditions:		Fine		No. of Casualties:		1																																								

Accident Reference Number: A1039664				Day: Tuesday		Contributory Factors			Date: 16/01/2018				Time: 19:10																																									
Place Reported: Else				District: Manchester		Factor			Conf			Ref			Vehicle Details				Casualty Details																																			
Location: Fairfield Street 2 metres W of Baring Street															Type				Move				From				To				Skid				Type				Sex				Age				Sev				Pupil			
Description: V1 (Car) Trav E On Fairfield St Collides with C1 (Pedestrian) Trav S Across Fairfield St from Nearside.															Car				Ahead				W				E				1				Ped				M				21				Slight							
Locational Details				Conditions				Accident Details																																														
Road:		B6469/U		Junction Details:		Tjun		Road Surface:		Wet		Severity:		Slight																																								
OSGR:		384914 397748		Junction Control:		GW		Light Conditions:		Dark		No. of Vehicles:		1																																								
Speed Limit:		30		Ped Crossing:				Weather Conditions:		Rain		No. of Casualties:		1																																								

Accident Reference Number: E1094876				Day: Thursday		Contributory Factors			Date: 11/12/2014					Time: 18:13				
Place Reported: Scene				District: Manchester														
Location: Downing Street at junction with Charlton Place						Factor Conf Ref												
Description: V2 Travels Nw On Downing St Towards Manchester. V1 Travels Sw On Charlton Place And Turns Right Onto Downing St At Speed, Hitting V2						DFLoo VLike V1												
														</				

Accident Reference Number: A1090200				Day: Wednesday		Contributory Factors			Date: 06/08/2014				Time: 17:31					
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Mancunian Way 150 metres W of Manor Street						DAIcoh VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: All Vehicles Travel E Mancunian Way. V2 And 3 Have Stopped In Standing Traffic. V1 Is Unable To Stop In Time And His V2, Which Is Pushed Into V3.									Car	Ahead	W	E						
									Car	Ahead	W	E						
									Car	Ahead	W	E		1 Drv	F	53	Slight	
Locational Details				Conditions		Accident Details												
Road:	A57(M)		Junction Details:	Road Surface:	Dry	Severity:	Slight											
OSGR:	384980	397485	Junction Control: n/a	Light Conditions:	Light	No. of Vehicles:	3											
Speed Limit:	50		Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A1012225				Day: Monday		Contributory Factors			Date: 08/02/2016				Time: 05:40					
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Fairfield Street at junction with Travis St						DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 (Taxi) Trav E Fairfield St Turns Right Into Travis St Across Path Of V2 (Motorcycle) Trav W Fairfield St Collision Occurs									Taxi	TurnR	W	SW						
									m/s	Ahead	E	W		1 Rid	M	29	Serious	
Locational Details				Conditions		Accident Details												
Road:	B6469/U		Junction Details: Mult	Road Surface:	Wet	Severity:	Serious											
OSGR:	384980	397734	Junction Control: TS	Light Conditions:	Dark	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A1098832				Day: Sunday		Contributory Factors			Date: 15/03/2015				Time: 22:35					
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Travis Street at junction with Fairfiled Street						DTurn VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Travels Sw On Travis Str, Intending To Turn Right Onto Fairfield St. V2 Travels Ne On Travis St. V1 Turns Across Path Of V2, Collision Occurs						DSign Poss V1			Car	TurnR	NE	W						
						DFLoo VLike V1			Taxi	Ahead	SW	NE		1 Drv	M	44	Slight	
						DJudge VLike V1												
Locational Details				Conditions		Accident Details												
Road:	U/B6469		Junction Details: Mult	Road Surface:	Dry	Severity:	Slight											
OSGR:	384981	397735	Junction Control: TS	Light Conditions:	Dark	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing: Ref	Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: A1024809				Day: Thursday		Contributory Factors			Date: 15/12/2016				Time: 23:20					
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details					
Location: Travis Street at junction with Fairfield Street						RdLay Poss V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V2 (Motorcycle) Trav Ne Travis St Through Jct Contr By Ats, V1 Trav Sw Travis St Appr Same Jct Turns Right Across Path Of V2 And Collision Occurs.						DFLoo VLike V1			Car	TurnR	NE	NW						
						DWscr Poss V1			m/cl	Ahead	SW	NE	O/tn	1 Rid	M	36	Slight	
Locational Details				Conditions		Accident Details												
Road:	U/B6469		Junction Details: Mult	Road Surface:	Wet	Severity:	Slight											
OSGR:	384981	397735	Junction Control: TS	Light Conditions:	Dark	No. of Vehicles:	2											
Speed Limit:	30		Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1											

Accident Reference Number: E1087220				Day: Sunday		Contributory Factors			Date: 25/05/2014				Time: 11:30					
Place Reported: Scene				District: Manchester														
Location: M Mancunian Way 150 metres W of Manor Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Trav W On Mancunian Way Collides With Central Res Coming To Rest In Carriageway. V2 Trav Same Is Unable To Stop In Time. Collision Occurs.						DFast VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						DLoss VLike V1			Car	Lbend	E	W		1 Drv	M	36	Slight	
						DFLoo VLike V1			Car	Ahead	E	W		2 Drv	F	57	Slight	
														3 Pas	M	91	Slight	
														4 Pas	F	56	Slight	
Locational Details				Conditions		Accident Details												
Road:	A57(M)		Junction Details:		Road Surface:	Wet		Severity:		Slight								
OSGR:	384982	397474	Junction Control: n/a		Light Conditions:		Light	No. of Vehicles:		2								
Speed Limit:	50		Ped Crossing:		Weather Conditions:		Fine	No. of Casualties:		4								
Accident Reference Number: A1000929				Day: Wednesday		Contributory Factors			Date: 06/05/2015				Time: 08:58					
Place Reported: Scene				District: Manchester														
Location: Travis Street at junction with Fairfield Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Trav Ne Travis St Through Junction with Fairfield St. C1 Steps Into Carriageway & Collides With V1						PFLoo VLike C1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Mbus	Ahead	SW	NE		1 Ped	M	29	Serious	
Locational Details				Conditions		Accident Details												
Road:	U/B6469		Junction Details: Mult		Road Surface:	Wet		Severity:		Serious								
OSGR:	384997	397745	Junction Control: TS		Light Conditions:		Light	No. of Vehicles:		1								
Speed Limit:	30		Ped Crossing:		Weather Conditions:		Rain	No. of Casualties:		1								
Accident Reference Number: A1002805				Day: Saturday		Contributory Factors			Date: 06/06/2015				Time: 02:00					
Place Reported: Scene				District: Manchester														
Location: Travis Street at junction with Fairfield Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Trav Sw On Travis St Stopped At Ats. Intoxicated Male Walks Into Middle Of C/way In Path Of V1 & Refused To Move. V1 Has Set Off Knocking Ped To Floor						DAggre VLike V1 PALcoh VLike C1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									LGV	Start	NE	SW		1 Ped	M	27	Serious	
Locational Details				Conditions		Accident Details												
Road:	U/B6469		Junction Details: Slip		Road Surface:	Dry		Severity:		Serious								
OSGR:	385007	397747	Junction Control: TS		Light Conditions:		Dark	No. of Vehicles:		1								
Speed Limit:	30		Ped Crossing:		Weather Conditions:		Fine	No. of Casualties:		1								
Accident Reference Number: A1003610				Day: Thursday		Contributory Factors			Date: 16/07/2015				Time: 08:30					
Place Reported: Scene				District: Manchester														
Location: Fairfield Street at junction with Travis Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Stationary on Fairfield St, Passenger Opens Door, V2 (Pedal Cycle) Trav W Fairfield St Undertakes, Comes Off Bike									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car p/c	Parkd U/T	Pk E	Pk W		1 Rid	M	39	Slight	
Locational Details				Conditions		Accident Details												
Road:	B6469/U		Junction Details: Xrds		Road Surface:	Dry		Severity:		Slight								
OSGR:	385011	397730	Junction Control: TS		Light Conditions:		Light	No. of Vehicles:		2								
Speed Limit:	30		Ped Crossing: Ref		Weather Conditions:		Fine	No. of Casualties:		1								

Accident Reference Number: A1013684				Day: Sunday		Contributory Factors			Date: 06/03/2016					Time: 22:12				
Place Reported: Scene				District: Manchester														
Location: Fairfield Street 30 metres E of Travis Street						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: C1 (Pedestrian) Crossing N-bd Between Cars Collides With V1 Trav E Fairfield St						PXMas Poss C1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Locational Details				Conditions		Accident Details												
Road:	B6469		Junction Details:		Road Surface:	Dry		Severity:	Serious									
OSGR:	385028	397733	Junction Control: n/a		Light Conditions:	Dark		No. of Vehicles:	1									
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:	1									

Accident Reference Number: A1033377				Day: Saturday		Contributory Factors			Date: 29/07/2017					Time: 18:41				
Place Reported: Scene				District: Manchester														
Location: Store Street 30 metres South West of Millbank Street						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: V2 Parked At Side Of Rd. V1 Trav Ne Store St Drives Into Rear Of V2.						DJudge VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Locational Details				Conditions		Accident Details												
Road:	C		Junction Details:		Road Surface:	Dry		Severity:	Slight									
OSGR:	385039	398140	Junction Control: n/a		Light Conditions:	Light		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:	1									

Accident Reference Number: A1011465				Day: Monday		Contributory Factors			Date: 18/01/2016					Time: 19:00				
Place Reported: Else				District: Manchester														
Location: Sheffield Street 5 metres NW Of Travis Street						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: C1 (Pedestrian) Walks Into Road W-bd From Between Two Stationary Vehicles. He Is Then Hit By V1 Trav Se Sheffield St, Which Fails To Stop.						DFLoo VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Locational Details				Conditions		Accident Details												
Road:	U/U		Junction Details: Tjun		Road Surface:	Dry		Severity:	Slight									
OSGR:	385112	397824	Junction Control: GW		Light Conditions:	Dark		No. of Vehicles:	1									
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:	1									

Accident Reference Number: A1049228				Day: Saturday		Contributory Factors			Date: 15/09/2018					Time: 17:10				
Place Reported: Else				District: Manchester														
Location: Travis Street at junction with Sheffield Street						Factor Conf Ref			Vehicle Details					Casualty Details				
Description: V2 (Pedal Cycle) Trav Ne Travis St, V1 Trav Sw Travis St & Turns Right Onto Sheffield St Across Path Of V2, Collision Occurs						DJudge Poss V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Locational Details				Conditions		Accident Details												
Road:	U/U		Junction Details: Tjun		Road Surface:	Dry		Severity:	Slight									
OSGR:	385114	397817	Junction Control: GW		Light Conditions:	Light		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:		Weather Conditions:	N/A		No. of Casualties:	1									

Accident Reference Number: A1099536				Day: Thursday		Contributory Factors			Date: 26/03/2015				Time: 16:30		
Place Reported: Scene				District: Manchester											
Location: Travis Street at junction with Sheffield Street						Factor Conf Ref									
Description: V2 Trav Ne On Travis St Towards Ancoats. V1 Trav Opp Dir Is Indicating To Turn Right Into Sheffield St. V1 Turns Across The Path Of V2. Collision Occurs						DTurn VLike V1 DSun VLike V1			Type Move From To Skid				Casualty Details Type Sex Age Sev Pupil		
									Car TurnR NE NW Car Ahead SW NE				1 Drv M 30 Slight		
Locational Details				Conditions		Accident Details									
Road: U/U		Junction Details: Tjun		Road Surface: Dry		Severity: Slight									
OSGR: 385116 397817		Junction Control: GW		Light Conditions: Light		No. of Vehicles: 2									
Speed Limit: 30		Ped Crossing:		Weather Conditions: Wind		No. of Casualties: 1									

Accident Reference Number: A1044271				Day: Sunday		Contributory Factors			Date: 27/05/2018				Time: 20:45		
Place Reported: Else				District: Manchester											
Location: Mancunian Way at junction with Manor Street						Factor Conf Ref			Vehicle Details Type Move From To Skid				Casualty Details Type Sex Age Sev Pupil		
Description: V2 Trav E Mancunian Way When V1 Trav E Onto Mancunain Way From Slip Rd. As V1 Moved Onto Manc Way V2 Moved To O/side Lane, V1 Collides With V2						DFLoo VLike V1 DMobP Poss V1			Car Ahead W E Car Ahead W E				1 Drv F 23 Slight 2 Pas F 30 Slight		
Locational Details				Conditions		Accident Details									
Road: A635/U		Junction Details: Slip		Road Surface: Dry		Severity: Slight									
OSGR: 385124 397452		Junction Control: GW		Light Conditions: Light		No. of Vehicles: 2									
Speed Limit: 40		Ped Crossing:		Weather Conditions: Fine		No. of Casualties: 2									

Accident Reference Number: A1030916				Day: Friday		Contributory Factors			Date: 05/05/2017				Time: 08:35		
Place Reported: Scene				District: Manchester											
Location: Fairfield Street at junction with Temperance Street						Factor Conf Ref			Vehicle Details Type Move From To Skid				Casualty Details Type Sex Age Sev Pupil		
Description: V2 (Pedal Cycle) Trav E Fairfield St Towards Manchester City Centre. V1 Trav Nw Temperance St Waits To Turn Right. As V1 Turns, Collision Occurs With V2						DFLoo VLike V1			Car TurnR SE E p/c Ahead E W				1 Rid M 31 Slight		
Locational Details				Conditions		Accident Details									
Road: B6469/U		Junction Details: Tjun		Road Surface: Dry		Severity: Slight									
OSGR: 385141 397708		Junction Control: GW		Light Conditions: Light		No. of Vehicles: 2									
Speed Limit: 30		Ped Crossing:		Weather Conditions: Fine		No. of Casualties: 1									

Accident Reference Number: A1030155				Day: Friday		Contributory Factors			Date: 05/05/2017				Time: 09:17		
Place Reported: Scene				District: Manchester											
Location: Fairfield Street at junction with Temperance Street						Factor Conf Ref			Vehicle Details Type Move From To Skid				Casualty Details Type Sex Age Sev Pupil		
Description: V2 (Pedal Cycle) Trav W On Fairfield St. V1 Trav E On Same Road. V1 Turns Right Twds Temperance St And Collides With V2 As It Does So.						DFLoo VLike V1 DCDar VLike V2 Other VLike V1			Car TurnR W SE p/c Ahead E W O/tn				1 Rid M 33 Serious		
Locational Details				Conditions		Accident Details									
Road: B6469/U		Junction Details: Tjun		Road Surface: Dry		Severity: Serious									
OSGR: 385146 397707		Junction Control: GW		Light Conditions: Light		No. of Vehicles: 2									
Speed Limit: 30		Ped Crossing:		Weather Conditions: Fine		No. of Casualties: 1									

Accident Reference Number: A1094232				Day: Saturday		Contributory Factors			Date: 29/11/2014				Time: 01:55					
Place Reported: Scene				District: Manchester														
Location: Great Ancoats Street 15 metres NW of Store Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: V1 Trav Nw On Great Ancoats St Collides With C1 (Pedestrian) Crossing Carriageway From Offside In Westerly Direction.						DFLoo Poss V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						DEye Poss V1			Car	Ahead	SE	NW		1 Ped	M	27	Serious	
						PFLoo Poss C1												
Locational Details				Conditions		Accident Details												
Road:	A665/C		Junction Details:	Xrds		Road Surface:	Wet		Severity:	Serious								
OSGR:	385177	398256	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A3030388				Day: Wednesday		Contributory Factors			Date: 26/04/2017				Time: 14:55					
Place Reported: Else				District: Manchester														
Location: Great Ancoats Street at junction with Old Mill Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: Both Vehs Trav Se Great Ancoats St In Adjacent Lanes. V1 Moves Into Same Lane As V2 And Collision Occurs. V1 Then Fails To Stop									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									Car	Ahead	NW	SE						
									Car	Ahead	NW	SE		1 Drv	M	32	Slight	
Locational Details				Conditions		Accident Details												
Road:	A665/C		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight								
OSGR:	385184	398260	Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A1013409				Day: Saturday		Contributory Factors			Date: 05/03/2016				Time: 19:50					
Place Reported: Scene				District: Manchester														
Location: Store Street at junction with Great Ancoats Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: C1 (Pedestrian) Crosses Se-bd Infront Of A Passing Vehicle (V1) Trav Sw Store St And Collision Occurs						PXMas Poss C1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						PFLoo Poss C1			Car	Ahead	NE	SW		1 Ped	M	23	Serious	
						PJudge Poss C1												
Road:	C/A665		Junction Details:	Xrds		Road Surface:	Wet		Severity:	Serious								
OSGR:	385188	398234	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1								
						DPAcoh Poss C1												
						DDrugs Poss V1												
						DFAst Poss V1												
Locational Details				Conditions		Accident Details												
Road:	A665/C		Junction Details:	Xrds		Road Surface:	Wet		Severity:	Serious								
OSGR:	385188	398234	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A3090887				Day: Wednesday		Contributory Factors			Date: 03/09/2014				Time: 11:15					
Place Reported: Scene				District: Manchester														
Location: Great Ancoats Street 10 metres Nw of Old Mill Street						Factor Conf Ref			Vehicle Details				Casualty Details					
Description: C1 Is Crossing Road As V1 Trav Se Great Ancoats St Filters Through Standing Traffic. C1 Does Not See V1 And Collision Occurs, Resulting In C1 Being Knocked To Ground.						PXMas VLike C1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						PFLoo VLike C1			othr	Ahead	NW	SE		1 Ped	F	30	Slight	
						DStat VLike V1												
Locational Details				Conditions		Accident Details												
Road:	A665/C		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight								
OSGR:	385189	398261	Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:	Ref		Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A3095425				Day: Tuesday		Contributory Factors			Date: 23/12/2014				Time: 04:25			
Place Reported: Scene				District: Manchester												
Location: Great Ancoats Street at junction with Store Street						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: V2 Travels Nw On Great Ancoats St. V1 Heads Ne On Store St. V1 Moves Through Red Light And Collides With V2. V1 Fts						DATS VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
						DFLoo VLike V1			Car Ahead SW NE							
									Car Ahead SE NW				1 Drv M 54 Slight			
Locational Details				Conditions		Accident Details										
Road:	A665/C		Junction Details: Xrds		Road Surface:	Dry		Severity:		Slight						
OSGR:	385190	398242	Junction Control: TS		Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:		1						

Accident Reference Number: A1091503				Day: Friday		Contributory Factors			Date: 19/09/2014				Time: 06:34			
Place Reported: Scene				District: Manchester												
Location: Great Ancoats Street at junction with Store Street						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: V1 Trav Se On Great Ancoats St Turns Right, Is Blinded By Sun, And Crosses Path Of V2 (Motorcycle) Trav Nw Same. Collision Occurs						DTurn Poss V1			Type Move From To Skid				Type Sex Age Sev Pupil			
									Car wtgTR NW SW							
									m/cl Ahead SE NW				1 Rid M 47 Serious			
Locational Details				Conditions		Accident Details										
Road:	A665/C		Junction Details: Xrds		Road Surface:	Dry		Severity:		Serious						
OSGR:	385194	398241	Junction Control: TS		Light Conditions:	Light		No. of Vehicles:		2						
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:		1						

Accident Reference Number: A3052213				Day: Tuesday		Contributory Factors			Date: 25/12/2018				Time: 20:37			
Place Reported: Scene				District: Manchester												
Location: Great Ancoats Street at junction with Old Mill Street						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: Both Vehs Trav Se Great Ancoats St. V2 In Front Changes Lane To Left & Brakes. V1 Behind Brakes But Collides Rear V2						DBrake VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
						DTurn Poss V2			Car Waitg NW SE				1 Drv F 53 Slight			
									Car chInL NW SE							
Locational Details				Conditions		Accident Details										
Road:	A665/C		Junction Details: Xrds		Road Surface:	Wet		Severity:		Slight						
OSGR:	385195	398259	Junction Control: TS		Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:		1						

Accident Reference Number: A1090240				Day: Thursday		Contributory Factors			Date: 14/08/2014				Time: 21:00			
Place Reported: Scene				District: Manchester												
Location: Great Ancoats Street at junction with Old Mill Street						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: V1 Travels Se On Great Ancoats St. V2 Travels Opposite Direction, Turning Right Into Old Mill St. As V2 Turns, Collision Occurs.						DATS VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
						DFast VLike V1			Car Ahead NW SE				2 Pas M 10 Slight			
						DFLoo VLike V1			Car TurnR SE NE				1 Drv M 27 Slight			
Locational Details				Conditions		Accident Details										
Road:	A665/C		Junction Details: Xrds		Road Surface:	Wet		Severity:		Slight						
OSGR:	385199	398254	Junction Control: TS		Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30		Ped Crossing: Ref		Weather Conditions:	Rain		No. of Casualties:		2						

Accident Reference Number: A3041476			Day: Friday			Contributory Factors			Date: 09/03/2018			Time: 22:30		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Old Mill Street at junction with Great Ancoats Street						Type	Move	From To	Skid			Type	Sex	Age
Description: V1 Trav Nw Gt Ancoats St Turns Right Onto Old Mill St And Collides With V2 (Pedal Cycle) Trav Se Across Old Mill St From Pavement.						DFLoo	VLike	V2						
						DJudge	Poss	V1						
						Car	TurnR	SE NE				1 Rid	F	24
						p/c	Ahead	NW SE						Slight
Locational Details			Conditions			Accident Details								
Road:	C/A665	Junction Details:	Xrds	Road Surface:	Wet	Severity:		Slight						
OSGR:	385207 398262	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing:	Ref	Weather Conditions:	Rain	No. of Casualties:		1						
Accident Reference Number: A1016989			Day: Monday			Contributory Factors			Date: 06/06/2016			Time: 00:35		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Great Ancoats Street 50 metres SE of Old Mill Street						Type	Move	From To	Skid			Type	Sex	Age
Description: V1 Trav Nw Great Ancoats St As C1 Walks Into Road From Easterly Direction And Collision Occurs						PFLoo	Poss	C1						
						PAlcoh	Poss	C1						
						Car	Ahead	SE NW				1 Ped	M	30
														Slight
Locational Details			Conditions			Accident Details								
Road:	A665	Junction Details:		Road Surface:	Dry	Severity:		Slight						
OSGR:	385228 398201	Junction Control:	n/a	Light Conditions:	Dark	No. of Vehicles:		1						
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1						
Accident Reference Number: A1089563			Day: Sunday			Contributory Factors			Date: 27/07/2014			Time: 10:25		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Hoyle Street at junction with Temperance Street						Type	Move	From To	Skid			Type	Sex	Age
Description: V1 Trav Nw Temperance St And V2 Trav Ne Hoyle St. Vehicles Collide At Unmarked Crossroads.						Other	VLike	V1						
						Other	VLike	V2						
						Car	Ahead	SE NW				1 Drv	F	49
						LGV	Ahead	SW NE						Slight
Locational Details			Conditions			Accident Details								
Road:	U/U	Junction Details:	Xrds	Road Surface:	Dry	Severity:		Slight						
OSGR:	385272 397620	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1						
Accident Reference Number: A1029443			Day: Wednesday			Contributory Factors			Date: 19/04/2017			Time: 14:55		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Hoyle Street at junction with Temperance Street						Type	Move	From To	Skid			Type	Sex	Age
Description: V2 Trav Ne On Hoyle St As V1 Trav Nw Temperance St. V2 Hits V1 As They Reach Junction And V1 Then Hits V3 (Parked and Unattended)						Mark	VLike	V1						
						DFLoo	Poss	V1						
						DFLoo	Poss	V2				1 Drv	M	22
						DStat	Poss	V1						Slight
						DStat	Poss	V2						
Locational Details			Conditions			Accident Details								
Road:	U/U	Junction Details:	Xrds	Road Surface:	Dry	Severity:		Slight						
OSGR:	385272 397621	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:		3						
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:		1						

Accident Reference Number: A1098045				Day: Tuesday		Contributory Factors			Date: 17/02/2015				Time: 09:55			
Place Reported: Scene				District: Manchester												
Location: Temperance Street at junction with Hoyle Street						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: V3 And V4 Parked And Unattended On Southbound Carriageway. V2 Travels Ne On Hoyle Street As V1 Travels Se Temperance St, Does Not Stop. Collision Occurs.						DFLoo VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
						DCare VLike V1			Car Ahead NW SE							
									Car Ahead SW NE				1 Drv M 26 Slight			
									Car Parkd Pk Pk							
									Car Parkd Pk Pk							
Locational Details				Conditions		Accident Details										
Road:	U/U		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight						
OSGR:	385274	397622	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	4						
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1						

Accident Reference Number: A1021300				Day: Monday		Contributory Factors			Date: 03/10/2016				Time: 18:15			
Place Reported: Else				District: Manchester												
Location: Hoyle Street at junction with Temperance Street						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: V2 Trav Se Temperance St As V1 Trav Ne Hoyle St. Collision Occurs At Unmarked Crossroad						DJnOvr Poss V1			Type Move From To Skid				Type Sex Age Sev Pupil			
						DFLoo Poss V1			Car Ahead SW NE							
									Car Ahead NW SE				1 Drv F 21 Slight			
Locational Details				Conditions		Accident Details										
Road:	U/U		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight						
OSGR:	385274	397623	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2						
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1						

Accident Reference Number: A3041017				Day: Sunday		Contributory Factors			Date: 11/02/2018				Time: 01:00			
Place Reported: Else				District: Manchester												
Location: Great Ancoats Street at junction with Pollard Street						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: Both Vehs Trav Se Great Ancoats St. V2 Stationary In Traffic At ATS - V1 Approaches From Behind & Collides With V2. V1 FTS.									Type Move From To Skid				Type Sex Age Sev Pupil			
									Car Ahead NW SE							
									Car Waitg NW SE				1 Drv M 28 Slight			
													2 Pas M 34 Slight			
Locational Details				Conditions		Accident Details										
Road:	A665/A662		Junction Details:	Tjun		Road Surface:	Wet		Severity:	Slight						
OSGR:	385309	398125	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	2						
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	R&W		No. of Casualties:	2						

Accident Reference Number: A3004691				Day: Sunday		Contributory Factors			Date: 16/08/2015				Time: 11:15			
Place Reported: Scene				District: Manchester												
Location: Great Ancoats Street at junction with Pollard Street						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: Both Veh Trav Se Great Ancoats St; V1 In Inside Lane V2 Is In Outside Lane. V1 Collides With V2						DFLoo VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
						DJudge Poss V1			othr chlnR NW SE							
						DTurn VLike V1			Mbus Ahead NW SE				1 Pas F 40 Slight			
						DDisIn VLike V1							2 Pas M 10 Slight			
Locational Details				Conditions		Accident Details										
Road:	A665/A662		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight						
OSGR:	385321	398110	Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	2						
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	2						

Accident Reference Number: A3096065				Day: Sunday		Contributory Factors			Date: 04/01/2015				Time: 19:54						
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Great Ancoats Street at junction with Pollard Street										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Travels Nw On Great Ancoats St As C1 Crosses V1's Path On V2 (Pedal Cycle). V2 Is On Pedestrian Crossing. C1 Is Knocked To Floor.										Car	Ahead	SE	NW						
										p/c	Ahead	NE	SW		1 Rid	F	22	Slight	
Locational Details				Conditions		Accident Details													
Road:	A665/A662		Junction Details:	Tjun		Road Surface:	Wet		Severity:	Slight									
OSGR:	385324	398094	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1									

Accident Reference Number: A1029260				Day: Sunday		Contributory Factors			Date: 09/04/2017				Time: 03:35						
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Great Ancoats Street at junction with Pollard Street										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: C1 Waits To Cross Road, Believed To Be Under Influence. V1 Trav Se Great Ancoats St Crosses Junction As C1 Runs Into Road. V1 Tries To Avoid C1 But Collision Occurs							PALcoh VLike C1 PDrugs VLike C1			Car	Ahead	NW	SE		1 Ped	M	24	Serious	
Locational Details				Conditions		Accident Details													
Road:	A665/A662		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Serious									
OSGR:	385333	398100	Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1									
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1									

Accident Reference Number: A1087757				Day: Thursday		Contributory Factors			Date: 12/06/2014				Time: 11:56						
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Fairfield Street at junction with St Andrew's Street										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav W On Fairfield St Turns Right Into Path Of V2 (Pedal Cycle) Trav Opp Dir. Collision Occurs And Rider Of V2 Falls To Ground.							DFLoo VLike V1 DJudge VLike V1 DTurn VLike V1			Car	TurnR	E	NW		1 Drv	M	49	Slight	
										m/cl	Ahead	W	E		2 Rid	M	30	Slight	
Locational Details				Conditions		Accident Details													
Road:	B6469/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight									
OSGR:	385337	397686	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	2									

Accident Reference Number: A1035649				Day: Tuesday		Contributory Factors			Date: 19/09/2017				Time: 17:20						
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details						
Location: Fairfield Street at junction with St Andrew's Street										Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 (Bus) Trav Se On Fairfield St. V2 (Pedalcycle) Crosses Road From Pavement Trav Nw After Unknown Vehicle Flashed Him, Into Path Of V1. V1 Brakes But Still Collides With V2							DCPav VLike V2 DTurn VLike V2 DJudge VLike V2			PCV	Ahead	NW	SE						
										p/c	Ahead	S	NW		1 Rid	M	23	Slight	
Locational Details				Conditions		Accident Details													
Road:	B6469/U		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Slight									
OSGR:	385338	397686	Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	2									
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	1									

Accident Reference Number: A1088417				Day: Friday		Contributory Factors			Date: 27/06/2014				Time: 19:00		
Place Reported: Scene				District: Manchester											
Location: Great Ancoats Street at junction with Adair Street						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: V1 Trav Se On Great Ancoats St Turns Right Into Path Of V2 Trav Opp Dir. Collision Occurs						DFLoo VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil		
						DTurn VLike V1			Taxi TurnR NW SW						
									Car Ahead SE NW				1 Drv M 28 Slight		
													2 Pas F 25 Serious		
Locational Details				Conditions		Accident Details									
Road:	A665/U		Junction Details: Tjun		Road Surface:	Dry		Severity:		Serious					
OSGR:	385375	398043	Junction Control: TS		Light Conditions:	Light		No. of Vehicles:		2					
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:		2					

Accident Reference Number: A1005014				Day: Wednesday		Contributory Factors			Date: 26/08/2015				Time: 08:40		
Place Reported: Scene				District: Manchester											
Location: Fairfield Street at junction with Crane Street						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: V1 Trav E Fairfield St, Turns Right Across Path V1 (Pedal Cycle) Trav Opposite.						DFLoo Poss V1			Type Move From To Skid				Type Sex Age Sev Pupil		
									LGV TurnR W S						
									p/c Ahead E W				1 Rid M 34 Slight		
Locational Details				Conditions		Accident Details									
Road:	B6469/U		Junction Details: Tjun		Road Surface:	Dry		Severity:		Slight					
OSGR:	385459	397661	Junction Control: GW		Light Conditions:	Light		No. of Vehicles:		2					
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:		1					

Accident Reference Number: A1088367				Day: Sunday		Contributory Factors			Date: 29/06/2014				Time: 18:30		
Place Reported: Scene				District: Manchester											
Location: Fairfield Street at junction with Mancunian Way						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: Both Vehs Trav W On Fairfield St. V2 In Lane 1 Gives Way At Jct. V1 Collides With Rear Of V2.						DTgate Poss V1			Type Move From To Skid				Type Sex Age Sev Pupil		
						DJudge Poss V1			Car Stopg E W						
						DBrake Poss V1			Car Stopg E W				1 Drv M 38 Slight		
Locational Details				Conditions		Accident Details									
Road:	A635/A635		Junction Details: Tjun		Road Surface:	Dry		Severity:		Slight					
OSGR:	385523	397616	Junction Control: GW		Light Conditions:	Light		No. of Vehicles:		2					
Speed Limit:	30		Ped Crossing:		Weather Conditions:	Fine		No. of Casualties:		1					

Accident Reference Number: E1034979				Day: Tuesday		Contributory Factors			Date: 05/09/2017				Time: 08:20		
Place Reported: Scene				District: Manchester											
Location: Fairfield Street at junction with Mancunian Way						Factor Conf Ref			Vehicle Details				Casualty Details		
Description: V2 Trav W Fairfield St Followed By V1. V2 Changes To Left Lane To Turn Left & Stops For Traffic. V1 Collides With V2 Rear									Type Move From To Skid				Type Sex Age Sev Pupil		
									LGV wtgTL E SW						
									Car wtgTL E SW				1 Drv F 31 Slight		
Locational Details				Conditions		Accident Details									
Road:	A635/A635		Junction Details: Tjun		Road Surface:	Dry		Severity:		Slight					
OSGR:	385524	397619	Junction Control: GW		Light Conditions:	Light		No. of Vehicles:		2					
Speed Limit:	40		Ped Crossing: TSX		Weather Conditions:	N/A		No. of Casualties:		1					

Accident Reference Number: A1024373			Day: Friday			Contributory Factors			Date: 11/11/2016			Time: 19:10		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Fairfield Street at junction with Mancunian Way									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: Both Vehs Trav W Fairfield St. V1 Waiting At Ats, V2 Hits V1, V2 Fails To Stop									Car Ahead E W			1 Drv M 23 Slight		
									Car Stopg E W					
Locational Details			Conditions			Accident Details								
Road:	A635/A635	Junction Details: Xrds	Road Surface:	Dry		Severity:		Slight						
OSGR:	385555 397646	Junction Control: TS	Light Conditions:	Dark		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:		1						
Accident Reference Number: A1045114			Day: Thursday			Contributory Factors			Date: 21/06/2018			Time: 11:16		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Fairfield Street 15 metres East of Mancunian Way									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: Both Vehs Trav W Fairfield St. V1 Goes Into Rear V2. V1 FTS.									Car Ahead E W			1 Drv M 53 Slight		
									Car Stopg E W					
Locational Details			Conditions			Accident Details								
Road:	A635/A635	Junction Details: Slip	Road Surface:	Dry		Severity:		Slight						
OSGR:	385556 397647	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:		1						
Accident Reference Number: A3048199			Day: Sunday			Contributory Factors			Date: 26/08/2018			Time: 15:00		
Place Reported: Else			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Great Ancoats Street 20 metres NW of Every Street									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: Both Vehs Trav Se Great Ancoats St. V2 Stopped At Lights Sees V1 Coming At Speed. V1 Brakes Buts Hits V2. V1 Fts.									Car Ahead NW SE Skid			1 Drv M 33 Slight		
									Car Waitg NW SE					
Locational Details			Conditions			Accident Details								
Road:	A665/C	Junction Details: Tjun	Road Surface:	Dry		Severity:		Slight						
OSGR:	385559 397958	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:		1						
Accident Reference Number: A1088350			Day: Tuesday			Contributory Factors			Date: 01/07/2014			Time: 13:00		
Place Reported: Scene			District: Manchester			Factor Conf Ref			Vehicle Details			Casualty Details		
Location: Fairfield Street at junction with Mancunian Way									Type Move From To Skid			Type Sex Age Sev Pupil		
Description: V1 (Pedal Cycle) Enters Carriageway Fairfield St From Near Side, Passing In Front Of Lgv In Lane One Into Path Of V2 Travelling Sw In Lane 2 Fairfield St.						DCPav VLike V1			p/c Ahead E W O/tn			1 Rid M 21 Serious		
						DPedX Poss V1			Car Lbend E SW					
						DFLoo Poss V1								
Locational Details			Conditions			Accident Details								
Road:	A635/A635	Junction Details: Mult	Road Surface:	Dry		Severity:		Serious						
OSGR:	385564 397639	Junction Control: TS	Light Conditions:	Light		No. of Vehicles:		2						
Speed Limit:	30	Ped Crossing: TSX	Weather Conditions:	Fine		No. of Casualties:		1						

Accident Reference Number: A3045407				Day: Thursday		Contributory Factors			Date: 28/06/2018					Time: 17:35				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details					Casualty Details				
Location: Great Ancoats Street 5 metres South East of Every Street						DJudge VLike V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: Both Vehs Trav Nw Gt Ancoats St Twds Mcr. V2 (Motorcycle) Stops At Amber ATS, V1 Colides Rear Of V2									Car	Ahead	SE	NW						
Locational Details				Conditions		Accident Details								1	Rid	M	57	Serious
Road:	A665/C		Junction Details:	Tjun		Road Surface:	Dry		Severity:	Serious								
OSGR:	385592 397935		Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1								

Accident Reference Number: A3006737				Day: Saturday		Contributory Factors			Date: 10/10/2015					Time: 00:20				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details					Casualty Details				
Location: Great Ancoats Street at junction with Every Street									Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav N Great Ancoats St Around Left Hand Bend, Collides With Central Reservation Barrier									Car	Lbend	S	NW		1	Drv	M	34	Slight
Locational Details				Conditions		Accident Details								2	Pas	M	28	Slight
Road:	A665/C		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight				3	Pas	F	12	Slight
OSGR:	385597 397939		Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	1				4	Pas	M	73	Slight
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	4								

Accident Reference Number: A3032131				Day: Wednesday		Contributory Factors			Date: 28/06/2017					Time: 10:20				
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details					Casualty Details				
Location: Great Ancoats Street At Junction With Palmerston Street						PFLoo VLike C1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav S Great Ancoats St When C1 Runs Out Ne-bound Between Traffic & Crosses Road. V1 Collides With C1						Other VLike C1			Car	Ahead	N	S		1	Ped	M	30	Slight
Locational Details				Conditions		Accident Details												
Road:	A665/C		Junction Details:	Tjun		Road Surface:	Wet		Severity:	Slight								
OSGR:	385639 397827		Junction Control:	GW		Light Conditions:	Light		No. of Vehicles:	1								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Rain		No. of Casualties:	1								

Accident Reference Number: A3037868				Day: Friday		Contributory Factors			Date: 01/12/2017					Time: 01:50				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details					Casualty Details				
Location: Pin Mill Brow 40 metres N of Mancunian Way						DSpee Poss V1			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Description: V1 Trav Ne On Mancunian Way Goes Around Left Bend, Loses Control, Crosses Onto Other Side Of C/way & Collides With V2 At Ats Trav Sw On Pin Mill Brow.						DFast Poss V1			Car	Rbend	SW	N		1	Drv	M	22	Slight
Locational Details				Conditions		Accident Details			Taxi	wtgTR	N	SW		2	Drv	M	49	Slight
Road:	A665		Junction Details:			Road Surface:	Wet		Severity:	Slight								
OSGR:	385640 397783		Junction Control:	n/a		Light Conditions:	Dark		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	2								

Accident Reference Number: A1010584				Day: Thursday		Contributory Factors			Date: 07/01/2016					Time: 05:02				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details					Casualty Details				
Location: Great Ancoats Street at junction with Palmerston Street				DJnRst VLike V1			Type Move From To Skid					Type Sex Age Sev Pupil						
Description: V1 Trav Sw Emerging From Palmerston Street Collides With V2 (Pedal Cycle) Trav S Great Ancoats St, Causing Injury							LGV TurnL NE S p/c Ahead N S					1 Rid M 56 Slight						
Locational Details				Conditions		Accident Details												
Road: A665/C		Junction Details: Tjun		Road Surface: Wet		Severity: Slight												
OSGR: 385642 397831		Junction Control: GW		Light Conditions: Dark		No. of Vehicles: 2												
Speed Limit: 30		Ped Crossing:		Weather Conditions: Fine		No. of Casualties: 1												

Accident Reference Number: A3051209				Day: Friday		Contributory Factors			Date: 23/11/2018					Time: 09:30				
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details					Casualty Details				
Location: Pin Mill Brow 20 metres Nw Of Fairfield Street							Type Move From To Skid					Type Sex Age Sev Pupil						
Description: Both Vehs Trav Se Pin Mill Brow, V2 Waiting At ATS, V1 Collides Rear Of V2. V1 FTS							Car Ahead N S Car Waitg N S					1 Pas F 49 Slight 2 Pas M 23 Slight 3 Pas F 21 Slight						
Locational Details				Conditions		Accident Details												
Road: A665/A635		Junction Details: Xrds		Road Surface: Dry		Severity: Slight												
OSGR: 385696 397662		Junction Control: TS		Light Conditions: Light		No. of Vehicles: 2												
Speed Limit: 30		Ped Crossing: Ref		Weather Conditions: Fine		No. of Casualties: 3												

Accident Reference Number: A1035397				Day: Thursday		Contributory Factors			Date: 21/09/2017					Time: 16:30				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details					Casualty Details				
Location: Fairfield Street at junction with Chancellor Lane				DTurn Poss V1 DTurn Poss V2			Type Move From To Skid					Type Sex Age Sev Pupil						
Description: Both Vehs Trav E Fairfield St. V1 Commences Right Onto Chancellor La When V2 (Motorcycle) Attempts To Overtake V1 On Its Offside. V1 Collides With V2.							Car TurnR W S m/c O/Tkg W E					1 Rid M 59 Slight						
Locational Details				Conditions		Accident Details												
Road: A635/A665		Junction Details: Xrds		Road Surface: Dry		Severity: Slight												
OSGR: 385699 397642		Junction Control: TS		Light Conditions: Light		No. of Vehicles: 2												
Speed Limit: 30		Ped Crossing: Ref		Weather Conditions: Fine		No. of Casualties: 1												

Accident Reference Number: A1000914				Day: Wednesday		Contributory Factors			Date: 22/04/2015					Time: 17:58				
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details					Casualty Details				
Location: Fairfield Street at junction with Chancellor Lane				DFLoo VLike V1			Type Move From To Skid					Type Sex Age Sev Pupil						
Description: V1 Trav E Fairfield St Turning R Onto Chancellor La, V2 Trav W Was Entrng Jct From Ashton Old Rd, V1 Failed To See V2 And Collision Occurs							Car TurnR W S Car Ahead E W					1 Drv M 24 Slight 2 Pas F 34 Slight						
Locational Details				Conditions		Accident Details												
Road: A635/A665		Junction Details: Xrds		Road Surface: Dry		Severity: Slight												
OSGR: 385714 397633		Junction Control: TS		Light Conditions: Light		No. of Vehicles: 2												
Speed Limit: 30		Ped Crossing: Ref		Weather Conditions: Fine		No. of Casualties: 2												

Accident Reference Number: E1051932				Day: Friday		Contributory Factors			Date: 28/12/2018				Time: 16:37					
Place Reported: Scene				District: Manchester														
Location: Ashton Old Road (Fairfield Street) at junction with Chancellor Lane						Factor	Conf	Ref	Vehicle Details				Casualty Details					
Description: V1 Trav E Fairfield St Turning Right Fails To Give Way & Turns Into Path Of V2 Trav W Ashton Old Rd						DFLoo	VLike	V1	Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
						DGWor	VLike	V1	Car	TurnR	W	S		3 Drv	F	27	Slight	
						DDrugs	Poss	V2	Car	Ahead	E	W		1 Drv	M	21	Slight	
						DSpee	Poss	V2						2 Pas	M	31	Slight	
Locational Details				Conditions		Accident Details												
Road:	A635/A665		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight								
OSGR:	385714 397633		Junction Control:	TS		Light Conditions:	Dark		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:			Weather Conditions:	Fine		No. of Casualties:	3								

Accident Reference Number: A1050364				Day: Wednesday		Contributory Factors			Date: 14/11/2018				Time: 08:24					
Place Reported: Scene				District: Manchester														
Location: Fairfield Street 20 metres E Of Chancellor Lane						Factor	Conf	Ref	Vehicle Details				Casualty Details					
Description: Both Vehs Trav W Fairfield St, V1 (PCV) Collides With V2 (Parked MGV) Causing Crane Of V2 To Smash Through Top Deck Window Of V1 Causing Injury To Passengers						DFLoo	VLike	V1	Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
									PCV	Stopg	E	W		1 Pas	M	30	Slight	
									MGV	Parkd	Pk	Pk		2 Pas	M	30	Slight	
Locational Details				Conditions		Accident Details												
Road:	A635/A665		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight								
OSGR:	385743 397628		Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	2								
Speed Limit:	30		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	2								

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -

Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT

Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced

Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	Pllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Appendix F Architects' Drawings



General Notes

Notes

Boundary

- Mayfield Highway & Public Realm Boundary
- Mayfield Park Boundary - Phase 1
- Mayfield Park Boundary - Phase 2
- Mayfield Park Boundary - Phase 3

Scale Bar

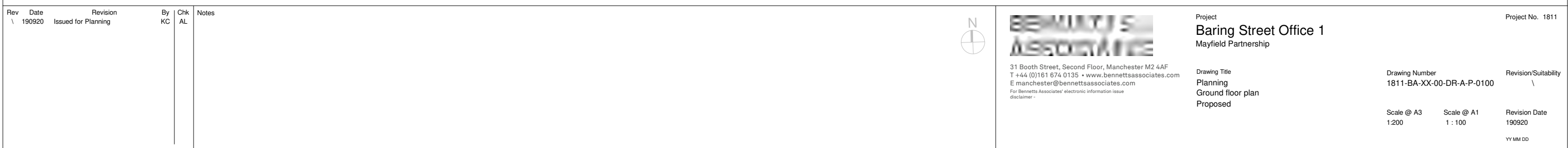
North Arrow

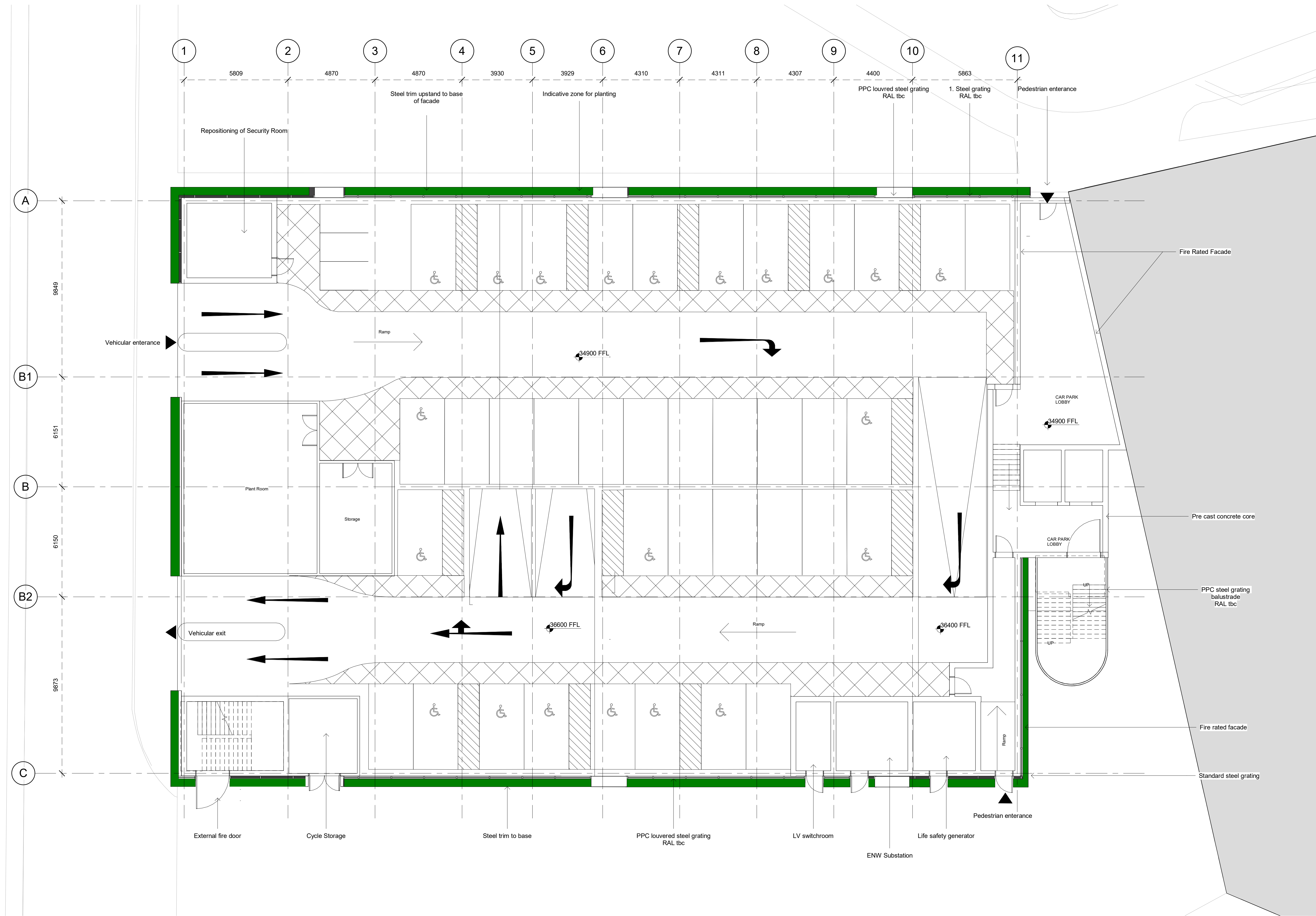
SEW Studio
East West
2 Brookhouse Yard
Leeds LS2 4AD
0113 244 1730
0113 244 1730
Client: Mayfield Partnership

Project: Mayfield Park

Drawing Title: Illustrative Masterplan

Project Number: 0345
Status: Planning
Scale at A0: 1:500
Date: 25.09.19
Drawn by: MA
Checked by: SEW
Drawing Number: 0345-SEW-22-05-06-1-001100
Revision: P00





General Notes

See related section notes. This drawing should not be used to calculate areas for the purposes of tendering.

Do not use this drawing for construction purposes. All dimensions to be confirmed on site by the contractor and suit dimensions to be confirmed on site.

All work shall comply with relevant British Standards and Building Regulations requirements. Drawing services and annotations to be completed to the architect.

Notes

- 1 - Steel Grating
- 2 - Louvred Grating
- 3 - Steel Grating with Fireproof Panel
- 4 - Louvred Grating with Fireproof Panel
- 5 - Precast Concrete Core
- 6 - PPC Steel Grating Balustrade
- 7 - Blockwork Wall with Fire Lining
- 8 - PPC Expanded Aluminium Mesh
- 9 - Expanded Mesh with Fire Lining
- 10 - PPC Aluminium Panels with Perforations
- 11 - PPC Aluminium Panels with Perforations and Fire Lining
- 12 - PPC Black Steel Structure
- 13 - PPC Steel Panel Balustrade
- 14 - Steel Trim

Keyplan

Scale Bar

0 5m

1:100

sew Studio
Egret
West

3 Brewhouse Yard
London
EC1V 4AR
0207 548 5790

hello@sewest.com
egretwest.com

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Client
The Mayfield
Partnership

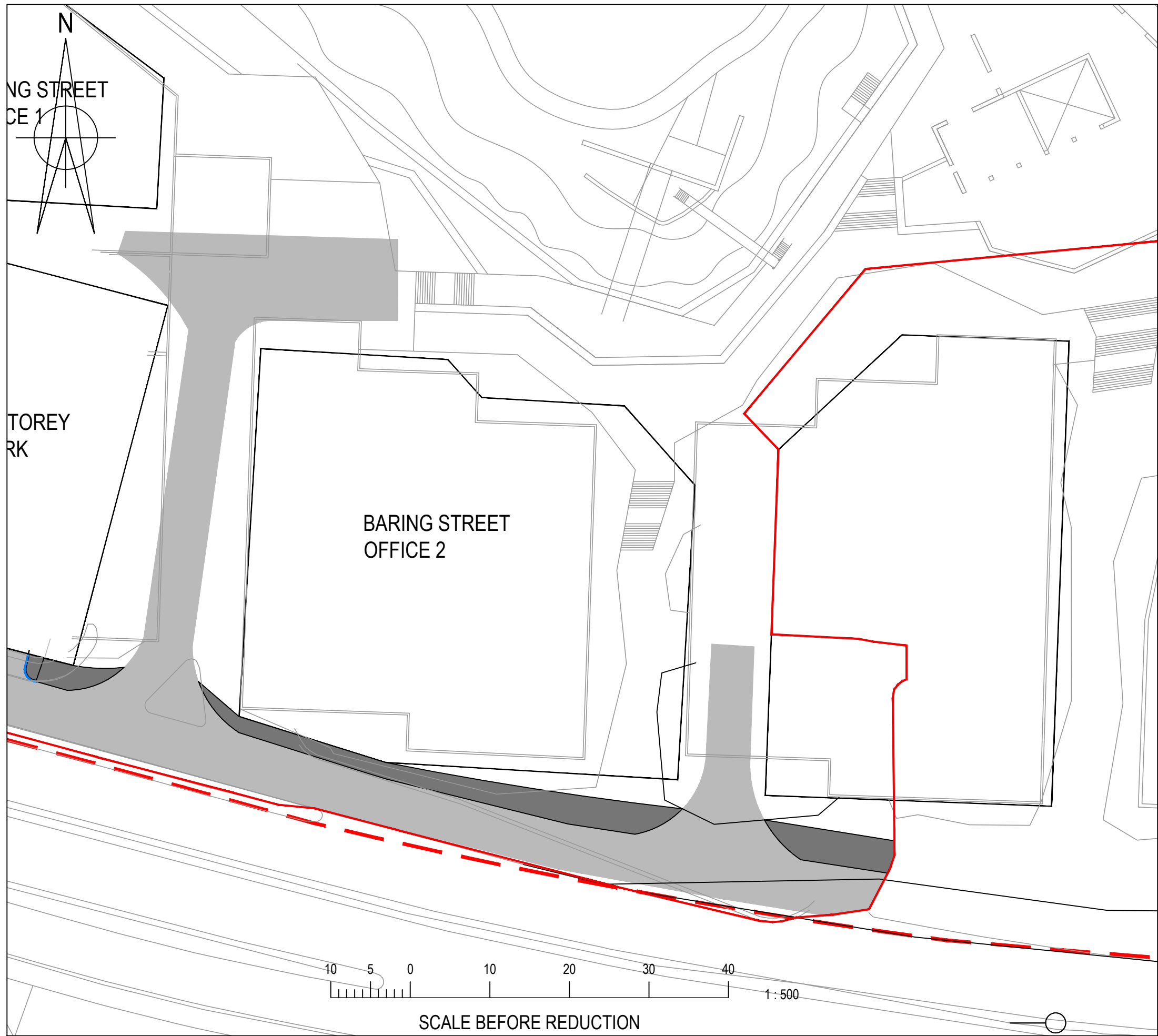
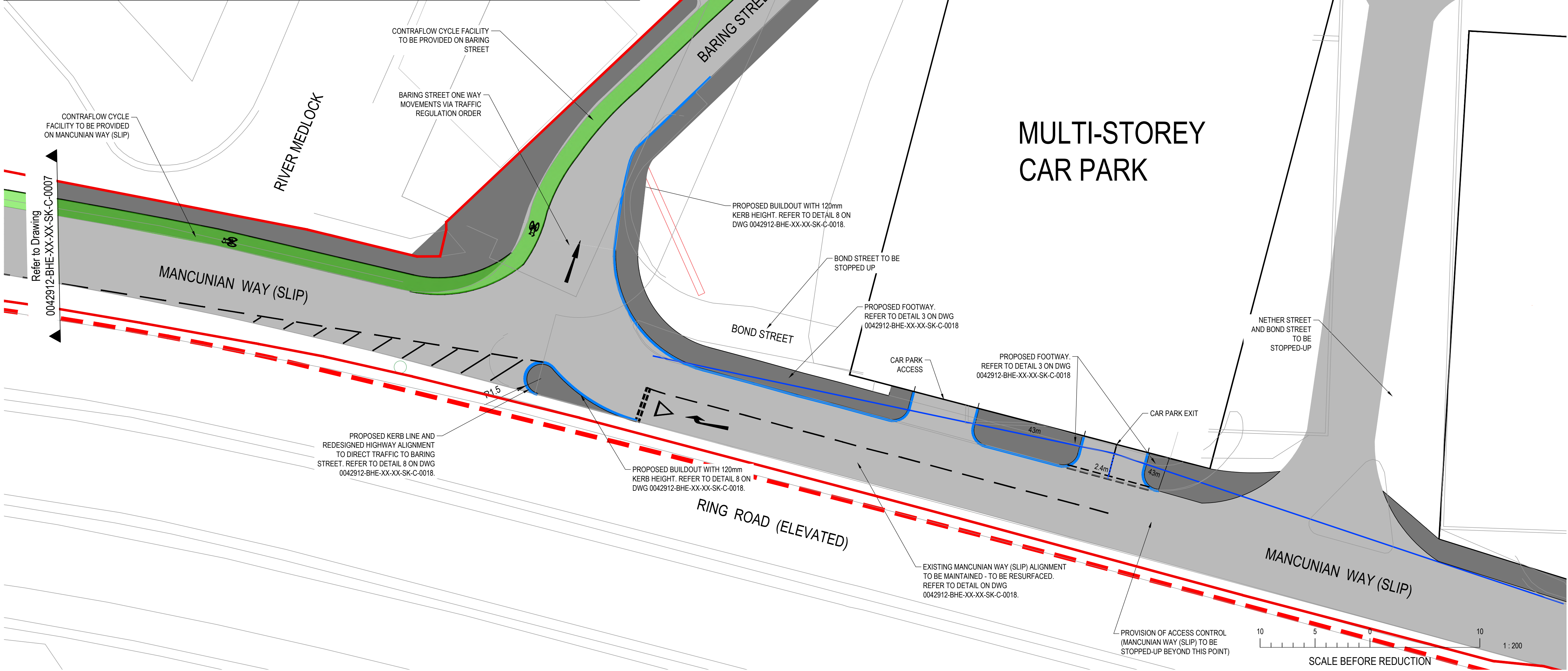
Project
0344 Mayfield Car Park

Drawing Title
Proposed Floor Plan
Proposed - Level 00 (Ground)

Project Number 0344	Status Planning
Scale at A1 As Indicated	Date 26/09/19
Drawn by JT	Checked by SEW
Drawing Number 0344-SEW-ZZ-00-DR-A-001100	Revision P1

NN_Level 00
1 : 100

Appendix G Highways Proposals



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Legend

- CARRIAGEWAY WITHIN PHASE 1 PROPOSALS
- FOOTWAY WITHIN PHASE 1 PROPOSALS
- CYCLEWAY
- NEW KERB
- VISIBILITY SPLAY
- PHASE 1 BOUNDARY
- SRF BOUNDARY

A	INITIAL ISSUE	19.09.19	RB	CH
Rev	Description	Date	Drm	Ch'd

INFORMATION

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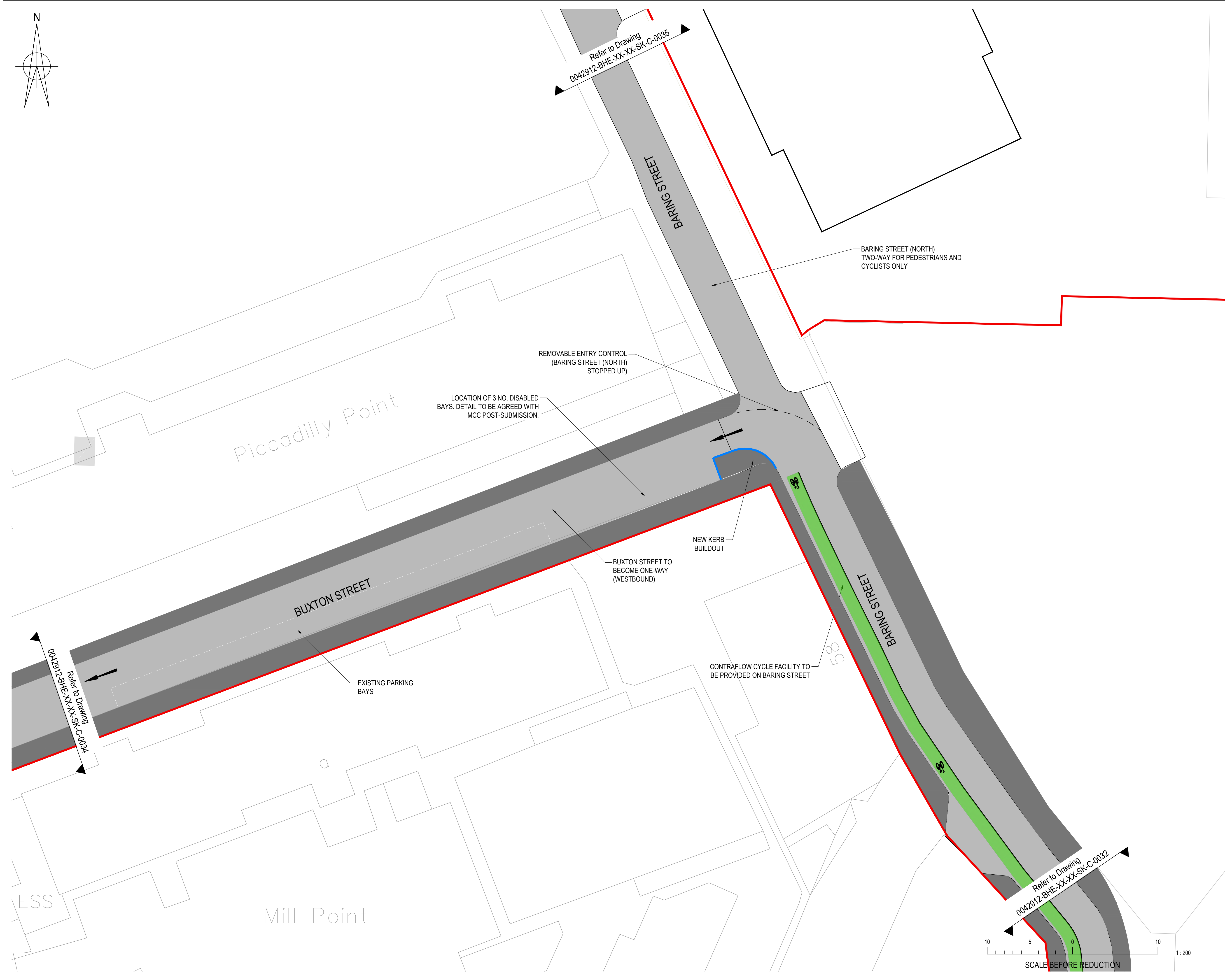
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Architect SEW
Project MAYFIELD DEVELOPMENT PARTNERSHIP
Drg Title PHASE 1 LAYOUT
BARING STREET JUNCTION
SHEET 1 OF 5

Scales@A1 1:200
Drawn by RB
Checked by CH

Job No. 0042912
Date SEPTEMBER 2019
Rev A

Drawing No. 0042912-BHE-XX-XX-SK-C-0032



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CARRIAGEWAY WITHIN PHASE 1 PROPOSALS

FOOTWAY WITHIN PHASE 1 PROPOSALS

CYCLEWAY

NEW KERB

PHASE 1 BOUNDARY

A INITIAL ISSUE19.09.19RBCH

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Architect SEW

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title **PHASE 1 LAYOUT
BARING STREET & BERRY STREET
SHEET 2 OF 5**

Scales@A1 1:200

Drawn by RB

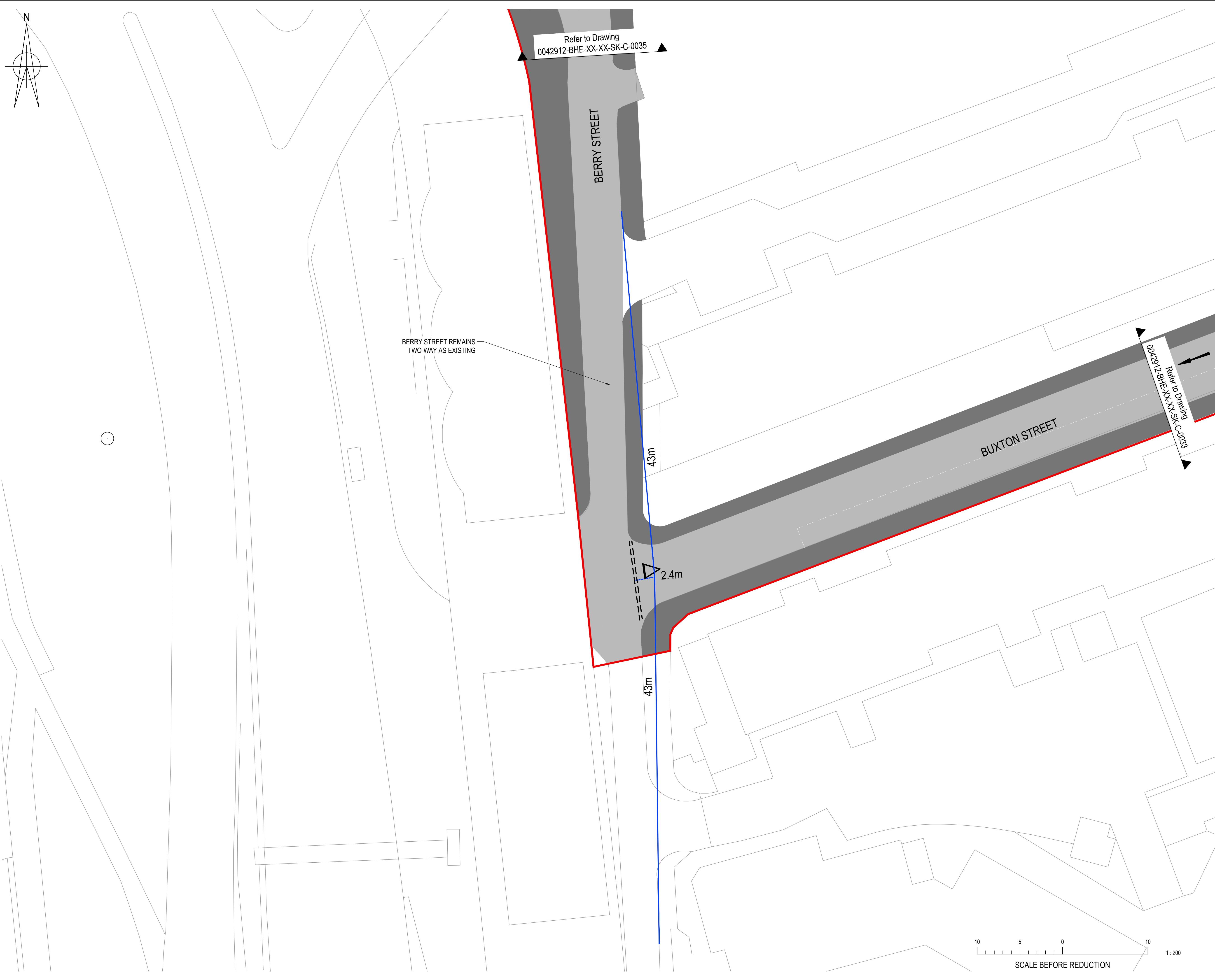
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Job No. **0042912**

Date SEPTEMBER 2019

Rev A

Drawing No. 0042912-BHE-XX-XX-SK-C-0033



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- ALL HIGHWAY WORKS TO BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT SPECIFICATION FOR HIGHWAY WORKS

CARRIAGEWAY WITHIN PHASE 1 PROPOSALS

FOOTWAY WITHIN PHASE 1 PROPOSALS

CYCLEWAY

VISIBILITY SPLAY

PHASE 1 BOUNDARY

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Architect SEW

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title **PHASE 1 LAYOUT
BERRY STREET
SHEET 3 OF 5**

Scales@A1 1:200

Drawn by RB

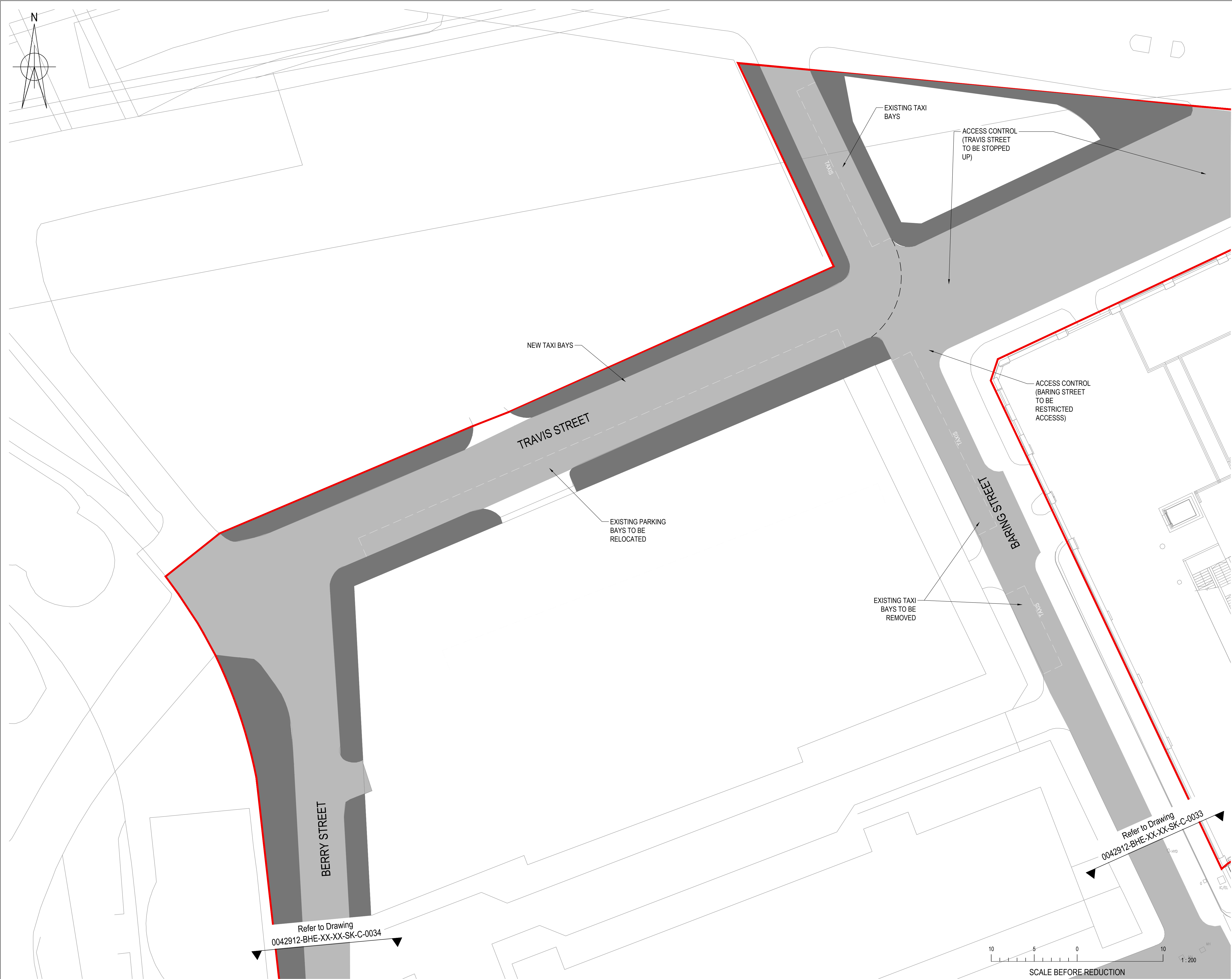
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3. ALL HIGHWAY WORKS TO BE IN ACCORDANCE WITH THE DEPARTMENT OF TRANSPORT SPECIFICATION FOR HIGHWAY WORKS

Legend:

- CARRIAGEWAY WITHIN PHASE 1 PROPOSALS
- FOOTWAY WITHIN PHASE 1 PROPOSALS
- CYCLEWAY
- PHASE 1 BOUNDARY

A	INITIAL ISSUE	19.09.19	RB	CH
Rev	Description	Date	Drm	Ch'd

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Architect **SEW**

Project **MAYFIELD DEVELOPMENT PARTNERSHIP**

Drg Title **PHASE 1 LAYOUT
TRAVIS STREET
SHEET 4 OF 5**

Scales@A1 1:200

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Date **SEPTEMBER 2019**

Rev **A**

Drawing No. **0042912-BHE-XX-XX-SK-C-0035**

Appendix H TRICS Outputs and Car Park Survey Data

Calculation Reference: AUDIT-730101-190610-0620

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 20 to 154 (units:)
 Range Selected by User: 6 to 175 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 05/06/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Thursday	4 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	7

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 8 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

10,001 to 15,000 2 days
15,001 to 20,000 1 days
25,001 to 50,000 5 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000 3 days
75,001 to 100,000 1 days
125,001 to 250,000 1 days
250,001 to 500,000 1 days
500,001 or More 2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0 4 days
1.1 to 1.5 4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes 1 days
No 7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 8 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS		CUMBRIA
	Town Centre Built-Up Zone Total Number of dwellings:	40		
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL	
2	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total Number of dwellings:	37		
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL	
3	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	BLOCK OF FLATS		ESSEX
	Edge of Town Centre Residential Zone Total Number of dwellings:	94		
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL	
4	GM-03-C-02 WHITWORTH STREET W. MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of dwellings:	154		
	Survey date: THURSDAY	13/10/11	Survey Type: MANUAL	
5	GM-03-C-03 FAIRFIELD STREET MANCHESTER	BLOCK OF FLATS		GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of dwellings:	20		
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL	
6	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total Number of dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
7	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS		NORFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:	51		
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL	
8	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total Number of dwellings:	85		
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-03-C-01	selection
BD-03-C-02	selection
BD-03-C-03	selection
EX-03-C-01	selection

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
SA-03-C-01	selection
SR-03-C-01	selection
SR-03-C-02	selection

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.039	8	71	0.088	8	71	0.127
08:00 - 09:00	8	71	0.053	8	71	0.140	8	71	0.193
09:00 - 10:00	8	71	0.070	8	71	0.067	8	71	0.137
10:00 - 11:00	8	71	0.079	8	71	0.095	8	71	0.174
11:00 - 12:00	8	71	0.088	8	71	0.086	8	71	0.174
12:00 - 13:00	8	71	0.109	8	71	0.098	8	71	0.207
13:00 - 14:00	8	71	0.095	8	71	0.107	8	71	0.202
14:00 - 15:00	8	71	0.070	8	71	0.088	8	71	0.158
15:00 - 16:00	8	71	0.081	8	71	0.060	8	71	0.141
16:00 - 17:00	8	71	0.109	8	71	0.061	8	71	0.170
17:00 - 18:00	8	71	0.116	8	71	0.082	8	71	0.198
18:00 - 19:00	8	71	0.098	8	71	0.068	8	71	0.166
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.007			1.040			2.047		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	20 - 154 (units:)
Survey date date range:	01/01/10 - 05/06/18
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.004	8	71	0.004	8	71	0.008
08:00 - 09:00	8	71	0.000	8	71	0.002	8	71	0.002
09:00 - 10:00	8	71	0.002	8	71	0.002	8	71	0.004
10:00 - 11:00	8	71	0.002	8	71	0.002	8	71	0.004
11:00 - 12:00	8	71	0.014	8	71	0.014	8	71	0.028
12:00 - 13:00	8	71	0.011	8	71	0.011	8	71	0.022
13:00 - 14:00	8	71	0.007	8	71	0.007	8	71	0.014
14:00 - 15:00	8	71	0.000	8	71	0.000	8	71	0.000
15:00 - 16:00	8	71	0.004	8	71	0.004	8	71	0.008
16:00 - 17:00	8	71	0.007	8	71	0.005	8	71	0.012
17:00 - 18:00	8	71	0.004	8	71	0.002	8	71	0.006
18:00 - 19:00	8	71	0.009	8	71	0.009	8	71	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.062			0.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.005	8	71	0.005	8	71	0.010
08:00 - 09:00	8	71	0.000	8	71	0.000	8	71	0.000
09:00 - 10:00	8	71	0.002	8	71	0.002	8	71	0.004
10:00 - 11:00	8	71	0.000	8	71	0.000	8	71	0.000
11:00 - 12:00	8	71	0.000	8	71	0.000	8	71	0.000
12:00 - 13:00	8	71	0.002	8	71	0.002	8	71	0.004
13:00 - 14:00	8	71	0.002	8	71	0.002	8	71	0.004
14:00 - 15:00	8	71	0.000	8	71	0.000	8	71	0.000
15:00 - 16:00	8	71	0.000	8	71	0.000	8	71	0.000
16:00 - 17:00	8	71	0.000	8	71	0.000	8	71	0.000
17:00 - 18:00	8	71	0.000	8	71	0.000	8	71	0.000
18:00 - 19:00	8	71	0.000	8	71	0.000	8	71	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.002	8	71	0.007	8	71	0.009
08:00 - 09:00	8	71	0.004	8	71	0.012	8	71	0.016
09:00 - 10:00	8	71	0.005	8	71	0.009	8	71	0.014
10:00 - 11:00	8	71	0.000	8	71	0.012	8	71	0.012
11:00 - 12:00	8	71	0.007	8	71	0.004	8	71	0.011
12:00 - 13:00	8	71	0.002	8	71	0.011	8	71	0.013
13:00 - 14:00	8	71	0.002	8	71	0.000	8	71	0.002
14:00 - 15:00	8	71	0.004	8	71	0.000	8	71	0.004
15:00 - 16:00	8	71	0.007	8	71	0.007	8	71	0.014
16:00 - 17:00	8	71	0.004	8	71	0.002	8	71	0.006
17:00 - 18:00	8	71	0.014	8	71	0.004	8	71	0.018
18:00 - 19:00	8	71	0.005	8	71	0.002	8	71	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.056			0.070			0.126

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.051	8	71	0.112	8	71	0.163
08:00 - 09:00	8	71	0.072	8	71	0.208	8	71	0.280
09:00 - 10:00	8	71	0.089	8	71	0.091	8	71	0.180
10:00 - 11:00	8	71	0.103	8	71	0.128	8	71	0.231
11:00 - 12:00	8	71	0.114	8	71	0.119	8	71	0.233
12:00 - 13:00	8	71	0.140	8	71	0.140	8	71	0.280
13:00 - 14:00	8	71	0.133	8	71	0.126	8	71	0.259
14:00 - 15:00	8	71	0.084	8	71	0.117	8	71	0.201
15:00 - 16:00	8	71	0.130	8	71	0.079	8	71	0.209
16:00 - 17:00	8	71	0.165	8	71	0.079	8	71	0.244
17:00 - 18:00	8	71	0.154	8	71	0.116	8	71	0.270
18:00 - 19:00	8	71	0.142	8	71	0.095	8	71	0.237
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.377			1.410			2.787		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.014	8	71	0.054	8	71	0.068
08:00 - 09:00	8	71	0.025	8	71	0.156	8	71	0.181
09:00 - 10:00	8	71	0.035	8	71	0.119	8	71	0.154
10:00 - 11:00	8	71	0.070	8	71	0.079	8	71	0.149
11:00 - 12:00	8	71	0.077	8	71	0.086	8	71	0.163
12:00 - 13:00	8	71	0.121	8	71	0.119	8	71	0.240
13:00 - 14:00	8	71	0.110	8	71	0.093	8	71	0.203
14:00 - 15:00	8	71	0.100	8	71	0.077	8	71	0.177
15:00 - 16:00	8	71	0.091	8	71	0.096	8	71	0.187
16:00 - 17:00	8	71	0.168	8	71	0.159	8	71	0.327
17:00 - 18:00	8	71	0.214	8	71	0.126	8	71	0.340
18:00 - 19:00	8	71	0.133	8	71	0.040	8	71	0.173
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.158			1.204			2.362		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.002	8	71	0.025	8	71	0.027
08:00 - 09:00	8	71	0.012	8	71	0.061	8	71	0.073
09:00 - 10:00	8	71	0.012	8	71	0.033	8	71	0.045
10:00 - 11:00	8	71	0.012	8	71	0.012	8	71	0.024
11:00 - 12:00	8	71	0.016	8	71	0.011	8	71	0.027
12:00 - 13:00	8	71	0.019	8	71	0.023	8	71	0.042
13:00 - 14:00	8	71	0.011	8	71	0.023	8	71	0.034
14:00 - 15:00	8	71	0.014	8	71	0.009	8	71	0.023
15:00 - 16:00	8	71	0.035	8	71	0.014	8	71	0.049
16:00 - 17:00	8	71	0.047	8	71	0.012	8	71	0.059
17:00 - 18:00	8	71	0.044	8	71	0.009	8	71	0.053
18:00 - 19:00	8	71	0.019	8	71	0.004	8	71	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.243			0.236			0.479

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.000	8	71	0.019	8	71	0.019
08:00 - 09:00	8	71	0.004	8	71	0.053	8	71	0.057
09:00 - 10:00	8	71	0.000	8	71	0.014	8	71	0.014
10:00 - 11:00	8	71	0.005	8	71	0.011	8	71	0.016
11:00 - 12:00	8	71	0.002	8	71	0.011	8	71	0.013
12:00 - 13:00	8	71	0.009	8	71	0.014	8	71	0.023
13:00 - 14:00	8	71	0.002	8	71	0.009	8	71	0.011
14:00 - 15:00	8	71	0.007	8	71	0.002	8	71	0.009
15:00 - 16:00	8	71	0.009	8	71	0.002	8	71	0.011
16:00 - 17:00	8	71	0.019	8	71	0.011	8	71	0.030
17:00 - 18:00	8	71	0.070	8	71	0.004	8	71	0.074
18:00 - 19:00	8	71	0.016	8	71	0.002	8	71	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.143			0.152			0.295

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.002	8	71	0.044	8	71	0.046
08:00 - 09:00	8	71	0.016	8	71	0.114	8	71	0.130
09:00 - 10:00	8	71	0.012	8	71	0.047	8	71	0.059
10:00 - 11:00	8	71	0.018	8	71	0.023	8	71	0.041
11:00 - 12:00	8	71	0.018	8	71	0.021	8	71	0.039
12:00 - 13:00	8	71	0.028	8	71	0.037	8	71	0.065
13:00 - 14:00	8	71	0.012	8	71	0.032	8	71	0.044
14:00 - 15:00	8	71	0.019	8	71	0.011	8	71	0.030
15:00 - 16:00	8	71	0.044	8	71	0.016	8	71	0.060
16:00 - 17:00	8	71	0.067	8	71	0.023	8	71	0.090
17:00 - 18:00	8	71	0.114	8	71	0.012	8	71	0.126
18:00 - 19:00	8	71	0.035	8	71	0.005	8	71	0.040
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.385			0.385			0.770

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.068	8	71	0.217	8	71	0.285
08:00 - 09:00	8	71	0.116	8	71	0.490	8	71	0.606
09:00 - 10:00	8	71	0.142	8	71	0.266	8	71	0.408
10:00 - 11:00	8	71	0.191	8	71	0.242	8	71	0.433
11:00 - 12:00	8	71	0.215	8	71	0.229	8	71	0.444
12:00 - 13:00	8	71	0.291	8	71	0.306	8	71	0.597
13:00 - 14:00	8	71	0.257	8	71	0.250	8	71	0.507
14:00 - 15:00	8	71	0.207	8	71	0.205	8	71	0.412
15:00 - 16:00	8	71	0.271	8	71	0.198	8	71	0.469
16:00 - 17:00	8	71	0.403	8	71	0.263	8	71	0.666
17:00 - 18:00	8	71	0.496	8	71	0.257	8	71	0.753
18:00 - 19:00	8	71	0.315	8	71	0.142	8	71	0.457
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.972			3.065			6.037		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	71	0.009	8	71	0.007	8	71	0.016
08:00 - 09:00	8	71	0.004	8	71	0.004	8	71	0.008
09:00 - 10:00	8	71	0.002	8	71	0.002	8	71	0.004
10:00 - 11:00	8	71	0.000	8	71	0.002	8	71	0.002
11:00 - 12:00	8	71	0.005	8	71	0.005	8	71	0.010
12:00 - 13:00	8	71	0.004	8	71	0.005	8	71	0.009
13:00 - 14:00	8	71	0.002	8	71	0.002	8	71	0.004
14:00 - 15:00	8	71	0.002	8	71	0.002	8	71	0.004
15:00 - 16:00	8	71	0.002	8	71	0.000	8	71	0.002
16:00 - 17:00	8	71	0.002	8	71	0.004	8	71	0.006
17:00 - 18:00	8	71	0.000	8	71	0.000	8	71	0.000
18:00 - 19:00	8	71	0.002	8	71	0.002	8	71	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.035			0.069

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-730101-190620-0631

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
 MULTI-MODAL VEHICLES

Selected regions and areas:

08 NORTH WEST
 GM GREATER MANCHESTER 3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 2500 to 4200 (units: sqm)
 Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 04/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 2 days
 Wednesday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 2
 Edge of Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone 3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days
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This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-02-A-07	LAW OFFICES	GREATER MANCHESTER
	MOSELEY STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	4200 sqm	
	Survey date: WEDNESDAY	19/10/11	Survey Type: MANUAL
2	GM-02-A-08	REGUS	GREATER MANCHESTER
	FOUNTAIN STREET		
	MANCHESTER		
	Town Centre		
	Built-Up Zone		
	Total Gross floor area:	3960 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	GM-02-A-09	LEASED OFFICES	GREATER MANCHESTER
	NEW MOUNT STREET		
	MANCHESTER		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BD-02-A-03	selection
BR-02-A-02	selection
CA-02-A-05	selection
CB-02-A-02	selection
CS-02-A-02	selection
DC-02-A-09	selection
DU-02-A-01	selection
EB-02-A-06	selection
ES-02-A-12	selection
ES-02-A-13	selection
EX-02-A-03	selection
HF-02-A-03	selection
HF-02-A-04	selection
KC-02-A-09	selection
KC-02-A-10	selection
KC-02-A-11	selection
MT-02-A-02	selection
NF-02-A-01	selection
NF-02-A-02	selection
NF-02-A-03	selection
NY-02-A-01	selection
PS-02-A-01	selection
RO-02-A-02	selection
SF-02-A-02	selection
SO-02-A-01	selection
SO-02-A-02	selection
SW-02-A-01	selection
SW-02-A-02	selection
TV-02-A-04	selection
TW-02-A-07	selection
WK-02-A-01	selection

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.038	3	3553	0.009	3	3553	0.047
07:30 - 08:00	3	3553	0.131	3	3553	0.009	3	3553	0.140
08:00 - 08:30	3	3553	0.159	3	3553	0.038	3	3553	0.197
08:30 - 09:00	3	3553	0.300	3	3553	0.056	3	3553	0.356
09:00 - 09:30	3	3553	0.319	3	3553	0.066	3	3553	0.385
09:30 - 10:00	3	3553	0.225	3	3553	0.056	3	3553	0.281
10:00 - 10:30	3	3553	0.056	3	3553	0.009	3	3553	0.065
10:30 - 11:00	3	3553	0.169	3	3553	0.084	3	3553	0.253
11:00 - 11:30	3	3553	0.038	3	3553	0.028	3	3553	0.066
11:30 - 12:00	3	3553	0.019	3	3553	0.009	3	3553	0.028
12:00 - 12:30	3	3553	0.047	3	3553	0.019	3	3553	0.066
12:30 - 13:00	3	3553	0.056	3	3553	0.009	3	3553	0.065
13:00 - 13:30	3	3553	0.066	3	3553	0.009	3	3553	0.075
13:30 - 14:00	3	3553	0.141	3	3553	0.131	3	3553	0.272
14:00 - 14:30	3	3553	0.131	3	3553	0.103	3	3553	0.234
14:30 - 15:00	3	3553	0.056	3	3553	0.113	3	3553	0.169
15:00 - 15:30	3	3553	0.075	3	3553	0.066	3	3553	0.141
15:30 - 16:00	3	3553	0.066	3	3553	0.094	3	3553	0.160
16:00 - 16:30	3	3553	0.094	3	3553	0.216	3	3553	0.310
16:30 - 17:00	3	3553	0.075	3	3553	0.216	3	3553	0.291
17:00 - 17:30	3	3553	0.047	3	3553	0.263	3	3553	0.310
17:30 - 18:00	3	3553	0.028	3	3553	0.188	3	3553	0.216
18:00 - 18:30	3	3553	0.009	3	3553	0.300	3	3553	0.309
18:30 - 19:00	3	3553	0.009	3	3553	0.131	3	3553	0.140
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.354			2.222			4.576

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	2500 - 4200 (units: sqm)
Survey date date range:	01/01/10 - 04/10/18
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	31

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
07:30 - 08:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
08:00 - 08:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
08:30 - 09:00	3	3553	0.009	3	3553	0.009	3	3553	0.018
09:00 - 09:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
09:30 - 10:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
10:00 - 10:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
10:30 - 11:00	3	3553	0.019	3	3553	0.019	3	3553	0.038
11:00 - 11:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
11:30 - 12:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
12:00 - 12:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
12:30 - 13:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
13:00 - 13:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
13:30 - 14:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
14:00 - 14:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
14:30 - 15:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
15:00 - 15:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
15:30 - 16:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
16:00 - 16:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
16:30 - 17:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
17:00 - 17:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
17:30 - 18:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
18:00 - 18:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
18:30 - 19:00	3	3553	0.009	3	3553	0.009	3	3553	0.018
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.037			0.037			0.074

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
07:30 - 08:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
08:00 - 08:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
08:30 - 09:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
09:00 - 09:30	3	3553	0.009	3	3553	0.009	3	3553	0.018
09:30 - 10:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
10:00 - 10:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
10:30 - 11:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
11:00 - 11:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
11:30 - 12:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
12:00 - 12:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
12:30 - 13:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
13:00 - 13:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
13:30 - 14:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
14:00 - 14:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
14:30 - 15:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
15:00 - 15:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
15:30 - 16:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
16:00 - 16:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
16:30 - 17:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
17:00 - 17:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
17:30 - 18:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
18:00 - 18:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
18:30 - 19:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.009			0.009			0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
07:30 - 08:00	3	3553	0.009	3	3553	0.000	3	3553	0.009
08:00 - 08:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
08:30 - 09:00	3	3553	0.028	3	3553	0.000	3	3553	0.028
09:00 - 09:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
09:30 - 10:00	3	3553	0.009	3	3553	0.000	3	3553	0.009
10:00 - 10:30	3	3553	0.019	3	3553	0.009	3	3553	0.028
10:30 - 11:00	3	3553	0.028	3	3553	0.028	3	3553	0.056
11:00 - 11:30	3	3553	0.019	3	3553	0.019	3	3553	0.038
11:30 - 12:00	3	3553	0.009	3	3553	0.009	3	3553	0.018
12:00 - 12:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
12:30 - 13:00	3	3553	0.009	3	3553	0.000	3	3553	0.009
13:00 - 13:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
13:30 - 14:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
14:00 - 14:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
14:30 - 15:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
15:00 - 15:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
15:30 - 16:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
16:00 - 16:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
16:30 - 17:00	3	3553	0.009	3	3553	0.009	3	3553	0.018
17:00 - 17:30	3	3553	0.000	3	3553	0.028	3	3553	0.028
17:30 - 18:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
18:00 - 18:30	3	3553	0.000	3	3553	0.056	3	3553	0.056
18:30 - 19:00	3	3553	0.000	3	3553	0.000	3	3553	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.139			0.158			0.297

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.056	3	3553	0.009	3	3553	0.065
07:30 - 08:00	3	3553	0.150	3	3553	0.009	3	3553	0.159
08:00 - 08:30	3	3553	0.178	3	3553	0.038	3	3553	0.216
08:30 - 09:00	3	3553	0.356	3	3553	0.047	3	3553	0.403
09:00 - 09:30	3	3553	0.516	3	3553	0.084	3	3553	0.600
09:30 - 10:00	3	3553	0.366	3	3553	0.066	3	3553	0.432
10:00 - 10:30	3	3553	0.066	3	3553	0.009	3	3553	0.075
10:30 - 11:00	3	3553	0.197	3	3553	0.084	3	3553	0.281
11:00 - 11:30	3	3553	0.056	3	3553	0.028	3	3553	0.084
11:30 - 12:00	3	3553	0.028	3	3553	0.009	3	3553	0.037
12:00 - 12:30	3	3553	0.047	3	3553	0.019	3	3553	0.066
12:30 - 13:00	3	3553	0.066	3	3553	0.009	3	3553	0.075
13:00 - 13:30	3	3553	0.094	3	3553	0.009	3	3553	0.103
13:30 - 14:00	3	3553	0.235	3	3553	0.169	3	3553	0.404
14:00 - 14:30	3	3553	0.178	3	3553	0.131	3	3553	0.309
14:30 - 15:00	3	3553	0.075	3	3553	0.188	3	3553	0.263
15:00 - 15:30	3	3553	0.094	3	3553	0.122	3	3553	0.216
15:30 - 16:00	3	3553	0.094	3	3553	0.197	3	3553	0.291
16:00 - 16:30	3	3553	0.113	3	3553	0.319	3	3553	0.432
16:30 - 17:00	3	3553	0.122	3	3553	0.328	3	3553	0.450
17:00 - 17:30	3	3553	0.047	3	3553	0.356	3	3553	0.403
17:30 - 18:00	3	3553	0.028	3	3553	0.235	3	3553	0.263
18:00 - 18:30	3	3553	0.009	3	3553	0.450	3	3553	0.459
18:30 - 19:00	3	3553	0.000	3	3553	0.178	3	3553	0.178
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.171			3.093			6.264

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.000	3	3553	0.000	3	3553	0.000
07:30 - 08:00	3	3553	0.019	3	3553	0.000	3	3553	0.019
08:00 - 08:30	3	3553	0.159	3	3553	0.038	3	3553	0.197
08:30 - 09:00	3	3553	0.244	3	3553	0.047	3	3553	0.291
09:00 - 09:30	3	3553	0.169	3	3553	0.131	3	3553	0.300
09:30 - 10:00	3	3553	0.159	3	3553	0.103	3	3553	0.262
10:00 - 10:30	3	3553	0.347	3	3553	0.291	3	3553	0.638
10:30 - 11:00	3	3553	0.319	3	3553	0.216	3	3553	0.535
11:00 - 11:30	3	3553	0.216	3	3553	0.347	3	3553	0.563
11:30 - 12:00	3	3553	0.150	3	3553	0.188	3	3553	0.338
12:00 - 12:30	3	3553	0.469	3	3553	0.807	3	3553	1.276
12:30 - 13:00	3	3553	0.169	3	3553	0.807	3	3553	0.976
13:00 - 13:30	3	3553	0.553	3	3553	0.910	3	3553	1.463
13:30 - 14:00	3	3553	0.994	3	3553	0.310	3	3553	1.304
14:00 - 14:30	3	3553	0.422	3	3553	0.131	3	3553	0.553
14:30 - 15:00	3	3553	0.441	3	3553	0.197	3	3553	0.638
15:00 - 15:30	3	3553	0.141	3	3553	0.159	3	3553	0.300
15:30 - 16:00	3	3553	0.253	3	3553	0.084	3	3553	0.337
16:00 - 16:30	3	3553	0.141	3	3553	0.075	3	3553	0.216
16:30 - 17:00	3	3553	0.019	3	3553	0.028	3	3553	0.047
17:00 - 17:30	3	3553	0.028	3	3553	0.206	3	3553	0.234
17:30 - 18:00	3	3553	0.009	3	3553	0.141	3	3553	0.150
18:00 - 18:30	3	3553	0.000	3	3553	0.206	3	3553	0.206
18:30 - 19:00	3	3553	0.000	3	3553	0.028	3	3553	0.028
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			5.421			5.450			10.871

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.028	3	3553	0.000	3	3553	0.028
07:30 - 08:00	3	3553	0.103	3	3553	0.000	3	3553	0.103
08:00 - 08:30	3	3553	0.206	3	3553	0.000	3	3553	0.206
08:30 - 09:00	3	3553	0.460	3	3553	0.000	3	3553	0.460
09:00 - 09:30	3	3553	0.328	3	3553	0.000	3	3553	0.328
09:30 - 10:00	3	3553	0.253	3	3553	0.000	3	3553	0.253
10:00 - 10:30	3	3553	0.103	3	3553	0.000	3	3553	0.103
10:30 - 11:00	3	3553	0.056	3	3553	0.028	3	3553	0.084
11:00 - 11:30	3	3553	0.000	3	3553	0.019	3	3553	0.019
11:30 - 12:00	3	3553	0.019	3	3553	0.000	3	3553	0.019
12:00 - 12:30	3	3553	0.009	3	3553	0.103	3	3553	0.112
12:30 - 13:00	3	3553	0.066	3	3553	0.159	3	3553	0.225
13:00 - 13:30	3	3553	0.028	3	3553	0.188	3	3553	0.216
13:30 - 14:00	3	3553	0.122	3	3553	0.028	3	3553	0.150
14:00 - 14:30	3	3553	0.009	3	3553	0.075	3	3553	0.084
14:30 - 15:00	3	3553	0.056	3	3553	0.028	3	3553	0.084
15:00 - 15:30	3	3553	0.000	3	3553	0.066	3	3553	0.066
15:30 - 16:00	3	3553	0.084	3	3553	0.056	3	3553	0.140
16:00 - 16:30	3	3553	0.075	3	3553	0.122	3	3553	0.197
16:30 - 17:00	3	3553	0.047	3	3553	0.122	3	3553	0.169
17:00 - 17:30	3	3553	0.000	3	3553	0.441	3	3553	0.441
17:30 - 18:00	3	3553	0.000	3	3553	0.291	3	3553	0.291
18:00 - 18:30	3	3553	0.000	3	3553	0.225	3	3553	0.225
18:30 - 19:00	3	3553	0.000	3	3553	0.084	3	3553	0.084
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			2.052			2.035			4.087

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.019	3	3553	0.000	3	3553	0.019
07:30 - 08:00	3	3553	0.084	3	3553	0.000	3	3553	0.084
08:00 - 08:30	3	3553	0.291	3	3553	0.000	3	3553	0.291
08:30 - 09:00	3	3553	0.535	3	3553	0.000	3	3553	0.535
09:00 - 09:30	3	3553	0.366	3	3553	0.019	3	3553	0.385
09:30 - 10:00	3	3553	0.094	3	3553	0.019	3	3553	0.113
10:00 - 10:30	3	3553	0.038	3	3553	0.019	3	3553	0.057
10:30 - 11:00	3	3553	0.028	3	3553	0.047	3	3553	0.075
11:00 - 11:30	3	3553	0.019	3	3553	0.000	3	3553	0.019
11:30 - 12:00	3	3553	0.019	3	3553	0.000	3	3553	0.019
12:00 - 12:30	3	3553	0.019	3	3553	0.000	3	3553	0.019
12:30 - 13:00	3	3553	0.047	3	3553	0.047	3	3553	0.094
13:00 - 13:30	3	3553	0.038	3	3553	0.066	3	3553	0.104
13:30 - 14:00	3	3553	0.038	3	3553	0.084	3	3553	0.122
14:00 - 14:30	3	3553	0.038	3	3553	0.000	3	3553	0.038
14:30 - 15:00	3	3553	0.066	3	3553	0.084	3	3553	0.150
15:00 - 15:30	3	3553	0.000	3	3553	0.047	3	3553	0.047
15:30 - 16:00	3	3553	0.066	3	3553	0.075	3	3553	0.141
16:00 - 16:30	3	3553	0.047	3	3553	0.056	3	3553	0.103
16:30 - 17:00	3	3553	0.009	3	3553	0.244	3	3553	0.253
17:00 - 17:30	3	3553	0.056	3	3553	0.478	3	3553	0.534
17:30 - 18:00	3	3553	0.000	3	3553	0.272	3	3553	0.272
18:00 - 18:30	3	3553	0.038	3	3553	0.244	3	3553	0.282
18:30 - 19:00	3	3553	0.000	3	3553	0.113	3	3553	0.113
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.955			1.914			3.869

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.047	3	3553	0.000	3	3553	0.047
07:30 - 08:00	3	3553	0.188	3	3553	0.000	3	3553	0.188
08:00 - 08:30	3	3553	0.497	3	3553	0.000	3	3553	0.497
08:30 - 09:00	3	3553	0.994	3	3553	0.000	3	3553	0.994
09:00 - 09:30	3	3553	0.694	3	3553	0.019	3	3553	0.713
09:30 - 10:00	3	3553	0.347	3	3553	0.019	3	3553	0.366
10:00 - 10:30	3	3553	0.141	3	3553	0.019	3	3553	0.160
10:30 - 11:00	3	3553	0.084	3	3553	0.075	3	3553	0.159
11:00 - 11:30	3	3553	0.019	3	3553	0.019	3	3553	0.038
11:30 - 12:00	3	3553	0.038	3	3553	0.000	3	3553	0.038
12:00 - 12:30	3	3553	0.028	3	3553	0.103	3	3553	0.131
12:30 - 13:00	3	3553	0.113	3	3553	0.206	3	3553	0.319
13:00 - 13:30	3	3553	0.066	3	3553	0.253	3	3553	0.319
13:30 - 14:00	3	3553	0.159	3	3553	0.113	3	3553	0.272
14:00 - 14:30	3	3553	0.047	3	3553	0.075	3	3553	0.122
14:30 - 15:00	3	3553	0.122	3	3553	0.113	3	3553	0.235
15:00 - 15:30	3	3553	0.000	3	3553	0.113	3	3553	0.113
15:30 - 16:00	3	3553	0.150	3	3553	0.131	3	3553	0.281
16:00 - 16:30	3	3553	0.122	3	3553	0.178	3	3553	0.300
16:30 - 17:00	3	3553	0.056	3	3553	0.366	3	3553	0.422
17:00 - 17:30	3	3553	0.056	3	3553	0.919	3	3553	0.975
17:30 - 18:00	3	3553	0.000	3	3553	0.563	3	3553	0.563
18:00 - 18:30	3	3553	0.038	3	3553	0.469	3	3553	0.507
18:30 - 19:00	3	3553	0.000	3	3553	0.197	3	3553	0.197
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			4.006			3.950			7.956

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	3	3553	0.103	3	3553	0.009	3	3553	0.112
07:30 - 08:00	3	3553	0.366	3	3553	0.009	3	3553	0.375
08:00 - 08:30	3	3553	0.835	3	3553	0.075	3	3553	0.910
08:30 - 09:00	3	3553	1.623	3	3553	0.094	3	3553	1.717
09:00 - 09:30	3	3553	1.379	3	3553	0.235	3	3553	1.614
09:30 - 10:00	3	3553	0.882	3	3553	0.188	3	3553	1.070
10:00 - 10:30	3	3553	0.572	3	3553	0.328	3	3553	0.900
10:30 - 11:00	3	3553	0.629	3	3553	0.403	3	3553	1.032
11:00 - 11:30	3	3553	0.310	3	3553	0.413	3	3553	0.723
11:30 - 12:00	3	3553	0.225	3	3553	0.206	3	3553	0.431
12:00 - 12:30	3	3553	0.544	3	3553	0.929	3	3553	1.473
12:30 - 13:00	3	3553	0.356	3	3553	1.023	3	3553	1.379
13:00 - 13:30	3	3553	0.713	3	3553	1.173	3	3553	1.886
13:30 - 14:00	3	3553	1.388	3	3553	0.591	3	3553	1.979
14:00 - 14:30	3	3553	0.647	3	3553	0.338	3	3553	0.985
14:30 - 15:00	3	3553	0.638	3	3553	0.497	3	3553	1.135
15:00 - 15:30	3	3553	0.235	3	3553	0.394	3	3553	0.629
15:30 - 16:00	3	3553	0.497	3	3553	0.413	3	3553	0.910
16:00 - 16:30	3	3553	0.375	3	3553	0.572	3	3553	0.947
16:30 - 17:00	3	3553	0.206	3	3553	0.732	3	3553	0.938
17:00 - 17:30	3	3553	0.131	3	3553	1.510	3	3553	1.641
17:30 - 18:00	3	3553	0.038	3	3553	0.938	3	3553	0.976
18:00 - 18:30	3	3553	0.047	3	3553	1.182	3	3553	1.229
18:30 - 19:00	3	3553	0.000	3	3553	0.403	3	3553	0.403
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			12.739			12.655			25.394

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-730101-190610-0607

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	2 days
	GC GLASGOW CITY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 219 to 1500 (units: sqm)
Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 07/04/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	5
Edge of Town Centre	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	6 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	6 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-O-02 FITZROY STREET CAMBRIDGE	LITTLE WAITROSE	CAMBRIDGESHIRE
	Town Centre Built-Up Zone		
	Total Gross floor area:	1056 sqm	
	Survey date: FRIDAY	12/07/13	Survey Type: MANUAL
2	EB-01-O-01 EARL GREY STREET EDINBURGH	SAINSBURY'S LOCAL	CITY OF EDINBURGH
	Town Centre Built-Up Zone		
	Total Gross floor area:	350 sqm	
	Survey date: THURSDAY	28/05/15	Survey Type: MANUAL
3	EB-01-O-02 ST ANDREW SQUARE EDINBURGH	SAINSBURY'S LOCAL	CITY OF EDINBURGH
	Town Centre Built-Up Zone		
	Total Gross floor area:	1500 sqm	
	Survey date: THURSDAY	17/03/16	Survey Type: MANUAL
4	GC-01-O-01 BUCHANAN STREET GLASGOW	SAINSBURY'S CENTRAL	GLASGOW CITY
	Town Centre Built-Up Zone		
	Total Gross floor area:	1450 sqm	
	Survey date: WEDNESDAY	25/06/14	Survey Type: MANUAL
5	NY-01-O-02 COLD BATH ROAD HARROGATE	SAINSBURY'S LOCAL	NORTH YORKSHIRE
	Edge of Town Centre Residential Zone		
	Total Gross floor area:	220 sqm	
	Survey date: MONDAY	10/12/12	Survey Type: MANUAL
6	SY-01-O-01 DIVISION STREET SHEFFIELD	SAINSBURY'S LOCAL	SOUTH YORKSHIRE
	Town Centre Built-Up Zone		
	Total Gross floor area:	219 sqm	
	Survey date: WEDNESDAY	12/12/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	1.377	6	787	1.059	6	787	2.436
08:00 - 09:00	6	787	1.928	6	787	1.292	6	787	3.220
09:00 - 10:00	6	787	1.462	6	787	1.462	6	787	2.924
10:00 - 11:00	6	787	1.335	6	787	1.229	6	787	2.564
11:00 - 12:00	6	787	1.992	6	787	1.674	6	787	3.666
12:00 - 13:00	6	787	1.843	6	787	1.631	6	787	3.474
13:00 - 14:00	6	787	1.758	6	787	1.292	6	787	3.050
14:00 - 15:00	6	787	2.246	6	787	2.500	6	787	4.746
15:00 - 16:00	6	787	2.479	6	787	2.246	6	787	4.725
16:00 - 17:00	6	787	1.928	6	787	1.949	6	787	3.877
17:00 - 18:00	6	787	2.458	6	787	2.966	6	787	5.424
18:00 - 19:00	6	787	1.843	6	787	2.987	6	787	4.830
19:00 - 20:00	6	787	1.758	6	787	1.377	6	787	3.135
20:00 - 21:00	6	787	0.763	6	787	0.996	6	787	1.759
21:00 - 22:00	6	787	0.466	6	787	0.720	6	787	1.186
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	25.636			25.380			51.016		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	219 - 1500 (units: sqm)
Survey date date range:	01/01/10 - 07/04/17
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TAXIS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	0.148	6	787	0.148	6	787	0.296
08:00 - 09:00	6	787	0.064	6	787	0.064	6	787	0.128
09:00 - 10:00	6	787	0.042	6	787	0.042	6	787	0.084
10:00 - 11:00	6	787	0.000	6	787	0.000	6	787	0.000
11:00 - 12:00	6	787	0.212	6	787	0.212	6	787	0.424
12:00 - 13:00	6	787	0.000	6	787	0.000	6	787	0.000
13:00 - 14:00	6	787	0.085	6	787	0.085	6	787	0.170
14:00 - 15:00	6	787	0.169	6	787	0.169	6	787	0.338
15:00 - 16:00	6	787	0.021	6	787	0.021	6	787	0.042
16:00 - 17:00	6	787	0.212	6	787	0.212	6	787	0.424
17:00 - 18:00	6	787	0.254	6	787	0.254	6	787	0.508
18:00 - 19:00	6	787	0.169	6	787	0.148	6	787	0.317
19:00 - 20:00	6	787	0.085	6	787	0.106	6	787	0.191
20:00 - 21:00	6	787	0.148	6	787	0.148	6	787	0.296
21:00 - 22:00	6	787	0.106	6	787	0.106	6	787	0.212
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.715			1.715			3.430		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL OGVS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	0.106	6	787	0.106	6	787	0.212
08:00 - 09:00	6	787	0.000	6	787	0.000	6	787	0.000
09:00 - 10:00	6	787	0.021	6	787	0.021	6	787	0.042
10:00 - 11:00	6	787	0.000	6	787	0.000	6	787	0.000
11:00 - 12:00	6	787	0.042	6	787	0.042	6	787	0.084
12:00 - 13:00	6	787	0.000	6	787	0.000	6	787	0.000
13:00 - 14:00	6	787	0.000	6	787	0.000	6	787	0.000
14:00 - 15:00	6	787	0.000	6	787	0.000	6	787	0.000
15:00 - 16:00	6	787	0.021	6	787	0.021	6	787	0.042
16:00 - 17:00	6	787	0.000	6	787	0.000	6	787	0.000
17:00 - 18:00	6	787	0.000	6	787	0.000	6	787	0.000
18:00 - 19:00	6	787	0.000	6	787	0.000	6	787	0.000
19:00 - 20:00	6	787	0.000	6	787	0.000	6	787	0.000
20:00 - 21:00	6	787	0.000	6	787	0.000	6	787	0.000
21:00 - 22:00	6	787	0.021	6	787	0.000	6	787	0.021
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.211			0.190			0.401

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL CYCLISTS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	0.127	6	787	0.106	6	787	0.233
08:00 - 09:00	6	787	0.275	6	787	0.381	6	787	0.656
09:00 - 10:00	6	787	0.085	6	787	0.085	6	787	0.170
10:00 - 11:00	6	787	0.169	6	787	0.127	6	787	0.296
11:00 - 12:00	6	787	0.127	6	787	0.191	6	787	0.318
12:00 - 13:00	6	787	0.297	6	787	0.191	6	787	0.488
13:00 - 14:00	6	787	0.254	6	787	0.233	6	787	0.487
14:00 - 15:00	6	787	0.106	6	787	0.169	6	787	0.275
15:00 - 16:00	6	787	0.191	6	787	0.212	6	787	0.403
16:00 - 17:00	6	787	0.297	6	787	0.212	6	787	0.509
17:00 - 18:00	6	787	0.254	6	787	0.381	6	787	0.635
18:00 - 19:00	6	787	0.169	6	787	0.212	6	787	0.381
19:00 - 20:00	6	787	0.085	6	787	0.169	6	787	0.254
20:00 - 21:00	6	787	0.169	6	787	0.127	6	787	0.296
21:00 - 22:00	6	787	0.042	6	787	0.148	6	787	0.190
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	2.647			2.944			5.591		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	1.398	6	787	0.975	6	787	2.373
08:00 - 09:00	6	787	2.585	6	787	1.441	6	787	4.026
09:00 - 10:00	6	787	1.631	6	787	1.610	6	787	3.241
10:00 - 11:00	6	787	1.631	6	787	1.419	6	787	3.050
11:00 - 12:00	6	787	2.479	6	787	2.246	6	787	4.725
12:00 - 13:00	6	787	2.203	6	787	1.949	6	787	4.152
13:00 - 14:00	6	787	2.097	6	787	1.419	6	787	3.516
14:00 - 15:00	6	787	2.373	6	787	2.945	6	787	5.318
15:00 - 16:00	6	787	3.178	6	787	2.797	6	787	5.975
16:00 - 17:00	6	787	2.564	6	787	2.500	6	787	5.064
17:00 - 18:00	6	787	2.775	6	787	3.581	6	787	6.356
18:00 - 19:00	6	787	2.415	6	787	3.835	6	787	6.250
19:00 - 20:00	6	787	2.331	6	787	1.801	6	787	4.132
20:00 - 21:00	6	787	0.975	6	787	1.186	6	787	2.161
21:00 - 22:00	6	787	0.636	6	787	0.890	6	787	1.526
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			31.271			30.594			61.865

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	3.475	6	787	5.530	6	787	9.005
08:00 - 09:00	6	787	7.034	6	787	13.114	6	787	20.148
09:00 - 10:00	6	787	7.627	6	787	8.708	6	787	16.335
10:00 - 11:00	6	787	8.750	6	787	8.369	6	787	17.119
11:00 - 12:00	6	787	11.186	6	787	11.864	6	787	23.050
12:00 - 13:00	6	787	35.614	6	787	35.890	6	787	71.504
13:00 - 14:00	6	787	27.987	6	787	31.356	6	787	59.343
14:00 - 15:00	6	787	14.110	6	787	14.852	6	787	28.962
15:00 - 16:00	6	787	12.797	6	787	13.390	6	787	26.187
16:00 - 17:00	6	787	12.733	6	787	11.822	6	787	24.555
17:00 - 18:00	6	787	20.911	6	787	16.716	6	787	37.627
18:00 - 19:00	6	787	15.487	6	787	13.347	6	787	28.834
19:00 - 20:00	6	787	15.233	6	787	13.602	6	787	28.835
20:00 - 21:00	6	787	10.318	6	787	10.699	6	787	21.017
21:00 - 22:00	6	787	7.394	6	787	7.839	6	787	15.233
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	210.656			217.098			427.754		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	4.555	6	787	3.136	6	787	7.691
08:00 - 09:00	6	787	7.924	6	787	3.475	6	787	11.399
09:00 - 10:00	6	787	2.966	6	787	1.970	6	787	4.936
10:00 - 11:00	6	787	3.538	6	787	3.453	6	787	6.991
11:00 - 12:00	6	787	5.106	6	787	3.644	6	787	8.750
12:00 - 13:00	6	787	3.581	6	787	3.157	6	787	6.738
13:00 - 14:00	6	787	4.555	6	787	3.263	6	787	7.818
14:00 - 15:00	6	787	5.784	6	787	4.979	6	787	10.763
15:00 - 16:00	6	787	6.229	6	787	5.678	6	787	11.907
16:00 - 17:00	6	787	5.127	6	787	5.614	6	787	10.741
17:00 - 18:00	6	787	6.758	6	787	10.000	6	787	16.758
18:00 - 19:00	6	787	5.530	6	787	6.716	6	787	12.246
19:00 - 20:00	6	787	2.754	6	787	5.064	6	787	7.818
20:00 - 21:00	6	787	2.119	6	787	2.119	6	787	4.238
21:00 - 22:00	6	787	1.758	6	787	2.585	6	787	4.343
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	68.284			64.853			133.137		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	2.542	6	787	1.123	6	787	3.665
08:00 - 09:00	6	787	4.322	6	787	2.479	6	787	6.801
09:00 - 10:00	6	787	1.822	6	787	1.483	6	787	3.305
10:00 - 11:00	6	787	1.250	6	787	0.953	6	787	2.203
11:00 - 12:00	6	787	2.648	6	787	2.013	6	787	4.661
12:00 - 13:00	6	787	1.928	6	787	1.229	6	787	3.157
13:00 - 14:00	6	787	3.411	6	787	3.856	6	787	7.267
14:00 - 15:00	6	787	2.436	6	787	2.246	6	787	4.682
15:00 - 16:00	6	787	2.924	6	787	2.860	6	787	5.784
16:00 - 17:00	6	787	2.076	6	787	3.136	6	787	5.212
17:00 - 18:00	6	787	2.860	6	787	3.517	6	787	6.377
18:00 - 19:00	6	787	2.013	6	787	2.987	6	787	5.000
19:00 - 20:00	6	787	1.970	6	787	1.864	6	787	3.834
20:00 - 21:00	6	787	1.356	6	787	1.102	6	787	2.458
21:00 - 22:00	6	787	0.678	6	787	0.191	6	787	0.869
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			34.236			31.039			65.275

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	7.097	6	787	4.258	6	787	11.355
08:00 - 09:00	6	787	12.246	6	787	5.953	6	787	18.199
09:00 - 10:00	6	787	4.788	6	787	3.453	6	787	8.241
10:00 - 11:00	6	787	4.788	6	787	4.407	6	787	9.195
11:00 - 12:00	6	787	7.754	6	787	5.657	6	787	13.411
12:00 - 13:00	6	787	5.508	6	787	4.386	6	787	9.894
13:00 - 14:00	6	787	7.966	6	787	7.119	6	787	15.085
14:00 - 15:00	6	787	8.220	6	787	7.225	6	787	15.445
15:00 - 16:00	6	787	9.153	6	787	8.538	6	787	17.691
16:00 - 17:00	6	787	7.203	6	787	8.750	6	787	15.953
17:00 - 18:00	6	787	9.619	6	787	13.517	6	787	23.136
18:00 - 19:00	6	787	7.542	6	787	9.703	6	787	17.245
19:00 - 20:00	6	787	4.725	6	787	6.928	6	787	11.653
20:00 - 21:00	6	787	3.475	6	787	3.220	6	787	6.695
21:00 - 22:00	6	787	2.436	6	787	2.775	6	787	5.211
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			102.520			95.889			198.409

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	787	12.097	6	787	10.869	6	787	22.966
08:00 - 09:00	6	787	22.140	6	787	20.890	6	787	43.030
09:00 - 10:00	6	787	14.131	6	787	13.856	6	787	27.987
10:00 - 11:00	6	787	15.339	6	787	14.322	6	787	29.661
11:00 - 12:00	6	787	21.547	6	787	19.958	6	787	41.505
12:00 - 13:00	6	787	43.623	6	787	42.415	6	787	86.038
13:00 - 14:00	6	787	38.305	6	787	40.127	6	787	78.432
14:00 - 15:00	6	787	24.809	6	787	25.191	6	787	50.000
15:00 - 16:00	6	787	25.318	6	787	24.936	6	787	50.254
16:00 - 17:00	6	787	22.797	6	787	23.284	6	787	46.081
17:00 - 18:00	6	787	33.559	6	787	34.195	6	787	67.754
18:00 - 19:00	6	787	25.614	6	787	27.097	6	787	52.711
19:00 - 20:00	6	787	22.373	6	787	22.500	6	787	44.873
20:00 - 21:00	6	787	14.936	6	787	15.233	6	787	30.169
21:00 - 22:00	6	787	10.508	6	787	11.653	6	787	22.161
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			347.096			346.526			693.622

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Calculation Reference: AUDIT-730101-190620-0620

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : A - HOTELS

MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	CF CARDIFF	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bedrooms

Actual Range: 51 to 134 (units:)

Range Selected by User: 4 to 227 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 23/10/18

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	3
Edge of Town Centre	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Built-Up Zone	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C1	4 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-06-A-04 THE FRIARY CARDIFF	TRAVELODGE	CARDIFF
	Town Centre Built-Up Zone Total Number of bedrooms:	96	
	Survey date: MONDAY	16/07/12	Survey Type: MANUAL
2	GM-06-A-08 PORTLAND STREET MANCHESTER	IBIS	GREATER MANCHESTER
	Town Centre Built-Up Zone Total Number of bedrooms:	127	
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL
3	WL-06-A-02 BRIDGE STREET SWINDON	HOLIDAY INN EXPRESS	WILTSHIRE
	Town Centre Built-Up Zone Total Number of bedrooms:	134	
	Survey date: WEDNESDAY	27/11/13	Survey Type: MANUAL
4	WY-06-A-03 DEAN CLOUGH HALIFAX	TRAVELODGE	WEST YORKSHIRE
	Edge of Town Centre Development Zone Total Number of bedrooms:	51	
	Survey date: MONDAY	22/10/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CB-06-A-01	selected
CF-06-A-03	selected
DS-06-A-02	selected
HI-06-A-04	selected
HI-06-A-05	selected
NT-06-A-02	selected
NW-06-A-01	selected
NY-06-A-01	selected
TV-06-A-04	selected
TW-06-A-03	selected

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.025	4	102	0.071	4	102	0.096
08:00 - 09:00	4	102	0.051	4	102	0.176	4	102	0.227
09:00 - 10:00	4	102	0.044	4	102	0.125	4	102	0.169
10:00 - 11:00	4	102	0.047	4	102	0.074	4	102	0.121
11:00 - 12:00	4	102	0.037	4	102	0.059	4	102	0.096
12:00 - 13:00	4	102	0.037	4	102	0.029	4	102	0.066
13:00 - 14:00	4	102	0.047	4	102	0.039	4	102	0.086
14:00 - 15:00	4	102	0.020	4	102	0.020	4	102	0.040
15:00 - 16:00	4	102	0.047	4	102	0.020	4	102	0.067
16:00 - 17:00	4	102	0.071	4	102	0.025	4	102	0.096
17:00 - 18:00	4	102	0.056	4	102	0.029	4	102	0.085
18:00 - 19:00	4	102	0.044	4	102	0.027	4	102	0.071
19:00 - 20:00	4	102	0.061	4	102	0.042	4	102	0.103
20:00 - 21:00	4	102	0.042	4	102	0.017	4	102	0.059
21:00 - 22:00	4	102	0.022	4	102	0.007	4	102	0.029
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.651			0.760			1.411

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	51 - 134 (units:)
Survey date date range:	01/01/10 - 23/10/18
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	10

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL TAXIS
 Calculation factor: 1 BEDRMS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.000	4	102	0.000	4	102	0.000
08:00 - 09:00	4	102	0.002	4	102	0.005	4	102	0.007
09:00 - 10:00	4	102	0.000	4	102	0.000	4	102	0.000
10:00 - 11:00	4	102	0.002	4	102	0.002	4	102	0.004
11:00 - 12:00	4	102	0.002	4	102	0.002	4	102	0.004
12:00 - 13:00	4	102	0.002	4	102	0.002	4	102	0.004
13:00 - 14:00	4	102	0.002	4	102	0.002	4	102	0.004
14:00 - 15:00	4	102	0.000	4	102	0.000	4	102	0.000
15:00 - 16:00	4	102	0.000	4	102	0.000	4	102	0.000
16:00 - 17:00	4	102	0.002	4	102	0.002	4	102	0.004
17:00 - 18:00	4	102	0.000	4	102	0.000	4	102	0.000
18:00 - 19:00	4	102	0.002	4	102	0.002	4	102	0.004
19:00 - 20:00	4	102	0.000	4	102	0.000	4	102	0.000
20:00 - 21:00	4	102	0.000	4	102	0.000	4	102	0.000
21:00 - 22:00	4	102	0.002	4	102	0.002	4	102	0.004
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.016			0.019			0.035		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.000	4	102	0.000	4	102	0.000
08:00 - 09:00	4	102	0.000	4	102	0.000	4	102	0.000
09:00 - 10:00	4	102	0.005	4	102	0.002	4	102	0.007
10:00 - 11:00	4	102	0.000	4	102	0.002	4	102	0.002
11:00 - 12:00	4	102	0.000	4	102	0.000	4	102	0.000
12:00 - 13:00	4	102	0.000	4	102	0.000	4	102	0.000
13:00 - 14:00	4	102	0.002	4	102	0.002	4	102	0.004
14:00 - 15:00	4	102	0.002	4	102	0.002	4	102	0.004
15:00 - 16:00	4	102	0.000	4	102	0.000	4	102	0.000
16:00 - 17:00	4	102	0.000	4	102	0.000	4	102	0.000
17:00 - 18:00	4	102	0.000	4	102	0.000	4	102	0.000
18:00 - 19:00	4	102	0.000	4	102	0.000	4	102	0.000
19:00 - 20:00	4	102	0.000	4	102	0.000	4	102	0.000
20:00 - 21:00	4	102	0.000	4	102	0.000	4	102	0.000
21:00 - 22:00	4	102	0.000	4	102	0.000	4	102	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.008			0.017

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.000	4	102	0.000	4	102	0.000
08:00 - 09:00	4	102	0.000	4	102	0.000	4	102	0.000
09:00 - 10:00	4	102	0.000	4	102	0.000	4	102	0.000
10:00 - 11:00	4	102	0.000	4	102	0.000	4	102	0.000
11:00 - 12:00	4	102	0.000	4	102	0.000	4	102	0.000
12:00 - 13:00	4	102	0.000	4	102	0.000	4	102	0.000
13:00 - 14:00	4	102	0.002	4	102	0.000	4	102	0.002
14:00 - 15:00	4	102	0.000	4	102	0.000	4	102	0.000
15:00 - 16:00	4	102	0.000	4	102	0.000	4	102	0.000
16:00 - 17:00	4	102	0.000	4	102	0.000	4	102	0.000
17:00 - 18:00	4	102	0.000	4	102	0.000	4	102	0.000
18:00 - 19:00	4	102	0.005	4	102	0.002	4	102	0.007
19:00 - 20:00	4	102	0.000	4	102	0.000	4	102	0.000
20:00 - 21:00	4	102	0.000	4	102	0.000	4	102	0.000
21:00 - 22:00	4	102	0.000	4	102	0.000	4	102	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.002			0.009

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.032	4	102	0.100	4	102	0.132
08:00 - 09:00	4	102	0.078	4	102	0.228	4	102	0.306
09:00 - 10:00	4	102	0.056	4	102	0.184	4	102	0.240
10:00 - 11:00	4	102	0.064	4	102	0.086	4	102	0.150
11:00 - 12:00	4	102	0.037	4	102	0.091	4	102	0.128
12:00 - 13:00	4	102	0.044	4	102	0.032	4	102	0.076
13:00 - 14:00	4	102	0.064	4	102	0.059	4	102	0.123
14:00 - 15:00	4	102	0.027	4	102	0.025	4	102	0.052
15:00 - 16:00	4	102	0.083	4	102	0.029	4	102	0.112
16:00 - 17:00	4	102	0.118	4	102	0.047	4	102	0.165
17:00 - 18:00	4	102	0.074	4	102	0.054	4	102	0.128
18:00 - 19:00	4	102	0.069	4	102	0.027	4	102	0.096
19:00 - 20:00	4	102	0.071	4	102	0.059	4	102	0.130
20:00 - 21:00	4	102	0.059	4	102	0.025	4	102	0.084
21:00 - 22:00	4	102	0.029	4	102	0.005	4	102	0.034
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.905			1.051			1.956

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.007	4	102	0.007	4	102	0.014
08:00 - 09:00	4	102	0.042	4	102	0.083	4	102	0.125
09:00 - 10:00	4	102	0.066	4	102	0.103	4	102	0.169
10:00 - 11:00	4	102	0.051	4	102	0.096	4	102	0.147
11:00 - 12:00	4	102	0.027	4	102	0.061	4	102	0.088
12:00 - 13:00	4	102	0.088	4	102	0.064	4	102	0.152
13:00 - 14:00	4	102	0.091	4	102	0.103	4	102	0.194
14:00 - 15:00	4	102	0.081	4	102	0.103	4	102	0.184
15:00 - 16:00	4	102	0.074	4	102	0.071	4	102	0.145
16:00 - 17:00	4	102	0.115	4	102	0.130	4	102	0.245
17:00 - 18:00	4	102	0.152	4	102	0.132	4	102	0.284
18:00 - 19:00	4	102	0.186	4	102	0.184	4	102	0.370
19:00 - 20:00	4	102	0.162	4	102	0.145	4	102	0.307
20:00 - 21:00	4	102	0.169	4	102	0.130	4	102	0.299
21:00 - 22:00	4	102	0.135	4	102	0.051	4	102	0.186
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.446			1.463				2.909

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.000	4	102	0.002	4	102	0.002
08:00 - 09:00	4	102	0.005	4	102	0.010	4	102	0.015
09:00 - 10:00	4	102	0.000	4	102	0.002	4	102	0.002
10:00 - 11:00	4	102	0.002	4	102	0.007	4	102	0.009
11:00 - 12:00	4	102	0.000	4	102	0.005	4	102	0.005
12:00 - 13:00	4	102	0.002	4	102	0.002	4	102	0.004
13:00 - 14:00	4	102	0.022	4	102	0.010	4	102	0.032
14:00 - 15:00	4	102	0.005	4	102	0.000	4	102	0.005
15:00 - 16:00	4	102	0.017	4	102	0.005	4	102	0.022
16:00 - 17:00	4	102	0.005	4	102	0.000	4	102	0.005
17:00 - 18:00	4	102	0.002	4	102	0.000	4	102	0.002
18:00 - 19:00	4	102	0.010	4	102	0.000	4	102	0.010
19:00 - 20:00	4	102	0.010	4	102	0.000	4	102	0.010
20:00 - 21:00	4	102	0.005	4	102	0.002	4	102	0.007
21:00 - 22:00	4	102	0.005	4	102	0.000	4	102	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.045			0.135

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.010	4	102	0.005	4	102	0.015
08:00 - 09:00	4	102	0.020	4	102	0.007	4	102	0.027
09:00 - 10:00	4	102	0.005	4	102	0.017	4	102	0.022
10:00 - 11:00	4	102	0.007	4	102	0.005	4	102	0.012
11:00 - 12:00	4	102	0.020	4	102	0.012	4	102	0.032
12:00 - 13:00	4	102	0.005	4	102	0.000	4	102	0.005
13:00 - 14:00	4	102	0.025	4	102	0.002	4	102	0.027
14:00 - 15:00	4	102	0.017	4	102	0.005	4	102	0.022
15:00 - 16:00	4	102	0.020	4	102	0.002	4	102	0.022
16:00 - 17:00	4	102	0.039	4	102	0.015	4	102	0.054
17:00 - 18:00	4	102	0.015	4	102	0.002	4	102	0.017
18:00 - 19:00	4	102	0.029	4	102	0.002	4	102	0.031
19:00 - 20:00	4	102	0.007	4	102	0.002	4	102	0.009
20:00 - 21:00	4	102	0.010	4	102	0.000	4	102	0.010
21:00 - 22:00	4	102	0.007	4	102	0.000	4	102	0.007
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.236			0.076			0.312

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.000	4	102	0.000	4	102	0.000
08:00 - 09:00	4	102	0.000	4	102	0.000	4	102	0.000
09:00 - 10:00	4	102	0.000	4	102	0.000	4	102	0.000
10:00 - 11:00	4	102	0.000	4	102	0.000	4	102	0.000
11:00 - 12:00	4	102	0.000	4	102	0.000	4	102	0.000
12:00 - 13:00	4	102	0.000	4	102	0.000	4	102	0.000
13:00 - 14:00	4	102	0.002	4	102	0.002	4	102	0.004
14:00 - 15:00	4	102	0.000	4	102	0.000	4	102	0.000
15:00 - 16:00	4	102	0.000	4	102	0.000	4	102	0.000
16:00 - 17:00	4	102	0.000	4	102	0.000	4	102	0.000
17:00 - 18:00	4	102	0.002	4	102	0.000	4	102	0.002
18:00 - 19:00	4	102	0.000	4	102	0.000	4	102	0.000
19:00 - 20:00	4	102	0.000	4	102	0.000	4	102	0.000
20:00 - 21:00	4	102	0.000	4	102	0.000	4	102	0.000
21:00 - 22:00	4	102	0.000	4	102	0.000	4	102	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.002			0.006

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.010	4	102	0.007	4	102	0.017
08:00 - 09:00	4	102	0.025	4	102	0.017	4	102	0.042
09:00 - 10:00	4	102	0.005	4	102	0.020	4	102	0.025
10:00 - 11:00	4	102	0.010	4	102	0.012	4	102	0.022
11:00 - 12:00	4	102	0.020	4	102	0.017	4	102	0.037
12:00 - 13:00	4	102	0.007	4	102	0.002	4	102	0.009
13:00 - 14:00	4	102	0.049	4	102	0.015	4	102	0.064
14:00 - 15:00	4	102	0.022	4	102	0.005	4	102	0.027
15:00 - 16:00	4	102	0.037	4	102	0.007	4	102	0.044
16:00 - 17:00	4	102	0.044	4	102	0.015	4	102	0.059
17:00 - 18:00	4	102	0.020	4	102	0.002	4	102	0.022
18:00 - 19:00	4	102	0.039	4	102	0.002	4	102	0.041
19:00 - 20:00	4	102	0.017	4	102	0.002	4	102	0.019
20:00 - 21:00	4	102	0.015	4	102	0.002	4	102	0.017
21:00 - 22:00	4	102	0.012	4	102	0.000	4	102	0.012
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.332			0.125			0.457

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	102	0.049	4	102	0.115	4	102	0.164
08:00 - 09:00	4	102	0.145	4	102	0.328	4	102	0.473
09:00 - 10:00	4	102	0.127	4	102	0.306	4	102	0.433
10:00 - 11:00	4	102	0.125	4	102	0.194	4	102	0.319
11:00 - 12:00	4	102	0.083	4	102	0.169	4	102	0.252
12:00 - 13:00	4	102	0.140	4	102	0.098	4	102	0.238
13:00 - 14:00	4	102	0.206	4	102	0.176	4	102	0.382
14:00 - 15:00	4	102	0.130	4	102	0.132	4	102	0.262
15:00 - 16:00	4	102	0.194	4	102	0.108	4	102	0.302
16:00 - 17:00	4	102	0.277	4	102	0.191	4	102	0.468
17:00 - 18:00	4	102	0.245	4	102	0.189	4	102	0.434
18:00 - 19:00	4	102	0.299	4	102	0.216	4	102	0.515
19:00 - 20:00	4	102	0.250	4	102	0.206	4	102	0.456
20:00 - 21:00	4	102	0.243	4	102	0.157	4	102	0.400
21:00 - 22:00	4	102	0.176	4	102	0.056	4	102	0.232
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.689			2.641			5.330

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

STORE STREET CAR PARK - RAW SURVEY DATA

TIME PERIOD	INBOUND COUNT								OUTBOUND COUNT								PARKED VEHICLES
	CAR	TAXI	LGV	OGV	PSV	MCL	TOTAL	Vehicle rate per space	CAR	TAXI	LGV	OGV	PSV	MCL	TOTAL	Vehicle rate per space	
0000-0100	2	0	0	0	0	0	2	0.005	3	0	0	0	0	0	3	0.007	24
0100-0200	1	0	0	0	0	0	1	0.002	1	0	0	0	0	0	1	0.002	24
0200-0300	0	0	0	0	0	0	0	0.000	3	0	0	0	0	0	3	0.007	21
0300-0400	0	0	0	0	0	0	0	0.000	0	0	0	0	0	0	0	0.000	21
0400-0500	3	0	2	0	0	0	5	0.012	0	0	1	0	0	0	1	0.002	25
0500-0600	12	0	0	0	0	0	12	0.030	0	0	0	0	0	0	0	0.000	37
0600-0700	69	0	16	0	0	0	85	0.209	0	0	1	0	0	0	1	0.002	121
0700-0800	177	0	13	0	0	0	190	0.468	0	0	1	0	0	0	1	0.002	310
0800-0900	115	0	1	0	0	0	116	0.286	24	0	0	0	0	0	24	0.059	402
0900-1000	29	0	0	0	0	0	29	0.071	31	0	0	0	0	0	31	0.076	400
1000-1100	17	0	1	0	0	0	18	0.044	17	0	0	0	0	0	17	0.042	401
1100-1200	18	0	0	0	0	0	18	0.044	14	0	2	0	0	0	16	0.039	403
1200-1300	22	0	0	0	0	0	22	0.054	17	0	3	0	0	0	20	0.049	405
1300-1400	11	0	0	0	0	0	11	0.027	17	0	3	0	0	0	20	0.049	396
1400-1500	7	0	0	0	0	0	7	0.017	26	0	3	0	0	0	29	0.071	374
1500-1600	11	0	0	0	0	0	11	0.027	78	0	2	0	0	0	80	0.197	305
1600-1700	6	0	0	0	0	0	6	0.015	115	0	6	0	0	0	121	0.298	190
1700-1800	10	0	0	0	0	0	10	0.025	80	0	9	0	0	0	89	0.219	111
1800-1900	5	0	0	0	0	0	5	0.012	37	0	5	0	0	0	42	0.103	74
1900-2000	1	0	0	0	0	0	1	0.002	20	0	0	0	0	0	20	0.049	55
2000-2100	1	0	0	0	0	0	1	0.002	13	0	0	0	0	0	13	0.032	43
2100-2200	1	0	0	0	0	0	1	0.002	7	0	0	0	0	0	7	0.017	37
2200-2300	1	0	0	0	0	0	1	0.002	7	0	0	0	0	0	7	0.017	31
2300-0000	1	1	0	0	0	0	2	0.005	3	1	0	0	0	0	4	0.010	29

APPROXIMATE NUMBER OF SPACES		406
VEHICLES PARKED AT 23:59 11.02.2019		25
VEHICLES PARKED AFTER 24 HOURS		31

Appendix I Distribution of Bus and Rail Trips

Bus distribution

Work - Mayfield

Origin	Bus, minibus or coach	N	S	E	W
Manchester	3,708	30%	50%	20%	0%
Salford	649	0%	0%	0%	100%
Tameside	559	0%	0%	100%	0%
Oldham	420	50%	0%	50%	0%
Trafford	322	0%	50%	0%	50%
Stockport	262	0%	100%	0%	0%
Rochdale	258	100%	0%	0%	0%
Bury	183	100%	0%	0%	0%
Wigan	80	0%	0%	0%	100%
Bolton	60	50%	0%	0%	50%
Rossendale	39	100%	0%	0%	0%
Liverpool	29	0%	0%	0%	100%
Burnley	18	100%	0%	0%	0%
Hyndburn	11	100%	0%	0%	0%
Birmingham	10	0%	100%	0%	0%

Live - Mayfield
Manchester

Bus, minibus or coach	N	S	E	W	
Manchester	248	30%	50%	20%	0%
Trafford	84	0%	50%	0%	50%
Salford	29	0%	0%	0%	100%
Oldham	19	50%	0%	50%	0%
Stockport	19	0%	100%	0%	0%
Tameside	14	0%	0%	100%	0%
Rochdale	8	100%	0%	0%	0%
Bury	5	100%	0%	0%	0%
Liverpool	5	0%	0%	0%	100%
Blackburn with	2	100%	0%	0%	0%
Lambeth	2	0%	100%	0%	0%
Cheshire East	1	0%	100%	0%	0%
Bolton	1	50%	0%	0%	50%
Warrington	1	0%	50%	0%	50%
Leeds	1	50%	0%	50%	0%

Train distribution

Work - Mayfield

Origin	Train	N	S	E	W
Stockport	1,087	0%	100%	0%	0%
Cheshire E	516	0%	100%	0%	0%
Tameside	482	0%	0%	100%	0%
Bolton	431	50%	0%	0%	50%
Manchester	407	30%	50%	20%	0%
High Peak	313	0%	50%	50%	0%
Wigan	265	0%	0%	0%	100%
Warrington	214	0%	50%	0%	50%
Liverpool	159	0%	0%	0%	100%
Rochdale	147	100%	0%	0%	0%
Salford	132	0%	0%	0%	100%
St. Helens	129	0%	0%	0%	100%
Trafford	117	0%	50%	0%	50%
Cheshire W	115	0%	50%	0%	50%
Chorley	94	50%	0%	0%	50%

Live - Mayfield
Manchest

Train	N	S	E	W
Manchester	99 30%	50%	20%	0%
Stockport	80 0%	100%	0%	0%
Cheshire E	61 0%	100%	0%	0%
Warrington	32 0%	50%	0%	50%
Leeds	25 50%	0%	50%	0%
Liverpool	22 0%	0%	0%	100%
Bolton	21 50%	0%	0%	50%
Salford	17 0%	0%	0%	100%
Preston	13 50%	0%	0%	50%
Sheffield	13 0%	50%	50%	0%
Westminst	11 0%	100%	0%	0%
Tameside	11 0%	0%	100%	0%
Rochdale	9 100%	0%	0%	0%
Wigan	8 0%	0%	0%	100%
Blackburn	7 100%	0%	0%	0%

Origin	Bus, minibus or coach	N	S	E	W	
Manchester	3,708	1112	1854	742	0	
Salford	649	0	0	0	649	
Tameside	559	0	0	559	0	
Oldham	420	210	0	210	0	
Trafford	322	0	161	0	161	
Stockport	262	0	262	0	0	
Rochdale	258	258	0	0	0	
Bury	183	183	0	0	0	
Wigan	80	0	0	0	80	
Bolton	60	30	0	0	30	
Rossendale	39	39	0	0	0	
Liverpool	29	0	0	0	29	
Burnley	18	18	0	0	0	
Hyndburn	11	11	0	0	0	
Birmingham	10	0	10	0	0	
	Total	1,861	2,287	1,511	949	6,608

	N	S	E	W
Distribution	28%	35%	23%	14%

	AM		PM	
	IN	OUT	IN	OUT
N	28%	23%	23%	28%
S	35%	43%	43%	35%
E	23%	17%	17%	23%
W	14%	18%	18%	14%

Destination	Driving a car or van	N	S	E	W
Manchester	248	74	124	50	0
Trafford	84	0	42	0	42
Salford	29	0	0	0	29
Oldham	19	10	0	10	0
Stockport	19	0	19	0	0
Tameside	14	0	0	14	0
Rochdale	8	8	0	0	0
Bury	5	5	0	0	0
Liverpool	5	0	0	0	5
Blackburn with	2	2	0	0	0
Lambeth	2	0	2	0	0
Cheshire East	1	0	1	0	0
Bolton	1	1	0	0	1
Warrington	1	0	1	0	1
Leeds	1	1	0	1	0

	N	S	E	W
Distribution	23%	43%	17%	18%

Origin	Train	N	S	E	W	
Stockport	1,087	0	1087	0	0	
Cheshire E	516	0	516	0	0	
Tameside	482	0	0	482	0	
Bolton	431	216	0	0	216	
Mancheste	407	122	204	81	0	
High Peak	313	0	157	157	0	
Wigan	265	0	0	0	265	
Warrington	214	0	107	0	107	
Liverpool	159	0	0	0	159	
Rochdale	147	147	0	0	0	
Salford	132	0	0	0	132	
St. Helens	129	0	0	0	129	
Trafford	117	0	59	0	59	
Cheshire W	115	0	58	0	58	
Chorley	94	47	0	0	47	
		532	2,186	720	1,171	4,608

	N	S	E	W
Distribution	12%	47%	16%	25%

	AM		PM	
	IN	OUT	IN	OUT
N	12%	18%	18%	12%
S	47%	52%	52%	47%
E	16%	12%	12%	16%
W	25%	19%	19%	25%

Destination	Train	N	S	E	W
Manchester	99	30	50	20	0
Stockport	80	0	80	0	0
Cheshire E	61	0	61	0	0
Warrington	32	0	16	0	16
Leeds	25	13	0	13	0
Liverpool	22	0	0	0	22
Bolton	21	11	0	0	11
Salford	17	0	0	0	17
Preston	13	7	0	0	7
Sheffield	13	0	7	7	0
Westminst	11	0	11	0	0
Tameside	11	0	0	11	0
Rochdale	9	9	0	0	0
Wigan	8	0	0	0	8
Blackburn	7	7	0	0	0
Total	75	224	50	80	429

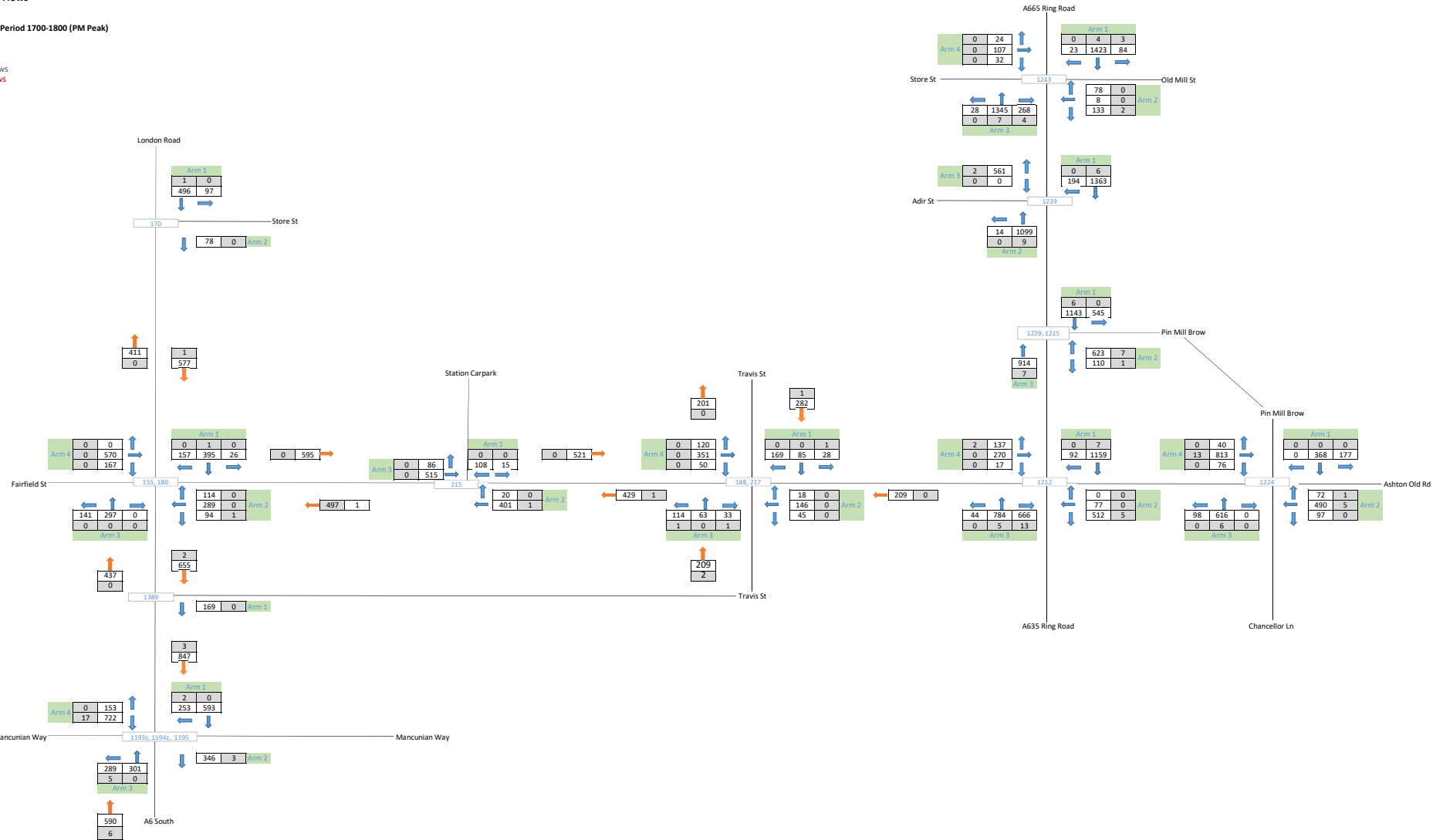
	N	S	E	W
Distribution	18%	52%	12%	19%

Appendix J TfGM Paramics Modelling Outputs

Key:
Model Flows for Period 1700-1800 (PM Peak)

1. All Vehicles
2. HGVs only

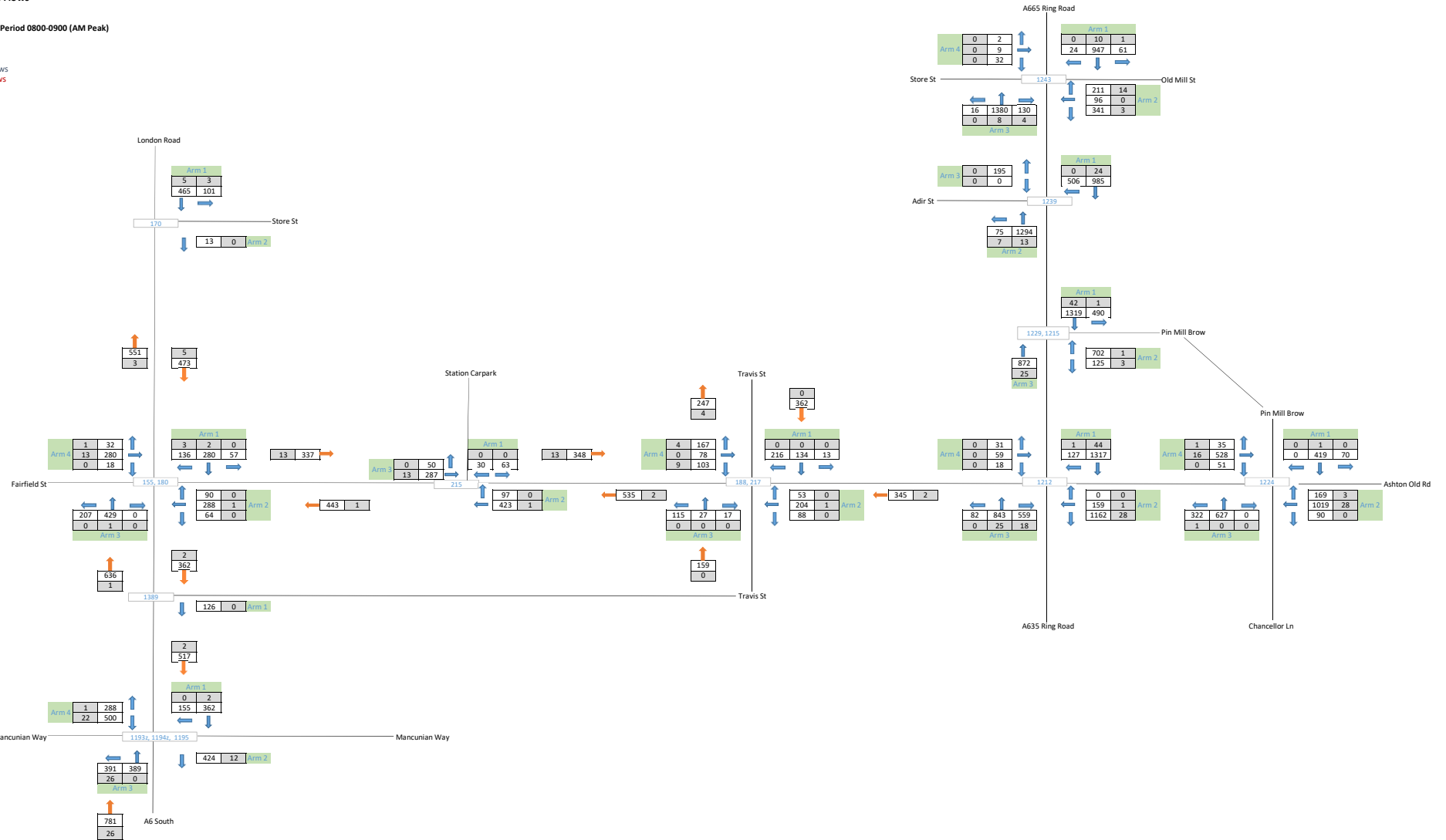
 Turn Flows
 Link Flows



Key:
Model Flows for Period 0800-0900 (AM Peak)

1. All Vehicles
2. HGVs only

 Turn Flows
 Link Flows

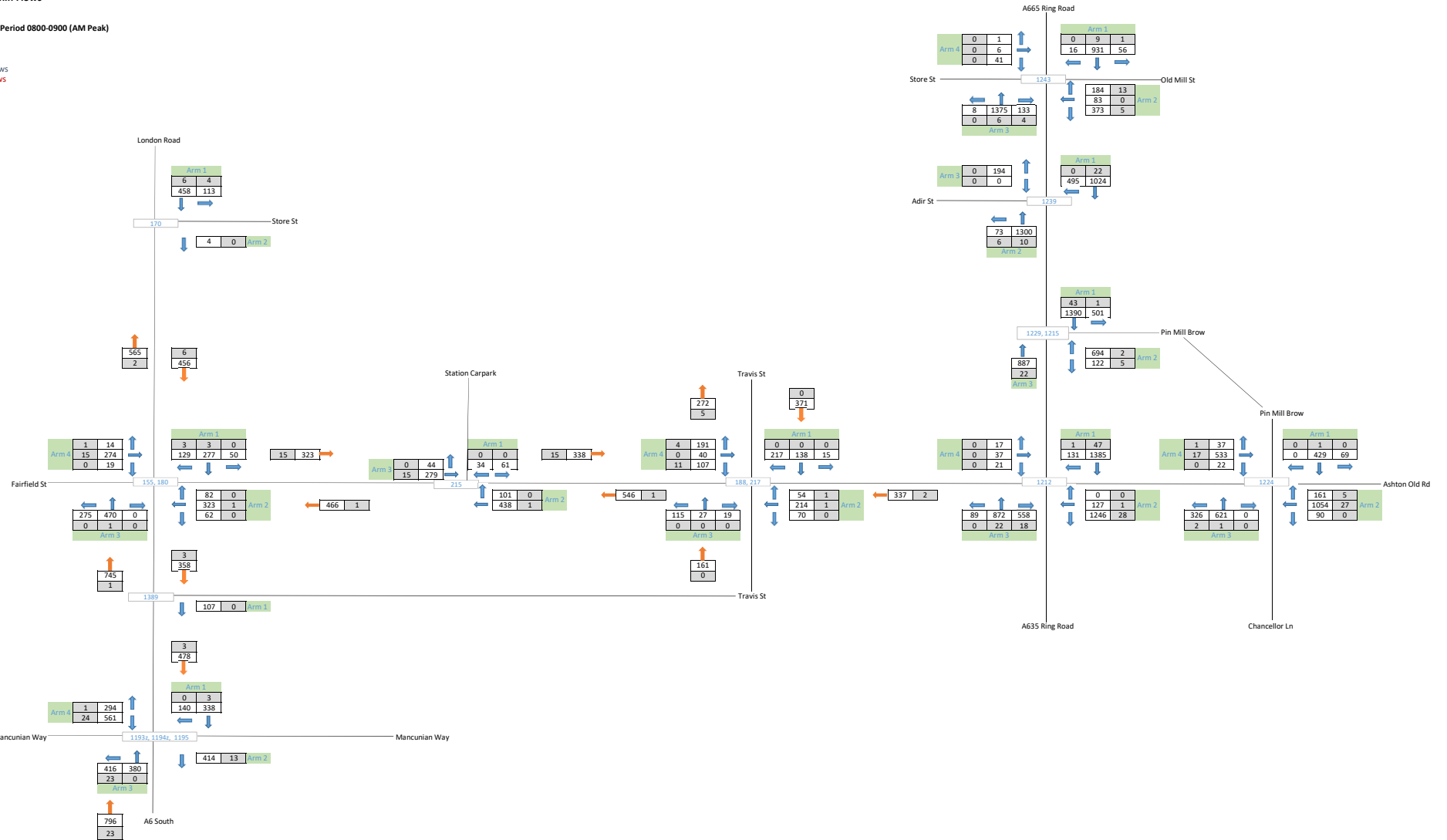


2023 AM Do-Min Flows

Key:
Model Flows for Period 0800-0900 (AM Peak)

1. All Vehicles
2. HGVs only

→ Turn Flows
→ Link Flows

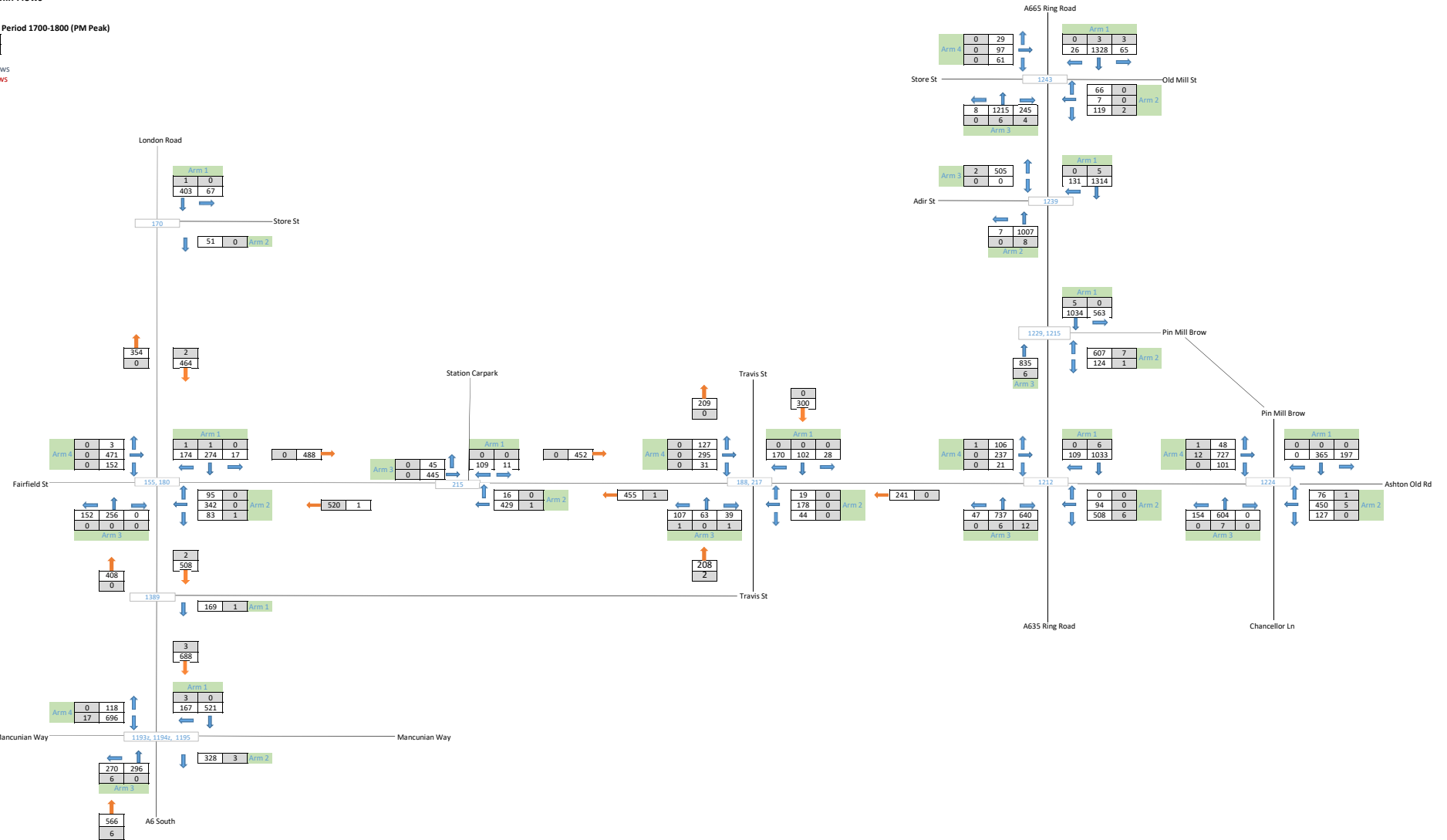


2023 PM Do-Min Flows

Key:
Model Flows for Period 1700-1800 (PM Peak)

1. All Vehicles
2. HGVs only

→ Turn Flows
→ Link Flows

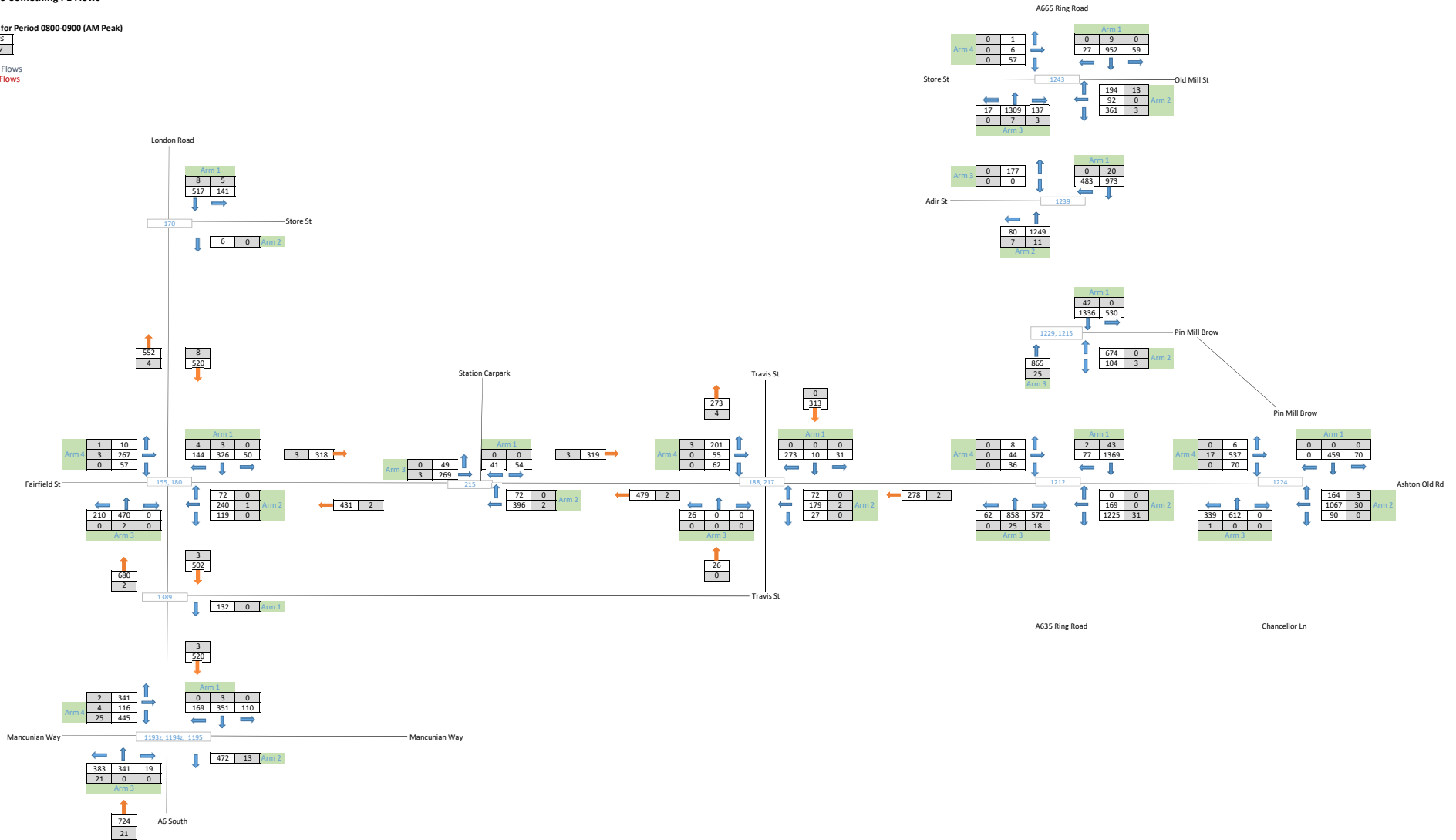


2023 AM Do-Something P1 Flows

Key:
Model Flows for Period 0800-0900 (AM Peak)

1. All Vehicles
2. HGVs only

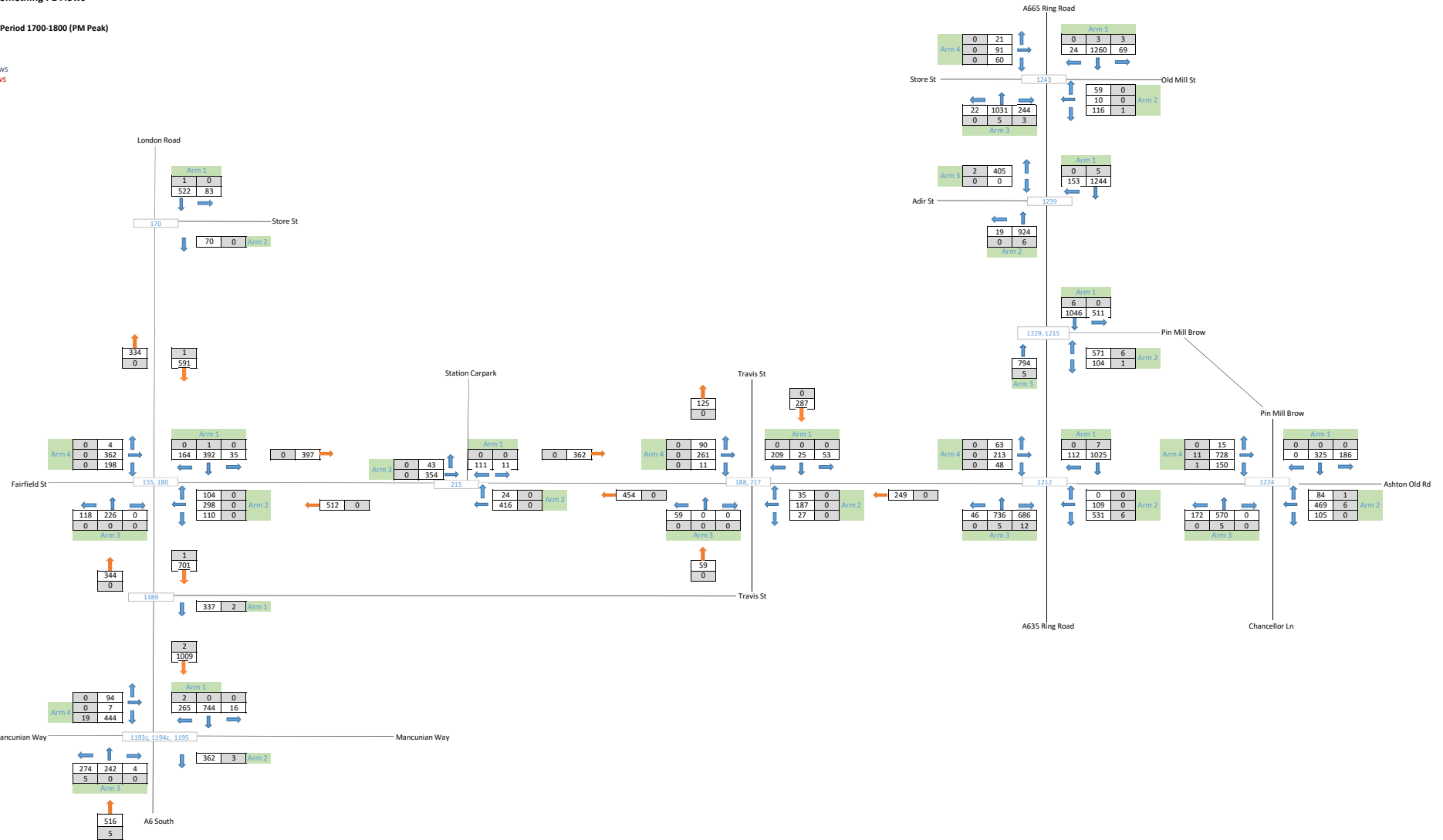
→ Turn Flows
→ Link Flows



Key:
Model Flows for Period 1700-1800 (PM Peak)

1. All Vehicles
2. HGVs only

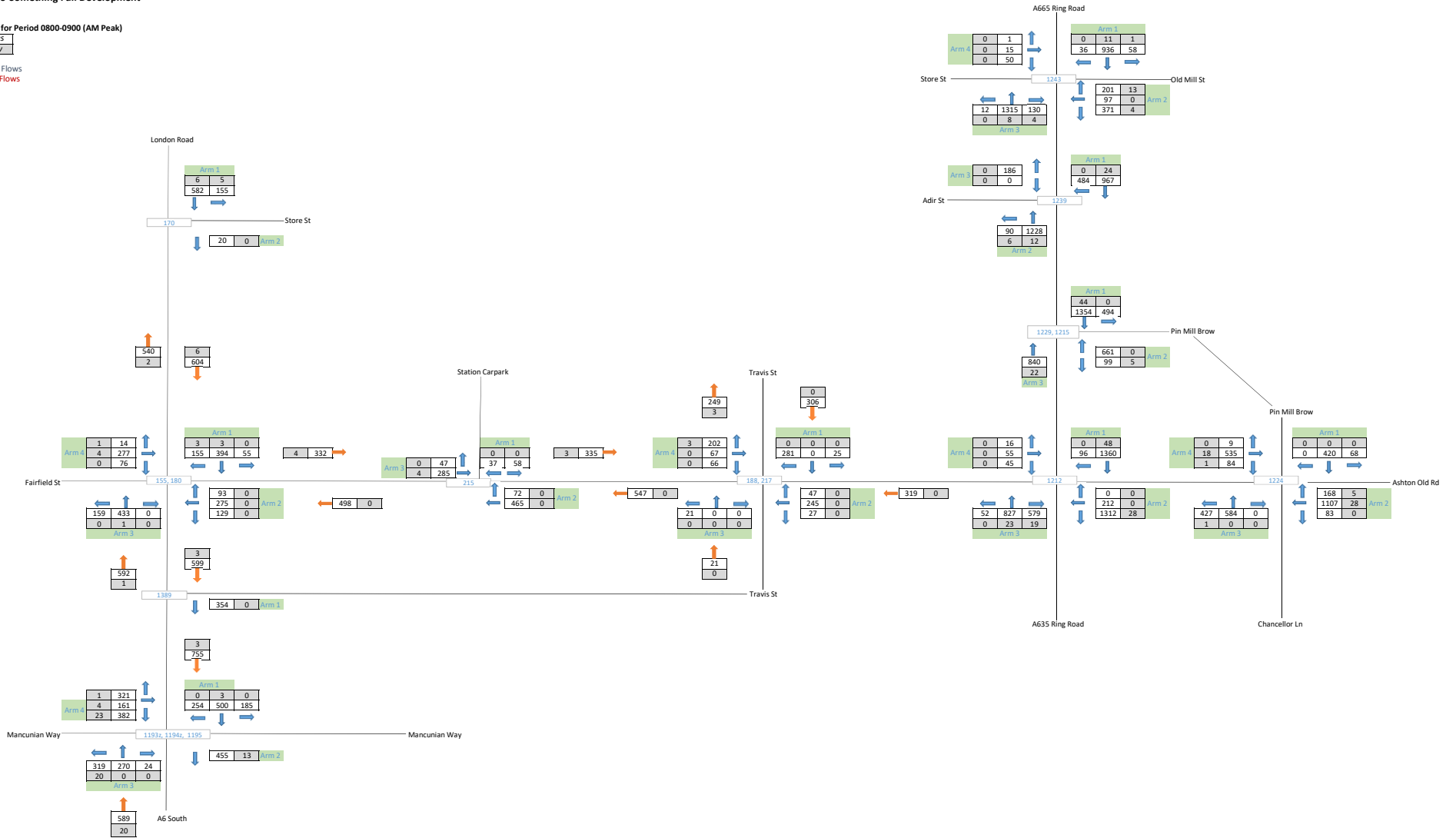
 Turn Flows
 Link Flows



2030 AM Do-Something Full Development

Key:
Model Flows for Period 0800-0900 (AM Peak)
1. All Vehicles
2. HGVs only

→ Turn Flows
→ Link Flows

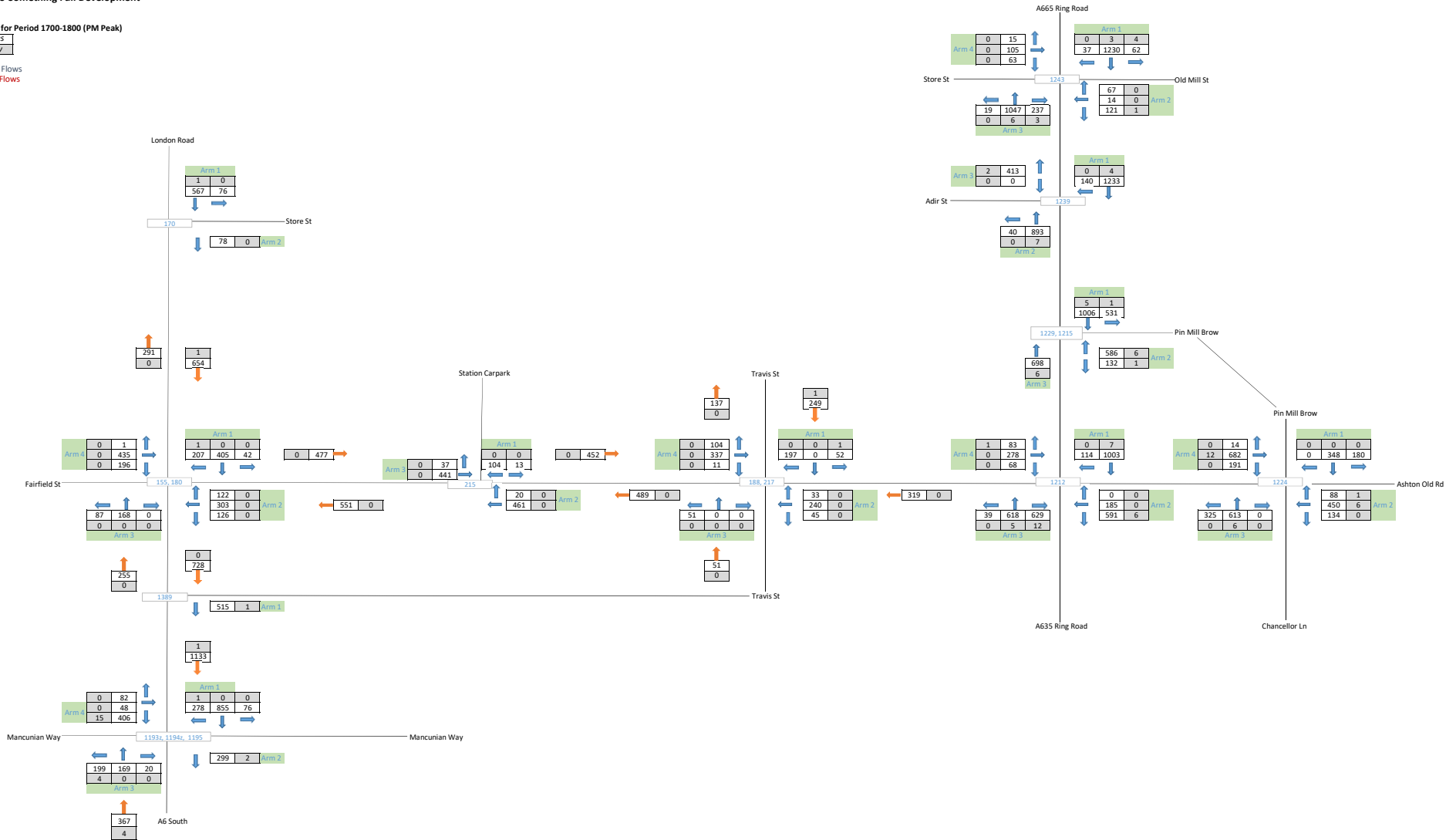


2030 PM Do-Something Full Development

Key:
Model Flows for Period 1700-1800 (PM Peak)

1. All Vehicles
2. HGVs only

→ Turn Flows
→ Link Flows



2018 AM Base (0800-0900)

Turn_counts_at_node_155-A6_London_Road/B6469_Fairfield_Street (1)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	57	0	0%
	London Rd (N) SO	280	2	1%
	London Rd (N) RT	136	3	2%
Arm 2	Fairfield St (E) LT	64	0	0%
	Fairfield St (E) SO	288	1	0%
	Fairfield St (E) RT	90	0	0%
Arm 3	London Rd (S) LT	207	0	0%
	London Rd (S) SO	429	1	0%
	London Rd (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	32	1	4%
	Fairfield St (W) SO	280	13	5%
	Fairfield St (W) RT	18	0	0%

Turn_counts_at_node_215-B6469_Fairfield_Street/Station_carpark (2)				
		All Vehicles	HGV	% HGV
Arm 1	Station carpark LT	63	0	0%
	Station carpark RT	30	0	0%
Arm 2	Fairfield St (E) SO	423	1	0%
	Fairfield St (E) RT	97	0	0%
Arm 3	Fairfield St (W) LT	50	0	0%
	Fairfield St (W) SO	287	13	5%

Turn_counts_at_node_188-B6469_Fairfield_Street/Travis_Street (4)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St (N) LT	13	0	0%
	Travis St (N) SO	134	0	0%
	Travis St (N) RT	216	0	0%
Arm 2	Fairfield St (E) LT	88	0	0%
	Fairfield St (E) SO	204	1	1%
	Fairfield St (E) RT	53	0	0%
Arm 3	Travis St (S) LT	115	0	0%
	Travis St (S) SO	27	0	0%
	Travis St (S) RT	17	0	0%
Arm 4	Fairfield St (W) LT	167	4	3%
	Fairfield St (W) SO	78	0	0%
	Fairfield St (W) RT	103	9	9%

Turn_counts_at_node_1212-A635_Ring_Road/B6469_Fairfield_Street (9)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) SO	1317	44	3%
	Ring Rd (N) RT	127	1	1%
Arm 2	Fairfield St (E) LT	1162	28	2%
	Fairfield St (E) SO	159	1	0%
	Fairfield St (E) RT	0	0	0%
Arm 3	Ring Rd (S) LT	82	0	0%
	Ring Rd (S) SO	843	25	3%
	Ring Rd (S) RT	559	18	3%
Arm 4	Fairfield St (W) LT	31	0	0%
	Fairfield St (W) SO	59	0	0%
	Fairfield St (W) RT	18	0	0%

Turn_counts_at_node_1389-A6_London_Road/Travis_Street (11)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St LT	126	0	0%

Turn_counts_at_node_1193z,1194z,1195-A57(M)_Ring_Road/A6_London_Road/A6_Downing_Street (14)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd SO	362	2	1%
	London Rd RT	155	0	0%
Arm 2	A57(M) LT	424	12	3%
Arm 3	Downing St LT	391	26	7%
	Downing St SO	389	0	0%
Arm 4	A57(M) LT	288	1	0%
	A57(M) RT	500	22	4%

Turn_counts_at_node_170-A6_London_Road/Store_Street (19)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	101	3	3%
	London Rd (N) SO	465	5	1%
Arm 2	Store St LT	13	0	0%

Turn_counts_at_node_1243-A665_Ring_Road/Old_Mill_Street/Store_Street (21)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) LT	61	1	1%
	Ring Rd (N) SO	947	10	1%
	Ring Rd (N) RT	24	0	0%
Arm 2	Old Mill St LT	341	3	1%
	Old Mill St SO	96	0	0%
	Old Mill St RT	211	14	7%
Arm 3	Ring Rd (S) LT	16	0	1%
	Ring Rd (S) SO	1380	8	1%
	Ring Rd (S) RT	130	4	3%
Arm 4	Store St LT	2	0	0%
	Store St SO	9	0	0%
	Store St RT	32	0	0%

Turn_counts_at_node_1224-A665_Pin_Mill_Brow/A635_Ashton_Old_Road/A665_Chancellor_Lane/A635_Fairfield_Street (22)				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow LT	70	0	0%
	Pin Mill Brow SO	419	1	0%
	Pin Mill Brow RT	0	0	0%
Arm 2	Ashton Old Rd LT	90	0	0%
	Ashton Old Rd SO	1019	28	3%
	Ashton Old Rd RT	169	3	2%
Arm 3	Chancellor Ln LT	322	1	0%
	Chancellor Ln SO	627	0	0%
	Chancellor Ln RT	0	0	0%
Arm 4	Fairfield St LT	35	1	3%
	Fairfield St SO	528	16	3%
	Fairfield St RT	51	0	0%

Turn_counts_at_node_1215; 1229-A665_Pin_Mill_Brow/A635_Ring_Road (23)				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow (N) SO	490	1	0%
	Pin Mill Brow (N) RT	1319	42	3%
Arm 2	Pin Mill Brow (S) LT	125	3	3%
	Pin Mill Brow (S) SO	702	1	0%
Arm 3	Ring Road SO	872	25	3%

Turn_counts_at_node_1239-A665_Great_Ancoats_Street/Adair_Street (24)				
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		All Vehicles	HGV	% HGV
Arm 1	Great Ancoats St (N) SO	985	24	2%
	Great Ancoats St (N) RT	506	0	0%
Arm 2	Great Ancoats St (S) LT	75	7	10%
	Great Ancoats St (S) SO	1294	13	1%
Arm 3	Adair St LT	195	0	0%
	Adair St RT	0	0	0%

Turn counts at node 931 / 930 -Cheetham Hill Rd / Ring Road				
	All Vehicles	HGV	% HGV	
A6042 (W) RT	719	15	2%	
A6042 (W) LT	320	17	5%	
A665 Cheetham Hill Rd (N) SO	498	8	2%	
A665 Cheetham Hill Rd (N) RT	537	25	5%	
Ring Road (S) LT	1062	28	3%	
Ring Road (S) SO	208	0	0%	

Turn counts at node 541 - Ring Road_Rochdale Road				
	All Vehicles	HGV	% HGV	
Shude Hill SO	84	0	0%	
Shude Hill LT	125	0	0%	
Swan St RT	163	5	3%	
Swan St LT	179	6	3%	
Swan ST SO	1220	29	2%	
Rochdale Rd (N) SO	473	2	0%	
Rochdale Rd (N) RT	260	2	1%	

Turn counts at node 612-Ring Road / Oldham Road				
	All Vehicles	HGV	% HGV	
Ring Road LT	30	3	9%	
Ring Road SO	1050	20	2%	
Ring Road RT	207	0	0%	
Oldham Road LT	1110	13	1%	

Turn counts at node 614- Ring Road / Netwton Street				
	All Vehicles	HGV	% HGV	
Newton St LT	70	2	2%	
Great Ancoats St (E) LT	136	1	1%	
Great Ancoats St (E) SO	1149	21	2%	
Great Ancoats St (W) SO	965	11	1%	
Great Ancoats St (W) RT	301	3	1%	

Turn counts at node 1247- Ring Road / Central Retail Park				
	All Vehicles	HGV	% HGV	
Great Ancoats St (E) RT	4	0	0%	
Great Ancoats St (E) SO	1315	23	2%	
Great Ancoats St (W) LT	118	0	0%	
Great Ancoats St (W) SO	987	11	1%	
Central Retail Park LT	0	0	0%	
Central Retail Park RT	3	0	0%	
Laystall St SO	0	0	0%	
Laystall St RT	116	1	1%	
Laystall St LT	9	0	2%	

Turn counts at node 1245 - Ring Road_Ducie Street				
	All Vehicles	HGV	% HGV	
Ring Road (E) LT	282	0	0%	
Ring Road (E) SO	1308	23	2%	
Ring Road (W) SO	1043	11	1%	

Ring Road (W) RT	54	0	0%
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Arm 1

Arm 2

Arm 3

Turn counts at node 1241- Ring Road / Pollard Street			
	All Vehicles	HGV	% HGV
Ring Road (W) LT	50	0	0%
Ring Road (W) SO	1274	14	1%
Pollard St LT	211	10	5%
Pollard St RT	106	0	0%
Ring Road (E) RT	74	0	0%
Ring Road (E) SO	1411	12	1%

Turn counts at node 1322- Hyde Road / A665			
	All Vehicles	HGV	% HGV
Hyde Rd (W) SO	437	13	3%
Hyde Rd (E) LT	129	3	2%
Hyde Rd (E) SO	680	27	4%
Hyde Rd (E) RT	323	1	0%
A665 (N) LT	56	0	0%
A665 (N) SO	261	1	0%
A665 (S) RT	48	0	0%
A665 (S) SO	562	0	0%

Turn counts (composite) at roundabout node 1318a - Hyde Road / A6 Roundabout			
	All Vehicles	HGV	% HGV
Higher Ardwick to Hyde Rd	1	0	0%
Higher Ardwick to A6	88	0	0%
Higher Ardwick to Brunswick St	108	1	1%
Higher Ardwick to Ardwick Green South	31	0	1%
Higher Ardwick u-turn	1	0	0%
Hyde Rd to A6	10	0	0%
Hyde Rd to Brunswick St	231	4	2%
Hyde Rd to Ardwick Green S	388	21	5%
Hyde Rd to Higher Ardwick	10	0	0%
Hyde Rd u-turn	0	0	0%
A6 to Brunswick St	70	5	7%
A6 to Ardwick Green S	418	6	1%
A6 to Higher Ardwick	65	0	0%
A6 to Hyde Rd	4	0	0%
A6 u-turn	3	0	0%
Brunswick St to Ardwick Green S	70	1	1%
Brunswick St to Higher Ardwick	230	3	1%
Brunswick St to Hyde Rd	63	1	1%
Brunswick St to A6	81	0	0%
Brunswick St u-turn	6	0	0%
Ardwick Green S to Higher Ardwick	70	6	8%
Ardwick Green S to Hyde Rd	373	13	3%
Ardwick Green S to A6	425	13	3%
Ardwick Green S to Brunswick St	132	2	2%
Ardwick Green S u-turn	5	0	0%

Turn counts at node 0 - Newton Street / Piccadilly			
	All Vehicles	HGV	% HGV
Piccadilly (S) LT	19	0	0%
Portland St SO	97	1	1%
Portland ST RT	17	0	0%
Newton St LT	327	6	2%

Turn counts at node 166z - A6 Piccadilly / Ducie Street			
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	All Vehicles	HGV	% HGV
Auburn St SO	238	0	0%
Auburn St RT	67	2	4%
Auburn St LT	176	4	2%
Ducie St LT	49	1	1%
Piccadilly SO	449	6	1%

Turn counts at node 6 - Portland Street / Aytoun Street			
	All Vehicles	HGV	% HGV
Aytoun St RT	137	1	1%

Turn counts at node 153 - Fairfield Street / A6			
	All Vehicles	HGV	% HGV
Fairfield St (W) SO	333	15	5%
Fairfield St (W) LT	297	7	2%
Fairfield St (E) SO	620	4	1%
Fairfield St (E) RT	9	0	0%

Turn counts at node 926 - A56 / New Bridge Street / Trinity Way			
	All Vehicles	HGV	% HGV
New Bridge St (E) LT	310	10	3%
New Bridge St (E) SO	1059	39	4%
New Bridge St (E) RT	125	2	2%
A56 Great Ducie St (N) LT	196	0	0%
A56 Great Ducie St (N) SO	263	0	0%
A56 Great Ducie St (N) SO	342	25	7%
A56 Great Ducie St (S) RT	79	2	2%
A56 Great Ducie St (S) LT	0	0	0%
A56 Great Ducie St (S) SO	23	0	0%
Trinity Way SO	833	34	4%
Trinity Way RT	62	0	0%
Trinity Way LT	203	19	9%

Turn counts at node 428 - Chapel St / Victoria Bridge St			
	All Vehicles	HGV	% HGV
Victoria Bridge St RT	189	2	1%
Victoria Bridge St LT	3	1	20%
Chapel St (E) LT	436	8	2%
Chapel St (E) LT	83	0	0%
Chapel St (W) SO	92	4	4%
Chapel St (W) RT	58	0	0%

Turn counts at node 398 - St Mary's Gate / Deansgate			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	172	3	2%
Deansgate (S) LT	144	3	2%
Blackfriars St LT	40	0	0%
Blackfriars St SO	0	0	0%
Blackfriars St RT	0	0	0%
St Mary's Gate RT	0	0	0%
St Mary's Gate LT	13	0	0%
St Mary's Gate SO	1	0	0%
Deansgate (N) LT	0	0	0%
Deansgate (N) SO	418	8	2%
Deansgate (N) RT	19	0	0%

Turn counts at node 338 - Deansgate / John Dalton St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	260	7	3%

Deansgate (S) RT	0	0	0%
Deansgate (S) LT	152	4	2%
Deansgate (N) LT	124	2	2%
Deansgate (N) SO	341	6	2%
Deansgate (N) RT	13	0	0%
Bridge St LT	37	0	0%
Bridge St SO	118	2	2%
John Dalton St LT	70	1	1%
John Dalton St SO	71	0	0%

Turn counts at node 303 - Peter Street			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	259	11	4%
Deansgate (S) RT	48	0	0%
Deansgate (S) LT	136	4	3%
Peter St RT	81	0	0%
Peter St LT	54	0	0%
Peter St SO	71	0	0%
Deansgate (N) LT	24	0	0%
Deansgate (N) SO	355	6	2%
Deansgate (N) RT	43	0	0%
Quay St LT	77	0	0%
Quay St SO	179	3	2%
Quay St RT	105	1	1%

Turn counts at node 260 - Deansgate / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	383	14	4%
Deansgate (S) RT	296	0	0%
Deansgate (N) LT	166	0	0%
Deansgate (N) SO	412	8	2%
Great Bridgewater St RT	27	0	1%
Great Bridgewater St LT	125	0	0%

Turn counts at node 259 - Deansgate / Liverpool St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	480	14	3%
Deansgate (S) LT	248	0	0%
Deansgate (N) SO	467	6	1%
Deansgate (N) RT	71	2	2%
Liverpool St RT	116	1	1%
Liverpool St LT	199	0	0%

Turn counts at node 256 - Deansgate / Whitworth St West			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	527	5	1%
Deansgate (S) RT	311	5	2%
Whitworth St West RT	197	9	5%
Whitworth St West LT	250	2	1%
Deansgate (N) LT	158	3	2%
Deansgate (N) SO	420	4	1%

Turn counts at node 284 - A34 Oxford St / Lower Mosley St			
	All Vehicles	HGV	% HGV
Oxford St (S) SO	151	0	0%
Oxford St (S) LT	86	0	0%
Oxford St (N) SO	255	5	2%

Turn counts at node 261 - Lower Mosley St / Great Bridgewater St			
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	All Vehicles	HGV	% HGV
Albion St SO	535	6	1%
Albion St RT	337	0	0%
Albion St LT	127	5	4%
Great Bridgewater St (E) RT	6	0	0%
Great Bridgewater St (E) LT	48	0	0%
Great Bridgewater St (E) SO	49	0	0%
Lower Mosley St LT	20	0	0%
Lower Mosley St SO	147	0	0%
Lower Mosley St RT	34	0	0%
Great Bridgewater St (W) LT	20	0	0%
Great Bridgewater St (W) SO	69	0	0%
Great Bridgewater St (W) RT	28	0	0%

Turn counts at node 238 - Whitworth St West			
	All Vehicles	HGV	% HGV
Albion St (N) LT	45	0	0%
Albion St (N) SO	116	0	0%
Albion St (N) RT	63	0	0%
Whitworth St West (E) LT	108	0	0%
Whitworth St West (E) SO	211	5	2%
Whitworth St West (E) RT	281	8	3%
Albion St (S) LT	162	5	3%
Albion St (S) SO	560	3	0%
Albion St (S) RT	178	12	7%
Whitworth St West (W) LT	142	2	1%
Whitworth St West (W) SO	166	0	0%
Whitworth St West (W) RT	151	6	4%

Turn counts at node 40 - A34_Princess St / A5103_Portland St			
	All Vehicles	HGV	% HGV
Portland St (N) LT	71	0	0%
Portland St (N) SO	232	0	0%
Portland St (N) RT	0	0	0%
Princess St (W) LT	16	0	0%
Princess St (W) SO	27	0	0%
Princess St (W) RT	2	0	0%
Portland St (S) LT	0	0	0%
Portland St (S) SO	347	3	1%
Portland St (S) RT	0	0	0%

Turn counts at node 67 - A5103_Portland St / A34_Oxford St / Chepstow St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	157	5	3%
Oxford St (N) SO	71	1	1%
Oxford St (N) RT	33	0	0%
Portland St LT	29	0	0%
Portland St SO	96	0	0%
Portland St RT	221	0	0%
Oxford St (S) LT	0	0	0%
Oxford St (S) SO	16	0	0%
Oxford St (S) RT	113	0	0%
Chepstow St LT	0	0	0%
Chepstow St SO	91	0	0%
Chepstow St RT	0	0	0%

Turn counts at node 75 - B6469_Whitworth St / A34_Oxford St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	64	1	1%

Oxford St (N) SO	35	0	0%
Whitworth St (E) LT	71	0	0%
Whitworth St (E) SO	393	10	2%
Oxford St (S) LT	167	0	0%
Oxford St (S) SO	123	0	0%
Whitworth St (W) LT	12	0	0%
Whitworth St (W) SO	543	18	3%

Turn counts at node 85 - B6469_Whitworth St / A34_Princess St			
	All Vehicles	HGV	% HGV
Princess St (N) LT	25	0	0%
Princess St (N) SO	16	0	0%
Princess St (N) RT	76	0	0%
Whitworth St (E) LT	125	3	2%
Whitworth St (E) SO	264	0	0%
Whitworth St (E) RT	32	0	0%
Princess St (S) RT	168	4	2%
Princess St (S) LT	177	9	5%
Princess St (S) SO	182	2	1%
Whitworth St (W) LT	274	0	0%
Whitworth St (W) SO	256	16	6%
Whitworth St (W) RT	14	1	10%

Turn counts at node 87 - Whitworth St / Sackville St			
	All Vehicles	HGV	% HGV
Sackville St (N) LT	0	0	0%
Sackville St (N) SO	0	0	0%
Sackville St (N) RT	0	0	0%
Whitworth St (E) LT	96	0	0%
Whitworth St (E) SO	381	3	1%
Whitworth St (E) RT	155	0	0%
Sackville St (S) LT	47	0	0%
Sackville St (S) SO	147	0	0%
Sackville St (S) RT	227	1	1%
Whitworth St (W) LT	42	0	0%
Whitworth St (W) SO	395	20	5%
Whitworth St (W) RT	1	0	0%

Turn counts at node 922 - A6042_Trinity Way / Blackfriars			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	180	0	0%
Trinity Way (N) SO	1030	62	6%
Trinity Way (N) RT	33	0	0%
Blackfriars Rd (E) LT	26	0	0%
Blackfriars Rd (E) SO	8	0	0%
Blackfriars Rd (E) RT	20	0	2%
Trinity Way (S) LT	193	12	6%
Trinity Way (S) SO	1007	52	5%
Trinity Way (S) RT	41	5	12%
Blackfriars Rd (W) LT	165	2	1%
Blackfriars Rd (W) SO	269	0	0%
Blackfriars Rd (W) RT	336	28	8%

Turn counts at node 422 - Trinity Way / Chapel St			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	50	0	0%
Trinity Way (N) SO	950	59	6%
Trinity Way (N) RT	322	31	10%
Chapel St (E) LT	105	3	3%

Chapel St (E) SO	264	0	0%
Chapel St (E) RT	14	0	0%
Trinity Way (S) SO	975	53	5%
Trinity Way (S) RT	195	18	9%
Trinity Way (S) LT	160	0	0%
Chapel St (W) LT	253	16	6%
Chapel St (W) SO	307	0	0%
Chapel St (W) RT	416	5	1%

Turn counts at node 955 - Trinity Way / Irwell Street			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	0	0	0%
Trinity Way (N) RT	782	61	8%
Trinity Way (N) SO	619	3	0%
New Bailey access SO	0	0	0%
New Bailey access RT	9	0	0%
New Bailey access LT	0	0	0%
Irwell St RT	3	0	0%
Irwell St LT	31	0	0%
Irwell St SO	385	0	0%
Trinity Way (S) SO	9	0	0%
Trinity Way (S) RT	165	7	4%
Trinity Way (S) LT	779	0	0%

Turn_counts_at_node_1663,1150z,1028-A6042_Trinity_Way/A57_Regent_Road/A57_Dawson_Street			
	All Vehicles	HGV	% HGV
Trinity St (N) LT	383	0	0%
Trinity St (N) SO	20	0	0%
Trinity St (N) RT	379	0	0%
Dawson St (E) LT	8	0	0%
Dawson St (E) SO	1401	0	0%
Dawson St (E) RT	436	0	0%
Water St (S) LT	25	0	0%
Water St (S) SO	38	0	0%
Water St (S) RT	20	0	0%
Regent Rd (W) LT	364	24	6%
Regent Rd (W) SO	1702	44	3%

Turn counts (composite) at roundabout node 1000, 1002, 1003, 1005, 1162 - A56 Chester / A57 (M) / A5067 Chorlton Road			
	All Vehicles	HGV	% HGV
A57(M) EB off slip to Chester Rd (N)	152	7	4%
A57(M) EB off slip to A57(M) EB on slip	61	3	5%
A57(M) EB off slip to Chorlton Rd	149	8	5%
A57(M) EB off slip to Chester Rd (S)	86	14	16%
A57(M) EB off slip to A57(M) WB on slip	0	0	0%
Chester Rd (N) to A57(M) EB on slip	55	0	0%
Chester Rd (N) to Chorlton Rd	60	2	3%
Chester Rd (N) to Chester Road (S) via rbt	0	0	0%
Chester Rd (N) to A57(M) WB on slip	84	0	0%
Chester Rd (N) to Chester Road (N)	0	0	0%
A57(M) WB off slip to Chorlton Road	150	2	1%
A57(M) WB off slip to Chester Rd (S)	626	21	3%
A57(M) WB off slip to A57(M) WB on slip	187	0	0%
A57(M) WB off slip to Chester Rd (N)	190	0	0%
A57(M) WB off slip to A57(M) EB on slip	66	0	1%
Chorlton Rd to Chester Rd (S)	13	1	8%
Chorlton Rd to A57(M) WB on slip	54	10	19%

Chorlton Rd to Chester Rd (N)	73	2	3%
Chorlton Rd to A57(M) EB on slip	0	0	0%
Chorlton Rd to Chorlton Rd	0	0	0%
Chester Rd (S) to A57(M) WB on slip	128	19	15%
Chester Rd (S) to Chester Rd (N) via rbt	94	2	2%
Chester Rd (S) to A57(M) EB on slip	356	20	6%
Chester Rd (S) to Chorlton Rd	22	2	7%
Chester Rd (S) to Chester Rd (S)	22	2	7%

Chester Road (N) SO	402	1	0%
Chester Road (S) SO	736	4	1%

Turn counts (composite) at roundabout node 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174 - A57 M / Princess Road / Medlock Street			
	All Vehicles	HGV	% HGV
Medlock St to A5103 link EB	7	0	0%
Medlock St to Princess Rd	286	2	1%
Medlock St to A57(M) WB on slip	27	0	0%
Medlock St to Medlock St	0	0	0%
A5103 link WB to Princess Rd	714	33	5%
A5103 link WB to A57(M) WB on slip	173	0	0%
A5103 link WB to Medlock St	105	2	2%
A5103 link WB to A5103 link EB	2	0	0%
Princess Rd to A57(M) WB on slip	351	4	1%
Princess Rd to Medlock St	1029	21	2%
Princess Rd to A5103 link EB	815	26	3%
Princess Rd to Princess Rd	0	0	0%
A57(M) EB off slip to Medlock St	66	2	2%
A57(M) EB off slip to A5103 link EB	215	0	0%
A57(M) EB off slip to Princess Rd	341	0	0%
A57(M) EB off slip to A57(M) WB on slip	24	0	0%

A57 (M) WB	1932	46	2%
A57 (M) EB	2214	47	2%

Turn counts (composite) at roundabout node 563, 564, 567, 568, 570, 571, 575, 576 - Cambridge St Junction / A5103/ Higher Cambridge St / A57(M)			
	All Vehicles	HGV	% HGV
Cambridge St to A57(M) EB on slip	42	0	0%
Cambridge St to Higher Cambridge St	23	0	0%
Cambridge St to A5103 link WB	151	0	0%
Cambridge St to Cambridge St	0	0	0%
A57(M) WB off slip to Higher Cambridge St	388	8	2%
A57(M) WB off slip to A5103 link WB	644	34	5%
A57(M) WB off slip to Cambridge St	160	1	1%
A57(M) WB off slip to A57(M) EB on slip	85	3	4%
Higher Cambridge St to A5103 link WB	197	2	1%
Higher Cambridge St to Cambridge St	353	4	1%
Higher Cambridge St to A57(M) EB on slip	544	9	2%
Higher Cambridge St to Higher Cambridge St	0	0	0%
A5103 link EB to Cambridge St	337	6	2%
A5103 link EB to A57(M) EB on slip	517	20	4%
A5103 link EB to Higher Cambridge St	171	0	0%
A5103 link EB to A5103 link WB	0	0	0%

Turn counts at nodes 38, 126, 139, 100 - A57(M) / A34 / Brook Street			
	All Vehicles	HGV	% HGV
A34 (N) to Brook St	5	0	0%

A34 (N) SO	227	2.8	0%
Brook St to A34 (S)	377	4	0%
A34 (N) within junction to A57(M) WB	107	0	0%
A34(S) to A57(M) Westbound	847	12.2	0%
A34 (S) to SO	776	20.4	0%
A57(M) EB to Sackville Street	380	4	0%
A57(M) EB to Brook Street	455	5.4	0%

Turn counts at node 98 - Oxford Road / Booth Street East / Booth Street West			
	All Vehicles	HGV	% HGV
Oxford Road (N) LT	0	0	0%
Oxford Road (N) SO	57	0	0%
Oxford Road (N) RT	18	0	0%
Booth St East LT	0	0	0%
Booth St East SO	365	6	0%
Booth St East RT	0	0	0%
Oxford Road (S) LT	22	0	0%
Oxford Road (S) SO	95	0	0%
Oxford Road (S) RT	0	0	0%
Booth St West LT	23	0	0%
Booth St West SO	455	1.2	0%
Booth St West RT	12	0	0%

Turn counts at node 381, 629, 639 - A34 Upper Brook Street / A5184 Plymouth Grove			
	All Vehicles	HGV	% HGV
Upper Brook St (N) LT	283	0	0%
Upper Brook St (N) SO	771	18.6	0%
A5184 LT	14	1.2	0%
A5184 RT	448	4.8	0%
Upper Brook St (S) SO	1736	46.2	0%

2018 AM Base (0800-0900)

Turn_counts_at_node_155-A6_London_Road/B6469_Fairfield_Street (1)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	57	0	0%
	London Rd (N) SO	280	2	1%
	London Rd (N) RT	136	3	2%
Arm 2	Fairfield St (E) LT	64	0	0%
	Fairfield St (E) SO	288	1	0%
	Fairfield St (E) RT	90	0	0%
Arm 3	London Rd (S) LT	207	0	0%
	London Rd (S) SO	429	1	0%
	London Rd (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	32	1	4%
	Fairfield St (W) SO	280	13	5%
	Fairfield St (W) RT	18	0	0%

Turn_counts_at_node_215-B6469_Fairfield_Street/Station_carpark (2)				
		All Vehicles	HGV	% HGV
Arm 1	Station carpark LT	63	0	0%
	Station carpark RT	30	0	0%
Arm 2	Fairfield St (E) SO	423	1	0%
	Fairfield St (E) RT	97	0	0%
Arm 3	Fairfield St (W) LT	50	0	0%
	Fairfield St (W) SO	287	13	5%

Turn_counts_at_node_188-B6469_Fairfield_Street/Travis_Street (4)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St (N) LT	13	0	0%
	Travis St (N) SO	134	0	0%
	Travis St (N) RT	216	0	0%
Arm 2	Fairfield St (E) LT	88	0	0%
	Fairfield St (E) SO	204	1	1%
	Fairfield St (E) RT	53	0	0%
Arm 3	Travis St (S) LT	115	0	0%
	Travis St (S) SO	27	0	0%
	Travis St (S) RT	17	0	0%
Arm 4	Fairfield St (W) LT	167	4	3%
	Fairfield St (W) SO	78	0	0%
	Fairfield St (W) RT	103	9	9%

Turn_counts_at_node_1212-A635_Ring_Road/B6469_Fairfield_Street (9)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) SO	1317	44	3%
	Ring Rd (N) RT	127	1	1%
Arm 2	Fairfield St (E) LT	1162	28	2%
	Fairfield St (E) SO	159	1	0%
	Fairfield St (E) RT	0	0	0%
Arm 3	Ring Rd (S) LT	82	0	0%
	Ring Rd (S) SO	843	25	3%
	Ring Rd (S) RT	559	18	3%
Arm 4	Fairfield St (W) LT	31	0	0%
	Fairfield St (W) SO	59	0	0%
	Fairfield St (W) RT	18	0	0%

Turn_counts_at_node_1389-A6_London_Road/Travis_Street (11)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St LT	126	0	0%

Turn_counts_at_node_1193z,1194z,1195-A57(M)_Ring_Road/A6_London_Road/A6_Downing_Street (14)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd SO	362	2	1%
	London Rd RT	155	0	0%
Arm 2	A57(M) LT	424	12	3%
Arm 3	Downing St LT	391	26	7%
	Downing St SO	389	0	0%
Arm 4	A57(M) LT	288	1	0%
	A57(M) RT	500	22	4%

Turn_counts_at_node_170-A6_London_Road/Store_Street (19)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	101	3	3%
	London Rd (N) SO	465	5	1%
Arm 2	Store St LT	13	0	0%

Turn_counts_at_node_1243-A665_Ring_Road/Old_Mill_Street/Store_Street (21)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) LT	61	1	1%
	Ring Rd (N) SO	947	10	1%
	Ring Rd (N) RT	24	0	0%
Arm 2	Old Mill St LT	341	3	1%
	Old Mill St SO	96	0	0%
	Old Mill St RT	211	14	7%
Arm 3	Ring Rd (S) LT	16	0	1%
	Ring Rd (S) SO	1380	8	1%
	Ring Rd (S) RT	130	4	3%
Arm 4	Store St LT	2	0	0%
	Store St SO	9	0	0%
	Store St RT	32	0	0%

Turn_counts_at_node_1224-A665_Pin_Mill_Brow/A635_Ashton_Old_Road/A665_Chancellor_Lane/A635_Fairfield_Street (22)				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow LT	70	0	0%
	Pin Mill Brow SO	419	1	0%
	Pin Mill Brow RT	0	0	0%
Arm 2	Ashton Old Rd LT	90	0	0%
	Ashton Old Rd SO	1019	28	3%
	Ashton Old Rd RT	169	3	2%
Arm 3	Chancellor Ln LT	322	1	0%
	Chancellor Ln SO	627	0	0%
	Chancellor Ln RT	0	0	0%
Arm 4	Fairfield St LT	35	1	3%
	Fairfield St SO	528	16	3%
	Fairfield St RT	51	0	0%

Turn_counts_at_node_1215; 1229-A665_Pin_Mill_Brow/A635_Ring_Road (23)				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow (N) SO	490	1	0%
	Pin Mill Brow (N) RT	1319	42	3%
Arm 2	Pin Mill Brow (S) LT	125	3	3%
	Pin Mill Brow (S) SO	702	1	0%
Arm 3	Ring Road SO	872	25	3%

Turn_counts_at_node_1239-A665_Great_Ancoats_Street/Adair_Street (24)				
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		All Vehicles	HGV	% HGV
Arm 1	Great Ancoats St (N) SO	985	24	2%
	Great Ancoats St (N) RT	506	0	0%
Arm 2	Great Ancoats St (S) LT	75	7	10%
	Great Ancoats St (S) SO	1294	13	1%
Arm 3	Adair St LT	195	0	0%
	Adair St RT	0	0	0%

Turn counts at node 931 / 930 -Cheetham Hill Rd / Ring Road				
	All Vehicles	HGV	% HGV	
A6042 (W) RT	719	15	2%	
A6042 (W) LT	320	17	5%	
A665 Cheetham Hill Rd (N) SO	498	8	2%	
A665 Cheetham Hill Rd (N) RT	537	25	5%	
Ring Road (S) LT	1062	28	3%	
Ring Road (S) SO	208	0	0%	

Turn counts at node 541 - Ring Road_Rochdale Road				
	All Vehicles	HGV	% HGV	
Shude Hill SO	84	0	0%	
Shude Hill LT	125	0	0%	
Swan St RT	163	5	3%	
Swan St LT	179	6	3%	
Swan ST SO	1220	29	2%	
Rochdale Rd (N) SO	473	2	0%	
Rochdale Rd (N) RT	260	2	1%	

Turn counts at node 612-Ring Road / Oldham Road				
	All Vehicles	HGV	% HGV	
Ring Road LT	30	3	9%	
Ring Road SO	1050	20	2%	
Ring Road RT	207	0	0%	
Oldham Road LT	1110	13	1%	

Turn counts at node 614- Ring Road / Netwton Street				
	All Vehicles	HGV	% HGV	
Newton St LT	70	2	2%	
Great Ancoats St (E) LT	136	1	1%	
Great Ancoats St (E) SO	1149	21	2%	
Great Ancoats St (W) SO	965	11	1%	
Great Ancoats St (W) RT	301	3	1%	

Turn counts at node 1247- Ring Road / Central Retail Park				
	All Vehicles	HGV	% HGV	
Great Ancoats St (E) RT	4	0	0%	
Great Ancoats St (E) SO	1315	23	2%	
Great Ancoats St (W) LT	118	0	0%	
Great Ancoats St (W) SO	987	11	1%	
Central Retail Park LT	0	0	0%	
Central Retail Park RT	3	0	0%	
Laystall St SO	0	0	0%	
Laystall St RT	116	1	1%	
Laystall St LT	9	0	2%	

Turn counts at node 1245 - Ring Road_Ducie Street				
	All Vehicles	HGV	% HGV	
Ring Road (E) LT	282	0	0%	
Ring Road (E) SO	1308	23	2%	
Ring Road (W) SO	1043	11	1%	

Ring Road (W) RT	54	0	0%
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Arm 1

Arm 2

Arm 3

Turn counts at node 1241- Ring Road / Pollard Street			
	All Vehicles	HGV	% HGV
Ring Road (W) LT	50	0	0%
Ring Road (W) SO	1274	14	1%
Pollard St LT	211	10	5%
Pollard St RT	106	0	0%
Ring Road (E) RT	74	0	0%
Ring Road (E) SO	1411	12	1%

Turn counts at node 1322- Hyde Road / A665			
	All Vehicles	HGV	% HGV
Hyde Rd (W) SO	437	13	3%
Hyde Rd (E) LT	129	3	2%
Hyde Rd (E) SO	680	27	4%
Hyde Rd (E) RT	323	1	0%
A665 (N) LT	56	0	0%
A665 (N) SO	261	1	0%
A665 (S) RT	48	0	0%
A665 (S) SO	562	0	0%

Turn counts (composite) at roundabout node 1318a - Hyde Road / A6 Roundabout			
	All Vehicles	HGV	% HGV
Higher Ardwick to Hyde Rd	1	0	0%
Higher Ardwick to A6	88	0	0%
Higher Ardwick to Brunswick St	108	1	1%
Higher Ardwick to Ardwick Green South	31	0	1%
Higher Ardwick u-turn	1	0	0%
Hyde Rd to A6	10	0	0%
Hyde Rd to Brunswick St	231	4	2%
Hyde Rd to Ardwick Green S	388	21	5%
Hyde Rd to Higher Ardwick	10	0	0%
Hyde Rd u-turn	0	0	0%
A6 to Brunswick St	70	5	7%
A6 to Ardwick Green S	418	6	1%
A6 to Higher Ardwick	65	0	0%
A6 to Hyde Rd	4	0	0%
A6 u-turn	3	0	0%
Brunswick St to Ardwick Green S	70	1	1%
Brunswick St to Higher Ardwick	230	3	1%
Brunswick St to Hyde Rd	63	1	1%
Brunswick St to A6	81	0	0%
Brunswick St u-turn	6	0	0%
Ardwick Green S to Higher Ardwick	70	6	8%
Ardwick Green S to Hyde Rd	373	13	3%
Ardwick Green S to A6	425	13	3%
Ardwick Green S to Brunswick St	132	2	2%
Ardwick Green S u-turn	5	0	0%

Turn counts at node 0 - Newton Street / Piccadilly			
	All Vehicles	HGV	% HGV
Piccadilly (S) LT	19	0	0%
Portland St SO	97	1	1%
Portland ST RT	17	0	0%
Newton St LT	327	6	2%

Turn counts at node 166z - A6 Piccadilly / Ducie Street			
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	All Vehicles	HGV	% HGV
Auburn St SO	238	0	0%
Auburn St RT	67	2	4%
Auburn St LT	176	4	2%
Ducie St LT	49	1	1%
Piccadilly SO	449	6	1%

Turn counts at node 6 - Portland Street / Aytoun Street			
	All Vehicles	HGV	% HGV
Aytoun St RT	137	1	1%

Turn counts at node 153 - Fairfield Street / A6			
	All Vehicles	HGV	% HGV
Fairfield St (W) SO	333	15	5%
Fairfield St (W) LT	297	7	2%
Fairfield St (E) SO	620	4	1%
Fairfield St (E) RT	9	0	0%

Turn counts at node 926 - A56 / New Bridge Street / Trinity Way			
	All Vehicles	HGV	% HGV
New Bridge St (E) LT	310	10	3%
New Bridge St (E) SO	1059	39	4%
New Bridge St (E) RT	125	2	2%
A56 Great Ducie St (N) LT	196	0	0%
A56 Great Ducie St (N) SO	263	0	0%
A56 Great Ducie St (N) SO	342	25	7%
A56 Great Ducie St (S) RT	79	2	2%
A56 Great Ducie St (S) LT	0	0	0%
A56 Great Ducie St (S) SO	23	0	0%
Trinity Way SO	833	34	4%
Trinity Way RT	62	0	0%
Trinity Way LT	203	19	9%

Turn counts at node 428 - Chapel St / Victoria Bridge St			
	All Vehicles	HGV	% HGV
Victoria Bridge St RT	189	2	1%
Victoria Bridge St LT	3	1	20%
Chapel St (E) LT	436	8	2%
Chapel St (E) LT	83	0	0%
Chapel St (W) SO	92	4	4%
Chapel St (W) RT	58	0	0%

Turn counts at node 398 - St Mary's Gate / Deansgate			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	172	3	2%
Deansgate (S) LT	144	3	2%
Blackfriars St LT	40	0	0%
Blackfriars St SO	0	0	0%
Blackfriars St RT	0	0	0%
St Mary's Gate RT	0	0	0%
St Mary's Gate LT	13	0	0%
St Mary's Gate SO	1	0	0%
Deansgate (N) LT	0	0	0%
Deansgate (N) SO	418	8	2%
Deansgate (N) RT	19	0	0%

Turn counts at node 338 - Deansgate / John Dalton St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	260	7	3%

Deansgate (S) RT	0	0	0%
Deansgate (S) LT	152	4	2%
Deansgate (N) LT	124	2	2%
Deansgate (N) SO	341	6	2%
Deansgate (N) RT	13	0	0%
Bridge St LT	37	0	0%
Bridge St SO	118	2	2%
John Dalton St LT	70	1	1%
John Dalton St SO	71	0	0%

Turn counts at node 303 - Peter Street			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	259	11	4%
Deansgate (S) RT	48	0	0%
Deansgate (S) LT	136	4	3%
Peter St RT	81	0	0%
Peter St LT	54	0	0%
Peter St SO	71	0	0%
Deansgate (N) LT	24	0	0%
Deansgate (N) SO	355	6	2%
Deansgate (N) RT	43	0	0%
Quay St LT	77	0	0%
Quay St SO	179	3	2%
Quay St RT	105	1	1%

Turn counts at node 260 - Deansgate / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	383	14	4%
Deansgate (S) RT	296	0	0%
Deansgate (N) LT	166	0	0%
Deansgate (N) SO	412	8	2%
Great Bridgewater St RT	27	0	1%
Great Bridgewater St LT	125	0	0%

Turn counts at node 259 - Deansgate / Liverpool St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	480	14	3%
Deansgate (S) LT	248	0	0%
Deansgate (N) SO	467	6	1%
Deansgate (N) RT	71	2	2%
Liverpool St RT	116	1	1%
Liverpool St LT	199	0	0%

Turn counts at node 256 - Deansgate / Whitworth St West			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	527	5	1%
Deansgate (S) RT	311	5	2%
Whitworth St West RT	197	9	5%
Whitworth St West LT	250	2	1%
Deansgate (N) LT	158	3	2%
Deansgate (N) SO	420	4	1%

Turn counts at node 284 - A34 Oxford St / Lower Mosley St			
	All Vehicles	HGV	% HGV
Oxford St (S) SO	151	0	0%
Oxford St (S) LT	86	0	0%
Oxford St (N) SO	255	5	2%

Turn counts at node 261 - Lower Mosley St / Great Bridgewater St			
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	All Vehicles	HGV	% HGV
Albion St SO	535	6	1%
Albion St RT	337	0	0%
Albion St LT	127	5	4%
Great Bridgewater St (E) RT	6	0	0%
Great Bridgewater St (E) LT	48	0	0%
Great Bridgewater St (E) SO	49	0	0%
Lower Mosley St LT	20	0	0%
Lower Mosley St SO	147	0	0%
Lower Mosley St RT	34	0	0%
Great Bridgewater St (W) LT	20	0	0%
Great Bridgewater St (W) SO	69	0	0%
Great Bridgewater St (W) RT	28	0	0%

Turn counts at node 238 - Whitworth St West			
	All Vehicles	HGV	% HGV
Albion St (N) LT	45	0	0%
Albion St (N) SO	116	0	0%
Albion St (N) RT	63	0	0%
Whitworth St West (E) LT	108	0	0%
Whitworth St West (E) SO	211	5	2%
Whitworth St West (E) RT	281	8	3%
Albion St (S) LT	162	5	3%
Albion St (S) SO	560	3	0%
Albion St (S) RT	178	12	7%
Whitworth St West (W) LT	142	2	1%
Whitworth St West (W) SO	166	0	0%
Whitworth St West (W) RT	151	6	4%

Turn counts at node 40 - A34_Princess St / A5103_Portland St			
	All Vehicles	HGV	% HGV
Portland St (N) LT	71	0	0%
Portland St (N) SO	232	0	0%
Portland St (N) RT	0	0	0%
Princess St (W) LT	16	0	0%
Princess St (W) SO	27	0	0%
Princess St (W) RT	2	0	0%
Portland St (S) LT	0	0	0%
Portland St (S) SO	347	3	1%
Portland St (S) RT	0	0	0%

Turn counts at node 67 - A5103_Portland St / A34_Oxford St / Chepstow St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	157	5	3%
Oxford St (N) SO	71	1	1%
Oxford St (N) RT	33	0	0%
Portland St LT	29	0	0%
Portland St SO	96	0	0%
Portland St RT	221	0	0%
Oxford St (S) LT	0	0	0%
Oxford St (S) SO	16	0	0%
Oxford St (S) RT	113	0	0%
Chepstow St LT	0	0	0%
Chepstow St SO	91	0	0%
Chepstow St RT	0	0	0%

Turn counts at node 75 - B6469_Whitworth St / A34_Oxford St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	64	1	1%

Oxford St (N) SO	35	0	0%
Whitworth St (E) LT	71	0	0%
Whitworth St (E) SO	393	10	2%
Oxford St (S) LT	167	0	0%
Oxford St (S) SO	123	0	0%
Whitworth St (W) LT	12	0	0%
Whitworth St (W) SO	543	18	3%

Turn counts at node 85 - B6469_Whitworth St / A34_Princess St			
	All Vehicles	HGV	% HGV
Princess St (N) LT	25	0	0%
Princess St (N) SO	16	0	0%
Princess St (N) RT	76	0	0%
Whitworth St (E) LT	125	3	2%
Whitworth St (E) SO	264	0	0%
Whitworth St (E) RT	32	0	0%
Princess St (S) RT	168	4	2%
Princess St (S) LT	177	9	5%
Princess St (S) SO	182	2	1%
Whitworth St (W) LT	274	0	0%
Whitworth St (W) SO	256	16	6%
Whitworth St (W) RT	14	1	10%

Turn counts at node 87 - Whitworth St / Sackville St			
	All Vehicles	HGV	% HGV
Sackville St (N) LT	0	0	0%
Sackville St (N) SO	0	0	0%
Sackville St (N) RT	0	0	0%
Whitworth St (E) LT	96	0	0%
Whitworth St (E) SO	381	3	1%
Whitworth St (E) RT	155	0	0%
Sackville St (S) LT	47	0	0%
Sackville St (S) SO	147	0	0%
Sackville St (S) RT	227	1	1%
Whitworth St (W) LT	42	0	0%
Whitworth St (W) SO	395	20	5%
Whitworth St (W) RT	1	0	0%

Turn counts at node 922 - A6042_Trinity Way / Blackfriars			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	180	0	0%
Trinity Way (N) SO	1030	62	6%
Trinity Way (N) RT	33	0	0%
Blackfriars Rd (E) LT	26	0	0%
Blackfriars Rd (E) SO	8	0	0%
Blackfriars Rd (E) RT	20	0	2%
Trinity Way (S) LT	193	12	6%
Trinity Way (S) SO	1007	52	5%
Trinity Way (S) RT	41	5	12%
Blackfriars Rd (W) LT	165	2	1%
Blackfriars Rd (W) SO	269	0	0%
Blackfriars Rd (W) RT	336	28	8%

Turn counts at node 422 - Trinity Way / Chapel St			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	50	0	0%
Trinity Way (N) SO	950	59	6%
Trinity Way (N) RT	322	31	10%
Chapel St (E) LT	105	3	3%

Chapel St (E) SO	264	0	0%
Chapel St (E) RT	14	0	0%
Trinity Way (S) SO	975	53	5%
Trinity Way (S) RT	195	18	9%
Trinity Way (S) LT	160	0	0%
Chapel St (W) LT	253	16	6%
Chapel St (W) SO	307	0	0%
Chapel St (W) RT	416	5	1%

Turn counts at node 955 - Trinity Way / Irwell Street			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	0	0	0%
Trinity Way (N) RT	782	61	8%
Trinity Way (N) SO	619	3	0%
New Bailey access SO	0	0	0%
New Bailey access RT	9	0	0%
New Bailey access LT	0	0	0%
Irwell St RT	3	0	0%
Irwell St LT	31	0	0%
Irwell St SO	385	0	0%
Trinity Way (S) SO	9	0	0%
Trinity Way (S) RT	165	7	4%
Trinity Way (S) LT	779	0	0%

Turn_counts_at_node_1663,1150z,1028-A6042_Trinity_Way/A57_Regent_Road/A57_Dawson_Street			
	All Vehicles	HGV	% HGV
Trinity St (N) LT	383	0	0%
Trinity St (N) SO	20	0	0%
Trinity St (N) RT	379	0	0%
Dawson St (E) LT	8	0	0%
Dawson St (E) SO	1401	0	0%
Dawson St (E) RT	436	0	0%
Water St (S) LT	25	0	0%
Water St (S) SO	38	0	0%
Water St (S) RT	20	0	0%
Regent Rd (W) LT	364	24	6%
Regent Rd (W) SO	1702	44	3%

Turn counts (composite) at roundabout node 1000, 1002, 1003, 1005, 1162 - A56 Chester / A57 (M) / A5067 Chorlton Road			
	All Vehicles	HGV	% HGV
A57(M) EB off slip to Chester Rd (N)	152	7	4%
A57(M) EB off slip to A57(M) EB on slip	61	3	5%
A57(M) EB off slip to Chorlton Rd	149	8	5%
A57(M) EB off slip to Chester Rd (S)	86	14	16%
A57(M) EB off slip to A57(M) WB on slip	0	0	0%
Chester Rd (N) to A57(M) EB on slip	55	0	0%
Chester Rd (N) to Chorlton Rd	60	2	3%
Chester Rd (N) to Chester Road (S) via rbt	0	0	0%
Chester Rd (N) to A57(M) WB on slip	84	0	0%
Chester Rd (N) to Chester Road (N)	0	0	0%
A57(M) WB off slip to Chorlton Road	150	2	1%
A57(M) WB off slip to Chester Rd (S)	626	21	3%
A57(M) WB off slip to A57(M) WB on slip	187	0	0%
A57(M) WB off slip to Chester Rd (N)	190	0	0%
A57(M) WB off slip to A57(M) EB on slip	66	0	1%
Chorlton Rd to Chester Rd (S)	13	1	8%
Chorlton Rd to A57(M) WB on slip	54	10	19%

Chorlton Rd to Chester Rd (N)	73	2	3%
Chorlton Rd to A57(M) EB on slip	0	0	0%
Chorlton Rd to Chorlton Rd	0	0	0%
Chester Rd (S) to A57(M) WB on slip	128	19	15%
Chester Rd (S) to Chester Rd (N) via rbt	94	2	2%
Chester Rd (S) to A57(M) EB on slip	356	20	6%
Chester Rd (S) to Chorlton Rd	22	2	7%
Chester Rd (S) to Chester Rd (S)	22	2	7%

Chester Road (N) SO	402	1	0%
Chester Road (S) SO	736	4	1%

Turn counts (composite) at roundabout node 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174 - A57 M / Princess Road / Medlock Street			
	All Vehicles	HGV	% HGV
Medlock St to A5103 link EB	7	0	0%
Medlock St to Princess Rd	286	2	1%
Medlock St to A57(M) WB on slip	27	0	0%
Medlock St to Medlock St	0	0	0%
A5103 link WB to Princess Rd	714	33	5%
A5103 link WB to A57(M) WB on slip	173	0	0%
A5103 link WB to Medlock St	105	2	2%
A5103 link WB to A5103 link EB	2	0	0%
Princess Rd to A57(M) WB on slip	351	4	1%
Princess Rd to Medlock St	1029	21	2%
Princess Rd to A5103 link EB	815	26	3%
Princess Rd to Princess Rd	0	0	0%
A57(M) EB off slip to Medlock St	66	2	2%
A57(M) EB off slip to A5103 link EB	215	0	0%
A57(M) EB off slip to Princess Rd	341	0	0%
A57(M) EB off slip to A57(M) WB on slip	24	0	0%

A57 (M) WB	1932	46	2%
A57 (M) EB	2214	47	2%

Turn counts (composite) at roundabout node 563, 564, 567, 568, 570, 571, 575, 576 - Cambridge St Junction / A5103/ Higher Cambridge St / A57(M)			
	All Vehicles	HGV	% HGV
Cambridge St to A57(M) EB on slip	42	0	0%
Cambridge St to Higher Cambridge St	23	0	0%
Cambridge St to A5103 link WB	151	0	0%
Cambridge St to Cambridge St	0	0	0%
A57(M) WB off slip to Higher Cambridge St	388	8	2%
A57(M) WB off slip to A5103 link WB	644	34	5%
A57(M) WB off slip to Cambridge St	160	1	1%
A57(M) WB off slip to A57(M) EB on slip	85	3	4%
Higher Cambridge St to A5103 link WB	197	2	1%
Higher Cambridge St to Cambridge St	353	4	1%
Higher Cambridge St to A57(M) EB on slip	544	9	2%
Higher Cambridge St to Higher Cambridge St	0	0	0%
A5103 link EB to Cambridge St	337	6	2%
A5103 link EB to A57(M) EB on slip	517	20	4%
A5103 link EB to Higher Cambridge St	171	0	0%
A5103 link EB to A5103 link WB	0	0	0%

Turn counts at nodes 38, 126, 139, 100 - A57(M) / A34 / Brook Street			
	All Vehicles	HGV	% HGV
A34 (N) to Brook St	5	0	0%

A34 (N) SO	227	2.8	0%
Brook St to A34 (S)	377	4	0%
A34 (N) within junction to A57(M) WB	107	0	0%
A34(S) to A57(M) Westbound	847	12.2	0%
A34 (S) to SO	776	20.4	0%
A57(M) EB to Sackville Street	380	4	0%
A57(M) EB to Brook Street	455	5.4	0%

Turn counts at node 98 - Oxford Road / Booth Street East / Booth Street West			
	All Vehicles	HGV	% HGV
Oxford Road (N) LT	0	0	0%
Oxford Road (N) SO	57	0	0%
Oxford Road (N) RT	18	0	0%
Booth St East LT	0	0	0%
Booth St East SO	365	6	0%
Booth St East RT	0	0	0%
Oxford Road (S) LT	22	0	0%
Oxford Road (S) SO	95	0	0%
Oxford Road (S) RT	0	0	0%
Booth St West LT	23	0	0%
Booth St West SO	455	1.2	0%
Booth St West RT	12	0	0%

Turn counts at node 381, 629, 639 - A34 Upper Brook Street / A5184 Plymouth Grove			
	All Vehicles	HGV	% HGV
Upper Brook St (N) LT	283	0	0%
Upper Brook St (N) SO	771	18.6	0%
A5184 LT	14	1.2	0%
A5184 RT	448	4.8	0%
Upper Brook St (S) SO	1736	46.2	0%

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Turn_counts_at_node_155-A6_London_Road/B6469_Fairfield_Street (1)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	50	0	0%
	London Rd (N) SO	277	3	1%
	London Rd (N) RT	129	3	2%
Arm 2	Fairfield St (E) LT	62	0	0%
	Fairfield St (E) SO	323	1	0%
	Fairfield St (E) RT	82	0	0%
Arm 3	London Rd (S) LT	275	0	0%
	London Rd (S) SO	470	1	0%
	London Rd (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	14	1	7%
	Fairfield St (W) SO	274	15	5%
	Fairfield St (W) RT	19	0	0%

Turn_counts_at_node_215-B6469_Fairfield_Street/Station_carpark (2)				
		All Vehicles	HGV	% HGV
Arm 1	Station carpark LT	61	0	0%
	Station carpark RT	34	0	0%
Arm 2	Fairfield St (E) SO	438	1	0%
	Fairfield St (E) RT	101	0	0%
Arm 3	Fairfield St (W) LT	44	0	0%
	Fairfield St (W) SO	279	15	5%

Turn_counts_at_node_188-B6469_Fairfield_Street/Travis_Street (4)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St (N) LT	15	0	0%
	Travis St (N) SO	138	0	0%
	Travis St (N) RT	217	0	0%
Arm 2	Fairfield St (E) LT	70	0	0%
	Fairfield St (E) SO	214	1	1%
	Fairfield St (E) RT	54	1	1%
Arm 3	Travis St (S) LT	115	0	0%
	Travis St (S) SO	27	0	0%
	Travis St (S) RT	19	0	0%
Arm 4	Fairfield St (W) LT	191	4	2%
	Fairfield St (W) SO	40	0	0%
	Fairfield St (W) RT	107	11	10%

Turn_counts_at_node_1212-A635_Ring_Road/B6469_Fairfield_Street (9)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) SO	1385	47	3%
	Ring Rd (N) RT	131	1	1%
Arm 2	Fairfield St (E) LT	1246	28	2%
	Fairfield St (E) SO	127	1	0%
	Fairfield St (E) RT	0	0	0%
Arm 3	Ring Rd (S) LT	89	0	0%
	Ring Rd (S) SO	872	22	2%
	Ring Rd (S) RT	558	18	3%
Arm 4	Fairfield St (W) LT	17	0	0%
	Fairfield St (W) SO	37	0	0%
	Fairfield St (W) RT	21	0	0%

		Turn_counts_at_node_1389-A6_London_Road/Travis_Street (11)		
		All Vehicles	HGV	% HGV
Arm 1	Travis St LT	107	0	0%

	Turn_counts_at_node_1193z,1194z,1195-A57(M)_Ring_Road/A6_London_Road/A6_Downing_Street (14)			
		All Vehicles	HGV	% HGV
Arm 1	London Rd LT			
	London Rd SO	338	3	1%
	London Rd RT	140	0	0%
Arm 2	A57(M) LT	414	13	3%
Arm 3	Downing St LT	416	23	6%
	Downing St SO	380	0	0%
	Downing St RT			
Arm 4	A57(M) LT	294	1	0%
	A57(M) SO			
	A57(M) RT	561	24	4%

		Turn_counts_at_node_170-A6_London_Road/Store_Street (19)		
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	113	4	4%
	London Rd (N) SO	458	6	1%
Arm 2	Store St LT	4	0	0%

	Turn_counts_at_node_1243-A665_Ring_Road/Old_Mill_Street/Store_Street (21)			
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) LT	56	1	2%
	Ring Rd (N) SO	931	9	1%
	Ring Rd (N) RT	16	0	0%
Arm 2	Old Mill St LT	373	5	1%
	Old Mill St SO	83	0	0%
	Old Mill St RT	184	13	7%
Arm 3	Ring Rd (S) LT	8	0	3%
	Ring Rd (S) SO	1375	6	0%
	Ring Rd (S) RT	133	4	3%
Arm 4	Store St LT	1	0	0%
	Store St SO	6	0	0%
	Store St RT	41	0	0%

	Turn_counts_at_node_1224- A665_Pin_Mill_Brow/A635_Ashton_Old_Road/A665_Chancellor_Lane/A635_Fairfield_Street (22)			
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow LT	69	0	0%
	Pin Mill Brow SO	429	1	0%
	Pin Mill Brow RT	0	0	0%
Arm 2	Ashton Old Rd LT	90	0	0%
	Ashton Old Rd SO	1054	27	3%
	Ashton Old Rd RT	161	5	3%
Arm 3	Chancellor Ln LT	326	2	1%
	Chancellor Ln SO	621	1	0%
	Chancellor Ln RT	0	0	0%
Arm 4	Fairfield St LT	37	1	3%
	Fairfield St SO	533	17	3%

	Fairfield St RT	22	0	2%
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Turn_counts_at_node_1215; 1229-A665_Pin_Mill_Brow/A635_Ring_Road (23)				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow (N) SO	501	1	0%
	Pin Mill Brow (N) RT	1390	43	3%
Arm 2	Pin Mill Brow (S) LT	122	5	4%
	Pin Mill Brow (S) SO	694	2	0%
Arm 3	Ring Road SO	887	22	2%

Turn_counts_at_node_1239-A665_Great_Ancoats_Street/Adair_Street (24)				
		All Vehicles	HGV	% HGV
Arm 1	Great Ancoats St (N) SO	1024	22	2%
	Great Ancoats St (N) RT	495	0	0%
Arm 2	Great Ancoats St (S) LT	73	6	8%
	Great Ancoats St (S) SO	1300	10	1%
Arm 3	Adair St LT	194	0	0%
	Adair St RT	0	0	0%

Turn counts at node 931 / 930 -Cheetham Hill Rd / Ring Road				
		All Vehicles	HGV	% HGV
	A6042 (W) RT	705	15	2%
	A6042 (W) LT	382	15	4%
	A665 Cheetham Hill Rd (N) SO	497	9	2%
	A665 Cheetham Hill Rd (N) RT	533	24	4%
	Ring Road (S) LT	1023	26	3%
	Ring Road (S) SO	211	0	0%

Turn counts at node 541 - Ring Road_Rochdale Road				
		All Vehicles	HGV	% HGV
	Shude Hill SO	84	0	0%
	Shude Hill LT	121	0	0%
	Swan St RT	162	4	2%
	Swan St LT	161	4	2%
	Swan ST SO	1183	27	2%
	Rochdale Rd (N) SO	464	2	0%
	Rochdale Rd (N) RT	257	2	1%

Turn counts at node 612-Ring Road / Oldham Road				
		All Vehicles	HGV	% HGV
	Ring Road LT	31	3	9%
	Ring Road SO	978	16	2%
	Ring Road RT	197	0	0%
	Oldham Road LT	1105	13	1%

Turn counts at node 614- Ring Road / Netwton Street				
		All Vehicles	HGV	% HGV
	Newton St LT	66	1	2%
	Great Ancoats St (E) LT	152	2	1%
	Great Ancoats St (E) SO	1076	18	2%
	Great Ancoats St (W) SO	1017	10	1%
	Great Ancoats St (W) RT	272	3	1%

Turn counts at node 1247- Ring Road / Central Retail Park				
		All Vehicles	HGV	% HGV

Great Ancoats St (E) RT	5	0	0%
Great Ancoats St (E) SO	1277	20	2%
Great Ancoats St (W) LT	112	0	0%
Great Ancoats St (W) SO	891	10	1%
Central Retail Park LT	0	0	0%
Central Retail Park RT	3	0	0%
Laystall St SO	0	0	0%
Laystall St RT	174	0	0%
Laystall St LT	8	0	5%

Turn counts at node 1245 - Ring Road _ Ducie Street			
	All Vehicles	HGV	% HGV
Ring Road (E) LT	278	0	0%
Ring Road (E) SO	1273	20	2%
Ring Road (W) SO	1011	10	1%
Ring Road (W) RT	48	0	0%

Turn counts at node 1241- Ring Road / Pollard Street			
	All Vehicles	HGV	% HGV
Ring Road (W) LT	46	0	0%
Ring Road (W) SO	1296	13	1%
Pollard St LT	218	9	4%
Pollard St RT	101	0	0%
Ring Road (E) RT	74	0	0%
Ring Road (E) SO	1413	10	1%

Turn counts at node 1322- Hyde Road / A665			
	All Vehicles	HGV	% HGV
Hyde Rd (W) SO	431	13	3%
Hyde Rd (E) LT	118	4	3%
Hyde Rd (E) SO	736	26	4%
Hyde Rd (E) RT	313	1	0%
A665 (N) LT	38	0	1%
A665 (N) SO	282	0	0%
A665 (S) RT	50	0	0%
A665 (S) SO	572	1	0%

Turn counts (composite) at roundabout node 1318a - Hyde Road / A6 Roundabout			
	All Vehicles	HGV	% HGV
Higher Ardwick to Hyde Rd	0	0	0%
Higher Ardwick to A6	71	0	1%
Higher Ardwick to Brunswick St	120	1	1%
Higher Ardwick to Ardwick Green South	26	0	0%
Higher Ardwick u-turn	3	0	0%
Hyde Rd to A6	3	0	12%
Hyde Rd to Brunswick St	225	3	1%
Hyde Rd to Ardwick Green S	507	23	5%
Hyde Rd to Higher Ardwick	16	0	0%
Hyde Rd u-turn	0	0	0%
A6 to Brunswick St	55	4	8%
A6 to Ardwick Green S	473	6	1%
A6 to Higher Ardwick	88	0	0%
A6 to Hyde Rd	1	0	0%
A6 u-turn	2	0	0%

Brunswick St to Ardwick Green S	62	1	1%
Brunswick St to Higher Ardwick	216	3	1%
Brunswick St to Hyde Rd	42	1	1%
Brunswick St to A6	74	0	0%
Brunswick St u-turn	2	0	0%
Ardwick Green S to Higher Ardwick	80	6	8%
Ardwick Green S to Hyde Rd	397	13	3%
Ardwick Green S to A6	486	14	3%
Ardwick Green S to Brunswick St	152	1	1%
Ardwick Green S u-turn	5	0	0%

Turn counts at node 0 - Newton Street / Piccadilly			
	All Vehicles	HGV	% HGV
Piccadilly (S) LT	19	0	0%
Portland St SO	99	1	1%
Portland ST RT	19	0	0%
Newton St LT	324	7	2%

Turn counts at node 166z - A6 Piccadilly / Ducie Street			
	All Vehicles	HGV	% HGV
Auburn St SO	207	0	0%
Auburn St RT	85	3	4%
Auburn St LT	174	6	3%
Ducie St LT	41	0	0%
Piccadilly SO	455	7	1%

Turn counts at node 6 - Portland Street / Aytoun Street			
	All Vehicles	HGV	% HGV
Aytoun St RT	137	1	1%

Turn counts at node 153 - Fairfield Street / A6			
	All Vehicles	HGV	% HGV
Fairfield St (W) SO	307	16	5%
Fairfield St (W) LT	295	9	3%
Fairfield St (E) SO	716	4	1%
Fairfield St (E) RT	9	0	0%

Turn counts at node 926 - A56 / New Bridge Street / Trinity Way			
	All Vehicles	HGV	% HGV
New Bridge St (E) LT	296	9	3%
New Bridge St (E) SO	1030	36	3%
New Bridge St (E) RT	124	3	2%
A56 Great Ducie St (N) LT	192	0	0%
A56 Great Ducie St (N) SO	267	0	0%
A56 Great Ducie St (N) SO	339	24	7%
A56 Great Ducie St (S) RT	77	1	1%
A56 Great Ducie St (S) LT	0	0	0%
A56 Great Ducie St (S) SO	19	0	0%
Trinity Way SO	882	34	4%
Trinity Way RT	71	1	1%
Trinity Way LT	201	18	9%

Turn counts at node 428 - Chapel St / Victoria Bridge St			
	All Vehicles	HGV	% HGV
Victoria Bridge St RT	163	1	0%

Victoria Bridge St LT	3	0	14%
Chapel St (E) LT	429	8	2%
Chapel St (E) LT	74	0	0%
Chapel St (W) SO	101	3	3%
Chapel St (W) RT	96	0	0%

Turn counts at node 398 - St Mary's Gate / Deansgate			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	165	1	1%
Deansgate (S) LT	330	3	1%
Blackfriars St LT	0	0	0%
Blackfriars St SO	0	0	0%
Blackfriars St RT	0	0	0%
St Mary's Gate RT	2	0	0%
St Mary's Gate LT	10	0	0%
St Mary's Gate SO	4	0	0%
Deansgate (N) LT	0	0	0%
Deansgate (N) SO	431	8	2%
Deansgate (N) RT	21	0	0%

Turn counts at node 338 - Deansgate / John Dalton St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	395	6	2%
Deansgate (S) RT	0	0	0%
Deansgate (S) LT	70	2	3%
Deansgate (N) LT	127	1	1%
Deansgate (N) SO	348	6	2%
Deansgate (N) RT	13	0	0%
Bridge St LT	88	0	0%
Bridge St SO	129	2	2%
John Dalton St LT	108	1	1%
John Dalton St SO	30	0	0%

Turn counts at node 303 - Peter Street			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	285	8	3%
Deansgate (S) RT	54	0	0%
Deansgate (S) LT	118	4	3%
Peter St RT	84	1	1%
Peter St LT	78	0	0%
Peter St SO	82	0	0%
Deansgate (N) LT	21	0	0%
Deansgate (N) SO	407	7	2%
Deansgate (N) RT	61	0	0%
Quay St LT	119	0	0%
Quay St SO	186	3	2%
Quay St RT	113	1	1%

Turn counts at node 260 - Deansgate / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	388	10	2%
Deansgate (S) RT	236	0	0%
Deansgate (N) LT	190	0	0%
Deansgate (N) SO	523	8	1%
Great Bridgewater St RT	19	1	3%

Great Bridgewater St LT	127	0	0%
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Turn counts at node 259 - Deansgate / Liverpool St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	453	9	2%
Deansgate (S) LT	202	0	0%
Deansgate (N) SO	566	6	1%
Deansgate (N) RT	84	2	2%
Liverpool St RT	139	0	0%
Liverpool St LT	171	0	0%

Turn counts at node 256 - Deansgate / Whitworth St West			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	479	1	0%
Deansgate (S) RT	297	7	2%
Whitworth St West RT	175	8	5%
Whitworth St West LT	263	2	1%
Deansgate (N) LT	162	2	1%
Deansgate (N) SO	540	4	1%

Turn counts at node 284 - A34 Oxford St / Lower Mosley St			
	All Vehicles	HGV	% HGV
Oxford St (S) SO	166	0	0%
Oxford St (S) LT	88	0	0%
Oxford St (N) SO	272	6	2%

Turn counts at node 261 - Lower Mosley St / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Albion St SO	553	6	1%
Albion St RT	341	0	0%
Albion St LT	116	5	5%
Great Bridgewater St (E) RT	4	0	0%
Great Bridgewater St (E) LT	47	0	0%
Great Bridgewater St (E) SO	60	0	0%
Lower Mosley St LT	16	0	0%
Lower Mosley St SO	146	0	0%
Lower Mosley St RT	37	0	0%
Great Bridgewater St (W) LT	11	0	0%
Great Bridgewater St (W) SO	56	0	0%
Great Bridgewater St (W) RT	20	0	0%

Turn counts at node 238 - Whitworth St West			
	All Vehicles	HGV	% HGV
Albion St (N) LT	43	0	0%
Albion St (N) SO	112	0	0%
Albion St (N) RT	59	0	0%
Whitworth St West (E) LT	108	0	0%
Whitworth St West (E) SO	215	5	2%
Whitworth St West (E) RT	268	10	4%
Albion St (S) LT	156	6	4%
Albion St (S) SO	570	2	0%
Albion St (S) RT	162	13	8%
Whitworth St West (W) LT	143	2	1%
Whitworth St West (W) SO	169	0	0%
Whitworth St West (W) RT	139	6	5%

Turn counts at node 40 - A34_Princess St / A5103_Portland St			
	All Vehicles	HGV	% HGV
Portland St (N) LT	86	0	0%
Portland St (N) SO	256	0	0%
Portland St (N) RT	0	0	0%
Princess St (W) LT	16	0	0%
Princess St (W) SO	41	0	0%
Princess St (W) RT	4	0	0%
Portland St (S) LT	0	0	0%
Portland St (S) SO	358	4	1%
Portland St (S) RT	0	0	0%

Turn counts at node 67 - A5103_Portland St / A34_Oxford St / Chepstow St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	171	5	3%
Oxford St (N) SO	77	1	2%
Oxford St (N) RT	35	0	0%
Portland St LT	36	0	0%
Portland St SO	101	0	0%
Portland St RT	238	0	0%
Oxford St (S) LT	0	0	0%
Oxford St (S) SO	16	0	0%
Oxford St (S) RT	116	0	0%
Chepstow St LT	0	0	0%
Chepstow St SO	86	0	0%
Chepstow St RT	0	0	0%

Turn counts at node 75 - B6469_Whitworth St / A34_Oxford St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	71	1	2%
Oxford St (N) SO	42	0	0%
Whitworth St (E) LT	83	0	0%
Whitworth St (E) SO	436	10	2%
Oxford St (S) LT	140	0	0%
Oxford St (S) SO	123	0	0%
Whitworth St (W) LT	12	0	0%
Whitworth St (W) SO	512	19	4%

Turn counts at node 85 - B6469_Whitworth St / A34_Princess St			
	All Vehicles	HGV	% HGV
Princess St (N) LT	27	0	0%
Princess St (N) SO	27	0	0%
Princess St (N) RT	90	0	0%
Whitworth St (E) LT	124	3	3%
Whitworth St (E) SO	309	0	0%
Whitworth St (E) RT	31	0	0%
Princess St (S) RT	122	5	4%
Princess St (S) LT	173	10	6%
Princess St (S) SO	140	3	2%
Whitworth St (W) LT	269	0	0%
Whitworth St (W) SO	245	17	7%
Whitworth St (W) RT	13	2	12%

Turn counts at node 87 - Whitworth St / Sackville St			
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	All Vehicles	HGV	% HGV
Sackville St (N) LT	0	0	0%
Sackville St (N) SO	0	0	0%
Sackville St (N) RT	0	0	0%
Whitworth St (E) LT	99	1	1%
Whitworth St (E) SO	417	3	1%
Whitworth St (E) RT	199	0	0%
Sackville St (S) LT	48	0	0%
Sackville St (S) SO	218	1	0%
Sackville St (S) RT	218	2	1%
Whitworth St (W) LT	10	0	0%
Whitworth St (W) SO	374	22	6%
Whitworth St (W) RT	1	0	0%

Turn counts at node 922 - A6042_ Trinity Way / Blackfriars			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	56	1	1%
Trinity Way (N) SO	1027	58	6%
Trinity Way (N) RT	24	0	1%
Blackfriars Rd (E) LT	72	0	0%
Blackfriars Rd (E) SO	8	0	0%
Blackfriars Rd (E) RT	81	0	0%
Trinity Way (S) LT	170	12	7%
Trinity Way (S) SO	1001	49	5%
Trinity Way (S) RT	47	5	10%
Blackfriars Rd (W) LT	149	3	2%
Blackfriars Rd (W) SO	222	0	0%
Blackfriars Rd (W) RT	336	25	7%

Turn counts at node 422 - Trinity Way / Chapel St			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	54	0	0%
Trinity Way (N) SO	964	55	6%
Trinity Way (N) RT	327	27	8%
Chapel St (E) LT	92	1	1%
Chapel St (E) SO	217	1	1%
Chapel St (E) RT	0	0	0%
Trinity Way (S) SO	979	53	5%
Trinity Way (S) RT	227	20	9%
Trinity Way (S) LT	230	0	0%
Chapel St (W) LT	239	14	6%
Chapel St (W) SO	282	0	0%
Chapel St (W) RT	454	7	2%

Turn counts at node 955 - Trinity Way / Irwell Street			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	0	0	0%
Trinity Way (N) RT	781	59	8%
Trinity Way (N) SO	633	2	0%
New Bailey access SO	0	0	0%
New Bailey access RT	11	0	0%
New Bailey access LT	0	0	0%
Irwell St RT	0	0	0%
Irwell St LT	34	0	0%
Irwell St SO	373	0	0%

Trinity Way (S) SO	10	0	0%
Trinity Way (S) RT	176	5	3%
Trinity Way (S) LT	953	0	0%

Turn_counts_at_node_1663,1150z,1028-A6042_Trinity_Way/A57_Regent_Road/A57_Dawson_Street			
	All Vehicles	HGV	% HGV
Trinity St (N) LT	736	13	2%
Trinity St (N) SO	19	0	0%
Trinity St (N) RT	394	33	8%
Dawson St (E) LT	10	0	0%
Dawson St (E) SO	1823	17	1%
Dawson St (E) RT	782	48	6%
Water St (S) LT	33	0	0%
Water St (S) SO	12	0	0%
Water St (S) RT	22	0	0%
Regent Rd (W) LT	299	23	8%
Regent Rd (W) SO	1447	45	3%

Turn counts (composite) at roundabout node 1000, 1002, 1003, 1005, 1162 - A56 Chester / A57 (M) / A5067 Chorlton Road			
	All Vehicles	HGV	% HGV
A57(M) EB off slip to Chester Rd (N)	145	8	6%
A57(M) EB off slip to A57(M) EB on slip	52	2	3%
A57(M) EB off slip to Chorlton Rd	140	8	6%
A57(M) EB off slip to Chester Rd (S)	133	14	10%
A57(M) EB off slip to A57(M) WB on slip	0	0	0%
Chester Rd (N) to A57(M) EB on slip	52	0	0%
Chester Rd (N) to Chorlton Rd	48	0	1%
Chester Rd (N) to Chester Road (S) via r	0	0	0%
Chester Rd (N) to A57(M) WB on slip	311	0	0%
Chester Rd (N) to Chester Road (N)	0	0	0%
A57(M) WB off slip to Chorlton Road	151	1	1%
A57(M) WB off slip to Chester Rd (S)	651	20	3%
A57(M) WB off slip to A57(M) WB on slip	66	0	0%
A57(M) WB off slip to Chester Rd (N)	136	0	0%
A57(M) WB off slip to A57(M) EB on slip	48	0	0%
Chorlton Rd to Chester Rd (S)	13	1	6%
Chorlton Rd to A57(M) WB on slip	60	11	18%
Chorlton Rd to Chester Rd (N)	43	1	2%
Chorlton Rd to A57(M) EB on slip	0	0	0%
Chorlton Rd to Chorlton Rd	0	0	0%
Chester Rd (S) to A57(M) WB on slip	152	21	14%
Chester Rd (S) to Chester Rd (N) via rbt	94	0	0%
Chester Rd (S) to A57(M) EB on slip	388	20	5%
Chester Rd (S) to Chorlton Rd	22	2	9%
Chester Rd (S) to Chester Rd (S)	22	2	9%

Chester Road (N) SO	495	1	0%
Chester Road (S) SO	763	3	0%

Turn counts (composite) at roundabout node 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174 - A57 M / Princess Road / Medlock Street			
	All Vehicles	HGV	% HGV

Medlock St to A5103 link EB	13	0	0%
Medlock St to Princess Rd	284	2	1%
Medlock St to A57(M) WB on slip	114	0	0%
Medlock St to Medlock St	0	0	0%
A5103 link WB to Princess Rd	738	36	5%
A5103 link WB to A57(M) WB on slip	197	1	1%
A5103 link WB to Medlock St	111	2	1%
A5103 link WB to A5103 link EB	0	0	0%
Princess Rd to A57(M) WB on slip	346	6	2%
Princess Rd to Medlock St	1037	22	2%
Princess Rd to A5103 link EB	869	24	3%
Princess Rd to Princess Rd	0	0	0%
A57(M) EB off slip to Medlock St	93	1	1%
A57(M) EB off slip to A5103 link EB	207	0	0%
A57(M) EB off slip to Princess Rd	342	0	0%
A57(M) EB off slip to A57(M) WB on slip	26	0	0%

A57 (M) WB	1873	46	2%
A57 (M) EB	2388	45	2%

Turn counts (composite) at roundabout node 563, 564, 567, 568, 570, 571, 575, 576 - Cambridge St Junction / A5103/ Higher Cambridge St / A57(M)			
	All Vehicles	HGV	% HGV
Cambridge St to A57(M) EB on slip	33	0	0%
Cambridge St to Higher Cambridge St	26	0	0%
Cambridge St to A5103 link WB	188	0	0%
Cambridge St to Cambridge St	0	0	0%
A57(M) WB off slip to Higher Cambridge St	392	7	2%
A57(M) WB off slip to A5103 link WB	650	35	5%
A57(M) WB off slip to Cambridge St	150	3	2%
A57(M) WB off slip to A57(M) EB on slip	71	2	3%
Higher Cambridge St to A5103 link WB	207	3	1%
Higher Cambridge St to Cambridge St	344	4	1%
Higher Cambridge St to A57(M) EB on slip	634	11	2%
Higher Cambridge St to Higher Cambridge St	0	0	0%
A5103 link EB to Cambridge St	337	5	1%
A5103 link EB to A57(M) EB on slip	580	19	3%
A5103 link EB to Higher Cambridge St	161	0	0%
A5103 link EB to A5103 link WB	0	0	0%

Turn counts at nodes 38, 126, 139, 100 - A57(M) / A34 / Brook Street			
	All Vehicles	HGV	% HGV
A34 (N) to Brook St	1	0	0%
A34 (N) SO	226	3.4	0%
Brook St to A34 (S)	354	3.4	0%
A34 (N) within junction to A57(M) WB	107	0	0%
A34(S) to A57(M) Westbound	832	9.4	0%
A34 (S) to SO	743	23.8	0%
A57(M) EB to Sackville Street	428	5.2	0%
A57(M) EB to Brook Street	449	5.6	0%

Turn counts at node 98 - Oxford Road / Booth Street East / Booth Street West			
	All Vehicles	HGV	% HGV
Oxford Road (N) LT	0	0	0%

Oxford Road (N) SO	64	0	0%
Oxford Road (N) RT	20	0	0%
Booth St East LT	0	0	0%
Booth St East SO	356	7.2	0%
Booth St East RT	0	0	0%
Oxford Road (S) LT	15	0	0%
Oxford Road (S) SO	92	0	0%
Oxford Road (S) RT	0	0	0%
Booth St West LT	23	0	0%
Booth St West SO	448	0.8	0%
Booth St West RT	13	0	0%

Turn counts at node 381, 629, 639 - A34 Upper Brook Street / A5184 Plymouth Grove			
	All Vehicles	HGV	% HGV
Upper Brook St (N) LT	253	0	0%
Upper Brook St (N) SO	784	16.8	0%
A5184 LT	16	2.6	0%
A5184 RT	407	6.4	0%
Upper Brook St (S) SO	1642	45.4	0%

2023 PM Do Min (1700-1800)

Turn_counts_at_node_155-A6_London_Road/B6469_Fairfield_Street (1)				
		All Vehicles	HGV	%HGV
Arm 1	London Rd (N) LT	17	0	0%
	London Rd (N) SO	274	1	0%
	London Rd (N) RT	174	1	0%
Arm 2	Fairfield St (E) LT	83	1	1%
	Fairfield St (E) SO	342	0	0%
	Fairfield St (E) RT	95	0	0%
Arm 3	London Rd (S) LT	152	0	0%
	London Rd (S) SO	256	0	0%
	London Rd (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	3	0	0%
	Fairfield St (W) SO	471	0	0%
	Fairfield St (W) RT	152	0	0%

Turn_counts_at_node_215-B6469_Fairfield_Street/Station_carpark (2)				
		All Vehicles	HGV	%HGV
Arm 1	Station carpark LT	11	0	0%
	Station carpark RT	109	0	0%
Arm 2	Fairfield St (E) SO	429	1	0%
	Fairfield St (E) RT	16	0	0%
Arm 3	Fairfield St (W) LT	45	0	0%
	Fairfield St (W) SO	445	0	0%

Turn_counts_at_node_188-B6469_Fairfield_Street/Travis_Street (4)				
		All Vehicles	HGV	%HGV
Arm 1	Travis St (N) LT	28	0	0%
	Travis St (N) SO	102	0	0%
	Travis St (N) RT	170	0	0%
Arm 2	Fairfield St (E) LT	44	0	0%
	Fairfield St (E) SO	178	0	0%
	Fairfield St (E) RT	19	0	0%
Arm 3	Travis St (S) LT	107	1	1%
	Travis St (S) SO	63	0	0%
	Travis St (S) RT	39	1	2%
Arm 4	Fairfield St (W) LT	127	0	0%
	Fairfield St (W) SO	295	0	0%
	Fairfield St (W) RT	31	0	0%

Turn_counts_at_node_1212-A635_Ring_Road/B6469_Fairfield_Street (9)				
		All Vehicles	HGV	%HGV
Arm 1	Ring Rd (N) SO	1033	6	1%
	Ring Rd (N) RT	109	0	0%
Arm 2	Fairfield St (E) LT	508	6	1%
	Fairfield St (E) SO	94	0	0%
	Fairfield St (E) RT	0	0	0%
Arm 3	Ring Rd (S) LT	47	0	0%
	Ring Rd (S) SO	737	6	1%

	Ring Rd (S) RT	640	12	2%
Arm 4	Fairfield St (W) LT	106	1	1%
	Fairfield St (W) SO	237	0	0%
	Fairfield St (W) RT	21	0	0%

Turn_counts_at_node_1389-A6_London_Road/Travis_Street (11)				
		All Vehicles	HGV	%HGV
Arm 1	Travis St LT	169	1	0%

Turn_counts_at_node_1193z,1194z,1195-A57(M)_Ring_Road/A6_London_Road/A6_Downing_Street (14)				
		All Vehicles	HGV	%HGV
Arm 1	London Rd SO	521	0	0%
	London Rd RT	167	3	2%
Arm 2	A57(M) LT	328	3	1%
Arm 3	Downing St LT	270	6	2%
	Downing St SO	296	0	0%
Arm 4	A57(M) LT	118	0	0%
	A57(M) RT	696	17	2%

Turn_counts_at_node_170-A6_London_Road/Store_Street (19)				
		All Vehicles	HGV	%HGV
Arm 1	London Rd (N) LT	67	0	0%
	London Rd (N) SO	403	1	0%
Arm 2	Store St LT	51	0	0%

Turn_counts_at_node_1243-A665_Ring_Road/Old_Mill_Street/Store_Street (21)				
		All Vehicles	HGV	%HGV
Arm 1	Ring Rd (N) LT	65	3	5%
	Ring Rd (N) SO	1328	3	0%
	Ring Rd (N) RT	26	0	0%
Arm 2	Old Mill St LT	119	2	2%
	Old Mill St SO	7	0	0%
	Old Mill St RT	66	0	0%
Arm 3	Ring Rd (S) LT	8	0	0%
	Ring Rd (S) SO	1215	6	1%
	Ring Rd (S) RT	245	4	1%
Arm 4	Store St LT	29	0	0%
	Store St SO	97	0	0%
	Store St RT	61	0	0%

Turn_counts_at_node_1224-A665_Pin_Mill_Brow/A635_Ashton_Old_Road/A665_Chancellor_Lane/A635_Fairfield_Street (22)				
		All Vehicles	HGV	%HGV
Arm 1	Pin Mill Brow LT	197	0	0%
	Pin Mill Brow SO	365	0	0%
	Pin Mill Brow RT	0	0	0%
	Ashton Old Rd LT	127	0	0%

Arm 2	Ashton Old Rd SO	450	5	1%
	Ashton Old Rd RT	76	1	1%
Arm 3	Chancellor Ln LT	154	0	0%
	Chancellor Ln SO	604	7	1%
	Chancellor Ln RT	0	0	0%
Arm 4	Fairfield St LT	48	1	1%
	Fairfield St SO	727	12	2%
	Fairfield St RT	101	0	0%

Turn_counts_at_node_1215; 1229-A665_Pin_Mill_Brow/A635_Ring_Road (23)				
		All Vehicles	HGV	%HGV
Arm 1	Pin Mill Brow (N) SO	563	0	0%
	Pin Mill Brow (N) RT	1034	5	1%
Arm 2	Pin Mill Brow (S) LT	124	1	1%
	Pin Mill Brow (S) SO	607	7	1%
Arm 3	Ring Road SO	835	6	1%

Turn_counts_at_node_1239-A665_Great_Ancoats_Street/Adair_Street (24)				
		All Vehicles	HGV	%HGV
Arm 1	Great Ancoats St (N) SO	1314	5	0%
	Great Ancoats St (N) RT	131	0	0%
Arm 2	Great Ancoats St (S) LT	7	0	0%
	Great Ancoats St (S) SO	1007	8	1%
Arm 3	Adair St LT	505	2	0%
	Adair St RT	0	0	0%

Turn counts at node 931 / 930 -Cheetham Hill Rd / Ring Road				
		All Vehicles	HGV	% HGV
	A6042 (W) RT	732	11	1%
	A6042 (W) LT	361	4	1%
	A665 Cheetham Hill Rd (N) SO	322	0	0%
	A665 Cheetham Hill Rd (N) RT	500	9	2%
	Ring Road (S) LT	1035	6	1%
	Ring Road (S) SO	303	3	1%

Turn counts at node 541 - Ring Road_Rochdale Road				
		All Vehicles	HGV	% HGV
	Shude Hill SO	279	1	0%
	Shude Hill LT	107	2	2%
	Swan St RT	165	2	1%
	Swan St LT	119	0	0%
	Swan ST SO	794	4	1%
	Rochdale Rd (N) SO	196	0	0%
	Rochdale Rd (N) RT	361	3	1%

Turn counts at node 612-Ring Road / Oldham Road				
		All Vehicles	HGV	% HGV
	Ring Road LT	22	0	0%
	Ring Road SO	786	7	1%
	Ring Road RT	781	0	0%

Oldham Road LT	1198	6	1%
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Turn counts at node 614- Ring Road / Netwton Street			
	All Vehicles	HGV	% HGV
Newton St LT	78	0	0%
Great Ancoats St (E) LT	35	0	0%
Great Ancoats St (E) SO	1232	7	1%
Great Ancoats St (W) SO	1202	6	1%
Great Ancoats St (W) RT	113	0	0%

Turn counts at node 1247- Ring Road / Central Retail Park			
	All Vehicles	HGV	% HGV
Great Ancoats St (E) RT	68	0	0%
Great Ancoats St (E) SO	1177	6	1%
Great Ancoats St (W) LT	17	0	0%
Great Ancoats St (W) SO	1171	6	1%
Central Retail Park LT	11	0	0%
Central Retail Park RT	56	0	0%
Laystall St SO	14	0	0%
Laystall St RT	256	0	0%
Laystall St LT	109	0	0%

Turn counts at node 1245 - Ring Road _Ducie Street			
	All Vehicles	HGV	% HGV
Ring Road (E) LT	41	0	0%
Ring Road (E) SO	1255	7	1%
Ring Road (W) SO	1432	7	0%
Ring Road (W) RT	7	0	0%

Turn counts at node 1241- Ring Road / Pollard Street			
	All Vehicles	HGV	% HGV
Ring Road (W) LT	118	0	0%
Ring Road (W) SO	1359	5	0%
Pollard St LT	84	0	0%
Pollard St RT	61	0	0%
Ring Road (E) RT	60	0	0%
Ring Road (E) SO	1438	10	1%

Turn counts at node 1322- Hyde Road / A665			
	All Vehicles	HGV	% HGV
Hyde Rd (W) SO	947	13	1%
Hyde Rd (E) LT	83	0	0%
Hyde Rd (E) SO	528	5	1%
Hyde Rd (E) RT	193	0	0%
A665 (N) LT	198	0	0%
A665 (N) SO	283	0	0%
A665 (S) RT	61	0	0%
A665 (S) SO	296	4	1%

Turn counts (composite) at roundabout node 1318a - Hyde Road / A6 Roundabout			
	All Vehicles	HGV	% HGV
Higher Ardwick to Hyde Rd	85	0	0%
Higher Ardwick to A6	245	0	0%
Higher Ardwick to Brunswick St	200	0	0%
Higher Ardwick to Ardwick Green South	22	0	0%
Higher Ardwick u-turn	0	0	0%
Hyde Rd to A6	17	0	0%
Hyde Rd to Brunswick St	131	0	0%
Hyde Rd to Ardwick Green S	359	5	1%
Hyde Rd to Higher Ardwick	17	0	1%
Hyde Rd u-turn	0	0	0%
A6 to Brunswick St	40	1	2%
A6 to Ardwick Green S	311	1	0%
A6 to Higher Ardwick	106	0	0%
A6 to Hyde Rd	1	0	0%
A6 u-turn	2	0	0%
Brunswick St to Ardwick Green S	79	0	0%
Brunswick St to Higher Ardwick	350	0	0%
Brunswick St to Hyde Rd	244	1	0%
Brunswick St to A6	68	0	0%
Brunswick St u-turn	8	0	0%
Ardwick Green S to Higher Ardwick	33	0	0%
Ardwick Green S to Hyde Rd	617	12	2%
Ardwick Green S to A6	358	9	2%
Ardwick Green S to Brunswick St	40	0	0%
Ardwick Green S u-turn	2	0	0%

Turn counts at node 0 - Newton Street / Piccadilly			
	All Vehicles	HGV	% HGV
Piccadilly (S) LT	18	0	0%
Portland St SO	99	0	0%
Portland ST RT	13	0	0%
Newton St LT	228	0	0%

Turn counts at node 166z - A6 Piccadilly / Ducie Street			
	All Vehicles	HGV	% HGV
Auburn St SO	221	1	0%
Auburn St RT	65	1	2%
Auburn St LT	151	0	0%
Ducie St LT	43	0	0%
Piccadilly SO	369	0	0%

Turn counts at node 6 - Portland Street / Aytoun Street			
	All Vehicles	HGV	% HGV
Aytoun St RT	146	0	0%

Turn counts at node 153 - Fairfield Street / A6			
	All Vehicles	HGV	% HGV
Fairfield St (W) SO	636	0	0%

Fairfield St (W) LT	183	0	0%
Fairfield St (E) SO	658	1	0%
Fairfield St (E) RT	8	0	0%

Turn counts at node 926 - A56 / New Bridge Street / Trinity Way			
	All Vehicles	HGV	% HGV
New Bridge St (E) LT	369	5	1%
New Bridge St (E) SO	952	10	1%
New Bridge St (E) RT	107	0	0%
A56 Great Ducie St (N) LT	273	0	0%
A56 Great Ducie St (N) SO	138	0	0%
A56 Great Ducie St (N) SO	341	11	3%
A56 Great Ducie St (S) RT	171	2	1%
A56 Great Ducie St (S) LT	103	0	0%
A56 Great Ducie St (S) SO	289	0	0%
Trinity Way SO	692	12	2%
Trinity Way RT	29	0	0%
Trinity Way LT	361	9	2%

Turn counts at node 428 - Chapel St / Victoria Bridge St			
	All Vehicles	HGV	% HGV
Victoria Bridge St RT	190	0	0%
Victoria Bridge St LT	24	0	0%
Chapel St (E) LT	511	5	1%
Chapel St (E) LT	43	0	0%
Chapel St (W) SO	147	1	1%
Chapel St (W) RT	114	2	2%

Turn counts at node 398 - St Mary's Gate / Deansgate			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	206	0	0%
Deansgate (S) LT	154	1	1%
Blackfriars St LT	0	0	0%
Blackfriars St SO	0	0	0%
Blackfriars St RT	0	0	0%
St Mary's Gate RT	47	0	0%
St Mary's Gate LT	21	0	1%
St Mary's Gate SO	36	0	0%
Deansgate (N) LT	0	0	0%
Deansgate (N) SO	550	7	1%
Deansgate (N) RT	46	0	0%

Turn counts at node 338 - Deansgate / John Dalton St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	189	1	0%
Deansgate (S) RT	0	0	0%
Deansgate (S) LT	84	0	0%
Deansgate (N) LT	79	0	0%
Deansgate (N) SO	590	9	1%
Deansgate (N) RT	10	0	0%

Bridge St LT	107	1	1%
Bridge St SO	131	0	0%
John Dalton St LT	240	2	1%
John Dalton St SO	30	0	0%

Turn counts at node 303 - Peter Street			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	165	1	0%
Deansgate (S) RT	13	0	0%
Deansgate (S) LT	37	0	0%
Peter St RT	80	0	0%
Peter St LT	159	0	0%
Peter St SO	84	1	1%
Deansgate (N) LT	79	1	2%
Deansgate (N) SO	619	8	1%
Deansgate (N) RT	111	1	1%
Quay St LT	42	0	0%
Quay St SO	85	0	0%
Quay St RT	89	1	1%

Turn counts at node 260 - Deansgate / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	272	1	0%
Deansgate (S) RT	103	0	0%
Deansgate (N) LT	138	0	0%
Deansgate (N) SO	816	9	1%
Great Bridgewater St RT	33	0	0%
Great Bridgewater St LT	270	2	1%

Turn counts at node 259 - Deansgate / Liverpool St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	260	1	0%
Deansgate (S) LT	61	0	0%
Deansgate (N) SO	974	9	1%
Deansgate (N) RT	114	2	1%
Liverpool St RT	164	1	0%
Liverpool St LT	116	0	0%

Turn counts at node 256 - Deansgate / Whitworth St West			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	190	0	0%
Deansgate (S) RT	203	0	0%
Whitworth St West RT	132	1	1%
Whitworth St West LT	335	0	0%
Deansgate (N) LT	186	3	2%
Deansgate (N) SO	948	7	1%

Turn counts at node 284 - A34 Oxford St / Lower Mosley St			
	All Vehicles	HGV	% HGV
Oxford St (S) SO	186	1	1%

Oxford St (S) LT	47	0	0%
Oxford St (N) SO	260	2	1%

Turn counts at node 261 - Lower Mosley St / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Albion St SO	318	0	0%
Albion St RT	167	0	0%
Albion St LT	190	0	0%
Great Bridgewater St (E) RT	4	0	0%
Great Bridgewater St (E) LT	107	0	0%
Great Bridgewater St (E) SO	165	0	0%
Lower Mosley St LT	8	0	0%
Lower Mosley St SO	148	2	1%
Lower Mosley St RT	34	0	1%
Great Bridgewater St (W) LT	14	0	0%
Great Bridgewater St (W) SO	80	0	0%
Great Bridgewater St (W) RT	164	0	0%

Turn counts at node 238 - Whitworth St West			
	All Vehicles	HGV	% HGV
Albion St (N) LT	97	0	0%
Albion St (N) SO	239	2	1%
Albion St (N) RT	80	0	0%
Whitworth St West (E) LT	96	0	0%
Whitworth St West (E) SO	212	0	0%
Whitworth St West (E) RT	259	0	0%
Albion St (S) LT	194	1	0%
Albion St (S) SO	325	0	0%
Albion St (S) RT	124	0	0%
Whitworth St West (W) LT	99	2	2%
Whitworth St West (W) SO	90	0	0%
Whitworth St West (W) RT	195	1	1%

Turn counts at node 40 - A34_Princess St / A5103_Portland St			
	All Vehicles	HGV	% HGV
Portland St (N) LT	190	0	0%
Portland St (N) SO	347	2	0%
Portland St (N) RT	0	0	0%
Princess St (W) LT	8	0	0%
Princess St (W) SO	130	0	0%
Princess St (W) RT	42	0	0%
Portland St (S) LT	0	0	0%
Portland St (S) SO	390	0	0%
Portland St (S) RT	0	0	0%

Turn counts at node 67 - A5103_Portland St / A34_Oxford St / Chepstow St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	112	0	0%
Oxford St (N) SO	130	2	1%
Oxford St (N) RT	37	0	0%

Portland St LT	90	0	0%
Portland St SO	201	0	0%
Portland St RT	219	1	1%
Oxford St (S) LT	0	0	0%
Oxford St (S) SO	13	0	0%
Oxford St (S) RT	110	0	0%
Chepstow St LT	4	0	0%
Chepstow St SO	183	0	0%
Chepstow St RT	0	0	0%

Turn counts at node 75 - B6469_ Whitworth St / A34_ Oxford St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	158	2	1%
Oxford St (N) SO	61	0	0%
Whitworth St (E) LT	84	0	0%
Whitworth St (E) SO	454	0	0%
Oxford St (S) LT	205	0	0%
Oxford St (S) SO	108	0	0%
Whitworth St (W) LT	10	0	0%
Whitworth St (W) SO	369	0	0%

Turn counts at node 85 - B6469_ Whitworth St / A34_ Princess St			
	All Vehicles	HGV	% HGV
Princess St (N) LT	63	0	0%
Princess St (N) SO	224	0	0%
Princess St (N) RT	145	0	0%
Whitworth St (E) LT	146	1	1%
Whitworth St (E) SO	272	0	0%
Whitworth St (E) RT	7	0	0%
Princess St (S) RT	137	0	0%
Princess St (S) LT	100	0	0%
Princess St (S) SO	199	0	0%
Whitworth St (W) LT	56	0	0%
Whitworth St (W) SO	340	0	0%
Whitworth St (W) RT	95	2	2%

Turn counts at node 87 - Whitworth St / Sackville St			
	All Vehicles	HGV	% HGV
Sackville St (N) LT	0	0	0%
Sackville St (N) SO	0	0	0%
Sackville St (N) RT	0	0	0%
Whitworth St (E) LT	32	0	0%
Whitworth St (E) SO	408	1	0%
Whitworth St (E) RT	229	0	0%
Sackville St (S) LT	26	0	0%
Sackville St (S) SO	60	0	0%
Sackville St (S) RT	220	0	0%
Whitworth St (W) LT	22	0	0%
Whitworth St (W) SO	519	0	0%
Whitworth St (W) RT	1	0	0%

Turn counts at node 922 - A6042_Trinity Way / Blackfriars			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	7	0	0%
Trinity Way (N) SO	909	8	1%
Trinity Way (N) RT	235	10	4%
Blackfriars Rd (E) LT	196	1	0%
Blackfriars Rd (E) SO	275	0	0%
Blackfriars Rd (E) RT	51	0	0%
Trinity Way (S) LT	539	2	0%
Trinity Way (S) SO	1010	20	2%
Trinity Way (S) RT	109	0	0%
Blackfriars Rd (W) LT	16	0	0%
Blackfriars Rd (W) SO	40	0	0%
Blackfriars Rd (W) RT	41	1	3%

Turn counts at node 422 - Trinity Way / Chapel St			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	18	0	0%
Trinity Way (N) SO	806	8	1%
Trinity Way (N) RT	397	3	1%
Chapel St (E) LT	104	3	3%
Chapel St (E) SO	213	0	0%
Chapel St (E) RT	13	0	0%
Trinity Way (S) SO	1164	11	1%
Trinity Way (S) RT	101	1	1%
Trinity Way (S) LT	156	0	0%
Chapel St (W) LT	492	9	2%
Chapel St (W) SO	112	0	0%
Chapel St (W) RT	217	0	0%

Turn counts at node 955 - Trinity Way / Irwell Street			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	0	0	0%
Trinity Way (N) RT	974	13	1%
Trinity Way (N) SO	216	0	0%
New Bailey access SO	46	1	3%
New Bailey access RT	34	0	0%
New Bailey access LT	10	0	0%
Irwell St RT	0	0	0%
Irwell St LT	154	2	1%
Irwell St SO	355	0	0%
Trinity Way (S) SO	12	0	0%
Trinity Way (S) RT	68	0	0%
Trinity Way (S) LT	975	12	1%

Turn_counts_at_node_1663,1150z,1028- A6042_Trinity_Way/A57_Regent_Road/A57_Dawson_Street			
	All Vehicles	HGV	% HGV
Trinity St (N) LT	751	22	3%

Trinity St (N) SO	14	0	0%
Trinity St (N) RT	313	7	2%
Dawson St (E) LT	25	0	0%
Dawson St (E) SO	1584	17	1%
Dawson St (E) RT	763	4	0%
Water St (S) LT	4	0	0%
Water St (S) SO	4	0	0%
Water St (S) RT	2	0	0%
Regent Rd (W) LT	222	7	3%
Regent Rd (W) SO	1546	11	1%

Turn counts (composite) at roundabout node 1000, 1002, 1003, 1005, 1162 - A56 Chester / A57 (M) / A5067 Chorlton Road			
	All Vehicles	HGV	% HGV
A57(M) EB off slip to Chester Rd (N)	41	0	0%
A57(M) EB off slip to A57(M) EB on slip	56	2	3%
A57(M) EB off slip to Chorlton Rd	250	5	2%
A57(M) EB off slip to Chester Rd (S)	248	6	3%
A57(M) EB off slip to A57(M) WB on slip	0	0	0%
Chester Rd (N) to A57(M) EB on slip	218	1	0%
Chester Rd (N) to Chorlton Rd	188	1	0%
Chester Rd (N) to Chester Road (S) via rbt	0	0	0%
Chester Rd (N) to A57(M) WB on slip	415	2	1%
Chester Rd (N) to Chester Road (N)	0	0	0%
A57(M) WB off slip to Chorlton Road	170	0	0%
A57(M) WB off slip to Chester Rd (S)	125	1	0%
A57(M) WB off slip to A57(M) WB on slip	220	0	0%
A57(M) WB off slip to Chester Rd (N)	18	0	0%
A57(M) WB off slip to A57(M) EB on slip	2	0	0%
Chorlton Rd to Chester Rd (S)	4	0	0%
Chorlton Rd to A57(M) WB on slip	71	2	3%
Chorlton Rd to Chester Rd (N)	11	0	0%
Chorlton Rd to A57(M) EB on slip	0	0	0%
Chorlton Rd to Chorlton Rd	0	0	0%
Chester Rd (S) to A57(M) WB on slip	304	0	0%
Chester Rd (S) to Chester Rd (N) via rbt	52	0	0%
Chester Rd (S) to A57(M) EB on slip	425	10	2%
Chester Rd (S) to Chorlton Rd	12	0	0%
Chester Rd (S) to Chester Rd (S)	12	0	0%

Chester Road (N) SO	762	6	1%
Chester Road (S) SO	343	0	0%

Turn counts (composite) at roundabout node 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174 - A57 M / Princess Road / Medlock Street			
	All Vehicles	HGV	% HGV
Medlock St to A5103 link EB	49	0	0%
Medlock St to Princess Rd	588	4	1%
Medlock St to A57(M) WB on slip	18	1	7%

Medlock St to Medlock St	0	0	0%
A5103 link WB to Princess Rd	313	8	3%
A5103 link WB to A57(M) WB on slip	272	0	0%
A5103 link WB to Medlock St	141	0	0%
A5103 link WB to A5103 link EB	0	0	0%
Princess Rd to A57(M) WB on slip	271	1	0%
Princess Rd to Medlock St	696	1	0%
Princess Rd to A5103 link EB	370	7	2%
Princess Rd to Princess Rd	0	0	0%
A57(M) EB off slip to Medlock St	79	0	0%
A57(M) EB off slip to A5103 link EB	124	0	0%
A57(M) EB off slip to Princess Rd	510	2	0%
A57(M) EB off slip to A57(M) WB on slip	12	0	0%

A57 (M) WB	1826	30	2%
A57 (M) EB	1438	13	1%

Turn counts (composite) at roundabout node 563, 564, 567, 568, 570, 571, 575, 576 - Cambridge St Junction / A5103/ Higher Cambridge St / A57(M)			
	All Vehicles	HGV	% HGV
Cambridge St to A57(M) EB on slip	175	1	1%
Cambridge St to Higher Cambridge St	231	0	0%
Cambridge St to A5103 link WB	61	0	0%
Cambridge St to Cambridge St	3	0	0%
A57(M) WB off slip to Higher Cambridge	455	3	1%
A57(M) WB off slip to A5103 link WB	353	8	2%
A57(M) WB off slip to Cambridge St	57	0	0%
A57(M) WB off slip to A57(M) EB on slip	42	0	0%
Higher Cambridge St to A5103 link WB	311	0	0%
Higher Cambridge St to Cambridge St	123	0	0%
Higher Cambridge St to A57(M) EB on slip	150	1	1%
Higher Cambridge St to Higher Cambridge	0	0	0%
A5103 link EB to Cambridge St	144	0	0%
A5103 link EB to A57(M) EB on slip	315	6	2%
A5103 link EB to Higher Cambridge St	80	0	0%
A5103 link EB to A5103 link WB	0	0	0%

Turn counts at nodes 38, 126, 139, 100 - A57(M) / A34 / Brook Street			
	All Vehicles	HGV	% HGV
A34 (N) to Brook St	3	0	0%
A34 (N) SO	712	3	0%
Brook St to A34 (S)	257	7	3%
A34 (N) within junction to A57(M) WB	180	0	0%
A34(S) to A57(M) Westbound	631	7	1%
A34 (S) to SO	445	0	0%
A57(M) EB to Sackville Street	201	0	0%
A57(M) EB to Brook Street	301	7	2%

Turn counts at node 98 - Oxford Road / Booth Street East / Booth Street West			
	All Vehicles	HGV	% HGV

Oxford Road (N) LT	0	0	0%
Oxford Road (N) SO	91	0	0%
Oxford Road (N) RT	25	0	0%
Booth St East LT	0	0	0%
Booth St East SO	444	0	0%
Booth St East RT	0	0	0%
Oxford Road (S) LT	14	0	0%
Oxford Road (S) SO	92	0	0%
Oxford Road (S) RT	0	0	0%
Booth St West LT	24	0	0%
Booth St West SO	393	1.4	0%
Booth St West RT	13	0	0%

Turn counts at node 381, 629, 639 - A34 Upper Brook Street / A5184 Plymouth Grove			
	All Vehicles	HGV	% HGV
Upper Brook St (N) LT	522	7	1%
Upper Brook St (N) SO	1017	11	1%
A5184 LT	29	1	2%
A5184 RT	320	3	1%
Upper Brook St (S) SO	1079	0	0%

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Turn_counts_at_node_155-A6_London_Road/B6469_Fairfield_Street (1)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	50	0	0%
	London Rd (N) SO	326	3	1%
	London Rd (N) RT	144	4	3%
Arm 2	Fairfield St (E) LT	119	0	0%
	Fairfield St (E) SO	240	1	0%
	Fairfield St (E) RT	72	0	1%
Arm 3	London Rd (S) LT	210	0	0%
	London Rd (S) SO	470	2	0%
	London Rd (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	10	1	10%
	Fairfield St (W) SO	267	3	1%
	Fairfield St (W) RT	57	0	0%

Turn_counts_at_node_215-B6469_Fairfield_Street/Station_carpark (2)				
		All Vehicles	HGV	% HGV
Arm 1	Station carpark LT	54	0	0%
	Station carpark RT	41	0	0%
Arm 2	Fairfield St (E) SO	396	2	0%
	Fairfield St (E) RT	72	0	0%
Arm 3	Fairfield St (W) LT	49	0	0%
	Fairfield St (W) SO	269	3	1%

Turn_counts_at_node_188-B6469_Fairfield_Street/Travis_Street (4)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St (N) LT	31	0	0%
	Travis St (N) SO	10	0	0%
	Travis St (N) RT	273	0	0%
Arm 2	Fairfield St (E) LT	27	0	1%
	Fairfield St (E) SO	179	2	1%
	Fairfield St (E) RT	72	0	0%
Arm 3	Travis St (S) LT	26	0	1%
	Travis St (S) SO	0	0	0%
	Travis St (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	201	3	2%
	Fairfield St (W) SO	55	0	0%
	Fairfield St (W) RT	62	0	0%

Turn_counts_at_node_1212-A635_Ring_Road/B6469_Fairfield_Street (9)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) SO	1369	43	3%
	Ring Rd (N) RT	77	2	2%
Arm 2	Fairfield St (E) LT	1225	31	3%
	Fairfield St (E) SO	169	0	0%
	Fairfield St (E) RT	0	0	0%
Arm 3	Ring Rd (S) LT	62	0	0%
	Ring Rd (S) SO	858	25	3%
	Ring Rd (S) RT	572	18	3%
Arm 4	Fairfield St (W) LT	8	0	0%
	Fairfield St (W) SO	44	0	0%
	Fairfield St (W) RT	36	0	0%

Turn_counts_at_node_1389-A6_London_Road/Travis_Street (11)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St LT	132	0	0%

Turn_counts_at_node_1193z,1194z,1195-A57(M)_Ring_Road/A6_London_Road/A6_Downing_Street (14)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd LT	110	0	0%
	London Rd SO	351	3	1%
	London Rd RT	169	0	0%
Arm 2	A57(M) LT	472	13	3%
Arm 3	Downing St LT	383	21	6%
	Downing St SO	341	0	0%
	Downing St RT	19	0	0%
Arm 4	A57(M) LT	341	2	1%
	A57(M) SO	116	4	3%
	A57(M) RT	445	25	6%

Turn_counts_at_node_170-A6_London_Road/Store_Street (19)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	141	5	4%
	London Rd (N) SO	517	8	2%
Arm 2	Store St LT	6	0	0%

Turn_counts_at_node_1243-A665_Ring_Road/Old_Mill_Street/Store_Street (21)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) LT	59	0	1%
	Ring Rd (N) SO	952	9	1%
	Ring Rd (N) RT	27	0	0%
Arm 2	Old Mill St LT	361	3	1%
	Old Mill St SO	92	0	0%
	Old Mill St RT	194	13	7%
Arm 3	Ring Rd (S) LT	17	0	0%
	Ring Rd (S) SO	1309	7	1%
	Ring Rd (S) RT	137	3	2%
Arm 4	Store St LT	1	0	0%
	Store St SO	6	0	0%
	Store St RT	57	0	0%

Turn_counts_at_node_1224-A665_Pin_Mill_Brow/A635_Ashton_Old_Road/A665_Chancellor_Lane/A635 (22)				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow LT	70	0	0%
	Pin Mill Brow SO	459	0	0%
	Pin Mill Brow RT	0	0	0%
Arm 2	Ashton Old Rd LT	90	0	0%
	Ashton Old Rd SO	1067	30	3%
	Ashton Old Rd RT	164	3	2%
Arm 3	Chancellor Ln LT	339	1	0%
	Chancellor Ln SO	612	0	0%
	Chancellor Ln RT	0	0	0%
Arm 4	Fairfield St LT	6	0	3%
	Fairfield St SO	537	17	3%
	Fairfield St RT	70	0	1%

Turn_counts_at_node_1215; 1229-A665_Pin_Mill_Brow/A635_Ring_Road (23)				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow (N) SO	530	0	0%
	Pin Mill Brow (N) RT	1336	42	3%
Arm 2	Pin Mill Brow (S) LT	104	3	3%
	Pin Mill Brow (S) SO	674	0	0%
Arm 3	Ring Road SO	865	25	3%

Turn_counts_at_node_1239-A665_Great_Ancoats_Street/Adair_Street (24)				
		All Vehicles	HGV	% HGV
Arm 1	Great Ancoats St (N) SO	973	20	2%
	Great Ancoats St (N) RT	483	0	0%
Arm 2	Great Ancoats St (S) LT	80	7	9%
	Great Ancoats St (S) SO	1249	11	1%
Arm 3	Adair St LT	177	0	0%
	Adair St RT	0	0	0%

Turn counts at node 931 / 930 -Cheetham Hill Rd / Ring Road				
		All Vehicles	HGV	% HGV
	A6042 (W) RT	707	17	2%
	A6042 (W) LT	390	16	4%
	A665 Cheetham Hill Rd (N) SO	521	9	2%
	A665 Cheetham Hill Rd (N) RT	534	23	4%
	Ring Road (S) LT	1009	24	2%
	Ring Road (S) SO	161	0	0%

Turn counts at node 541 - Ring Road_Rochdale Road				
		All Vehicles	HGV	% HGV
	Shude Hill SO	83	0	0%
	Shude Hill LT	127	0	0%
	Swan St RT	155	4	3%
	Swan St LT	176	6	4%
	Swan ST SO	1105	25	2%
	Rochdale Rd (N) SO	468	1	0%
	Rochdale Rd (N) RT	258	2	1%

Turn counts at node 612-Ring Road / Oldham Road				
		All Vehicles	HGV	% HGV
	Ring Road LT	30	3	11%
	Ring Road SO	911	18	2%
	Ring Road RT	203	0	0%
	Oldham Road LT	1133	14	1%

Turn counts at node 614- Ring Road / Netwton Street				
		All Vehicles	HGV	% HGV
	Newton St LT	76	2	3%
	Great Ancoats St (E) LT	177	2	1%
	Great Ancoats St (E) SO	993	18	2%
	Great Ancoats St (W) SO	1068	10	1%
	Great Ancoats St (W) RT	264	4	2%

Turn counts at node 1247- Ring Road / Central Retail Park				
		All Vehicles	HGV	% HGV

Great Ancoats St (E) RT	4	0	0%
Great Ancoats St (E) SO	1223	21	2%
Great Ancoats St (W) LT	110	0	0%
Great Ancoats St (W) SO	921	9	1%
Central Retail Park LT	0	0	0%
Central Retail Park RT	3	0	0%
Laystall St SO	0	0	0%
Laystall St RT	181	0	0%
Laystall St LT	6	0	0%

Turn counts at node 1245 - Ring Road _ Ducie Street			
	All Vehicles	HGV	% HGV
Ring Road (E) LT	281	0	0%
Ring Road (E) SO	1218	21	2%
Ring Road (W) SO	1045	10	1%
Ring Road (W) RT	51	0	0%

Turn counts at node 1241- Ring Road / Pollard Street			
	All Vehicles	HGV	% HGV
Ring Road (W) LT	45	0	0%
Ring Road (W) SO	1318	12	1%
Pollard St LT	135	8	6%
Pollard St RT	112	0	0%
Ring Road (E) RT	77	0	0%
Ring Road (E) SO	1345	11	1%

Turn counts at node 1322- Hyde Road / A665			
	All Vehicles	HGV	% HGV
Hyde Rd (W) SO	426	14	3%
Hyde Rd (E) LT	147	4	2%
Hyde Rd (E) SO	690	25	4%
Hyde Rd (E) RT	302	1	0%
A665 (N) LT	69	0	0%
A665 (N) SO	288	1	0%
A665 (S) RT	56	0	0%
A665 (S) SO	552	1	0%

Turn counts (composite) at roundabout node 1318a - Hyde Road / A6 Roundabout			
	All Vehicles	HGV	% HGV
Higher Ardwick to Hyde Rd	4	0	0%
Higher Ardwick to A6	104	0	0%
Higher Ardwick to Brunswick St	101	1	1%
Higher Ardwick to Ardwick Green Sou	21	0	0%
Higher Ardwick u-turn	0	0	0%
Hyde Rd to A6	5	0	0%
Hyde Rd to Brunswick St	197	3	2%
Hyde Rd to Ardwick Green S	419	19	5%
Hyde Rd to Higher Ardwick	12	0	0%
Hyde Rd u-turn	0	0	0%
A6 to Brunswick St	59	4	7%
A6 to Ardwick Green S	388	5	1%
A6 to Higher Ardwick	77	0	0%
A6 to Hyde Rd	2	0	0%

A6 u-turn	5	0	0%
Brunswick St to Ardwick Green S	55	1	1%
Brunswick St to Higher Ardwick	188	2	1%
Brunswick St to Hyde Rd	75	1	1%
Brunswick St to A6	74	0	0%
Brunswick St u-turn	2	0	0%
Ardwick Green S to Higher Ardwick	78	7	9%
Ardwick Green S to Hyde Rd	348	14	4%
Ardwick Green S to A6	440	15	3%
Ardwick Green S to Brunswick St	151	1	1%
Ardwick Green S u-turn	16	0	0%

Turn counts at node 0 - Newton Street / Piccadilly			
	All Vehicles	HGV	% HGV
Piccadilly (S) LT	20	0	0%
Portland St SO	112	2	2%
Portland St RT	20	0	0%
Newton St LT	366	8	2%

Turn counts at node 166z - A6 Piccadilly / Ducie Street			
	All Vehicles	HGV	% HGV
Auburn St SO	200	0	0%
Auburn St RT	100	4	4%
Auburn St LT	199	6	3%
Ducie St LT	56	0	0%
Piccadilly SO	506	8	2%

Turn counts at node 6 - Portland Street / Aytoun Street			
	All Vehicles	HGV	% HGV
Aytoun St RT	152	2	2%

Turn counts at node 153 - Fairfield Street / A6			
	All Vehicles	HGV	% HGV
Fairfield St (W) SO	340	4	1%
Fairfield St (W) LT	318	10	3%
Fairfield St (E) SO	588	5	1%
Fairfield St (E) RT	9	0	0%

Turn counts at node 926 - A56 / New Bridge Street / Trinity Way			
	All Vehicles	HGV	% HGV
New Bridge St (E) LT	278	9	3%
New Bridge St (E) SO	1035	34	3%
New Bridge St (E) RT	123	2	1%
A56 Great Ducie St (N) LT	193	0	0%
A56 Great Ducie St (N) SO	271	0	0%
A56 Great Ducie St (N) SO	351	26	7%
A56 Great Ducie St (S) RT	81	1	2%
A56 Great Ducie St (S) LT	0	0	0%
A56 Great Ducie St (S) SO	23	0	0%
Trinity Way SO	880	34	4%
Trinity Way RT	81	0	0%
Trinity Way LT	198	17	9%

Turn counts at node 428 - Chapel St / Victoria Bridge St			
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	All Vehicles	HGV	% HGV
Victoria Bridge St RT	175	1	1%
Victoria Bridge St LT	3	1	19%
Chapel St (E) LT	450	8	2%
Chapel St (E) LT	57	0	0%
Chapel St (W) SO	103	3	3%
Chapel St (W) RT	87	0	0%

Turn counts at node 398 - St Mary's Gate / Deansgate			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	181	2	1%
Deansgate (S) LT	328	4	1%
Blackfriars St LT	0	0	0%
Blackfriars St SO	0	0	0%
Blackfriars St RT	0	0	0%
St Mary's Gate RT	1	0	0%
St Mary's Gate LT	10	0	0%
St Mary's Gate SO	4	0	0%
Deansgate (N) LT	0	0	0%
Deansgate (N) SO	448	7	2%
Deansgate (N) RT	19	0	0%

Turn counts at node 338 - Deansgate / John Dalton St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	389	8	2%
Deansgate (S) RT	0	0	0%
Deansgate (S) LT	71	3	4%
Deansgate (N) LT	129	1	1%
Deansgate (N) SO	370	6	2%
Deansgate (N) RT	13	0	0%
Bridge St LT	91	0	0%
Bridge St SO	127	2	1%
John Dalton St LT	101	1	1%
John Dalton St SO	30	0	0%

Turn counts at node 303 - Peter Street			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	266	10	4%
Deansgate (S) RT	57	0	0%
Deansgate (S) LT	103	4	3%
Peter St RT	90	1	1%
Peter St LT	87	0	0%
Peter St SO	99	0	0%
Deansgate (N) LT	25	0	0%
Deansgate (N) SO	421	7	2%
Deansgate (N) RT	63	0	0%
Quay St LT	126	0	0%
Quay St SO	200	4	2%
Quay St RT	118	1	1%

Turn counts at node 260 - Deansgate / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	367	13	4%
Deansgate (S) RT	231	0	0%

Deansgate (N) LT	187	0	0%
Deansgate (N) SO	549	8	1%
Great Bridgewater St RT	20	0	1%
Great Bridgewater St LT	131	0	0%

Turn counts at node 259 - Deansgate / Liverpool St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	431	14	3%
Deansgate (S) LT	199	0	0%
Deansgate (N) SO	587	6	1%
Deansgate (N) RT	94	1	1%
Liverpool St RT	121	0	0%
Liverpool St LT	168	0	0%

Turn counts at node 256 - Deansgate / Whitworth St West

	All Vehicles	HGV	% HGV
Deansgate (S) SO	473	3	1%
Deansgate (S) RT	315	2	1%
Whitworth St West RT	156	11	7%
Whitworth St West LT	268	2	1%
Deansgate (N) LT	169	2	1%
Deansgate (N) SO	540	5	1%

Turn counts at node 284 - A34 Oxford St / Lower Mosley St			
	All Vehicles	HGV	% HGV
Oxford St (S) SO	204	0	0%
Oxford St (S) LT	88	0	0%
Oxford St (N) SO	289	6	2%

Turn counts at node 261 - Lower Mosley St / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Albion St SO	540	6	1%
Albion St RT	344	0	0%
Albion St LT	128	5	4%
Great Bridgewater St (E) RT	4	0	0%
Great Bridgewater St (E) LT	57	0	0%
Great Bridgewater St (E) SO	48	0	0%
Lower Mosley St LT	11	0	0%
Lower Mosley St SO	152	0	0%
Lower Mosley St RT	43	0	0%
Great Bridgewater St (W) LT	11	0	0%
Great Bridgewater St (W) SO	49	0	0%
Great Bridgewater St (W) RT	25	0	0%

Turn counts at node 238 - Whitworth St West			
	All Vehicles	HGV	% HGV
Albion St (N) LT	43	0	0%
Albion St (N) SO	129	0	0%
Albion St (N) RT	62	0	0%
Whitworth St West (E) LT	118	0	0%
Whitworth St West (E) SO	201	6	3%
Whitworth St West (E) RT	268	10	4%
Albion St (S) LT	157	7	4%
Albion St (S) SO	552	2	0%

Albion St (S) RT	185	6	3%
Whitworth St West (W) LT	154	2	1%
Whitworth St West (W) SO	189	0	0%
Whitworth St West (W) RT	137	2	1%

Turn counts at node 40 - A34_Princess St / A5103_Portland St			
	All Vehicles	HGV	% HGV
Portland St (N) LT	93	0	0%
Portland St (N) SO	278	0	0%
Portland St (N) RT	0	0	0%
Princess St (W) LT	16	0	0%
Princess St (W) SO	42	0	0%
Princess St (W) RT	4	0	0%
Portland St (S) LT	0	0	0%
Portland St (S) SO	384	4	1%
Portland St (S) RT	0	0	0%

Turn counts at node 67 - A5103_Portland St / A34_Oxford St / Chepstow St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	176	5	3%
Oxford St (N) SO	92	1	1%
Oxford St (N) RT	34	0	0%
Portland St LT	38	0	0%
Portland St SO	104	0	0%
Portland St RT	271	0	0%
Oxford St (S) LT	0	0	0%
Oxford St (S) SO	21	0	0%
Oxford St (S) RT	120	0	0%
Chepstow St LT	0	0	0%
Chepstow St SO	89	0	0%
Chepstow St RT	0	0	0%

Turn counts at node 75 - B6469_Whitworth St / A34_Oxford St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	86	1	1%
Oxford St (N) SO	44	0	0%
Whitworth St (E) LT	92	0	0%
Whitworth St (E) SO	373	10	3%
Oxford St (S) LT	158	0	0%
Oxford St (S) SO	128	0	0%
Whitworth St (W) LT	13	0	0%
Whitworth St (W) SO	525	9	2%

Turn counts at node 85 - B6469_Whitworth St / A34_Princess St			
	All Vehicles	HGV	% HGV
Princess St (N) LT	36	0	0%
Princess St (N) SO	30	0	0%
Princess St (N) RT	87	0	0%
Whitworth St (E) LT	132	4	3%
Whitworth St (E) SO	247	0	0%
Whitworth St (E) RT	32	0	0%
Princess St (S) RT	158	6	4%
Princess St (S) LT	187	10	5%
Princess St (S) SO	164	2	1%

Whitworth St (W) LT	288	0	0%
Whitworth St (W) SO	254	7	3%
Whitworth St (W) RT	17	2	9%

Turn counts at node 87 - Whitworth St / Sackville St			
	All Vehicles	HGV	% HGV
Sackville St (N) LT	0	0	0%
Sackville St (N) SO	0	0	0%
Sackville St (N) RT	0	0	0%
Whitworth St (E) LT	89	0	0%
Whitworth St (E) SO	358	5	1%
Whitworth St (E) RT	160	0	0%
Sackville St (S) LT	56	0	0%
Sackville St (S) SO	259	0	0%
Sackville St (S) RT	215	1	0%
Whitworth St (W) LT	18	0	0%
Whitworth St (W) SO	424	14	3%
Whitworth St (W) RT	1	0	0%

Turn counts at node 922 - A6042_Trinity Way / Blackfriars			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	53	0	1%
Trinity Way (N) SO	991	58	6%
Trinity Way (N) RT	35	0	0%
Blackfriars Rd (E) LT	67	0	1%
Blackfriars Rd (E) SO	7	0	0%
Blackfriars Rd (E) RT	70	0	0%
Trinity Way (S) LT	176	11	6%
Trinity Way (S) SO	1004	49	5%
Trinity Way (S) RT	39	4	11%
Blackfriars Rd (W) LT	157	3	2%
Blackfriars Rd (W) SO	226	0	0%
Blackfriars Rd (W) RT	351	28	8%

Turn counts at node 422 - Trinity Way / Chapel St			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	49	0	0%
Trinity Way (N) SO	971	58	6%
Trinity Way (N) RT	317	30	9%
Chapel St (E) LT	104	1	1%
Chapel St (E) SO	233	1	0%
Chapel St (E) RT	0	0	0%
Trinity Way (S) SO	970	51	5%
Trinity Way (S) RT	226	17	8%
Trinity Way (S) LT	228	0	0%
Chapel St (W) LT	254	15	6%
Chapel St (W) SO	281	0	0%
Chapel St (W) RT	444	7	2%

Turn counts at node 955 - Trinity Way / Irwell Street			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	0	0	0%
Trinity Way (N) RT	790	62	8%
Trinity Way (N) SO	623	3	1%

New Bailey access SO	0	0	0%
New Bailey access RT	10	0	0%
New Bailey access LT	0	0	0%
Irwell St RT	0	0	0%
Irwell St LT	32	0	0%
Irwell St SO	370	1	0%
Trinity Way (S) SO	8	0	0%
Trinity Way (S) RT	181	5	3%
Trinity Way (S) LT	990	0	0%

Turn_counts_at_node_1663,1150z,1028-A6042_Trinity_Way/A57_Regent_Road/A57_Dawson_Street			
	All Vehicles	HGV	% HGV
Trinity St (N) LT	757	9	1%
Trinity St (N) SO	19	0	0%
Trinity St (N) RT	397	35	9%
Dawson St (E) LT	10	0	0%
Dawson St (E) SO	1767	16	1%
Dawson St (E) RT	792	43	5%
Water St (S) LT	37	0	0%
Water St (S) SO	9	0	0%
Water St (S) RT	21	0	0%
Regent Rd (W) LT	305	21	7%
Regent Rd (W) SO	1458	47	3%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
A57(M) EB off slip to Chester Rd (N)	137	5	4%
A57(M) EB off slip to A57(M) EB on slip	60	3	4%
A57(M) EB off slip to Chorlton Rd	130	8	6%
A57(M) EB off slip to Chester Rd (S)	133	12	9%
A57(M) EB off slip to A57(M) WB on slip	0	0	0%
Chester Rd (N) to A57(M) EB on slip	57	0	0%
Chester Rd (N) to Chorlton Rd	51	1	2%
Chester Rd (N) to Chester Road (S) via rd	0	0	0%
Chester Rd (N) to A57(M) WB on slip	320	0	0%
Chester Rd (N) to Chester Road (N)	0	0	0%
A57(M) WB off slip to Chorlton Road	152	1	1%
A57(M) WB off slip to Chester Rd (S)	641	20	3%
A57(M) WB off slip to A57(M) WB on slip	45	0	0%
A57(M) WB off slip to Chester Rd (N)	167	0	0%
A57(M) WB off slip to A57(M) EB on slip	89	1	1%
Chorlton Rd to Chester Rd (S)	13	1	8%
Chorlton Rd to A57(M) WB on slip	68	11	17%
Chorlton Rd to Chester Rd (N)	34	0	1%
Chorlton Rd to A57(M) EB on slip	0	0	0%
Chorlton Rd to Chorlton Rd	0	0	0%
Chester Rd (S) to A57(M) WB on slip	147	19	13%
Chester Rd (S) to Chester Rd (N) via rd	89	0	0%
Chester Rd (S) to A57(M) EB on slip	391	20	5%
Chester Rd (S) to Chorlton Rd	22	2	8%
Chester Rd (S) to Chester Rd (S)	22	2	8%

Chester Road (N) SO	488	1	0%
Chester Road (S) SO	782	3	0%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
Medlock St to A5103 link EB	16	0	0%
Medlock St to Princess Rd	323	2	1%
Medlock St to A57(M) WB on slip	118	0	0%
Medlock St to Medlock St	0	0	0%
A5103 link WB to Princess Rd	697	34	5%
A5103 link WB to A57(M) WB on slip	189	1	0%
A5103 link WB to Medlock St	105	2	2%
A5103 link WB to A5103 link EB	0	0	0%
Princess Rd to A57(M) WB on slip	437	6	1%
Princess Rd to Medlock St	1005	15	1%
Princess Rd to A5103 link EB	813	27	3%
Princess Rd to Princess Rd	0	0	0%
A57(M) EB off slip to Medlock St	79	2	2%
A57(M) EB off slip to A5103 link EB	189	0	0%
A57(M) EB off slip to Princess Rd	325	0	0%
A57(M) EB off slip to A57(M) WB on s	23	0	0%

A57 (M) WB	2005	49	2%
A57 (M) EB	2357	43	2%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
Cambridge St to A57(M) EB on slip	36	0	0%
Cambridge St to Higher Cambridge St	27	0	0%
Cambridge St to A5103 link WB	138	0	0%
Cambridge St to Cambridge St	0	0	0%
A57(M) WB off slip to Higher Cambrid	402	9	2%
A57(M) WB off slip to A5103 link WB	650	34	5%
A57(M) WB off slip to Cambridge St	156	2	1%
A57(M) WB off slip to A57(M) EB on s	70	4	5%
Higher Cambridge St to A5103 link W	199	3	1%
Higher Cambridge St to Cambridge St	350	5	1%
Higher Cambridge St to A57(M) EB on	614	10	2%
Higher Cambridge St to Higher Cambr	0	0	0%
A5103 link EB to Cambridge St	324	5	1%
A5103 link EB to A57(M) EB on slip	523	22	4%
A5103 link EB to Higher Cambridge St	154	0	0%
A5103 link EB to A5103 link WB	0	0	0%

Turn counts at nodes 38, 126, 139,			
	All Vehicles	HGV	% HGV
A34 (N) to Brook St	1	0	0%
A34 (N) SO	248	4	2%
Brook St to A34 (S)	403	5	1%
A34 (N) within junction to A57(M) WB	115	0	0%
A34(S) to A57(M) Westbound	848	11	1%
A34 (S) to SO	911	23	3%
A57(M) EB to Sackville Street	361	5	1%
A57(M) EB to Brook Street	483	7	1%

Turn counts at node 98 - Oxford Road / Booth Street East / Booth Street West			
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	All Vehicles	HGV	% HGV
Oxford Road (N) LT	0	0	0%
Oxford Road (N) SO	70	0	0%
Oxford Road (N) RT	23	0	0%
Booth St East LT	0	0	0%
Booth St East SO	359	7	2%
Booth St East RT	0	0	0%
Oxford Road (S) LT	15	0	0%
Oxford Road (S) SO	98	0	0%
Oxford Road (S) RT	0	0	0%
Booth St West LT	25	0	0%
Booth St West SO	456	1	0%
Booth St West RT	14	0	0%

Turn counts at node 381, 629, 639 - A34 Upper Brook Street / A5184 Plymouth Grove			
	All Vehicles	HGV	% HGV
Upper Brook St (N) LT	286	0	0%
Upper Brook St (N) SO	797	19	2%
A5184 LT	15	2	15%
A5184 RT	474	6	1%
Upper Brook St (S) SO	1717	46	3%

Turn counts at node 1228 - Fairfield Street / North Western St			
	All Vehicles	HGV	% HGV
North Western St LT	0	0	0%
North Western St RT	0	0	0%
Fairfield St (W) SO	85	0	0%
Fairfield St (W) RT	0	0	0%
Fairfield St (E) LT	0	0	0%
Fairfield St (E) SO	299	2	1%

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Turn_counts_at_node_155-A6_London_Road/B6469_Fairfield_Street (1)				
		All Vehicles	HGV	%HGV
Arm 1	London Rd (N) LT	35	0	0%
	London Rd (N) SO	392	1	0%
	London Rd (N) RT	164	0	0%
Arm 2	Fairfield St (E) LT	110	0	0%
	Fairfield St (E) SO	298	0	0%
	Fairfield St (E) RT	104	0	0%
Arm 3	London Rd (S) LT	118	0	0%
	London Rd (S) SO	226	0	0%
	London Rd (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	4	0	0%
	Fairfield St (W) SO	362	0	0%
	Fairfield St (W) RT	198	0	0%

Turn_counts_at_node_215-B6469_Fairfield_Street/Station_carpark (2)				
		All Vehicles	HGV	%HGV
Arm 1	Station carpark LT	11	0	0%
	Station carpark RT	111	0	0%
Arm 2	Fairfield St (E) SO	416	0	0%
	Fairfield St (E) RT	24	0	0%
Arm 3	Fairfield St (W) LT	43	0	0%
	Fairfield St (W) SO	354	0	0%

Turn_counts_at_node_188-B6469_Fairfield_Street/Travis_Street (4)				
		All Vehicles	HGV	%HGV
Arm 1	Travis St (N) LT	53	0	1%
	Travis St (N) SO	25	0	0%
	Travis St (N) RT	209	0	0%
Arm 2	Fairfield St (E) LT	27	0	0%
	Fairfield St (E) SO	187	0	0%
	Fairfield St (E) RT	35	0	0%
Arm 3	Travis St (S) LT	59	0	0%
	Travis St (S) SO	0	0	0%
	Travis St (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	90	0	0%
	Fairfield St (W) SO	261	0	0%
	Fairfield St (W) RT	11	0	0%

Turn_counts_at_node_1212-A635_Ring_Road/B6469_Fairfield_Street (9)				
		All Vehicles	HGV	%HGV
Arm 1	Ring Rd (N) SO	1025	7	1%
	Ring Rd (N) RT	112	0	0%
Arm 2	Fairfield St (E) LT	531	6	1%
	Fairfield St (E) SO	109	0	0%
	Fairfield St (E) RT	0	0	0%
Arm 3	Ring Rd (S) LT	46	0	0%
	Ring Rd (S) SO	736	5	1%

	Ring Rd (S) RT	686	12	2%
Arm 4	Fairfield St (W) LT	63	0	1%
	Fairfield St (W) SO	213	0	0%
	Fairfield St (W) RT	48	0	0%

Turn_counts_at_node_1389-A6_London_Road/Travis_Street (11)				
		All Vehicles	HGV	%HGV
Arm 1	Travis St LT	337	2	0%

Turn_counts_at_node_1193z,1194z,1195-A57(M)_Ring_Road/A6_London_Road/A6_Downi				
		All Vehicles	HGV	%HGV
Arm 1	London Rd LT	16	0	0%
	London Rd SO	744	0	0%
	London Rd RT	265	2	1%
Arm 2	A57(M) LT	362	3	1%
Arm 3	Downing St LT	274	5	2%
	Downing St SO	242	0	0%
	Downing St RT	4	0	0%
Arm 4	A57(M) LT	94	0	0%
	A57(M) SO	7	0	0%
	A57(M) RT	444	19	4%

Turn_counts_at_node_170-A6_London_Road/Store_Street (19)				
		All Vehicles	HGV	%HGV
Arm 1	London Rd (N) LT	83	0	0%
	London Rd (N) SO	522	1	0%
Arm 2	Store St LT	70	0	0%

Turn_counts_at_node_1243-A665_Ring_Road/Old_Mill_Street/Store_Street (21)				
		All Vehicles	HGV	%HGV
Arm 1	Ring Rd (N) LT	69	3	5%
	Ring Rd (N) SO	1260	3	0%
	Ring Rd (N) RT	24	0	0%
Arm 2	Old Mill St LT	116	1	1%
	Old Mill St SO	10	0	0%
	Old Mill St RT	59	0	0%
Arm 3	Ring Rd (S) LT	22	0	0%
	Ring Rd (S) SO	1031	5	0%
	Ring Rd (S) RT	244	3	1%
Arm 4	Store St LT	21	0	0%
	Store St SO	91	0	0%
	Store St RT	60	0	0%

Turn_counts_at_node_1224-A665_Pin_Mill_Brow/A635_Ashton_Old_Road/A665_Chancell				
		All Vehicles	HGV	%HGV
Arm 1	Pin Mill Brow LT	186	0	0%
	Pin Mill Brow SO	325	0	0%
	Pin Mill Brow RT	0	0	0%

Arm 2	Ashton Old Rd LT	105	0	0%
	Ashton Old Rd SO	469	6	1%
	Ashton Old Rd RT	84	1	1%
Arm 3	Chancellor Ln LT	172	0	0%
	Chancellor Ln SO	570	5	1%
	Chancellor Ln RT	0	0	0%
Arm 4	Fairfield St LT	15	0	3%
	Fairfield St SO	728	11	2%
	Fairfield St RT	150	1	0%

Turn_counts_at_node_1215; 1229-A665_Pin_Mill_Brow/A635_Ring_Road (23)				
		All Vehicles	HGV	%HGV
Arm 1	Pin Mill Brow (N) SO	511	0	0%
	Pin Mill Brow (N) RT	1046	6	1%
Arm 2	Pin Mill Brow (S) LT	104	1	1%
	Pin Mill Brow (S) SO	571	6	1%
Arm 3	Ring Road SO	794	5	1%

Turn_counts_at_node_1239-A665_Great_Ancoats_Street/Adair_Street (24)				
		All Vehicles	HGV	%HGV
Arm 1	Great Ancoats St (N) SO	1244	5	0%
	Great Ancoats St (N) RT	153	0	0%
Arm 2	Great Ancoats St (S) LT	19	0	0%
	Great Ancoats St (S) SO	924	6	1%
Arm 3	Adair St LT	405	2	0%
	Adair St RT	0	0	0%

Turn counts at node 931 / 930 -Cheetham Hill Rd / Ring Road			
	All Vehicles	HGV	% HGV
A6042 (W) RT	747	11	1%
A6042 (W) LT	370	3	1%
A665 Cheetham Hill Rd (N) SO	327	0	0%
A665 Cheetham Hill Rd (N) RT	512	8	2%
Ring Road (S) LT	1058	7	1%
Ring Road (S) SO)	295	3	1%

Turn counts at node 541 - Ring Road_Rochdale Road			
	All Vehicles	HGV	% HGV
Shude Hill SO	277	1	0%
Shude Hill LT	118	4	3%
Swan St RT	168	2	1%
Swan St LT	112	1	1%
Swan ST SO	772	4	1%
Rochdale Rd (N) SO	209	0	0%
Rochdale Rd (N) RT	358	2	1%

Turn counts at node 612-Ring Road / Oldham Road			
	All Vehicles	HGV	% HGV
Ring Road LT	21	0	0%
Ring Road SO	739	7	1%

Ring Road RT	704	0	0%
Oldham Road LT	1220	7	1%

Turn counts at node 614- Ring Road / Netwton Street			
	All Vehicles	HGV	% HGV
Newton St LT	99	1	1%
Great Ancoats St (E) LT	33	0	0%
Great Ancoats St (E) SO	1087	6	1%
Great Ancoats St (W) SO	1179	7	1%
Great Ancoats St (W) RT	117	0	0%

Turn counts at node 1247- Ring Road / Central Retail Park			
	All Vehicles	HGV	% HGV
Great Ancoats St (E) RT	59	0	1%
Great Ancoats St (E) SO	978	5	1%
Great Ancoats St (W) LT	18	0	0%
Great Ancoats St (W) SO	1146	6	1%
Central Retail Park LT	12	0	0%
Central Retail Park RT	59	0	0%
Laystall St SO	15	0	0%
Laystall St RT	226	0	0%
Laystall St LT	136	0	0%

Turn counts at node 1245 - Ring Road_Ducie Street			
	All Vehicles	HGV	% HGV
Ring Road (E) LT	50	0	0%
Ring Road (E) SO	1050	5	1%
Ring Road (W) SO	1360	6	0%
Ring Road (W) RT	28	0	0%

Turn counts at node 1241- Ring Road / Pollard Street			
	All Vehicles	HGV	% HGV
Ring Road (W) LT	109	0	0%
Ring Road (W) SO	1305	5	0%
Pollard St LT	89	0	0%
Pollard St RT	58	0	0%
Ring Road (E) RT	59	0	0%
Ring Road (E) SO	1259	8	1%

Turn counts at node 1322- Hyde Road / A665			
	All Vehicles	HGV	% HGV
Hyde Rd (W) SO	902	14	2%
Hyde Rd (E) LT	93	0	0%
Hyde Rd (E) SO	516	5	1%
Hyde Rd (E) RT	198	0	0%
A665 (N) LT	229	1	0%
A665 (N) SO	286	0	0%
A665 (S) RT	79	0	0%
A665 (S) SO	288	3	1%

Turn counts (composite) at roundabout node 1318a - Hyde Road / A6 Roundabout			
	All Vehicles	HGV	% HGV
Higher Ardwick to Hyde Rd	95	0	0%
Higher Ardwick to A6	222	0	0%
Higher Ardwick to Brunswick St	170	0	0%
Higher Ardwick to Ardwick Green	26	0	0%
Higher Ardwick u-turn	0	0	0%
Hyde Rd to A6	14	0	0%
Hyde Rd to Brunswick St	123	0	0%
Hyde Rd to Ardwick Green S	347	5	2%
Hyde Rd to Higher Ardwick	17	0	0%
Hyde Rd u-turn	0	0	0%
A6 to Brunswick St	46	1	3%
A6 to Ardwick Green S	304	1	0%
A6 to Higher Ardwick	95	0	0%
A6 to Hyde Rd	0	0	0%
A6 u-turn	2	0	0%
Brunswick St to Ardwick Green S	73	0	0%
Brunswick St to Higher Ardwick	349	0	0%
Brunswick St to Hyde Rd	268	1	0%
Brunswick St to A6	66	0	0%
Brunswick St u-turn	8	0	0%
Ardwick Green S to Higher Ardwick	57	0	0%
Ardwick Green S to Hyde Rd	539	13	2%
Ardwick Green S to A6	391	9	2%
Ardwick Green S to Brunswick St	85	0	0%
Ardwick Green S u-turn	7	0	0%

Turn counts at node 0 - Newton Street / Piccadilly			
	All Vehicles	HGV	% HGV
Piccadilly (S) LT	17	0	0%
Portland St SO	106	0	0%
Portland St RT	13	0	0%
Newton St LT	250	0	0%

Turn counts at node 166z - A6 Piccadilly / Ducie Street			
	All Vehicles	HGV	% HGV
Auburn St SO	213	0	0%
Auburn St RT	107	1	1%
Auburn St LT	126	0	0%
Ducie St LT	80	0	0%
Piccadilly SO	437	0	0%

Turn counts at node 6 - Portland Street / Aytoun Street			
	All Vehicles	HGV	% HGV
Aytoun St RT	139	0	0%

Turn counts at node 153 - Fairfield Street / A6			
	All Vehicles	HGV	% HGV

Fairfield St (W) SO	554	0	0%
Fairfield St (W) LT	209	0	0%
Fairfield St (E) SO	558	0	0%
Fairfield St (E) RT	8	0	0%

Turn counts at node 926 - A56 / New Bridge Street / Trinity Way			
	All Vehicles	HGV	% HGV
New Bridge St (E) LT	376	3	1%
New Bridge St (E) SO	977	12	1%
New Bridge St (E) RT	118	0	0%
A56 Great Ducie St (N) LT	277	0	0%
A56 Great Ducie St (N) SO	148	0	0%
A56 Great Ducie St (N) SO	314	10	3%
A56 Great Ducie St (S) RT	188	2	1%
A56 Great Ducie St (S) LT	103	0	0%
A56 Great Ducie St (S) SO	293	0	0%
Trinity Way SO	698	10	1%
Trinity Way RT	33	0	0%
Trinity Way LT	351	8	2%

Turn counts at node 428 - Chapel St / Victoria Bridge St			
	All Vehicles	HGV	% HGV
Victoria Bridge St RT	197	0	0%
Victoria Bridge St LT	29	0	1%
Chapel St (E) LT	499	4	1%
Chapel St (E) LT	62	0	0%
Chapel St (W) SO	170	1	1%
Chapel St (W) RT	107	1	1%

Turn counts at node 398 - St Mary's Gate / Deansgate			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	212	0	0%
Deansgate (S) LT	153	1	1%
Blackfriars St LT	0	0	0%
Blackfriars St SO	0	0	0%
Blackfriars St RT	0	0	0%
St Mary's Gate RT	56	0	0%
St Mary's Gate LT	25	0	0%
St Mary's Gate SO	34	0	1%
Deansgate (N) LT	0	0	0%
Deansgate (N) SO	529	5	1%
Deansgate (N) RT	60	0	0%

Turn counts at node 338 - Deansgate / John Dalton St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	200	0	0%
Deansgate (S) RT	0	0	0%
Deansgate (S) LT	95	0	0%
Deansgate (N) LT	94	0	0%
Deansgate (N) SO	569	7	1%

Deansgate (N) RT	11	0	0%
Bridge St LT	100	1	1%
Bridge St SO	123	0	0%
John Dalton St LT	236	1	1%
John Dalton St SO	28	0	0%

Turn counts at node 303 - Peter Street			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	180	0	0%
Deansgate (S) RT	16	0	0%
Deansgate (S) LT	46	0	0%
Peter St RT	65	0	0%
Peter St LT	162	0	0%
Peter St SO	62	2	3%
Deansgate (N) LT	79	1	1%
Deansgate (N) SO	590	7	1%
Deansgate (N) RT	86	1	1%
Quay St LT	44	0	0%
Quay St SO	128	1	0%
Quay St RT	105	1	1%

Turn counts at node 260 - Deansgate / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	294	0	0%
Deansgate (S) RT	107	0	0%
Deansgate (N) LT	139	0	0%
Deansgate (N) SO	773	7	1%
Great Bridgewater St RT	24	0	0%
Great Bridgewater St LT	284	1	0%

Turn counts at node 259 - Deansgate / Liverpool St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	287	0	0%
Deansgate (S) LT	65	0	0%
Deansgate (N) SO	962	6	1%
Deansgate (N) RT	93	2	2%
Liverpool St RT	159	1	1%
Liverpool St LT	115	0	0%

Turn counts at node 256 - Deansgate / Whitworth St West			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	211	0	0%
Deansgate (S) RT	198	0	0%
Whitworth St West RT	140	0	0%
Whitworth St West LT	326	0	0%
Deansgate (N) LT	187	4	2%
Deansgate (N) SO	931	4	0%

Turn counts at node 284 - A34 Oxford St / Lower Mosley St			
	All Vehicles	HGV	% HGV

Oxford St (S) SO	163	2	1%
Oxford St (S) LT	51	0	0%
Oxford St (N) SO	297	1	0%

Turn counts at node 261 - Lower Mosley St / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Albion St SO	287	0	0%
Albion St RT	205	0	0%
Albion St LT	184	0	0%
Great Bridgewater St (E) RT	2	0	0%
Great Bridgewater St (E) LT	108	0	0%
Great Bridgewater St (E) SO	181	0	0%
Lower Mosley St LT	8	0	0%
Lower Mosley St SO	135	1	1%
Lower Mosley St RT	33	0	0%
Great Bridgewater St (W) LT	9	0	0%
Great Bridgewater St (W) SO	78	0	0%
Great Bridgewater St (W) RT	175	0	0%

Turn counts at node 238 - Whitworth St West			
	All Vehicles	HGV	% HGV
Albion St (N) LT	116	0	0%
Albion St (N) SO	230	2	1%
Albion St (N) RT	71	0	0%
Whitworth St West (E) LT	90	0	0%
Whitworth St West (E) SO	230	0	0%
Whitworth St West (E) RT	260	0	0%
Albion St (S) LT	170	0	0%
Albion St (S) SO	320	0	0%
Albion St (S) RT	111	0	0%
Whitworth St West (W) LT	95	3	4%
Whitworth St West (W) SO	102	0	0%
Whitworth St West (W) RT	184	1	0%

Turn counts at node 40 - A34_Princess St / A5103_Portland St			
	All Vehicles	HGV	% HGV
Portland St (N) LT	188	0	0%
Portland St (N) SO	321	2	1%
Portland St (N) RT	0	0	0%
Princess St (W) LT	7	0	0%
Princess St (W) SO	130	0	0%
Princess St (W) RT	41	0	0%
Portland St (S) LT	0	0	0%
Portland St (S) SO	432	0	0%
Portland St (S) RT	0	0	0%

Turn counts at node 67 - A5103_Portland St / A34_Oxford St / Chepstow St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	124	0	0%
Oxford St (N) SO	159	2	1%

Oxford St (N) RT	35	0	0%
Portland St LT	72	0	0%
Portland St SO	215	0	0%
Portland St RT	195	2	1%
Oxford St (S) LT	0	0	0%
Oxford St (S) SO	15	0	0%
Oxford St (S) RT	110	0	0%
Chepstow St LT	3	0	0%
Chepstow St SO	221	0	0%
Chepstow St RT	0	0	0%

Turn counts at node 75 - B6469_ Whitworth St / A34_ Oxford St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	159	2	1%
Oxford St (N) SO	66	0	0%
Whitworth St (E) LT	79	0	0%
Whitworth St (E) SO	382	0	0%
Oxford St (S) LT	189	0	0%
Oxford St (S) SO	110	0	0%
Whitworth St (W) LT	11	0	0%
Whitworth St (W) SO	345	0	0%

Turn counts at node 85 - B6469_ Whitworth St / A34_ Princess St			
	All Vehicles	HGV	% HGV
Princess St (N) LT	69	0	0%
Princess St (N) SO	218	0	0%
Princess St (N) RT	122	0	0%
Whitworth St (E) LT	102	0	0%
Whitworth St (E) SO	221	0	0%
Whitworth St (E) RT	18	0	0%
Princess St (S) RT	128	0	0%
Princess St (S) LT	98	0	0%
Princess St (S) SO	231	0	0%
Whitworth St (W) LT	43	0	0%
Whitworth St (W) SO	316	0	0%
Whitworth St (W) RT	129	2	1%

Turn counts at node 87 - Whitworth St / Sackville St			
	All Vehicles	HGV	% HGV
Sackville St (N) LT	0	0	0%
Sackville St (N) SO	0	0	0%
Sackville St (N) RT	0	0	0%
Whitworth St (E) LT	29	0	0%
Whitworth St (E) SO	318	0	0%
Whitworth St (E) RT	209	0	0%
Sackville St (S) LT	32	0	0%
Sackville St (S) SO	94	0	0%
Sackville St (S) RT	180	0	0%
Whitworth St (W) LT	14	0	0%
Whitworth St (W) SO	501	0	0%

Whitworth St (W) RT	0	0	0%
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Turn counts at node 922 - A6042_ Trinity Way / Blackfriars			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	6	0	0%
Trinity Way (N) SO	887	12	1%
Trinity Way (N) RT	244	10	4%
Blackfriars Rd (E) LT	190	1	0%
Blackfriars Rd (E) SO	313	0	0%
Blackfriars Rd (E) RT	63	0	0%
Trinity Way (S) LT	567	1	0%
Trinity Way (S) SO	1012	18	2%
Trinity Way (S) RT	93	0	0%
Blackfriars Rd (W) LT	19	0	0%
Blackfriars Rd (W) SO	44	0	0%
Blackfriars Rd (W) RT	50	2	3%

Turn counts at node 422 - Trinity Way / Chapel St			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	15	0	0%
Trinity Way (N) SO	758	11	1%
Trinity Way (N) RT	423	4	1%
Chapel St (E) LT	114	3	3%
Chapel St (E) SO	254	0	0%
Chapel St (E) RT	19	0	0%
Trinity Way (S) SO	1204	10	1%
Trinity Way (S) RT	93	1	1%
Trinity Way (S) LT	169	0	0%
Chapel St (W) LT	492	10	2%
Chapel St (W) SO	127	0	0%
Chapel St (W) RT	241	0	0%

Turn counts at node 955 - Trinity Way / Irwell Street			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	0	0	0%
Trinity Way (N) RT	973	15	2%
Trinity Way (N) SO	236	1	0%
New Bailey access SO	46	1	2%
New Bailey access RT	35	0	0%
New Bailey access LT	10	0	0%
Irwell St RT	0	0	0%
Irwell St LT	147	2	1%
Irwell St SO	375	0	0%
Trinity Way (S) SO	12	0	0%
Trinity Way (S) RT	64	0	0%
Trinity Way (S) LT	955	10	1%

Turn_counts_at_node_1663,1150z,1028-A6042_Trinity_Way/A57_Regent_Road/A57_Daw:			
	All Vehicles	HGV	% HGV
Trinity St (N) LT	677	19	3%

Trinity St (N) SO	15	0	0%
Trinity St (N) RT	314	7	2%
Dawson St (E) LT	21	0	0%
Dawson St (E) SO	1565	17	1%
Dawson St (E) RT	686	3	0%
Water St (S) LT	5	0	0%
Water St (S) SO	4	0	0%
Water St (S) RT	2	0	0%
Regent Rd (W) LT	231	5	2%
Regent Rd (W) SO	1564	13	1%

Turn counts (composite) at	All Vehicles	HGV	% HGV
A57(M) EB off slip to Chester Rd (N)	54	0	0%
A57(M) EB off slip to A57(M) EB on slip	57	2	3%
A57(M) EB off slip to Chorlton Rd	247	5	2%
A57(M) EB off slip to Chester Rd (S)	256	8	3%
A57(M) EB off slip to A57(M) WB on slip	0	0	0%
Chester Rd (N) to A57(M) EB on slip	203	2	1%
Chester Rd (N) to Chorlton Rd	207	0	0%
Chester Rd (N) to Chester Road (S)	0	0	0%
Chester Rd (N) to A57(M) WB on slip	402	2	1%
Chester Rd (N) to Chester Road (N)	0	0	0%
A57(M) WB off slip to Chorlton Rd	145	0	0%
A57(M) WB off slip to Chester Rd (N)	104	0	0%
A57(M) WB off slip to A57(M) WB on slip	191	0	0%
A57(M) WB off slip to Chester Rd (S)	19	0	0%
A57(M) WB off slip to A57(M) EB on slip	29	0	0%
Chorlton Rd to Chester Rd (S)	4	0	0%
Chorlton Rd to A57(M) WB on slip	67	2	3%
Chorlton Rd to Chester Rd (N)	12	0	0%
Chorlton Rd to A57(M) EB on slip	0	0	0%
Chorlton Rd to Chorlton Rd	0	0	0%
Chester Rd (S) to A57(M) WB on slip	289	0	0%
Chester Rd (S) to Chester Rd (N) via slip	52	0	0%
Chester Rd (S) to A57(M) EB on slip	418	9	2%
Chester Rd (S) to Chorlton Rd	11	0	0%
Chester Rd (S) to Chester Rd (S)	11	0	0%

Chester Road (N) SO	761	4	1%
Chester Road (S) SO	331	0	0%

Turn counts (composite) at	All Vehicles	HGV	% HGV
Medlock St to A5103 link EB	26	0	0%
Medlock St to Princess Rd	566	5	1%
Medlock St to A57(M) WB on slip	9	1	11%
Medlock St to Medlock St	0	0	0%
A5103 link WB to Princess Rd	280	8	3%
A5103 link WB to A57(M) WB on slip	294	0	0%

A5103 link WB to Medlock St	105	0	0%
A5103 link WB to A5103 link EB	0	0	0%
Princess Rd to A57(M) WB on slip	249	1	0%
Princess Rd to Medlock St	582	0	0%
Princess Rd to A5103 link EB	271	5	2%
Princess Rd to Princess Rd	0	0	0%
A57(M) EB off slip to Medlock St	87	0	0%
A57(M) EB off slip to A5103 link EB	104	0	0%
A57(M) EB off slip to Princess Rd	503	2	0%
A57(M) EB off slip to A57(M) WB d	7	0	0%

A57 (M) WB	1795	30	2%
A57 (M) EB	1302	11	1%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
Cambridge St to A57(M) EB on slip	150	0	0%
Cambridge St to Higher Cambridge	203	0	0%
Cambridge St to A5103 link WB	45	0	0%
Cambridge St to Cambridge St	0	0	0%
A57(M) WB off slip to Higher Cam	453	1	0%
A57(M) WB off slip to A5103 link V	378	9	2%
A57(M) WB off slip to Cambridge S	54	0	0%
A57(M) WB off slip to A57(M) EB d	69	1	1%
Higher Cambridge St to A5103 link	341	0	0%
Higher Cambridge St to Cambridge	93	0	0%
Higher Cambridge St to A57(M) EB	114	1	1%
Higher Cambridge St to Higher Car	0	0	0%
A5103 link EB to Cambridge St	107	0	0%
A5103 link EB to A57(M) EB on slip	235	6	3%
A5103 link EB to Higher Cambridge	70	0	0%
A5103 link EB to A5103 link WB	0	0	0%

Turn counts at nodes 38, 126,			
	All Vehicles	HGV	% HGV
A34 (N) to Brook St	7	0	0%
A34 (N) SO	776	3	0%
Brook St to A34 (S)	263	8	3%
A34 (N) within junction to A57(M)	186	0	0%
A34(S) to A57(M) Westbound	615	7	1%
A34 (S) to SO	579	0	0%
A57(M) EB to Sackville Street	168	1	0%
A57(M) EB to Brook Street	300	8	3%

Turn counts at node 98 - Oxford Road / Booth Street East / Booth Street West			
	All Vehicles	HGV	% HGV
Oxford Road (N) LT	0	0	0%
Oxford Road (N) SO	86	0	0%
Oxford Road (N) RT	24	0	0%
Booth St East LT	0	0	0%

Booth St East SO	444	0	0%
Booth St East RT	0	0	0%
Oxford Road (S) LT	15	0	0%
Oxford Road (S) SO	94	0	0%
Oxford Road (S) RT	0	0	0%
Booth St West LT	25	0	0%
Booth St West SO	422	1	0%
Booth St West RT	13	0	0%

Turn counts at node 381, 629, 639 - A34 Upper Brook Street / A5184 Plymouth Grove			
	All Vehicles	HGV	% HGV
Upper Brook St (N) LT	518	8	1%
Upper Brook St (N) SO	944	10	1%
A5184 LT	34	1	2%
A5184 RT	349	3	1%
Upper Brook St (S) SO	1099	3	0%

Turn counts at node 1228 - Fairfield Street / North Western St			
	All Vehicles	HGV	% HGV
North Western St LT	0	0	0%
North Western St RT	0	0	0%
Fairfield St (W) SO	314	1	0%
Fairfield St (W) RT	0	0	0%
Fairfield St (E) LT	0	0	0%
Fairfield St (E) SO	266	0	0%

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Turn_counts_at_node_155-A6_London_Road/B6469_Fairfield_Street (1)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	55	0	0%
	London Rd (N) SO	394	3	1%
	London Rd (N) RT	155	3	2%
Arm 2	Fairfield St (E) LT	129	0	0%
	Fairfield St (E) SO	275	0	0%
	Fairfield St (E) RT	93	0	0%
Arm 3	London Rd (S) LT	159	0	0%
	London Rd (S) SO	433	1	0%
	London Rd (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	14	1	6%
	Fairfield St (W) SO	277	4	1%
	Fairfield St (W) RT	76	0	0%

Turn_counts_at_node_215-B6469_Fairfield_Street/Station_carpark (2)				
		All Vehicles	HGV	% HGV
Arm 1	Station carpark LT	58	0	0%
	Station carpark RT	37	0	0%
Arm 2	Fairfield St (E) SO	465	0	0%
	Fairfield St (E) RT	72	0	0%
Arm 3	Fairfield St (W) LT	47	0	0%
	Fairfield St (W) SO	285	4	1%

Turn_counts_at_node_188-B6469_Fairfield_Street/Travis_Street (4)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St (N) LT	25	0	0%
	Travis St (N) SO	0	0	0%
	Travis St (N) RT	281	0	0%
Arm 2	Fairfield St (E) LT	27	0	0%
	Fairfield St (E) SO	245	0	0%
	Fairfield St (E) RT	47	0	0%
Arm 3	Travis St (S) LT	21	0	0%
	Travis St (S) SO	0	0	0%
	Travis St (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	202	3	2%
	Fairfield St (W) SO	67	0	0%
	Fairfield St (W) RT	66	0	0%

Turn_counts_at_node_1212-A635_Ring_Road/B6469_Fairfield_Street (9)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) SO	1360	48	4%
	Ring Rd (N) RT	96	0	0%
Arm 2	Fairfield St (E) LT	1312	28	2%
	Fairfield St (E) SO	212	0	0%
	Fairfield St (E) RT	0	0	0%
Arm 3	Ring Rd (S) LT	52	0	0%
	Ring Rd (S) SO	827	23	3%

	Ring Rd (S) RT	579	19	3%
Arm 4	Fairfield St (W) LT	16	0	0%
	Fairfield St (W) SO	55	0	0%
	Fairfield St (W) RT	45	0	0%

Turn_counts_at_node_1389-A6_London_Road/Travis_Street (11)				
		All Vehicles	HGV	% HGV
Arm 1	Travis St LT	354	0	0%

Turn_counts_at_node_1193z,1194z,1195-A57(M)_Ring_Road/A6_London_Road/A6_Downing_Str				
		All Vehicles	HGV	% HGV
Arm 1	London Rd LT	185	0	0%
	London Rd SO	500	3	1%
	London Rd RT	254	0	0%
Arm 2	A57(M) LT	455	13	3%
Arm 3	Downing St LT	319	20	6%
	Downing St SO	270	0	0%
	Downing St RT	24	0	0%
Arm 4	A57(M) LT	321	1	0%
	A57(M) SO	161	4	2%
	A57(M) RT	382	23	6%

Turn_counts_at_node_170-A6_London_Road/Store_Street (19)				
		All Vehicles	HGV	% HGV
Arm 1	London Rd (N) LT	155	5	3%
	London Rd (N) SO	582	6	1%
Arm 2	Store St LT	20	0	0%

Turn_counts_at_node_1243-A665_Ring_Road/Old_Mill_Street/Store_Street (21)				
		All Vehicles	HGV	% HGV
Arm 1	Ring Rd (N) LT	58	1	1%
	Ring Rd (N) SO	936	11	1%
	Ring Rd (N) RT	36	0	0%
Arm 2	Old Mill St LT	371	4	1%
	Old Mill St SO	97	0	0%
	Old Mill St RT	201	13	6%
Arm 3	Ring Rd (S) LT	12	0	0%
	Ring Rd (S) SO	1315	8	1%
	Ring Rd (S) RT	130	4	3%
Arm 4	Store St LT	1	0	0%
	Store St SO	15	0	0%
	Store St RT	50	0	0%

Turn_counts_at_node_1224-A665_Pin_Mill_Brow/A635_Ashton_Old_Road/A665_Chancellor_Lar				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow LT	68	0	0%
	Pin Mill Brow SO	420	0	0%
	Pin Mill Brow RT	0	0	0%
Arm 2	Ashton Old Rd LT	83	0	0%
	Ashton Old Rd SO	1107	28	2%

	Ashton Old Rd RT	168	5	3%
Arm 3	Chancellor Ln LT	427	1	0%
	Chancellor Ln SO	584	0	0%
	Chancellor Ln RT	0	0	0%
Arm 4	Fairfield St LT	9	0	5%
	Fairfield St SO	535	18	3%
	Fairfield St RT	84	1	1%

Turn_counts_at_node_1215; 1229-A665_Pin_Mill_Brow/A635_Ring_Road (23)				
		All Vehicles	HGV	% HGV
Arm 1	Pin Mill Brow (N) SO	494	0	0%
	Pin Mill Brow (N) RT	1354	44	3%
Arm 2	Pin Mill Brow (S) LT	99	5	5%
	Pin Mill Brow (S) SO	661	0	0%
Arm 3	Ring Road SO	840	22	3%

Turn_counts_at_node_1239-A665_Great_Ancoats_Street/Adair_Street (24)				
		All Vehicles	HGV	% HGV
Arm 1	Great Ancoats St (N) SO	967	24	2%
	Great Ancoats St (N) RT	484	0	0%
Arm 2	Great Ancoats St (S) LT	90	6	7%
	Great Ancoats St (S) SO	1228	12	1%
Arm 3	Adair St LT	186	0	0%
	Adair St RT	0	0	0%

Turn counts at node 931 / 930 -Cheetham Hill Rd / Ring Road			
	All Vehicles	HGV	% HGV
A6042 (W) RT	700	14	2%
A6042 (W) LT	404	16	4%
A665 Cheetham Hill Rd (N) SO	535	9	2%
A665 Cheetham Hill Rd (N) RT	571	25	4%
Ring Road (S) LT	1010	25	2%
Ring Road (S) SO	173	0	0%

Turn counts at node 541 - Ring Road_Rochdale Road			
	All Vehicles	HGV	% HGV
Shude Hill SO	84	0	0%
Shude Hill LT	128	0	0%
Swan St RT	171	4	2%
Swan St LT	163	6	4%
Swan ST SO	1094	25	2%
Rochdale Rd (N) SO	469	1	0%
Rochdale Rd (N) RT	270	2	1%

Turn counts at node 612-Ring Road / Oldham Road			
	All Vehicles	HGV	% HGV
Ring Road LT	24	2	10%
Ring Road SO	916	18	2%
Ring Road RT	218	0	0%
Oldham Road LT	1159	14	1%

Turn counts at node 614- Ring Road / Netwton Street			
	All Vehicles	HGV	% HGV
Newton St LT	67	2	3%
Great Ancoats St (E) LT	184	1	1%
Great Ancoats St (E) SO	1015	18	2%
Great Ancoats St (W) SO	1067	11	1%
Great Ancoats St (W) RT	270	3	1%

Turn counts at node 1247- Ring Road / Central Retail Park			
	All Vehicles	HGV	% HGV
Great Ancoats St (E) RT	4	0	0%
Great Ancoats St (E) SO	1232	20	2%
Great Ancoats St (W) LT	109	0	0%
Great Ancoats St (W) SO	928	11	1%
Central Retail Park LT	0	0	0%
Central Retail Park RT	3	0	0%
Laystall St SO	0	0	0%
Laystall St RT	163	1	0%
Laystall St LT	12	0	0%

Turn counts at node 1245 - Ring Road_ Ducie Street			
	All Vehicles	HGV	% HGV
Ring Road (E) LT	286	0	0%
Ring Road (E) SO	1228	20	2%
Ring Road (W) SO	1037	12	1%
Ring Road (W) RT	48	0	0%

Turn counts at node 1241- Ring Road / Pollard Street			
	All Vehicles	HGV	% HGV
Ring Road (W) LT	46	0	0%
Ring Road (W) SO	1307	15	1%
Pollard St LT	142	8	6%
Pollard St RT	116	0	0%
Ring Road (E) RT	76	0	0%
Ring Road (E) SO	1333	12	1%

Turn counts at node 1322- Hyde Road / A665			
	All Vehicles	HGV	% HGV
Hyde Rd (W) SO	382	14	4%
Hyde Rd (E) LT	149	3	2%
Hyde Rd (E) SO	608	27	4%
Hyde Rd (E) RT	382	1	0%
A665 (N) LT	78	0	0%
A665 (N) SO	265	1	0%
A665 (S) RT	44	0	0%
A665 (S) SO	584	0	0%

Turn counts (composite) at roundabout node 1318a - Hyde Road / A6 Roundabout			
	All Vehicles	HGV	% HGV
Higher Ardwick to Hyde Rd	2	0	0%

Higher Ardwick to A6	89	0	0%
Higher Ardwick to Brunswick St	99	1	1%
Higher Ardwick to Ardwick Green	17	0	0%
Higher Ardwick u-turn	5	0	0%
Hyde Rd to A6	4	0	5%
Hyde Rd to Brunswick St	206	3	1%
Hyde Rd to Ardwick Green S	344	21	6%
Hyde Rd to Higher Ardwick	12	0	0%
Hyde Rd u-turn	0	0	0%
A6 to Brunswick St	58	4	7%
A6 to Ardwick Green S	336	7	2%
A6 to Higher Ardwick	51	0	0%
A6 to Hyde Rd	5	0	0%
A6 u-turn	8	0	0%
Brunswick St to Ardwick Green S	39	0	1%
Brunswick St to Higher Ardwick	154	2	2%
Brunswick St to Hyde Rd	66	1	1%
Brunswick St to A6	64	0	0%
Brunswick St u-turn	5	0	0%
Ardwick Green S to Higher Ardwick	76	7	9%
Ardwick Green S to Hyde Rd	308	13	4%
Ardwick Green S to A6	474	14	3%
Ardwick Green S to Brunswick St	117	2	2%
Ardwick Green S u-turn	18	0	0%

Turn counts at node 0 - Newton Street / Piccadilly			
	All Vehicles	HGV	% HGV
Piccadilly (S) LT	20	0	0%
Portland St SO	84	2	3%
Portland St RT	17	0	0%
Newton St LT	397	6	2%

Turn counts at node 166z - A6 Piccadilly / Ducie Street			
	All Vehicles	HGV	% HGV
Auburn St SO	215	0	0%
Auburn St RT	108	4	4%
Auburn St LT	188	6	3%
Ducie St LT	81	0	0%
Piccadilly SO	554	7	1%

Turn counts at node 6 - Portland Street / Aytoun Street			
	All Vehicles	HGV	% HGV
Aytoun St RT	122	2	2%

Turn counts at node 153 - Fairfield Street / A6			
	All Vehicles	HGV	% HGV
Fairfield St (W) SO	377	5	1%
Fairfield St (W) LT	313	10	3%
Fairfield St (E) SO	582	4	1%
Fairfield St (E) RT	9	0	0%

Turn counts at node 926 - A56 / New Bridge Street / Trinity Way			
	All Vehicles	HGV	% HGV
New Bridge St (E) LT	279	9	3%
New Bridge St (E) SO	1081	36	3%
New Bridge St (E) RT	126	2	1%
A56 Great Ducie St (N) LT	230	0	0%
A56 Great Ducie St (N) SO	266	0	0%
A56 Great Ducie St (N) SO	357	26	7%
A56 Great Ducie St (S) RT	81	1	2%
A56 Great Ducie St (S) LT	0	0	0%
A56 Great Ducie St (S) SO	22	0	0%
Trinity Way SO	877	32	4%
Trinity Way RT	82	0	0%
Trinity Way LT	194	16	8%

Turn counts at node 428 - Chapel St / Victoria Bridge St			
	All Vehicles	HGV	% HGV
Victoria Bridge St RT	171	1	1%
Victoria Bridge St LT	4	1	22%
Chapel St (E) LT	456	7	2%
Chapel St (E) LT	47	0	0%
Chapel St (W) SO	103	4	4%
Chapel St (W) RT	86	0	0%

Turn counts at node 398 - St Mary's Gate / Deansgate			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	184	2	1%
Deansgate (S) LT	309	4	1%
Blackfriars St LT	0	0	0%
Blackfriars St SO	0	0	0%
Blackfriars St RT	0	0	0%
St Mary's Gate RT	1	0	0%
St Mary's Gate LT	10	0	0%
St Mary's Gate SO	3	0	0%
Deansgate (N) LT	0	0	0%
Deansgate (N) SO	458	8	2%
Deansgate (N) RT	20	0	0%

Turn counts at node 338 - Deansgate / John Dalton St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	382	8	2%
Deansgate (S) RT	0	0	0%
Deansgate (S) LT	69	2	3%
Deansgate (N) LT	126	2	1%
Deansgate (N) SO	374	6	2%
Deansgate (N) RT	13	0	0%
Bridge St LT	81	0	0%
Bridge St SO	121	1	1%
John Dalton St LT	104	1	1%
John Dalton St SO	30	0	0%

Turn counts at node 303 - Peter Street			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	267	10	4%
Deansgate (S) RT	62	0	0%
Deansgate (S) LT	121	4	4%
Peter St RT	86	0	0%
Peter St LT	86	0	0%
Peter St SO	84	0	0%
Deansgate (N) LT	29	0	0%
Deansgate (N) SO	417	7	2%
Deansgate (N) RT	59	0	0%
Quay St LT	131	0	0%
Quay St SO	189	4	2%
Quay St RT	111	1	1%

Turn counts at node 260 - Deansgate / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	381	14	4%
Deansgate (S) RT	229	0	0%
Deansgate (N) LT	199	0	0%
Deansgate (N) SO	537	8	1%
Great Bridgewater St RT	29	0	1%
Great Bridgewater St LT	135	0	0%

Turn counts at node 259 - Deansgate / Liverpool St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	451	13	3%
Deansgate (S) LT	181	0	0%
Deansgate (N) SO	590	6	1%
Deansgate (N) RT	80	2	2%
Liverpool St RT	149	0	0%
Liverpool St LT	160	0	0%

Turn counts at node 256 - Deansgate / Whitworth St West

	All Vehicles	HGV	% HGV
Deansgate (S) SO	475	2	0%
Deansgate (S) RT	337	2	1%
Whitworth St West RT	158	11	7%
Whitworth St West LT	267	2	1%
Deansgate (N) LT	168	2	1%
Deansgate (N) SO	570	5	1%

Turn counts at node 284 - A34 Oxford St / Lower Mosley St			
	All Vehicles	HGV	% HGV
Oxford St (S) SO	185	0	0%
Oxford St (S) LT	88	0	0%
Oxford St (N) SO	291	7	2%

Turn counts at node 261 - Lower Mosley St / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Albion St SO	524	6	1%

Albion St RT	330	0	0%
Albion St LT	129	5	4%
Great Bridgewater St (E) RT	5	0	0%
Great Bridgewater St (E) LT	48	0	0%
Great Bridgewater St (E) SO	53	0	0%
Lower Mosley St LT	19	0	0%
Lower Mosley St SO	147	0	0%
Lower Mosley St RT	39	0	0%
Great Bridgewater St (W) LT	16	0	0%
Great Bridgewater St (W) SO	71	0	0%
Great Bridgewater St (W) RT	24	0	0%

Turn counts at node 238 - Whitworth St West			
	All Vehicles	HGV	% HGV
Albion St (N) LT	42	0	0%
Albion St (N) SO	116	0	0%
Albion St (N) RT	61	0	0%
Whitworth St West (E) LT	126	0	0%
Whitworth St West (E) SO	216	6	3%
Whitworth St West (E) RT	274	9	3%
Albion St (S) LT	142	7	5%
Albion St (S) SO	519	1	0%
Albion St (S) RT	193	6	3%
Whitworth St West (W) LT	158	2	1%
Whitworth St West (W) SO	186	0	0%
Whitworth St West (W) RT	164	3	2%

Turn counts at node 40 - A34_Princess St / A5103_Portland St			
	All Vehicles	HGV	% HGV
Portland St (N) LT	96	0	0%
Portland St (N) SO	254	0	0%
Portland St (N) RT	0	0	0%
Princess St (W) LT	15	0	0%
Princess St (W) SO	39	0	0%
Princess St (W) RT	3	0	0%
Portland St (S) LT	0	0	0%
Portland St (S) SO	413	4	1%
Portland St (S) RT	0	0	0%

Turn counts at node 67 - A5103_Portland St / A34_Oxford St / Chepstow St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	184	5	3%
Oxford St (N) SO	93	1	2%
Oxford St (N) RT	29	0	0%
Portland St LT	41	0	0%
Portland St SO	98	0	0%
Portland St RT	253	0	0%
Oxford St (S) LT	0	0	0%
Oxford St (S) SO	20	0	0%
Oxford St (S) RT	117	0	0%
Chepstow St LT	0	0	0%

Chepstow St SO	118	0	0%
Chepstow St RT	0	0	0%

Turn counts at node 75 - B6469_ Whitworth St / A34_ Oxford St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	84	1	2%
Oxford St (N) SO	49	0	0%
Whitworth St (E) LT	88	0	0%
Whitworth St (E) SO	381	11	3%
Oxford St (S) LT	164	0	0%
Oxford St (S) SO	127	0	0%
Whitworth St (W) LT	13	0	0%
Whitworth St (W) SO	564	10	2%

Turn counts at node 85 - B6469_ Whitworth St / A34_ Princess St			
	All Vehicles	HGV	% HGV
Princess St (N) LT	28	0	0%
Princess St (N) SO	33	0	0%
Princess St (N) RT	91	0	0%
Whitworth St (E) LT	132	3	2%
Whitworth St (E) SO	248	0	0%
Whitworth St (E) RT	31	0	0%
Princess St (S) RT	177	6	4%
Princess St (S) LT	176	11	6%
Princess St (S) SO	181	2	1%
Whitworth St (W) LT	294	0	0%
Whitworth St (W) SO	282	8	3%
Whitworth St (W) RT	21	2	8%

Turn counts at node 87 - Whitworth St / Sackville St			
	All Vehicles	HGV	% HGV
Sackville St (N) LT	0	0	0%
Sackville St (N) SO	0	0	0%
Sackville St (N) RT	0	0	0%
Whitworth St (E) LT	107	0	0%
Whitworth St (E) SO	356	3	1%
Whitworth St (E) RT	140	0	0%
Sackville St (S) LT	54	0	0%
Sackville St (S) SO	187	0	0%
Sackville St (S) RT	215	1	1%
Whitworth St (W) LT	27	0	1%
Whitworth St (W) SO	456	14	3%
Whitworth St (W) RT	1	0	0%

Turn counts at node 922 - A6042_ Trinity Way / Blackfriars			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	51	0	0%
Trinity Way (N) SO	1035	61	6%
Trinity Way (N) RT	18	0	0%
Blackfriars Rd (E) LT	64	0	0%
Blackfriars Rd (E) SO	6	0	3%

Blackfriars Rd (E) RT	71	0	0%
Trinity Way (S) LT	165	9	5%
Trinity Way (S) SO	991	46	5%
Trinity Way (S) RT	46	5	12%
Blackfriars Rd (W) LT	155	2	1%
Blackfriars Rd (W) SO	251	0	0%
Blackfriars Rd (W) RT	355	26	7%

Turn counts at node 422 - Trinity Way / Chapel St			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	51	0	0%
Trinity Way (N) SO	1015	56	6%
Trinity Way (N) RT	325	30	9%
Chapel St (E) LT	92	1	1%
Chapel St (E) SO	211	1	0%
Chapel St (E) RT	1	0	0%
Trinity Way (S) SO	1012	47	5%
Trinity Way (S) RT	226	17	8%
Trinity Way (S) LT	223	0	0%
Chapel St (W) LT	192	13	7%
Chapel St (W) SO	237	0	0%
Chapel St (W) RT	461	7	2%

Turn counts at node 955 - Trinity Way / Irwell Street			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	0	0	0%
Trinity Way (N) RT	822	59	7%
Trinity Way (N) SO	635	3	1%
New Bailey access SO	0	0	0%
New Bailey access RT	11	0	0%
New Bailey access LT	0	0	0%
Irwell St RT	0	0	0%
Irwell St LT	37	0	0%
Irwell St SO	373	0	0%
Trinity Way (S) SO	10	0	0%
Trinity Way (S) RT	174	6	3%
Trinity Way (S) LT	1000	0	0%

Turn counts at node 1663,1150z,1028-A6042 Trinity Way/A57 Regent Road/A57 Dawson St			
	All Vehicles	HGV	% HGV
Trinity St (N) LT	713	10	1%
Trinity St (N) SO	19	0	0%
Trinity St (N) RT	401	32	8%
Dawson St (E) LT	10	0	0%
Dawson St (E) SO	1776	15	1%
Dawson St (E) RT	819	42	5%
Water St (S) LT	32	0	0%
Water St (S) SO	14	0	0%
Water St (S) RT	21	0	0%

Regent Rd (W) LT	279	20	7%
Regent Rd (W) SO	1491	42	3%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
A57(M) EB off slip to Chester Rd (S)	134	6	4%
A57(M) EB off slip to A57(M) EB on slip	97	3	3%
A57(M) EB off slip to Chorlton Rd	134	7	5%
A57(M) EB off slip to Chester Rd (S)	122	13	11%
A57(M) EB off slip to A57(M) WB on slip	0	0	0%
Chester Rd (N) to A57(M) EB on slip	46	0	0%
Chester Rd (N) to Chorlton Rd	57	1	2%
Chester Rd (N) to Chester Road (S)	0	0	0%
Chester Rd (N) to A57(M) WB on slip	332	0	0%
Chester Rd (N) to Chester Road (N)	0	0	0%
A57(M) WB off slip to Chorlton Rd	156	2	1%
A57(M) WB off slip to Chester Rd	647	19	3%
A57(M) WB off slip to A57(M) WB on slip	17	0	0%
A57(M) WB off slip to Chester Rd	164	0	0%
A57(M) WB off slip to A57(M) EB on slip	118	1	1%
Chorlton Rd to Chester Rd (S)	13	1	8%
Chorlton Rd to A57(M) WB on slip	61	11	17%
Chorlton Rd to Chester Rd (N)	47	1	2%
Chorlton Rd to A57(M) EB on slip	0	0	0%
Chorlton Rd to Chorlton Rd	0	0	0%
Chester Rd (S) to A57(M) WB on slip	158	20	13%
Chester Rd (S) to Chester Rd (N) via slip	104	1	1%
Chester Rd (S) to A57(M) EB on slip	383	20	5%
Chester Rd (S) to Chorlton Rd	23	2	10%
Chester Rd (S) to Chester Rd (S)	23	2	10%

Chester Road (N) SO	523	1	0%
Chester Road (S) SO	787	1	0%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
Medlock St to A5103 link EB	12	0	0%
Medlock St to Princess Rd	323	2	1%
Medlock St to A57(M) WB on slip	110	0	0%
Medlock St to Medlock St	0	0	0%
A5103 link WB to Princess Rd	734	34	5%
A5103 link WB to A57(M) WB on slip	176	1	0%
A5103 link WB to Medlock St	107	2	1%
A5103 link WB to A5103 link EB	0	0	0%
Princess Rd to A57(M) WB on slip	483	4	1%
Princess Rd to Medlock St	987	15	2%
Princess Rd to A5103 link EB	683	24	3%
Princess Rd to Princess Rd	0	0	0%
A57(M) EB off slip to Medlock St	70	1	2%
A57(M) EB off slip to A5103 link EB	168	0	0%

A57(M) EB off slip to Princess Rd	310	0	0%
A57(M) EB off slip to A57(M) WB	24	0	0%

A57 (M) WB	2018	45	2%
A57 (M) EB	2413	43	2%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
Cambridge St to A57(M) EB on slip	33	0	0%
Cambridge St to Higher Cambridge St	27	0	0%
Cambridge St to A5103 link WB	134	0	0%
Cambridge St to Cambridge St	0	0	0%
A57(M) WB off slip to Higher Cambridge St	414	6	2%
A57(M) WB off slip to A5103 link WB	682	35	5%
A57(M) WB off slip to Cambridge St	146	3	2%
A57(M) WB off slip to A57(M) EB	89	4	4%
Higher Cambridge St to A5103 link WB	195	2	1%
Higher Cambridge St to Cambridge St	405	5	1%
Higher Cambridge St to A57(M) EB	505	9	2%
Higher Cambridge St to Higher Cambridge St	0	0	0%
A5103 link EB to Cambridge St	277	4	1%
A5103 link EB to A57(M) EB on slip	446	20	4%
A5103 link EB to Higher Cambridge St	143	0	0%
A5103 link EB to A5103 link WB	0	0	0%

Turn counts at nodes 38, 126,			
	All Vehicles	HGV	% HGV
A34 (N) to Brook St	1	0	0%
A34 (N) SO	278	4	1%
Brook St to A34 (S)	427	4	1%
A34 (N) within junction to A57(M) WB	141	0	0%
A34(S) to A57(M) Westbound	879	12	1%
A34 (S) to SO	960	24	3%
A57(M) EB to Sackville Street	284	3	1%
A57(M) EB to Brook Street	504	6	1%

Turn counts at node 98 - Oxford Road / Booth Street East / Booth Street West			
	All Vehicles	HGV	% HGV
Oxford Road (N) LT	0	0	0%
Oxford Road (N) SO	70	0	0%
Oxford Road (N) RT	23	0	0%
Booth St East LT	0	0	0%
Booth St East SO	343	6	2%
Booth St East RT	0	0	0%
Oxford Road (S) LT	15	0	0%
Oxford Road (S) SO	99	0	0%
Oxford Road (S) RT	0	0	0%
Booth St West LT	23	0	0%
Booth St West SO	454	1	0%
Booth St West RT	13	0	0%

Turn counts at node 381, 629, 639 - A34 Upper Brook Street / A5184 Plymouth Grove			
	All Vehicles	HGV	% HGV
Upper Brook St (N) LT	266	0	0%
Upper Brook St (N) SO	791	17	2%
A5184 LT	18	2	14%
A5184 RT	495	6	1%
Upper Brook St (S) SO	1674	46	3%

Turn counts at node 1228 - Fairfield Street / North Western St			
	All Vehicles	HGV	% HGV
North Western St LT	2	0	0%
North Western St RT	26	0	0%
Fairfield St (W) SO	88	0	0%
Fairfield St (W) RT	4	0	0%
Fairfield St (E) LT	31	0	0%
Fairfield St (E) SO	322	0	0%

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Turn_counts_at_node_155-A6_London_Road/B6469_Fairfield_Street (1)				
		All Vehicles	HGV	%HGV
Arm 1	London Rd (N) LT	42	0	0%
	London Rd (N) SO	405	0	0%
	London Rd (N) RT	207	1	0%
Arm 2	Fairfield St (E) LT	126	0	0%
	Fairfield St (E) SO	303	0	0%
	Fairfield St (E) RT	122	0	0%
Arm 3	London Rd (S) LT	87	0	0%
	London Rd (S) SO	168	0	0%
	London Rd (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	1	0	0%
	Fairfield St (W) SO	435	0	0%
	Fairfield St (W) RT	196	0	0%

Turn_counts_at_node_215-B6469_Fairfield_Street/Station_carpark (2)				
		All Vehicles	HGV	%HGV
Arm 1	Station carpark LT	13	0	0%
	Station carpark RT	104	0	0%
Arm 2	Fairfield St (E) SO	461	0	0%
	Fairfield St (E) RT	20	0	0%
Arm 3	Fairfield St (W) LT	37	0	0%
	Fairfield St (W) SO	441	0	0%

Turn_counts_at_node_188-B6469_Fairfield_Street/Travis_Street (4)				
		All Vehicles	HGV	%HGV
Arm 1	Travis St (N) LT	52	1	1%
	Travis St (N) SO	0	0	0%
	Travis St (N) RT	197	0	0%
Arm 2	Fairfield St (E) LT	45	0	0%
	Fairfield St (E) SO	240	0	0%
	Fairfield St (E) RT	33	0	0%
Arm 3	Travis St (S) LT	51	0	0%
	Travis St (S) SO	0	0	0%
	Travis St (S) RT	0	0	0%
Arm 4	Fairfield St (W) LT	104	0	0%
	Fairfield St (W) SO	337	0	0%
	Fairfield St (W) RT	11	0	0%

Turn_counts_at_node_1212-A635_Ring_Road/B6469_Fairfield_Street (9)				
		All Vehicles	HGV	%HGV
Arm 1	Ring Rd (N) SO	1003	7	1%
	Ring Rd (N) RT	114	0	0%
Arm 2	Fairfield St (E) LT	591	6	1%
	Fairfield St (E) SO	185	0	0%
	Fairfield St (E) RT	0	0	0%
Arm 3	Ring Rd (S) LT	39	0	0%
	Ring Rd (S) SO	618	5	1%

	Ring Rd (S) RT	629	12	2%
Arm 4	Fairfield St (W) LT	83	1	1%
	Fairfield St (W) SO	278	0	0%
	Fairfield St (W) RT	68	0	0%

Turn_counts_at_node_1389-A6_London_Road/Travis_Street (11)				
		All Vehicles	HGV	%HGV
Arm 1	Travis St LT	515	1	0%

Turn_counts_at_node_1193z,1194z,1195-A57(M)_Ring_Road/A6_London_Road/A6_Downi				
		All Vehicles	HGV	%HGV
Arm 1	London Rd LT	76	0	0%
	London Rd SO	855	0	0%
	London Rd RT	278	1	0%
Arm 2	A57(M) LT	299	2	1%
Arm 3	Downing St LT	199	4	2%
	Downing St SO	169	0	0%
	Downing St RT	20	0	0%
Arm 4	A57(M) LT	82	0	0%
	A57(M) SO	48	0	0%
	A57(M) RT	406	15	4%

Turn_counts_at_node_170-A6_London_Road/Store_Street (19)				
		All Vehicles	HGV	%HGV
Arm 1	London Rd (N) LT	76	0	0%
	London Rd (N) SO	567	1	0%
Arm 2	Store St LT	78	0	0%

Turn_counts_at_node_1243-A665_Ring_Road/Old_Mill_Street/Store_Street (21)				
		All Vehicles	HGV	%HGV
Arm 1	Ring Rd (N) LT	62	4	6%
	Ring Rd (N) SO	1230	3	0%
	Ring Rd (N) RT	37	0	0%
Arm 2	Old Mill St LT	121	1	1%
	Old Mill St SO	14	0	0%
	Old Mill St RT	67	0	0%
Arm 3	Ring Rd (S) LT	19	0	0%
	Ring Rd (S) SO	1047	6	1%
	Ring Rd (S) RT	237	3	1%
Arm 4	Store St LT	15	0	0%
	Store St SO	105	0	0%
	Store St RT	63	0	0%

Turn_counts_at_node_1224-A665_Pin_Mill_Brow/A635_Ashton_Old_Road/A665_Chancell				
		All Vehicles	HGV	%HGV
Arm 1	Pin Mill Brow LT	180	0	0%
	Pin Mill Brow SO	348	0	0%
	Pin Mill Brow RT	0	0	0%

Arm 2	Ashton Old Rd LT	134	0	0%
	Ashton Old Rd SO	450	6	1%
	Ashton Old Rd RT	88	1	2%
Arm 3	Chancellor Ln LT	325	0	0%
	Chancellor Ln SO	613	6	1%
	Chancellor Ln RT	0	0	0%
Arm 4	Fairfield St LT	14	0	1%
	Fairfield St SO	682	12	2%
	Fairfield St RT	191	0	0%

Turn_counts_at_node_1215; 1229-A665_Pin_Mill_Brow/A635_Ring_Road (23)				
		All Vehicles	HGV	%HGV
Arm 1	Pin Mill Brow (N) SO	531	1	0%
	Pin Mill Brow (N) RT	1006	5	1%
Arm 2	Pin Mill Brow (S) LT	132	1	1%
	Pin Mill Brow (S) SO	586	6	1%
Arm 3	Ring Road SO	698	6	1%

Turn_counts_at_node_1239-A665_Great_Ancoats_Street/Adair_Street (24)				
		All Vehicles	HGV	%HGV
Arm 1	Great Ancoats St (N) SO	1233	4	0%
	Great Ancoats St (N) RT	140	0	0%
Arm 2	Great Ancoats St (S) LT	40	0	0%
	Great Ancoats St (S) SO	893	7	1%
Arm 3	Adair St LT	413	2	0%
	Adair St RT	0	0	0%

Turn counts at node 931 / 930 -Cheetham Hill Rd / Ring Road			
	All Vehicles	HGV	% HGV
A6042 (W) RT	750	10	1%
A6042 (W) LT	363	4	1%
A665 Cheetham Hill Rd (N) SO	327	1	0%
A665 Cheetham Hill Rd (N) RT	477	7	1%
Ring Road (S) LT	1014	6	1%
Ring Road (S) SO)	297	4	1%

Turn counts at node 541 - Ring Road_Rochdale Road			
	All Vehicles	HGV	% HGV
Shude Hill SO	256	1	0%
Shude Hill LT	114	3	2%
Swan St RT	181	2	1%
Swan St LT	116	0	0%
Swan ST SO	776	5	1%
Rochdale Rd (N) SO	202	0	0%
Rochdale Rd (N) RT	356	3	1%

Turn counts at node 612-Ring Road / Oldham Road			
	All Vehicles	HGV	% HGV
Ring Road LT	26	0	0%
Ring Road SO	778	6	1%

Ring Road RT	721	0	0%
Oldham Road LT	1215	8	1%

Turn counts at node 614- Ring Road / Netwton Street			
	All Vehicles	HGV	% HGV
Newton St LT	101	0	0%
Great Ancoats St (E) LT	39	0	0%
Great Ancoats St (E) SO	1128	6	1%
Great Ancoats St (W) SO	1158	7	1%
Great Ancoats St (W) RT	137	1	1%

Turn counts at node 1247- Ring Road / Central Retail Park			
	All Vehicles	HGV	% HGV
Great Ancoats St (E) RT	50	0	0%
Great Ancoats St (E) SO	1013	6	1%
Great Ancoats St (W) LT	17	0	0%
Great Ancoats St (W) SO	1112	7	1%
Central Retail Park LT	13	0	0%
Central Retail Park RT	54	0	0%
Laystall St SO	19	0	0%
Laystall St RT	236	0	0%
Laystall St LT	159	0	0%

Turn counts at node 1245 - Ring Road_Ducie Street			
	All Vehicles	HGV	% HGV
Ring Road (E) LT	46	0	0%
Ring Road (E) SO	1069	6	1%
Ring Road (W) SO	1336	7	1%
Ring Road (W) RT	25	0	0%

Turn counts at node 1241- Ring Road / Pollard Street			
	All Vehicles	HGV	% HGV
Ring Road (W) LT	108	0	0%
Ring Road (W) SO	1281	4	0%
Pollard St LT	91	0	0%
Pollard St RT	60	0	0%
Ring Road (E) RT	65	0	0%
Ring Road (E) SO	1244	9	1%

Turn counts at node 1322- Hyde Road / A665			
	All Vehicles	HGV	% HGV
Hyde Rd (W) SO	827	14	2%
Hyde Rd (E) LT	93	0	0%
Hyde Rd (E) SO	436	6	1%
Hyde Rd (E) RT	292	0	0%
A665 (N) LT	240	0	0%
A665 (N) SO	331	0	0%
A665 (S) RT	66	0	0%
A665 (S) SO	384	4	1%

Turn counts (composite) at roundabout node 1318a - Hyde Road / A6 Roundabout			
	All Vehicles	HGV	% HGV
Higher Ardwick to Hyde Rd	87	0	0%
Higher Ardwick to A6	215	0	0%
Higher Ardwick to Brunswick St	160	0	0%
Higher Ardwick to Ardwick Green	22	0	0%
Higher Ardwick u-turn	0	0	0%
Hyde Rd to A6	11	0	0%
Hyde Rd to Brunswick St	118	0	0%
Hyde Rd to Ardwick Green S	269	5	2%
Hyde Rd to Higher Ardwick	18	0	0%
Hyde Rd u-turn	0	0	0%
A6 to Brunswick St	39	0	1%
A6 to Ardwick Green S	219	1	0%
A6 to Higher Ardwick	126	0	0%
A6 to Hyde Rd	0	0	0%
A6 u-turn	1	0	0%
Brunswick St to Ardwick Green S	66	0	0%
Brunswick St to Higher Ardwick	272	0	0%
Brunswick St to Hyde Rd	227	1	1%
Brunswick St to A6	36	0	1%
Brunswick St u-turn	9	0	0%
Ardwick Green S to Higher Ardwick	95	0	0%
Ardwick Green S to Hyde Rd	504	11	2%
Ardwick Green S to A6	348	7	2%
Ardwick Green S to Brunswick St	64	0	0%
Ardwick Green S u-turn	11	0	0%

Turn counts at node 0 - Newton Street / Piccadilly			
	All Vehicles	HGV	% HGV
Piccadilly (S) LT	18	0	0%
Portland St SO	111	0	0%
Portland St RT	12	0	0%
Newton St LT	254	1	0%

Turn counts at node 166z - A6 Piccadilly / Ducie Street			
	All Vehicles	HGV	% HGV
Auburn St SO	243	0	0%
Auburn St RT	123	0	0%
Auburn St LT	142	0	0%
Ducie St LT	92	0	0%
Piccadilly SO	442	1	0%

Turn counts at node 6 - Portland Street / Aytoun Street			
	All Vehicles	HGV	% HGV
Aytoun St RT	143	0	0%

Turn counts at node 153 - Fairfield Street / A6			
	All Vehicles	HGV	% HGV

Fairfield St (W) SO	637	0	0%
Fairfield St (W) LT	199	0	0%
Fairfield St (E) SO	580	1	0%
Fairfield St (E) RT	8	0	0%

Turn counts at node 926 - A56 / New Bridge Street / Trinity Way			
	All Vehicles	HGV	% HGV
New Bridge St (E) LT	356	3	1%
New Bridge St (E) SO	908	10	1%
New Bridge St (E) RT	121	0	0%
A56 Great Ducie St (N) LT	278	0	0%
A56 Great Ducie St (N) SO	137	0	0%
A56 Great Ducie St (N) SO	316	11	3%
A56 Great Ducie St (S) RT	153	2	1%
A56 Great Ducie St (S) LT	109	0	0%
A56 Great Ducie St (S) SO	284	0	0%
Trinity Way SO	709	11	2%
Trinity Way RT	33	0	0%
Trinity Way LT	339	7	2%

Turn counts at node 428 - Chapel St / Victoria Bridge St			
	All Vehicles	HGV	% HGV
Victoria Bridge St RT	169	0	0%
Victoria Bridge St LT	38	0	0%
Chapel St (E) LT	443	4	1%
Chapel St (E) LT	58	0	0%
Chapel St (W) SO	157	1	0%
Chapel St (W) RT	90	2	2%

Turn counts at node 398 - St Mary's Gate / Deansgate			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	210	0	0%
Deansgate (S) LT	116	1	1%
Blackfriars St LT	0	0	0%
Blackfriars St SO	0	0	0%
Blackfriars St RT	0	0	0%
St Mary's Gate RT	55	0	0%
St Mary's Gate LT	26	0	0%
St Mary's Gate SO	24	0	1%
Deansgate (N) LT	0	0	0%
Deansgate (N) SO	479	6	1%
Deansgate (N) RT	43	0	0%

Turn counts at node 338 - Deansgate / John Dalton St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	157	1	0%
Deansgate (S) RT	0	0	0%
Deansgate (S) LT	75	0	0%
Deansgate (N) LT	94	0	0%
Deansgate (N) SO	524	7	1%

Deansgate (N) RT	7	0	0%
Bridge St LT	106	1	1%
Bridge St SO	139	0	0%
John Dalton St LT	213	2	1%
John Dalton St SO	27	0	0%

Turn counts at node 303 - Peter Street			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	138	0	0%
Deansgate (S) RT	15	0	0%
Deansgate (S) LT	37	0	0%
Peter St RT	60	0	0%
Peter St LT	167	0	0%
Peter St SO	76	1	1%
Deansgate (N) LT	81	0	0%
Deansgate (N) SO	516	7	1%
Deansgate (N) RT	98	2	2%
Quay St LT	28	0	0%
Quay St SO	133	1	1%
Quay St RT	85	1	1%

Turn counts at node 260 - Deansgate / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	223	0	0%
Deansgate (S) RT	115	0	0%
Deansgate (N) LT	129	0	0%
Deansgate (N) SO	697	7	1%
Great Bridgewater St RT	14	0	0%
Great Bridgewater St LT	268	1	1%

Turn counts at node 259 - Deansgate / Liverpool St			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	233	0	0%
Deansgate (S) LT	53	0	0%
Deansgate (N) SO	887	7	1%
Deansgate (N) RT	78	1	2%
Liverpool St RT	119	1	1%
Liverpool St LT	105	0	0%

Turn counts at node 256 - Deansgate / Whitworth St West			
	All Vehicles	HGV	% HGV
Deansgate (S) SO	182	0	0%
Deansgate (S) RT	225	0	0%
Whitworth St West RT	109	0	0%
Whitworth St West LT	286	0	0%
Deansgate (N) LT	173	3	2%
Deansgate (N) SO	827	6	1%

Turn counts at node 284 - A34 Oxford St / Lower Mosley St			
	All Vehicles	HGV	% HGV

Oxford St (S) SO	174	1	1%
Oxford St (S) LT	45	0	0%
Oxford St (N) SO	284	1	0%

Turn counts at node 261 - Lower Mosley St / Great Bridgewater St			
	All Vehicles	HGV	% HGV
Albion St SO	237	0	0%
Albion St RT	193	0	0%
Albion St LT	156	0	0%
Great Bridgewater St (E) RT	3	0	0%
Great Bridgewater St (E) LT	103	0	0%
Great Bridgewater St (E) SO	190	0	0%
Lower Mosley St LT	17	0	0%
Lower Mosley St SO	109	1	1%
Lower Mosley St RT	32	0	0%
Great Bridgewater St (W) LT	14	0	0%
Great Bridgewater St (W) SO	87	0	0%
Great Bridgewater St (W) RT	163	0	0%

Turn counts at node 238 - Whitworth St West			
	All Vehicles	HGV	% HGV
Albion St (N) LT	97	0	0%
Albion St (N) SO	221	2	1%
Albion St (N) RT	56	0	0%
Whitworth St West (E) LT	70	0	0%
Whitworth St West (E) SO	196	0	0%
Whitworth St West (E) RT	212	0	0%
Albion St (S) LT	163	0	0%
Albion St (S) SO	289	0	0%
Albion St (S) RT	120	0	0%
Whitworth St West (W) LT	85	2	3%
Whitworth St West (W) SO	101	0	0%
Whitworth St West (W) RT	200	0	0%

Turn counts at node 40 - A34_Princess St / A5103_Portland St			
	All Vehicles	HGV	% HGV
Portland St (N) LT	199	0	0%
Portland St (N) SO	378	2	0%
Portland St (N) RT	0	0	0%
Princess St (W) LT	9	0	0%
Princess St (W) SO	133	0	0%
Princess St (W) RT	42	0	0%
Portland St (S) LT	0	0	0%
Portland St (S) SO	439	0	0%
Portland St (S) RT	0	0	0%

Turn counts at node 67 - A5103_Portland St / A34_Oxford St / Chepstow St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	119	0	0%
Oxford St (N) SO	149	2	1%

Oxford St (N) RT	31	0	0%
Portland St LT	78	0	0%
Portland St SO	239	0	0%
Portland St RT	203	2	1%
Oxford St (S) LT	0	0	0%
Oxford St (S) SO	13	0	0%
Oxford St (S) RT	99	0	0%
Chepstow St LT	9	0	0%
Chepstow St SO	229	0	0%
Chepstow St RT	0	0	0%

Turn counts at node 75 - B6469_ Whitworth St / A34_ Oxford St			
	All Vehicles	HGV	% HGV
Oxford St (N) LT	161	1	1%
Oxford St (N) SO	61	0	0%
Whitworth St (E) LT	81	0	0%
Whitworth St (E) SO	342	0	0%
Oxford St (S) LT	169	0	0%
Oxford St (S) SO	98	0	0%
Whitworth St (W) LT	10	0	0%
Whitworth St (W) SO	394	0	0%

Turn counts at node 85 - B6469_ Whitworth St / A34_ Princess St			
	All Vehicles	HGV	% HGV
Princess St (N) LT	94	0	0%
Princess St (N) SO	220	0	0%
Princess St (N) RT	118	0	0%
Whitworth St (E) LT	120	1	1%
Whitworth St (E) SO	204	0	0%
Whitworth St (E) RT	7	0	0%
Princess St (S) RT	141	0	0%
Princess St (S) LT	87	0	0%
Princess St (S) SO	213	0	0%
Whitworth St (W) LT	53	0	0%
Whitworth St (W) SO	355	0	0%
Whitworth St (W) RT	130	2	1%

Turn counts at node 87 - Whitworth St / Sackville St			
	All Vehicles	HGV	% HGV
Sackville St (N) LT	0	0	0%
Sackville St (N) SO	0	0	0%
Sackville St (N) RT	0	0	0%
Whitworth St (E) LT	29	0	0%
Whitworth St (E) SO	306	1	0%
Whitworth St (E) RT	236	0	0%
Sackville St (S) LT	28	0	0%
Sackville St (S) SO	71	0	0%
Sackville St (S) RT	207	0	0%
Whitworth St (W) LT	22	0	0%
Whitworth St (W) SO	565	0	0%

Whitworth St (W) RT	2	0	0%
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Turn counts at node 922 - A6042_ Trinity Way / Blackfriars			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	5	0	0%
Trinity Way (N) SO	890	10	1%
Trinity Way (N) RT	275	11	4%
Blackfriars Rd (E) LT	175	1	1%
Blackfriars Rd (E) SO	303	0	0%
Blackfriars Rd (E) RT	52	0	0%
Trinity Way (S) LT	566	1	0%
Trinity Way (S) SO	1016	17	2%
Trinity Way (S) RT	87	0	0%
Blackfriars Rd (W) LT	22	0	0%
Blackfriars Rd (W) SO	48	0	0%
Blackfriars Rd (W) RT	47	1	2%

Turn counts at node 422 - Trinity Way / Chapel St			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	19	0	0%
Trinity Way (N) SO	750	9	1%
Trinity Way (N) RT	419	4	1%
Chapel St (E) LT	110	3	3%
Chapel St (E) SO	244	0	0%
Chapel St (E) RT	21	0	0%
Trinity Way (S) SO	1213	10	1%
Trinity Way (S) RT	109	1	1%
Trinity Way (S) LT	197	0	0%
Chapel St (W) LT	491	9	2%
Chapel St (W) SO	115	0	0%
Chapel St (W) RT	209	0	0%

Turn counts at node 955 - Trinity Way / Irwell Street			
	All Vehicles	HGV	% HGV
Trinity Way (N) LT	0	0	0%
Trinity Way (N) RT	923	13	1%
Trinity Way (N) SO	232	0	0%
New Bailey access SO	50	1	2%
New Bailey access RT	64	0	0%
New Bailey access LT	13	0	1%
Irwell St RT	0	0	0%
Irwell St LT	136	2	2%
Irwell St SO	406	0	0%
Trinity Way (S) SO	11	0	0%
Trinity Way (S) RT	71	0	0%
Trinity Way (S) LT	968	10	1%

Turn_counts_at_node_1663,1150z,1028-A6042_Trinity_Way/A57_Regent_Road/A57_Daw:			
	All Vehicles	HGV	% HGV

Trinity St (N) LT	672	20	3%
Trinity St (N) SO	15	0	0%
Trinity St (N) RT	307	7	2%
Dawson St (E) LT	21	0	0%
Dawson St (E) SO	1564	17	1%
Dawson St (E) RT	703	4	1%
Water St (S) LT	5	0	0%
Water St (S) SO	3	0	0%
Water St (S) RT	3	0	0%
Regent Rd (W) LT	218	6	3%
Regent Rd (W) SO	1500	10	1%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
A57(M) EB off slip to Chester Rd (N)	91	0	0%
A57(M) EB off slip to A57(M) EB on slip	56	2	3%
A57(M) EB off slip to Chorlton Rd	229	5	2%
A57(M) EB off slip to Chester Rd (S)	243	6	2%
A57(M) EB off slip to A57(M) WB on slip	0	0	0%
Chester Rd (N) to A57(M) EB on slip	161	1	1%
Chester Rd (N) to Chorlton Rd	171	0	0%
Chester Rd (N) to Chester Road (S)	6	0	0%
Chester Rd (N) to A57(M) WB on slip	374	2	0%
Chester Rd (N) to Chester Road (N)	0	0	0%
A57(M) WB off slip to Chorlton Rd	167	0	0%
A57(M) WB off slip to Chester Rd (N)	123	0	0%
A57(M) WB off slip to A57(M) WB on slip	225	0	0%
A57(M) WB off slip to Chester Rd (S)	16	0	0%
A57(M) WB off slip to A57(M) EB on slip	16	0	0%
Chorlton Rd to Chester Rd (S)	4	0	0%
Chorlton Rd to A57(M) WB on slip	65	2	3%
Chorlton Rd to Chester Rd (N)	8	0	0%
Chorlton Rd to A57(M) EB on slip	0	0	0%
Chorlton Rd to Chorlton Rd	0	0	0%
Chester Rd (S) to A57(M) WB on slip	299	0	0%
Chester Rd (S) to Chester Rd (N) via slip	58	0	0%
Chester Rd (S) to A57(M) EB on slip	379	9	2%
Chester Rd (S) to Chorlton Rd	12	0	0%
Chester Rd (S) to Chester Rd (S)	12	0	0%

Chester Road (N) SO	669	5	1%
Chester Road (S) SO	344	0	0%

Turn counts (composite) at			
	All Vehicles	HGV	% HGV
Medlock St to A5103 link EB	36	0	0%
Medlock St to Princess Rd	518	4	1%
Medlock St to A57(M) WB on slip	21	1	5%
Medlock St to Medlock St	0	0	0%

A5103 link WB to Princess Rd	331	8	2%
A5103 link WB to A57(M) WB on slip	288	0	0%
A5103 link WB to Medlock St	99	0	0%
A5103 link WB to A5103 link EB	0	0	0%
Princess Rd to A57(M) WB on slip	235	1	0%
Princess Rd to Medlock St	558	1	0%
Princess Rd to A5103 link EB	256	5	2%
Princess Rd to Princess Rd	0	0	0%
A57(M) EB off slip to Medlock St	69	0	0%
A57(M) EB off slip to A5103 link EB	125	0	0%
A57(M) EB off slip to Princess Rd	413	2	0%
A57(M) EB off slip to A57(M) WB on slip	12	0	0%

A57 (M) WB	1601	28	2%
A57 (M) EB	1427	14	1%

Turn counts (composite) at	All Vehicles	HGV	% HGV
Cambridge St to A57(M) EB on slip	123	1	1%
Cambridge St to Higher Cambridge St	172	0	0%
Cambridge St to A5103 link WB	37	0	0%
Cambridge St to Cambridge St	6	0	0%
A57(M) WB off slip to Higher Cambridge St	441	2	0%
A57(M) WB off slip to A5103 link WB	353	8	2%
A57(M) WB off slip to Cambridge St	63	0	0%
A57(M) WB off slip to A57(M) EB on slip	79	0	1%
Higher Cambridge St to A5103 link WB	335	0	0%
Higher Cambridge St to Cambridge St	133	0	0%
Higher Cambridge St to A57(M) EB on slip	126	1	1%
Higher Cambridge St to Higher Cambridge St	0	0	0%
A5103 link EB to Cambridge St	122	0	0%
A5103 link EB to A57(M) EB on slip	208	5	2%
A5103 link EB to Higher Cambridge St	87	0	0%
A5103 link EB to A5103 link WB	0	0	0%

Turn counts at nodes 38, 126,	All Vehicles	HGV	% HGV
A34 (N) to Brook St	15	0	0%
A34 (N) SO	724	3	0%
Brook St to A34 (S)	232	8	3%
A34 (N) within junction to A57(M)	188	0	0%
A34(S) to A57(M) Westbound	623	6	1%
A34 (S) to SO	504	0	0%
A57(M) EB to Sackville Street	94	0	0%
A57(M) EB to Brook Street	266	8	3%

Turn counts at node 98 - Oxford Road / Booth Street East / Booth Street West	All Vehicles	HGV	% HGV
Oxford Road (N) LT	0	0	0%
Oxford Road (N) SO	88	0	0%

Oxford Road (N) RT	24	0	0%
Booth St East LT	0	0	0%
Booth St East SO	434	0	0%
Booth St East RT	0	0	0%
Oxford Road (S) LT	14	0	0%
Oxford Road (S) SO	92	0	0%
Oxford Road (S) RT	0	0	0%
Booth St West LT	23	0	0%
Booth St West SO	436	1	0%
Booth St West RT	11	0	0%

Turn counts at node 381, 629, 639 - A34 Upper Brook Street / A5184 Plymouth Grove			
	All Vehicles	HGV	% HGV
Upper Brook St (N) LT	560	6	1%
Upper Brook St (N) SO	906	9	1%
A5184 LT	38	1	2%
A5184 RT	278	3	1%
Upper Brook St (S) SO	976	3	0%

Turn counts at node 1228 - Fairfield Street / North Western St			
	All Vehicles	HGV	% HGV
North Western St LT	6	0	0%
North Western St RT	40	0	0%
Fairfield St (W) SO	386	1	0%
Fairfield St (W) RT	2	0	0%
Fairfield St (E) LT	12	0	0%
Fairfield St (E) SO	325	0	0%

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Appendix 7.2 Framework Travel Plan

Mayfield, Manchester

Framework Travel Plan

0042917

4 October 2019

02

Revision	Description	Issued by	Date	Checked
00	Draft Issue	NFM	06/09/19	CM
01	Final Draft Issue	NFM	24/08/19	CM
02	Final Issue	NFM	04/10/19	CM

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author **Natalie Maynard**

date **04/10/19**

approved **Chris Mullett**

signature



Date **04/10/19**

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1 Introduction

1.1 Background

- 1.1.1 BuroHappold have prepared this Framework Travel Plan on behalf of the Mayfield Development Partnership LP (the Applicant) for the Mayfield site in Manchester city centre.
- 1.1.2 The Mayfield Strategic Regeneration Framework (Mayfield SRF, the Site) sets out the design principles for the redevelopment of the Site, which lies to the south of Fairfield Street in Manchester city centre, in close proximity to Piccadilly mainline railway station. The Mayfield SRF area is bounded by Fairfield Street to the north; Temperance Street to the north-east; the Mancunian Way Ring Road (A635) to the south; and Baring Street / London Road (A6) to the west.
- 1.1.3 The maximum Mayfield SRF land use parameters are shown in Table 1.1.

Table 1.1 Mayfield SRF - Proposed Land Use Schedule

Land Use	Quantum
Commercial	154,800sqm GEA
Retail / Leisure	32,300sqm GEA
Hotel	650 rooms
Residential	1,500 units
Parking	700 spaces

- 1.1.4 Phase 1 of the development comprises the maximum land use quanta set out in Table 1.2.

Table 1.2 Phase 1 Proposals – Maximum Quantum

Land Use	Maximum Quantum
B1 Office - Baring Street Office 1	9,987sqm GEA
B1 Office - Baring Street Office 2	31,000sqm GEA
Baring Street Multi-Storey Car Park (MSCP)	543

- 1.1.5 Figure 1.1 shows the location of the wider SRF together with Phase 1 within the existing local context.

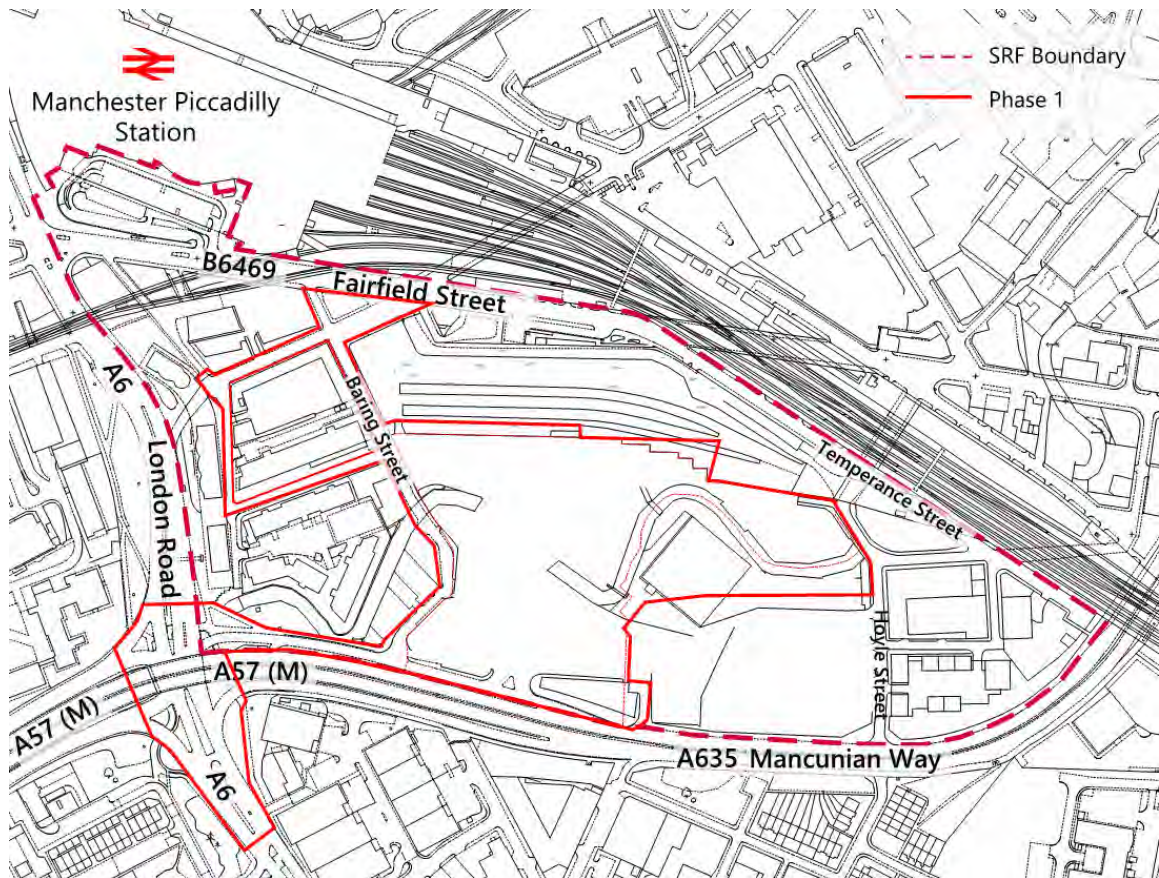


Figure 1.1 Site Location

1.1.6 The anticipated year of opening for Phase 1 is 2023 and for the full-build out Mayfield SRF it is 2030.

1.1.7 Phase 1 comprises two planning applications as follows:

Application 1

- Phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east;
- Mayfield Park: provision of circa 6 acres (2.4 ha) of public park, including hard and soft landscaping to be delivered in phases with new bridges across the River Medlock;
- Baring Street Office (Block 1): nine-storey office development including ground, mezzanine and plant level comprising 9,987 sq. m. (GEA), including active ground floor uses (A1, A3, A4 or B1), public realm and riverside walkway;
- Baring Street MSCP: 10-storey including roof level MSCP for circa 543 car parking spaces; and associated
- Highways and Infrastructure Works: creation of new junction from London Road with required access to the MSCP and works to Baring Street, which will be delivered prior to the MSCP becoming operational.

Application 2

- Baring Street Office (Block 2): 13-storey office development including ground and mezzanine floors comprising circa 31,000 sq. m. (GEA) with active ground floor uses, highways and associated access and public realm.

1.2 Purpose of Report

- 1.2.1 A Travel Plan is a long-term management strategy which encourages sustainable travel for new and existing developments. The key aim is to inform residents, employees and visitors of the alternatives to driving their cars to the Site, to increase awareness of and promote greener, cleaner modes of travel, to reduce reliance on the private car and create sustainable communities consistent with the overarching aims of the National Planning Policy Framework (NPPF).
- 1.2.2 Travel Plans are dynamic documents that evolve over time with changing travel needs. They are not meant to be onerous documents, but rather developed to enhance awareness of alternative modes of travel to the single occupancy private car.
- 1.2.3 TfGM's online Travel Plan Toolkit defines the following thresholds where a Travel Plan would be required:
- Over 1,500sqm B1 office use;
 - Over 250sqm A1 food retail;
 - Over 800sqm A1 non-food retail; and
 - Over 500sqm D2 Assembly and Leisure.
- 1.2.4 Given that the proposed Mayfield SRF development is a mixed use development, a Framework Travel Plan has been prepared (sometimes referred as a site-wide or umbrella travel plan). These are generally appropriate for phased developments.
- 1.2.5 This Framework Travel Plan has been prepared to outline the general strategy for managing multi-modal access to the Site as a whole whilst focusing on promoting access by sustainable modes.
- 1.2.6 The aim of this Framework Travel Plan is to provide residents, employees and visitors with all the information they need to make sustainable travel choices easier from the outset before travel habits become entrenched.
- 1.2.7 This Framework Travel Plan comprises general (interim) site-wide measures, initiatives and targets, which would be led by the site-wide Principal Travel Plan Co-ordinator to encourage residents, employees and visitors to use more sustainable means of transport. It also includes initiatives aimed specifically at the occupying tenants ("Occupiers") and a commitment to prepare their own bespoke Workplace/Residential (Full) Travel Plan in line with the contents of this Framework Travel Plan.
- 1.2.8 The Applicant will be responsible for taking this Framework Travel Plan forward and for ensuring that the Occupiers at the Site sign up and comply with its contents.
- 1.2.9 Occupiers of the commercial development will each be required to prepare their own bespoke Workplace Travel Plan, which would be tailor-made to suit the specific requirements of their business and will be prepared in line with the general contents of this Framework Travel Plan including the adoption of the site-wide modal split targets.

- 1.2.10 In terms of the residential development, it is envisaged that the Applicant (or where applicable any subsequent Owner and/or Site Manager of the residential development) would be responsible for preparing the Residential Travel Plan in line with the general contents of this Framework Travel Plan including the adoption of the site-wide modal split targets.
- 1.2.11 The effectiveness of each Travel Plan will be monitored at regular intervals through a series of travel surveys. The Travel Plan targets will then be reviewed, and any necessary amendments made within each Full Travel Plan as they are developed. This will ensure that each plan can be updated regularly to cater for any change in travel demand.
- 1.2.12 This framework document will also provide details of those personnel who need to be involved in the Travel Plan process and their role in formalising and implementing the Travel Plan, including requirement for a Site-Wide Travel Plan Co-ordinator.
- 1.2.13 This Framework Travel Plan relates to the whole Mayfield SRF masterplan site and should be read in conjunction with the Transport Assessment submitted with the planning applications, also produced by BuroHappold.
- 1.2.14 Whilst preparing this Framework Travel Plan, reference has been made to the following information sources:
- National Planning Policy Framework (NPPF) (2019);
 - Manchester City Council's Core Strategy Development Plan (2012);
 - Manchester City Council's Supplementary Planning Guidance (SPG) Guide to Development in Manchester (2007);
 - Transport for Greater Manchester's online Travel Plan toolkit;
 - Ministry of Housing, Communities & Local Government Guidance on Travel Plans, Transport Assessments and Statements (March 2014);
 - Department for Transport (DfT) Cycle to Work Scheme Implementation Guidance (October 2011);
 - ACT TravelWise - an organisation promoting and facilitating sustainable travel choices in the UK; and
 - Campaign for Better Transport – an independent charity campaigning for green transport that is good for people and the environment.

2 Planning Policy

2.1 National Policy - National Planning Policy Framework (NPPF 2019)

2.1.1 At the heart of the NPPF is the presumption in favour of sustainable development.

2.1.2 Transport issues should be considered from the earliest stages of plan-making and development proposals so that:

- The potential impacts of development on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

2.1.3 Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

2.1.4 At a more detailed level, the NPPF states that developments should be located and designed in order to:

- Give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
- Address the needs of people with disabilities and reduced mobility;
- Enable charging of plug in and other ultra-low emission vehicles in safe, accessible and convenient locations; and
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

2.1.5 A key tool to assist in facilitating all of the above will be through the provision of a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.2 Local Policy – Manchester City Council's Core Strategy (2012)

2.2.1 MCC require Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

2.3 Local Policy – MCC's SPG Guide to Development in Manchester (2007)

- 2.3.1 MCC's SPG Guide to Development in Manchester adopted in 2007 provides guidance for developers including parking/servicing guidelines, design and travel plans.
- 2.3.2 The guidance emphasises that priority is to be given to pedestrians, disabled people and cyclists above the needs of the car, and that this should be taken into consideration in the location and design of any parking facilities. A Travel Plan will be required where appropriate to encourage and support walking, cycling and public transport use. It also provides detailed guidance on how the need for car parking can be accommodated in the context of ensuring that priority is still given to the non-car user.

3 Site Accessibility

3.1 Introduction

3.1.1 This chapter sets out the context of the Site in terms of accessibility.

3.2 Public Transport

Bus

3.2.1 The Site is well connected by bus, with 12 bus routes available within a 400m (5-minute) walk from the Site. The location of the existing bus services operating in close proximity to the Site are shown in Figure 3.1.

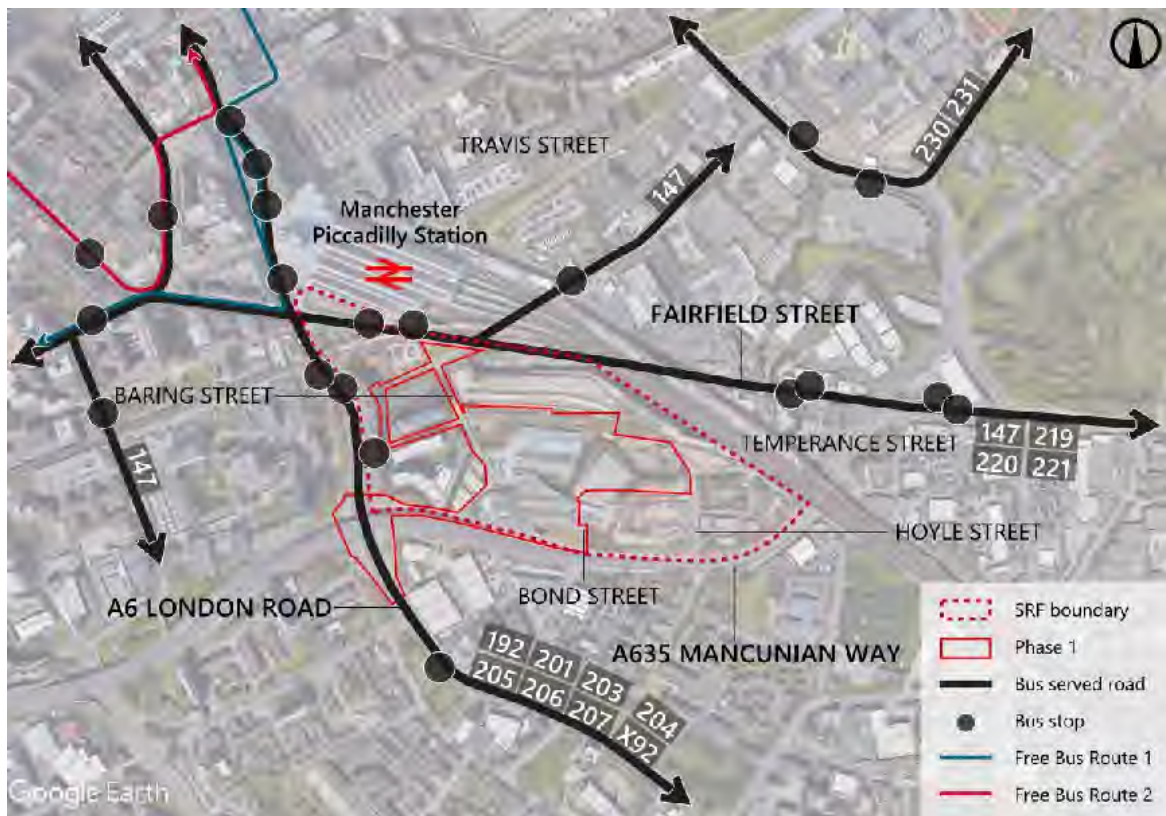


Figure 3.1: Local bus stops and bus routes

3.2.2 Table 3.1 shows the frequency of buses on each bus route per hour per direction. It shows that during the weekday peak, there are 45 bus services per hour per direction surrounding the Site.

Table 3.1: Local bus routes and frequencies

Bus Service	Route	Peak Frequency (buses per hour per direction)		
		Weekday	Saturday	Sunday
192 / X92	Hazel Grove - Stockport - Levenshulme - Manchester	17	18	-
201	Hattersley - Hyde - Denton - Manchester	6	6	2

Bus Service	Route	Peak Frequency (buses per hour per direction)		
		Weekday	Saturday	Sunday
203	Stockport - Reddish - Belle Vue - Manchester	6	6	4
204	Hyde - Haughton Green - Denton - Belle Vue - Manchester	1	2*	2
205	Danton - Dane Bank - West Gorton - Manchester	2	2	1
206	Gee Cross - Hyde - Haughton Green - Denton - West Gorton - Manchester	2	2	-
219	Stalybridge - Ashton-under-Lyne - Guide Bridge - Audenshaw - Openshaw - Manchester	7	7	6
231	Ashton - Hartshead - Droylsden - Clayton - Manchester	3	-	-
TP	Derby - Matlock - Buxton - Stockport - Manchester	1	-	-
Total		45	43	15

* from 6pm onwards only

3.2.3 There is also a Free Bus service (formerly known as the Metroshuttle), which links the city's train stations, shops and businesses. There are two routes providing a wide-range of connectivity around Manchester city centre as shown on Figure 3.2. The frequency of these two routes is summarised in Table 3.2.

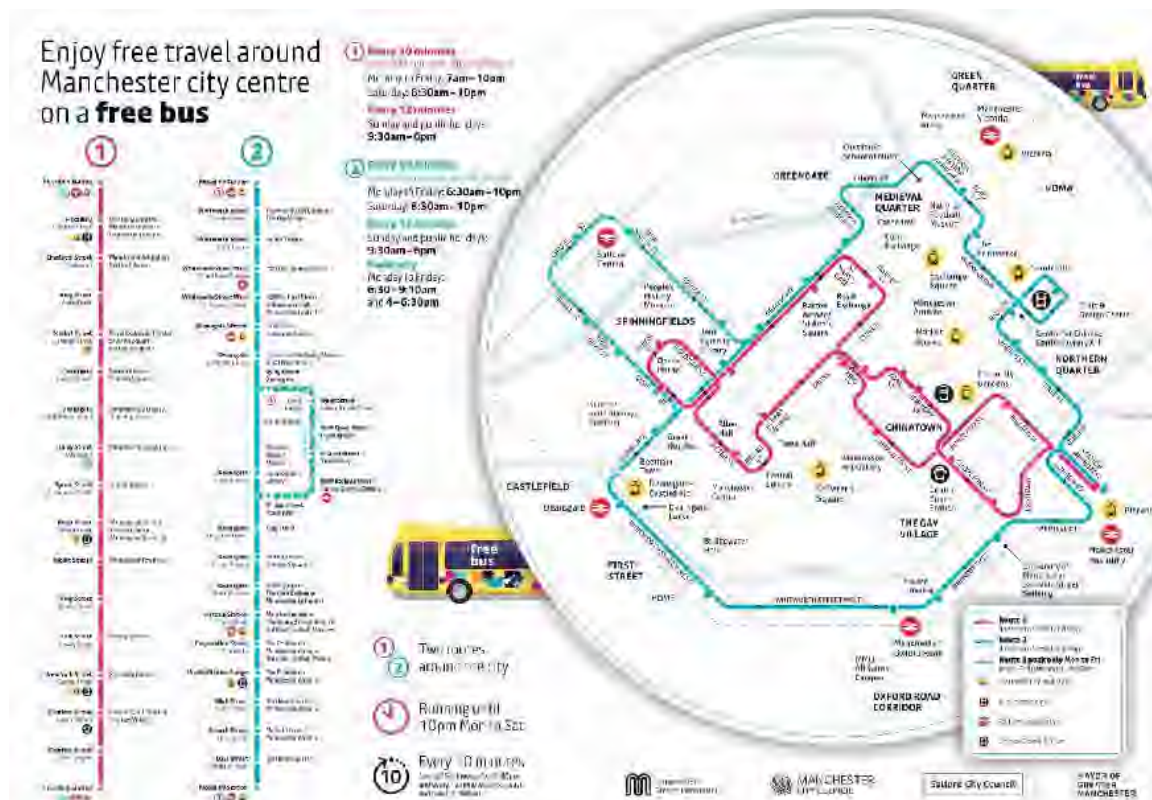


Figure 3.2: Free bus service in Manchester City (Source: TfGM)

Table 3.2 Summary of free bus services

Route	Operating Hours	Frequency
1	Monday to Friday: 07:00-22:00 Saturday: 08:30-22:00	Every 10 minutes (Every 15 minutes after 18:30)
	Sunday and public holidays: 09:30-18:00	Every 12 minutes
2	Monday to Friday: 06:30-22:00 Saturday: 08:30-22:00	Every 10 minutes (Every 15 minutes after 18:30)
	Sunday and public holidays: 09:30-18:00	Every 12 minutes

Manchester Metrolink

- 3.2.4 The Metrolink is a tram/light rail service system serving Greater Manchester divided into fare zones. The Piccadilly Metrolink stop is one of the nine stops serving Manchester city centre within the system's zone 1 and it is the terminus for Metrolink services to Bury and Altrincham and for through services between Eccles and MediaCityUK and Ashton-under-Lyne. Table 3.3 summarises the tram services and frequencies found at the Piccadilly stop.

Table 3.3: Summary of Tram Services Times, and Frequencies

Reference	Service	Monday to Thursday	Friday	Saturday	Sunday and Public Holidays	Frequency
	Ashton-under-Lyne – MediaCity UK	07:15-19:30	07:15-19:30	09:30-18:00	-	12mins
	Ashton-under-Lyne – Eccles	07:15-19:30	07:15-19:30	09:30-18:00	-	12mins
	Altrincham - Piccadilly	07:15-19:30	07:15-19:30	09:30-18:00	-	12mins
	Bury – Piccadilly	06:00-23:30	06:00-00:30	06:00-00:30	07:00-22:30	12mins

- 3.2.5 The Metrolink trams and stops are accessible and each stop is provided with access ramps or lifts, tactile paving, high visibility handrails, disabled boarding points, and help points on the platform. Large areas within the trams are also available for wheelchair users and pushchairs. Mobility scooters are allowed on the trams provided they have a permit.

National Rail

- 3.2.6 Manchester Piccadilly railway station is directly adjacent to the SRF and it is approximately 4-minute walk (322m) walk north of the Phase 1 site. Manchester Piccadilly provides intercity and cross-country services as well as regional and local services around Northern England. The station has 12 terminus platforms and it is currently served by six train operators summarised in Table 3.4.

Table 3.4: Manchester Piccadilly Train Services and Frequencies

Destination	Line	Weekday AM	Weekday PM	Saturday	Sunday
Hadfield	Northern	3	3	2	2
Glossop	Northern	3	3	2	2

Destination	Line	Weekday AM	Weekday PM	Saturday	Sunday
Marple	Northern	3	2	2	1
Rose Hill Marple	Northern	2	2	2	-
New Mills Central	Northern	2	2	2	1
Sheffield	Northern	3	3	3	3
Hazel Grove	Northern	4	3	3	1
Buxton	Northern	2	2	2	1
Crewe	Northern	4	4	4	3
Stoke-on-Trent	Northern	5	5	5	2
Chester	Northern	3	3	2	1
Liverpool Lime Street	Northern	4	4	4	3
Preston	Northern	4	4	4	3
Manchester Airport	Northern	7	8	9	6
Blackpool North	Northern	3	2	2	1
Llandudno	Transport for Wales	-	1	1	-
Bournemouth	CrossCountry	1	1	1	-
Bristol Temple Meads	CrossCountry	1	1	1	1
Norwich	East Midlands Train	1	-	1	-
Newcastle	TransPennine Express	1	1	1	1
Middlesborough	TransPennine Express	1	1	1	1
Hull	TransPennine Express	1	1	1	1
Cleethorpes	TransPennine Express	1	1	1	1
Edinburgh Waverley	TransPennine Express	1	-	2	1
London Euston	Virgin Trains	3	3	3	3
Total		63	60	61	39

3.2.7 The local rail and tramline network is illustrated in Figure 3.3.



Figure 3.3 Local rail and tram network

3.3 Walking

- 3.3.1 There is extensive provision of pedestrian footways within and around the wider SRF site, as illustrated on Figure 3.4.



Figure 3.4 Pedestrian Infrastructure Surrounding the Site

- 3.3.2 The Site can be accessed through multiple locations and they are summarised in Table 3.5, along with its approximate footway width. Most of these locations are provided with pedestrian footways along both sides of the carriageway and are of good quality and are well-lit.

Table 3.5 Pedestrian access points to site

Direction	Location	Approximate width of footway
North	Fairfield Street / Baring Street	2.0m
	Fairfield Street / Cotswold Street	1.5m
	Fairfield Street / Wyre Street	1.5m
	Fairfield Street / Travis Street	3.0m
	Temperance Street / Hoyle Street	1.5m
	Temperance Street / Chapelfield Road	1.5m
	Temperance Street / Rachel Street	1.5m
South	A635 / Baring Street	1.5m
	A635 / Bond Street	1.5m
	A635 / Hoyle Street	2.0m
	A635 / Manor Street	2.0m
West	A6 London Road / Travis Street	3.0m

- 3.3.3 There are signal controlled pedestrian crossings provided at the A6 London Road/Fairfield Street signal junction and the junction with A635 Mancunian Way approximately 320 metres further south. Figure 3.5 illustrates the type of pedestrian signal crossings available for each of the three main junctions referenced in Figure 3.4.

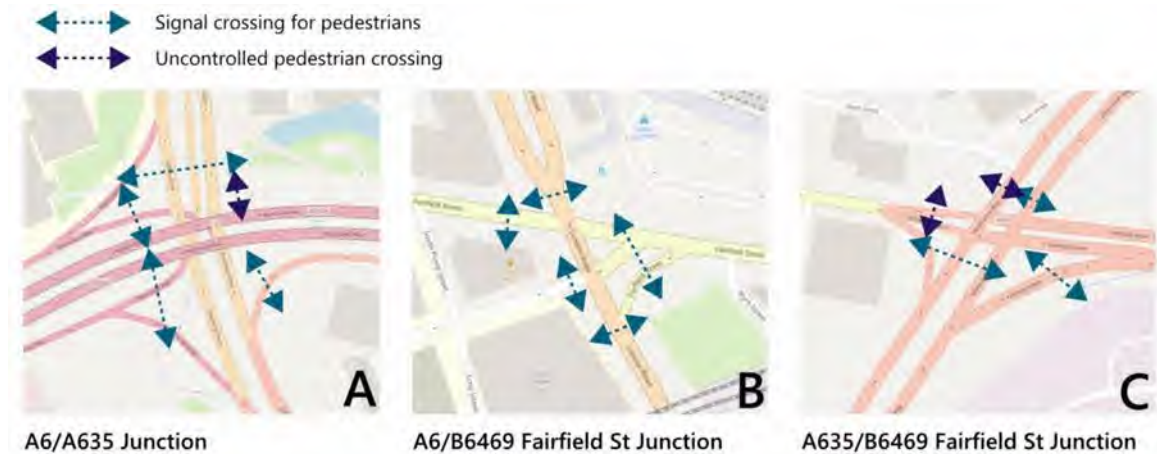


Figure 3.5 Junctions in reference with the pedestrian infrastructure surrounding the Site

- 3.3.4 On Fairfield Street adjacent to Piccadilly Station taxi rank entrance is a pedestrian refuge island, allowing pedestrians to stop in the middle of the road in order to split the crossing into two stages for each direction of traffic. Another pedestrian crossing is located approximately 85m further to the east of the station on the western arm of the junction between Fairfield Street and Travis Street. This crossing has a pedestrian refuge.
- 3.3.5 The northern SRF boundary is adjacent to Manchester Piccadilly Station and the Phase 1 boundary is approximately a 4-minute walk from the station and it can be accessed via Fairfield Street and Baring Street. Further up to the north-west, is the city centre which is approximately a 1.10km (15-minute) walk from the SRF, via the A6 London Road.
- 3.3.6 Walking routes from other directions are all of similar quality. Pedestrians originating from the south and south-east can cross Mancunian Way via the pedestrian crossings on the London Road and Fairfield Street junctions.
- 3.3.7 Figure 3.6 shows the walking accessibility for the Site in 5, 10 and 15 minute walk catchments.

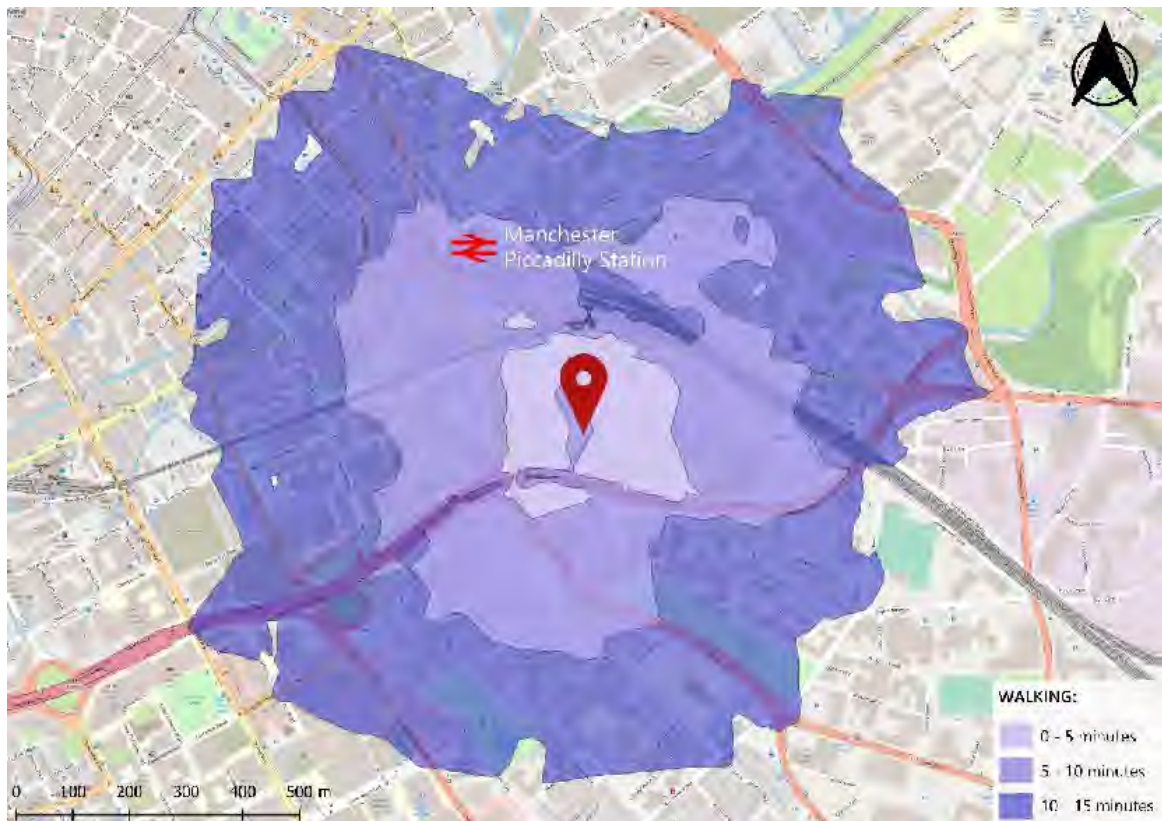


Figure 3.6 Walking Accessibility

- 3.3.8 There are a number of bus stops within a 10-minute walk of the Phase 1 site, located on Fairfield Street and A6 London Road. The University of Manchester is also accessible within a 10-minute to the west of the Site.

3.4 Cycling

- 3.4.1 MCC has developed strategic cycle routes throughout the city; to the north of the SRF is the National Cycle Network Route 66 (NCN) and to the west is the NCN 6. The NCN 6 connects Bury and Manchester as well as joining NCN 60 (Fallowfield Loop) at Chorlton-cum-Hardy. Regional Route 86 follows the River Medlock, which also connects to NCN 66.
- 3.4.2 Many of the roads surrounding the SRF boundary are recommended for cycling, and A6 London Road and Fairfield Street are designated as on road cycle routes. Dedicated cycle lanes are provided along the A6 London Road in both directions and advanced cycle stop lines are provided on all arms of the A6 London Road signal junction with B6469 Fairfield Street, which is located north-west of the SRF.
- 3.4.3 The nearest cycle parking to the SRF is at Piccadilly Station, where 43 spaces as Sheffield stands are provided on Fairfield Street. Furthermore, the city centre currently has 760 publicly available cycle parking spaces, and 2,460 across the University of Manchester Estate which is located south-west of the SRF.
- 3.4.4 On-street cycle facilities such as the "Bike Lockers User Club" (BLUC) are available. BLUC is a cycle parking scheme that allows members to access any locker in the club and use one's bicycle to travel to train stations, bus stops and Metrolink stations across Greater Manchester. However, it should be noted that Metrolink trams do not permit full-sized bicycles unless folded and fully covered.

3.4.5 The nearest cycle hub is located in Piccadilly Gardens, which is approximately 1.3 km north of the SRF.

3.4.6 Figure 3.7 illustrates the cycle routes surrounding the SRF boundary.

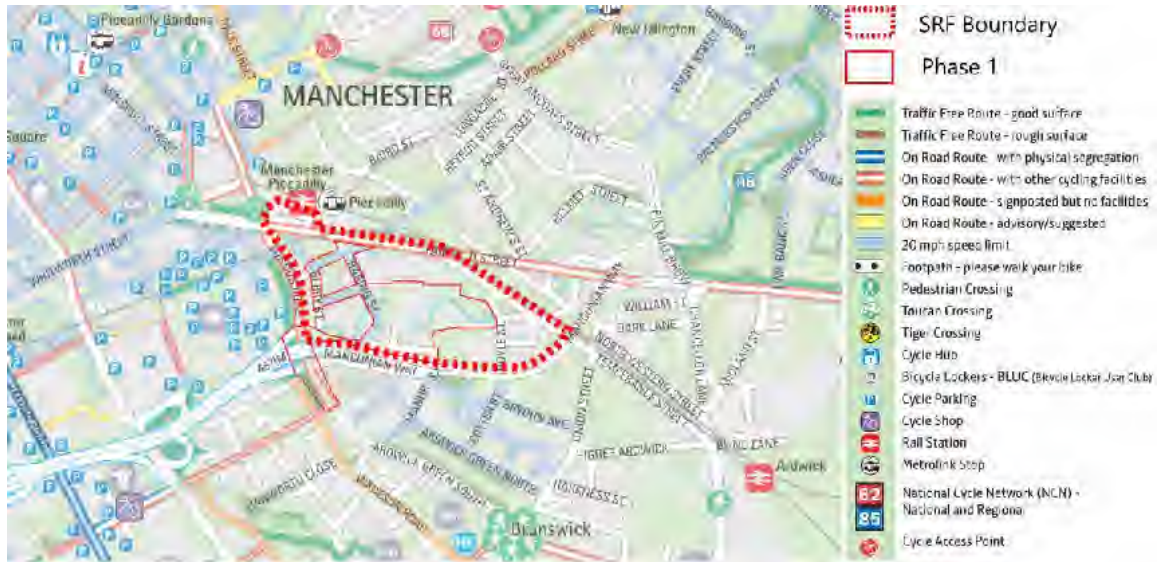


Figure 3.7: Cycle Routes in the vicinity of the Site (Source: Manchester City Council)

3.4.7 Figure 3.8 illustrates the cycling accessibility for the Site within 10, 20, and 30-minute cycle ride.

3.4.8 The city centre is within a 10-minute cycle radius, whereas other areas within Greater Manchester such as Salford can be reached within a 10 to 20-minute cycle and 20 to 30-minute for Didsbury.



Figure 3.8 Cycling Accessibility

4 Benefits and Objectives of the Travel Plan

4.1.1 The benefits of a Travel Plan are as follows:

- By encouraging walking and cycling it will provide opportunities to build healthy exercise into daily life;
- The local community can enjoy lower pollution levels, reduced congestion, reduced journey times, improved public transport services, energy savings and reduced overspill parking in residential areas;
- The environment generally can benefit from improved air quality, less noise, and reduced impact of other national and global environmental problems such as global warming; and
- A business/organisation can benefit from increased productivity generated by a healthier, more motivated workforce and improved access for employees, visitors and deliveries.

4.1.2 The Travel Plan is not designed to deny the freedom of car use. It seeks instead to reduce the potential for congestion, to improve air quality and to resolve parking issues that may affect the Site and its immediate surroundings.

4.1.3 Through a range of initiatives, the Travel Plan will help the Applicant and Occupiers to manage the travel needs of residents, employees and visitors and to increase the range of travel options by which the Site can be accessed. Moreover, the promotion of walking and cycling initiatives will bring environmental and health benefits that can help reduce reliance on taxis for local travel.

4.1.4 The objectives of the Travel Plan are to:

- Ensure the Site is accessible to all and respects the needs of vulnerable groups such as those with mobility problems;
- Minimise the impact of congestion, noise and pollution;
- Where appropriate, reduce the need for unnecessary travel and ensure that those that do have to travel do so in a way that is sustainable;
- Specify measures to encourage residents, employees and visitors to use travel modes other than the car;
- Minimise the number of single occupancy vehicle trips;
- Promote the use of public transport, car sharing, walking and cycling when getting to and from the Site;
- Reduce the environmental impact of travel demand by raising awareness amongst residents, employees and visitors and by encouraging environmentally conscious behaviour; and
- Minimise delivery vehicle trips by appropriate scheduling and/or through emission reduction initiatives.

5 Travel Plan Management

5.1 Travel Plan Co-ordinator

- 5.1.1 Allocated time will be needed to set up and run the Travel Plan. This is best achieved by appointing a Travel Plan Co-ordinator who will be responsible for the management and maintenance of the Travel Plan.
- 5.1.2 The Travel Plan Co-ordinator will act as the promoter of the Travel Plan to secure its implementation, as well as being the key contact for residents and visitors to the development.
- 5.1.3 The Applicant will appoint a site-wide Principal Transport Co-ordinator ("PTC") 6 months prior to first occupation at the Site.
- 5.1.4 The PTC would generally be a nominated representative from the Applicant's Asset Management Company or alternatively an external company specialising in Travel Plans. The PTC would ideally be someone located either on-site or making regular visits to the Site. In this way, they can become a familiar face and someone known to 'champion' the sustainable travel measures of the development. This role is likely to be accommodated alongside other duties and may therefore require the appointment of an external consultant to assist with tasks required by the Travel Plan.
- 5.1.5 The Occupier(s) of the commercial development will appoint their own individual Travel Plan Co-ordinator ("Occupier's Travel Plan Co-ordinator") prior to occupation at the Site to take on the role in relation to their business and would be responsible for preparing a bespoke Workplace (full) Travel Plan for their business. This role does not need to be full time and can be carried out alongside an employee's existing job. Their role will include the responsibilities set out later in this section.
- 5.1.6 In terms of the residential development, it is envisaged that the Applicant (or where applicable, the subsequent Owner and/or Site Manager of the residential development) would also appoint their own Travel Plan Co-ordinator ("Occupier's Travel Plan Co-ordinator") prior to occupation at the Site who would be responsible for preparing a Residential (full) Travel Plan in line with the general contents of this Framework Travel Plan including the adoption of the site-wide modal split targets.
- 5.1.7 The Occupier's Travel Plan Co-ordinator will work closely with the PTC to ensure a co-ordinated approach to travel planning for the Site as a whole.
- 5.1.8 For B1 office units smaller than 1,500sqm in size or A1 non-food retail units smaller than 800sqm, where a full Travel Plan would not be required, the Occupier should appoint a Travel Plan Representative to liaise with the PTC in respect of the site-wide Travel Plan requirements. Their role will include the responsibilities set out later in this section.
- 5.1.9 The PTC will be responsible for:
- Designing and implementing effective site-wide measures and initiatives to encourage residents, employees and visitors to use more sustainable means of transport;
 - Ensuring that the most up-to-date information relating to site is available to the Occupier's Travel Plan Co-ordinators/Representatives;

- Being the main point of contact with MCC/TfGM as well as the Occupier's Travel Plan Co-ordinators/Representatives at the Site;
- Arranging regular "Green Group" forums with the Occupier's Travel Plan Co-ordinators/Representatives to discuss and share information relating to travel planning;
- Agree a standardised Travel Survey questionnaire format with MCC/TfGM and passing this information on to the Occupier's Travel Plan Co-ordinator; and
- Liaising with the Applicant to discuss/agree any measures/initiatives/targets and liaising with the Occupier's Travel Plan Co-ordinators/Representatives to ensure a co-ordinated approach to travel planning for the Site as a whole.

5.1.10 The Occupier's Travel Plan Co-ordinator will be responsible for:

- Ensuring the successful delivery of their bespoke Residential/Workplace (Full) Travel Plan through implementation of measures and effective monitoring;
- Obtaining the most up-to-date travel and marketing information from the PTC relating to site-wide measures and initiatives;
- Highlighting the objectives and philosophy of their bespoke Travel Plan to employees/residents as well as obtaining and maintaining commitment and support from senior managers within their organisation;
- Agree a Travel Survey questionnaire format in discussion with the PTC and MCC/TfGM and devise possible incentives for employees/residents to complete and return their questionnaires;
- Collation of all the Travel Survey information for residents/employees and review any measures/initiatives/targets;
- Liaising with the PTC to ensure a co-ordinated approach to travel planning for the Site as a whole; and,
- Producing annual monitoring reports as part of the Residential/Workplace Travel Plan for submission to MCC/TfGM and the PTC (as discussed in Section 8).

5.1.11 The Occupier's Travel Plan Representative will be responsible for:

- Obtaining the most up-to-date information relating to site-wide measures and initiatives from the PTC;
- Delivering measures and initiatives aimed specifically at the Occupier;
- Highlighting the objectives and philosophy of the Travel Plan to all their residents/employees as well as obtaining and maintaining commitment and support from senior managers within their organisation;
- Acting as a point of contact for all residents/employees requiring information as well as for exchanging ideas and best practice with the PTC; and,

- Collation of any Travel Survey information that may be required for residents/employees and providing this information to the PTC.

5.2 Securing the Travel Plan and Funding

- 5.2.1 This Framework Travel Plan will be secured through a Section 106 Agreement. This will ensure the Applicant and Occupier's commitment to the Travel Plan strategy.
- 5.2.2 The estimated modal split set out in Section 6 will be reserved for agreement with MCC/TfGM after the initial baseline Travel Survey has been undertaken.
- 5.2.3 The Applicant will ensure that the PTC will be provided with sufficient funding to manage the Framework Travel Plan and co-ordinate travel planning at the Site as a whole.
- 5.2.4 Occupiers of the commercial uses and the Owner/Site Manager of the residential development will ensure that the Occupier's Travel Plan Co-ordinator will be provided with sufficient funding and resources to manage the Residential/Workplace (Full) Travel Plan.

6 Modal Split and Targets

6.1 Baseline Modal Split of Trips

6.1.1 The estimated modal split of trips at the Site has been extracted from the Transport Assessment submitted as part of the planning applications and is set out below.

6.1.2 The trip generation and mode split for B1 office use is shown in Table 6.1.

Table 6.1 Site Wide Trips by Mode – Proposed Office (154,800sqm GEA)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	18.5%	704	48	752	48	701	749
Car Passenger	3.7%	141	10	151	10	140	150
Taxi	0.6%	23	2	25	2	23	25
Bus	27.2%	1034	71	1105	71	1029	1101
Tram	23.5%	893	61	954	61	889	950
Rail	7.4%	282	19	301	19	281	300
Pedestrians	14.2%	540	37	577	37	538	575
Cycle	3.7%	141	10	151	10	140	150
Motorcycle	1.2%	47	3	50	3	47	50
TOTAL	100%	3805	262	4067	262	3789	4051

6.1.3 The trip generation and mode split for the proposed retail/leisure use is shown in Table 6.2.

Table 6.2 Site Wide Trips by Mode – Proposed Retail/Leisure (32,300sqm GEA)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	0.5%	7	7	14	11	11	22
Car Passenger	0.0%	0	0	0	0	0	0
Taxi	0.0%	0	0	0	0	0	0
Bus	8.0%	114	108	222	173	177	350
Tram	11.0%	157	148	306	238	243	481
Rail	4.0%	57	54	111	87	88	175
Pedestrians	75.5%	1080	1019	2099	1637	1668	3305
Cycle	1.0%	14	13	28	22	22	44
Motorcycle	0.0%	0	0	0	0	0	0
TOTAL	100%	1430	1350	2780	2168	2209	4377

6.1.4 The trip generation and mode split for the proposed hotel use is shown in Table 6.3.

Table 6.3 Site Wide Trips by Mode – Proposed Hotel (650 Rooms)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	19%	18	41	58	30	23	54
Car Passenger	10%	9	21	31	16	12	28
Taxi	6%	6	13	18	10	7	17
Bus	4%	4	9	12	6	5	11
Tram	5%	5	11	15	8	6	14
Rail	5%	5	11	15	8	6	14
Pedestrians	50%	47	107	154	80	61	141
Cycle	1%	1	2	3	2	1	3
Motorcycle	0%	0	0	0	0	0	0
TOTAL	100%	94	213	307	159	123	282

- 6.1.5 The trip generation by mode for the 1,500 residential units is shown below in Table 6.4. This represents travel to work trips.

Table 6.4 Residential Trips by Mode (Travel to Work)

Mode	Mode Split (%)	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Car Driver	18%	31	132	164	134	69	203
Car Passenger	1%	2	7	9	7	4	11
Taxi	0%	0	0	0	0	0	0
Bus	11%	19	81	100	82	42	124
Tram	12%	21	88	109	89	46	136
Rail	4%	7	29	36	30	15	45
Pedestrians	52%	90	382	473	387	200	587
Cycle	2%	3	15	18	15	8	23
Motorcycle	0%	0	0	0	0	0	0
TOTAL	100%	174	735	909	744	386	1,130

- 6.1.6 In terms of other trips made by residents, such as leisure, shopping and school journeys, the Travel Survey (discussed later in this section) would determine the modal split for this type of trip and any appropriate targets for increasing sustainable travel would be investigated at that time.
- 6.1.7 The modal split set out above represents the estimated baseline modal split for the purpose of this Framework Travel Plan. It is noted that this would be compared and reviewed with the actual modal split obtained as part of any baseline Travel Surveys undertaken upon occupation (discussed later in this section).

6.2 Targets

- 6.2.1 Modal travel targets provide the Occupier's Travel Plan Co-ordinator and MCC/TfGM means to measure the performance of the Travel Plan and to adjust the range of initiatives accordingly.
- 6.2.2 Table 6.5 shows the targets for Years 1, 3 and 5. It is noted that these are interim targets, which will be subject to review once the baseline Travel Surveys have been completed.
- 6.2.3 The targets are considered to be SMART (Specific; Measurable; Achievable; Realistic and Time-bound) and are in line with the primary objective to encourage the use of sustainable modes of travel when accessing the Site and reduce unnecessary vehicular trips, primarily single occupancy car travel where suitable alternative modes of travel are available.

Table 6.5 Interim Mode Split Targets

Target	Target Modal Split		
	Year 0 (Baseline)	Year 3	Year 5
Office Employees			
Reduce car driver mode by 5%	18.5%	16%	13.5%
Increase Car Sharing by 5%	3.7%	6.2%	8.7%
Increase Cycling by 10%	3.7%	8.7%	13.7%
Retail/Leisure Employees			
Maintain car driver mode at 0.5%	0.5%	0.5%	0.5%
Increase Cycling by 10%	1%	6%	11%
Hotel Employees			
Reduce car driver mode by 5%	19%	16.5%	14%
Increase Cycling by 10%	1%	6%	11%
Residents			
Reduce car driver mode by 5%	18%	15%	13%
Increase Car Sharing by 5%	1%	3%	6%
Increase Cycling by 10%	2%	6%	12%

7 Initiatives and Measures

7.1 Walking and Cycling

- 7.1.1 The Site is well located in relation to pedestrian and cycling routes and its proximity to key public transport interchanges/services.
- 7.1.2 The pedestrian environment within the Site will be of a high quality with the provision of well-maintained routes and the use of quality materials.
- 7.1.3 Encouraging employees, residents and visitors to walk and cycle gives opportunities to incorporate healthy exercise into daily life. It also reduces reliance on taxis and private hire vehicles for local travel. The PTC and the Occupier's Travel Plan Co-ordinator will investigate the creation of a Bicycle User Group (BUG) for employees and residents at the Site, to provide the opportunity for cyclists to meet informally and discuss cycling related issues.
- 7.1.4 The Applicant will provide a 75 cycle parking spaces for Baring Street Office 1. The cycle parking will be securely located within the building. Showers, changing rooms and locker facilities will also be provided for cyclists.
- 7.1.5 Around 6-10 short-stay cycle parking spaces will be provided at locations at the edge of the Park in visible, well-lit locations that have high levels of natural surveillance; this also includes at least six short-stay spaces adjacent to Baring Street Office 1 and 2.
- 7.1.6 Cycle parking for Baring Street Office 2 and subsequent phases of the SRF will aspire meet the standards set out in the MCC Core Strategy.
- 7.1.7 Essential maintenance facilities such as bicycle pumps will be available for use by residents and employees at the Site. It is proposed that these basic bicycle maintenance facilities would be stored in a box, which would be kept in a secure location within the building. The Occupier's Travel Plan Co-ordinator will regularly check that these facilities remain available for residents and employees.
- 7.1.8 The PTC and the Occupier's Travel Plan Co-ordinators/Representatives will encourage walking and cycling through promoting and providing information on the following:
- 'Bike Week' (www.bikeweek.org);
 - National Walking Month, which includes 'walk to work' and 'walk to school' week (www.livingstreets.org.uk);
 - The location of nearby cycle shops, cycle hire stations, and contact information of the nearest bike retail stores; and
 - Cycle to work scheme. Cycling to work is encouraged by the Government's green transport plan, which introduced a tax exemption allowing employers to loan cycles and cyclists' safety equipment to employees as a tax-free benefit. Details of this are set out in the DfT's 'Cycle to Work Scheme implementation Guidance', which can be found on the DfT's website: www.gov.uk/government/publications/cycle-to-workscheme-implementation-guidance.
- 7.1.9 The PTC will endeavour to negotiate discounts/special deals for the Site with local cycle retailers.

- 7.1.10 The Applicant will prepare a Travel Information Pack highlighting the objectives and philosophy of the Travel Plan, which will include all the previously mentioned promotional information in relation to cycling and walking, as well as details relating to public transport and local car share schemes discussed later in this section.
- 7.1.11 The production of the Travel Information Pack will be funded by the Applicant and will be prepared three months prior to opening. The PTC and the Occupier's Travel Plan Co-ordinators/Representatives will ensure that it is given to all residents/employees prior to occupation at the Site.
- 7.1.12 A key role of the Travel Information Pack will also be to raise awareness of the sustainable travel initiatives being implemented through the Travel Plan including:
- **Access initiatives:** A high quality map of the neighbourhood, showing cycling, walking and public transport routes to/from the Site, together with the locations of any key local facilities (such as shops, cashpoint etc.) within walking distance. Additional sources of further information such as TfGM's Journey Planner website will also be provided.
 - **Promotion of key services and facilities at the Site:** Details regarding the location of cycle parking/maintenance facilities will be included within the Pack.
 - **Promotion of car clubs and car sharing in London:** Details regarding car sharing and car club websites such as www.enterprisecarclub.co.uk will be included within the Pack.

7.2 Public Transport

- 7.2.1 The Travel Information Pack will include details on where to obtain current timetable information for local bus and rail services.
- 7.2.2 Community notice boards will also be placed in prominent locations within the building and will display travel and community information for residents and visitors. Maps of the immediate local area will also be displayed identifying the location of local cycle hire docking stations, car club spaces and public transport services and this information will be updated annually by the PTC/Occupier's Travel Plan Co-ordinator where appropriate.
- 7.2.3 The notice boards will also be used to inform residents and employees of any new travel initiatives or events organised as part of the Travel Plan.
- 7.2.4 Where appropriate, the PTC will encourage Occupiers to consider providing interest free season ticket loans for employees using public transport.
- 7.2.5 People who travel by train from a station inside Greater Manchester into Manchester city centre can also use the tram (Metrolink) network at no extra cost in the city zone (Zone 1). Passengers just request a 'Metrolink add-on' free of charge when purchasing their rail ticket.

7.3 Proposed Improvements

- 7.3.1 In order to further encourage sustainable travel modes, the development proposes improvements to the walking and cycling network and public realm within and surrounding the Site, improving strategic connections to adjacent areas. In particular, the Mayfield Park and improved public realm throughout the masterplan will significantly enhance the east-west and north-south connections through the Site. Pedestrian access to the SRF site from the north will also be enhanced with a new pedestrian crossing on Fairfield Street directly adjacent to Piccadilly station. Three strategic cycle routes will also be created as part of the SRF masterplan; along Baring Street, Hoyle Street and parallel to Mancunian Way.
- 7.3.2 It is also envisaged that a 20mph zone will be introduced across the Mayfield Site and this will be enforced by design measures to reduce vehicle speeds and create quality spaces for pedestrians and cyclists.
- 7.3.3 It is also acknowledged also that there will be wider improvements implemented as part of TfGM's 'Made to Move' vision to create a joined up pedestrian/cycle network that spans the Manchester city region and to prioritise investment based on the measurement of people movement, rather than motor-traffic. The Beeline Strategy in particular proposes crossing and link improvements on the highway network surrounding the Mayfield SRF site, including Fairfield Street, London Road and Mancunian Way.

7.4 Car Sharing and Car Clubs

- 7.4.1 Initiatives like car sharing and car clubs can provide a great alternative to car ownership. They save on the associated running costs of a car and can also save on parking charges.
- 7.4.2 Car clubs work by giving member's access to a car on a short-term rental basis and charging by the hour or by the day. Members pay a membership fee, which entitles them to have access to a car when they need it.
- 7.4.3 Car sharing schemes aim to encourage individuals to share private vehicles for particular journeys. It includes informal arrangements for sharing trips between individuals at neighbourhood, workplace and even household level, as well as formal schemes with elaborate arrangements for trip matching, often focused on commuting journeys.
- 7.4.4 Where appropriate, the PTC and/or the Travel Plan Co-ordinator will encourage residents and employees to join a car-sharing/car club scheme. Car sharing will be promoted to minimise single occupancy vehicle trips.

7.5 Promote Electric Vehicles

- 7.5.1 In order to encourage the use of electric vehicles at the Site, 10% of car parking spaces will be provided with electric vehicle charging infrastructure in the proposed multi-storey car park. This provision will be reviewed over time by the PTC to ensure this provision meets the demand and to consider the provision of additional charging infrastructure should there be a demand for it.

7.6 Reducing the Need to Travel

- 7.6.1 It is recommended that the use of 'Smart Working Practices' be utilised wherever practical with a view to reducing the need to travel. This could include:
- The use of information technology (IT) in place of face-to-face meetings, e.g. teleconferencing and videoconferencing;

- The use of IT to enable employees to work from home or remotely where possible;
- Raising awareness of the benefits of flexible working hours and arranging shift patterns to fit in with car sharing arrangements and public transport timetables; and
- Employing local based employee members where practical, where sustainable modes of travel are a viable alternative for travel to work.

8 Monitoring and Review

8.1 Monitoring Surveys

- 8.1.1 A Travel Survey is an essential part of a Travel Plan. It is carried out to establish travel patterns at the Site and to ascertain what would encourage residents and employees to travel in a sustainable way.
- 8.1.2 The Travel Survey, which is generally undertaken by means of a self-completion questionnaire, helps to identify the proportion of residents and employees travelling by each mode of transport i.e. the modal split. An example of a workplace travel survey questionnaire is presented in Appendix A.
- 8.1.3 Within 6 months of occupation, or at 75% occupancy, whichever comes sooner, the Travel Plan Co-ordinator will arrange for the baseline Travel Survey to be undertaken.
- 8.1.4 Following the baseline Travel Survey, further Travel Surveys would be undertaken at Years Three and Five.
- 8.1.5 The baseline Travel Survey will be used to check against the mode share targets set out in Section 6 to determine if they are reasonable.
- 8.1.6 A minimum Travel Survey response rate of 30% is recommended in order to obtain a representative survey sample. An incentive, such as retail vouchers, will be considered to encourage residents and employees to complete and return their questionnaires to help maximise the response rate. Surveys should ideally be undertaken in a 'neutral' month, avoiding school holidays and should be completed at a similar time each year for consistency.
- 8.1.7 The survey results are used to formulate and monitor the implementation of the Travel Plan and to set and review baseline targets for promoting sustainable and healthy travel.
- 8.1.8 In order to assist with achieving a high response rate for the residential development, the Occupier's Travel Plan Co-ordinator will also consider delivering the Travel Survey details by hand to each residential dwelling and / or arranging an event to confirm the requirements of the Travel Survey and highlight any incentives being offered in return for completion of their questionnaire.

8.2 Reporting

- 8.2.1 The Travel Survey results are used to formulate and monitor the implementation of the Travel Plan and to set and review targets for promoting sustainable and healthy travel.
- 8.2.2 The monitoring programme starts with the initial baseline Travel Survey (triggered at 75% occupancy) for both the residential and employment elements of the Site.
- 8.2.3 The Travel Survey information will be included in a Monitoring Report (also known as a Progress Report), which will be prepared annually and submitted to the MCC/TfGM for consideration.
- 8.2.4 This Monitoring Report should include the following:
 - Organisation's name and address;
 - Detailed information and evidence on the measures used and implemented to promote the Travel Plan and its objectives;

- Travel Survey results with comparative data and analysis;
- Proposed Specific, Measurable, Achievable and Time bound (SMART) targets;
- Whether the travel habits of residents/employees are meeting the objectives and targets;
- Details on cycle parking usage;
- An Action Plan; and
- Details of any changes to the Site.

8.2.5 Where targets are not met, the Occupier's Travel Plan Co-ordinator, in consultation with the PTC and MCC/TfGM, will discuss and agree a plan of action, which will indicate how any deficiencies in the operation of the Travel Plan will be met.

8.2.6 The Travel Plan Co-ordinator shall review and monitor the Travel Plan at Years One, Three and Five setting out whether the travel habits of residents/employees are meeting the objectives and targets. This information will be included in the annual Monitoring Report.

Appendix A – Example Residential / Workplace Travel Survey

Residential Survey

Dear Resident

As part of the monitoring process for the Residential Travel Plan, we are currently conducting a Travel Survey. We would be grateful if one member of your household could complete this brief survey to help us understand your travel patterns, needs and how we may be able to assist with your travel requirements.

It will take about 5 minutes to complete and all responses will be treated confidentially. Thank you

1. What is your gender?

- ☐ Female
- ☐ Male

2. What is your age?

- ☐ 18 to 24
- ☐ 25 to 34
- ☐ 35 to 44
- ☐ 45 to 54
- ☐ 55 to 64
- ☐ 65 to 74
- ☐ 75 or older

3. How do you most frequently travel to and from your home? (Choose the mode of travel you use most often)

- ☐ Walk
- ☐ Cycle (own)
- ☐ Bus
- ☐ Train/tube
- ☐ Car (alone)
- ☐ Car Share (with other passengers)
- ☐ Motorcycle/Scooter
- ☐ Other

If Other please specify

4. For each of the following activities which mode of travel do you use most frequently?

	Walk	Cycle	Bus	Train/Tube	Car (alone)	Car Share (with other passengers)	Motorcycle/Scooter	Other	N/A
Work	☐	☐	☐	☐	☐	☐	☐	☐	☐
Shopping	☐	☐	☐	☐	☐	☐	☐	☐	☐
Education (school/college/university)	☐	☐	☐	☐	☐	☐	☐	☐	☐

If Other please specify

5. Have you changed your most common mode of transport since relocating to this development?

☐ Yes

☐ No

If Yes what was the main reason for this change?

6. Do you or any member of your household own a car?

☐ Yes

☐ No

If Yes how many in total?

7. How often do you travel by car?

☐ Once a day or more

☐ Once a week

☐ Once a month

☐ Less than once a month

8. Which of the following changes would most encourage you to cycle for journeys in your local area? (if you already cycle, which would you most like to see?)

- ☐ Safer, better lit cycle paths in local area
- ☐ Improved signage for cyclists
- ☐ Increase cycle parking at the development
- ☐ Increase security of cycle parking at development
- ☐ Opportunity to undertake cycle training
- ☐ Discount on the cost of a bike and cycling equipment
- ☐ Improved Air Quality
- ☐ None of the above
- ☐ Other

Other (please specify)

9. Which of the following changes would most encourage you to walk for journeys in the local area (if you already walk, which would you most like to see?)

- ☐ Cleaner, better maintained footpaths
- ☐ Higher presence of security around the site
- ☐ Better lighting on footpaths
- ☐ Better signage
- ☐ More information on local walking routes
- ☐ More and/or improved pedestrian crossing points around the site
- ☐ Improved Air Quality
- ☐ None
- ☐ Other

Other (please specify)

10. Did you know this development operated a Travel Plan?

☐ Yes

☐ No

11. Please use this box to provide any comments you wish to make in relation to travel in your local area.

12. Would you like to receive more information regarding the Travel Plan?

☐ Yes

☐ No

☐ If yes please provide a contact details

Employee Survey

General information

1. Home postcode

2. Usual place of work (building and site)

.....

3. Do you have a disability which affects your travel arrangements?

- ☐ Yes
☐ No

4. What time do you usually arrive at work?

- ☐ 7.00 – 7.30 am
☐ 7.30 – 8.00 am
☐ 8.00 – 8.30 am
☐ 8.30 – 9.00 am
☐ 9.00 – 9.30 am
☐ 10.00 – 10.30am
☐ Other (please specify)

5. What time do you usually leave for home?

- ☐ 3.00 – 3.30 pm
☐ 3.30 – 4.00 pm
☐ 4.00 – 4.30 pm
☐ 4.30 – 5.00 pm
☐ 5.00 - 5.30 pm
☐ 5.30 – 6.00 pm
☐ 6.00 – 6.30 pm
☐ 6.30 – 7.00 pm
☐ 7.00 – 7.30 pm

Other (please specify)

6. Do you work:

- ☐ Part time
☐ Full time

Other (please specify)

General travel information

7a How do you usually travel to work?

- ☐ Car (on your own)
☐ Car (with others)
☐ Bus
☐ Train
☐ Motorbike
☐ Walk
☐ Cycle
☐ Taxi

7b Why do you choose to travel in this way?
 (tick all that apply)

- ☐ Convenience
☐ Cost
☐ Health reasons
☐ Alternative not available
☐ Need to for work purposes
☐ Other (please specify)

8. Do you ever use a different mode of transport?

- ☐ Yes
☐ No

If yes, how

- ☐ Car (on your own)
☐ Car (with others)
☐ Bus
☐ Train
☐ Motorbike
☐ Walk
☐ Cycle
☐ Taxi

.....

9. How would you *prefer* to travel to work?
(please tick only one)

- ☐ Car (on your own)
- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi

10. Do you ever work from home?

- ☐ Yes
- ☐ No

11. If so, how often?

- ☐ more than once a week
- ☐ Once a week
- ☐ Once a fortnight
- ☐ Once a month
- ☐ Occasionally

12. How far do you travel to work?

- ☐ Less than one mile
- ☐ 1 – 2 miles
- ☐ 2 – 5 miles
- ☐ 6 – 10 miles
- ☐ 11 – 25 miles
- ☐ 26 miles or more

Please specify.....
.....

15. How would you get to work if your car broke down or it was being serviced?

- ☐ Car (with others)
- ☐ Bus
- ☐ Train
- ☐ Motorbike
- ☐ Walk
- ☐ Cycle
- ☐ Taxi
- ☐ Other (please specify).....
.....

16. What are your main reasons for driving to work (tick no more than 3)?

- ☐ Drop/collect a child off at school on the way
- ☐ Need car for other activities after work eg shopping, gym
- ☐ Distance from home too great to walk or cycle
- ☐ Need the car for work during the day
- ☐ No one to car share with
- ☐ No public transport or it would take too long
- ☐ Personal safety
- ☐ Car needed because of health (eg physical disability)
- ☐ Cheaper than public transport
- ☐ More reliable than public transport
- ☐ Other (please specify):

17. Would you be prepared to car share?

- ☐ Yes
- ☐ No
- ☐ Already do

18. Are you prepared to pay for parking?

- ☐ Yes
- ☐ No

If yes, how much?per day

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