

# Appendix 7.1 Transport Assessment

# **Mayfield Phase 1, Manchester**

## **Transport Assessment**

**0042917**

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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.

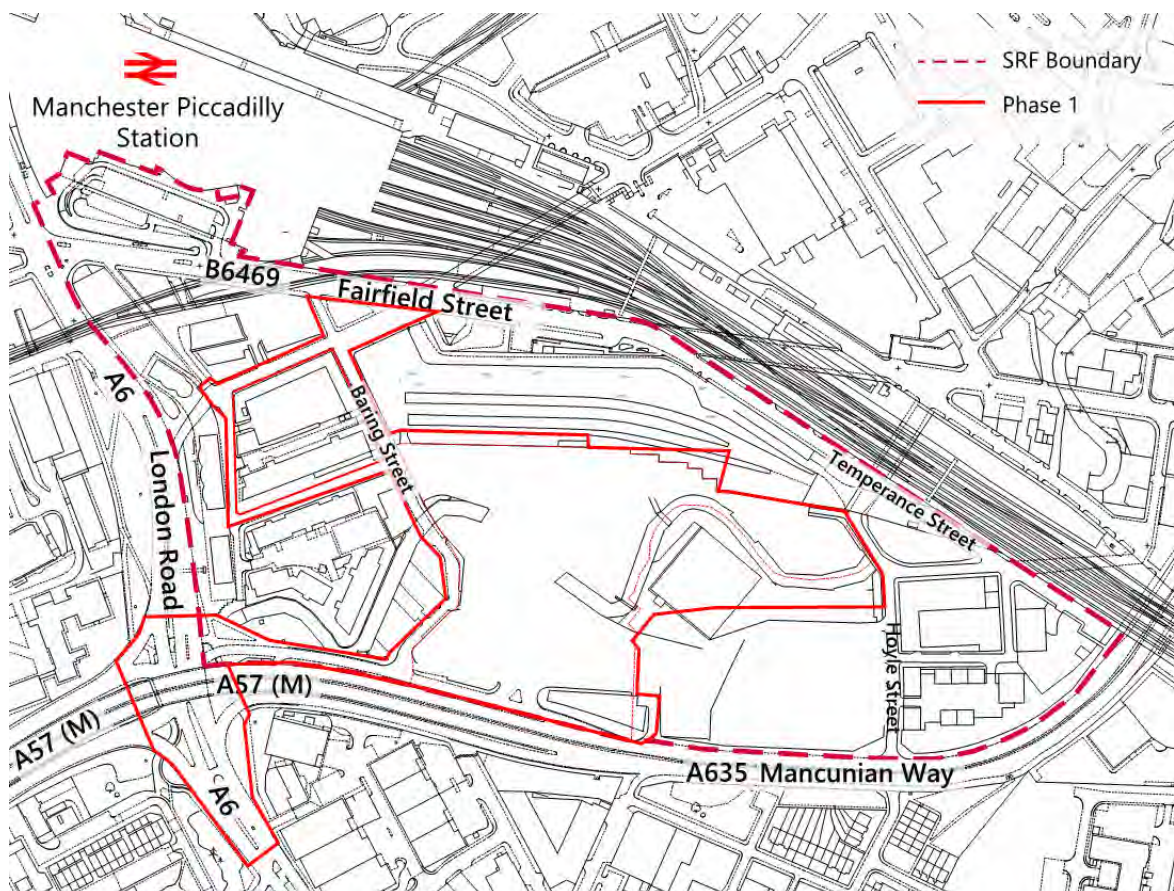


Figure 1.1 Site Location

### 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.

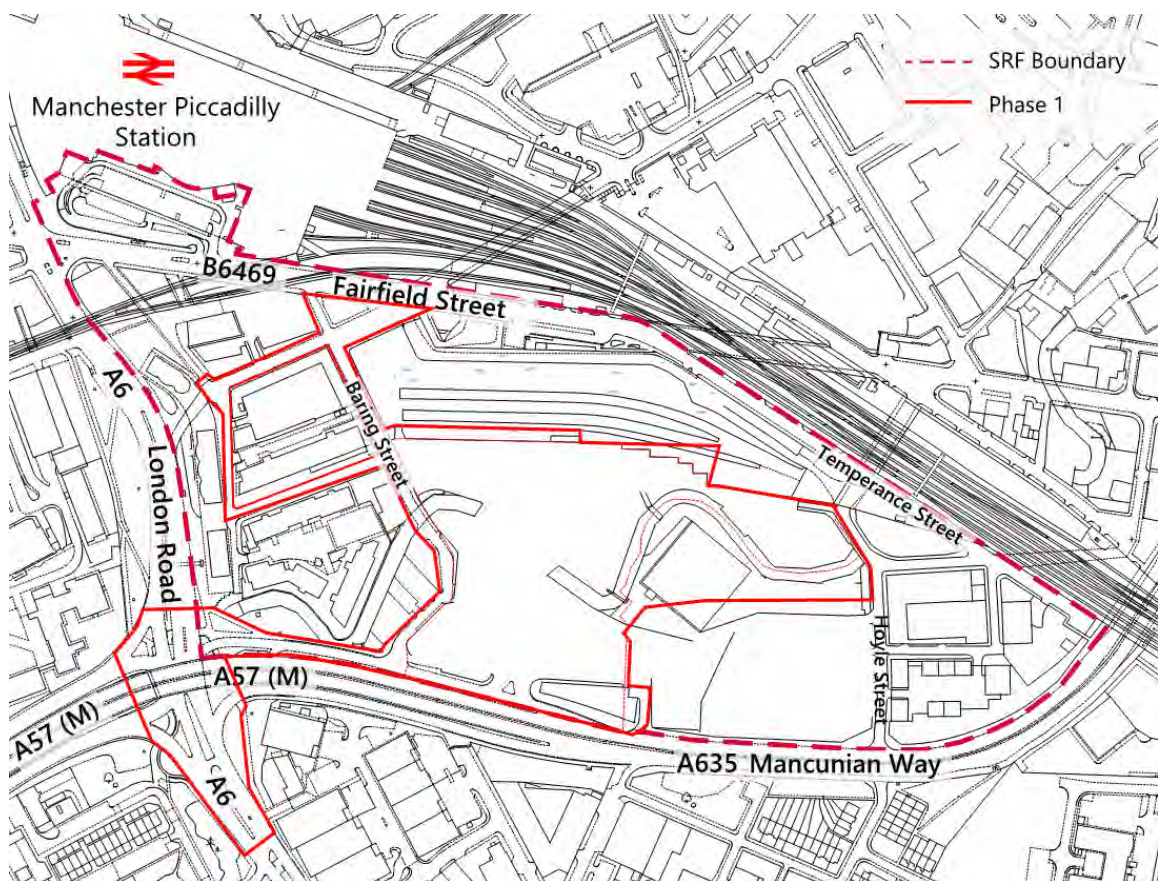


**Figure 3.1 Site Location**

- 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.

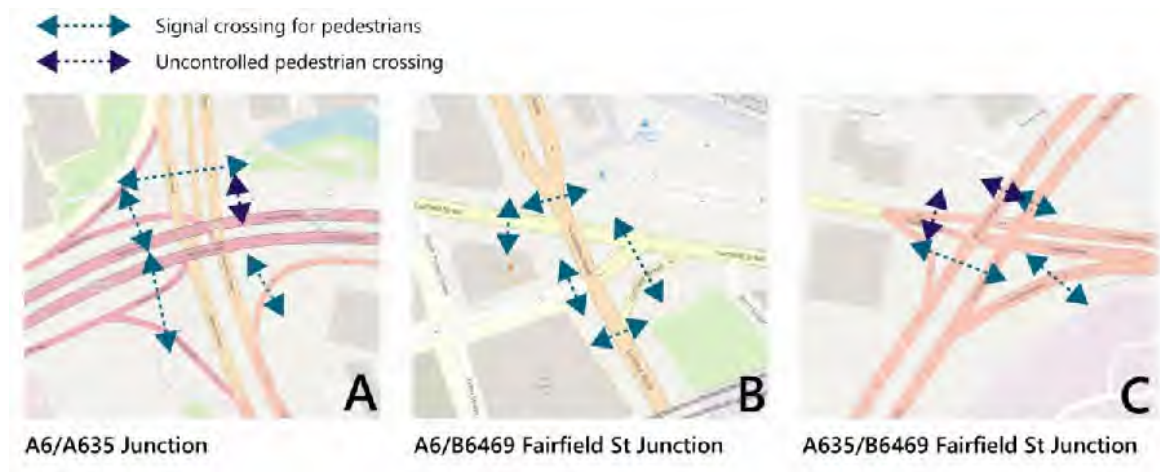


**Figure 3.3 Junctions in reference with the pedestrian infrastructure surrounding the Site**

- 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.

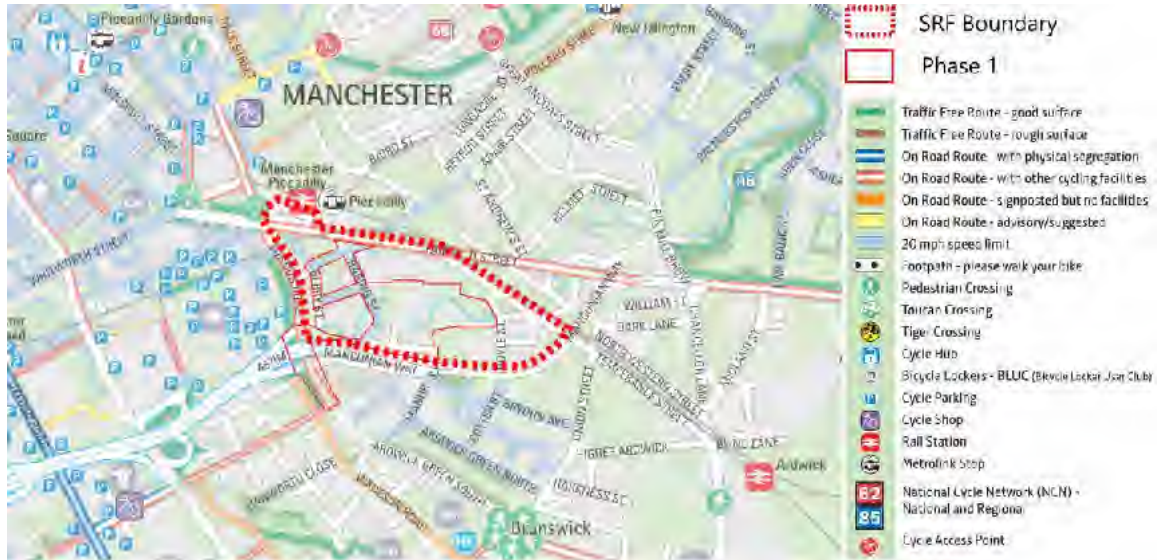


**Figure 3.5: Cycle Routes in the Vicinity of the Site (Source: Manchester City Council)**

- 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.

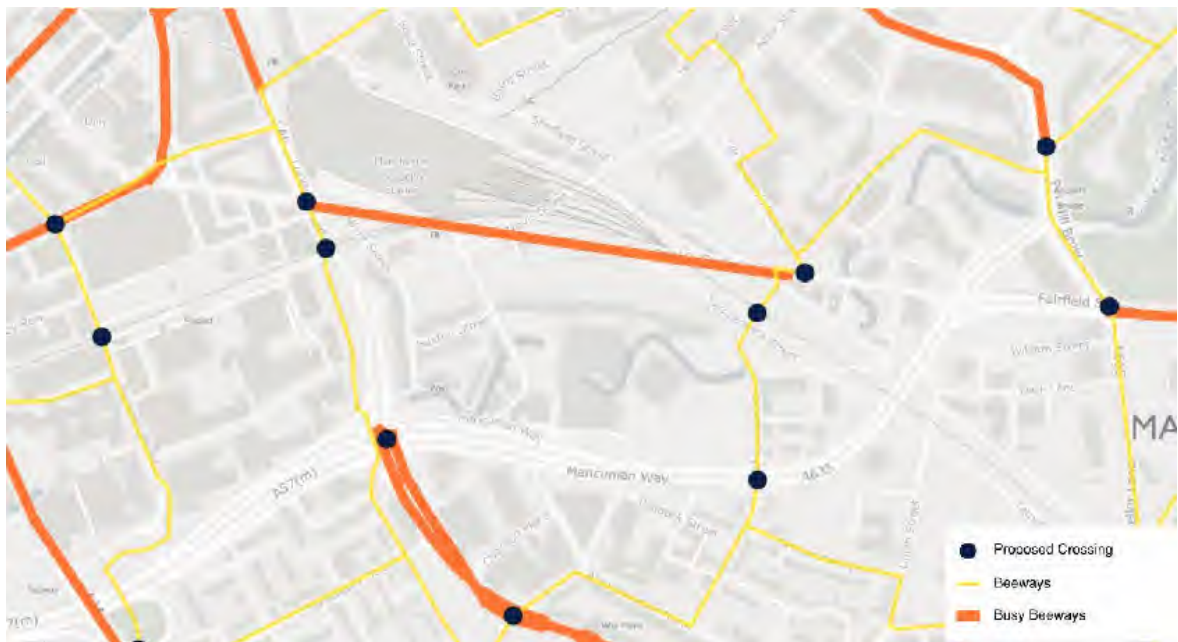


**Figure 3.7 Proposed Beeline Network**

### **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.



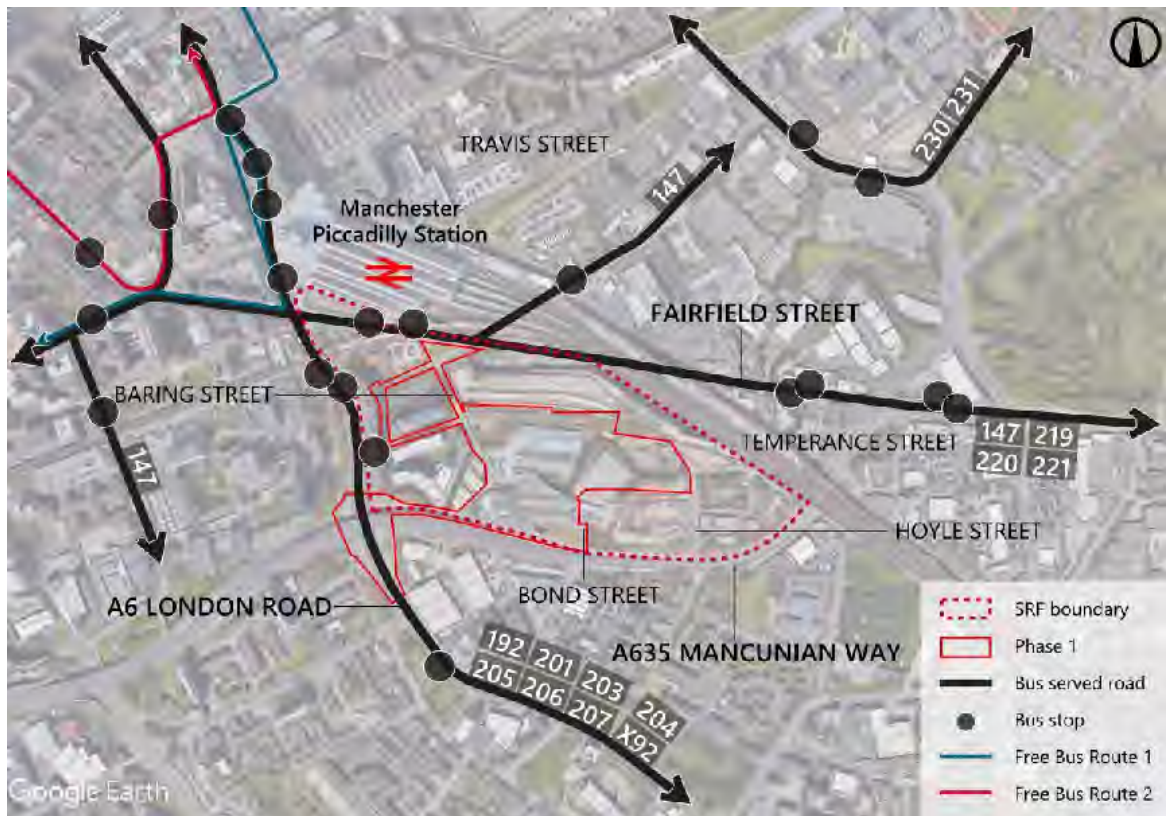


**Figure 3.8 Existing Bus Services**

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.

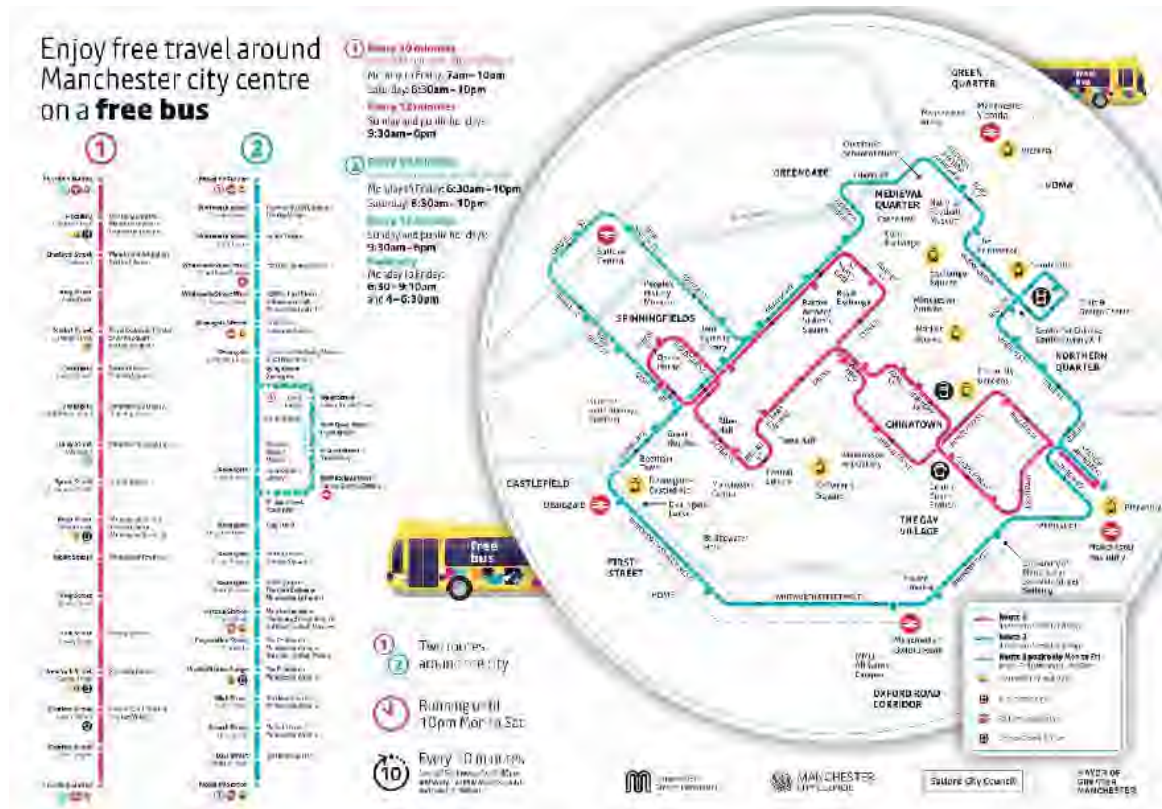


Figure 3.9: Free Bus Services in Manchester City (Source: TfGM)

Table 3.3 Summary of Free Bus Services

| Route | Operating Hours                                        | Frequency                                          |
|-------|--------------------------------------------------------|----------------------------------------------------|
| 1     | Monday to Friday: 07:00-22:00<br>Saturday: 08:30-22:00 | Every 10 minutes<br>(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<br>Saturday: 08:30-22:00 | Every 10 minutes<br>(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**

| <b>Destination</b>    | <b>Operator</b>      | <b>Weekday AM</b> | <b>Weekday PM</b> | <b>Saturday</b> | <b>Sunday</b> |
|-----------------------|----------------------|-------------------|-------------------|-----------------|---------------|
| 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             |
| <b>Total</b>          |                      | <b>63</b>         | <b>60</b>         | <b>61</b>       | <b>39</b>     |

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.

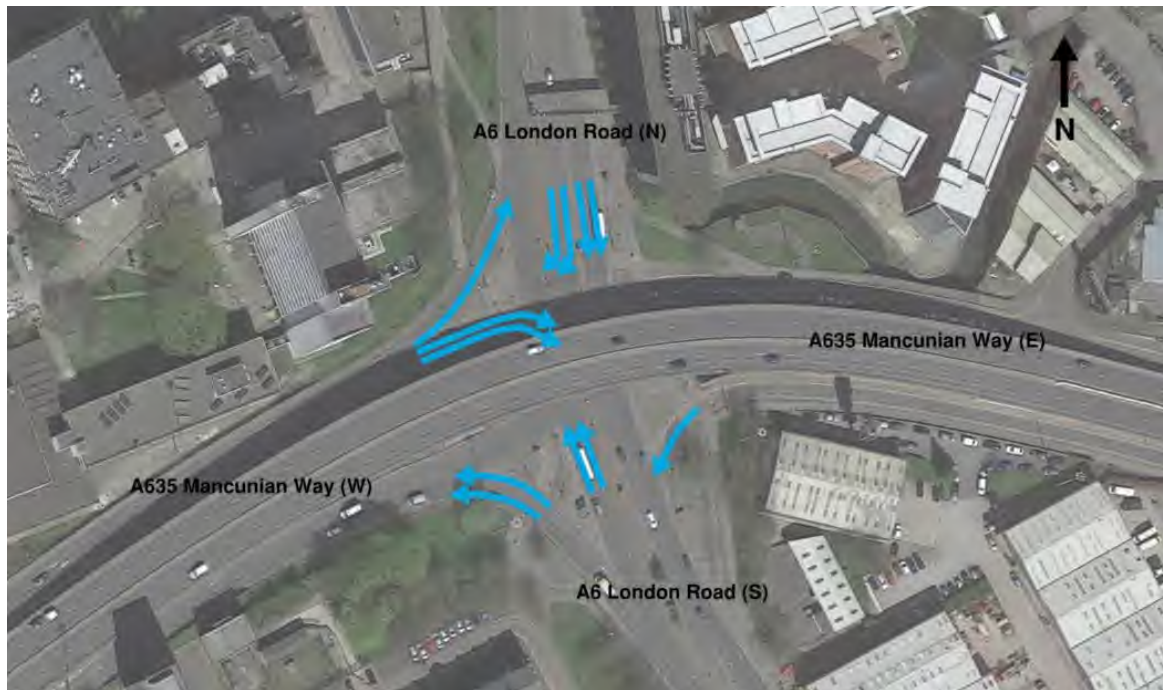


Figure 3.12 London Road – Mancunian Way Existing Junction Layout

- 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.

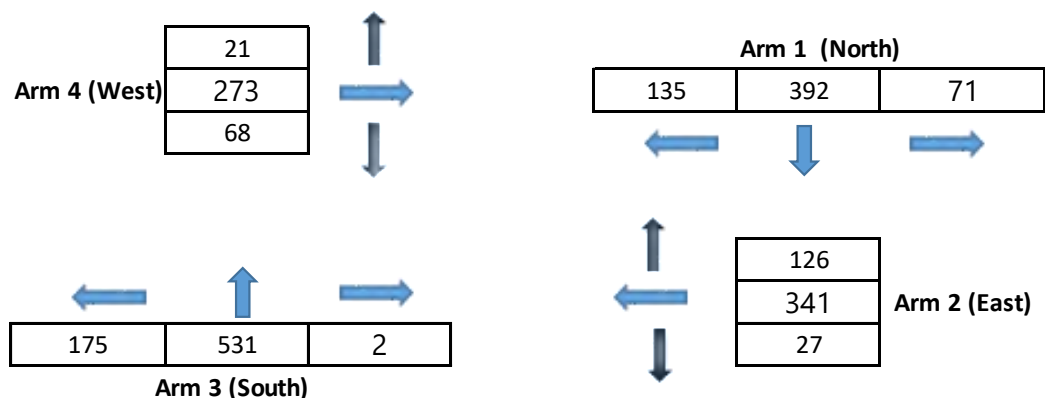


Figure 3.13 London Road – Mancunian Way AM Peak Turning Movement (08:00-09:00) - Vehicles

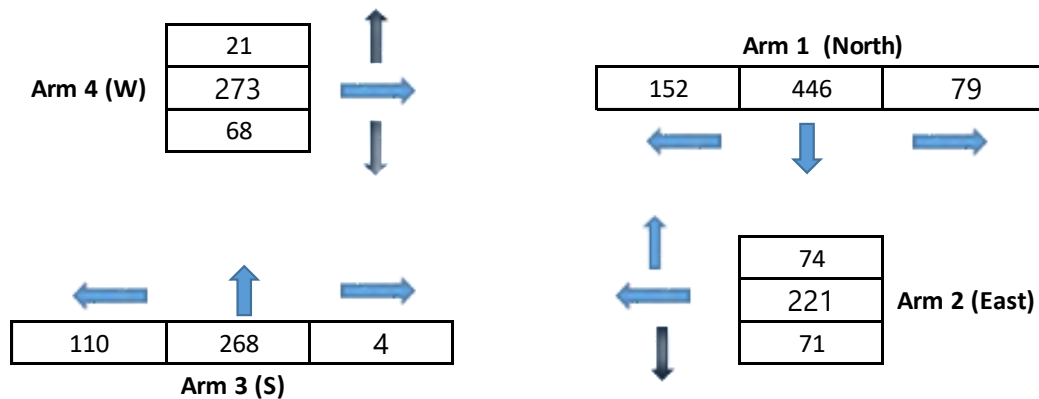


**Figure 3.14 London Road – Mancunian Way PM Peak Turning Movements (17:00-18:00) - Vehicles**

- 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.

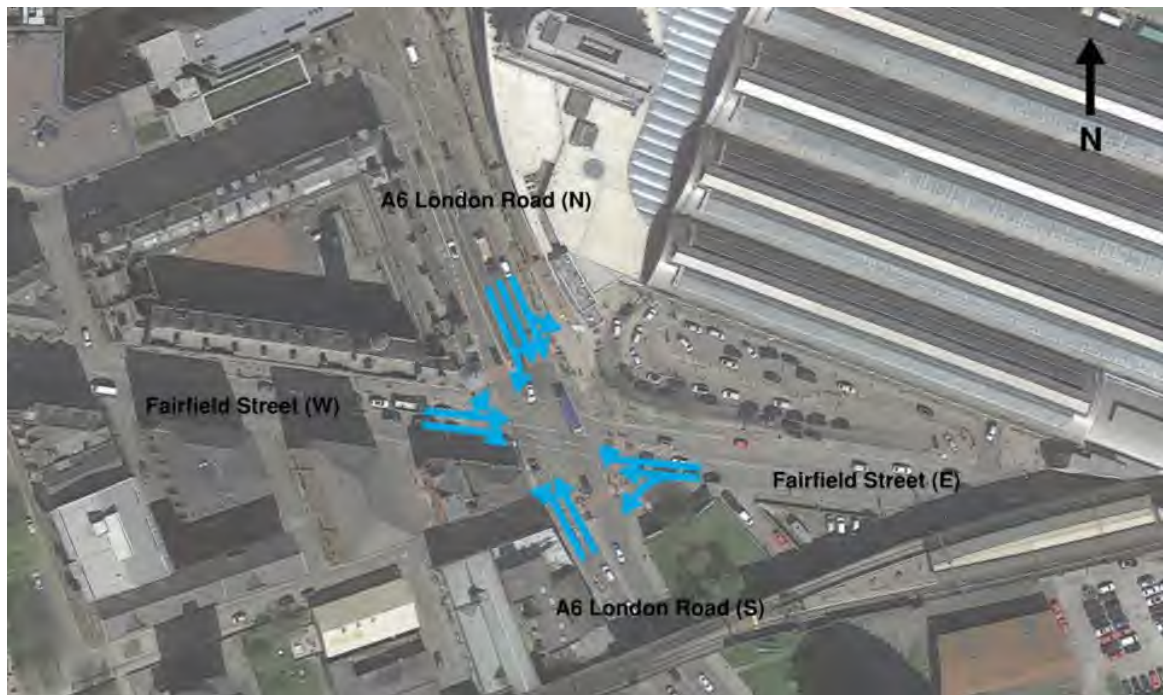


**Figure 3.15 London Road – Fairfield Street Junction Layout**

#### **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.

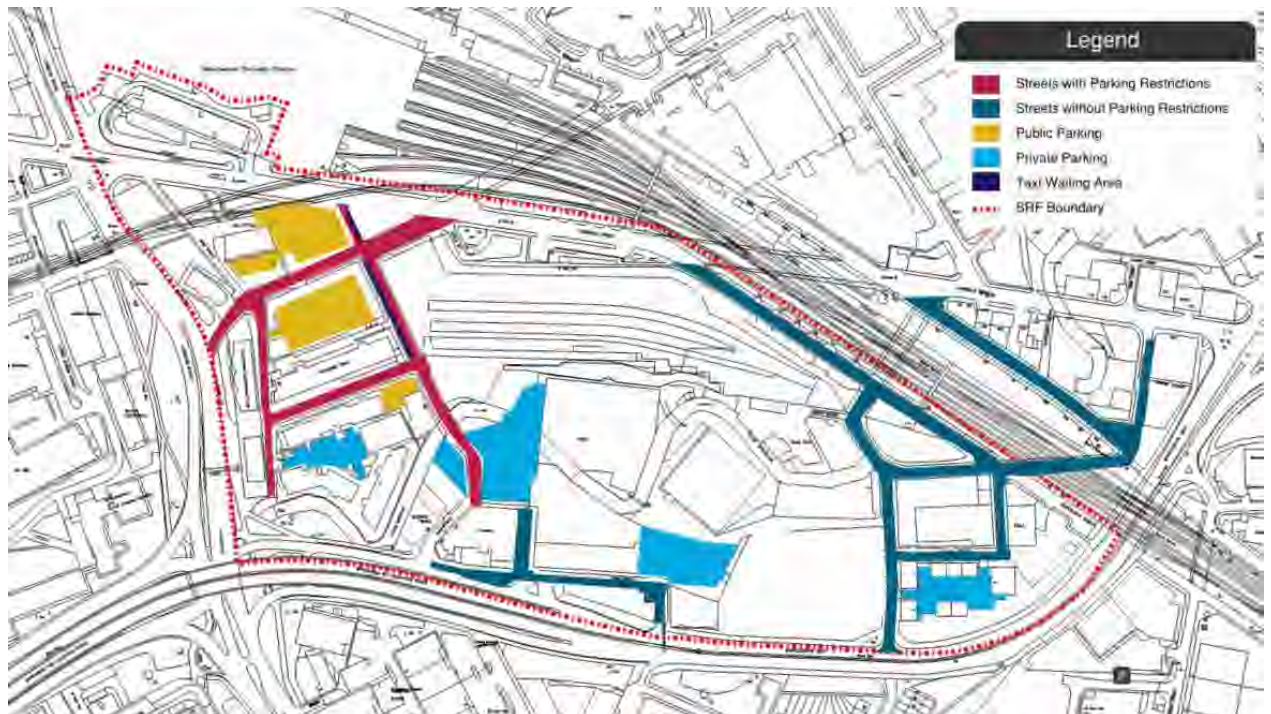


Figure 3.17 Existing Parking Arrangements

### 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.

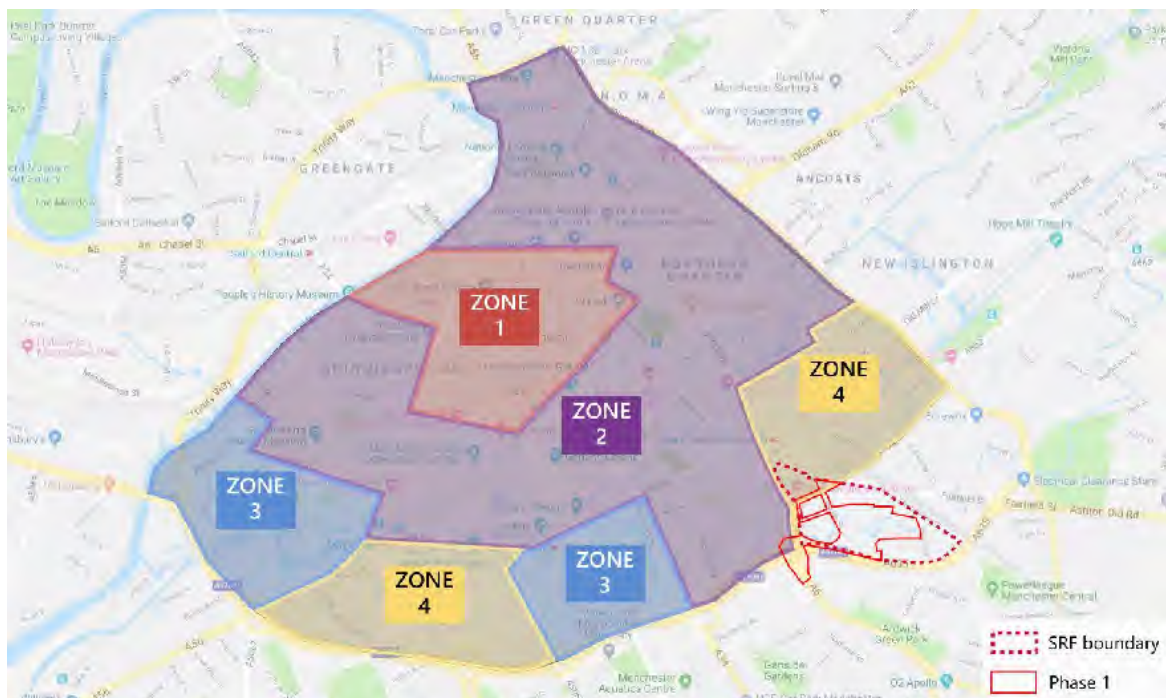


**Figure 3.18 Controlled Parking Zones in Manchester (Manchester City Council)**

- 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.

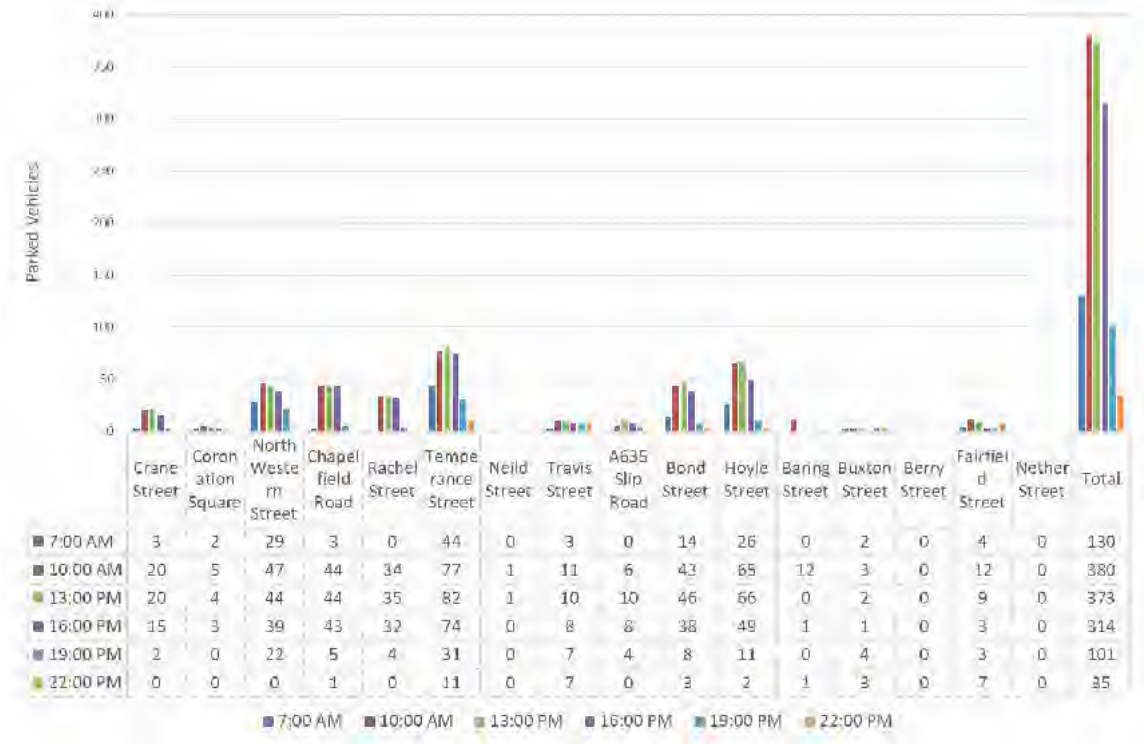


Figure 3.20 Total On-street Parking Occupancy

- 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.

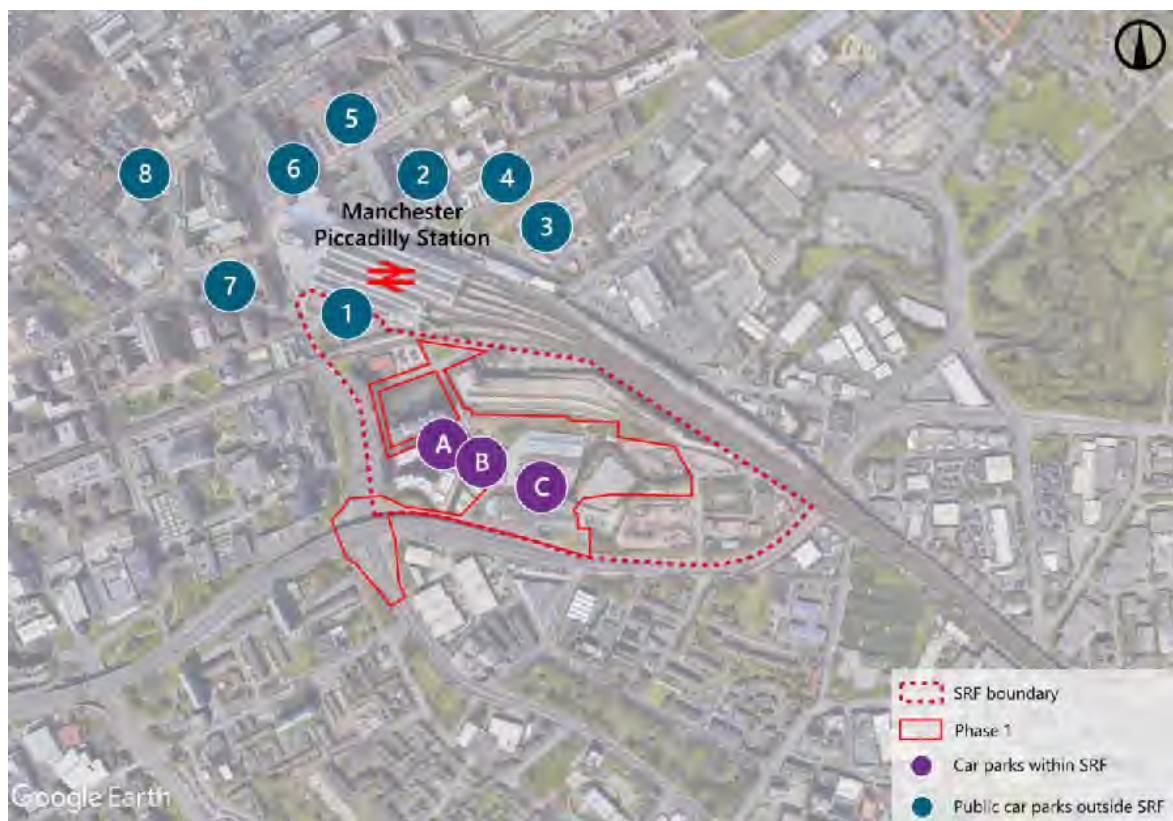


Figure 3.21: Location of Public Car Parks in Proximity to the SRF

**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.

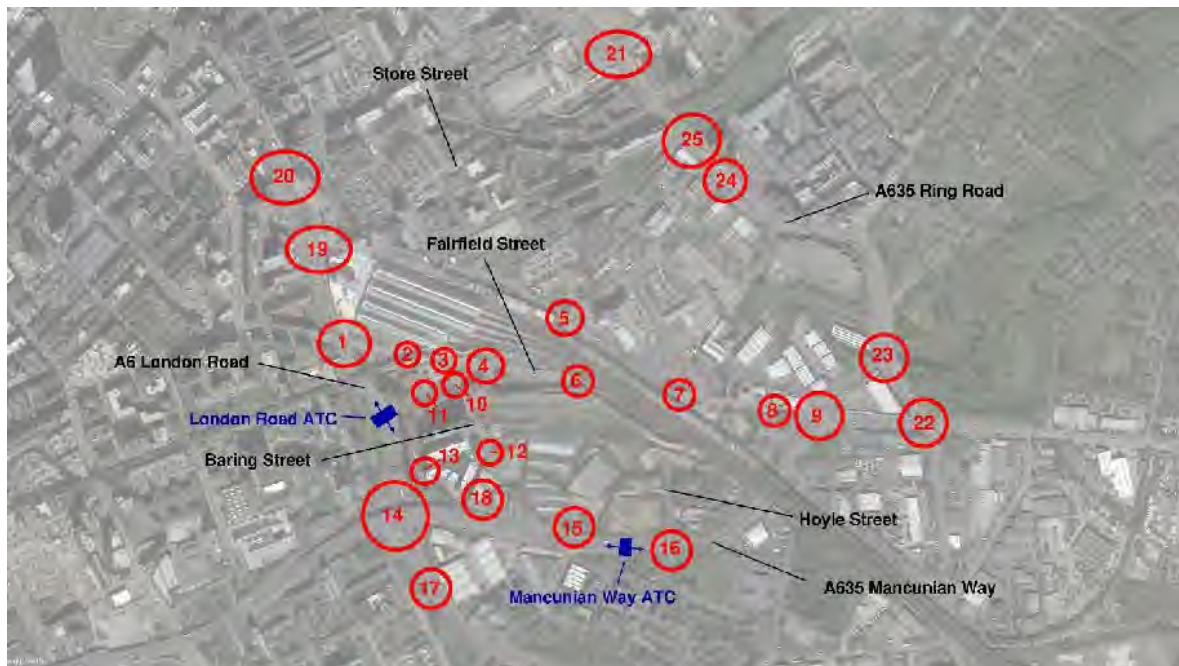


**Figure 3.23 Traffic Survey Locations**

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         |
| <b>Total</b> | <b>19</b>    | <b>22</b>    | <b>16</b>    | <b>22</b>    | <b>22</b>    | <b>2</b>     | <b>103</b> |

- 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.



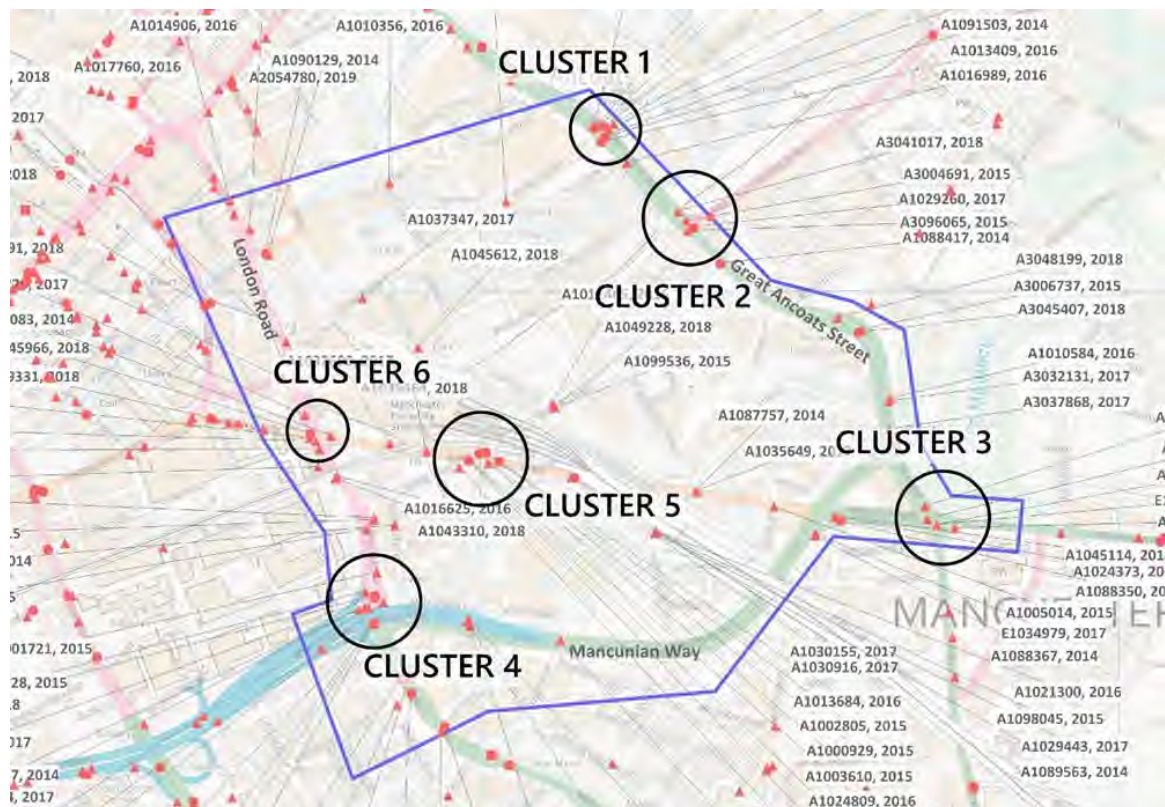


**Figure 3.24 Location of Collision Clusters**

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.

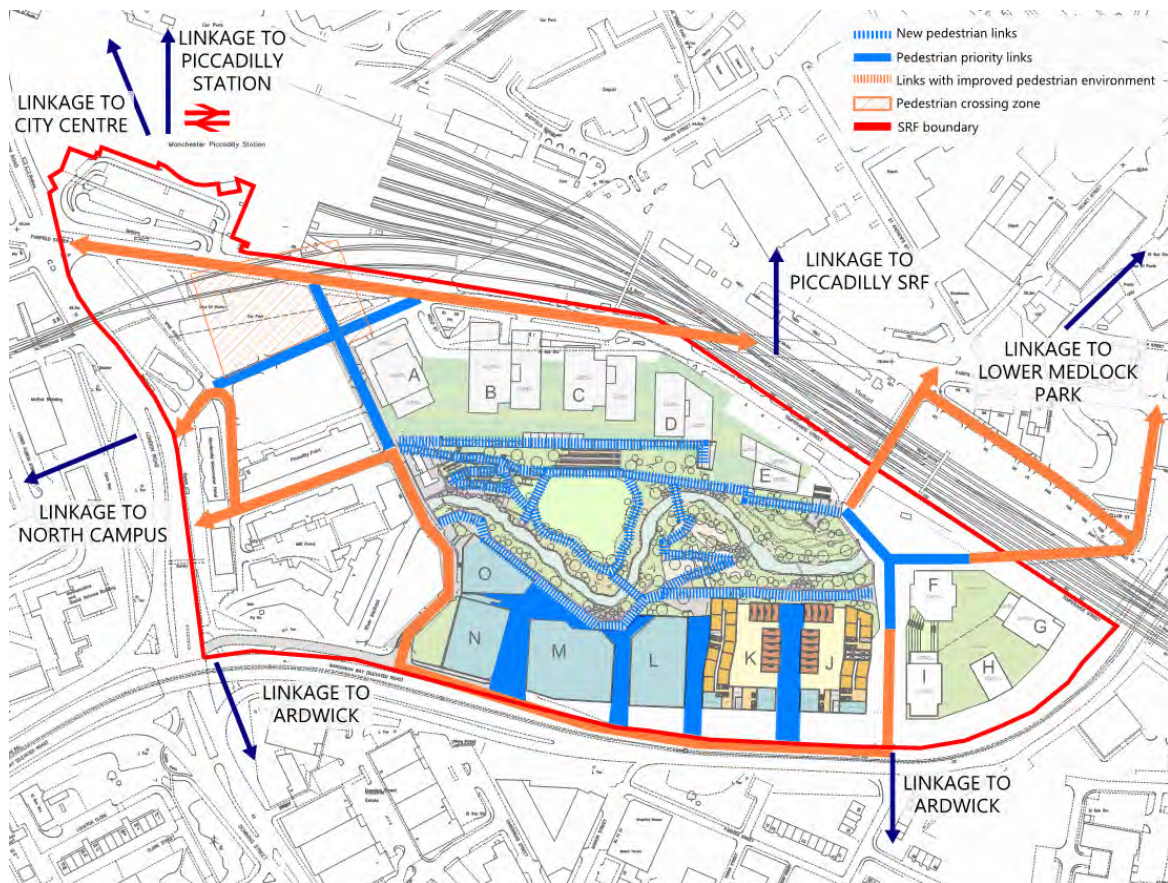


**Figure 4.2 SRF Pedestrian Strategy**

- 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.

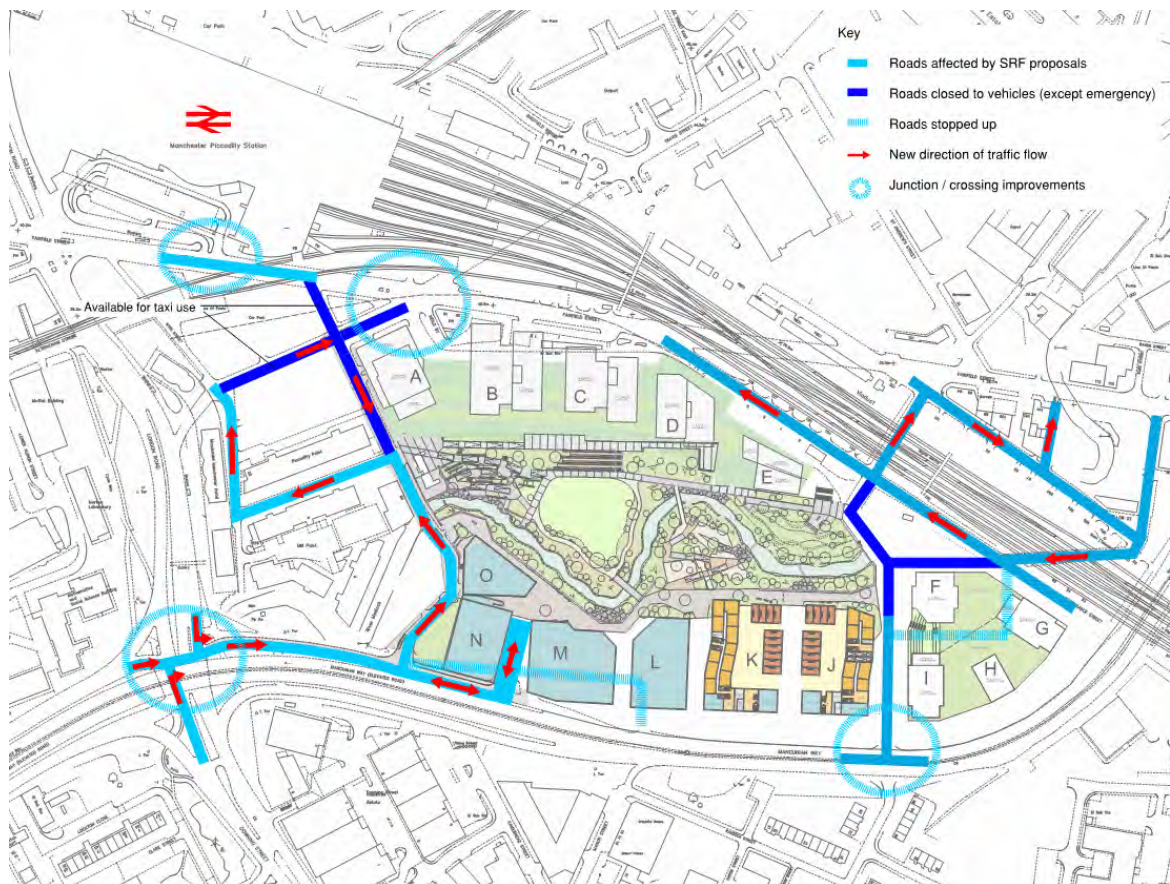


**Figure 4.4 SRF Highway Proposals**

- 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.

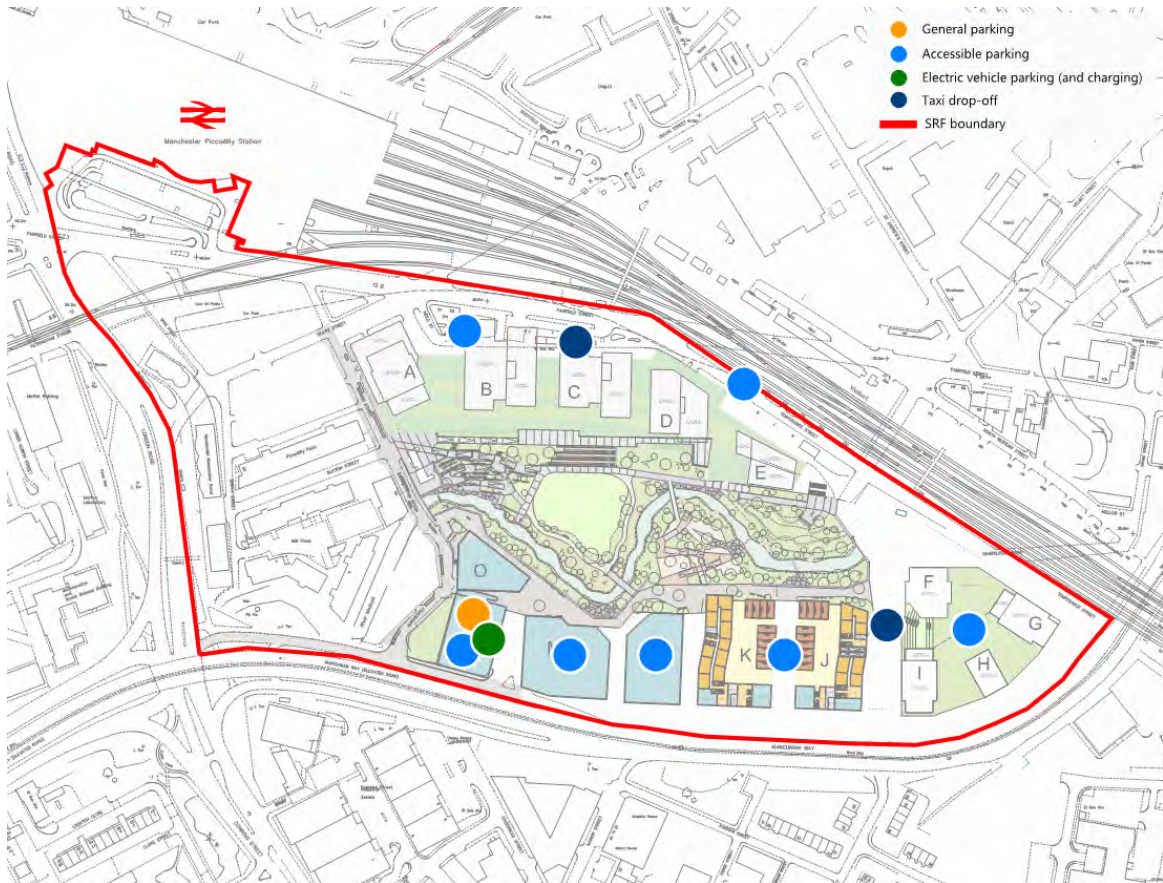


**Figure 4.5 SRF Parking Strategy**

- 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.



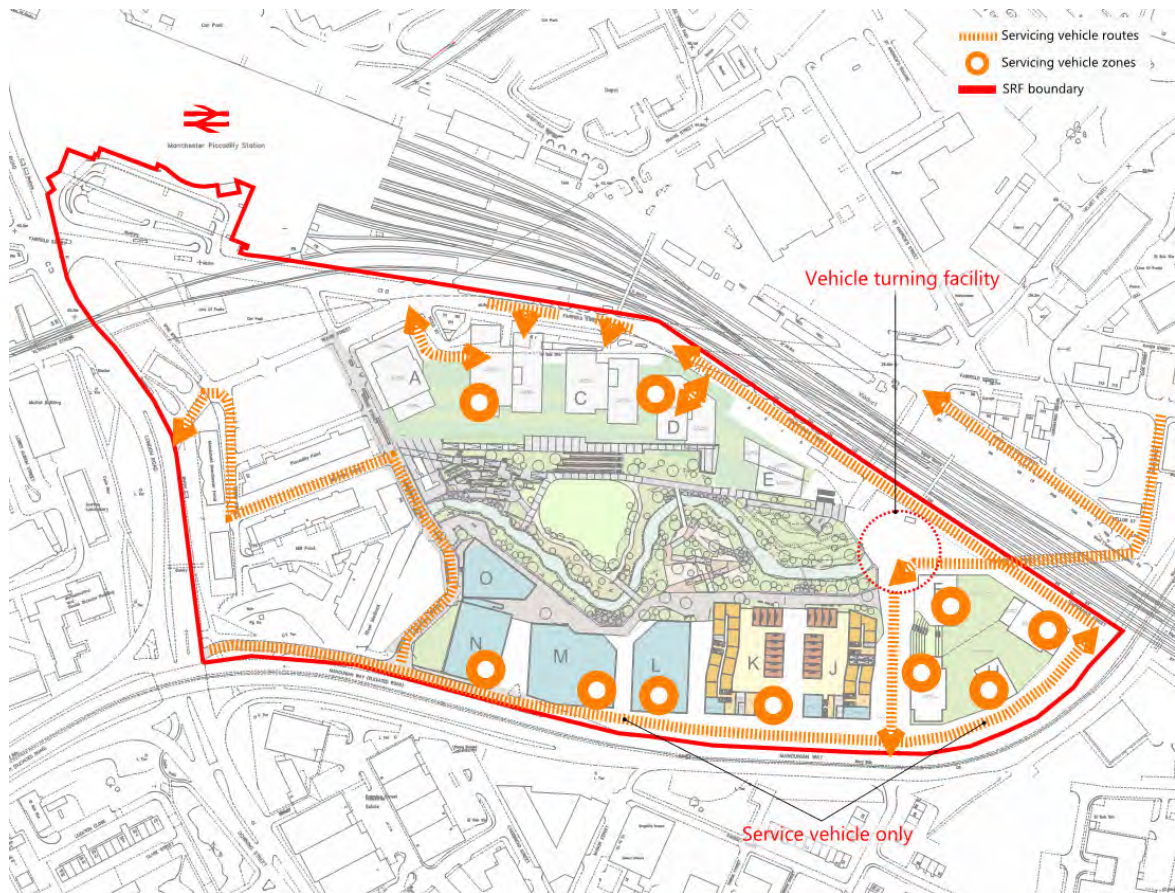


**Figure 4.6 SRF Servicing Strategy**

- 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.

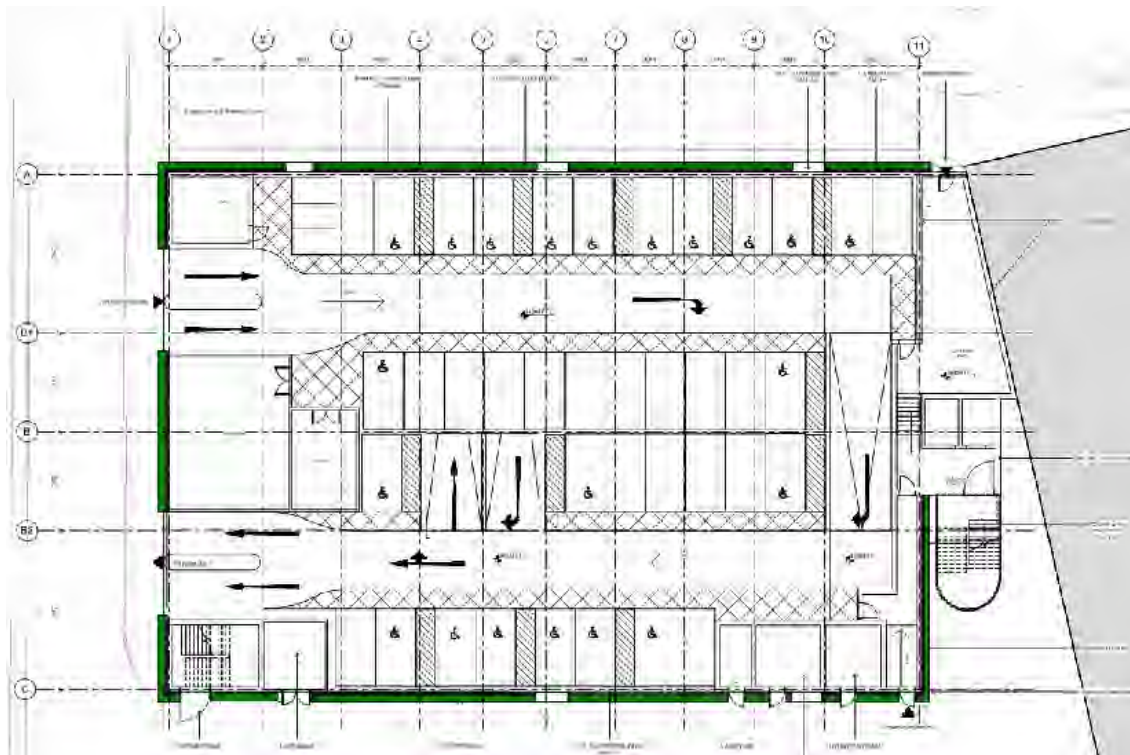


**Figure 4.9 Baring Street MSCP – Proposed Ground Floor Plan**

- 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.

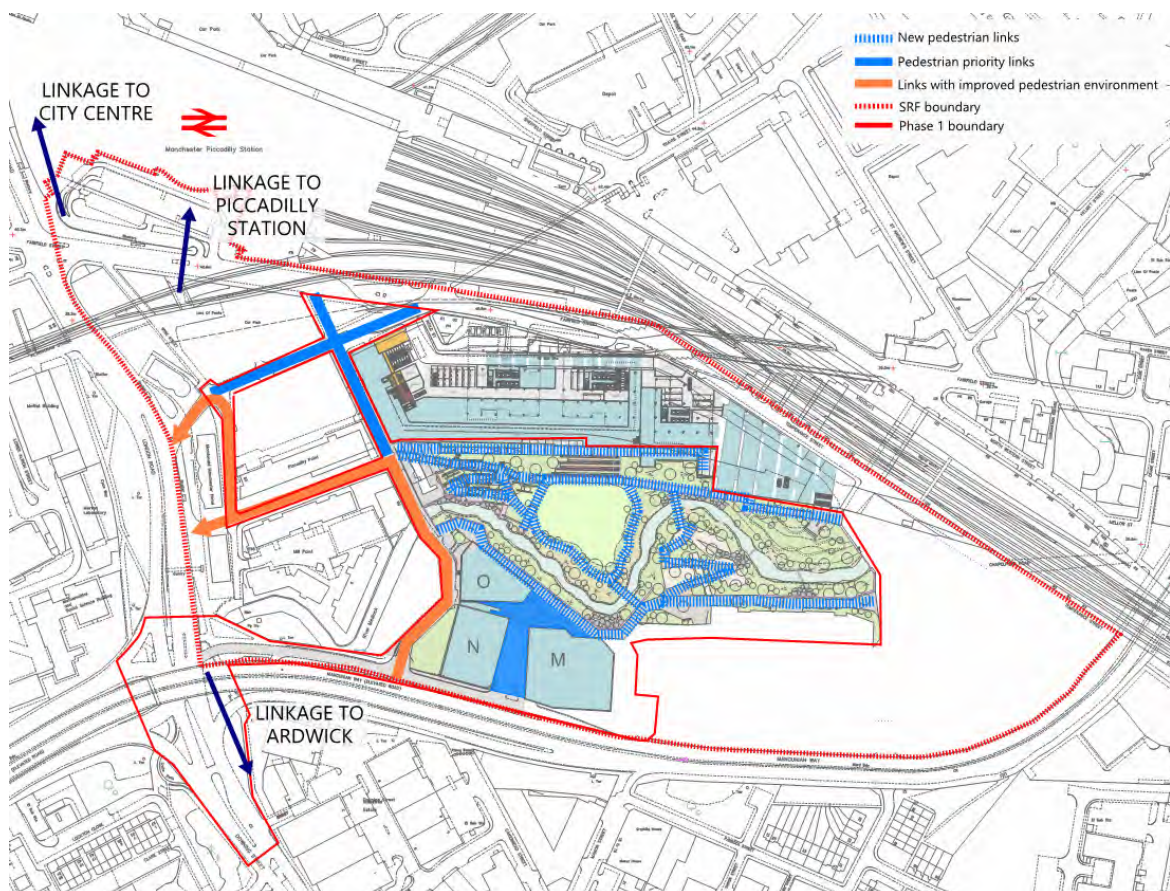


**Figure 4.10 Phase 1 Pedestrian Access**



### Cycle Parking and Access (Phase 1)

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

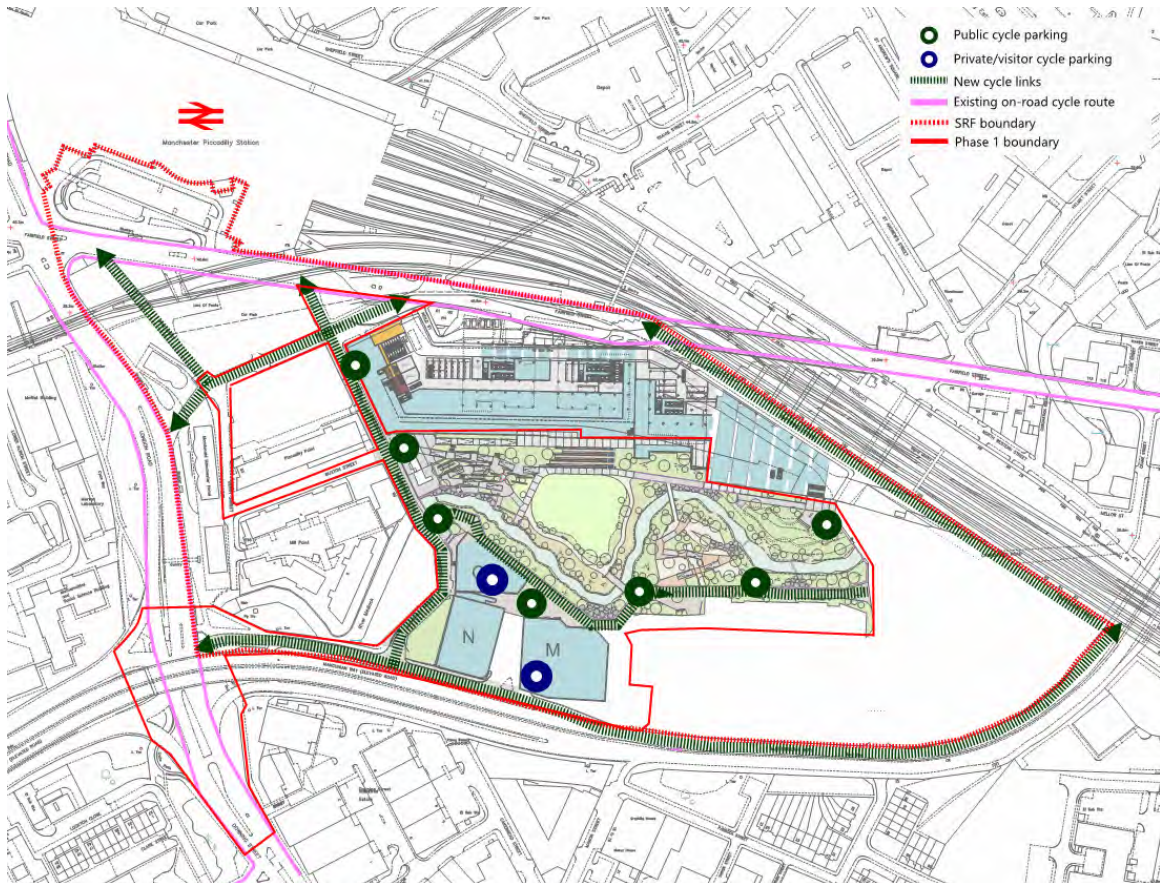


**Figure 4.11 Phase 1 Cycle Access**

- 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**

| <b>Plot</b>            | <b>Provision</b>                                 |
|------------------------|--------------------------------------------------|
| 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.



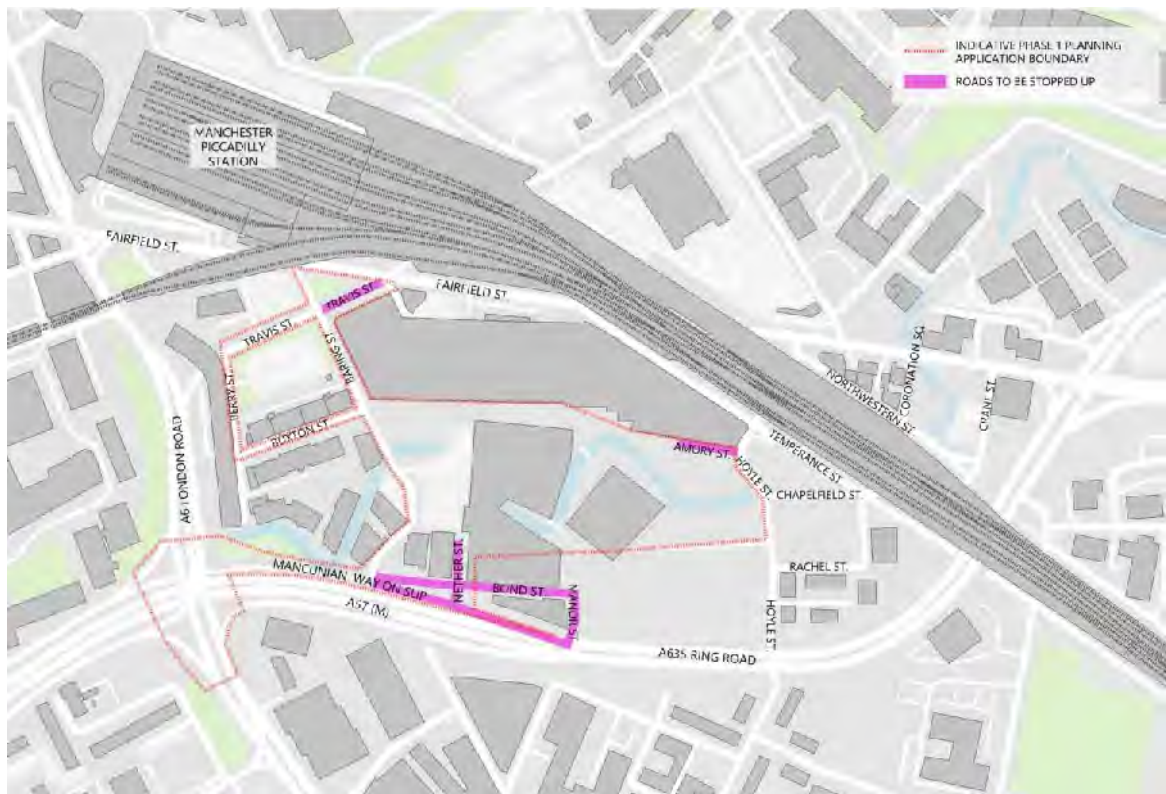


Figure 4.12 Phase 1 Highway Proposals – Stopping-Up

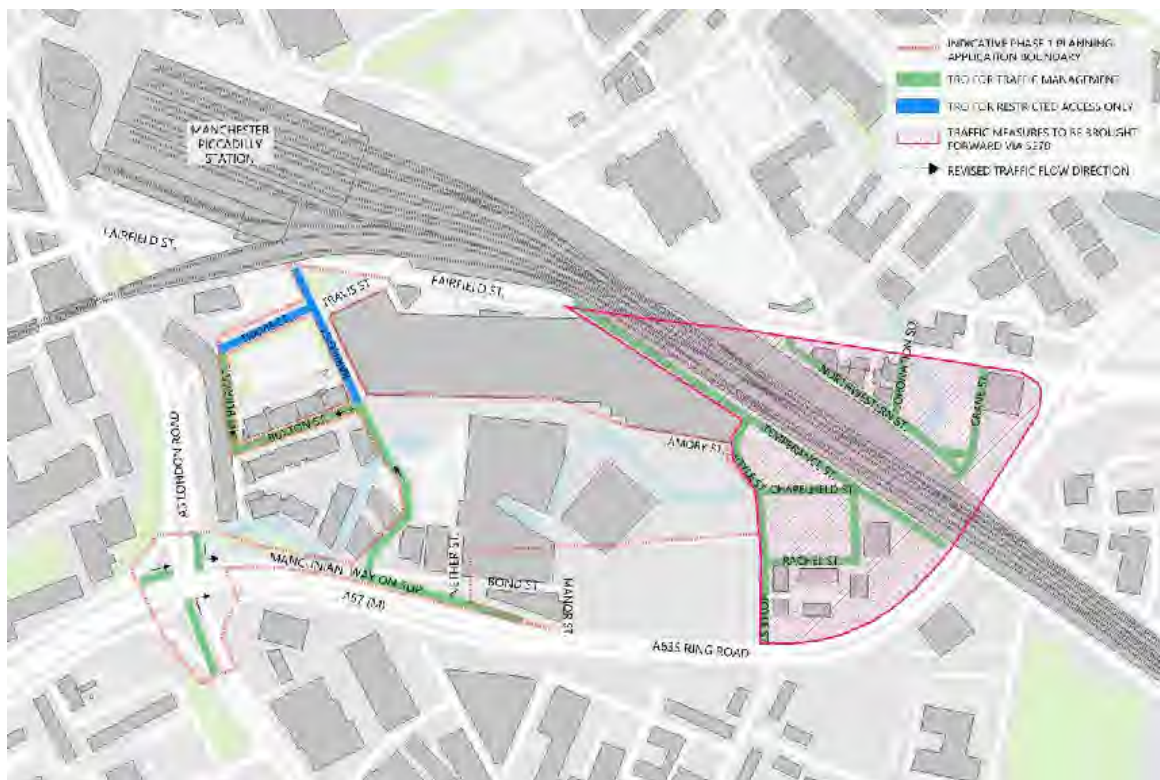


Figure 4.13 Phase 1 Highway Proposals – TRO's and Traffic Routing

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.

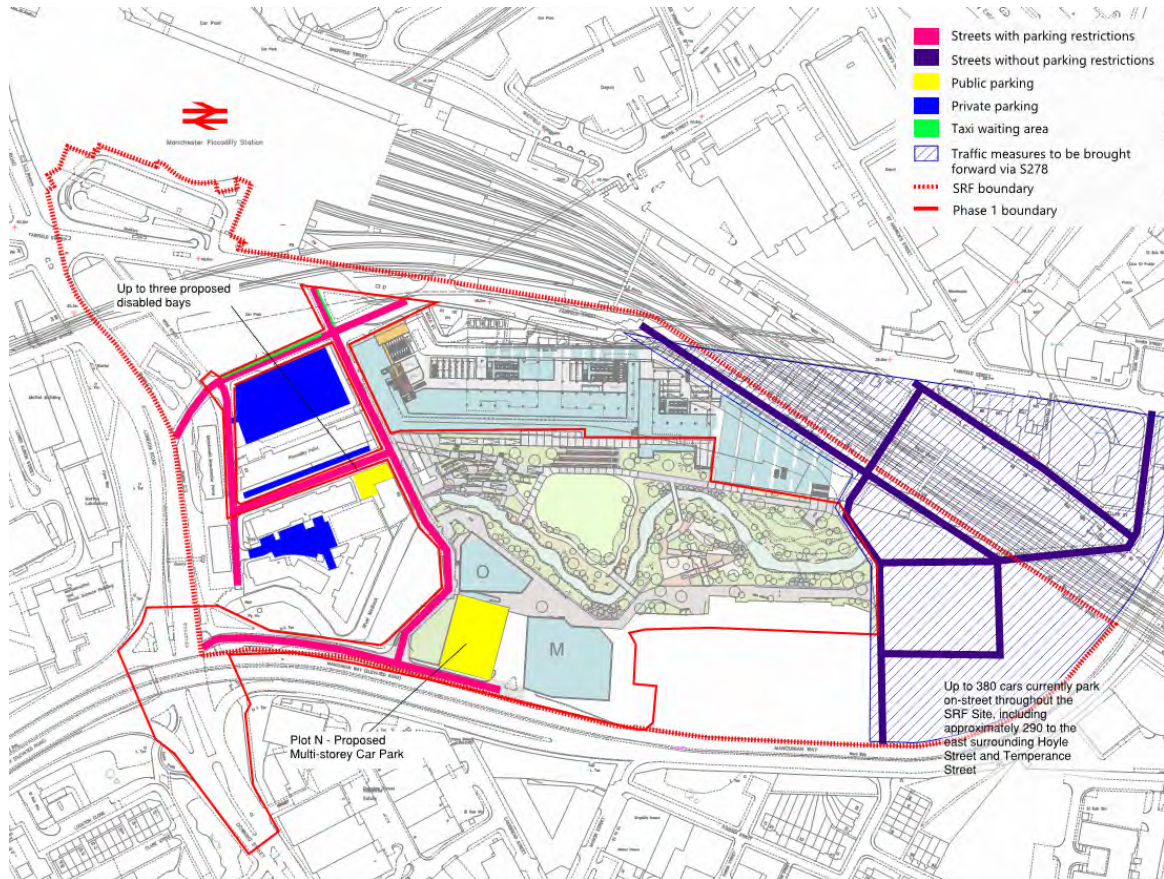


**Figure 4.15 Phase 1 Car Parking Provision**

#### *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            |
| <b>TOTAL</b>  | <b>100%</b>    | <b>174</b>            | <b>735</b> | <b>909</b> | <b>744</b>            | <b>386</b> | <b>1,130</b> |

### 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           |
| <b>TOTAL</b>  | <b>100%</b>    | <b>3,805</b>          | <b>262</b> | <b>4,067</b> | <b>262</b>            | <b>3789</b> | <b>4,051</b> |

#### 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            |
| <b>TOTAL</b>  | <b>100%</b>    | <b>1,430</b>          | <b>1,350</b> | <b>2,780</b> | <b>2,168</b>          | <b>2,209</b> | <b>4,377</b> |

### 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          |
| <b>TOTAL</b>  | <b>100%</b>    | <b>94</b>             | <b>213</b> | <b>307</b> | <b>159</b>            | <b>123</b> | <b>282</b> |

**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           |
| <b>TOTAL</b>  | <b>5,503</b>          | <b>2,559</b> | <b>8,063</b> | <b>3,333</b>          | <b>6,507</b> | <b>9,840</b> |

### 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          |
| <b>TOTAL</b>  | <b>243</b>            | <b>17</b>  | <b>260</b> | <b>17</b>             | <b>242</b> | <b>259</b> |



### 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         |
| <b>TOTAL</b>  | <b>756</b>            | <b>52</b>  | <b>808</b> | <b>52</b>             | <b>753</b> | <b>805</b> |

### 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.

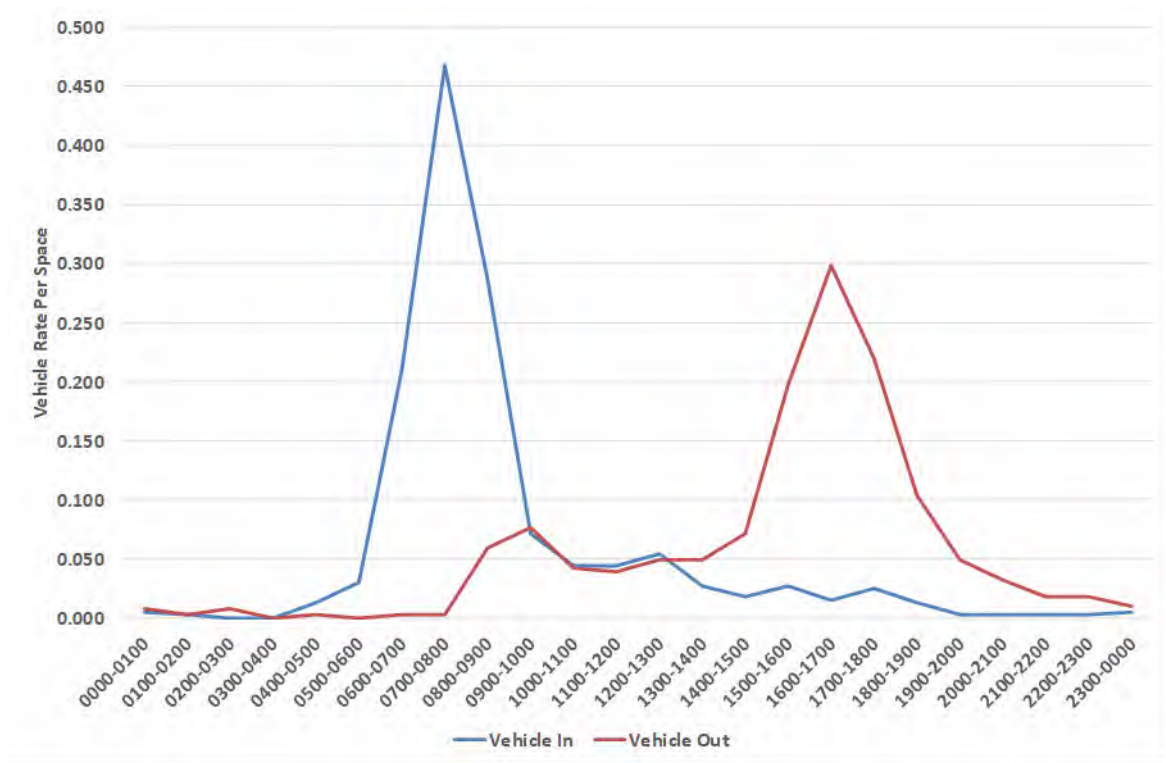


Figure 5.1 MSCP Arrival/Departure Profile

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           |
| <b>TOTAL</b>  | <b>1,045</b>          | <b>78</b>  | <b>1,123</b> | <b>73</b>             | <b>1,030</b> | <b>1,103</b> |

## 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         |
| <b>Total</b>       | <b>78</b>             | <b>78</b>  | <b>156</b> | <b>50</b>             | <b>50</b>  | <b>100</b> |



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        |
| <b>Total</b>       | <b>4</b>              | <b>4</b>   | <b>8</b> | <b>4</b>              | <b>4</b>   | <b>8</b> |

## 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 |
| <b>Full Build Out SRF</b> |                       |            |       |                       |            |       |
| Vehicles                  | 915                   | 324        | 1,238 | 288                   | 933        | 1220  |
| PCUs                      | 923                   | 334        | 1,257 | 298                   | 941        | 1239  |
| <b>Phase 1</b>            |                       |            |       |                       |            |       |
| 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          |
| <b>TOTAL</b>            | <b>4,910</b>          | <b>2,313</b> | <b>7,223</b> | <b>3,087</b>          | <b>5,858</b> | <b>8,945</b> |

- 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          |
| <b>Total</b> | <b>2,597</b>          | <b>691</b> | <b>3,288</b> | <b>874</b>            | <b>2,829</b> | <b>3,702</b> |

### 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          |
| <b>Total</b> | <b>1,171</b>          | <b>268</b> | <b>1,439</b> | <b>333</b>            | <b>1,254</b> | <b>1,586</b> |

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          |
| <b>Total</b> | <b>1,076</b>          | <b>309</b> | <b>1,384</b> | <b>397</b>            | <b>1,184</b> | <b>1,582</b> |

- 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        |
| <b>Total</b> | <b>351</b>            | <b>113</b> | <b>464</b> | <b>144</b>            | <b>391</b> | <b>535</b> |

- 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          |
| <b>TOTAL</b>            | <b>722</b>            | <b>50</b>  | <b>771</b> | <b>50</b>             | <b>719</b> | <b>768</b> |

- 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         |
| <b>Total</b> | <b>580</b>            | <b>40</b>  | <b>620</b> | <b>40</b>             | <b>577</b> | <b>617</b> |

### 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         |
| <b>Total</b> | <b>271</b>            | <b>19</b>  | <b>290</b> | <b>19</b>             | <b>270</b> | <b>289</b> |

- 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         |
| <b>Total</b> | <b>234</b>            | <b>16</b>  | <b>250</b> | <b>16</b>             | <b>233</b> | <b>250</b> |

- 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        |
| <b>Total</b> | <b>74</b>             | <b>5</b>   | <b>79</b> | <b>5</b>              | <b>74</b>  | <b>79</b> |

- 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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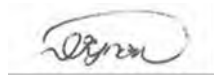
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date **25/06/19**

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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<br>Cinemas/Theatres/Conference<br>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 11<sup>th</sup> 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            |
| <b>TOTAL</b>  | <b>100%</b>    | <b>174</b>            | <b>735</b> | <b>909</b> | <b>744</b>            | <b>386</b> | <b>1,130</b> |

### 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 11<sup>th</sup> 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 6<sup>th</sup> 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          |
| <b>TOTAL</b>  | <b>100%</b>    | <b>3805</b>           | <b>262</b> | <b>4067</b> | <b>262</b>            | <b>3789</b> | <b>4051</b> |

#### 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           |
| <b>TOTAL</b>  | <b>100%</b>    | <b>1430</b>           | <b>1350</b> | <b>2780</b> | <b>2168</b>           | <b>2209</b> | <b>4377</b> |

### 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          |
| <b>TOTAL</b>  | <b>100%</b>    | <b>94</b>             | <b>213</b> | <b>307</b> | <b>159</b>            | <b>123</b> | <b>282</b> |

**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.

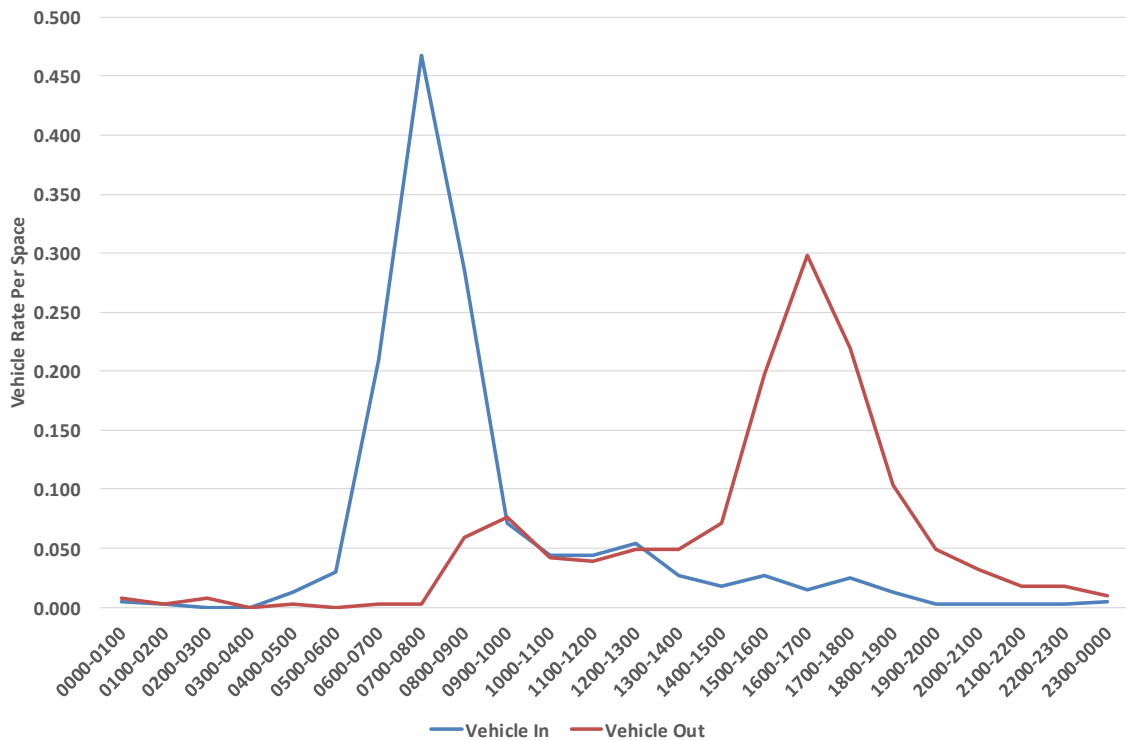


**Figure 5.1 Proposed MSCP Arrival/Departure Profile**

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          |
| <b>TOTAL</b>  | <b>5503</b>           | <b>2559</b> | <b>8063</b> | <b>3333</b>           | <b>6507</b> | <b>9840</b> |



### 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          |
| <b>TOTAL</b>  | <b>75</b>             | <b>319</b> | <b>394</b> | <b>322</b>            | <b>167</b> | <b>489</b> |

**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          |
| <b>TOTAL</b>  | <b>1208</b>           | <b>83</b>  | <b>1291</b> | <b>83</b>             | <b>1203</b> | <b>1286</b> |

- 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          |
| <b>TOTAL</b>  | <b>53</b>             | <b>50</b>  | <b>103</b> | <b>81</b>             | <b>82</b>  | <b>163</b> |

- 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          |
| <b>TOTAL</b>  | <b>1437</b>           | <b>472</b> | <b>1909</b> | <b>495</b>            | <b>1529</b> | <b>2024</b> |

### 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 |
| <b>Full Build Out SRF</b> |                       |            |       |                       |            |       |
| Vehicles                  | 915                   | 324        | 1238  | 288                   | 933        | 1220  |
| PCUs                      | 923                   | 334        | 1257  | 298                   | 941        | 1239  |
| <b>Phase 1</b>            |                       |            |       |                       |            |       |
| 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 |
| <b>Full Build Out SRF</b> |                       |            |                       |            |
| North                     | 109                   | 26         | 25                    | 109        |
| South                     | 114                   | 37         | 36                    | 114        |
| East                      | 63                    | 16         | 16                    | 63         |
| West                      | 85                    | 27         | 26                    | 85         |
| <b>Phase 1</b>            |                       |            |                       |            |
| 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 28<sup>th</sup> June 2018**

MAYFIELD – TRIP GENERATION  
AND TRAFFIC DISTRIBUTION

BUROHAPPOLD  

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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%             |
| <b>Total</b>  | <b>100%</b> | <b>100%</b>          | <b>100%</b>       | <b>100%</b> | <b>100%</b>    |

# 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           |
| <b>Total</b>         | <b>100%</b> | <b>120</b>            | <b>690</b> | <b>810</b> | <b>671</b>            | <b>245</b> | <b>915</b> | <b>3099</b> | <b>3444</b> | <b>6543</b> |

# 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          |
| <b>Total</b>           | <b>100%</b> | <b>3729</b>           | <b>262</b> | <b>3991</b> | <b>310</b>            | <b>3611</b> | <b>3921</b> | <b>16113</b> | <b>15522</b> | <b>31635</b> |

# 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           |
| <b>Total</b>         | <b>100%</b> | <b>100</b>            | <b>220</b> | <b>320</b> | <b>155</b>            | <b>114</b> | <b>269</b> | <b>1767</b> | <b>1759</b> | <b>3526</b> |

# 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            |
| <b>Total</b>           | <b>100%</b> | <b>973</b>            | <b>701</b> | <b>1674</b> | <b>1242</b>           | <b>1130</b> | <b>2372</b> | <b>24448</b> | <b>22683</b> | <b>47130</b> |

# 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          |
| <b>Total</b>  | <b>4922</b>           | <b>1873</b> | <b>6795</b> | <b>2376</b>           | <b>5100</b> | <b>7477</b> | <b>45426</b> | <b>43408</b> | <b>88834</b> |



# 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.



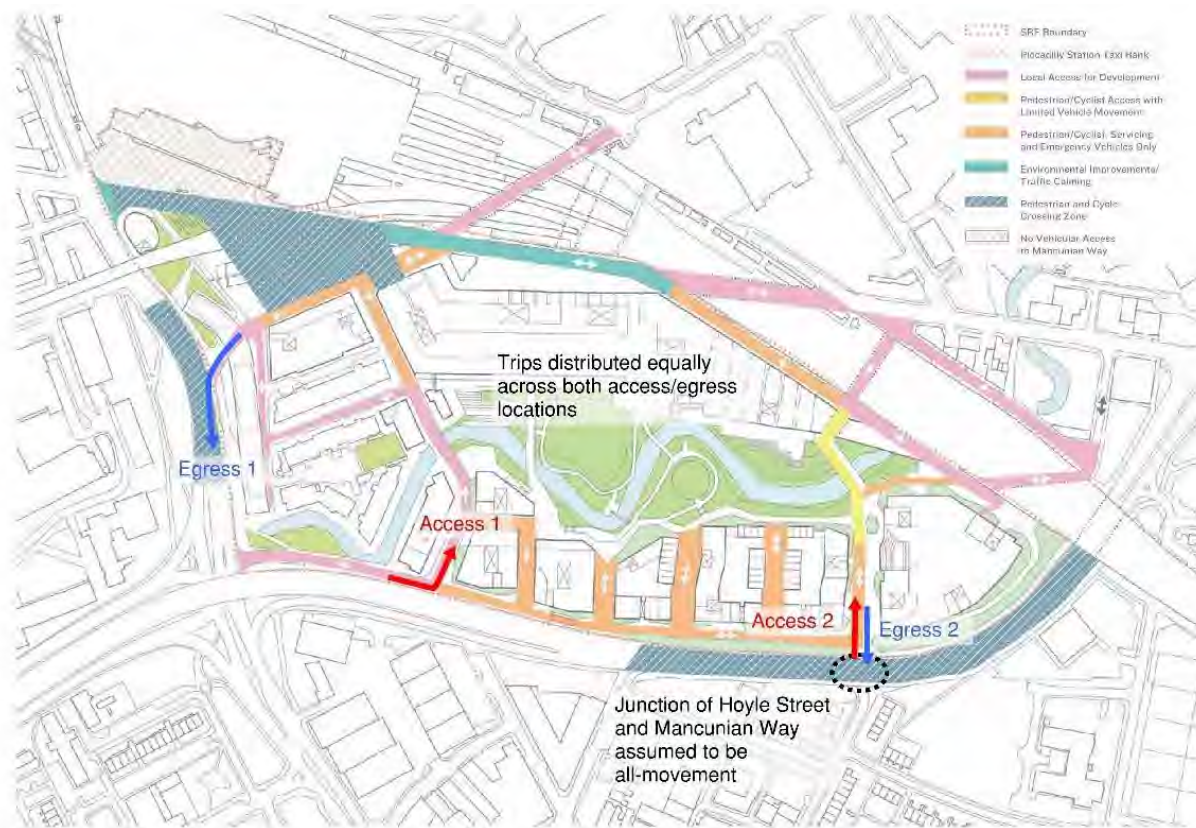
## TOTAL VEHICLE TRIPS BY DIRECTION

- 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      |
| <b>N</b>     | 89                    | 56         | 145        | 51                    | 91         | 142        |
| <b>S</b>     | 93                    | 79         | 173        | 72                    | 96         | 168        |
| <b>E</b>     | 52                    | 35         | 86         | 31                    | 53         | 84         |
| <b>W</b>     | 69                    | 57         | 127        | 52                    | 71         | 123        |
| <b>Total</b> | <b>303</b>            | <b>228</b> | <b>531</b> | <b>206</b>            | <b>312</b> | <b>518</b> |

# SITE ACCESS ASSUMPTIONS

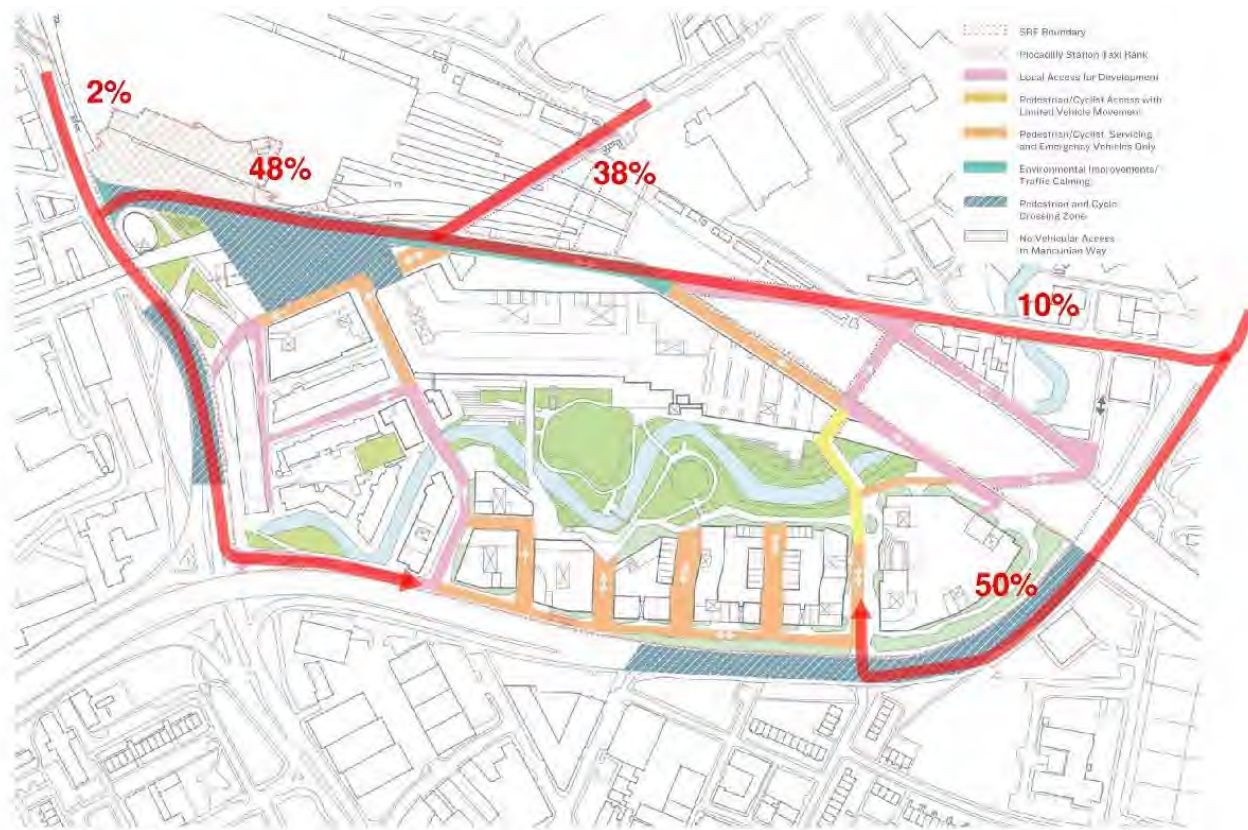
Trips have been distributed on the network based on the site access assumptions shown on the diagram, which takes account of the movement strategy presented in the SRF.





# ROUTING – TRAFFIC ARRIVING FROM THE NORTH

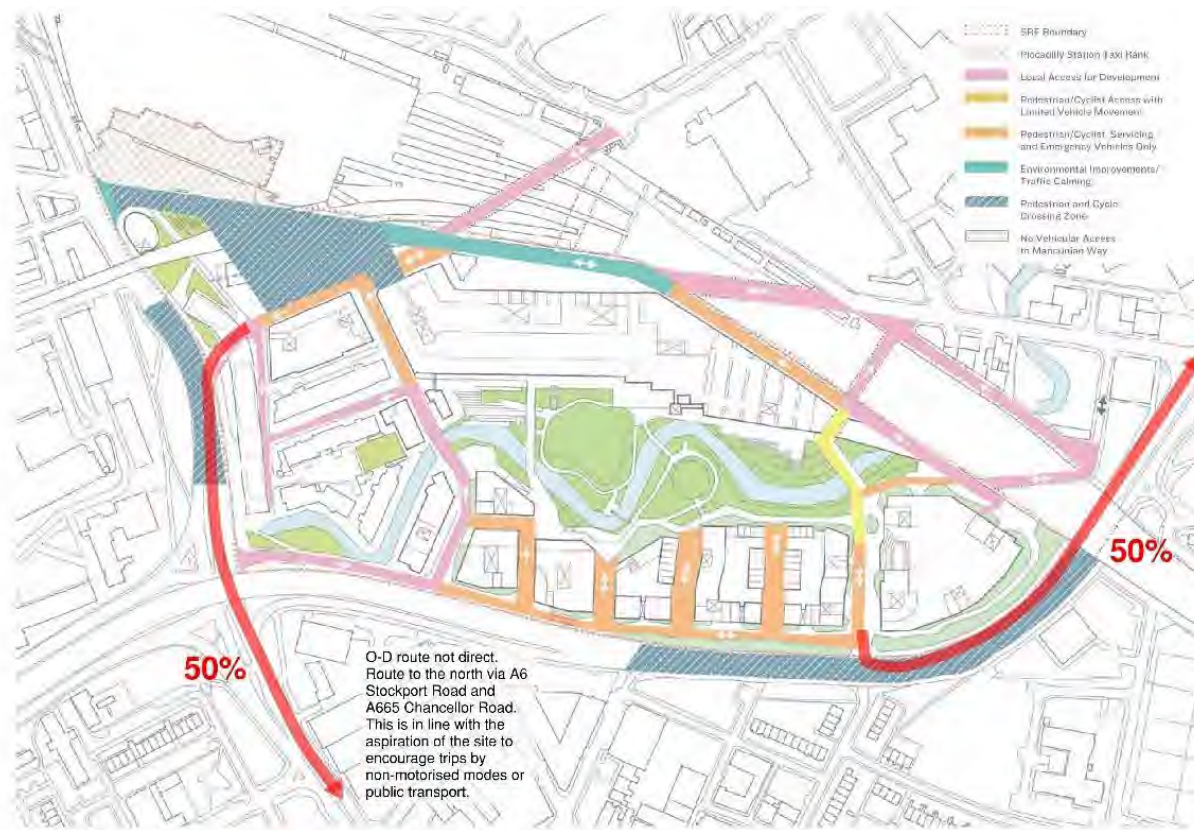
Trips arriving from the north have been assigned a routing to the site access points, shown previously.





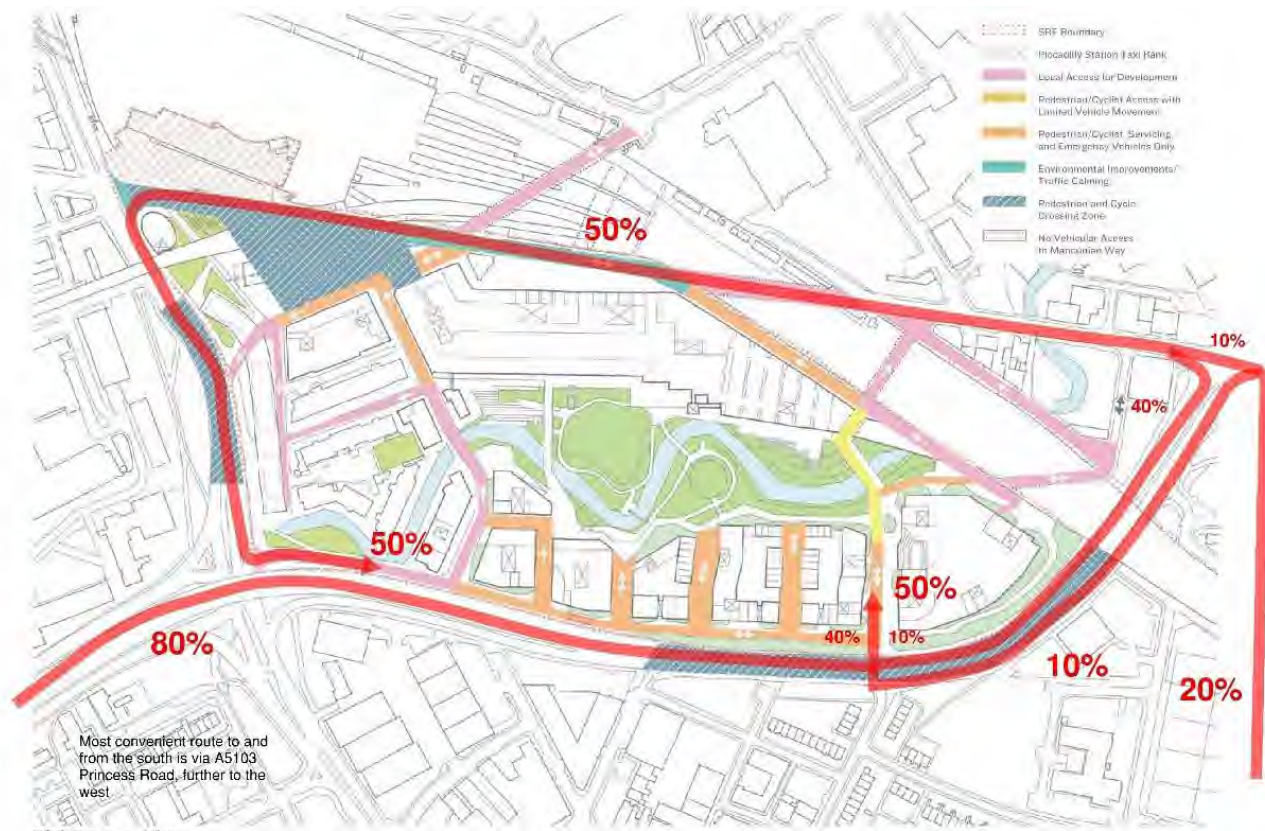
# ROUTING – TRAFFIC DEPARTING TO THE NORTH

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



# ROUTING – TRAFFIC ARRIVING FROM THE SOUTH

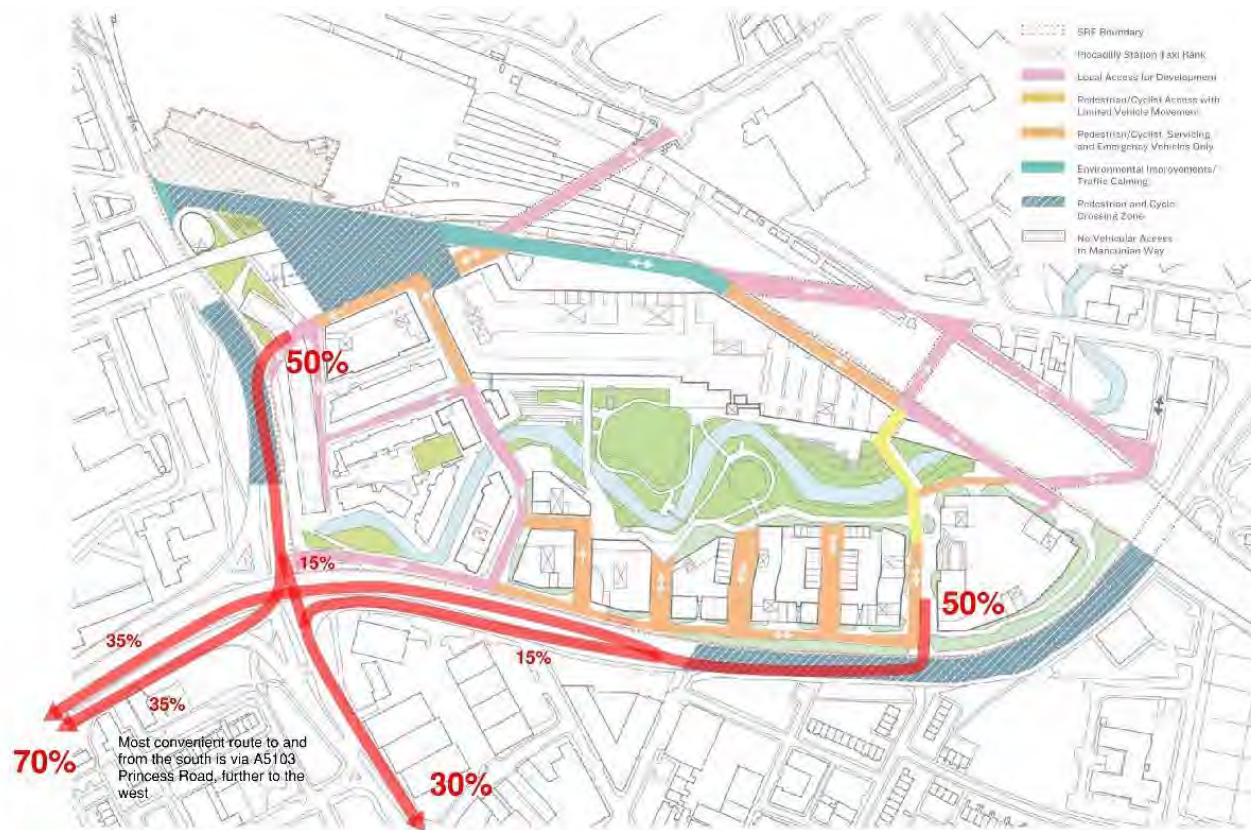
Trips arriving from the south have been assigned a routing to the site access points, shown previously.





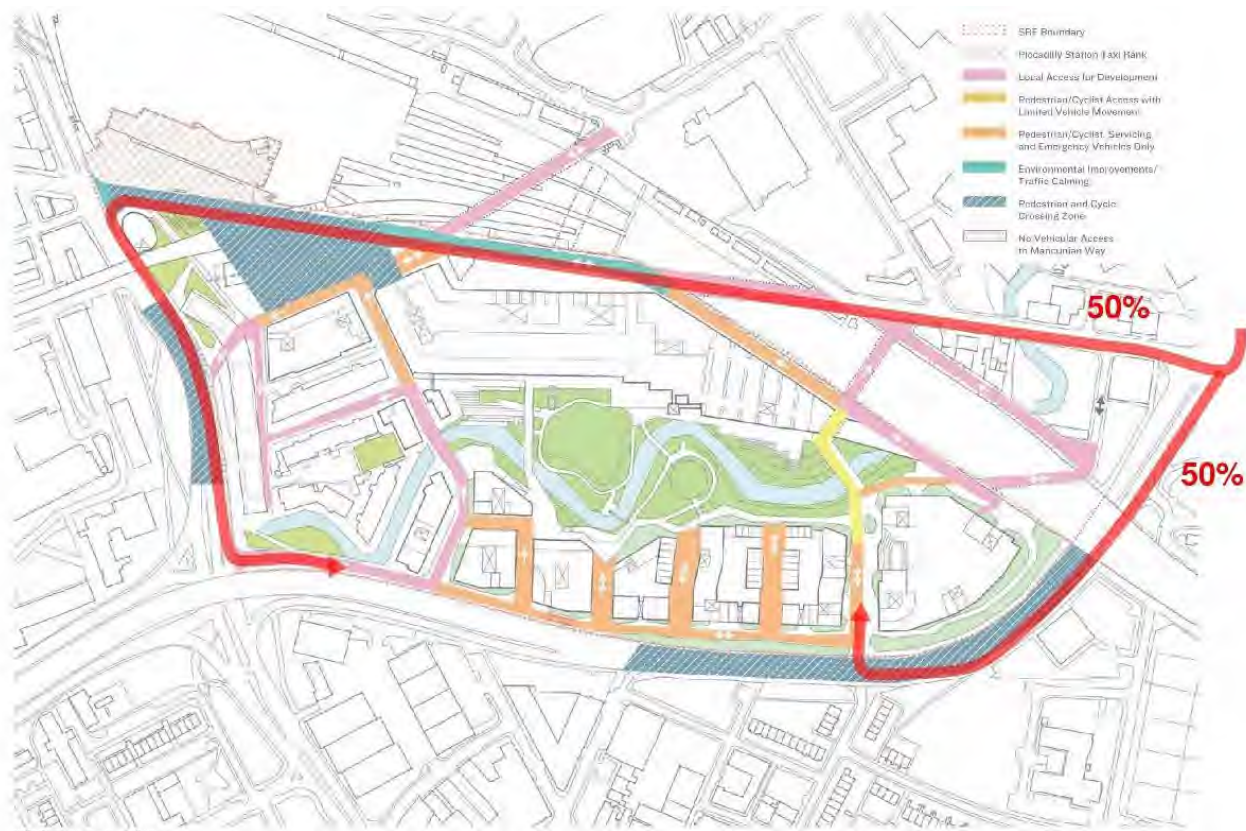
# ROUTING – TRAFFIC DEPARTING TO THE SOUTH

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



## ROUTING – TRAFFIC ARRIVING FROM THE EAST

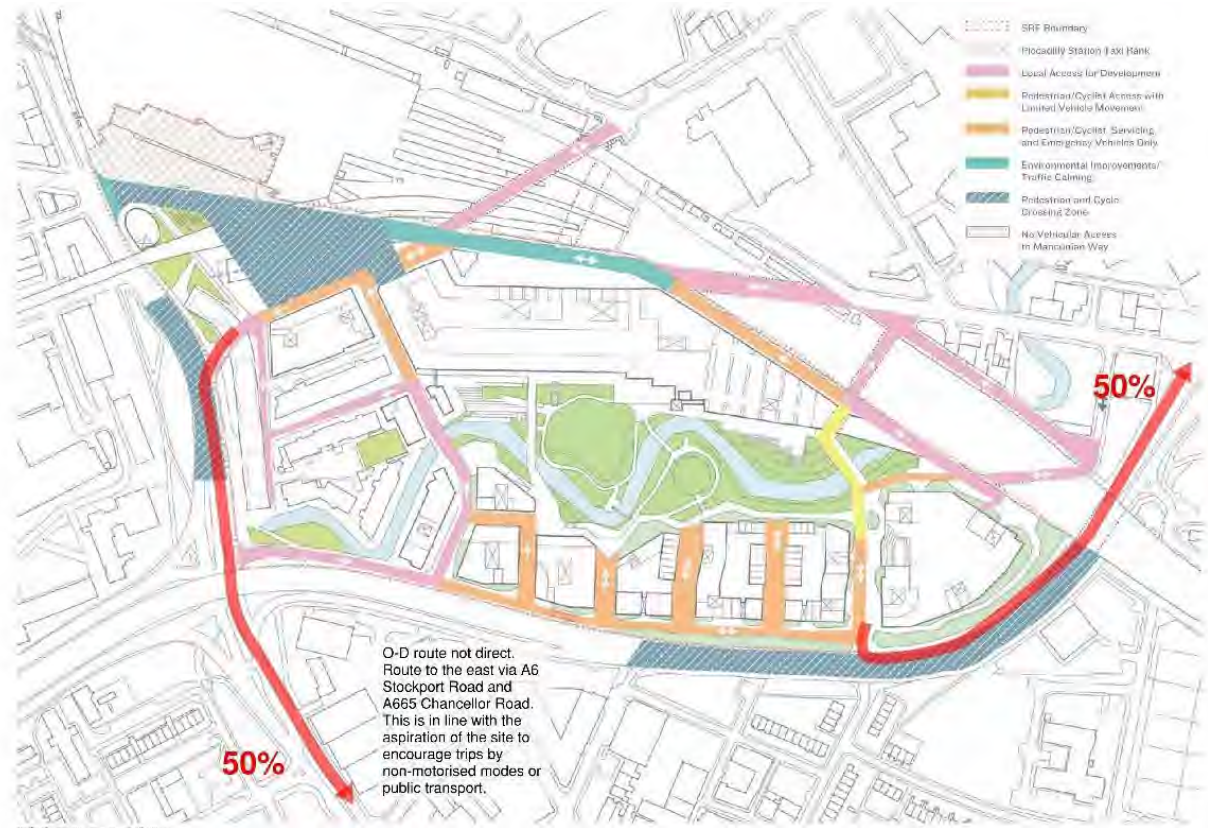
Trips arriving from the east have been assigned a routing to the site access points, shown previously.





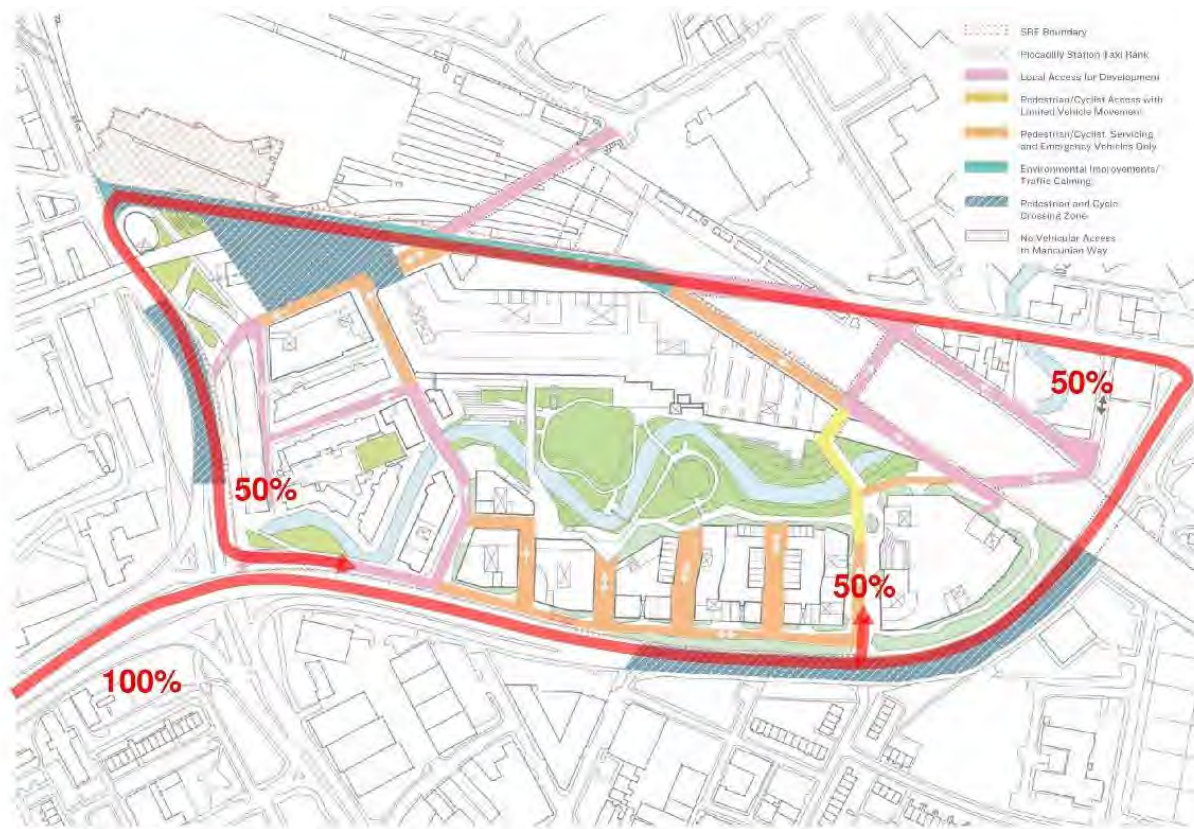
## ROUTING – TRAFFIC DEPARTING TO THE EAST

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



## ROUTING – TRAFFIC ARRIVING FROM THE WEST

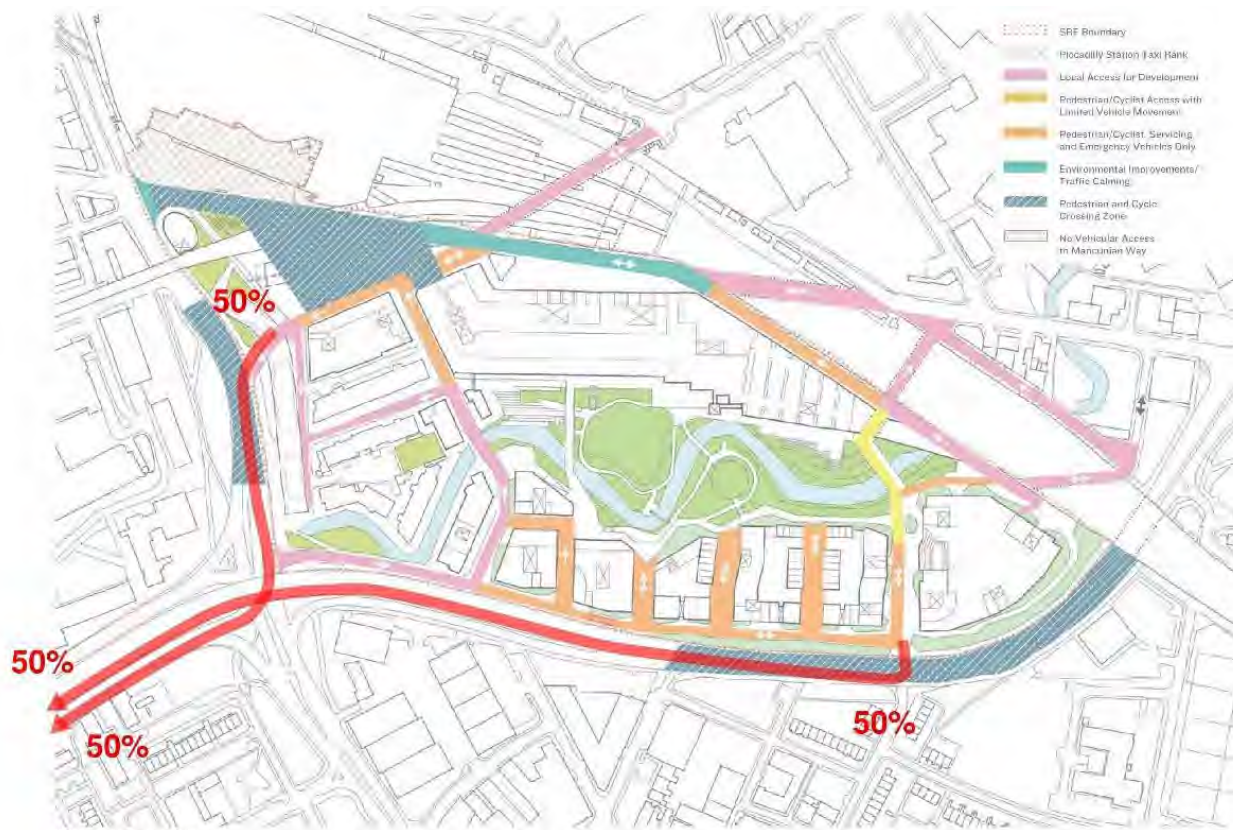
Trips arriving from the west have been assigned a routing to the site access points, shown previously.





## ROUTING – TRAFFIC DEPARTING TO THE WEST

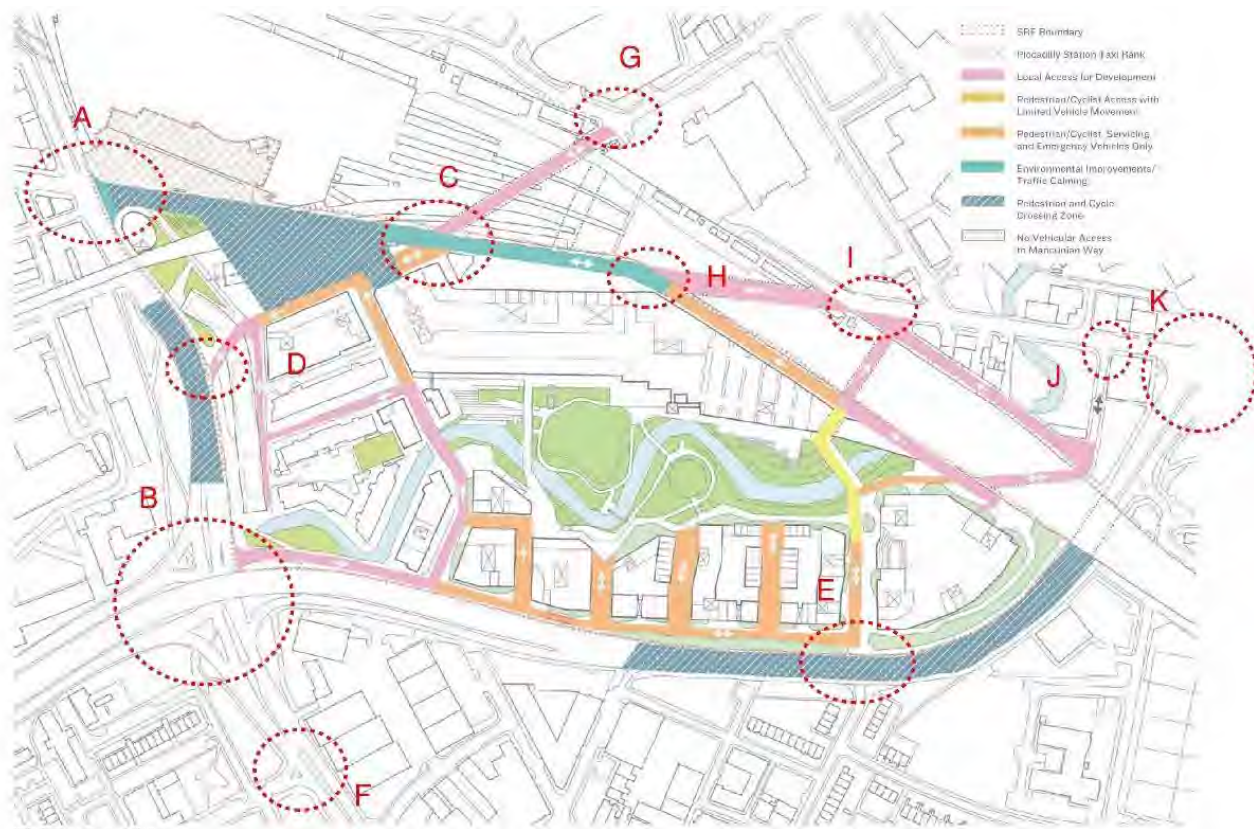
Trips departing to the west have been assigned a routing from the site egress points, shown previously.



# LOCAL IMPACT JUNCTIONS

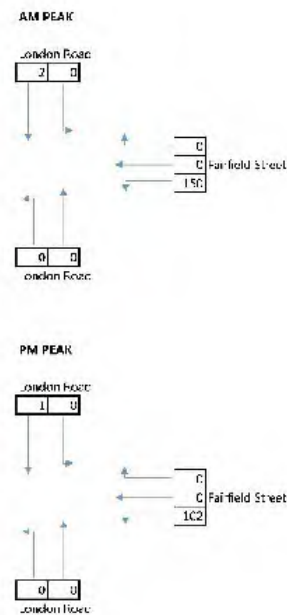
Trips generated by the development have been shown at the local junctions around the site, as shown in the figure.

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

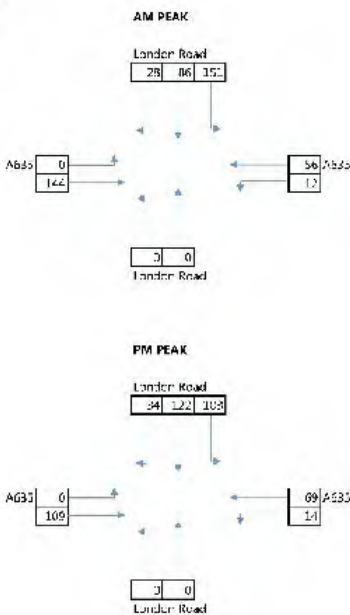


# PEAK HOUR TURNING MOVEMENTS BY JUNCTION

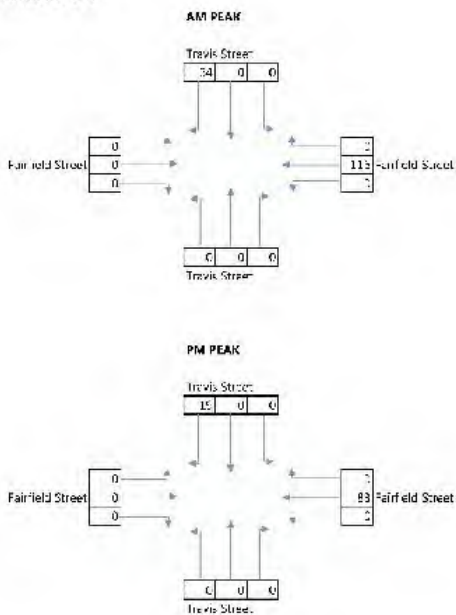
Junction A



Junction B

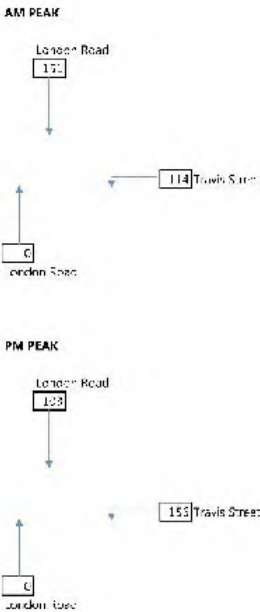


Junction C

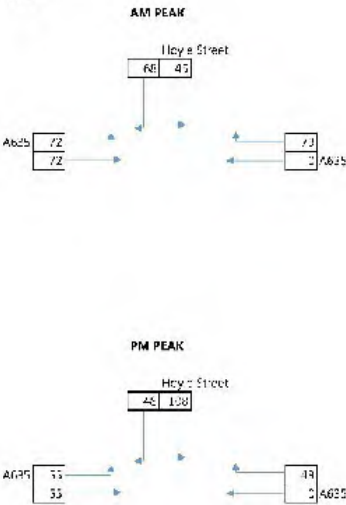


# PEAK HOUR TURNING MOVEMENTS BY JUNCTION

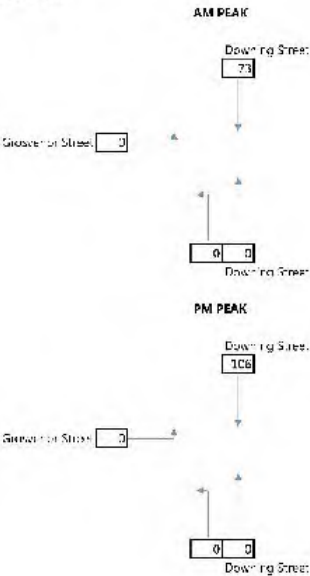
Junction D



Junction E

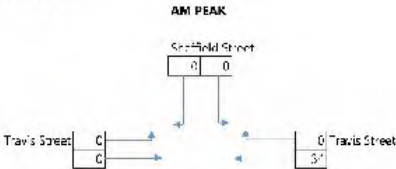
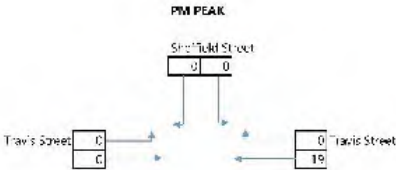


Junction F

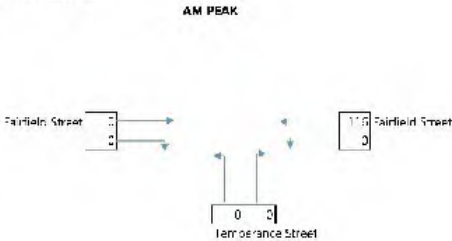
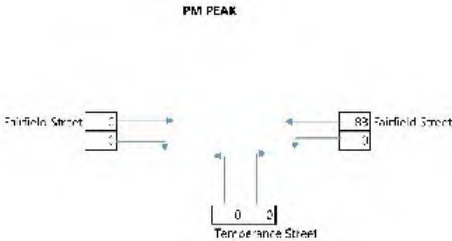


# PEAK HOUR TURNING MOVEMENTS BY JUNCTION

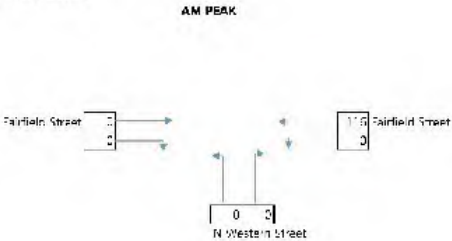
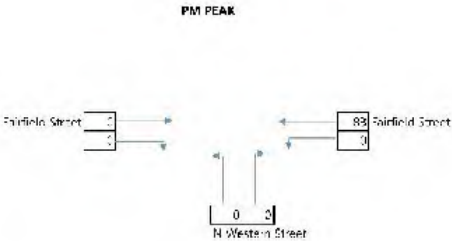
Junction G



Junction H



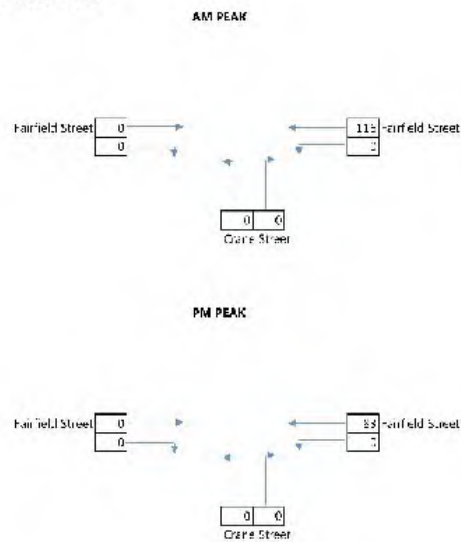
Junction I



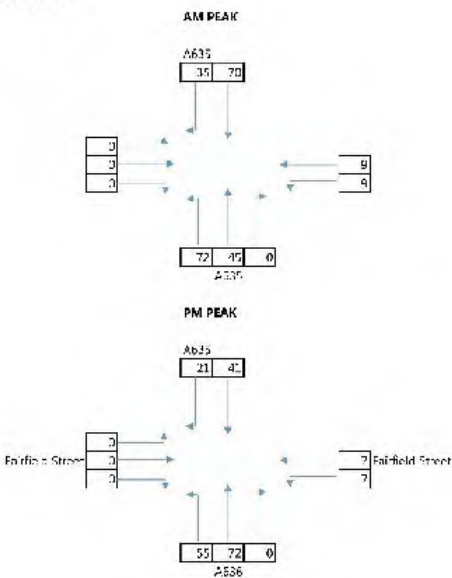


# PEAK HOUR TURNING MOVEMENTS BY JUNCTION

Junction J



Junction K

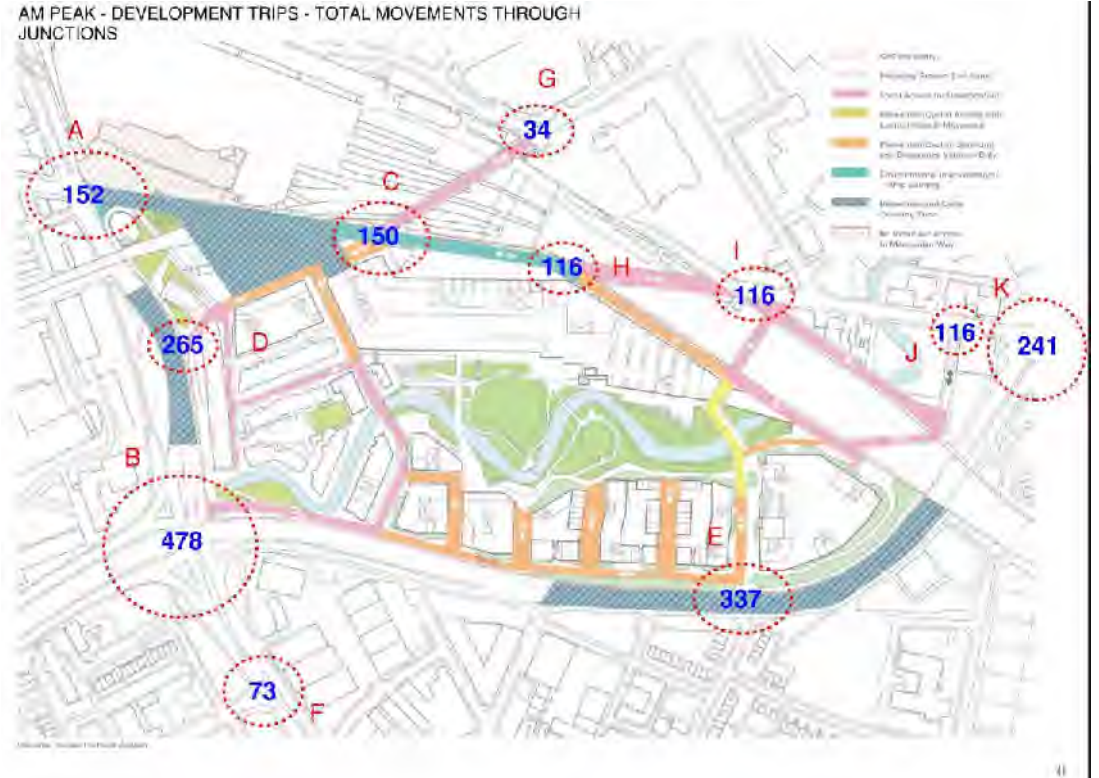




# PROPOSED SURVEY LOCATIONS

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.



## 31



**B U R O H A P P O L D**  

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**E N G I N E E R I N G**

**[www.burohappold.com](http://www.burohappold.com)**

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

**From:** Riccardo Boncinelli <[Riccardo.Boncinelli@tfgm.com](mailto:Riccardo.Boncinelli@tfgm.com)>  
**Date:** 28 June 2018 at 12:15:01 BST  
**To:** "Chris Mullett ([Chris.Mullett@BuroHappold.com](mailto:Chris.Mullett@BuroHappold.com))" <[Chris.Mullett@BuroHappold.com](mailto:Chris.Mullett@BuroHappold.com)>  
**Cc:** "[a.connell@manchester.gov.uk](mailto:a.connell@manchester.gov.uk)" <[a.connell@manchester.gov.uk](mailto:a.connell@manchester.gov.uk)>, "Wai Ling Cheung" <[WaiLing.Cheung@tfgm.com](mailto:WaiLing.Cheung@tfgm.com)>, Richard Dolphin <[Richard.Dolphin@tfgm.com](mailto:Richard.Dolphin@tfgm.com)>, Richard Clowes <[Richard.Clowes@tfgm.com](mailto: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](mailto:Richard.Clowes@tfgm.com))  
Dominic Smith ([Dominic.Smith@tfgm.com](mailto:Dominic.Smith@tfgm.com))  
Julian Ashworth ([Julian.Ashworth@tfgm.com](mailto:Julian.Ashworth@tfgm.com))  
Anthony Murden ([Anthony.Murden@tfgm.com](mailto: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   | 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   | 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   | 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   | 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   | 0  |  |  |
| 08:15 - 08:30 | 0      | 0       | 0   | 0   | 0    | 0    | 0   | 0.0 | 0     | 7      | 1       | 50   | 14  | 2    | 0    | 3   | 105.8 | 102   | 0      | 0       | 41  | 6   | 1    | 3    | 0   | 85.4  | 81    | 0      | 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   | 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   | 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   | 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   | 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   | 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   | 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   | 0  |  |  |
| Hourly Total  | 0      | 0       | 1   | 0   | 0    | 0    | 0   | 1   | 1     | 18     | 1       | 302  | 43  | 4    | 3    | 65  | 492   | 436   | 0      | 0       | 327 | 43  | 9    | 1    | 0   | 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  | 1388  | 0      | 0       | 826 | 114 | 20   | 5    | 0   | 0     | 992   | 965    | 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   | 85.5  | 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  | 225.0 | 215   | 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   | 788   | 0      | 0       | 241 | 10  | 3    | 1    | 1   | 0     | 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  | 210.5 | 210   | 0      | 1       | 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       | 66  | 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      | 5       | 262 | 5   | 1    | 5    | 0   | 0     | 271   | 273    | 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       | 75  | 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  | 193.4 | 140   | 0      | 2       | 103 | 3   | 1    | 0    | 0   | 86.8  | 88    | 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   | 89.0  | 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      | 1       | 84  | 2   | 0    | 0    | 0   | 86.4  | 87    | 0      | 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  | 819   | 846   | 0      | 3       | 360 | 7   | 0    | 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      | 8       | 863 | 22  | 4    | 1    | 1   | 0     | 999   | 999    | 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   | 0   | 2.0    | 2      | 0       | 0   | 0   | 0    | 0    | 0   | 0.0 | 0     |   |
| 07:30 - 07:45 | 0      | 4       | 105    | 26  | 8    | 4    | 0   | 183.8 | 147   | 11     | 4       | 71  | 10  | 0    | 1    | 11  | 109.1 | 108   | 0      | 0       | 1   | 0   | 0    | 0    | 0   | 0   | 1.0    | 1      | 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   | 0   | 1.0    | 1      | 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   | 0   | 4      | 4      | 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   | 0 |
| 08:15 - 08:30 | 0      | 2       | 90     | 11  | 2    | 6    | 0   | 118.0 | 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       | 282 | 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   | 150.1 | 144   | 14     | 2       | 78  | 9   | 2    | 0    | 13  | 118.6 | 118   | 0      | 0       | 1   | 0   | 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   | 173.0 | 167   | 9      | 1       | 57  | 9   | 1    | 0    | 16  | 164.6 | 95    | 0      | 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   | 0 |
| 09:45 - 10:00 | 0      | 1       | 114    | 23  | 0    | 7    | 1   | 186.5 | 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   | 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     | 0 |
| Session Total | 0      | 18      | 1297   | 232 | 47   | 61   | 9   | 1744  | 1684  | 142    | 23      | 913 | 63  | 10   | 6    | 142 | 1336  | 1328  | 0      | 0       | 5   | 0   | 0    | 0    | 0   | 0   | 5      | 5      | 0       | 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  | 6   | 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   | 0 |
| 10:15 - 10:30 | 0      | 0       | 39     | 4   | 1    | 1    | 0   | 46.8  | 46    | 4      | 1       | 61  | 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   | 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   | 0 |
| 10:45 - 17:00 | 0      | 1       | 23     | 1   | 0    | 2    | 0   | 28.0  | 27    | 6      | 0       | 86  | 4   | 0    | 0    | 9   | 109.2 | 106   | 0      | 0       | 1   | 0   | 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       | 259 | 22  | 3    | 1    | 64  | 420   | 389   | 0      | 0       | 1   | 0   | 0    | 0    | 0   | 0   | 1      | 1      | 0       | 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    | 18  | 112.8 | 101   | 0      | 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   | 1    | 3    | 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   | 0 |
| 17:30 - 17:45 | 0      | 0       | 66     | 2   | 0    | 0    | 0   | 86.0  | 86    | 2      | 0       | 60  | 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   | 0 |
| 17:45 - 18:00 | 0      | 1       | 64     | 7   | 1    | 1    | 0   | 83.2  | 84    | 1      | 0       | 66  | 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   | 0 |
| Hourly Total  | 0      | 1       | 292    | 18  | 3    | 6    | 0   | 219   | 219   | 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     | 0 |
| 18:00 - 18:15 | 0      | 1       | 79     | 5   | 0    | 0    | 0   | 83.4  | 84    | 6      | 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   | 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   | 0 |
| 18:30 - 18:45 | 0      | 0       | 68     | 8   | 0    | 1    | 0   | 76.3  | 77    | 4      | 0       | 61  | 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   | 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   | 0 |
| Hourly Total  | 0      | 1       | 282    | 23  | 0    | 3    | 0   | 312   | 309   | 15     | 0       | 183 | 2   | 0    | 0    | 35  | 268   | 225   | 0      | 0       | 0   | 0   | 0    | 0    | 0   | 0   | 0      | 0      | 0       | 0   | 0   | 0    | 0    | 0   | 0   | 0     | 0 |
| Session Total | 0      | 3       | 614    | 67  | 7    | 10   | 1   | 719   | 697   | 48     | 3       | 666 | 30  | 3    | 1    | 178 | 1009  | 910   | 0      | 0       | 1   | 0   | 0    | 0    | 0   | 0   | 1      | 1      | 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

**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    | 53  | 19   | 2    | 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      | 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      | 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    | 520 | 473   | 0     | 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    | 0   | 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     | 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      | 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     | 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      | 127  | 20  | 5    | 5    | 3   | 162.4 | 143   | 0      | 0      | 0      | 0   | 0    | 0    | 0   | 0   | 0     | 0   |   |  |
| 09:15 - 09:30 | 0      | 0      | 61  | 2   | 2    | 0    | 0   | 63   | 61    | 0      | 0      | 1   | 1   | 0    | 0    | 0   | 0.0 | 0     | 0      | 0      | 0    | 100 | 15   | 6    | 3   | 2     | 145.8 | 137    | 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      | 0      | 1    | 90  | 23   | 4    | 6   | 2     | 137.2 | 126    | 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   |   |  |
| 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   | 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     | 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   | 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  | 2    | 1    | 0   | 206.5 | 206   | 0      | 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 | 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 | 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     | 0   | 0 |  |
| 17:00 - 17:15 | 0      | 0      | 28  | 1   | 1    | 0    | 1   | 32.0 | 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 | 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    | 0   | 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      | 1    | 150 | 18   | 1    | 0   | 0     | 171.9 | 172    | 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   | 3   | 3     | 3      | 7      | 712  | 77  | 10   | 3    | 2   | 818   | 811   | 0      | 0      | 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      | 52  | 2   | 2    | 0    | 0   | 52.0 | 52    | 0      | 0      | 0   | 0   | 0    | 0    | 0   | 0.0 | 0     | 0      | 4      | 141  | 17  | 4    | 1    | 0   | 177.4 | 161.4 | 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 | 166   | 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     | 0   | 0 |  |
| Session Total | 0      | 1      | 499 | 20  | 1    | 0    | 2   | 524  | 522   | 0      | 0      | 4   | 3   | 0    | 0    | 0   | 6   | 6     | 6      | 21     | 1901 | 186 | 30   | 18   | 16  | 2210  | 2171  | 0      | 0      | 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

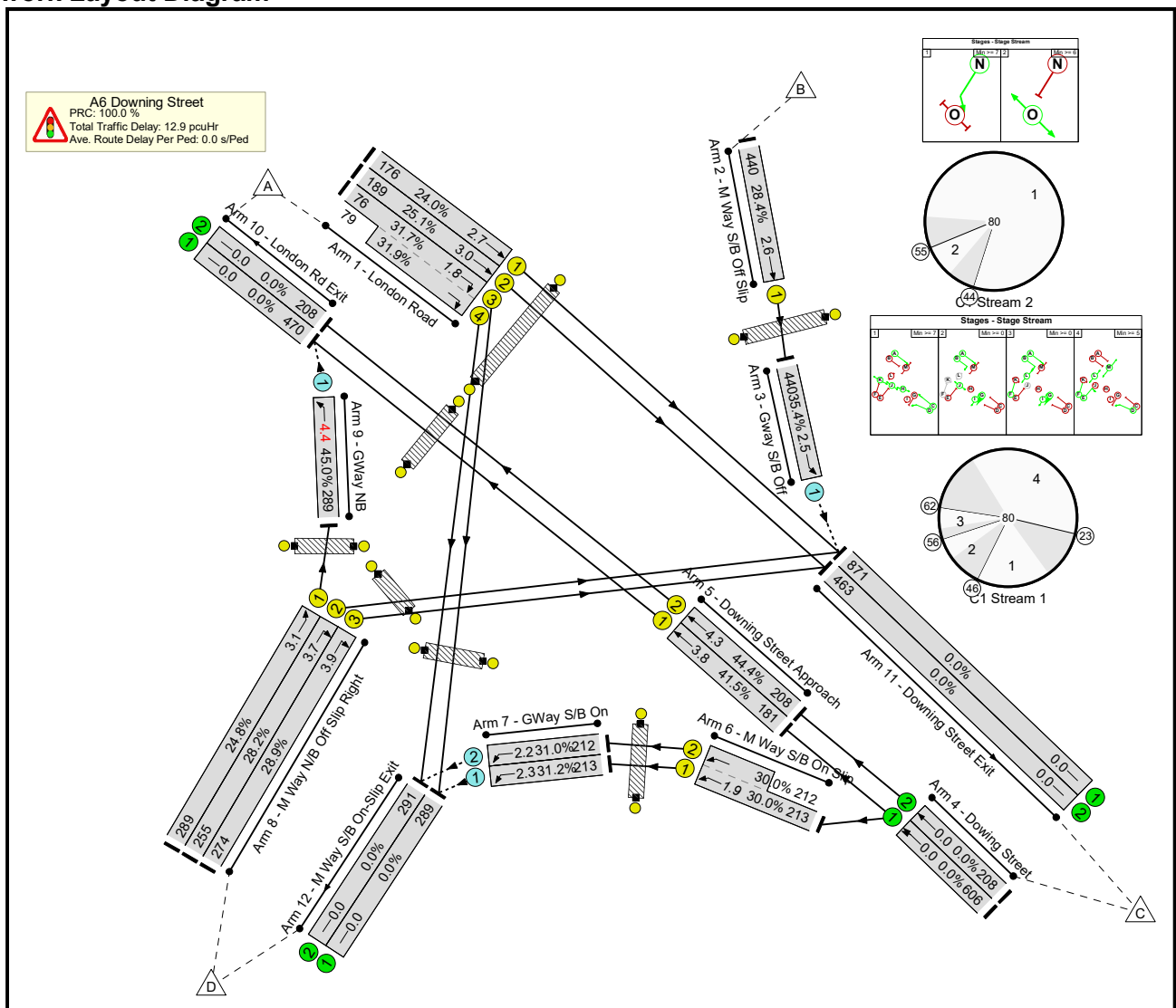
### Basic Results Summary

### 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) |
|--------------------------|--------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>           | -                              | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 45.0%        | 318                   | 836                          | 0                           | 12.9                | -                         | -                    |
| <b>A6 Downing Street</b> | -                              | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 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                  |



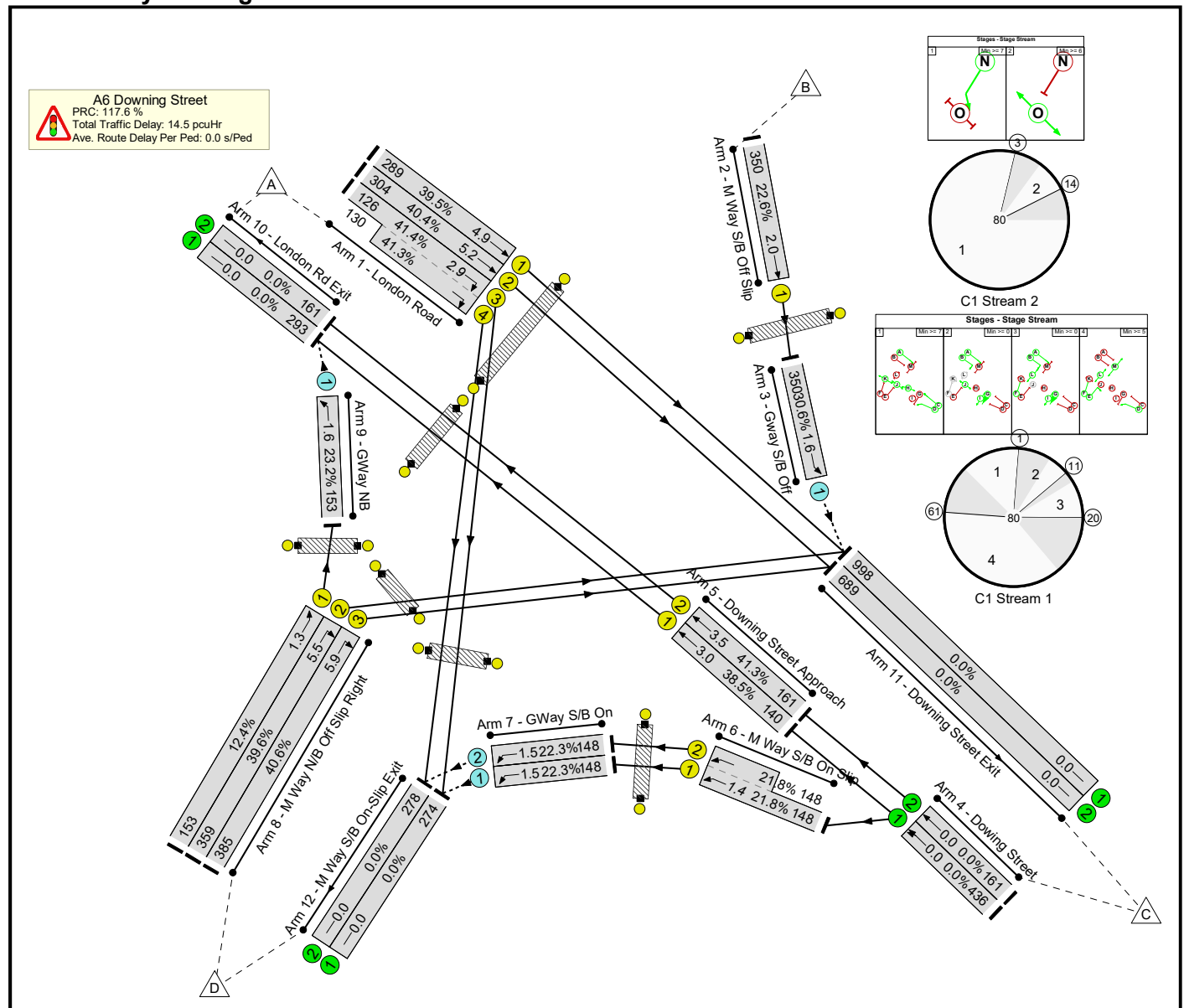
## Basic Results Summary

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

## 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

|                                                                                                                                             |                 |   |   |  |   |    |   |     |     |     |       |                                          |     |   |     |     |     |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---|---|--|---|----|---|-----|-----|-----|-------|------------------------------------------|-----|---|-----|-----|-----|
| 9/1                                                                                                                                         | GWay NB Left    | O | - |  | - | -  | - | 153 | Inf | 659 | 23.2% | 0                                        | 153 | 0 | 0.2 | 4.2 | 1.6 |
| Ped Link: P1                                                                                                                                | S/B ON          | - | I |  | 1 | 16 | - | 0   | -   | 0   | 0.0%  | -                                        | -   | - | -   | -   | -   |
| Ped Link: P2                                                                                                                                | MWay S/B Exit   | - | H |  | 1 | 11 | - | 0   | -   | 0   | 0.0%  | -                                        | -   | - | -   | -   | -   |
| Ped Link: P3                                                                                                                                | Mway N/B Off RT | - | J |  | 1 | 24 | - | 0   | -   | 0   | 0.0%  | -                                        | -   | - | -   | -   | -   |
| Ped Link: P4                                                                                                                                | MWay N/B Off LT | - | K |  | 1 | 12 | - | 0   | -   | 0   | 0.0%  | -                                        | -   | - | -   | -   | -   |
| Ped Link: P5                                                                                                                                | London Exit     | - | L |  | 1 | 50 | - | 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 (%): 117.6<br>C1 Stream: 2 PRC for Signalled Lanes (%): 299.1<br>PRC Over All Lanes (%): 117.6         |                 |   |   |  |   |    |   |     |     |     |       |                                          |     |   |     |     |     |
| Total Delay for Signalled Lanes (pcuHr): 13.46<br>Total Delay for Signalled Lanes (pcuHr): 0.34<br>Total Delay Over All Lanes(pcuHr): 14.53 |                 |   |   |  |   |    |   |     |     |     |       | Cycle Time (s): 80<br>Cycle Time (s): 80 |     |   |     |     |     |

# Basic Results Summary

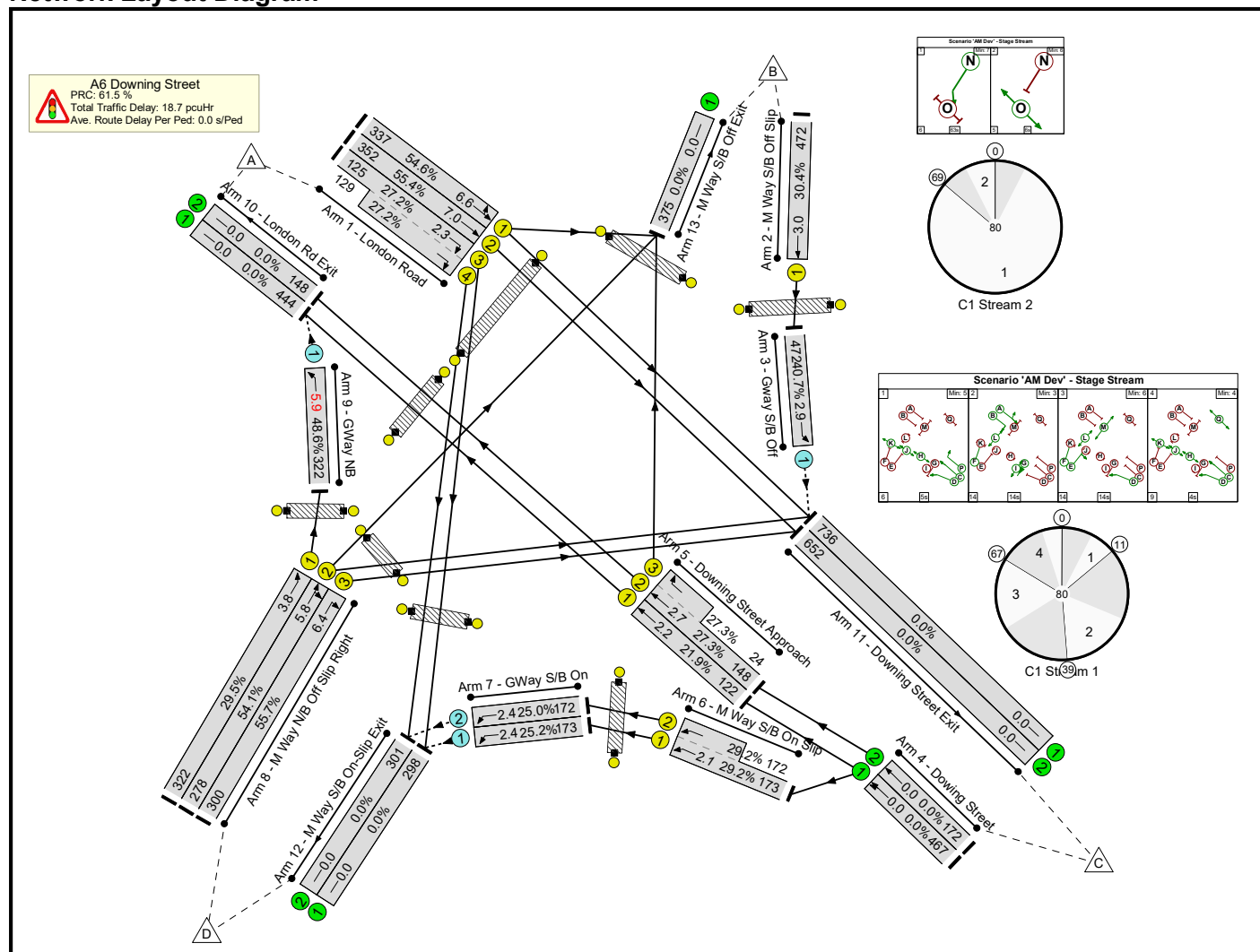
## Basic Results Summary

### 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                  |

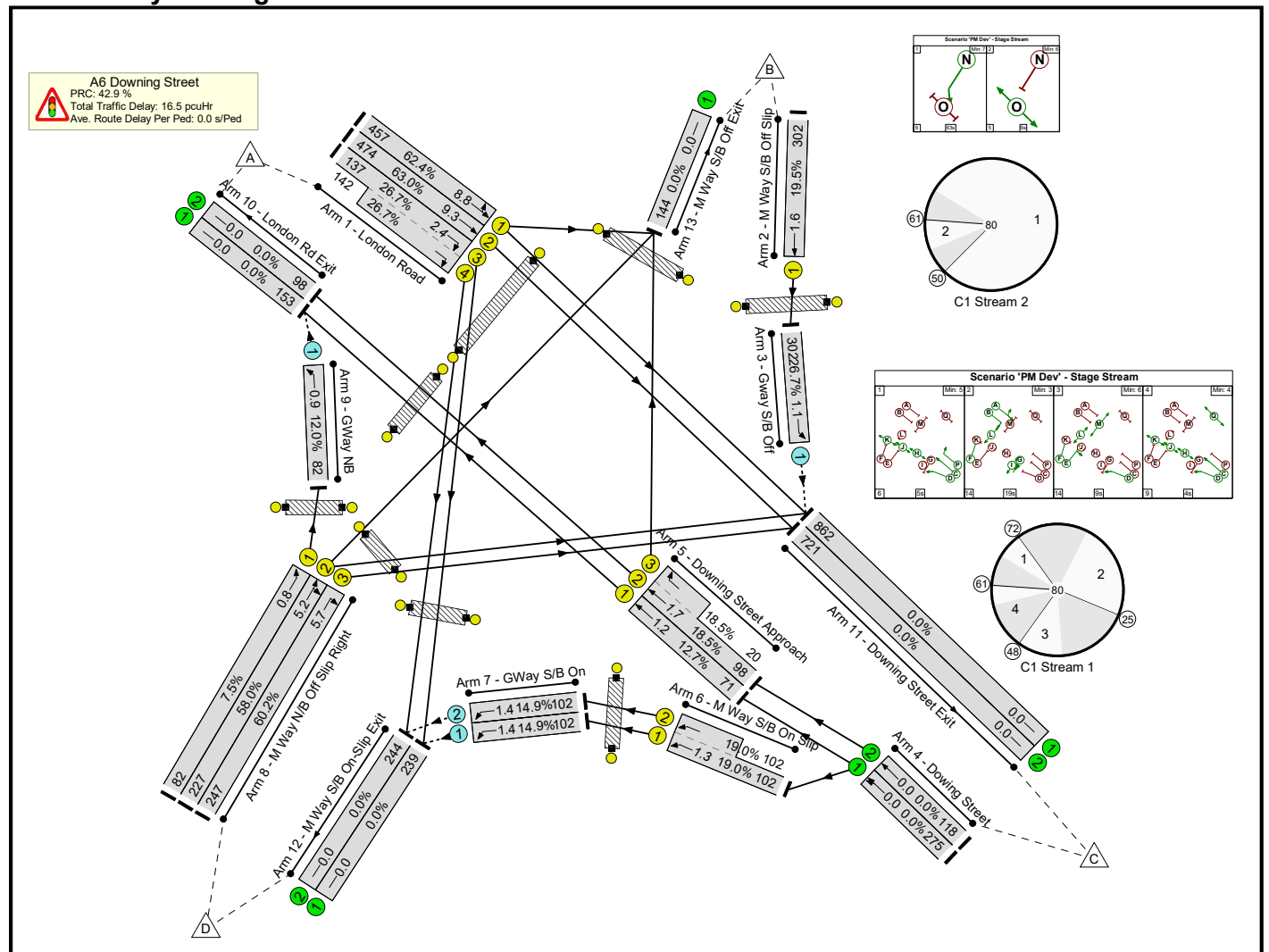
| Basic Results Summary |                 |    |   |           |   |                              |   |       |   |                                          |      |       |   |                 |   |    |   |  |
|-----------------------|-----------------|----|---|-----------|---|------------------------------|---|-------|---|------------------------------------------|------|-------|---|-----------------|---|----|---|--|
| 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 |   |                 |   |    |   |  |

|    |                                        |       |                                          |       |                 |    |
|----|----------------------------------------|-------|------------------------------------------|-------|-----------------|----|
| 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) |
|--------------------------|--------------------------------------|-----------|------------|-------------|------------|-----------------|-----------------|-------------------|-------------------|----------------|--------------|-----------------------|------------------------------|-----------------------------|---------------------|---------------------------|----------------------|
| <b>Network</b>           | -                                    | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 63.0%        | 182                   | 406                          | 0                           | 16.5                | -                         | -                    |
| <b>A6 Downing Street</b> | -                                    | -         | -          |             | -          | -               | -               | -                 | -                 | -              | 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**

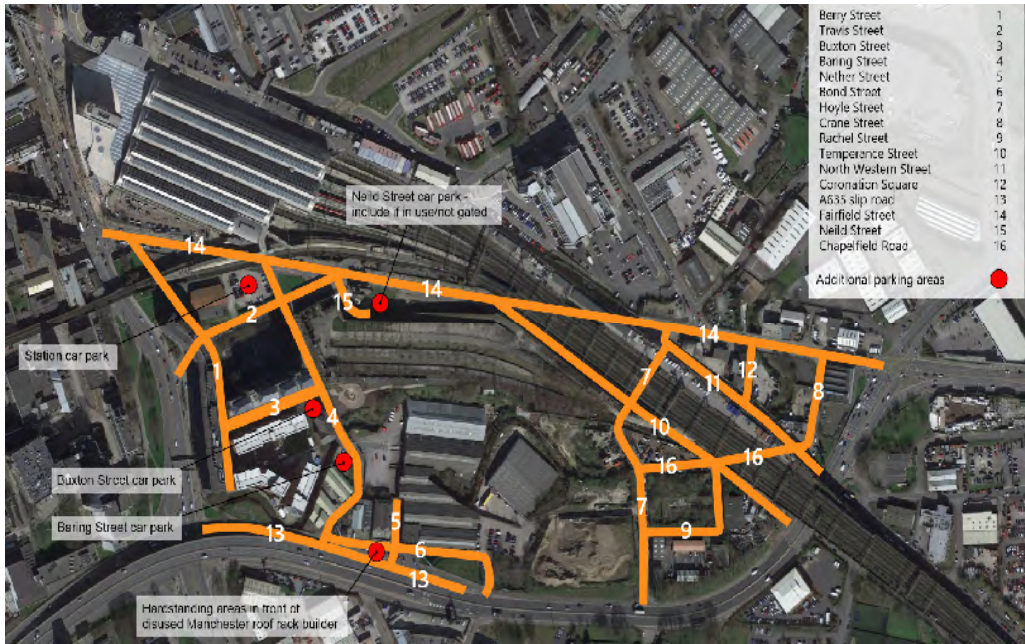
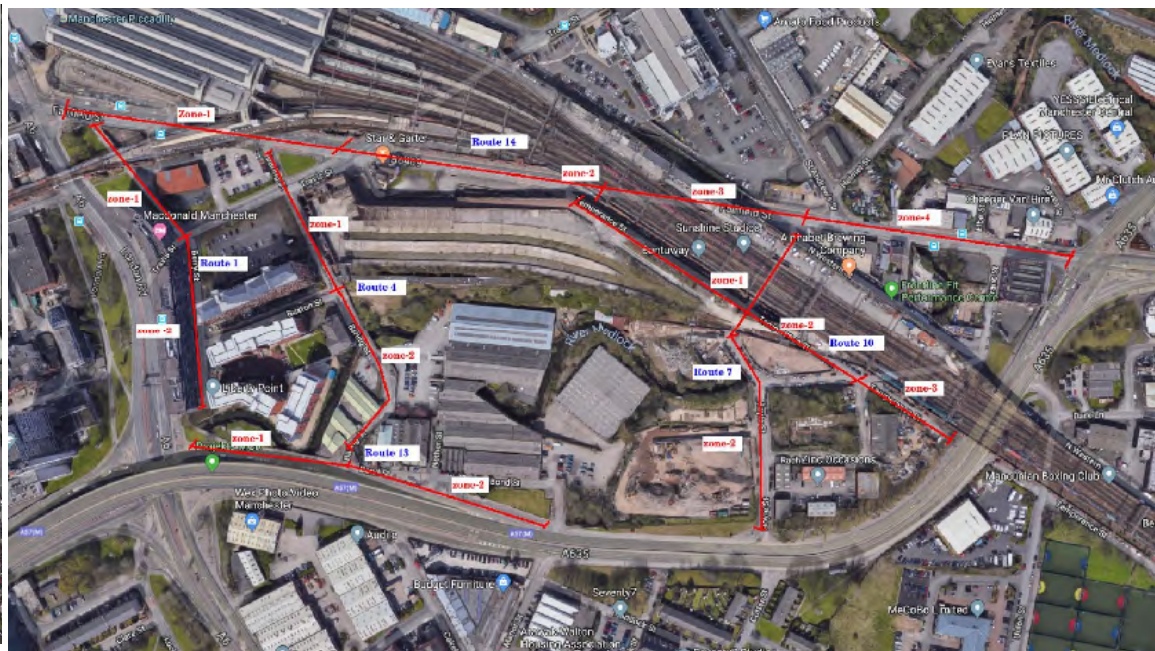
### **Vehicle Occupancy Count**

[Video Footage Link](#)

**Tuesday 12th February 2019**

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

**for Buro Happold**







[illegible]







[illegible]

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## Appendix E Collision Data

# **TRANSPORT FOR GREATER MANCHESTER**

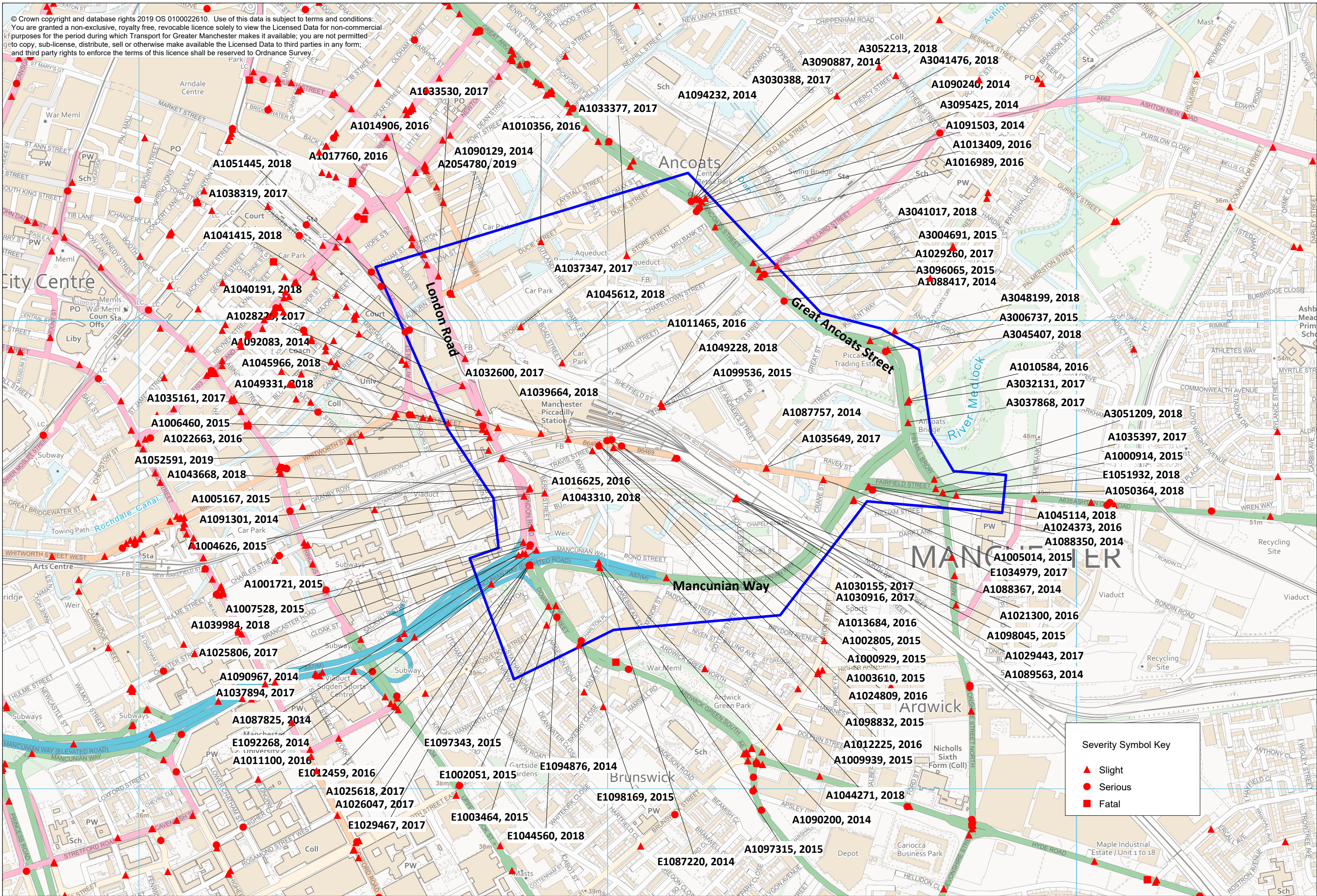


Traffic Accident Data for

## **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**

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

# 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         |
| <b>Total Accidents</b> | <b>103</b> |

## 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          |
| <b>Total</b>            | <b>0</b> | <b>21</b>  | <b>0</b> | <b>0</b> | <b>21</b>  |
| Slight                  |          |            |          |          |            |
| Male                    | 4        | 79         | 3        | 2        | 88         |
| Female                  | 1        | 40         | 1        | 1        | 43         |
| <b>Total</b>            | <b>5</b> | <b>119</b> | <b>4</b> | <b>3</b> | <b>131</b> |
| <b>Total Casualties</b> | <b>5</b> | <b>140</b> | <b>4</b> | <b>3</b> | <b>152</b> |

## 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          |
| <b>Total</b>            | <b>0</b> | <b>21</b>  | <b>0</b> | <b>0</b> | <b>21</b>  |
| Slight                  |          |            |          |          |            |
| Driver or rider         | 1        | 71         | 3        | 0        | 75         |
| Veh or pillion pas      | 4        | 30         | 0        | 3        | 37         |
| Pedestrian              | 0        | 18         | 1        | 0        | 19         |
| <b>Total</b>            | <b>5</b> | <b>119</b> | <b>4</b> | <b>3</b> | <b>131</b> |
| <b>Total Casualties</b> | <b>5</b> | <b>140</b> | <b>4</b> | <b>3</b> | <b>152</b> |

## 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        |
| <b>Total Casualties</b> | <b>1</b> | <b>46</b> | <b>2</b> | <b>0</b> | <b>49</b> |

## Casualties Broken Down By Type

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

# 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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|                                                                                                                                                                          |  |  |                             |  |  |                             |             |                |                         |             |            |                         |            |              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|-----------------------------|--|--|-----------------------------|-------------|----------------|-------------------------|-------------|------------|-------------------------|------------|--------------|
| <b>Accident Reference Number:</b> A1041415                                                                                                                               |  |  | <b>Day:</b> Wednesday       |  |  | <b>Contributory Factors</b> |             |                | <b>Date:</b> 07/03/2018 |             |            | <b>Time:</b> 07:20      |            |              |
| <b>Place Reported:</b> Scene                                                                                                                                             |  |  | <b>District:</b> Manchester |  |  | <b>Factor</b>               | <b>Conf</b> | <b>Ref</b>     | <b>Vehicle Details</b>  |             |            | <b>Casualty Details</b> |            |              |
| <b>Location:</b> Aytoun Street at junction with Auburn Street                                                                                                            |  |  |                             |  |  | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             | <b>Type</b> | <b>Sex</b> | <b>Age</b>              | <b>Sev</b> | <b>Pupil</b> |
| <b>Description:</b> 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             |                         |             |            |                         |            |              |
|                                                                                                                                                                          |  |  |                             |  |  | PCV                         | Ahead       | S              | N                       | 1 Drv       | M          | 60                      | Slight     |              |
|                                                                                                                                                                          |  |  |                             |  |  |                             |             |                |                         | 3 Pas       | M          | 33                      | Slight     |              |
|                                                                                                                                                                          |  |  |                             |  |  |                             |             |                |                         | 4 Pas       | M          | 30                      | Slight     |              |
|                                                                                                                                                                          |  |  |                             |  |  |                             |             |                |                         | 5 Pas       | F          | 24                      | Slight     |              |
|                                                                                                                                                                          |  |  |                             |  |  |                             |             |                |                         | 6 Pas       | M          | 33                      | Slight     |              |
|                                                                                                                                                                          |  |  |                             |  |  |                             |             |                |                         | 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                         | Waitg       | S              | N                       | 2 Drv       | M          | 50                      | Slight     |              |

|                                                                                                                                                       |        |        |                   |                             |      |                                    |      |                    |                         |  |  |  |                         |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------|-------------------|-----------------------------|------|------------------------------------|------|--------------------|-------------------------|--|--|--|-------------------------|--|--|
| <b>Accident Reference Number:</b> A1038319                                                                                                            |        |        |                   | <b>Day:</b> Saturday        |      | <b>Contributory Factors</b>        |      |                    | <b>Date:</b> 16/12/2017 |  |  |  | <b>Time:</b> 00:29      |  |  |
| <b>Place Reported:</b> Scene                                                                                                                          |        |        |                   | <b>District:</b> Manchester |      |                                    |      |                    |                         |  |  |  |                         |  |  |
| <b>Location:</b> Aytoun Street at junction with Auburn Street                                                                                         |        |        |                   |                             |      | <b>Factor Conf Ref</b>             |      |                    | <b>Vehicle Details</b>  |  |  |  | <b>Casualty Details</b> |  |  |
| <b>Description:</b> 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<br>PAlcoh VLike C1 |      |                    | Type Move From To Skid  |  |  |  | Type Sex Age Sev Pupil  |  |  |
|                                                                                                                                                       |        |        |                   |                             |      |                                    |      |                    | Tram Stopg SE NW        |  |  |  | 1 Ped M 46 Serious      |  |  |
| <b>Locational Details</b>                                                                                                                             |        |        |                   | <b>Conditions</b>           |      | <b>Accident Details</b>            |      |                    |                         |  |  |  |                         |  |  |
| 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                       |  |  |  |                         |  |  |

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| <b>Accident Reference Number:</b> A1014906                                           |        |        |                   | <b>Day:</b> Monday          |      | <b>Contributory Factors</b>                                            |      |                    | <b>Date:</b> 18/04/2016 |  |  |  | <b>Time:</b> 22:09                     |  |  |
| <b>Place Reported:</b> Scene                                                         |        |        |                   | <b>District:</b> Manchester |      |                                                                        |      |                    |                         |  |  |  |                                        |  |  |
| <b>Location:</b> Piccadilly at junction with Gore Street                             |        |        |                   |                             |      | <b>Factor Conf Ref</b>                                                 |      |                    | <b>Vehicle Details</b>  |  |  |  | <b>Casualty Details</b>                |  |  |
| <b>Description:</b> V1 Trav Se Piccadilly. C1 And C2 Cross Road And Collision Occurs |        |        |                   |                             |      | PFLoo VLike C1<br>PFLoo VLike C2<br>PAlcoh VLike C1<br>PAlcoh VLike C1 |      |                    | Type Move From To Skid  |  |  |  | Type Sex Age Sev Pupil                 |  |  |
|                                                                                      |        |        |                   |                             |      |                                                                        |      |                    | Car Ahead NW SE         |  |  |  | 1 Ped M 20 Slight<br>2 Ped F 18 Slight |  |  |
| <b>Locational Details</b>                                                            |        |        |                   | <b>Conditions</b>           |      | <b>Accident Details</b>                                                |      |                    |                         |  |  |  |                                        |  |  |
| 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                       |  |  |  |                                        |  |  |

|                                                                                                                                                              |        |        |                   |                             |      |                             |      |                    |                                          |  |  |  |                                        |  |  |
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| <b>Accident Reference Number:</b> A1017760                                                                                                                   |        |        |                   | <b>Day:</b> Wednesday       |      | <b>Contributory Factors</b> |      |                    | <b>Date:</b> 29/06/2016                  |  |  |  | <b>Time:</b> 23:10                     |  |  |
| <b>Place Reported:</b> Scene                                                                                                                                 |        |        |                   | <b>District:</b> Manchester |      |                             |      |                    |                                          |  |  |  |                                        |  |  |
| <b>Location:</b> Piccadilly at junction with Lena Street                                                                                                     |        |        |                   |                             |      | <b>Factor Conf Ref</b>      |      |                    | <b>Vehicle Details</b>                   |  |  |  | <b>Casualty Details</b>                |  |  |
| <b>Description:</b> 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<br>m/cl Ahead SE NW |  |  |  | 1 Rid M 37 Slight<br>2 Pas F 25 Slight |  |  |
| <b>Locational Details</b>                                                                                                                                    |        |        |                   | <b>Conditions</b>           |      | <b>Accident Details</b>     |      |                    |                                          |  |  |  |                                        |  |  |
| 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                                        |  |  |  |                                        |  |  |

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| <b>Accident Reference Number:</b> A1033530                                                                                                   |        |        |                   | <b>Day:</b> Thursday        |     | <b>Contributory Factors</b> |      |                    | <b>Date:</b> 20/07/2017              |  |  |  | <b>Time:</b> 02:02      |  |  |
| <b>Place Reported:</b> Else                                                                                                                  |        |        |                   | <b>District:</b> Manchester |     |                             |      |                    |                                      |  |  |  |                         |  |  |
| <b>Location:</b> Piccadilly 40 metres North West of Ducie Street                                                                             |        |        |                   |                             |     | <b>Factor Conf Ref</b>      |      |                    | <b>Vehicle Details</b>               |  |  |  | <b>Casualty Details</b> |  |  |
| <b>Description:</b> 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<br>Taxi Parkd Pk Pk |  |  |  | 1 Drv M 59 Slight       |  |  |
| <b>Locational Details</b>                                                                                                                    |        |        |                   | <b>Conditions</b>           |     | <b>Accident Details</b>     |      |                    |                                      |  |  |  |                         |  |  |
| 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                                    |  |  |  |                         |  |  |

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| 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  |                  |       |     |     |        |       |
| Locational Details                                                                                                                    |         |        |                   | Conditions           |                     | Accident Details     |                    |        | Car              | Ahead | E    | W  |                  | 1 Drv | F   | 27  | Slight |       |
| 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      |                  |       |      |    |                  |       |     |     |        |       |

|                                                                                                                                     |          |        |                   |                      |                     |                      |                    |         |                  |       |      |    |                  |       |     |     |         |       |
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| 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       |                  |       |      |    |                  |       |     |     |         |       |

|                                                                                                                                                         |          |        |                   |                      |                     |                                |                    |        |                  |       |      |    |                  |       |     |     |        |       |
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| 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<br>PCare Poss C1 |                    |        | Type             | Move  | From | To | Skid             | Type  | Sex | Age | Sev    | Pupil |
|                                                                                                                                                         |          |        |                   |                      |                     |                                |                    |        | 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      |                  |       |      |    |                  |       |     |     |        |       |

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| 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<br>PPedX Poss C1<br>PAlcoh VLike C1 |                    |        | Type             | Move  | From | To | Skid             | Type  | Sex | Age | Sev    | Pupil |
|                                                                                                                                                                       |        |        |                   |                      |                     |                                                   |                    |        | othr             | Lbend | SE   | SW | Skid             | 1 Ped | M   | 33  | Slight |       |
| 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      |                  |       |      |    |                  |       |     |     |        |       |

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| Accident Reference Number: A1051445                                                                                                                             |  |                        |  | Day: Friday             |  | Contributory Factors |  |  | Date: 02/11/2018       |  |  |  | Time: 10:20            |  |  |
| Place Reported: Else                                                                                                                                            |  |                        |  | District: Manchester    |  |                      |  |  |                        |  |  |  |                        |  |  |
| Location: London Road at junction with Store Street                                                                                                             |  |                        |  |                         |  | Factor Conf Ref      |  |  | Vehicle Details        |  |  |  | Casualty Details       |  |  |
| 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        |  |  | Type Move From To Skid |  |  |  | Type Sex Age Sev Pupil |  |  |
|                                                                                                                                                                 |  |                        |  |                         |  | DFLoo Poss V1        |  |  | Car p/c TurnL N E      |  |  |  |                        |  |  |
|                                                                                                                                                                 |  |                        |  |                         |  |                      |  |  | p/c Ahead S 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 |  |  |                        |  |  |  |                        |  |  |

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| Accident Reference Number: A1028229                                                                                                                      |  |                       |  | Day: Monday              |  | Contributory Factors |  |  | Date: 20/02/2017       |  |  |  | Time: 18:38            |  |  |
| Place Reported: Scene                                                                                                                                    |  |                       |  | District: Manchester     |  |                      |  |  |                        |  |  |  |                        |  |  |
| Location: Whitworth Street 27 metres N Of Fairfield Street                                                                                               |  |                       |  |                          |  | Factor Conf Ref      |  |  | Vehicle Details        |  |  |  | Casualty Details       |  |  |
| 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       |  |  | Type Move From To Skid |  |  |  | Type Sex Age Sev Pupil |  |  |
|                                                                                                                                                          |  |                       |  |                          |  | DLoss Poss V1        |  |  | m/cl Ahead S N Skid    |  |  |  | 1 Rid M 41 Slight      |  |  |
|                                                                                                                                                          |  |                       |  |                          |  | DBrake Poss V2       |  |  | Taxi Ahead S N         |  |  |  |                        |  |  |
| 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 |  |  |                        |  |  |  |                        |  |  |

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| Accident Reference Number: A1035161                                                                                                                                                            |  |                        |  | Day: Saturday           |  | Contributory Factors |  |  | Date: 02/09/2017       |  |  |  | Time: 16:48            |  |  |
| Place Reported: Else                                                                                                                                                                           |  |                        |  | District: Manchester    |  |                      |  |  |                        |  |  |  |                        |  |  |
| Location: Fairfield Street at junction with London Road                                                                                                                                        |  |                        |  |                         |  | Factor Conf Ref      |  |  | Vehicle Details        |  |  |  | Casualty Details       |  |  |
| 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       |  |  | Type Move From To Skid |  |  |  | Type Sex Age Sev Pupil |  |  |
|                                                                                                                                                                                                |  |                        |  |                         |  |                      |  |  | 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 |  |  |                        |  |  |  |                        |  |  |

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| Accident Reference Number: A1045966                                                                                        |  |                        |  | Day: Wednesday           |  | Contributory Factors |  |  | Date: 11/07/2018       |  |  |  | Time: 08:16            |  |  |
| Place Reported: Scene                                                                                                      |  |                        |  | District: Manchester     |  |                      |  |  |                        |  |  |  |                        |  |  |
| Location: London Road at junction with Fairfield Street                                                                    |  |                        |  |                          |  | Factor Conf Ref      |  |  | Vehicle Details        |  |  |  | Casualty Details       |  |  |
| 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        |  |  | Type Move From To Skid |  |  |  | Type Sex Age Sev Pupil |  |  |
|                                                                                                                            |  |                        |  |                          |  | 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     |  |  |                  |       |      |    |      |                   |     |     |        |       |
| Road: A6/B6469 Junction Details: Xrds                                                                                       |  |  |  |  |  | Road Surface: Dry        |  |  | Severity: 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 |  |  |                  |       |      |    |      |                   |     |     |        |       |
| Car Start SE NW                                                                                                             |  |  |  |  |  |                          |  |  |                      |  |  |                  |       |      |    |      | 2 Pas F 40 Slight |     |     |        |       |
|                                                                                                                             |  |  |  |  |  |                          |  |  |                      |  |  |                  |       |      |    |      | 3 Pas F 56 Slight |     |     |        |       |

|                                                                                                                  |  |  |  |  |  |                          |  |  |                      |  |  |                  |             |      |     |      |                  |     |     |        |       |
|------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--------------------------|--|--|----------------------|--|--|------------------|-------------|------|-----|------|------------------|-----|-----|--------|-------|
| 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 |  |  |                  |       |      |    |      |                  |     |     |        |       |
|                                                                                                  |  |  |  |  |  |                          |  |  |                      |  |  |                  |       |      |    |      |                  |     |     |        |       |

|                                                                                                                               |          |        |                   |                      |      |                      |                     |  |                        |  |                    |  |        |                        |  |  |  |  |
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| 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      |                        |  |  |  |  |

|                                                                                                                                                             |        |        |                   |                      |      |                      |                     |  |                        |  |                    |  |        |                                   |  |  |  |  |
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| 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        |  |                    |  |        |                                   |  |  |  |  |
| Locational Details                                                                                                                                          |        |        |                   | Conditions           |      | Accident Details     |                     |  | RdLay Poss V1          |  |                    |  |        | p/c Ahead SE NW 1 Rid M 51 Slight |  |  |  |  |
| 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      |                                   |  |  |  |  |

|                                                                                                  |        |        |                   |                      |      |                      |                     |  |                        |  |                    |  |        |                        |  |  |  |  |
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| 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      |  |  |  |  |
| Locational Details                                                                               |        |        |                   | Conditions           |      | Accident Details     |                     |  | Car Ahead SE NW        |  |                    |  |        | 2 Drv M 60 Slight      |  |  |  |  |
| 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        |  |                    |  |        |                        |  |  |  |  |
| Locational Details                                                                                                 |           |        |                   | Conditions           |      | Accident Details     |                     |  | Car Waitg SW SE        |  |                    |  |        | 1 Drv M 33 Slight      |  |  |  |  |
| 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      |                        |  |  |  |  |

|                                                                                                                                                                                   |           |                        |                       |                      |       |                      |        |                 |                  |       |       |    |                  |       |       |     |        |        |
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| 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      |                 |                  |       |       |    |                  |       |       |     |        |        |

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| 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       |             |      |                  |      |       |     |     |        |       |

|                                                                                                                                |           |        |                   |                      |  |                      |               |  |                    |        |       |      |                  |      |       |     |     |        |       |
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| 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      |       |      |                  |      |       |     |     |        |       |

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| 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       |       |      |                  |      |       |     |     |         |       |

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| 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      |       |      |                  |      |       |     |     |        |       |

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| <b>Accident Reference Number:</b> A1005167                                                                                   |        |        |                   | <b>Day:</b> Wednesday       |      | <b>Contributory Factors</b>          |                |  | <b>Date:</b> 26/08/2015 |                                                           |        |  | <b>Time:</b> 12:20      |                                                           |  |  |  |
| <b>Place Reported:</b> Scene                                                                                                 |        |        |                   | <b>District:</b> Manchester |      | <b>Factor</b> <b>Conf</b> <b>Ref</b> |                |  | <b>Vehicle Details</b>  |                                                           |        |  | <b>Casualty Details</b> |                                                           |  |  |  |
| <b>Location:</b> Travis Street at junction with London Road                                                                  |        |        |                   |                             |      |                                      | DFLoo VLike V1 |  |                         | <b>Type</b> <b>Move</b> <b>From</b> <b>To</b> <b>Skid</b> |        |  |                         | <b>Type</b> <b>Sex</b> <b>Age</b> <b>Sev</b> <b>Pupil</b> |  |  |  |
| <b>Description:</b> 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<br>Taxi Stopg NE SW                       |        |  |                         | 1 Drv M 43 Slight                                         |  |  |  |
| <b>Locational Details</b>                                                                                                    |        |        |                   | <b>Conditions</b>           |      | <b>Accident Details</b>              |                |  |                         |                                                           |        |  |                         |                                                           |  |  |  |
| 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      |  |                         |                                                           |  |  |  |

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| <b>Accident Reference Number:</b> E1012459                                            |           |        |                   | <b>Day:</b> Wednesday       |      | <b>Contributory Factors</b>          |      |  | <b>Date:</b> 10/02/2016 |                                                           |         |  | <b>Time:</b> 18:02      |                                                                                   |  |  |  |
| <b>Place Reported:</b> Else                                                           |           |        |                   | <b>District:</b> Manchester |      | <b>Factor</b> <b>Conf</b> <b>Ref</b> |      |  | <b>Vehicle Details</b>  |                                                           |         |  | <b>Casualty Details</b> |                                                                                   |  |  |  |
| <b>Location:</b> Downing Street at junction with Mancunian Way On-slip                |           |        |                   |                             |      |                                      |      |  |                         | <b>Type</b> <b>Move</b> <b>From</b> <b>To</b> <b>Skid</b> |         |  |                         | <b>Type</b> <b>Sex</b> <b>Age</b> <b>Sev</b> <b>Pupil</b>                         |  |  |  |
| <b>Description:</b> V1 Trav S Downing St Turns Right In Front Of V2 Trav N Downing St |           |        |                   |                             |      |                                      |      |  |                         | Car TurnR N W<br>Car Ahead S N                            |         |  |                         | 1 Drv M 41 Serious<br>2 Drv M 35 Slight<br>3 Pas M 27 Slight<br>4 Pas M 26 Slight |  |  |  |
| <b>Locational Details</b>                                                             |           |        |                   | <b>Conditions</b>           |      | <b>Accident Details</b>              |      |  |                         |                                                           |         |  |                         |                                                                                   |  |  |  |
| 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       |  |                         |                                                                                   |  |  |  |

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| <b>Accident Reference Number:</b> A1043668                                                                                                    |        |        |                   | <b>Day:</b> Thursday        |      | <b>Contributory Factors</b>          |                                                                                                        |  | <b>Date:</b> 10/05/2018 |                                                           |        |  | <b>Time:</b> 08:59      |                                                           |  |  |  |
| <b>Place Reported:</b> Scene                                                                                                                  |        |        |                   | <b>District:</b> Manchester |      | <b>Factor</b> <b>Conf</b> <b>Ref</b> |                                                                                                        |  | <b>Vehicle Details</b>  |                                                           |        |  | <b>Casualty Details</b> |                                                           |  |  |  |
| <b>Location:</b> Travis Street 5 metres North East of London Road                                                                             |        |        |                   |                             |      |                                      | DGWor Poss V1<br>DFLoo VLike V1<br>DJudge VLike V1<br>PFLoo VLike C1<br>DLoss Poss V1<br>DCare Poss V1 |  |                         | <b>Type</b> <b>Move</b> <b>From</b> <b>To</b> <b>Skid</b> |        |  |                         | <b>Type</b> <b>Sex</b> <b>Age</b> <b>Sev</b> <b>Pupil</b> |  |  |  |
| <b>Description:</b> 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                                         |  |  |  |
| <b>Locational Details</b>                                                                                                                     |        |        |                   | <b>Conditions</b>           |      | <b>Accident Details</b>              |                                                                                                        |  |                         |                                                           |        |  |                         |                                                           |  |  |  |
| 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      |  |                         |                                                           |  |  |  |

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| <b>Accident Reference Number:</b> E1029467                                                                                                          |           |        |                   | <b>Day:</b> Thursday        |      | <b>Contributory Factors</b>          |                |  | <b>Date:</b> 02/02/2017 |                                                           |        |  | <b>Time:</b> 21:23      |                                                           |  |  |  |
| <b>Place Reported:</b> Scene                                                                                                                        |           |        |                   | <b>District:</b> Manchester |      | <b>Factor</b> <b>Conf</b> <b>Ref</b> |                |  | <b>Vehicle Details</b>  |                                                           |        |  | <b>Casualty Details</b> |                                                           |  |  |  |
| <b>Location:</b> Downing Street at junction with Mancunian Way                                                                                      |           |        |                   |                             |      |                                      | DCare VLike V1 |  |                         | <b>Type</b> <b>Move</b> <b>From</b> <b>To</b> <b>Skid</b> |        |  |                         | <b>Type</b> <b>Sex</b> <b>Age</b> <b>Sev</b> <b>Pupil</b> |  |  |  |
| <b>Description:</b> 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<br>Taxi Ahead S N                           |        |  |                         | 1 Drv M 47 Slight<br>2 Pas F 22 Slight                    |  |  |  |
| <b>Locational Details</b>                                                                                                                           |           |        |                   | <b>Conditions</b>           |      | <b>Accident Details</b>              |                |  |                         |                                                           |        |  |                         |                                                           |  |  |  |
| 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      |  |                         |                                                           |  |  |  |

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| <b>Accident Reference Number:</b> A1039984                                                                                                                               |           |        |                   | <b>Day:</b> Monday          |  | <b>Contributory Factors</b>          |      |  | <b>Date:</b> 22/01/2018 |         |  |  | <b>Time:</b> 17:10      |  |  |
| <b>Place Reported:</b> Scene                                                                                                                                             |           |        |                   | <b>District:</b> Manchester |  |                                      |      |  |                         |         |  |  |                         |  |  |
| <b>Location:</b> London Road at junction with Mancunian Way Exit Slip                                                                                                    |           |        |                   |                             |  | <b>Factor</b> <b>Conf</b> <b>Ref</b> |      |  | <b>Vehicle Details</b>  |         |  |  | <b>Casualty Details</b> |  |  |
| <b>Description:</b> 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<br>DFLoo Poss V1        |      |  | Type Move From To Skid  |         |  |  | Type Sex Age Sev Pupil  |  |  |
|                                                                                                                                                                          |           |        |                   |                             |  |                                      |      |  | HGVS TurnR N SW         |         |  |  | 1 Ped M 40 Serious      |  |  |
| <b>Locational Details</b>                                                                                                                                                |           |        |                   | <b>Conditions</b>           |  | <b>Accident Details</b>              |      |  |                         |         |  |  |                         |  |  |
| 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       |  |  |                         |  |  |

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| <b>Accident Reference Number:</b> A1001721                                                  |        |        |                   | <b>Day:</b> Wednesday       |  | <b>Contributory Factors</b>          |      |  | <b>Date:</b> 27/05/2015 |        |  |                   | <b>Time:</b> 23:25      |  |  |
| <b>Place Reported:</b> Scene                                                                |        |        |                   | <b>District:</b> Manchester |  |                                      |      |  |                         |        |  |                   |                         |  |  |
| <b>Location:</b> London Road 50 Metres North of the Mancunian Way                           |        |        |                   |                             |  | <b>Factor</b> <b>Conf</b> <b>Ref</b> |      |  | <b>Vehicle Details</b>  |        |  |                   | <b>Casualty Details</b> |  |  |
| <b>Description:</b> 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 Utturn N N          |        |  |                   |                         |  |  |
|                                                                                             |        |        |                   |                             |  |                                      |      |  | Car Ahead N S           |        |  |                   | 1 Drv M 38 Slight       |  |  |
| Road:                                                                                       | A6     |        | Junction Details: |                             |  | Road Surface:                        | Wet  |  | Severity:               | Slight |  | 2 Pas M 32 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      |  |                   |                         |  |  |

|                                                                                                                                       |           |        |                   |                             |  |                                      |      |  |                         |        |  |  |                         |  |  |
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| <b>Accident Reference Number:</b> A1011100                                                                                            |           |        |                   | <b>Day:</b> Tuesday         |  | <b>Contributory Factors</b>          |      |  | <b>Date:</b> 19/01/2016 |        |  |  | <b>Time:</b> 19:55      |  |  |
| <b>Place Reported:</b> Scene                                                                                                          |           |        |                   | <b>District:</b> Manchester |  |                                      |      |  |                         |        |  |  |                         |  |  |
| <b>Location:</b> London Road at junction with Mancunian Way                                                                           |           |        |                   |                             |  | <b>Factor</b> <b>Conf</b> <b>Ref</b> |      |  | <b>Vehicle Details</b>  |        |  |  | <b>Casualty Details</b> |  |  |
| <b>Description:</b> 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<br>DJudge Poss V2     |      |  | Type Move From To Skid  |        |  |  | Type Sex Age Sev Pupil  |  |  |
|                                                                                                                                       |           |        |                   |                             |  |                                      |      |  | Car p/c TurnL N E       |        |  |  | 1 Rid M 42 Slight       |  |  |
|                                                                                                                                       |           |        |                   |                             |  |                                      |      |  | Ahead N S               |        |  |  |                         |  |  |
| <b>Locational Details</b>                                                                                                             |           |        |                   | <b>Conditions</b>           |  | <b>Accident Details</b>              |      |  |                         |        |  |  |                         |  |  |
| 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      |  |  |                         |  |  |

|                                                                                                                                                                                                  |         |        |                   |                             |  |                                                                     |       |  |                         |        |  |  |                         |  |  |
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| <b>Accident Reference Number:</b> A1032600                                                                                                                                                       |         |        |                   | <b>Day:</b> Wednesday       |  | <b>Contributory Factors</b>                                         |       |  | <b>Date:</b> 12/07/2017 |        |  |  | <b>Time:</b> 10:30      |  |  |
| <b>Place Reported:</b> Scene                                                                                                                                                                     |         |        |                   | <b>District:</b> Manchester |  |                                                                     |       |  |                         |        |  |  |                         |  |  |
| <b>Location:</b> Fairfield St at junction with Taxi Rank Exit, 110 metres East of London Road                                                                                                    |         |        |                   |                             |  | <b>Factor</b> <b>Conf</b> <b>Ref</b>                                |       |  | <b>Vehicle Details</b>  |        |  |  | <b>Casualty Details</b> |  |  |
| <b>Description:</b> 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<br>PJudge Poss C1<br>PIllns Poss C1<br>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       |  |  |
| <b>Locational Details</b>                                                                                                                                                                        |         |        |                   | <b>Conditions</b>           |  | <b>Accident Details</b>                                             |       |  |                         |        |  |  |                         |  |  |
| 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      |  |  |                         |  |  |

|                                                                                                                                                                |  |                        |  |                          |  |                      |  |  |                        |  |  |  |                        |  |  |
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| 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 Waitg NE SW        |  |  |  |                        |  |  |
|                                                                                                                                                                |  |                        |  |                          |  |                      |  |  | p/c U/T 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 |  |  |                        |  |  |  |                        |  |  |

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| 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 |  |  |                        |  |  |  |                        |  |  |

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| 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 |  |  |                        |  |  |  |                        |  |  |

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| 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 chInR SE NW        |  |  |  |                        |  |  |
|                                                                                                                                                               |  |                       |  |                          |  |                      |  |  | m/s Ahead 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 |  |  |                        |  |  |  |                        |  |  |



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| 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 m/s | chlnR | NW   | SE |                  | 1 Drv | M   | 30  | Slight  |       |
| 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 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.                                               |         |        |                        |                      |                          |                      | PFLoo VLike C1  |  |                  | 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 |                 |  |                  |         |       |      |    |                  |       |     |     |         |       |

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| <b>Accident Reference Number:</b> E1094876                                                                                                               |  |  |  | <b>Day:</b> Thursday        |  | <b>Contributory Factors</b>          |  |  | <b>Date:</b> 11/12/2014 |  |  |  |  | <b>Time:</b> 18:13 |  |  |  |  |
| <b>Place Reported:</b> Scene                                                                                                                             |  |  |  | <b>District:</b> Manchester |  |                                      |  |  |                         |  |  |  |  |                    |  |  |  |  |
| <b>Location:</b> Downing Street at junction with Charlton Place                                                                                          |  |  |  |                             |  | <b>Factor</b> <b>Conf</b> <b>Ref</b> |  |  |                         |  |  |  |  |                    |  |  |  |  |
| <b>Description:</b> 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                       |  |  |                         |  |  |  |  |                    |  |  |  |  |
|                                                                                                                                                          |  |  |  |                             |  |                                      |  |  |                         |  |  |  |  |                    |  |  |  |  |
|                                                                                                                                                          |  |  |  |                             |  |                                      |  |  |                         |  |  |  |  |                    |  |  |  |  |
|                                                                                                                                                          |  |  |  |                             |  |                                      |  |  |                         |  |  |  |  |                    |  |  |  |  |
|                                                                                                                                                          |  |  |  |                             |  |                                      |  |  |                         |  |  |  |  |                    |  |  |  |  |
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|                                                                                                                                                          |  |  |  |                             |  |                                      |  |  |                         |  |  |  |  |                    |  |  |  |  |
|                                                                                                                                                          |  |  |  |                             |  |                                      |  |  |                         |  |  |  |  |                    |  |  |  |  |
|                                                                                                                                                          |  |  |  |                             |  |                                      |  |  |                         |  |  |  |  |                    |  |  |  |  |
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| Accident Reference Number: A1090200                                                                                                                            |        |        |                       | Day: Wednesday       |                     | Contributory Factors |                    |        | Date: 06/08/2014 |       |      |    | Time: 17:31      |       |     |     |        |       |
| Place Reported: Scene                                                                                                                                          |        |        |                       | District: Manchester |                     |                      |                    |        |                  |       |      |    |                  |       |     |     |        |       |
| Location: Mancunian Way 150 metres W of Manor Street                                                                                                           |        |        |                       |                      |                     | Factor Conf Ref      |                    |        | Vehicle Details  |       |      |    | Casualty Details |       |     |     |        |       |
| 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. |        |        |                       |                      |                     | DAIcoh VLIke V1      |                    |        | Type             | Move  | From | To | Skid             | Type  | Sex | Age | Sev    | Pupil |
|                                                                                                                                                                |        |        |                       |                      |                     |                      |                    |        | 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      |                  |       |      |    |                  |       |     |     |        |       |

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| Accident Reference Number: A1012225                                                                                                       |         |        |                        | Day: Monday          |                     | Contributory Factors |                    |         | Date: 08/02/2016 |       |      |    | Time: 05:40      |       |     |     |         |       |
| Place Reported: Scene                                                                                                                     |         |        |                        | District: Manchester |                     |                      |                    |         |                  |       |      |    |                  |       |     |     |         |       |
| Location: Fairfield Street at junction with Travis St                                                                                     |         |        |                        |                      |                     | Factor Conf Ref      |                    |         | Vehicle Details  |       |      |    | Casualty Details |       |     |     |         |       |
| Description: V1 (Taxi) Trav E Fairfield St Turns Right Into Travis St Across Path Of V2 (Motorcycle) Trav W Fairfield St Collision Occurs |         |        |                        |                      |                     | DFLoo VLIke V1       |                    |         | Type             | Move  | From | To | Skid             | Type  | Sex | Age | Sev     | Pupil |
|                                                                                                                                           |         |        |                        |                      |                     |                      |                    |         | 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       |                  |       |      |    |                  |       |     |     |         |       |

|                                                                                                                                                               |         |        |                        |                      |                     |                      |                    |        |                  |       |      |    |                  |       |     |     |        |       |
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| Accident Reference Number: A1098832                                                                                                                           |         |        |                        | Day: Sunday          |                     | Contributory Factors |                    |        | Date: 15/03/2015 |       |      |    | Time: 22:35      |       |     |     |        |       |
| Place Reported: Scene                                                                                                                                         |         |        |                        | District: Manchester |                     |                      |                    |        |                  |       |      |    |                  |       |     |     |        |       |
| Location: Travis Street at junction with Fairfiled Street                                                                                                     |         |        |                        |                      |                     | Factor Conf Ref      |                    |        | Vehicle Details  |       |      |    | Casualty Details |       |     |     |        |       |
| 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 |         |        |                        |                      |                     | DTurn VLIke V1       |                    |        | Type             | Move  | From | To | Skid             | Type  | Sex | Age | Sev    | Pupil |
|                                                                                                                                                               |         |        |                        |                      |                     | 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      |                  |       |      |    |                  |       |     |     |        |       |

|                                                                                                                                                                 |         |        |                        |                      |                     |                      |                    |        |                  |       |      |    |                  |       |     |     |        |       |
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| Accident Reference Number: A1024809                                                                                                                             |         |        |                        | Day: Thursday        |                     | Contributory Factors |                    |        | Date: 15/12/2016 |       |      |    | Time: 23:20      |       |     |     |        |       |
| Place Reported: Scene                                                                                                                                           |         |        |                        | District: Manchester |                     |                      |                    |        |                  |       |      |    |                  |       |     |     |        |       |
| Location: Travis Street at junction with Fairfield Street                                                                                                       |         |        |                        |                      |                     | Factor Conf Ref      |                    |        | Vehicle Details  |       |      |    | Casualty Details |       |     |     |        |       |
| 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. |         |        |                        |                      |                     | RdLay Poss V1        |                    |        | Type             | Move  | From | To | Skid             | Type  | Sex | Age | Sev    | Pupil |
|                                                                                                                                                                 |         |        |                        |                      |                     | DFLoo VLIke V1       |                    |        | Car              | TurnR | NE   | NW |                  |       |     |     |        |       |
|                                                                                                                                                                 |         |        |                        |                      |                     | DWscr Poss V1        |                    |        | m/cl             | Ahead | SW   | NE | O/t/n            | 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      |                  |       |      |    |                  |       |     |     |        |       |

|                                                                                                                                                                        |         |        |                        |                      |                     |                                    |                    |  |                  |              |         |         |                  |       |     |     |         |       |
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| 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<br>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<br>p/c       | Parkd<br>U/T | Pk<br>E | Pk<br>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 |  |  |  |  |  |
|                                                                                              |  |  |  |  |                       |  | PFLoo Poss C1            |  |                      | Car Ahead W E          |  |  |  |  | 1 Ped F 20 Serious     |  |  |  |  |  |
|                                                                                              |  |  |  |  |                       |  | PCare Poss C1            |  |                      |                        |  |  |  |  |                        |  |  |  |  |  |
| 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 |  |  |  |  |  |
|                                                                                   |  |  |  |  |                       |  |                          |  |                      | Car Stopg SW NE        |  |  |  |  |                        |  |  |  |  |  |
|                                                                                   |  |  |  |  |                       |  |                          |  |                      | Taxi Parkd Pk Pk       |  |  |  |  | 1 Drv M 45 Slight      |  |  |  |  |  |
| 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 |  |  |  |  |  |
|                                                                                                                                                         |  |  |  |  |                        |  | DJudge Poss V1           |  |                      | Car Ahead NW SE        |  |  |  |  | 1 Ped M 24 Slight      |  |  |  |  |  |
|                                                                                                                                                         |  |  |  |  |                        |  | DCare Poss V1            |  |                      |                        |  |  |  |  |                        |  |  |  |  |  |
| 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 |  |  |  |  |                        |  |                         |  |                      | Type Move From To Skid |  |  |  |  | Type Sex Age Sev Pupil |  |  |  |  |  |
|                                                                                                                                           |  |  |  |  |                        |  |                         |  |                      | Car TurnR NE NW        |  |  |  |  |                        |  |  |  |  |  |
|                                                                                                                                           |  |  |  |  |                        |  |                         |  |                      | p/c Ahead SW NE        |  |  |  |  | 1 Rid M 47 Slight      |  |  |  |  |  |
| 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                                    |       |  | Vehicle Details    |         |      |    | Casualty Details |       |     |     |         |       |
| 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<br>DSun VLike V1                    |       |  | Type               | Move    | From | To | Skid             | 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    |         |      |    | Casualty Details |       |     |     |         |       |
| 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<br>DMobP Poss V1                    |       |  | Type               | Move    | From | To | Skid             | Type  | Sex | Age | Sev     | Pupil |
|                                                                                                                                                                       |         |        |                   |                      |  |                                                    |       |  | 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    |         |      |    | Casualty Details |       |     |     |         |       |
| 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                                     |       |  | Type               | Move    | From | To | Skid             | Type  | Sex | Age | Sev     | Pupil |
|                                                                                                                                                                       |         |        |                   |                      |  |                                                    |       |  | 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    |         |      |    | Casualty Details |       |     |     |         |       |
| 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<br>DCDar VLike V2<br>Other VLike V1 |       |  | Type               | Move    | From | To | Skid             | Type  | Sex | Age | Sev     | Pupil |
|                                                                                                                                                                       |         |        |                   |                      |  |                                                    |       |  | 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       |      |    |                  |       |     |     |         |       |

|                                                                                                                                           |               |                        |                             |      |  |                             |             |                |                         |       |       |                         |            |              |
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| <b>Accident Reference Number:</b> A1094232                                                                                                |               |                        | <b>Day:</b> Saturday        |      |  | <b>Contributory Factors</b> |             |                | <b>Date:</b> 29/11/2014 |       |       | <b>Time:</b> 01:55      |            |              |
| <b>Place Reported:</b> Scene                                                                                                              |               |                        | <b>District:</b> Manchester |      |  | <b>Factor Conf Ref</b>      |             |                | <b>Vehicle Details</b>  |       |       | <b>Casualty Details</b> |            |              |
| <b>Location:</b> Great Ancoats Street 15 metres NW of Store Street                                                                        |               |                        |                             |      |  | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             |       |       | <b>Type</b>             | <b>Sex</b> | <b>Age</b>   |
| <b>Description:</b> V1 Trav Nw On Great Ancoats St Collides With C1 (Pedestrian) Crossing Carriageway From Offside In Westerly Direction. |               |                        |                             |      |  | DFLoo                       | Poss        | V1             |                         |       |       |                         |            |              |
|                                                                                                                                           |               |                        |                             |      |  | DEye                        | Poss        | V1             | Car                     | Ahead | SE NW |                         | 1 Ped      | M 27 Serious |
|                                                                                                                                           |               |                        |                             |      |  | PFLoo                       | Poss        | C1             |                         |       |       |                         |            |              |
| <b>Locational Details</b>                                                                                                                 |               |                        | <b>Conditions</b>           |      |  | <b>Accident Details</b>     |             |                |                         |       |       |                         |            |              |
| 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           |                |                         |       |       |                         |            |              |

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| <b>Accident Reference Number:</b> A3030388                                                                                                          |               |                        | <b>Day:</b> Wednesday       |       |  | <b>Contributory Factors</b> |             |                | <b>Date:</b> 26/04/2017 |  |  | <b>Time:</b> 14:55      |             |            |
| <b>Place Reported:</b> Else                                                                                                                         |               |                        | <b>District:</b> Manchester |       |  | <b>Factor Conf Ref</b>      |             |                | <b>Vehicle Details</b>  |  |  | <b>Casualty Details</b> |             |            |
| <b>Location:</b> Great Ancoats Street at junction with Old Mill Street                                                                              |               |                        |                             |       |  | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             |  |  | <b>Type</b>             | <b>Sex</b>  | <b>Age</b> |
| <b>Description:</b> 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 |               |                        |                             |       |  |                             |             |                |                         |  |  |                         |             |            |
|                                                                                                                                                     |               |                        |                             |       |  | Car                         | Ahead       | NW SE          |                         |  |  |                         |             |            |
|                                                                                                                                                     |               |                        |                             |       |  | Car                         | Ahead       | NW SE          |                         |  |  | 1 Drv                   | M 32 Slight |            |
| <b>Locational Details</b>                                                                                                                           |               |                        | <b>Conditions</b>           |       |  | <b>Accident Details</b>     |             |                |                         |  |  |                         |             |            |
| 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           |                |                         |  |  |                         |             |            |

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| <b>Accident Reference Number:</b> A1013409                                                                                |               |                        | <b>Day:</b> Saturday        |      |  | <b>Contributory Factors</b> |             |                | <b>Date:</b> 05/03/2016 |       |       | <b>Time:</b> 19:50      |            |              |
| <b>Place Reported:</b> Scene                                                                                              |               |                        | <b>District:</b> Manchester |      |  | <b>Factor Conf Ref</b>      |             |                | <b>Vehicle Details</b>  |       |       | <b>Casualty Details</b> |            |              |
| <b>Location:</b> Store Street at junction with Great Ancoats Street                                                       |               |                        |                             |      |  | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             |       |       | <b>Type</b>             | <b>Sex</b> | <b>Age</b>   |
| <b>Description:</b> C1 (Pedestrian) Crosses Se-bd Infront Of A Passing Vehicle (V1) Trav Sw Store St And Collision Occurs |               |                        |                             |      |  |                             |             |                |                         |       |       |                         |            |              |
|                                                                                                                           |               |                        |                             |      |  | PXMas                       | Poss        | C1             | Car                     | Ahead | NE SW |                         | 1 Ped      | M 23 Serious |
|                                                                                                                           |               |                        |                             |      |  | PFLoo                       | Poss        | C1             |                         |       |       |                         |            |              |
|                                                                                                                           |               |                        |                             |      |  | PJudge                      | Poss        | C1             |                         |       |       |                         |            |              |
|                                                                                                                           |               |                        |                             |      |  | PAlcoh                      | Poss        | C1             |                         |       |       |                         |            |              |
|                                                                                                                           |               |                        |                             |      |  | DDrugs                      | Poss        | V1             |                         |       |       |                         |            |              |
|                                                                                                                           |               |                        |                             |      |  | DFast                       | Poss        | V1             |                         |       |       |                         |            |              |
| <b>Locational Details</b>                                                                                                 |               |                        | <b>Conditions</b>           |      |  | <b>Accident Details</b>     |             |                |                         |       |       |                         |            |              |
| 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           |                |                         |       |       |                         |            |              |

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| <b>Accident Reference Number:</b> A3090887                                                                                                                                                 |               |                        | <b>Day:</b> Wednesday       |       |  | <b>Contributory Factors</b> |             |                | <b>Date:</b> 03/09/2014 |       |       | <b>Time:</b> 11:15      |            |             |
| <b>Place Reported:</b> Scene                                                                                                                                                               |               |                        | <b>District:</b> Manchester |       |  | <b>Factor Conf Ref</b>      |             |                | <b>Vehicle Details</b>  |       |       | <b>Casualty Details</b> |            |             |
| <b>Location:</b> Great Ancoats Street 10 metres Nw of Old Mill Street                                                                                                                      |               |                        |                             |       |  | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             |       |       | <b>Type</b>             | <b>Sex</b> | <b>Age</b>  |
| <b>Description:</b> 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             | othr                    | Ahead | NW SE |                         | 1 Ped      | F 30 Slight |
|                                                                                                                                                                                            |               |                        |                             |       |  | PFLoo                       | VLike       | C1             |                         |       |       |                         |            |             |
|                                                                                                                                                                                            |               |                        |                             |       |  | DStat                       | VLike       | V1             |                         |       |       |                         |            |             |
| <b>Locational Details</b>                                                                                                                                                                  |               |                        | <b>Conditions</b>           |       |  | <b>Accident Details</b>     |             |                |                         |       |       |                         |            |             |
| 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           |                |                         |       |       |                         |            |             |



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| 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      |  |  |                        |  |  |

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| 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       |  |  |                        |  |  |

|                                                                                                                                   |        |        |                   |                      |  |                      |      |  |                        |        |  |  |                        |  |  |
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| 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      |  |  |                        |  |  |

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| 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      |  |  |                        |  |  |

|                                                                                                                                                        |               |                   |                             |                     |       |                             |             |                |                         |             |            |                         |            |              |
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| <b>Accident Reference Number:</b> A3041476                                                                                                             |               |                   | <b>Day:</b> Friday          |                     |       | <b>Contributory Factors</b> |             |                | <b>Date:</b> 09/03/2018 |             |            | <b>Time:</b> 22:30      |            |              |
| <b>Place Reported:</b> Else                                                                                                                            |               |                   | <b>District:</b> Manchester |                     |       | <b>Factor Conf Ref</b>      |             |                | <b>Vehicle Details</b>  |             |            | <b>Casualty Details</b> |            |              |
| <b>Location:</b> Old Mill Street at junction with Great Ancoats Street                                                                                 |               |                   |                             |                     |       | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             | <b>Type</b> | <b>Sex</b> | <b>Age</b>              | <b>Sev</b> | <b>Pupil</b> |
| <b>Description:</b> 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          |                         |             |            |                         |            |              |
|                                                                                                                                                        |               |                   |                             |                     |       | p/c                         | Ahead       | NW SE          |                         | 1 Rid       | F          | 24                      | Slight     |              |
| <b>Locational Details</b>                                                                                                                              |               |                   | <b>Conditions</b>           |                     |       | <b>Accident Details</b>     |             |                |                         |             |            |                         |            |              |
| 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              |                         |             |            |                         |            |              |
| <b>Accident Reference Number:</b> A1016989                                                                                                             |               |                   | <b>Day:</b> Monday          |                     |       | <b>Contributory Factors</b> |             |                | <b>Date:</b> 06/06/2016 |             |            | <b>Time:</b> 00:35      |            |              |
| <b>Place Reported:</b> Scene                                                                                                                           |               |                   | <b>District:</b> Manchester |                     |       | <b>Factor Conf Ref</b>      |             |                | <b>Vehicle Details</b>  |             |            | <b>Casualty Details</b> |            |              |
| <b>Location:</b> Great Ancoats Street 50 metres SE of Old Mill Street                                                                                  |               |                   |                             |                     |       | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             | <b>Type</b> | <b>Sex</b> | <b>Age</b>              | <b>Sev</b> | <b>Pupil</b> |
| <b>Description:</b> 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     |              |
| <b>Locational Details</b>                                                                                                                              |               |                   | <b>Conditions</b>           |                     |       | <b>Accident Details</b>     |             |                |                         |             |            |                         |            |              |
| 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              |                         |             |            |                         |            |              |
| <b>Accident Reference Number:</b> A1089563                                                                                                             |               |                   | <b>Day:</b> Sunday          |                     |       | <b>Contributory Factors</b> |             |                | <b>Date:</b> 27/07/2014 |             |            | <b>Time:</b> 10:25      |            |              |
| <b>Place Reported:</b> Scene                                                                                                                           |               |                   | <b>District:</b> Manchester |                     |       | <b>Factor Conf Ref</b>      |             |                | <b>Vehicle Details</b>  |             |            | <b>Casualty Details</b> |            |              |
| <b>Location:</b> Hoyle Street at junction with Temperance Street                                                                                       |               |                   |                             |                     |       | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             | <b>Type</b> | <b>Sex</b> | <b>Age</b>              | <b>Sev</b> | <b>Pupil</b> |
| <b>Description:</b> 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                      | Slight     |              |
|                                                                                                                                                        |               |                   |                             |                     |       | LGV                         | Ahead       | SW NE          |                         |             |            |                         |            |              |
| <b>Locational Details</b>                                                                                                                              |               |                   | <b>Conditions</b>           |                     |       | <b>Accident Details</b>     |             |                |                         |             |            |                         |            |              |
| 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              |                         |             |            |                         |            |              |
| <b>Accident Reference Number:</b> A1029443                                                                                                             |               |                   | <b>Day:</b> Wednesday       |                     |       | <b>Contributory Factors</b> |             |                | <b>Date:</b> 19/04/2017 |             |            | <b>Time:</b> 14:55      |            |              |
| <b>Place Reported:</b> Scene                                                                                                                           |               |                   | <b>District:</b> Manchester |                     |       | <b>Factor Conf Ref</b>      |             |                | <b>Vehicle Details</b>  |             |            | <b>Casualty Details</b> |            |              |
| <b>Location:</b> Hoyle Street at junction with Temperance Street                                                                                       |               |                   |                             |                     |       | <b>Type</b>                 | <b>Move</b> | <b>From To</b> | <b>Skid</b>             | <b>Type</b> | <b>Sex</b> | <b>Age</b>              | <b>Sev</b> | <b>Pupil</b> |
| <b>Description:</b> 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             |                         |             |            |                         |            |              |
|                                                                                                                                                        |               |                   |                             |                     |       | DStat                       | Poss        | V1             |                         |             |            |                         |            |              |
|                                                                                                                                                        |               |                   |                             |                     |       | DStat                       | Poss        | V2             |                         |             |            |                         |            |              |
|                                                                                                                                                        |               |                   |                             |                     |       | Car                         | Ahead       | SE NW          |                         | 1 Drv       | M          | 22                      | Slight     |              |
|                                                                                                                                                        |               |                   |                             |                     |       | Car                         | Ahead       | SW NE          |                         |             |            |                         |            |              |
|                                                                                                                                                        |               |                   |                             |                     |       | Car                         | Parkd       | Pk Pk          |                         |             |            |                         |            |              |
| <b>Locational Details</b>                                                                                                                              |               |                   | <b>Conditions</b>           |                     |       | <b>Accident Details</b>     |             |                |                         |             |            |                         |            |              |
| 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 Car Car Car        |  |  |  | 1 Drv M 26 Slight      |  |  |  |
| 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 |  |  |                        |  |  |  |                        |  |  |  |

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|------------------------------------------------------------------------------------------------------|--|------------------------|--|--------------------------|--|----------------------|--|--|------------------------|--|--|--|------------------------|--|--|--|
| 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 Car                |  |  |  | 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 |  |  |                        |  |  |  |                        |  |  |  |

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|------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------|--|-------------------------|--|----------------------|--|--|------------------------|--|--|--|------------------------|--|--|--|
| 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 Car                |  |  |  | 1 Drv M 28 Slight      |  |  |  |
| Locational Details                                                                                                                       |  |                        |  | Conditions              |  | Accident Details     |  |  |                        |  |  |  | 2 Pas M 34 Slight      |  |  |  |
| 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 |  |  |                        |  |  |  |                        |  |  |  |

|                                                                                                              |  |                        |  |                          |  |                      |  |                 |                        |  |  |                   |                        |  |  |
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| 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       |  |  |                   |                        |  |  |
| Locational Details                                                                                           |  |                        |  | Conditions               |  | Accident Details     |  |                 |                        |  |  |                   | 1 Pas F 40 Slight      |  |  |
| Road: A665/A662                                                                                              |  | Junction Details: Tjun |  | Road Surface: Dry        |  | Severity: Slight     |  | DTurn VLike V1  |                        |  |  | 2 Pas M 10 Slight |                        |  |  |
| OSGR: 385321 398110                                                                                          |  | Junction Control: TS   |  | Light Conditions: Light  |  | No. of Vehicles: 2   |  | DDisln VLike V1 |                        |  |  |                   |                        |  |  |
| Speed Limit: 30                                                                                              |  | Ped Crossing: TSX      |  | Weather Conditions: Fine |  | No. of Casualties: 2 |  |                 |                        |  |  |                   |                        |  |  |

|                                                                                                                                                   |           |        |                   |                      |  |                      |      |  |                    |        |       |      |                  |      |       |     |     |        |       |
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| 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      |       |      |                  |      |       |     |     |        |       |

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| 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<br>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       |       |      |                  |      |       |     |     |         |       |

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| 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<br>DJudge VLike V1<br>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      |       |      |                  |      |       |     |     |        |       |

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| 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<br>DTurn VLike V2<br>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      |       |      |                  |      |       |     |     |        |       |

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| <b>Accident Reference Number:</b> A1088417                                                                                                    |               |                   | <b>Day:</b> Friday          |                     | <b>Contributory Factors</b> |                    |         | <b>Date:</b> 27/06/2014       |  |  | <b>Time:</b> 19:00            |  |  |
| <b>Place Reported:</b> Scene                                                                                                                  |               |                   | <b>District:</b> Manchester |                     | <b>Factor Conf Ref</b>      |                    |         | <b>Vehicle Details</b>        |  |  | <b>Casualty Details</b>       |  |  |
| <b>Location:</b> Great Ancoats Street at junction with Adair Street                                                                           |               |                   |                             |                     | DFLoo VLike V1              |                    |         | <b>Type Move From To Skid</b> |  |  | <b>Type Sex Age Sev Pupil</b> |  |  |
| <b>Description:</b> V1 Trav Se On Great Ancoats St Turns Right Into Path Of V2 Trav Opp Dir. Collision Occurs                                 |               |                   |                             |                     | DTurn VLike V1              |                    |         | Taxi TurnR NW SW              |  |  |                               |  |  |
|                                                                                                                                               |               |                   |                             |                     |                             |                    |         | Car Ahead SE NW               |  |  | 1 Drv M 28 Slight             |  |  |
|                                                                                                                                               |               |                   |                             |                     |                             |                    |         |                               |  |  | 2 Pas F 25 Serious            |  |  |
| <b>Locational Details</b>                                                                                                                     |               |                   | <b>Conditions</b>           |                     | <b>Accident Details</b>     |                    |         |                               |  |  |                               |  |  |
| 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       |                               |  |  |                               |  |  |
| <b>Accident Reference Number:</b> A1005014                                                                                                    |               |                   | <b>Day:</b> Wednesday       |                     | <b>Contributory Factors</b> |                    |         | <b>Date:</b> 26/08/2015       |  |  | <b>Time:</b> 08:40            |  |  |
| <b>Place Reported:</b> Scene                                                                                                                  |               |                   | <b>District:</b> Manchester |                     | <b>Factor Conf Ref</b>      |                    |         | <b>Vehicle Details</b>        |  |  | <b>Casualty Details</b>       |  |  |
| <b>Location:</b> Fairfield Street at junction with Crane Street                                                                               |               |                   |                             |                     | DFLoo Poss V1               |                    |         | <b>Type Move From To Skid</b> |  |  | <b>Type Sex Age Sev Pupil</b> |  |  |
| <b>Description:</b> V1 Trav E Fairfield St, Turns Right Across Path V1 (Pedal Cycle) Trav Opposite.                                           |               |                   |                             |                     |                             |                    |         | LGV TurnR W S                 |  |  |                               |  |  |
|                                                                                                                                               |               |                   |                             |                     |                             |                    |         | p/c Ahead E W                 |  |  | 1 Rid M 34 Slight             |  |  |
| <b>Locational Details</b>                                                                                                                     |               |                   | <b>Conditions</b>           |                     | <b>Accident Details</b>     |                    |         |                               |  |  |                               |  |  |
| 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       |                               |  |  |                               |  |  |
| <b>Accident Reference Number:</b> A1088367                                                                                                    |               |                   | <b>Day:</b> Sunday          |                     | <b>Contributory Factors</b> |                    |         | <b>Date:</b> 29/06/2014       |  |  | <b>Time:</b> 18:30            |  |  |
| <b>Place Reported:</b> Scene                                                                                                                  |               |                   | <b>District:</b> Manchester |                     | <b>Factor Conf Ref</b>      |                    |         | <b>Vehicle Details</b>        |  |  | <b>Casualty Details</b>       |  |  |
| <b>Location:</b> Fairfield Street at junction with Mancunian Way                                                                              |               |                   |                             |                     | DTgate Poss V1              |                    |         | <b>Type Move From To Skid</b> |  |  | <b>Type Sex Age Sev Pupil</b> |  |  |
| <b>Description:</b> Both Vehs Trav W On Fairfield St. V2 In Lane 1 Gives Way At Jct. V1 Collides With Rear Of V2.                             |               |                   |                             |                     | DJudge Poss V1              |                    |         | Car Stopg E W                 |  |  |                               |  |  |
|                                                                                                                                               |               |                   |                             |                     | DBrake Poss V1              |                    |         | Car Stopg E W                 |  |  | 1 Drv M 38 Slight             |  |  |
| <b>Locational Details</b>                                                                                                                     |               |                   | <b>Conditions</b>           |                     | <b>Accident Details</b>     |                    |         |                               |  |  |                               |  |  |
| 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       |                               |  |  |                               |  |  |
| <b>Accident Reference Number:</b> E1034979                                                                                                    |               |                   | <b>Day:</b> Tuesday         |                     | <b>Contributory Factors</b> |                    |         | <b>Date:</b> 05/09/2017       |  |  | <b>Time:</b> 08:20            |  |  |
| <b>Place Reported:</b> Scene                                                                                                                  |               |                   | <b>District:</b> Manchester |                     | <b>Factor Conf Ref</b>      |                    |         | <b>Vehicle Details</b>        |  |  | <b>Casualty Details</b>       |  |  |
| <b>Location:</b> Fairfield Street at junction with Mancunian Way                                                                              |               |                   |                             |                     |                             |                    |         | <b>Type Move From To Skid</b> |  |  | <b>Type Sex Age Sev Pupil</b> |  |  |
| <b>Description:</b> V2 Trav W Fairfield St Followed By V1. V2 Changes To Left Lane To Turn Left & Stops For Traffic. V1 Collides With V2 Rear |               |                   |                             |                     |                             |                    |         | LGV wtgTL E SW                |  |  |                               |  |  |
|                                                                                                                                               |               |                   |                             |                     |                             |                    |         | Car wtgTL E SW                |  |  | 1 Drv F 31 Slight             |  |  |
| <b>Locational Details</b>                                                                                                                     |               |                   | <b>Conditions</b>           |                     | <b>Accident Details</b>     |                    |         |                               |  |  |                               |  |  |
| 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       |                               |  |  |                               |  |  |

|                                                                                                                                                                                |               |                        |                             |       |  |                             |         |  |                               |  |  |                               |  |  |
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| <b>Accident Reference Number:</b> A1024373                                                                                                                                     |               |                        | <b>Day:</b> Friday          |       |  | <b>Contributory Factors</b> |         |  | <b>Date:</b> 11/11/2016       |  |  | <b>Time:</b> 19:10            |  |  |
| <b>Place Reported:</b> Else                                                                                                                                                    |               |                        | <b>District:</b> Manchester |       |  | <b>Factor Conf Ref</b>      |         |  | <b>Vehicle Details</b>        |  |  | <b>Casualty Details</b>       |  |  |
| <b>Location:</b> Fairfield Street at junction with Mancunian Way                                                                                                               |               |                        |                             |       |  |                             |         |  | <b>Type Move From To Skid</b> |  |  | <b>Type Sex Age Sev Pupil</b> |  |  |
| <b>Description:</b> 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                 |  |  |                               |  |  |
| <b>Locational Details</b>                                                                                                                                                      |               |                        | <b>Conditions</b>           |       |  | <b>Accident Details</b>     |         |  |                               |  |  |                               |  |  |
| 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       |  |                               |  |  |                               |  |  |
| <b>Accident Reference Number:</b> A1045114                                                                                                                                     |               |                        | <b>Day:</b> Thursday        |       |  | <b>Contributory Factors</b> |         |  | <b>Date:</b> 21/06/2018       |  |  | <b>Time:</b> 11:16            |  |  |
| <b>Place Reported:</b> Scene                                                                                                                                                   |               |                        | <b>District:</b> Manchester |       |  | <b>Factor Conf Ref</b>      |         |  | <b>Vehicle Details</b>        |  |  | <b>Casualty Details</b>       |  |  |
| <b>Location:</b> Fairfield Street 15 metres East of Mancunian Way                                                                                                              |               |                        |                             |       |  |                             |         |  | <b>Type Move From To Skid</b> |  |  | <b>Type Sex Age Sev Pupil</b> |  |  |
| <b>Description:</b> 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                 |  |  |                               |  |  |
| <b>Locational Details</b>                                                                                                                                                      |               |                        | <b>Conditions</b>           |       |  | <b>Accident Details</b>     |         |  |                               |  |  |                               |  |  |
| 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       |  |                               |  |  |                               |  |  |
| <b>Accident Reference Number:</b> A3048199                                                                                                                                     |               |                        | <b>Day:</b> Sunday          |       |  | <b>Contributory Factors</b> |         |  | <b>Date:</b> 26/08/2018       |  |  | <b>Time:</b> 15:00            |  |  |
| <b>Place Reported:</b> Else                                                                                                                                                    |               |                        | <b>District:</b> Manchester |       |  | <b>Factor Conf Ref</b>      |         |  | <b>Vehicle Details</b>        |  |  | <b>Casualty Details</b>       |  |  |
| <b>Location:</b> Great Ancoats Street 20 metres NW of Every Street                                                                                                             |               |                        |                             |       |  |                             |         |  | <b>Type Move From To Skid</b> |  |  | <b>Type Sex Age Sev Pupil</b> |  |  |
| <b>Description:</b> 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               |  |  |                               |  |  |
| <b>Locational Details</b>                                                                                                                                                      |               |                        | <b>Conditions</b>           |       |  | <b>Accident Details</b>     |         |  |                               |  |  |                               |  |  |
| 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       |  |                               |  |  |                               |  |  |
| <b>Accident Reference Number:</b> A1088350                                                                                                                                     |               |                        | <b>Day:</b> Tuesday         |       |  | <b>Contributory Factors</b> |         |  | <b>Date:</b> 01/07/2014       |  |  | <b>Time:</b> 13:00            |  |  |
| <b>Place Reported:</b> Scene                                                                                                                                                   |               |                        | <b>District:</b> Manchester |       |  | <b>Factor Conf Ref</b>      |         |  | <b>Vehicle Details</b>        |  |  | <b>Casualty Details</b>       |  |  |
| <b>Location:</b> Fairfield Street at junction with Mancunian Way                                                                                                               |               |                        |                             |       |  |                             |         |  | <b>Type Move From To Skid</b> |  |  | <b>Type Sex Age Sev Pupil</b> |  |  |
| <b>Description:</b> 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/t             |  |  | 1 Rid M 21 Serious            |  |  |
|                                                                                                                                                                                |               |                        |                             |       |  | DPedX Poss V1               |         |  | Car Lbend E SW                |  |  |                               |  |  |
|                                                                                                                                                                                |               |                        |                             |       |  | DFLoo Poss V1               |         |  |                               |  |  |                               |  |  |
| <b>Locational Details</b>                                                                                                                                                      |               |                        | <b>Conditions</b>           |       |  | <b>Accident Details</b>     |         |  |                               |  |  |                               |  |  |
| 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       |  |                               |  |  |                               |  |  |

|                                                                                                                                                                     |  |  |  |                          |  |                                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
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| Accident Reference Number: A3045407                                                                                                                                 |  |  |  | Day: Thursday            |  | Contributory Factors                               |  |  | Date: 28/06/2018     |  |  |  |  | Time: 17:35        |  |  |  |  |
| Place Reported: Scene                                                                                                                                               |  |  |  | District: Manchester     |  |                                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Location: Great Ancoats Street 5 metres South East of Every Street                                                                                                  |  |  |  |                          |  | Factor Conf Ref                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Description: Both Vehs Trav Nw Gt Ancoats St Twds Mcr. V2 (Motorcycle) Stops At Amber ATS, V1 Colides Rear Of V2                                                    |  |  |  |                          |  | DJudge VLike V1                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Locational Details                                                                                                                                                  |  |  |  | Conditions               |  | Accident Details                                   |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Road: A665/C Junction Details: Tjun                                                                                                                                 |  |  |  | Road Surface: Dry        |  | Severity: Serious                                  |  |  | Car m/cl Ahead SE NW |  |  |  |  | 1 Rid M 57 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     |  |                                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Location: Great Ancoats Street at junction with Every Street                                                                                                        |  |  |  |                          |  | Factor Conf Ref                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Description: V1 Trav N Great Ancoats St Around Left Hand Bend, Collides With Central Reservation Barrier                                                            |  |  |  |                          |  |                                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Locational Details                                                                                                                                                  |  |  |  | Conditions               |  | Accident Details                                   |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Road: A665/C Junction Details: Xrds                                                                                                                                 |  |  |  | Road Surface: Dry        |  | Severity: Slight                                   |  |  | Car Lbend S NW       |  |  |  |  | 1 Drv M 34 Slight  |  |  |  |  |
| OSGR: 385597 397939 Junction Control: TS                                                                                                                            |  |  |  | Light Conditions: Dark   |  | No. of Vehicles: 1                                 |  |  |                      |  |  |  |  | 2 Pas M 28 Slight  |  |  |  |  |
| Speed Limit: 30 Ped Crossing: TSX                                                                                                                                   |  |  |  | Weather Conditions: Fine |  | No. of Casualties: 4                               |  |  |                      |  |  |  |  | 3 Pas F 12 Slight  |  |  |  |  |
|                                                                                                                                                                     |  |  |  |                          |  |                                                    |  |  |                      |  |  |  |  | 4 Pas M 73 Slight  |  |  |  |  |
| Accident Reference Number: A3032131                                                                                                                                 |  |  |  | Day: Wednesday           |  | Contributory Factors                               |  |  | Date: 28/06/2017     |  |  |  |  | Time: 10:20        |  |  |  |  |
| Place Reported: Else                                                                                                                                                |  |  |  | District: Manchester     |  |                                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Location: Great Ancoats Street At Junction With Palmerston Street                                                                                                   |  |  |  |                          |  | Factor Conf Ref                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Description: V1 Trav S Great Ancoats St When C1 Runs Out Ne-bound Between Traffic & Crosses Road. V1 Collides With C1                                               |  |  |  |                          |  | PFLoo VLike C1<br>Other VLike C1<br>DJudge Poss V1 |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Locational Details                                                                                                                                                  |  |  |  | Conditions               |  | Accident Details                                   |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Road: A665/C Junction Details: Tjun                                                                                                                                 |  |  |  | Road Surface: Wet        |  | Severity: Slight                                   |  |  | Car Ahead N S        |  |  |  |  | 1 Ped M 30 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     |  |                                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Location: Pin Mill Brow 40 metres N of Mancunian Way                                                                                                                |  |  |  |                          |  | Factor Conf Ref                                    |  |  |                      |  |  |  |  |                    |  |  |  |  |
| 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. |  |  |  |                          |  | DSpee Poss V1<br>DFast Poss V1                     |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Locational Details                                                                                                                                                  |  |  |  | Conditions               |  | Accident Details                                   |  |  |                      |  |  |  |  |                    |  |  |  |  |
| Road: A665 Junction Details:                                                                                                                                        |  |  |  | Road Surface: Wet        |  | Severity: Slight                                   |  |  | Car Rbend SW N       |  |  |  |  | 1 Drv M 22 Slight  |  |  |  |  |
| OSGR: 385640 397783 Junction Control: n/a                                                                                                                           |  |  |  | Light Conditions: Dark   |  | No. of Vehicles: 2                                 |  |  | Taxi wtgTR N SW      |  |  |  |  | 2 Drv M 49 Slight  |  |  |  |  |
| Speed Limit: 30 Ped Crossing:                                                                                                                                       |  |  |  | Weather Conditions: Fine |  | No. of Casualties: 2                               |  |  |                      |  |  |  |  |                    |  |  |  |  |



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| 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<br>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 |                                 |  |                  |  |  |                        |  |                  |  |  |  |  |

|                                                                                                 |  |                        |  |                          |  |                      |                                |  |                  |  |  |                                                             |  |                  |  |  |  |  |
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| 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<br>Car Waitg N S |  |                  |  |  | 1 Pas F 49 Slight<br>2 Pas M 23 Slight<br>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 |                                |  |                  |  |  |                                                             |  |                  |  |  |  |  |

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| 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<br>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<br>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<br>Car Ahead E W |  |                  |  |  | 1 Drv M 24 Slight<br>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              | Type | Move  | From | To          | Skid | Type  | Sex | Age | Sev    | Pupil |
| 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               |      |       |      |             |      |       |     |     |        |       |
|                                                                                                                  |  |                        |  |                          |                      |                      |                      | 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              | Type | Move  | From | To          | Skid | Type  | Sex | Age | Sev    | Pupil |
| 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               |      |       |      |             |      |       |     |     |        |       |
|                                                                                                                                                                            |  |                        |  |                          |                      |                      |                      |                  |       |                  | 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

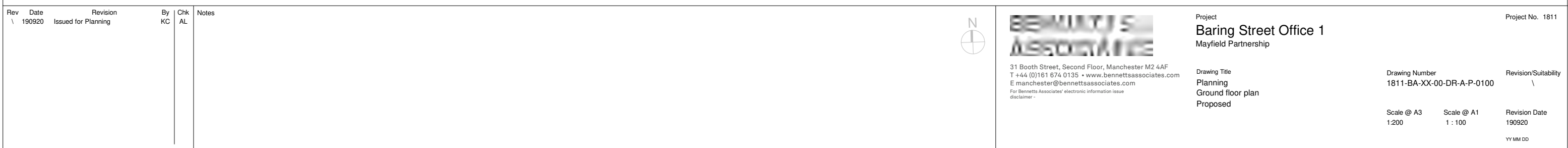
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East West  
2 Brookhouse Yard  
Leeds LS2 4AD  
0113 244 1730  
0113 244 1730  
Client: Mayfield Partnership

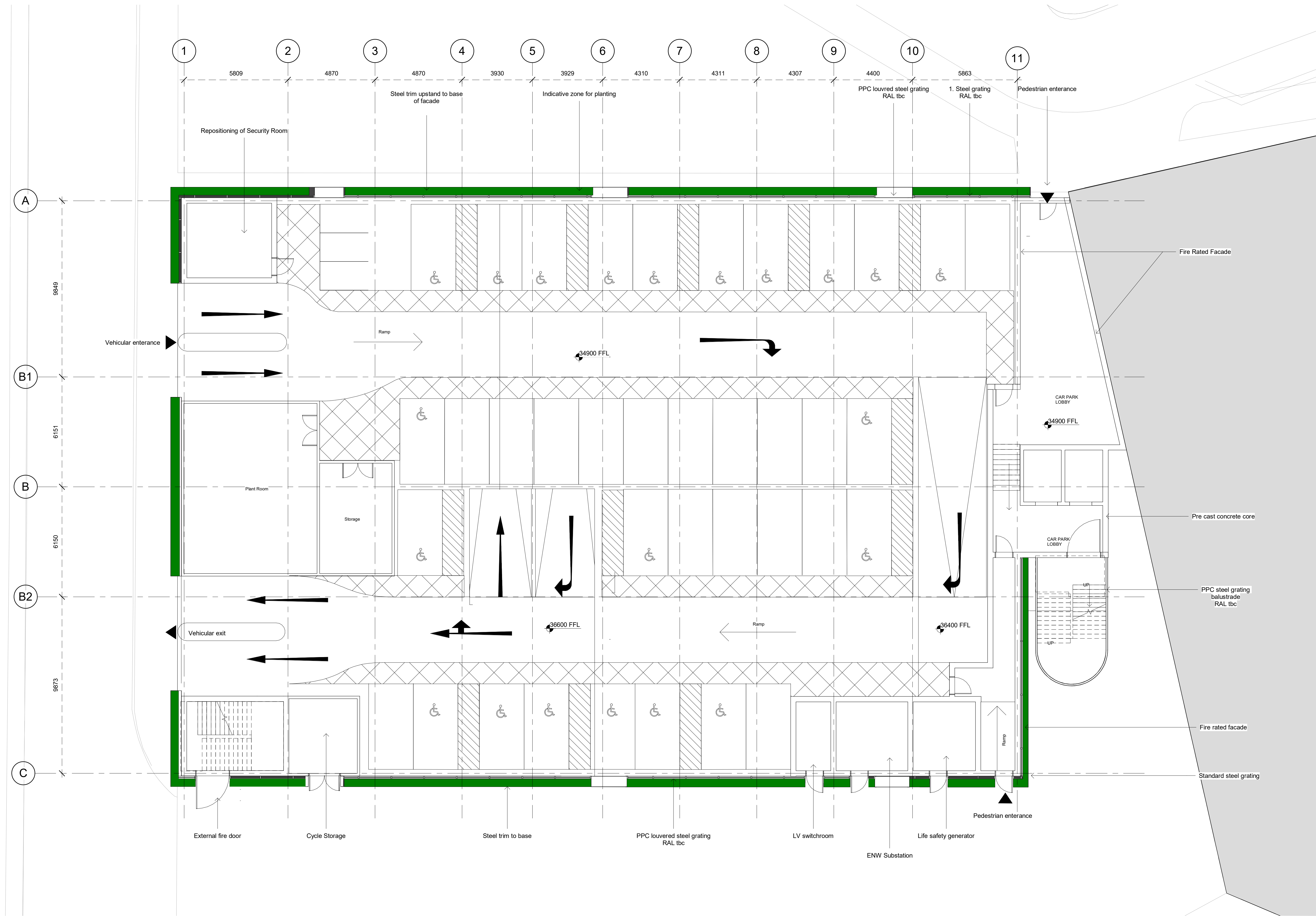
Project: Mayfield Park

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-22-00-06-1-001100  
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 rounded up to the nearest 50mm. All work shall comply with relevant British Standards and Building Regulations requirements. Drawing services and annotations to be completed to the architect's satisfaction.

**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  
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West

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egretwest.com

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**Client**  
The Mayfield  
Partnership

**Project**  
0344 Mayfield Car Park

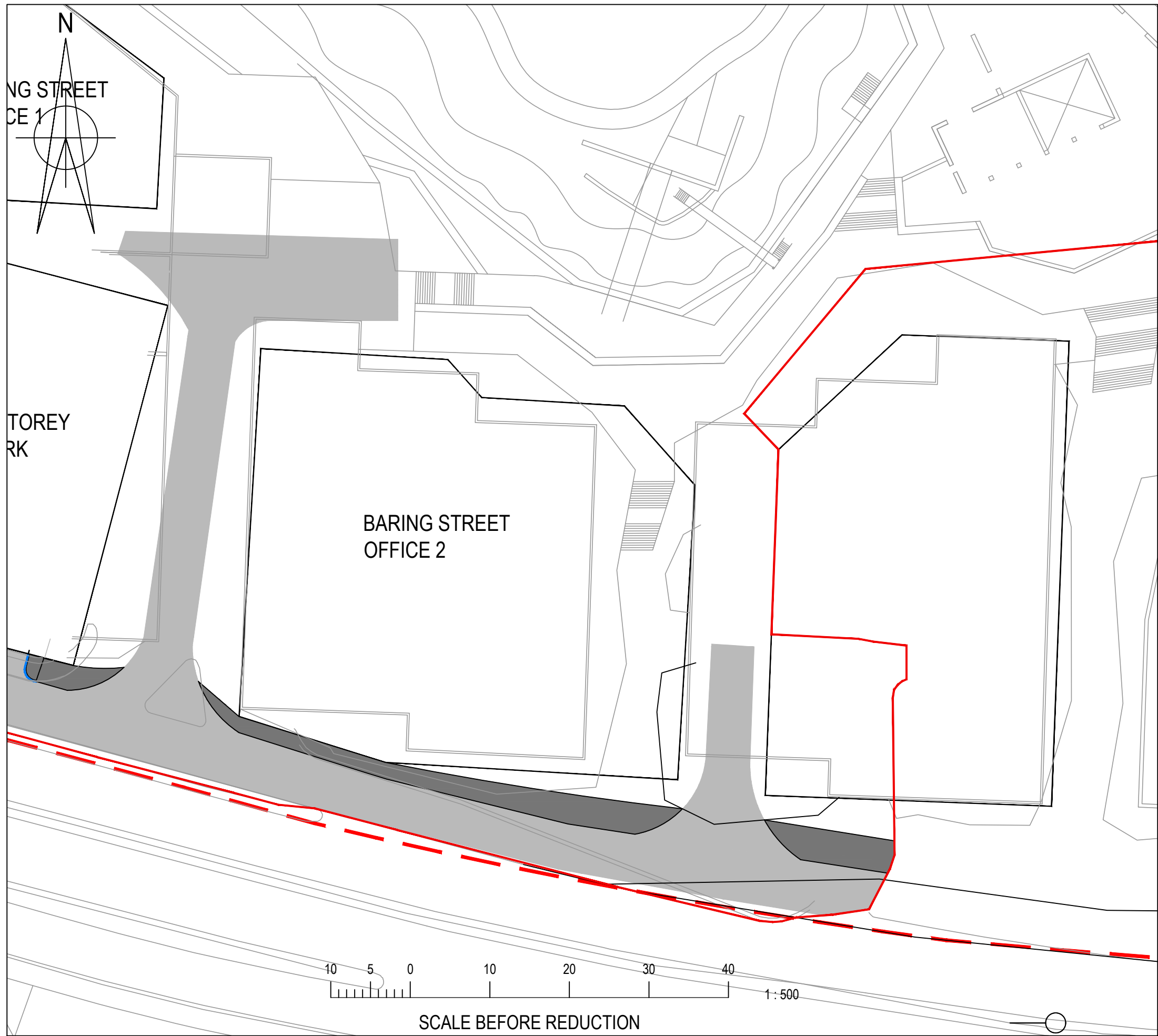
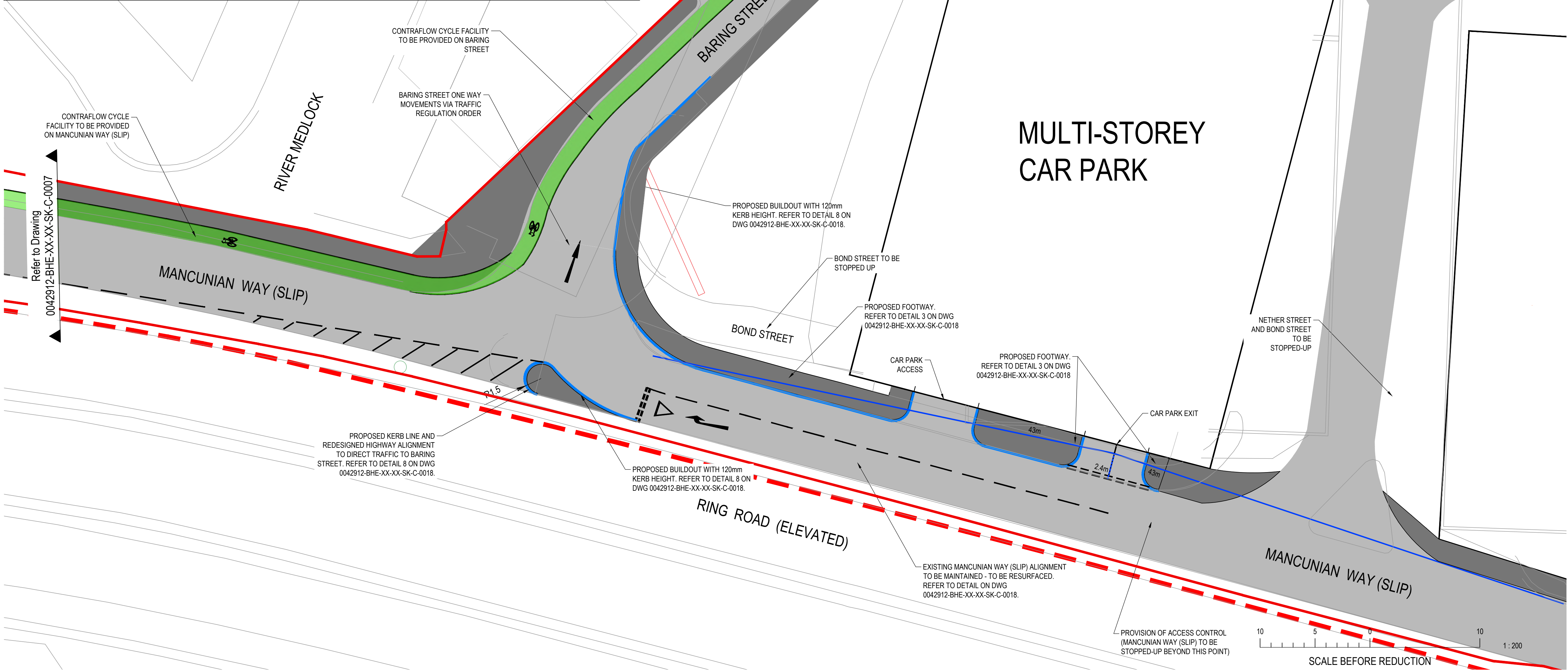
**Drawing Title**  
Proposed Floor Plan  
Proposed - Level 00 (Ground)

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

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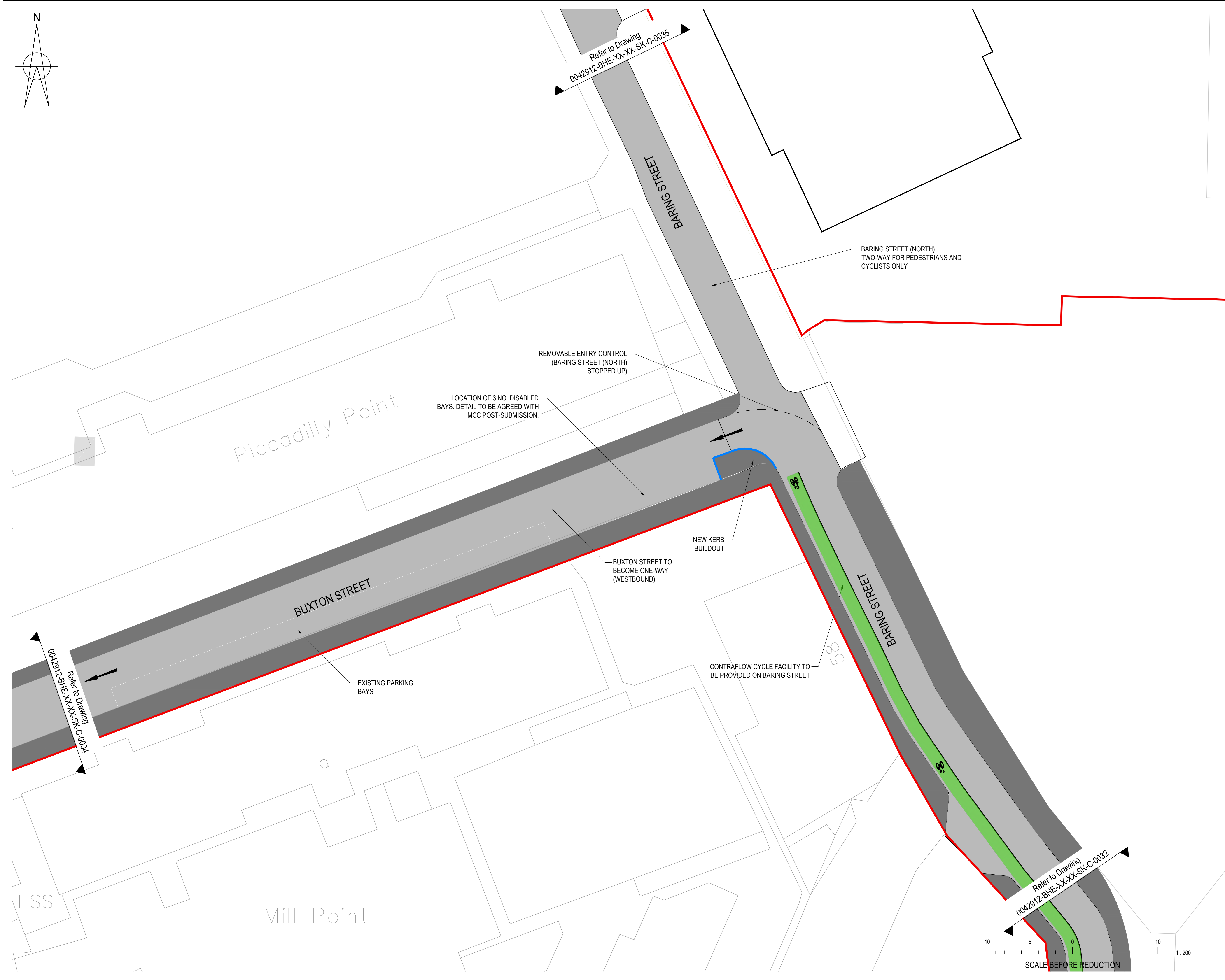
Architect SEW  
Project MAYFIELD DEVELOPMENT PARTNERSHIP  
Drg Title PHASE 1 LAYOUT  
BARING STREET JUNCTION  
SHEET 1 OF 5

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

RevDescriptionDateDrmCh'd

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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

Checked by CH

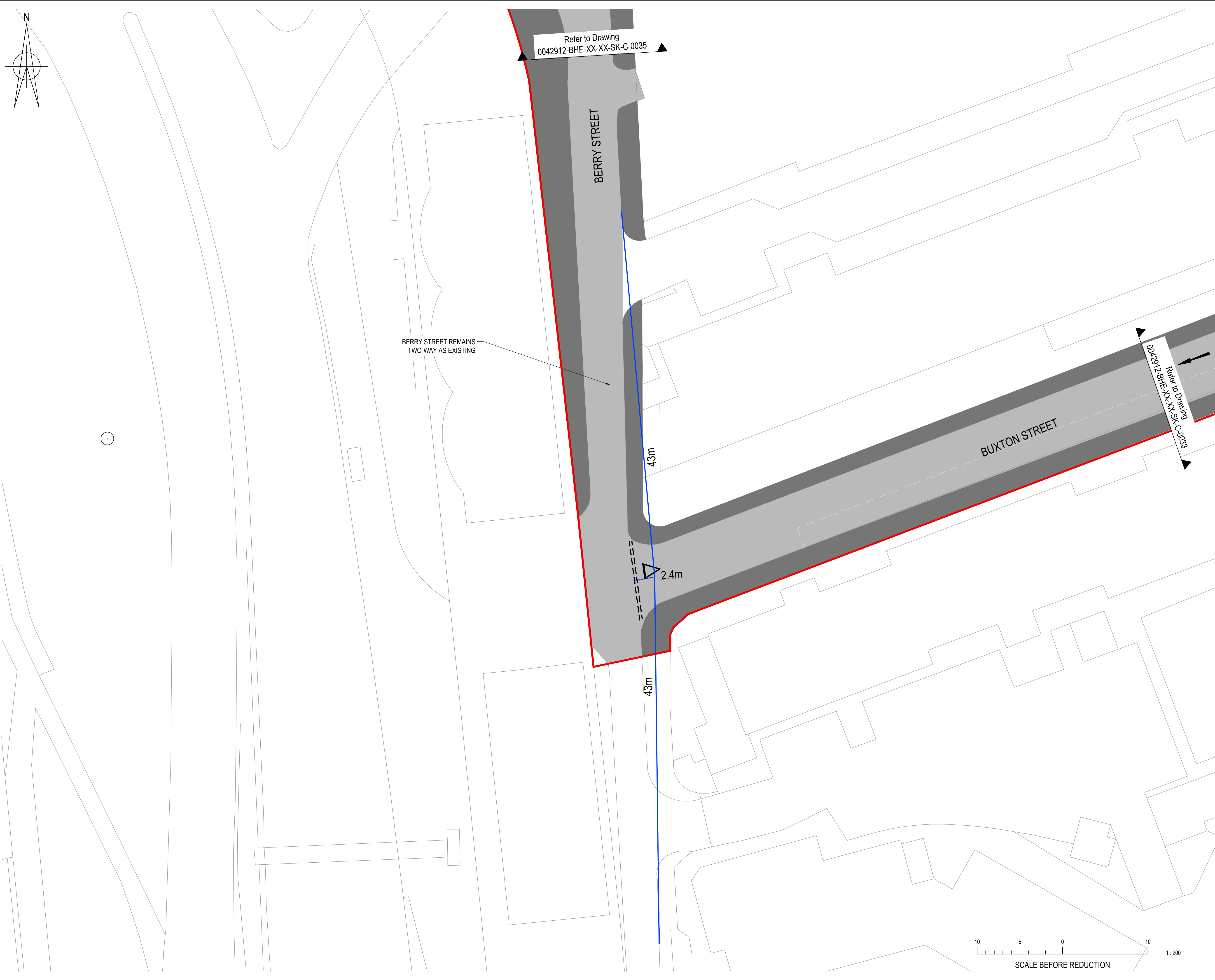
Job No. **0042912**

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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

A

INITIAL ISSUE

19.09.19

RB

CH

| Rev | Description | Date | Drm | Ch'd |
|-----|-------------|------|-----|------|
|-----|-------------|------|-----|------|

STATUS OF DRAWING

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Project

MAYFIELD DEVELOPMENT PARTNERSHIP

Drg Title

PHASE 1 LAYOUT  
BERRY STREET  
SHEET 3 OF 5

Scales@A1

1:200

Drawn by

RB

Checked by

CH

Job No.

0042912

Date

SEPTEMBER 2019

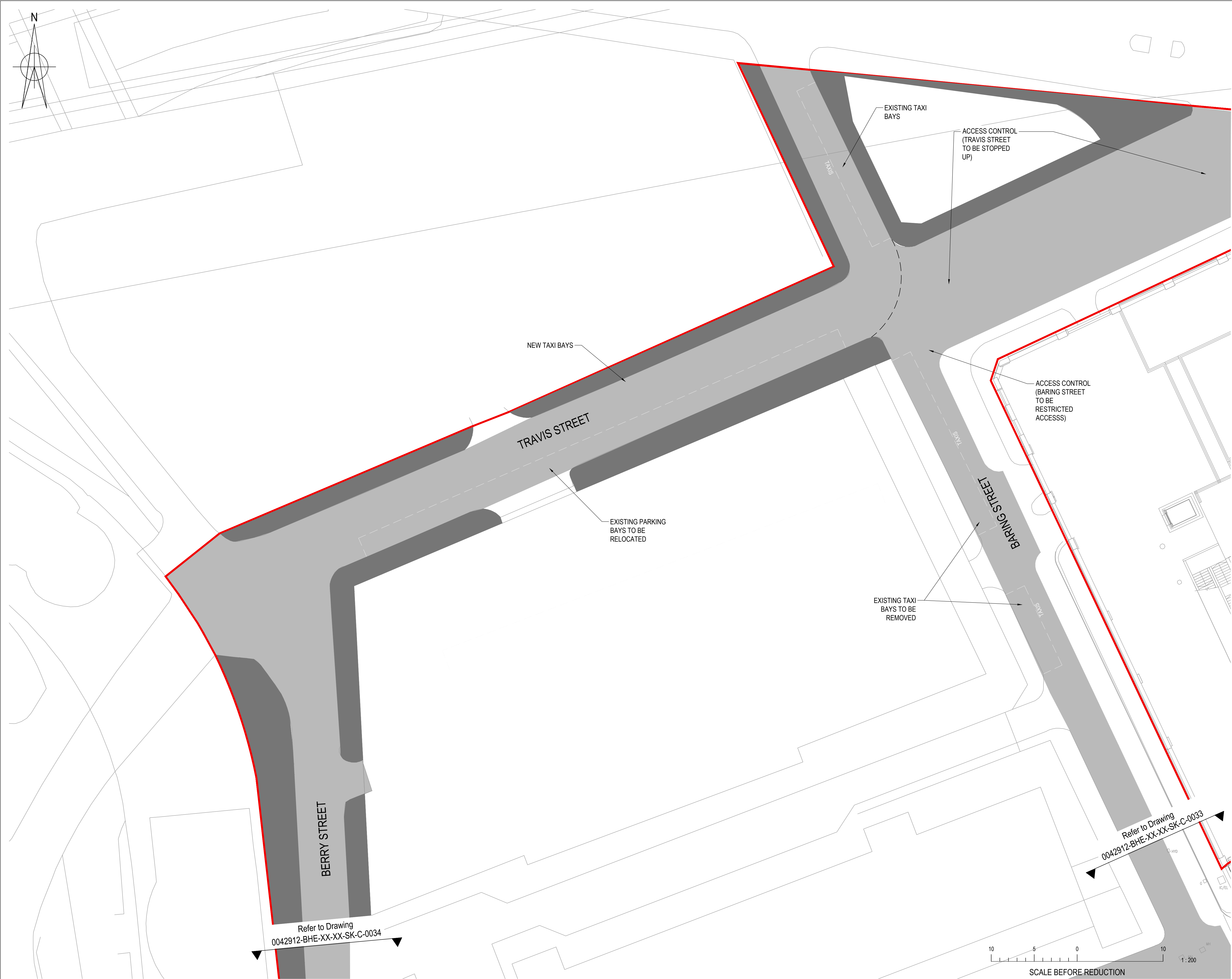
Rev

A

Drawing No.

0042912-BHE-XX-XX-SK-C-0034





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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 |

**INFORMATION**

Status of drawing

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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      | Job No. <b>0042912</b>     |
| Drawn by <b>RB</b>   | Date <b>SEPTEMBER 2019</b> |
| Checked by <b>CH</b> | Rev <b>A</b>               |

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

*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 |
|------------|--------|

*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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.354</b> |            |          | <b>2.222</b> |          |          | <b>4.576</b> |

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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.037</b> |            |          | <b>0.037</b> |          |          | <b>0.074</b> |

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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.009</b> |            |          | <b>0.009</b> |          |          | <b>0.018</b> |

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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>0.139</b> |            |          | <b>0.158</b> |          |          | <b>0.297</b> |

*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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>3.171</b> |            |          | <b>3.093</b> |          |          | <b>6.264</b> |

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       |          |          |              |            |          |              |          |          |               |
| <b>Total Rates:</b> |          |          | <b>5.421</b> |            |          | <b>5.450</b> |          |          | <b>10.871</b> |

*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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>2.052</b> |            |          | <b>2.035</b> |          |          | <b>4.087</b> |

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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>1.955</b> |            |          | <b>1.914</b> |          |          | <b>3.869</b> |

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       |          |          |              |            |          |              |          |          |              |
| <b>Total Rates:</b> |          |          | <b>4.006</b> |            |          | <b>3.950</b> |          |          | <b>7.956</b> |

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       |          |          |               |            |          |               |          |          |               |
| <b>Total Rates:</b> |          |          | <b>12.739</b> |            |          | <b>12.655</b> |          |          | <b>25.394</b> |

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 |
|----|--------|

*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 |
|------------|--------|

*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<br>FITZROY STREET<br>CAMBRIDGE   | LITTLE WAITROSE     | CAMBRIDGESHIRE      |
|   | Town Centre<br>Built-Up Zone                |                     |                     |
|   | Total Gross floor area:                     | 1056 sqm            |                     |
|   | Survey date: FRIDAY                         | 12/07/13            | Survey Type: MANUAL |
| 2 | EB-01-O-01<br>EARL GREY STREET<br>EDINBURGH | SAINSBURY'S LOCAL   | CITY OF EDINBURGH   |
|   | Town Centre<br>Built-Up Zone                |                     |                     |
|   | Total Gross floor area:                     | 350 sqm             |                     |
|   | Survey date: THURSDAY                       | 28/05/15            | Survey Type: MANUAL |
| 3 | EB-01-O-02<br>ST ANDREW SQUARE<br>EDINBURGH | SAINSBURY'S LOCAL   | CITY OF EDINBURGH   |
|   | Town Centre<br>Built-Up Zone                |                     |                     |
|   | Total Gross floor area:                     | 1500 sqm            |                     |
|   | Survey date: THURSDAY                       | 17/03/16            | Survey Type: MANUAL |
| 4 | GC-01-O-01<br>BUCHANAN STREET<br>GLASGOW    | SAINSBURY'S CENTRAL | GLASGOW CITY        |
|   | Town Centre<br>Built-Up Zone                |                     |                     |
|   | Total Gross floor area:                     | 1450 sqm            |                     |
|   | Survey date: WEDNESDAY                      | 25/06/14            | Survey Type: MANUAL |
| 5 | NY-01-O-02<br>COLD BATH ROAD<br>HARROGATE   | SAINSBURY'S LOCAL   | NORTH YORKSHIRE     |
|   | Edge of Town Centre<br>Residential Zone     |                     |                     |
|   | Total Gross floor area:                     | 220 sqm             |                     |
|   | Survey date: MONDAY                         | 10/12/12            | Survey Type: MANUAL |
| 6 | SY-01-O-01<br>DIVISION STREET<br>SHEFFIELD  | SAINSBURY'S LOCAL   | SOUTH YORKSHIRE     |
|   | Town Centre<br>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<br>THE FRIARY<br>CARDIFF                                  | TRAVELODGE          | CARDIFF             |
|   | Town Centre<br>Built-Up Zone<br>Total Number of bedrooms:            | 96                  |                     |
|   | Survey date: MONDAY                                                  | 16/07/12            | Survey Type: MANUAL |
| 2 | GM-06-A-08<br>PORTLAND STREET<br>MANCHESTER                          | IBIS                | GREATER MANCHESTER  |
|   | Town Centre<br>Built-Up Zone<br>Total Number of bedrooms:            | 127                 |                     |
|   | Survey date: MONDAY                                                  | 26/09/16            | Survey Type: MANUAL |
| 3 | WL-06-A-02<br>BRIDGE STREET<br>SWINDON                               | HOLIDAY INN EXPRESS | WILTSHIRE           |
|   | Town Centre<br>Built-Up Zone<br>Total Number of bedrooms:            | 134                 |                     |
|   | Survey date: WEDNESDAY                                               | 27/11/13            | Survey Type: MANUAL |
| 4 | WY-06-A-03<br>DEAN CLOUGH<br>HALIFAX                                 | TRAVELODGE          | WEST YORKSHIRE      |
|   | Edge of Town Centre<br>Development Zone<br>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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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 &amp; 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,<br>minibus<br>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,<br>minibus<br>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 |

| 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  |     |
|                | Total                | 100 | 189 | 74 | 77 | 439 |

|              | N   | S   | E   | W   |
|--------------|-----|-----|-----|-----|
| Distribution | 23% | 43% | 17% | 18% |

|   | 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% |

| 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% |

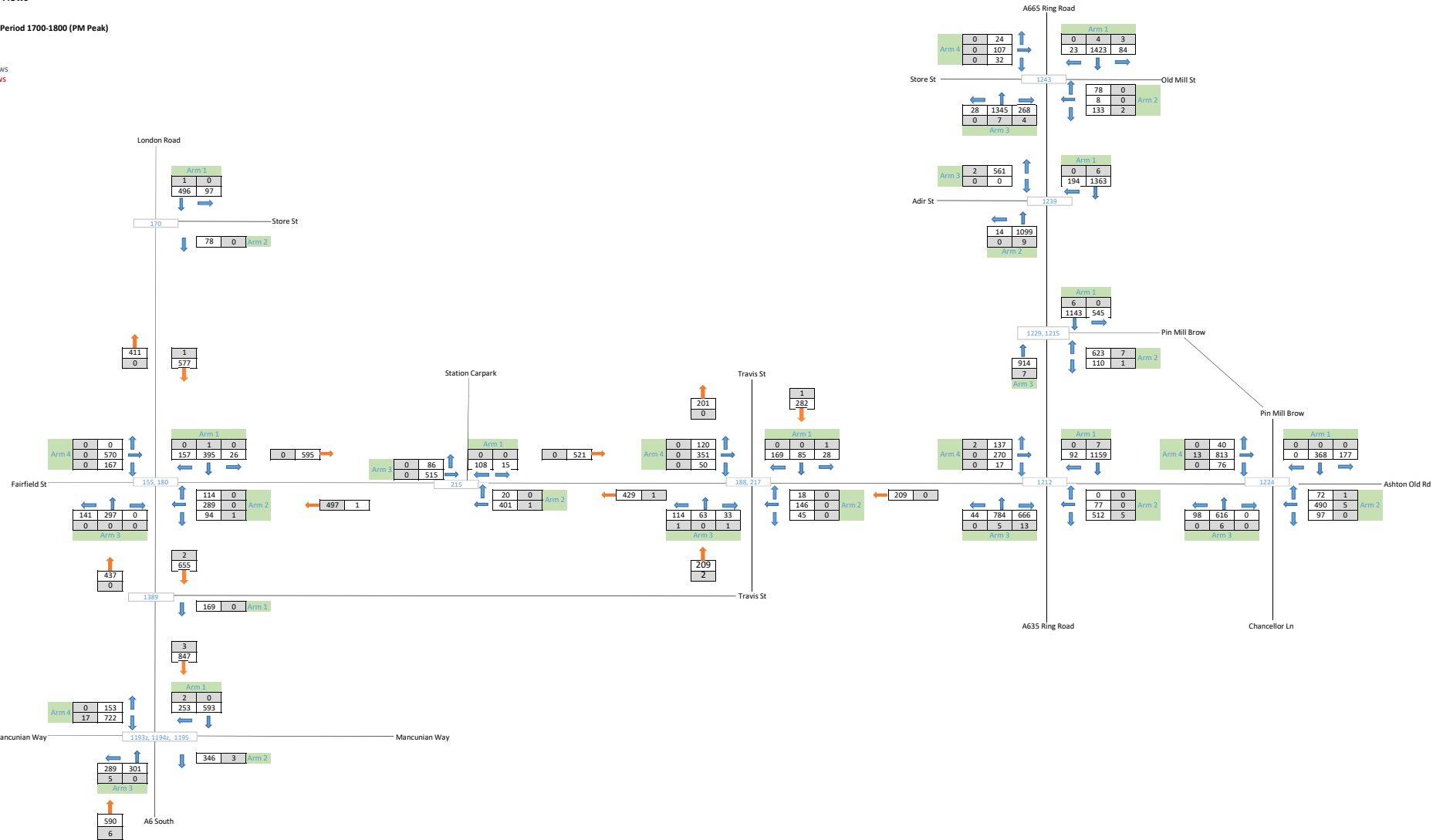
| Destination | Train | N   | S  | E  | W   |
|-------------|-------|-----|----|----|-----|
| Manchester  | 99    | 30  | 50 | 20 | 0   |
| Stockport   | 80    | 0   | 80 | 0  | 0   |
| Cheshire E  | 61    | 0   | 61 | 0  | 0   |
| Warrington  | 32    | 0   | 16 | 0  | 16  |
| Leeds       | 25    | 13  | 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

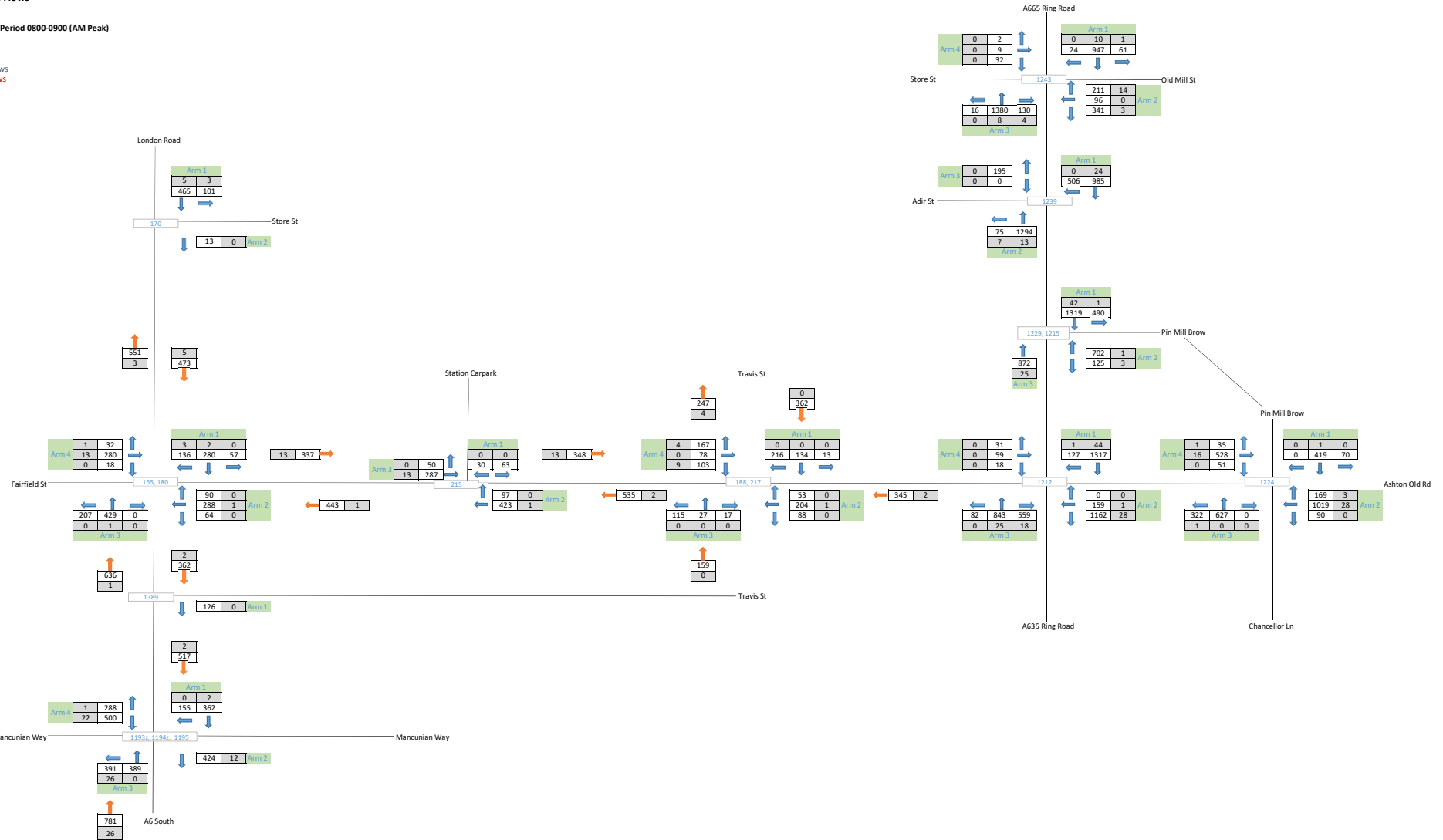
→ Turn Flows  
 → Link Flows



**Key:**  
**Model Flows for Period 0800-0900 (AM Peak)**

|                 |
|-----------------|
| 1. All Vehicles |
| 2. HGVs only    |

 Turn Flows  
 Link Flows



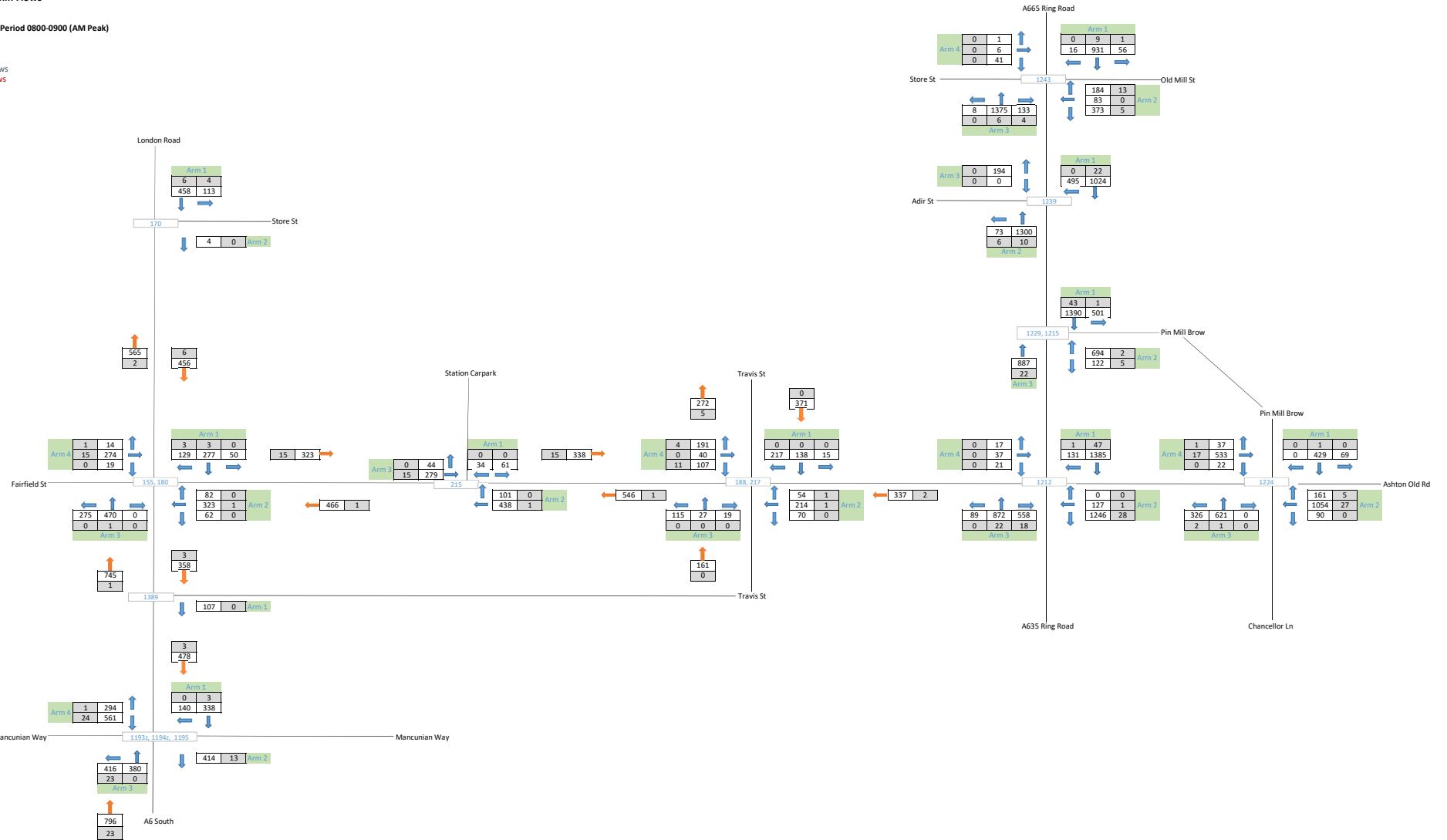


## 2023 AM Do-Min Flows

Key:  
Model Flows for Period 0800-0900 (AM Peak)

1. All Vehicles  
2. HGVs only

→ Turn Flows  
→ Link Flows

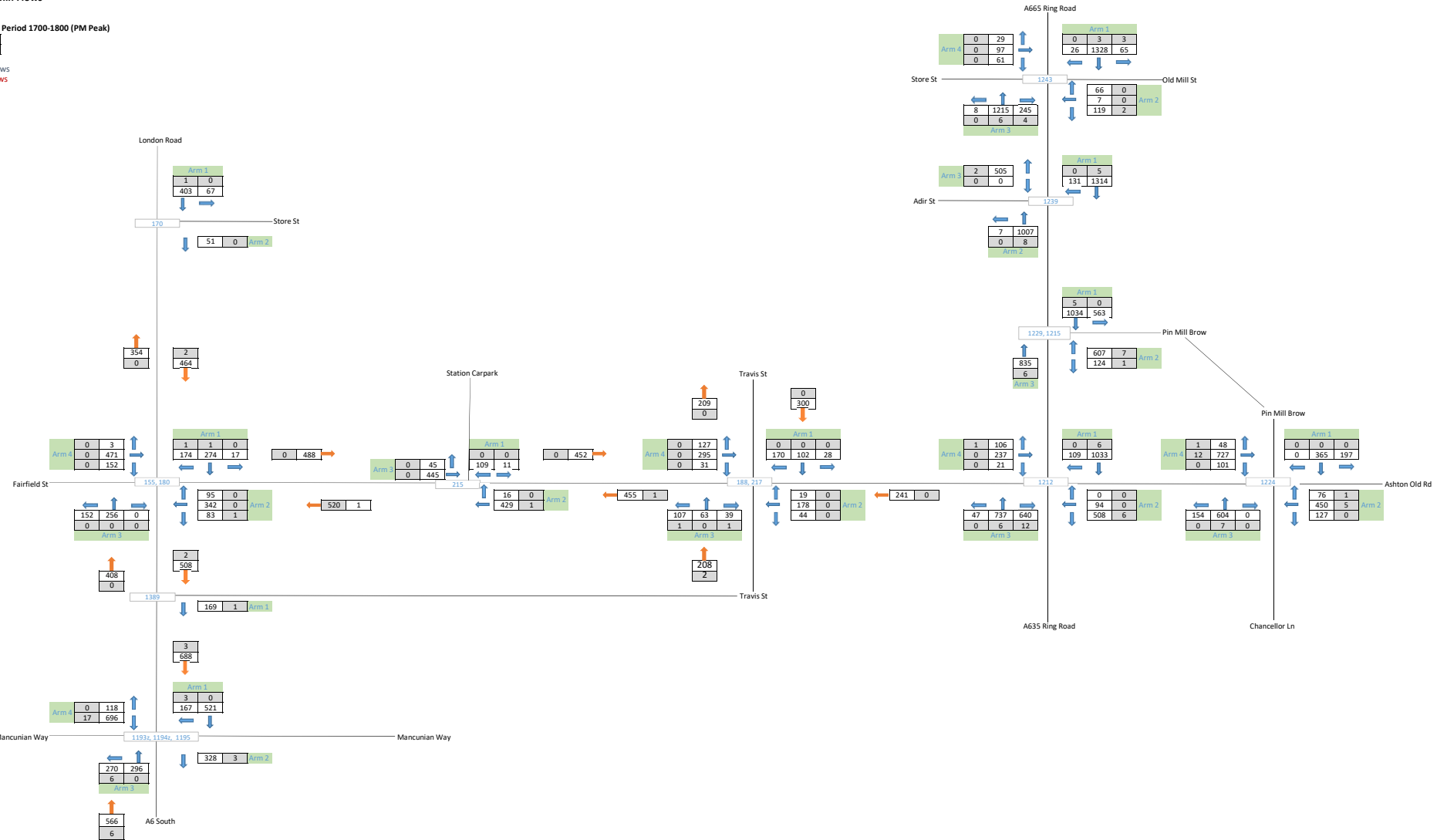


## 2023 PM Do-Min Flows

Key:  
Model Flows for Period 1700-1800 (PM Peak)

1. All Vehicles  
2. HGVs only

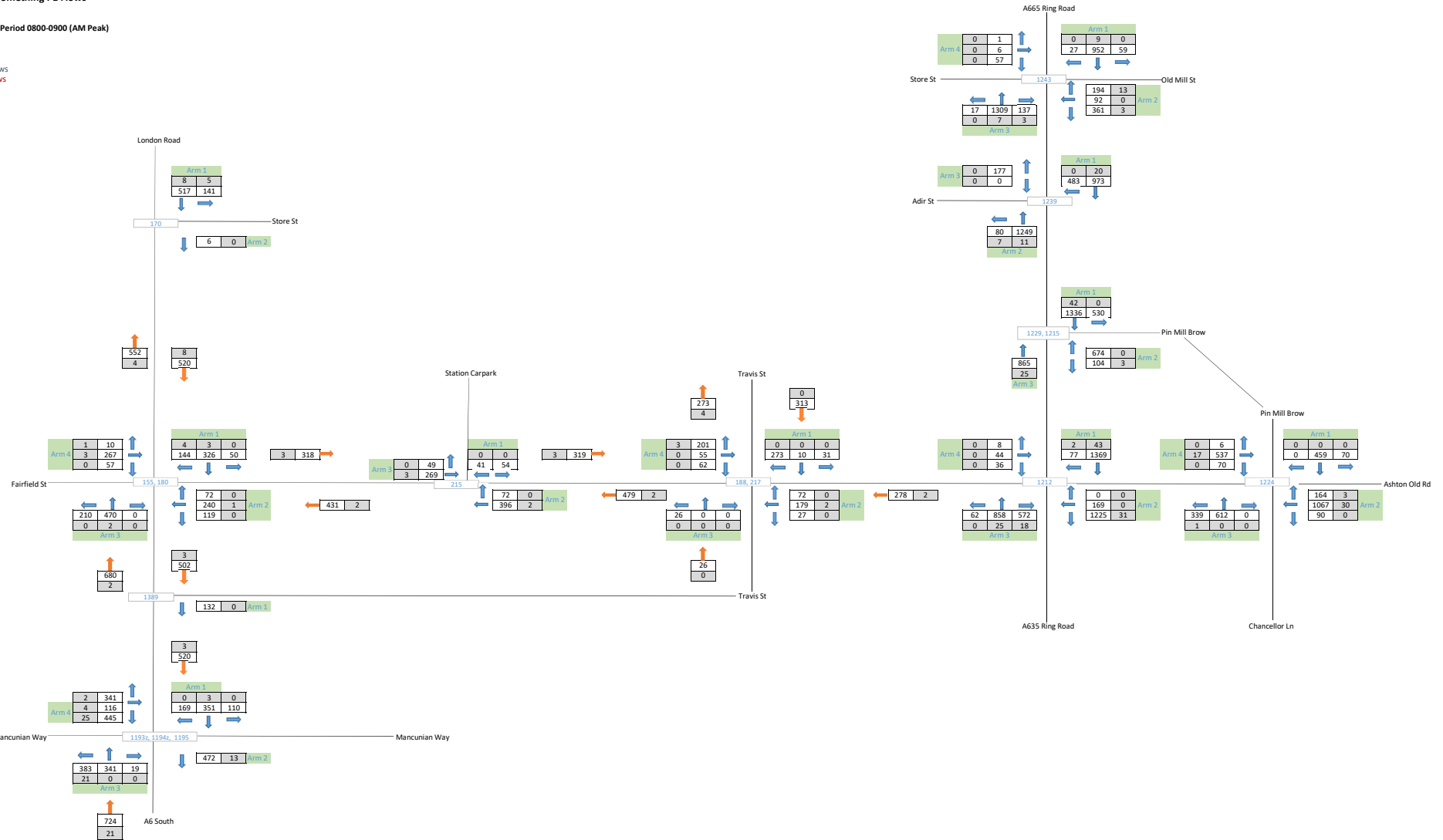
→ Turn Flows  
→ Link Flows



**Key:**  
**Model Flows for Period 0800-0900 (AM Peak)**

|                 |
|-----------------|
| 1. All Vehicles |
| 2. HGVs only    |

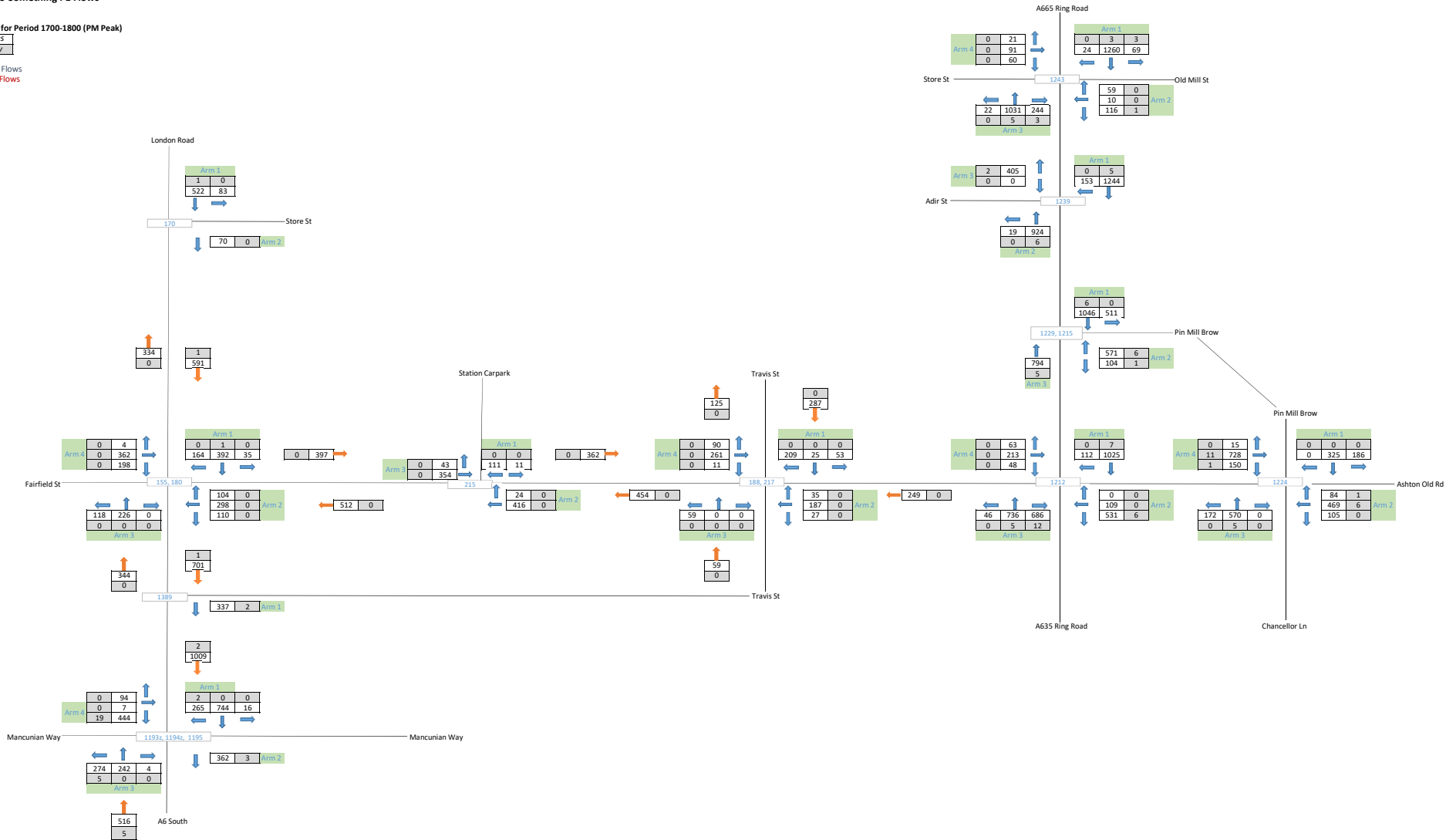
 Turn Flows  
 Link Flows



## 2023 PM Do-Something P1 Flows

Key:  
Model Flows for Period 1700-1800 (PM Peak)  
1. All Vehicles  
2. HGVs only

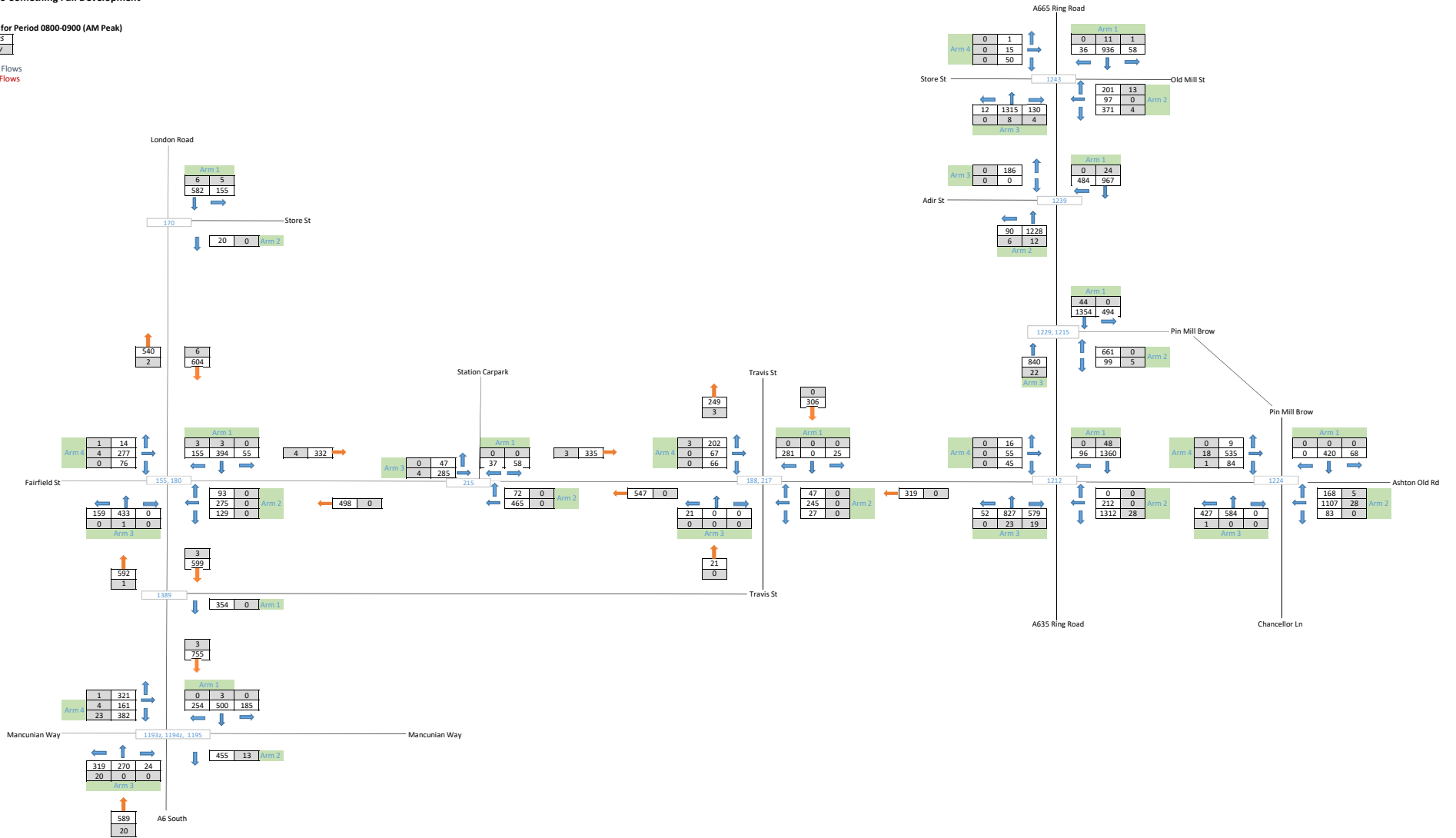
→ Turn Flows  
→ Link Flows



# 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

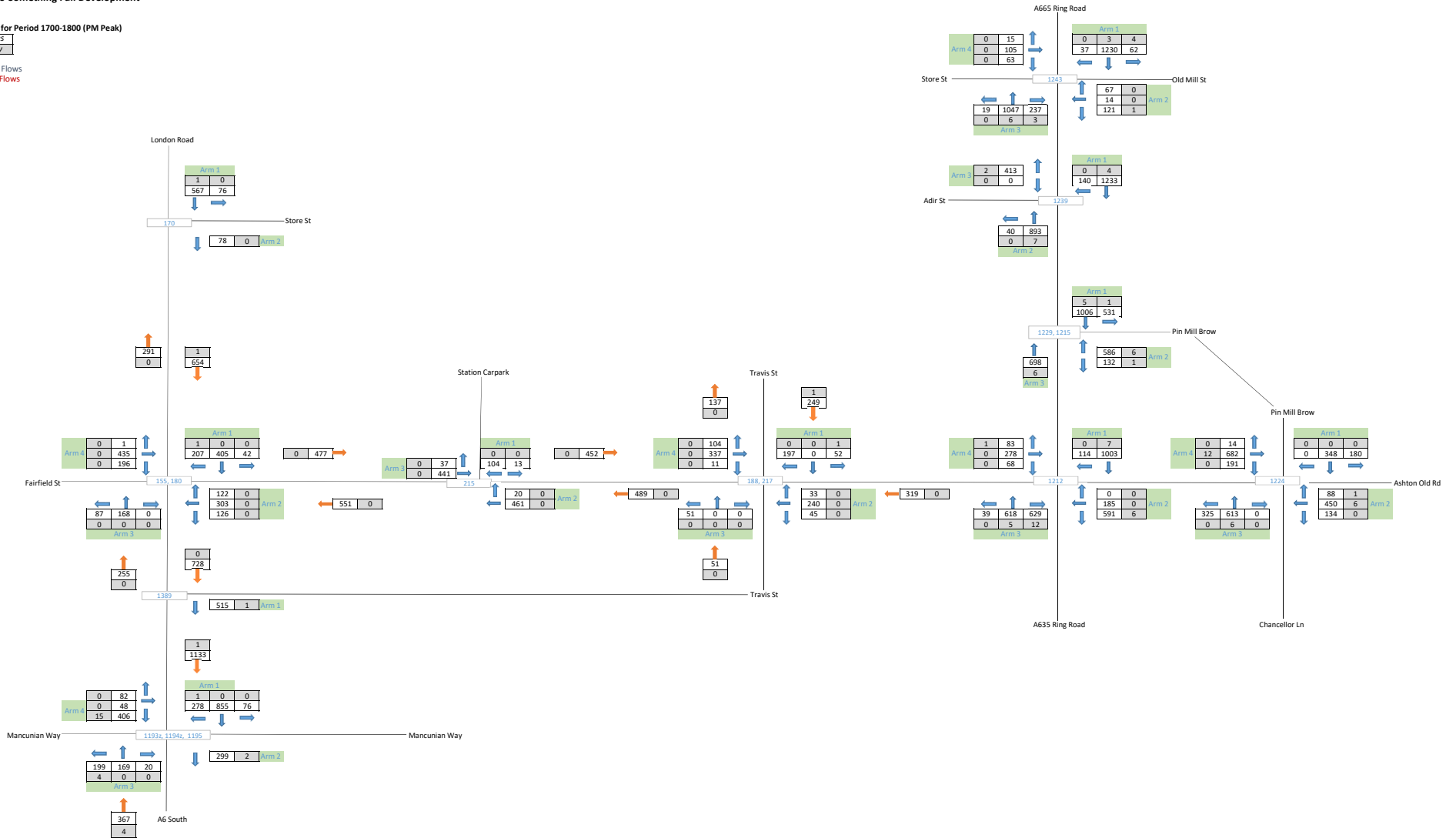


## 2030 PM Do-Something Full Development

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) |  |  |  |  |
|----------------------------------------------------------------------|--|--|--|--|
|----------------------------------------------------------------------|--|--|--|--|

|       |                         | 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% |
|------------------|----|---|----|

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 |  |  |  |
|---------------------------------------------------------|--|--|--|
|---------------------------------------------------------|--|--|--|

|               | 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 |  |  |  |
|------------------------------------------------------------------|--|--|--|
|------------------------------------------------------------------|--|--|--|



|                              | 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) |  |  |  |  |
|----------------------------------------------------------------------|--|--|--|--|
|----------------------------------------------------------------------|--|--|--|--|

|       |                         | 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% |
|------------------|----|---|----|

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 |  |  |  |
|---------------------------------------------------------|--|--|--|
|---------------------------------------------------------|--|--|--|

|               | 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 |  |  |  |
|------------------------------------------------------------------|--|--|--|
|------------------------------------------------------------------|--|--|--|

|                              | 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%    |

## 2023 AM Do Min (0800-0900)

| 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<br>(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-<br>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% |
|--|-----------------|----|---|----|

| 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% |
|-------------------------|-----|---|----|

| 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 |
|------------------------------------------------------|
|------------------------------------------------------|

|                     | 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% |
|----------------|------|---|----|

| 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-<br>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 -<br>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%    |



## 2023 AM Do-Something Phase 1

| 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 |                  |              |     |       |
|--------------------------------------------------------------------------------------------|------------------|--------------|-----|-------|
|                                                                                            |                  | 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 |  |  |  |
|----------------------------------------------------------|--|--|--|
|----------------------------------------------------------|--|--|--|

|                       | 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 |  |  |  |
|------------------------------------------------------------------------------|--|--|--|
|------------------------------------------------------------------------------|--|--|--|

|                    | 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%    |

## 2023 PM Do-Something Phase 1

| 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% |
|---------------------|---|---|----|

| 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%    |

## 2030 AM Do-Something Full Development

| 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%    |

## 2030 PM Do-Something Full Development

| 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% |
|---------------------|---|---|----|

| 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 |
|----------|-------------------|-----------|----------|---------|
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date **04/10/19**

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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.



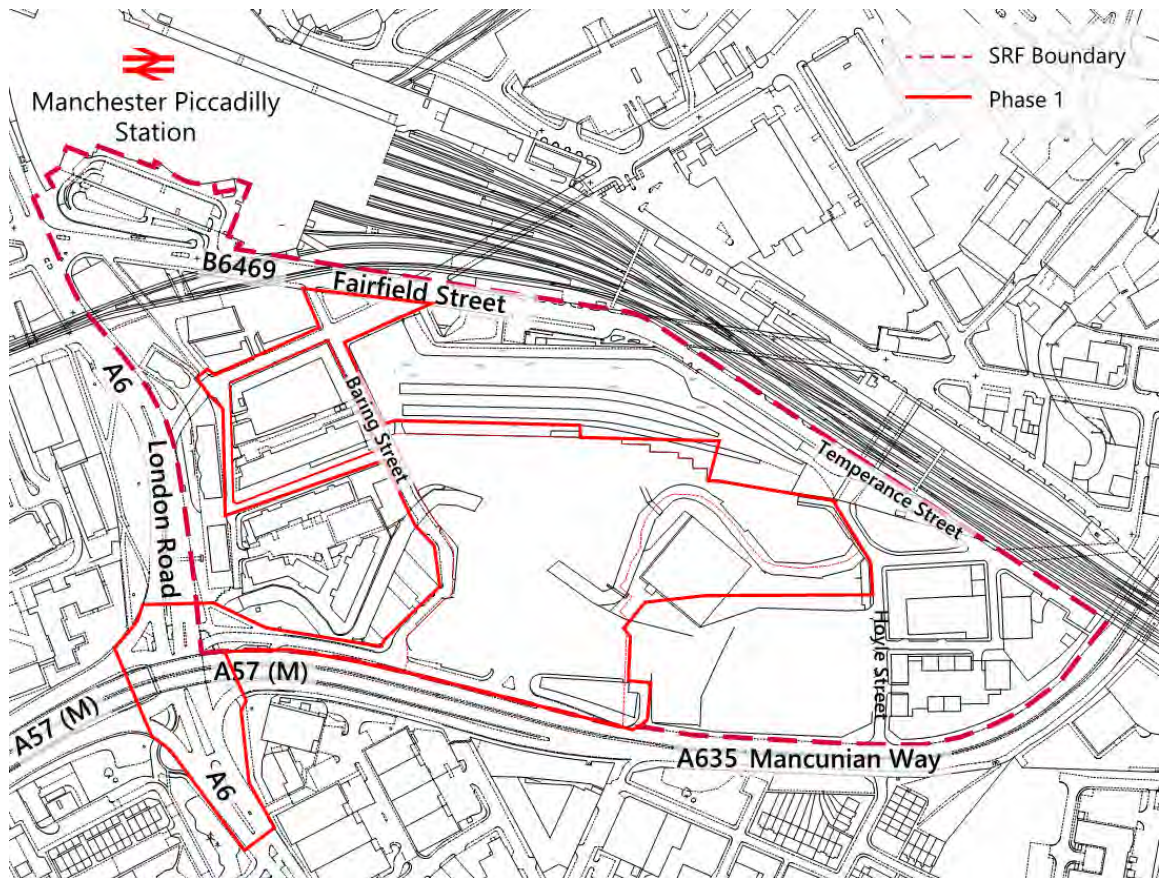


**Figure 1.1 Site Location**

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.

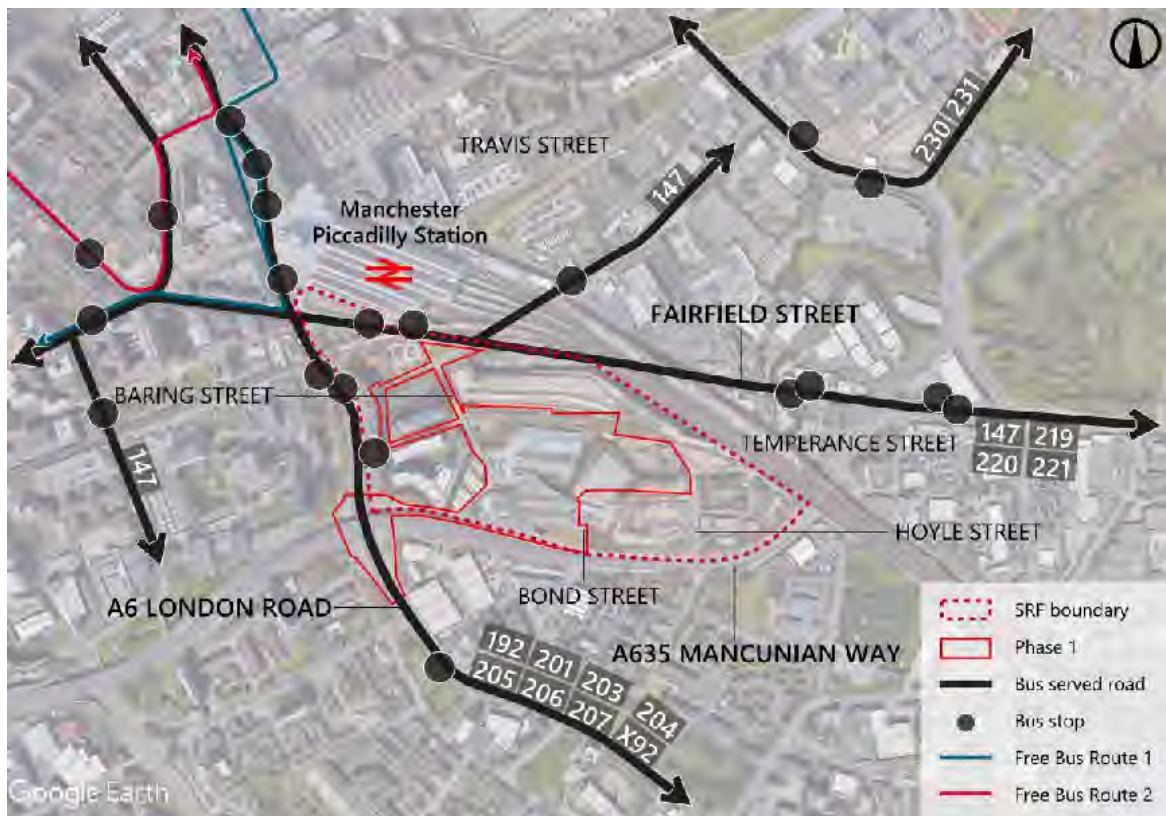


Figure 3.1: Local bus stops and bus routes

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                                             | -         | -         |
| <b>Total</b> |                                                                                    | <b>45</b>                                     | <b>43</b> | <b>15</b> |

\* 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.

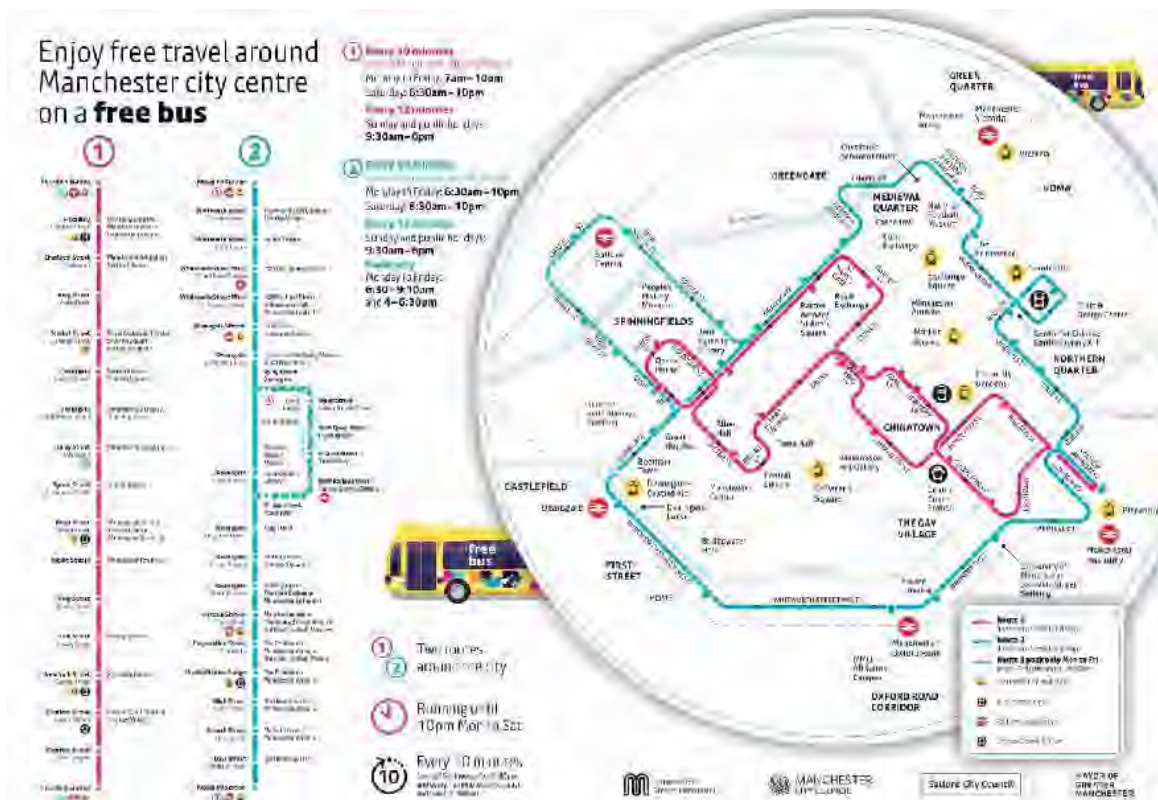


Figure 3.2: Free bus service in Manchester City (Source: TfGM)

**Table 3.2 Summary of free bus services**

| Route | Operating Hours                                        | Frequency                                          |
|-------|--------------------------------------------------------|----------------------------------------------------|
| 1     | Monday to Friday: 07:00-22:00<br>Saturday: 08:30-22:00 | Every 10 minutes<br>(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<br>Saturday: 08:30-22:00 | Every 10 minutes<br>(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         |
| <b>Total</b>          |                      | <b>63</b>  | <b>60</b>  | <b>61</b> | <b>39</b> |

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.

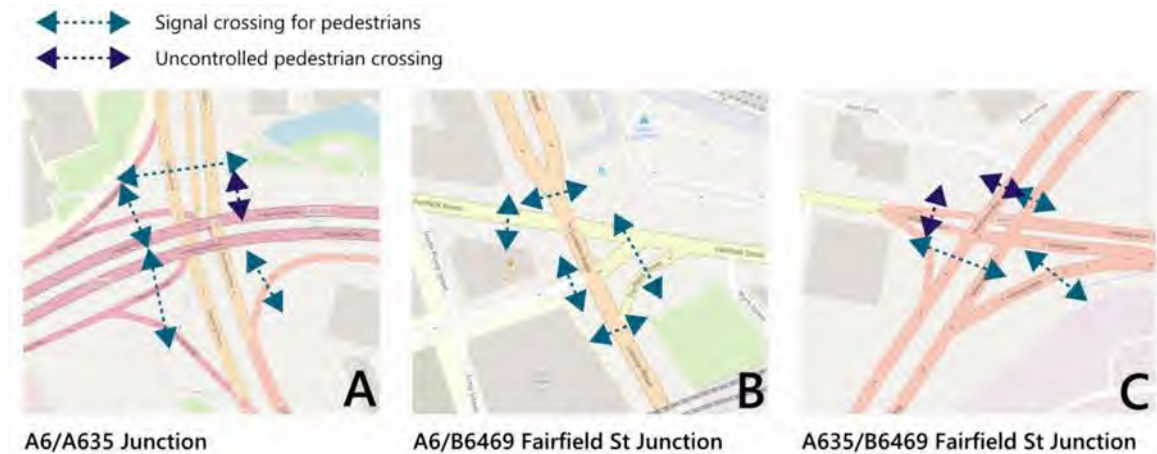


**Figure 3.5 Junctions in reference with the pedestrian infrastructure surrounding the Site**

- 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.



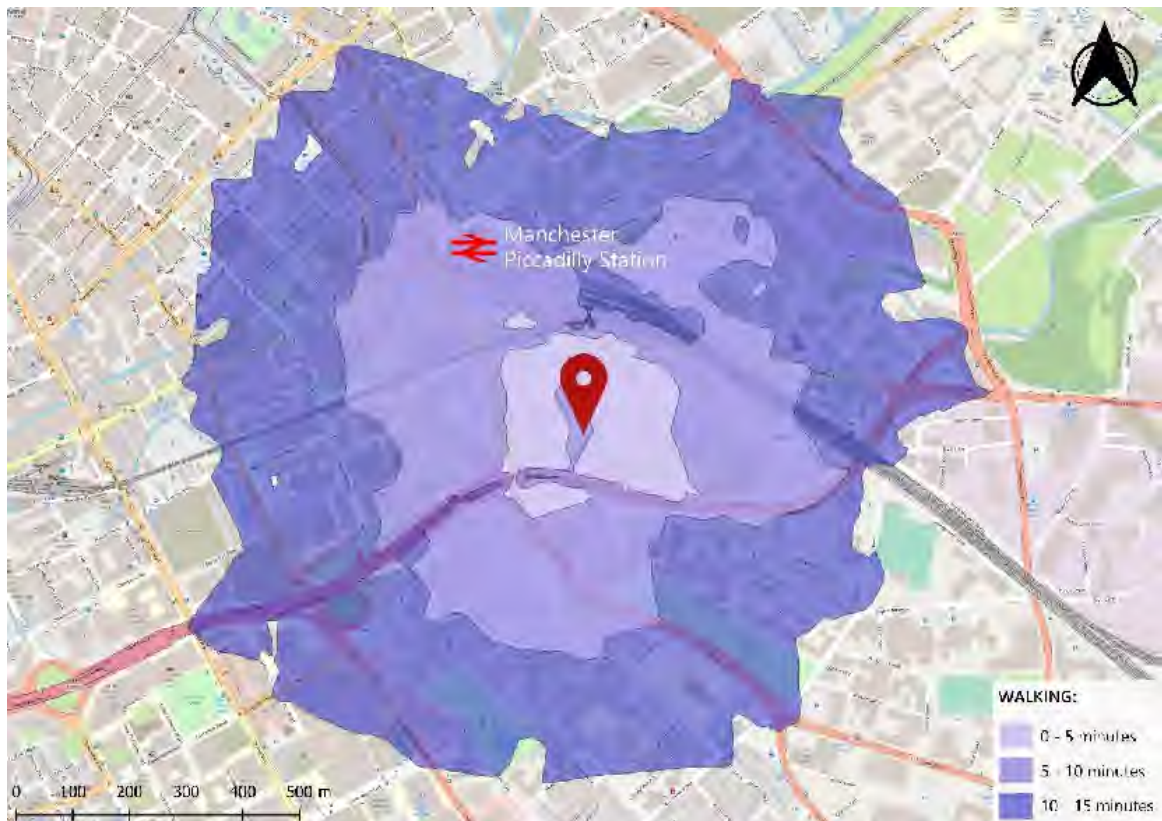


**Figure 3.6 Walking Accessibility**

- 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.

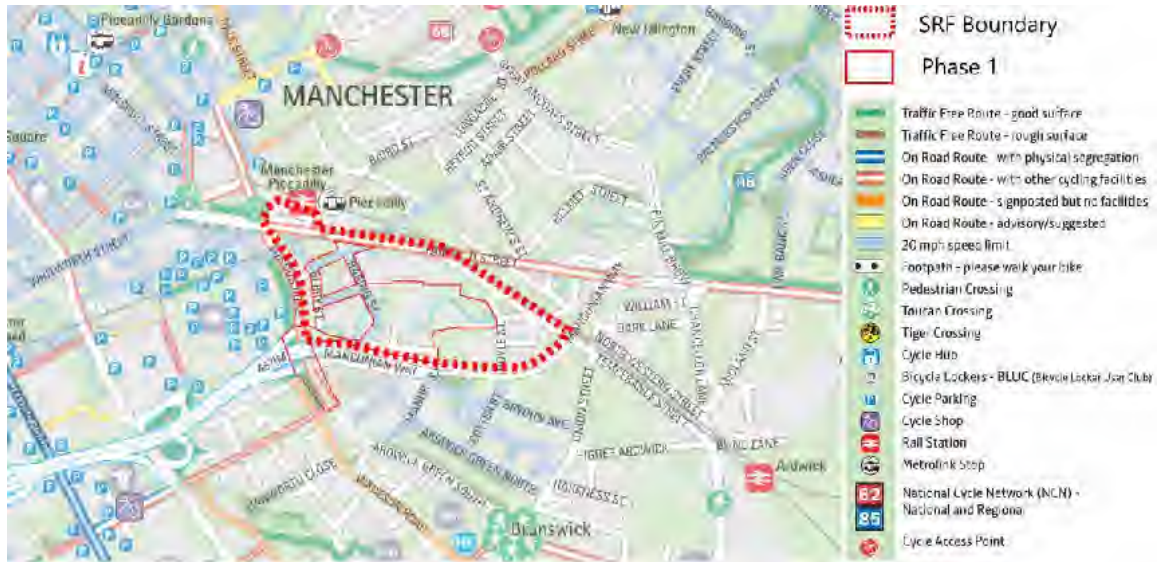


**Figure 3.7: Cycle Routes in the vicinity of the Site (Source: Manchester City Council)**

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    | <b>18.5%</b>   | 704                   | 48         | 752         | 48                    | 701         | 749         |
| Car Passenger | <b>3.7%</b>    | 141                   | 10         | 151         | 10                    | 140         | 150         |
| Taxi          | <b>0.6%</b>    | 23                    | 2          | 25          | 2                     | 23          | 25          |
| Bus           | <b>27.2%</b>   | 1034                  | 71         | 1105        | 71                    | 1029        | 1101        |
| Tram          | <b>23.5%</b>   | 893                   | 61         | 954         | 61                    | 889         | 950         |
| Rail          | <b>7.4%</b>    | 282                   | 19         | 301         | 19                    | 281         | 300         |
| Pedestrians   | <b>14.2%</b>   | 540                   | 37         | 577         | 37                    | 538         | 575         |
| Cycle         | <b>3.7%</b>    | 141                   | 10         | 151         | 10                    | 140         | 150         |
| Motorcycle    | <b>1.2%</b>    | 47                    | 3          | 50          | 3                     | 47          | 50          |
| <b>TOTAL</b>  | <b>100%</b>    | <b>3805</b>           | <b>262</b> | <b>4067</b> | <b>262</b>            | <b>3789</b> | <b>4051</b> |

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    | <b>0.5%</b>    | 7                     | 7           | 14          | 11                    | 11          | 22          |
| Car Passenger | <b>0.0%</b>    | 0                     | 0           | 0           | 0                     | 0           | 0           |
| Taxi          | <b>0.0%</b>    | 0                     | 0           | 0           | 0                     | 0           | 0           |
| Bus           | <b>8.0%</b>    | 114                   | 108         | 222         | 173                   | 177         | 350         |
| Tram          | <b>11.0%</b>   | 157                   | 148         | 306         | 238                   | 243         | 481         |
| Rail          | <b>4.0%</b>    | 57                    | 54          | 111         | 87                    | 88          | 175         |
| Pedestrians   | <b>75.5%</b>   | 1080                  | 1019        | 2099        | 1637                  | 1668        | 3305        |
| Cycle         | <b>1.0%</b>    | 14                    | 13          | 28          | 22                    | 22          | 44          |
| Motorcycle    | <b>0.0%</b>    | 0                     | 0           | 0           | 0                     | 0           | 0           |
| <b>TOTAL</b>  | <b>100%</b>    | <b>1430</b>           | <b>1350</b> | <b>2780</b> | <b>2168</b>           | <b>2209</b> | <b>4377</b> |

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    | <b>19%</b>     | 18                    | 41         | 58         | 30                    | 23         | 54         |
| Car Passenger | <b>10%</b>     | 9                     | 21         | 31         | 16                    | 12         | 28         |
| Taxi          | <b>6%</b>      | 6                     | 13         | 18         | 10                    | 7          | 17         |
| Bus           | <b>4%</b>      | 4                     | 9          | 12         | 6                     | 5          | 11         |
| Tram          | <b>5%</b>      | 5                     | 11         | 15         | 8                     | 6          | 14         |
| Rail          | <b>5%</b>      | 5                     | 11         | 15         | 8                     | 6          | 14         |
| Pedestrians   | <b>50%</b>     | 47                    | 107        | 154        | 80                    | 61         | 141        |
| Cycle         | <b>1%</b>      | 1                     | 2          | 3          | 2                     | 1          | 3          |
| Motorcycle    | <b>0%</b>      | 0                     | 0          | 0          | 0                     | 0          | 0          |
| <b>TOTAL</b>  | <b>100%</b>    | <b>94</b>             | <b>213</b> | <b>307</b> | <b>159</b>            | <b>123</b> | <b>282</b> |

- 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    | <b>18%</b>     | 31                    | 132        | 164        | 134                   | 69         | 203          |
| Car Passenger | <b>1%</b>      | 2                     | 7          | 9          | 7                     | 4          | 11           |
| Taxi          | <b>0%</b>      | 0                     | 0          | 0          | 0                     | 0          | 0            |
| Bus           | <b>11%</b>     | 19                    | 81         | 100        | 82                    | 42         | 124          |
| Tram          | <b>12%</b>     | 21                    | 88         | 109        | 89                    | 46         | 136          |
| Rail          | <b>4%</b>      | 7                     | 29         | 36         | 30                    | 15         | 45           |
| Pedestrians   | <b>52%</b>     | 90                    | 382        | 473        | 387                   | 200        | 587          |
| Cycle         | <b>2%</b>      | 3                     | 15         | 18         | 15                    | 8          | 23           |
| Motorcycle    | <b>0%</b>      | 0                     | 0          | 0          | 0                     | 0          | 0            |
| <b>TOTAL</b>  | <b>100%</b>    | <b>174</b>            | <b>735</b> | <b>909</b> | <b>744</b>            | <b>386</b> | <b>1,130</b> |

- 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 |
| <b>Office Employees</b>          |                    |        |        |
| 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%  |
| <b>Retail/Leisure Employees</b>  |                    |        |        |
| Maintain car driver mode at 0.5% | 0.5%               | 0.5%   | 0.5%   |
| Increase Cycling by 10%          | 1%                 | 6%     | 11%    |
| <b>Hotel Employees</b>           |                    |        |        |
| Reduce car driver mode by 5%     | 19%                | 16.5%  | 14%    |
| Increase Cycling by 10%          | 1%                 | 6%     | 11%    |
| <b>Residents</b>                 |                    |        |        |
| 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](http://www.bikeweek.org));
  - National Walking Month, which includes 'walk to work' and 'walk to school' week ([www.livingstreets.org.uk](http://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](http://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](http://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<br>(with other<br>passengers) | Motorcycle/Scooter    | Other                 | N/A                   |
|------------------------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------------------------|-----------------------|-----------------------|-----------------------|
| Work                                     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>                   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Shopping                                 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>                   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Education<br>(school/college/university) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/>                   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

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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