BURO HAPPOLD

MIX Manchester

Transport Assessment

0068696-BHE-XX-XX-RP-TA-0001

0068696

27 March 2026

Revision P01

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Revision	Description	Issued by	Date	Checked
P01	Issued for Planning	NM	27.03.26	CM

https://burohappold.sharepoint.com/sites/068696/Shared Documents/Transport and Mobility/04 Reports/Transport Assessment/260327 MIX Manchester - Transport Assessment.docx

Report Disclaimer

This Report was prepared by Buro Happold Limited ("BH") in accordance with, and remains subject to, the terms of BH's appointment for the benefit of MIX in relation to the planning application. BH responsibility shall be limited to the purpose for which this Report was prepared, with BH assuming no liability for any reliance placed on this Report by any third party.

Notwithstanding the foregoing, the content of this Report shall remain subject to the following:

1. This Report is based upon the information and knowledge available to BH at the time of writing and, unless otherwise expressly stipulated herein, BH has not sought to verify or validate any data received by BH and/or which may underpin this Report.

2. BH assumes no ownership nor liability in respect of any third-party design, workmanship and/or deliverables, and shall not be held responsible for the consequences of any negligence, error or omission in respect of the same.

3. BH does not guarantee any particular outcome, nor does BH provide any warranty in respect of any third-party services, equipment requirements and/or software and is not responsible for the outcome or use of the same; regardless of whether the content of this Report is followed.

4. Where specifications or materials are mentioned or referred to in this Report, BH does not condone use or supply of materials that would breach any laws, sanctions or other restrictive measures in any jurisdiction including but not limited to use or supply of steel or its components originating from Russia.

5. This Report shall not be construed as investment or financial advice.

BH reserves the right on notice to withdraw this Report and all associated intellectual property rights, licences or otherwise granted pursuant to BH's appointment should any payments which fall due not be paid in full. Any reliance placed upon the Report in such circumstances shall be deemed null and void.

author	**Natalie Maynard**
date	**27/03/26**
approved	**Chris Mullett**
signature	
date	**27/03/26**

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Contents

1 Introduction 11

1.1 Preamble 11

1.2 Site Location 11

1.3 Proposed Development 13

1.4 Policy Overview 14

1.5 Pre-Application Consultation 15

1.6 Transport Assessment Scope 15

2 Transport Policy and Guidance 16

2.2 National Policy 16

2.3 Regional Policy 18

2.4 Local Policy 20

3 Baseline Conditions 22

3.1 Site Description 22

3.2 Pedestrian and Cycle Accessibility 22

3.3 Cycle Parking 27

3.4 Public Transport Accessibility 27

3.5 Proposed Improvements to the Public Transport Network 31

3.6 Access to Local Highway Network 31

3.7 Transport Assessment Study Area 33

3.8 Collision Analysis 33

4 Active Travel Assessment 35

4.1 Introduction 35

4.2 Route 1 36

4.3 Route 2 47

4.4 Route 3 55

4.5 Route 4 68

4.6 Route 5 77

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.7 Summary 80

5 Baseline Traffic Flows 81

5.1 Observed Traffic Flows 81

5.2 Assessment Years 81

5.3 Traffic Growth and Committed Developments 81

5.4 Manchester Airport Growth 85

5.5 Traffic Associated with JetParks 1 85

5.6 Future Baseline Traffic Flows 85

6 Proposed Development 86

6.1 Description of Proposed Development 86

6.2 Landscape Masterplan 87

6.3 Pedestrian and Cycle Access 88

6.4 Cycle Parking 88

6.5 Vehicle Access 90

6.6 Car Parking Provision 92

6.7 Deliveries and Servicing 95

7 Trip Generation and Distribution 98

7.1 Introduction 98

7.2 Trip Generation 98

7.3 Workplace Mode Split 101

7.4 Hotel Mode Split 103

7.6 Vehicle Trip Distribution 104

7.7 Total Trip Generation 105

8 Transport Impact 108

8.1 Pedestrian Impact 108

8.2 Cycle Impact 108

8.3 Public Transport Impact 109

8.4 Highway Impact 109

Copyright © 1976 - 2026 Buro Happold. All rights reserved

9 Construction **115**

9.1 Introduction 115

9.2 Construction Programme and Working Hours 115

9.3 Construction Trip Generation 116

9.4 Construction Traffic Access 118

9.5 Management and Mitigation 120

10 Mitigation **124**

10.2 Framework Travel Plan 124

10.3 Construction Management Plan 124

10.4 Vehicle Trip Mitigation 125

11 Summary and Conclusion **126**

11.1 Summary 126

11.2 Conclusion 128

Appendix A Architect Site Layout Plans

Appendix B Transport Scoping and Trip Generation Note

Appendix C Western Leg Extension of Metrolink Airport line

Appendix D Active Travel Routes and Streets for All checks

Appendix E Traffic Flow Diagrams

Appendix F Vehicle Swept Path Analysis

Appendix G Vehicle Distribution Methodology

Appendix H LinSig Results

Appendix I Not Used

Appendix J Trip Distribution at Key junctions on the A555

Table of Tables

Table 1.1 Policy Overview **14**

Table 2.1 Core Strategy Parking Standards **21**

Table 3.1 Summary of Bus Routes and Service Frequencies **29**

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 3.2: Manchester Airport – Key Train Destinations and Peak Hour Frequencies 30

Table 4.1 Routes Summary 36

Table 4.2 Route 1 - Enterprise Way (West) Footway Assessment Summary 38

Table 4.3 Route 1 - Enterprise Way (West) Cycling Provision Assessment Summary 39

Table 4.4 Route 1 -Terminal 2 Roundabout Footway Assessment Summary 41

Table 4.5 Route 1 - Terminal 2 Roundabout Cycling Provision Assessment Summary 41

Table 4.6 Route 1 -World Way Footway Assessment Summary 43

Table 4.7 Route 1 – World Way Cycling Provision Assessment Summary 44

Table 4.8 Route 1 - Chicago Avenue Footway Assessment Summary 46

Table 4.9 Route 1 – Chicago Avenue Cycling Provision Assessment Summary 46

Table 4.10 Route 2 – Bailey Lane Footway Assessment Summary 49

Table 4.11 Route 2 – Bailey Lane Cycling Provision Assessment Summary 50

Table 4.12 Route 2 – Selstead Road Footway Assessment Summary 52

Table 4.13 Route 2 – Selstead Road Cycling Provision Assessment Summary 52

Table 4.14 Route 2 – Portway Footway Assessment Summary 54

Table 4.15 Route 2 – Portway Cycling Provision Assessment Summary 55

Table 4.16 Route 3 – Enterprise Way (East) Footway Assessment Summary 57

Table 4.17 Route 3 – Enterprise Way (East) Cycling Provision Assessment Summary 58

Table 4.18 Route 3 – Ringway Rd West Footway Assessment Summary 60

Table 4.19 Route 3 – Ringway Rd West Cycling Provision Assessment Summary 60

Table 4.20 Route 3 – Outwood Lane Footway Assessment Summary 64

Table 4.21 Route 3 – Outwood Lane Cycling Provision Assessment Summary 64

Table 4.22 Route 3 – Terminal Road North Footway Assessment Summary 66

Table 4.23 Route 3 – Terminal Road North Cycling Provision Assessment Summary 67

Table 4.24 Route 4 – Shared-Use Path Footway Assessment Summary 70

Table 4.25 Route 4 – Shared-Use Path Cycling Provision Assessment Summary 70

Table 4.26 Route 4 – Pedestrian/Cycle Bridge Footway Assessment Summary 72

Table 4.27 Route 4 – Pedestrian/Cycle Bridge Cycling Provision Assessment Summary 72

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.28 Route 4 – Hotel Site Footway Assessment Summary 74

Table 4.29 Route 4 – Hotel Site Cycling Provision Assessment Summary 74

Table 4.30 Route 4 – Hotel Access Roads Footway Assessment Summary 76

Table 4.31 Route 4 – Hotel Access Roads Cycling Provision Assessment Summary 76

Table 4.32 Route 5 – Thorley Lane Footway Assessment Summary 79

Table 4.33 Route 5 – Thorley Lane Cycling Provision Assessment Summary 79

Table 5.1 – Committed Development List 82

Table 6.1 Land Use Schedule Maximum Parameters – Breakdown by Plot 87

Table 6.2 Proposed Cycle Parking 89

Table 6.3 On-Site Parking Provision 93

Table 6.4 Maximum Permissible Car Parking 95

Table 7.1 Peak Hour Person Trip Rates – General Industrial B2 Use (Outline Element) 99

Table 7.2 Peak Hour Person Trips – General Industrial B2 Use (Outline Element) 99

Table 7.3 Peak Hour Person Trip Rates – R&D and Light Industrial Use (Outline Element) 99

Table 7.4 Peak Hour Person Trips– R&D and Light Industrial Use (Outline Element) 99

Table 7.5 Peak Hour Person Trips– Class E (g) (i) (ii) and (iii) (Detailed Element) 100

Table 7.6 Peak Hour Person Trips– Class E (g) (i) (ii) and (iii) (Outline Element) 100

Table 7.7 Peak Hour Person Trip Rates - Hotel (Outline Element) 100

Table 7.8 Peak Hour Person Trips – Hotel (Outline Element) 100

Table 7.9 Mode Split from 2011 Census Data 101

Table 7.10 Vehicle Mode Split from TRICS 102

Table 7.11 Adopted Workplace Mode Split 102

Table 7.12 Adopted Hotel Mode Split 103

Table 7.13 Service Vehicle Trip Rates (per 100sqm) 103

Table 7.14 Breakdown of Service Vehicle Trips 104

Table 7.15 Proportion of Vehicle Trips by Direction 104

Table 7.16 Distribution of Vehicle Trips on the Surrounding Network 105

Table 7.17 Total Person Trips by Mode 106

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 7.18 Total Vehicle Trip Generation 107

Table 8.1 Increase in Pedestrian Trips 108

Table 8.2 Increase in Cycle Trips 108

Table 8.3 Increase in Public Transport Trips 109

Table 8.4 Maximum DoS at Junctions 5 and 6 – Baseline without Development 111

Table 8.5 M56 Junction 5 – Increase in Total Vehicle Trips 114

Table 9.1 Preliminary Construction Programme 115

Table of Figures

Figure 1.1 Site Location and Wider Context 12

Figure 1.2 Red Line Boundary 12

Figure 1.3 MIX – Planning Application Boundary 13

Figure 1.4 Proposed Landscape Masterplan 14

Figure 3.1 Pedestrian Infrastructure Surrounding the Site 23

Figure 3.2 Walking Accessibility 25

Figure 3.3 Local Cycle Network 26

Figure 3.4 Cycling Accessibility 27

Figure 3.5 Public Transport Accessibility 28

Figure 3.6 Nearest Bus Stops in the Vicinity of the Site 29

Figure 3.7 – Transport Assessment Study Area 33

Figure 3.8 – Collision Data (Crashmap) 34

Figure 4.1 Walking/Cycling Routes Assessed (Illustrative) 35

Figure 4.2 Overview of Route 1 (Illustrative) 37

Figure 4.3 Enterprise Way (looking north) 38

Figure 4.4 Terminal 2 Roundabout (looking south) 40

Figure 4.5 World Way (looking north) 43

Figure 4.6 Chicago Avenue (looking west) 45

Figure 4.7 Overview of Route 2 (Illustrative) 48

Figure 4.8 Bailey Lane/Selstead Road (looking north) 49

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Figure 4.9 Selstead Road (looking north) 51

Figure 4.10 Portway (looking west) 54

Figure 4.11 Overview of Route 3 (Illustrative) 56

Figure 4.12 Enterprise Way (looking east) 57

Figure 4.13 Ringway Road West (looking west) 59

Figure 4.14 Northern Section of Outwood Lane (looking north) 62

Figure 4.15 Southern Section of Outwood Lane (looking north) 63

Figure 4.16 Terminal Road North (looking west) 66

Figure 4.17 Overview of Route 4 (Illustrative) 68

Figure 4.18 Shared-Use Path (looking west) 69

Figure 4.19 Pedestrian/Cycle Bridge Stairs (northern side) 71

Figure 4.20 Hotel Plaza (looking east) 73

Figure 4.21 Hotel Access Road (looking north) 75

Figure 4.22 Overview of Route 5 (Illustrative) 77

Figure 4.23 Thorley Lane (looking east) 78

Figure 6.1 MIX – Planning Application Boundaries 86

Figure 6.2 MIX – Landscape Masterplan 87

Figure 6.3 MIX – Pedestrian and Cycle Access 88

Figure 6.4 MIX – Cycle Parking 90

Figure 6.5 MIX – Vehicle Access 91

Figure 6.6 MIX – Parking Provision 92

Figure 6.7 Proposed MSCP at Plot E1 – Ground Floor Layout 94

Figure 6.8 MIX – Service Vehicle Access 96

Figure 8.1 A555 Key Junctions to East of Enterprise Way 113

Figure 9.1 Construction Vehicle Forecast – Average Daily Peak Vehicle Numbers per Quarter 117

Figure 9.2 Routing of HGV Traffic for Construction (Preliminary) 119

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Glossary

Term	Definition
ASL	Advanced Stop Lines
CIHT	Chartered Institute of Highways and Transportation
CMP	Construction Management Plan
GIA	Gross Internal Area
GMAL	Greater Manchester Accessibility Levels
GMATL	Greater Manchester Accessible Transport Limited
GMCA	Greater Manchester Combined Authority
GMPF	Greater Manchester Pension Fund
GTI	Ground Transport Interchange
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle
MAG	Manchester Airport Group
MCC	Manchester City Council
TA	Transport Assessment
TfGM	Transport for Greater Manchester
TRICS	Trip Rate Information Computer System
SMART	Specific; Measurable; Achievable; Realistic and Time-bound

Copyright © 1976 - 2026 Buro Happold. All rights reserved

1 Introduction

1.1 Preamble

1.1.1 Buro Happold has been appointed by Airport City Limited Partnership (the Applicant) to produce a Transport Assessment (TA) to support a hybrid planning application for a new science, innovation and manufacturing campus at MIX Manchester M90 5AZ (the site). The Phase 1 planning application will be submitted to Manchester City Council (MCC) who are the planning and highway authority for the site.

1.1.2 MIX Manchester falls within the Airport City Enterprise Zone, which was established in 2012. A detailed masterplan was subsequently prepared for Airport City North, which was primarily office-led and incorporated light industrial, advanced manufacturing, hotel space, and associated amenities to support these uses. This received outline planning permission in 2012, however this was not implemented and lapsed in 2015.

1.1.3 In the interim, some individual plots have gained full planning permission including the hotel district, which has a new Holiday Inn, Ibis Budget hotel and Tribe Hotel Manchester, all of which are under construction or in operation. In 2018/2019 applications for plots within Airport City North containing offices and car parks were also approved and this permission was implemented through the construction of a small internal access road but no further works have been undertaken. A new pedestrian and cycle bridge over the M56 Spur was also opened in 2021, providing improved connections between Wythenshawe, the site and Manchester Airport to the south of the M56.

1.1.4 Since the adoption of the Airport City Enterprise Zone in 2012, major economic and societal changes have had a significant impact on the office and wider property market and the Airport City North proposition needed to be refreshed. A new masterplan has now been prepared, which re-defines Airport City North as MIX Manchester ('MIX') – a new science, innovation and manufacturing campus. An updated Strategic Regeneration Framework (SRF) has been prepared to reflect this change in vision for the masterplan, which will guide development coming forward within the area.

1.1.5 MIX Manchester is a joint venture partnership that consists of MCC, Greater Manchester Pension Fund (GMPF), Manchester Airports Group (MAG) and Beijing Construction Engineering Group, which collectively is working together to ensure the long-term success of this brand-new science, innovation, and manufacturing campus.

1.2 Site Location

1.2.1 Figure 1.1 shows the site location in the context of the surrounding area.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 1.1 Site Location and Wider Context

1.2.2 The red line boundary for the Phase 1 planning application is shown on Figure 1.2.



Figure 1.2 Red Line Boundary

Copyright © 1976 - 2026 Buro Happold. All rights reserved

1.3 Proposed Development

1.3.1 The Phase 1 planning application will be made for:

A hybrid planning application seeking:

1) *Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.*

2) *Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.*

1.3.2 The planning application boundaries are indicated below on Figure 1.3 together with the plot numbers.

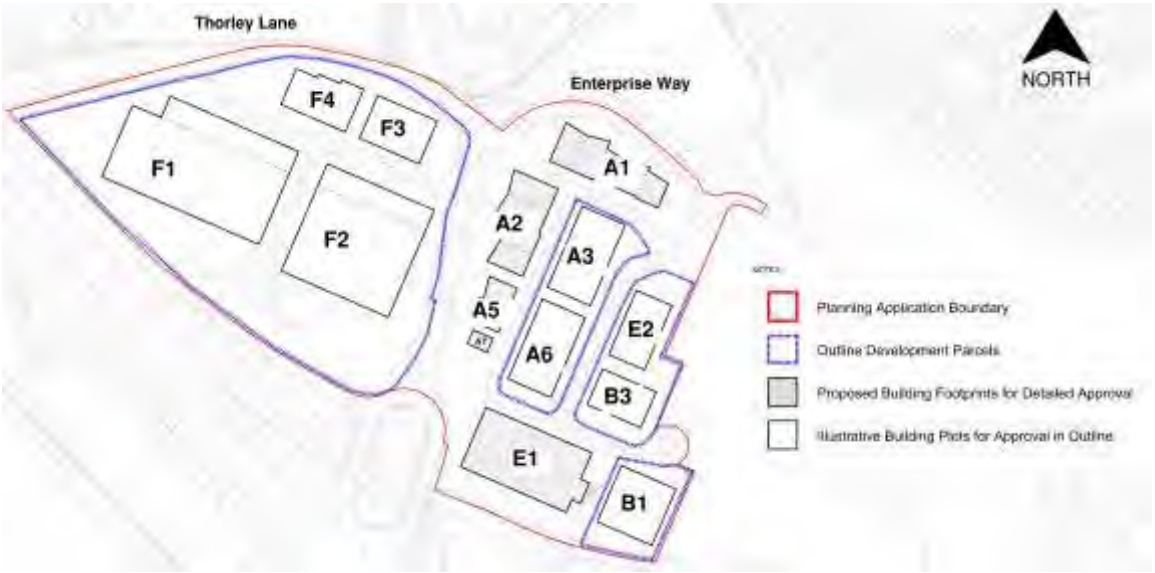


Figure 1.3 MIX – Planning Application Boundary

1.3.3 The proposed landscape masterplan is shown on Figure 1.4 and provided in Appendix A.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 1.4 Proposed Landscape Masterplan

1.3.4 Construction of the mid-tech units is expected to commence Q4 2026 with completion of the detailed element in 2030 and the outline element in 2035. Further details on the construction programme can be found in Chapter 9.

1.4 Policy Overview

1.4.1 The proposed development has been designed and assessed with reference to the adopted national, regional and local policy and planning guidance shown in Table 1.1.

Table 1.1 Policy Overview

Policy Level	Document Reference
National	National Planning Policy Framework (NPPF) (December 2024)
	National Planning Practice Guidance (PPG) on Travel Plans, Transport Assessments and Statements (March 2014)
Regional	Greater Manchester Combined Authority Places for Everyone Joint Development Plan 2022 to 2039 (March 2024)
	Greater Manchester Transport Strategy 2040 (January 2021)
	DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development
	Greater Manchester's Streets for All Design Guide (2023)
Local	Manchester Core Strategy 2012 to 2027
	Hillcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD) (May 2025)

Copyright © 1976 - 2026 Buro Happold. All rights reserved

1.5 Pre-Application Consultation

1.5.1 The scope of this TA has been discussed with MCC, Transport for Greater Manchester (TfGM) and National Highways during the pre-application period. A copy of the transport scoping note submitted to them for this purpose is included in Appendix B. The EIA scoping comments from MCC, TfGM and National Highways are also included in Appendix B as some of these relate to the TA.

1.6 Transport Assessment Scope

1.6.1 The scope of the TA reflects the output of the pre-application consultation process with MCC, TfGM and National Highways, and has been prepared in accordance with relevant policy and current best practice guidance.

1.6.2 The sections of this TA are structured as follows:

- **Chapter 2: Policy -** This section gives an overview of the National, Regional and Local transport planning policies relevant to the development proposals.
- **Chapter 3: Baseline Conditions -** This section describes the existing transport baseline conditions with regard to the pedestrian and cycle networks, public transport facilities and the highway network. Analysis of collisions occurring in the vicinity of the proposed development over the last five years is also included.
- **Chapter 4: Active Travel Assessment** – describes the quality and condition of the existing cycle and walking network in the vicinity of the site.
- **Chapter 5: Baseline Traffic Flows -** this section describes the baseline traffic flow data used in the assessment and any traffic growth that has been included.
- **Chapter 6: Development Proposals –** description of development proposals including access, parking and provision for servicing.
- **Chapter 7: Trip Generation and Distribution**– sets out the multimodal trip generation assessment for the proposed development. It also describes the vehicle trip distribution on the surrounding highway network.
- **Chapter 8: Transport Impacts –** an assessment of the impacts of the proposed development, including the construction impacts and on all modes of transport during operation.
- **Chapter 9: Construction -** provides an overview of the construction programme for all possible phases with estimated opening year(s) and a general description of each stage of works (e.g. sub-structure, superstructure etc.), construction phase traffic data, including estimated numbers of daily and monthly vehicle movements by phase, and a breakdown of vehicle type and an overview of traffic routing and access points.
- **Chapter 10: Mitigation** – description of the proposed measures to mitigate any anticipated transport impacts of the development during operation and construction, and
- **Chapter 11: Summary and Conclusions**

Copyright © 1976 - 2026 Buro Happold. All rights reserved

2 Transport Policy and Guidance

2.1.1 This chapter provides an overview of the key transport planning policies and associated guidance relevant to the development proposals.

2.1.2 The following policy documents have been reviewed as part of this TA:

- National Planning Policy Framework (NPPF) (December 2024)
- National Planning Practice Guidance (PPG) on Travel Plans, Transport Assessments and Statements (March 2014)
- Greater Manchester Transport Strategy 2040 (January 2021)
- Places for Everyone Joint Development Plan 2022 to 2039 (2014)
- DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development
- Greater Manchester's Streets for All Design Guide (2024)
- Hillcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD) (May 2025)
- Manchester's Local Development Plan - Core Strategy (2012)
- Manchester's Draft Local Plan (2025)

2.1.3 These policies and guidance can be categorised at the national and local level, as described below.

2.2 National Policy

National Planning Policy Framework (NPPF)

2.2.1 The National Planning Policy Framework (NPPF) (December 2024) retains the presumption in favour of sustainable development as a core objective of the NPPF, with paragraph 10 stating:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development."*

2.2.2 In Section 9 'Promoting sustainable transport', paragraph 109 states:

> *"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*
>
> - *Making transport considerations an important part of early engagement with local communities;*
> - *Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places; understanding and addressing the potential impacts of development on transport networks;*
> - *Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
> - *Identifying and pursuing opportunities to promote walking, cycling and public transport use; and*

Copyright © 1976 - 2026 Buro Happold. All rights reserved

- *Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

2.2.3 To promote sustainable transport, paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach".*

2.2.4 "Paragraph 116 of the NPPF states:

"*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.2.5 Within this context, applications for development should: (paragraph 117)

- *'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.*

2.2.6 Additionally, paragraph 118 states:

"*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*"

2.2.7 Within this context, enhancements to highway capacity are to be considered as a last resort and the

Copyright © 1976 - 2026 Buro Happold. All rights reserved

methodology used within this TA reflects the vision-led approach to providing safe and accessible developments for all by re-prioritising the road user hierarchy for pedestrians, cyclists and public transport with vehicular traffic at the bottom, in line with para 118 of NPPF.

Planning Practice Guidance (PPG)

2.2.8 The Government's Planning Practice Guidance comprises a series of guidance notes to support the NPPF, including 'Travel Plans, Transport Assessments and Statements', which sets out the overarching principles and guidance relating to the preparation of planning documents to support evidenced based planning applications and informed decision-taking.

2.3 Regional Policy

Places for Everyone Joint Development Plan 2022 to 2039

2.3.1 The Places for Everyone (PfE) Joint Development Plan 2022 to 2039 for Greater Manchester was adopted in March 2024. The PfE Development Plan sets out the plan for sustainable growth across the nine Greater Manchester boroughs through the delivery of ten strategic objectives:

- Objective 1: Meet our housing need
- Objective 2: Create neighbourhoods of choice
- Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester
- Objective 4: Maximise the potential arising from our national and international assets
- Objective 5: Reduce inequalities and improve prosperity
- Objective 6: Promote the sustainable movement of people, goods and information
- Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region
- Objective 8: Improve the quality of our natural environment and access to green spaces
- Objective 9: Ensure access to physical and social infrastructure
- Objective 10: Promote the health and wellbeing of communities

Greater Manchester Transport Strategy 2040

2.3.2 The Greater Manchester Transport Strategy sets out the vision for Greater Manchester to have '*to create better places and to develop a world-class, modern, integrated and reliable transport system*'.

2.3.3 The Transport Strategy, which is led by TfGM on behalf of the Greater Manchester Combined Authority (GCMA) and the Greater Manchester Local Enterprise Partnership (GMLEP), identifies four key goals of the strategy:

- Supporting sustainable economic growth
- Protecting our environment
- Improving quality of life for all

Copyright © 1976 - 2026 Buro Happold. All rights reserved

- Developing an innovative city-region

2.3.4 The strategy primarily focuses on creating an integrated and coordinated transport system which supports a wide range of travel needs. It also sets out an ambition to improve the transport system to ensure that by 2040, 50% of all journeys in Greater Manchester are made by public transport or active travel.

DfT Circular 01/2022: The Strategic Road Network and the Delivery of Sustainable Development

2.3.5 National Highways is responsible for operating, maintaining and improving the Strategic Road Network (SRN) in England.

2.3.6 DfT Circular 01/2022 sets out the way in which National Highways '*will engage with the development industry, public bodies and communities to assist the delivery of sustainable development*' for development proposals that may result in any traffic or other impact on the strategic road network.

2.3.7 DfT Circular 01/2022 states that '*new development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable and where opportunities to maximise walking, wheeling, cycling, public transport and shared travel have been identified*'.

2.3.8 DfT Circular 01/2022 confirms that Travel Plans are an effective means of incentivising the use of sustainable modes of transport and this should include '*clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel.*'

2.3.9 It also states that the Transport Assessment should include '*an opening year assessment to include trips generated by the proposed development, forecasted growth and committed development to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase.*'

Greater Manchester's Streets for All Design Guide (2024)

2.3.10 The 'Greater Manchester Streets for All' design guide has been developed by TfGM and the ten Greater Manchester local authorities.

2.3.11 The strategy sets out the Streets for All vision and commitment as follows:

> *"We will ensure that our streets are welcoming, green and safe spaces for all people, enabling more travel by walking, cycling, and using public transport while creating thriving places that support local communities and businesses."*

2.3.12 Its focus is on inclusive design and accessibility and the guide is intended to assist designers and highway authorities in fulfilling their obligations under the Equality Act 2010.

2.3.13 It includes cycle parking and infrastructure design guidance sourced from the Local Transport Note (LTN) 1/20 Cycle Infrastructure Design Guidance (2020).

2.3.14 The Streets for All Guidance also includes a Design Check tool to help designers ensure scheme designs support the delivery of the Streets for All vision.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

2.4 Local Policy

Manchester Local Plan - Core Strategy 2012-2027

2.4.1 Manchester's Core Strategy sets the out the long-term strategic policies for future development in Manchester and forms the framework that planning applications are assessed against.

2.4.2 The following policies in the Core Strategy are relevant to the proposed development from a transport perspective:

Policy T 1 - Sustainable Transport

2.4.3 Policy T 1 sets out that MCC will support proposals that assist in delivering a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, and those that facilitate modes of transport that prepare for carbon free modes of transport such as incorporating electric vehicle charging infrastructure. The policy sets out that the Council will support proposals which meet certain criteria.

Policy T 2 - Accessible Areas of Opportunity and Need

2.4.4 Policy T 2 sets out that MCC will actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers (including the Airport), is easily accessible by sustainable modes of travel, and provides appropriate car and cycle parking facilities in line with Appendix B of the Core Strategy.

2.4.5 The Policy also sets out that proportionate Traffic Impact Assessments and Travel Plans should accompany major applications.

2.4.6 Appendix B of the Core Strategy contains MCC's Parking Standards, noting that:

> *"All development must provide the appropriate parking standards as highlighted below. Standards for disabled people and cycle parking are minimums. Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site."*

2.4.7 The Core Strategy identifies the following parking standards for B2 General Industrial, B8 Storage and Distribution and C1 Hotel uses, which are applicable for the site, as set out in Table 2.1 below.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 2.1 Core Strategy Parking Standards

Use Classification	Maximum Number of Car Parking Spaces	Minimum Number of Disabled Parking Spaces		Minimum Number of Cycle Parking Spaces
		Up to 200 spaces in total	Over 200 spaces in total	
B1 Business Park	1 space per 35sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity, whichever is greater	6 bays plus 2% of total capacity	1 space per 200sqm
B2	1 space per 45sqm			1 space per 450sqm
B8	1 space per 100sqm			1 space per 850sqm
C1	1 space per bedroom including staff	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms
E (A1 Retail)	1 space per 14sqm			1 space per 140sqm

Manchester's Draft Local Plan

2.4.8 The initial public consultation for the draft Local Plan took place in 2025 and a further public consultation will take place in Summer 2026 with adoption expected in 2027.

2.4.9 Much of the existing strategy around transport is to be retained, supporting proposals that assist in delivering a sustainable development encouraging a modal shift away from car travel to public transport, cycling and walking. In addition, supporting the growth of Manchester Airport as a principal international gateway:

> *"Support low-carbon development in accessible locations that will improve the economic performance of the city and provide and attract new employment, particularly in the City Centre and around the airport."*

Holcroft Moss Planning Obligations Joint Supplementary Planning Document (SPD)

2.4.10 This SPD was adopted by the Greater Manchester local authorities in May 2025 to provide a robust basis upon which local authorities can secure contributions from developers to ensure that the impacts of schemes on Holcroft Moss are appropriately mitigated. It states that:

> *"Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss… proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."*

2.4.11 The routing of traffic associated with the proposed development beyond the assessed study area has been reviewed and it is considered unlikely that any material volume of traffic associated the development would route along the M62 past Holcroft Moss given the distance and geographic location of the site. Traffic to/from the site would likely use routes via either the M56 and M60, or M56 and M6. It is therefore considered that the proposed development would not exceed the thresholds set out in the SPD for the M62 past Holcroft Moss.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

3 Baseline Conditions

3.1 Site Description

3.1.1 The site is located to the north of Manchester Airport and the M56 spur and to the south of Wythenshawe.

3.1.2 The site is bounded to the north by Enterprise Way and Thorley Lane, and the site is separated into two parts by Enterprise Way.

3.1.3 The eastern part of the site is previously developed (brownfield) land, which is currently vacant.

3.1.4 A long stay airport car park (JetParks 1) is located on the western part of the site, which has 1,152 car parking spaces. This car park is managed by MAG.

3.1.5 The Applicant has maintained regular engagement with MAG regarding the development of the JetParks 1 car park, with discussions ongoing for some time and well understood by both parties. JetParks 1 provides a bus transfer service to Terminal 2, together with the private hire holding area, used by private hire operators, including uber, while waiting to collect passengers, and the free drop-off facility, where passengers can be dropped off at no charge before boarding the complimentary shuttle service to the terminal.

3.1.6 MAG have confirmed that, should the JetParks 1 site be released for development, self-park customers will continue to have access to other MAG-owned and operated car parks across the Airport, which have sufficient capacity. Passengers will also retain the option to access the airport via private hire vehicles or drop-off and pick-up by family or friends.

3.1.7 Separately, MAG are actively progressing plans to relocate both the private hire holding area and the free drop-off facility. The new private hire holding area is expected to be larger and able to accommodate additional vehicles. The free drop-off facility is likely to be re-provided within another JetParks site or an existing meet and greet storage area. MAG anticipate that preferred locations for both facilities will be identified within the next six months.

3.2 Pedestrian and Cycle Accessibility

3.2.1 There is an extensive network of pedestrian footways and shared pedestrian/cycle routes surrounding the site, as illustrated on Figure 3.1. The pedestrian infrastructure in the vicinity of the site is in good state of repair, of good quality and well-lit.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 3.1 Pedestrian Infrastructure Surrounding the Site

3.2.2 The residential area of Wythenshawe to the north is within acceptable walking distance of the site with good infrastructure in place to encourage walking and cycling. Footways are present on both sides of Bailey Lane and shared-use pedestrian/cycle routes are also present along both sides of Enterprise Way, providing links to Manchester Business Park to the east and to the Airport to the south via Terminal 2 Roundabout.

3.2.3 There are uncontrolled pedestrian crossings with dropped kerbs and tactile paving across all arms of the Enterprise Way roundabout, which is also the eastern site access point, situated approximately 130m east of Bailey Lane.

3.2.4 Whilst there are no dedicated cycle lanes on Bailey Lane and the residential streets to the north, the area is low-traffic in nature, with a 20mph speed limit along Bailey Lane between Enterprise Way and Hilary Road. This speed limit extends to a number of streets to the east via Hilary Road in the vicinity of the two primary schools at this location (refer to Figure 3.1). The remaining streets have a 30mph speed limit, which provides a good cycling environment.

3.2.5 Pedestrian User-Friendly Intelligent (Puffin) crossings with tactile paving and dropped kerbs are provided at the Enterprise Way/Thorley Lane signal junction, which uses smart sensors to detect pedestrians and adjust traffic signals for a safer, more efficient crossing. There are also cycle Advanced Stop Lines (ASL) provided at this junction, which allow cyclists to position themselves ahead of vehicles.

3.2.6 Approximately 130m south of the Enterprise Way/Thorley Lane signal junction, an additional puffin crossing facility is provided on Enterprise Way providing a safe crossing point east-west across Enterprise Way in addition to the crossing facilities at the junction with Thorley Lane.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

3.2.7 A shared use pedestrian/cycle route is present along the southern side of Thorley Lane for approximately 100m, where it then continues northwards through Painswick Park towards Painswick Road/Portway located approximately 400m further north. The route then continues further north for approximately 700m to Simonsway where an off-road shared route is provided along its southern side connecting westwards towards Newall Green and eastward towards Heald Green.

3.2.8 To the west of the Painswick Park entrance on Thorley Lane, a footway is provided along the southern side of Thorley Lane to the existing JetParks 1 car park access located approximately 120m further west, which is the western site access point. This footway continues further west across the bridge over the M56 spur where it then becomes a shared pedestrian/cycle route connecting with Wilmslow Road approximately 1.7km further south. This footway connection also extends westwards approximately 740m south-west of the site over the Thorley Lane Bridge towards Davenport Green.

3.2.9 A continuous share pedestrian/cycle route is provided along both sides of Enterprise Way and along the eastern side of Terminal 2 Roundabout and World Way/Chicago Avenue providing good connections to the bus and rail interchange at the Airport.

3.2.10 An alternative pedestrian route is also available via the shared pedestrian/cycle bridge over the M56 spur, which connects the eastern part of the site at its southern side, with the Airport and the Ground Transport Interchange (GTI) to the south. This bridge link, part-funded by MCC, is intended to serve as a valuable pedestrian and cycle link between the Woodhouse Park area of Wythenshawe and the Airport, benefitting local people who work there.

3.2.11 All airport terminals are easily accessible from the GTI at the Airport using the covered Skylink walkways, which includes both lift and escalator access.

3.2.12 Figure 3.2 shows the areas that can be reached within a 10, 20, and 30-minute walk based on typical walking speeds.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

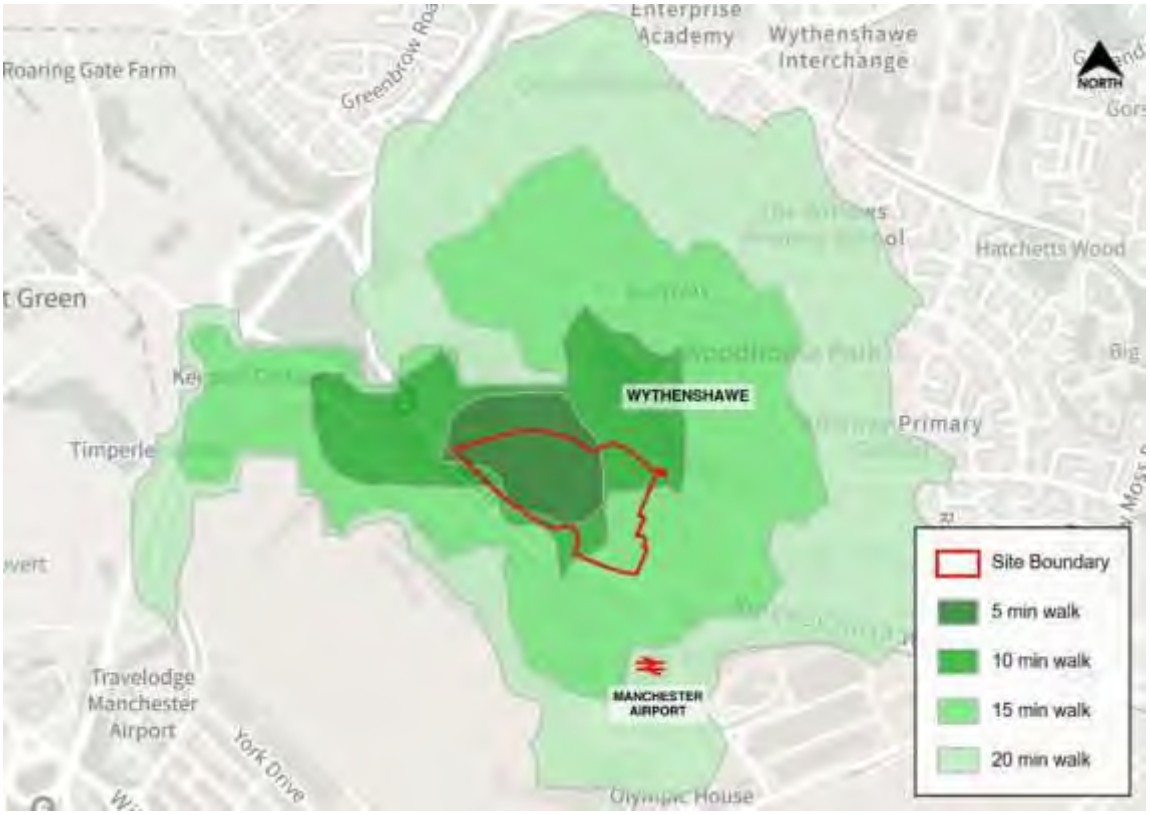


Figure 3.2 Walking Accessibility

3.2.13 The suggested maximum walking distance for journeys by foot to/from commercial developments is 2km (20-minute walk time), indicated by guidance from the Chartered Institute of Highways and Transportation (CIHT) but there may be some people willing to walk further.

3.2.14 The residential areas of Wythenshawe and Woodhouse Park to the north are within a 10 to 15-minute walk time, and the station to the south is also within a 10 to 15 minute walk of the site. Wythenshawe town centre is around a 25-minute walk of the site, which provides access to a range of amenities including food stores, coffee shops, banks and restaurants.

3.2.15 The cycle network in the vicinity of the site is shown on Figure 3.3 extracted from TfGM's (BEE network) cycle network map.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 3.3 Local Cycle Network

3.2.16 It can be seen that there is a good network of shared pedestrian/cycle routes provided in the vicinity of the site on Enterprise Way with good connections to the Airport and the GTI to the south. The pedestrian/cycle bridge over the M56 spur also provides an additional traffic free connection to the Airport.

3.2.17 The residential streets to the north in Wythenshawe and Woodhouse Park are low-traffic in nature with restricted speed limits providing quiet routes for cyclists.

3.2.18 The shared pedestrian/cycle route via Painswick Park from Thorley Lane forms part of the Regional and National Cycle Network (NCN) Route 85, which provides access for commuters to/from the north via Wythenshawe towards Alexandra Park and the City centre. Route 85 also provides a connection to the east-west shared route along Simonsway, providing connections to the residential areas to the west of the M56 and eastwards towards Heal Green.

3.2.19 Route 85 continues southbound along Thorley Lane forming part of the Airport Orbital Cycleway, which is c.13km long with a series of quiet lanes, cycle paths and off-road routes around the perimeter of the Airport via Wilmslow Road to the south and Altrincham Road and Moss Lane to the east.

3.2.20 Cycling is recognised to have the potential to replace short car journeys, particularly those under 5km (20 to 30-minute cycle), and/or to form part of a longer journey by public transport. Some commuter cyclists are willing to cycle much further.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

3.2.21 Figure 3.4 shows the areas that can be reached within a 10, 20 and 30-minute cycle based on typical cycling speeds.

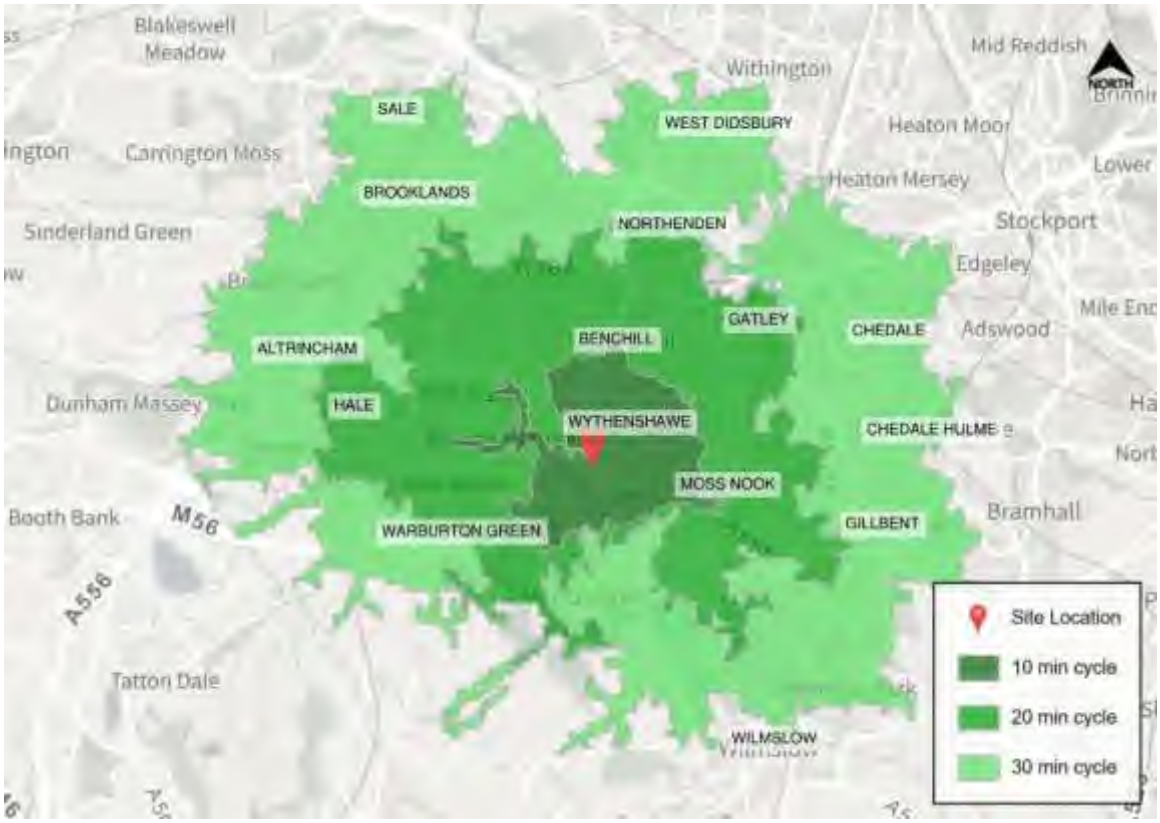


Figure 3.4 Cycling Accessibility

3.2.22 Manchester Airport station and Wythenshawe town centre are located within a 10-minute cycle from the site.

3.2.23 Walking and cycling provides a viable alternative to the car for shorter distances.

3.2.24 Analysis of the quality and condition of the existing cycle and walking network in the vicinity of the site is described in more detail in Chapter 4.

3.3 Cycle Parking

3.3.1 There are no cycle parking facilities currently provided at the site.

3.3.2 Public cycle parking is available outside the entrance to Manchester Airport Station (The Station) with a mix of cycle sheds and cycle stands provided, which are sheltered. The Station is the GTI for the Airport.

3.4 Public Transport Accessibility

3.4.1 The site is well connected to public transport. TfGM's Greater Manchester Accessibility Levels (GMAL) model is used to measure public transport accessibility in Greater Manchester. The accessibility index score is categorised into eight levels, from 1 to 8, with 1 representing very low accessibility and 8 representing the highest level of accessibility.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

3.4.2 The GMAL output for the site is shown on Figure 3.5. It shows the western part of the site has a GMAL of 6 and the eastern part of the site has a GMAL between 6 and 7, demonstrating a high level of public transport accessibility.

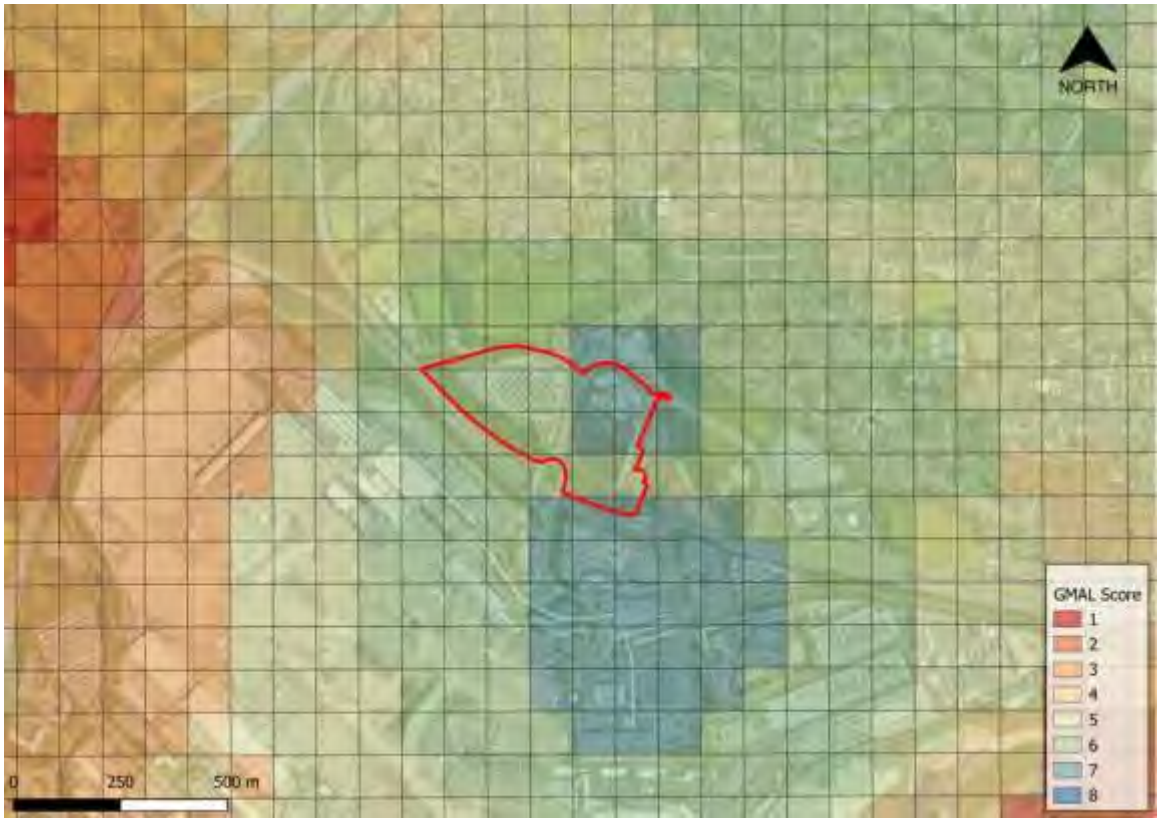


Figure 3.5 Public Transport Accessibility

Bus Services

3.4.3 Bus services operate from the GTI, the integrated transport hub at the heart of the airport.

3.4.4 The closest bus stops to the site are located on Bailey Lane and Thorley Lane, with additional services available via the stops at airport bus station. Walking distances to these bus stops are shown below.

- To/from the western part of the site: Bailey Lane (480m), Thorley Lane (640m) and airport bus station (1.1km)
- To/from the eastern part of the site: Bailey Lane (350m), Thorley Lane (800m) and airport bus station (480m)

3.4.5 These bus stops are shown on Figure 3.6.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 3.6 Nearest Bus Stops in the Vicinity of the Site

3.4.6 A summary of these bus routes and peak service frequencies is set out in Table 3.1. All these bus services operate via the GTI and provide low-floor buses with ramps for disabled access and dedicated space onboard for wheelchairs and pushchairs.

Table 3.1 Summary of Bus Routes and Service Frequencies

Bus Service	Bus Route	Typical Peak Frequency (buses per direction per hour)		
		Weekday	Saturday	Sunday
43	Manchester Airport–Wythenshawe–West Didsbury-Manchester Picadilly Gardens	6	6	4
103	Manchester Airport–Wythenshawe– Moss Side-Manchester Picadilly Gardens	2	2	1
130	Manchester Airport–Wythenshawe-Wilmslow-Macclesfield	1	1	1
199	Manchester Airport–Stockport-Whaley Bridge-Buxton	2	2	1
248	Manchester Airport– Wythenshawe-Sale-Trafford Centre-Eccles	1	1	Every 2 hours
288	Manchester Airport–Hale Barns-Altrincham	1	1	Every 2 hours
313	Manchester Airport–Cheadle Hulme-Adswood-Stockport	2	2	2
368	Manchester Airport-Wythenshawe-Cheadle Hulme-Stockport	2 No. early morning services only	4 No. early morning services only	No service

Copyright © 1976 - 2026 Buro Happold. All rights reserved

National Rail

3.4.7 The nearest train station to the site is Manchester Airport and the walking distances to the station are shown below:

- To/from the western part of the site: 1.1km
- To/from the eastern part of the site: 480m

3.4.8 The train station is operated by the TransPennine Express, which operates services along with Northern and Transport for Wales, providing connections to Manchester city centre, Salford, Preston, Crewe, Liverpool, Bolton, Blackpool, the Lake District and North Wales.

3.4.9 There are train services every 5 minutes approximately between Manchester Airport and Manchester Piccadilly station in the city centre, which has a journey time of just under 20 minutes.

3.4.10 A summary of the key destinations and peak service frequencies is set out in Table 3.2.

Table 3.2: Manchester Airport – Key Train Destinations and Peak Hour Frequencies

Destination	Weekday	Saturday	Sunday
Manchester Picadilly	12	12	9
Manchester Oxford Road	12	12	9
Deansgate	7	7	5
East Didsbury	4	4	3
Heald Green	4	4	4
Newton-le-Willows	5	5	3
Bolton	3	3	3
Preston	3	3	3
Liverpool Lime Street	2	2	2
Salford Crescent	2	2	1
Styal	1	1	1
Earlestown	1	1	-
Runcorn East	1	1	-

Metrolink

3.4.11 Metrolink services are also available at the GTI via the 'Airport / Navy Line', which operates north-south from Manchester Victoria in the city centre via St Peter's Square, Deansgate, Chorlton, Sale Water Park and Wythenshawe town centre. From the city centre there are frequent onward connections to the rest of the network towards Altrincham, Bury, Ashton-under-Lyne, East Didsbury, Eccles, Rochdale and the Trafford Centre.

3.4.12 Tram services via Manchester Airport operate between around 06:00 to midnight Monday to Saturday (every 12 minutes) and 07:00 to midnight on Sundays (every 15 minutes).

3.4.13 Typical tram journey times from the airport are as follows.

- Wythenshawe town centre – 10 minutes
- Wythenshawe Park – 25 minutes

Copyright © 1976 - 2026 Buro Happold. All rights reserved

- St Werburgh's Road – 35 minutes
- Chorlton – 38 minutes
- Deansgate-Castlefield – 49 minutes
- Victoria – 1 hour

3.4.14 Metrolink trams and stops are accessible for all users including wheelchairs and mobility scooters, with ramps or lifts and step free access at all stations with tactile edges for the visually impaired. Dedicated space is also provided onboard all trams for wheelchairs, mobility scooters and pushchairs.

3.5 Proposed Improvements to the Public Transport Network

3.5.1 As set out in the Draft Greater Manchester Rapid Transit Strategy (July 2024), it is intended in the longer term for the area in and around Manchester Airport to become a second rapid transit hub in Greater Manchester to cater for expected growth of employment and housing in the area.

3.5.2 This includes proposals for the completion of the 'Western Leg' of the full Metrolink Airport line, which could serve a number of key growth areas including Wythenshawe Hospital, Davenport Green and the expanded Terminal 2 to provide additional services on the Airport line and a substantial reduction in journey times compared to the existing Eastern Leg via Wythenshawe Town Centre.

3.5.3 This is intended to include a new Terminal 2 station and several options are still being considered for the location of this station. The route alignment currently being considered by TfGM is for a new Terminal 2 station to be provided in the landscaped area between Palma Avenue and the M56 Airport Spur with a footbridge connection being considered from the new station across the M56 Spur to the site to provide easier pedestrian access between the station, the site and the surrounding areas and to encourage greater use of the Metrolink.

3.5.4 The drawing in Appendix C indicatively shows the area of the site that might be used to provide the footbridge, albeit a number of options are still being evaluated by TfGM and discussions between the Applicant and TfGM are ongoing in this respect.

3.6 Access to Local Highway Network

3.6.1 Access to the western part of the site is via the existing junction on Thorley Lane, which operates as a priority junction with a right turn lane provided on Thorley Lane. This junction is located approximately 220m west of the Enterprise Way/Thorley Lane signal junction.

3.6.2 Access to the eastern part of the site to the south and east of Enterprise Way would be via the existing spur off the roundabout on Enterprise Way, which is currently fenced off.

3.6.3 A summary of the main characteristics of the existing highway network in the vicinity of the site are described below.

Bailey Lane

3.6.4 Bailey Lane is a single carriageway road with one lane in each direction. It is subject to a 20mph speed limit between Enterprise Way and Hilary Road, where it then becomes 30mph. It has traffic calming (speed cushions) along its route and there is weight restriction for vehicles over 7.5 tonnes.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Enterprise Way

3.6.5 Enterprise Way is a dual carriageway with a landscaped central reserve, which opened in November 2017 as part of the Airport City North development. This link road forms a loop between the Terminal 2 (T2) Roundabout and the A555 Ringway Road West.

Thorley Lane

3.6.6 Thorley Lane is a single carriageway road with a 30mph speed limit, providing access to T2 and associated parking via Sydney Avenue and Palma Avenue to the south. Approximately 740m south-west of the site, Thorley Lane continues over the M56 via Thorley Lane Bridge connecting to Davenport Green in the west. To the south of this, it becomes Runger Lane, which connects with Wilmslow Road and the M56 Junction 6 approximately 1.2 kilometres further south.

Outwood Lane

3.6.7 Outwood Lane is a single carriageway road with a 30mph speed limit. It provides access to/from the airport via the A555 Ringway Road West/M56 Spur signal junction.

3.6.8 Outwood Lane provides direct access to Terminals 1 and 3 via the T1 roundabout, which is located approximately 250m south of the A555.

A555 Ringway Road West

3.6.9 Ringway Road West is a 40mph dual carriageway with two lanes in each direction, which runs from Outwood Lane to Ringway Road approximately 1km further to the east where it then becomes the Manchester Airport Relief Road connecting to the A6 near Hazel Grove via the signal junction with B5166 Styal Road approximately 1km further east and the dual roundabout junction with B5358 Wilmslow Road 1.8km further east.

M56

3.6.10 The M56 motorway serves the Cheshire and Greater Manchester areas providing a strategic east-west route from Junction 4 of the M60 at Gatley (Kingsway Interchange) south of Manchester, to Dunkirk, approximately 6km north of Chester. The M56 also provides a connection to the M6, situated approximately 15km to the west.

3.6.11 The M56 spur provides direct access to Manchester Airport and the A555 via Junction 5 of the M56. The airport spur connects to the T2 Roundabout via slip roads (to/from the west / M56 only) and the A555/Outwood Lane signal junction approximately 300m further east.

M60

3.6.12 The M60 motorway is Manchester's Orbital Ring Road, which is located approximately 4km north of the site. The M60 provides access to Manchester city centre, Greater Manchester and Lancashire. It also provides connections with a number of strategic motorways such as the M602, M61, M62, M66 and M67.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

3.7 Transport Assessment Study Area

3.7.1 The transport assessment study area is shown on Figure 3.7 (orange dashed line), which includes the following junctions.

Junction 1: Thorley Lane / Site Access priority junction

Junction 2: Thorley Lane / Enterprise Way signal junction

Junction 3: Enterprise Way / site access roundabout

Junction 4: T2 Roundabout;

Junction 5: A555 Ringway Road/Outwood Lane signal junction

Junction 6: A555 Ringway Road/Enterprise Way signal junction

Junction 7: Enterprise Way/Aviator Way signal junction



Figure 3.7 – Transport Assessment Study Area

3.7.2 The existing operation of these junctions is described in more detail in Chapter 8.

3.8 Collision Analysis

3.8.1 Collision data has been obtained from the Crashmap database for the most recently available five-year period (2020 to 2024 inclusive). The incidents reported within the study area are shown on Figure 3.8.

3.8.2 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 remedial works, then this could be considered as 'significant'.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

3.8.3 There were no collisions recorded in the study area that resulted in a Fatal casualty.

3.8.4 No collisions were recorded on Enterprise Way, Bailey Lane or Thorley Lane in the vicinity of the site. A summary of the 8 collisions that were recorded within the study area are set out below.

- **T2 Roundabout:** 1 collision at the junction (serious) with 2 collisions on the westbound on-slip (1 slight, 1 serious)
- **A555 Ringway Road / Outwood Lane junction:** 4 collisions (3 slight, 1 serious)
- **A555 Ringway Road / Enterprise Way junction:** 1 collision (slight)

3.8.5 The majority of these accidents occurred in 2022 with none recorded in 2024.

3.8.6 The highway network within the study area does not appear to have a significant collision record over the last five-year period.



Figure 3.8 – Collision Data (Crashmap)

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4 Active Travel Assessment

4.1 Introduction

4.1.1 As part of the assessment of baseline conditions, a qualitative review has been undertaken on a number of existing key walking and cycling routes in the vicinity of the site, as illustrated in Figure 4.1. These provide the primary access routes between the main parts of the site, key public transport nodes and local amenities.

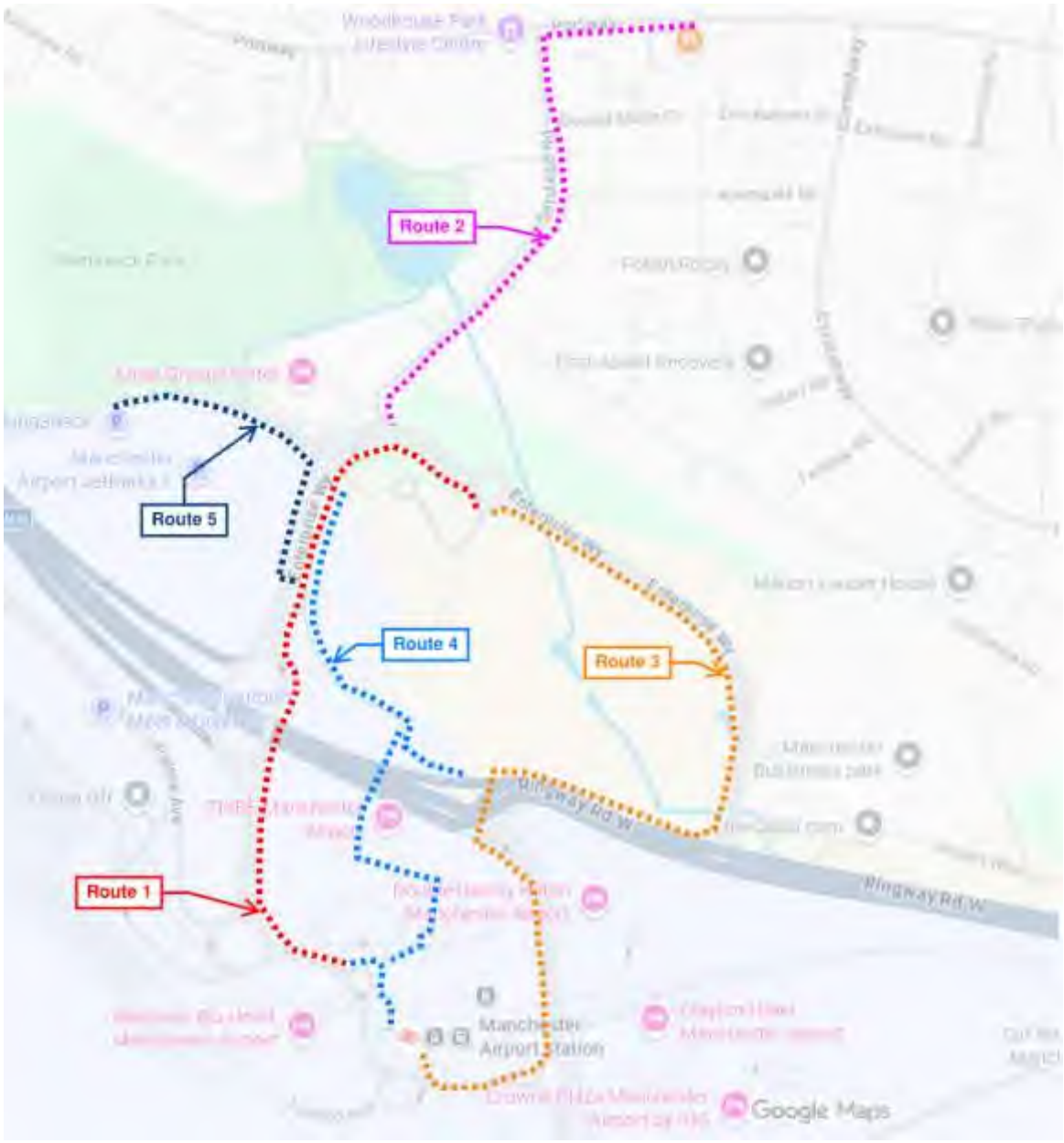


Figure 4.1 Walking/Cycling Routes Assessed (Illustrative)

4.1.2 These existing walking/cycling routes have been reviewed using the 'footway' and 'cycling provision' sections of the 'Greater Manchester Streets for All Design Check tool'.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.1.3 Each route has been sub-divided into a series of segments, typically for each street making up the route (see Table 4.1), with each route segment assessed at a location representative of that street.

Table 4.1 Routes Summary

Route	Segments
Route 1 – site to Manchester Airport station/transport hub (west)	Enterprise Way (west) Terminal 2 Roundabout World Way Chicago Avenue
Route 2 – site to bus stops and local amenities	Bailey Lane Selstead Road Portway
Route 3 – site to Manchester Airport station/transport hub (east)	Enterprise Way (east) Ringway Rd West Outwood Lane Terminal Road North
Route 4 – site to Manchester Airport station/transport hub (via paths/bridge)	Shared-use path – Enterprise Way to pedestrian/cycle bridge Pedestrian/cycle bridge Hotel site Hotel access roads
Route 5 – Thorley Lane to Enterprise Way	Thorley Lane Enterprise Way (west)

4.1.4 For each location, a series of metrics are assessed; each metric is given a score of 2 (for best), 1, 0 or 'C' (for 'Critical') against criteria set out in the Design Check spreadsheet tool. Full results for each route are included in Appendix D, with a summary provided in the following sections.

4.2 Route 1

4.2.1 Route 1 connects the development site to the GTI (see Figure 4.2). The GTI integrates rail, Metrolink, bus and coach services at one location, and is therefore likely to be a key part of the journey of many staff and visitors to MIX.

4.2.2 For Route 1, the journey follows the main road route between the site and the GTI, via Enterprise Way, World Way and Chicago Avenue.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.2 Overview of Route 1 (Illustrative)

4.2.3 As outlined in Table 4.1, the route has been subdivided into a series of segments which are described in the following sections.

Enterprise Way (West)

4.2.4 The western section of Enterprise Way is characterised as a dual-carriageway road, with a 30mph speed limit.

4.2.5 Between the main MIX site entrance roundabout to the junction with Thorley Lane, the carriageways are each two-lanes wide and there is a continuous median. At the Thorley Lane intersection, the junction is signal-controlled and includes a controlled pedestrian crossing. At the roundabout, there is an uncontrolled crossing, via the median.

4.2.6 To the south of Thorley Lane, Enterprise Way generally reduces to one lane each way, and the median between carriageways alternates between a raised median 'island' and contrasting asphalt at carriageway level. A mid-link signal-controlled pedestrian/cycle crossing is provided between the eastern and western sides of the road (see also Route 5).

4.2.7 Pedestrian/cycle provision is generally in the form of 3m-wide shared-use paths on both sides of the road. ASLs are provided for cyclists at signal-controlled junctions.

4.2.8 A photograph of a typical location on this route section is provided in Figure 4.3.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.3 Enterprise Way (looking north)

4.2.9 The Streets for All checks are summarised in Table 4.2 and Table 4.3 (full results in Appendix C).

Table 4.2 Route 1 - Enterprise Way (West) Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**2**	Footway c.3m wide
Surface defects	Trip hazards and surface quality	**2**	Not formally measured; no significant defects noted
Gradient on ramps and structures	Gradient over a specified distance	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	**0**	c.3m width but low flows

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.3 Route 1 - Enterprise Way (West) Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	N/A	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	C	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	C	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	2	Not formally measured; no significant defects noted
Cycle track construction	Surface type	1	Machine laid asphalt/concrete, assumed without additional slip resistant finish

4.2.10 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a 'Zero score'.

4.2.11 These relate to a lack of public seating provision (evident across the majority of the routes assessed) and the width of the shared-use path, which is considered to be at the absolute minimum acceptable level (3m).

4.2.12 For the assessment of cycling provision, two items were given a Critical rating. These both relate to the potential safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold set of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes should cyclists use the carriageway.

4.2.13 However, given the provision of a comfortable off-carriageway shared-use path, it is considered very unlikely that the majority of cyclists would choose to ride on-carriageway.

4.2.14 There were no metrics given a Zero score for cycling.

Terminal 2 Roundabout

4.2.15 The route continues via the T2 Roundabout, which is a garde-separated intersection that connects Enterprise Way to M56 via slip roads to the west and to World Way to the south.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.2.16 The roundabout provides three lanes of traffic, with the pedestrian/cycle route following the southbound carriageway. The shared pedestrian/cycle path splits into segregated parallel routes as it crossed the bridge, with c.2m footway and 3m for two-way cycling. Metal railings separate the two paths on the bridge.

4.2.17 A photograph of a typical location on this route section is provided in Figure 4.4, showing the footway closest to the carriageway and the cycle lane behind the railings.



Figure 4.4 Terminal 2 Roundabout (looking south)

4.2.18 The Streets for All checks are summarised in Table 4.4 and Table 4.5 (full results in Appendix C).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.4 Route 1 -Terminal 2 Roundabout Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	1	Footway narrows to c.2m where it is segregated from cycles over bridge (c.3m for cycle lane)
Surface defects	Trip hazards and surface quality	1	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	0	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	0	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.
Shared use with cyclists	Appropriateness and width of shared use with cycles	N/A	N/A – segregated cycles (with c.3m cycle lane)

Table 4.5 Route 1 - Terminal 2 Roundabout Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	N/A	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	C	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	C	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues.
Cycle track construction	Surface type	1	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.2.19 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a Zero score.

4.2.20 As with Enterprise Way, one of these relates to a lack of public seating provision and the other to a lack of clear pedestrian/cyclist wayfinding. Pedestrians and cyclists are largely reliant on road signage for this segment of the journey, and even this is limited.

4.2.21 For the assessment of cycling provision, two items were given a Critical rating. These both relate to the safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes should cyclists use the carriageway.

4.2.22 However, given the provision of an off-carriageway cycle path, it is considered unlikely that the majority of cyclists would choose to ride on-carriageway.

4.2.23 There were no metrics given a Zero score for cycling.

World Way

4.2.24 World Way is a 30mph dual carriageway with two lanes in each direction and kerbed central median and connects the T2 Roundabout with another roundabout to the south which in turn connects to Palma Avenue, Atlanta Avenue and Chicago Avenue.

4.2.25 World Way has pedestrian/cycle provision only on the eastern side, in the form of parallel segregated pedestrian and cycle paths, offset from the carriageway by a zone of soft landscaping and planting. These provide c.1.8m width for pedestrians and c.2m width for cyclists, in a stepped configuration with the footpath raised above the cycle path.

4.2.26 There is a noticeable gradient on this section of the route; an online route planner for cyclists estimates the maximum gradient here at c.6% (or approximately 1 in 17).

4.2.27 A photograph of a typical location on this route section is provided in Figure 4.5.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.5 World Way (looking north)

4.2.28 The Streets for All checks are summarised in Table 4.6 and Table 4.7 (full results in Appendix C).

Table 4.6 Route 1 -World Way Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**0**	Footway c.1.8m (plus c.2m provided for cycling)
Surface defects	Trip hazards and surface quality	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	**C**	Gradients understood to be steeper than 1:20 for more than 3m
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	**N/A**	N/A – segregated cycles (albeit cycle lane only c.2m)

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.7 Route 1 – World Way Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	**2**	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	**N/A**	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	**2**	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	**C**	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

4.2.29 Across the metrics considered for the footway assessment, one was considered to merit a Critical score whilst two metrics received a Zero score.

4.2.30 The Critical rating relates to gradient; insufficient topographical data has been sourced to definitively confirm the gradient on this route but an online route planning tool for cyclists estimated the maximum gradient as c.6% (or 1:16.7), which is steeper than the maximum threshold of 1:20 for slopes of more than 3m length. The estimated gradient slightly exceeds this level and therefore the Critical rating is merited and indicates that some people might find this degree of slope challenging. This could be mitigated by following Route 4 instead.

4.2.31 The Zero scores relate to a lack of public seating provision and pedestrian provision of less than 2m width for pedestrians.

4.2.32 For the assessment of cycling provision, two items were again given a Critical rating. As with the preceding route segments, these both relate to the safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes should cyclists use the carriageway.

4.2.33 However, given the provision of an off-carriageway cycle route, it is considered very unlikely that the majority of cyclists would choose to ride on-carriageway.

4.2.34 There were no metrics given a Zero score for cycling.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Chicago Avenue

4.2.35 Chicago Avenue is a short single-carriageway road (c.75m long between roundabouts), providing a key connection to the GTI, several hotels and car parks. It has a 20mph speed limit.

4.2.36 The parallel stepped pedestrian/cycle provision from World Way continues along the northern side of Chicago Avenue, with segregation in the form a battered upstand kerb, but with railings to the street edge rather than soft landscaping. The effective width for cyclists is reduced to c.1.8m and there are several locations where street furniture is positioned poorly, obstructing the path(s). Flush crossings at the eastern end connect to the GTI entrance and cycle parking.

4.2.37 There is no formal pedestrian/cycle provision on the opposite (southern) side of the street, but a wide kerb zone (c.500mm) is sometimes used by pedestrians, despite being unsuitable.

4.2.38 A photograph of a typical location on this route section is provided in Figure 4.6.



Figure 4.6 Chicago Avenue (looking west)

4.2.39 The Streets for All checks are summarised in Table 4.8 and Table 4.9 (full results in Appendix C D).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.8 Route 1 - Chicago Avenue Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	0	Footway c. 1.8m (with cycle lane c.1.8m)
Surface defects	Trip hazards and surface quality	1	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	0	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	N/A	N/A – segregated cycles (but cycle lanes only c.1.8m)

Table 4.9 Route 1 – Chicago Avenue Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	2	Protected cycle facility
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	C	Traffic estimated at >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	C	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues.
Cycle track construction	Surface type	1	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.2.40 Across the metrics considered for the footway assessment, none considered to merit a Critical score whilst two metrics received a Zero score.

4.2.41 The Zero scores relate to a lack of public seating provision and pedestrian provision of less than 2m width.

4.2.42 For the assessment of cycling provision, two items were again given a Critical rating. As with the preceding route segments, these both relate to the safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes should cyclists use the carriageway.

4.2.43 However, given the provision of an off-carriageway cycle route, it is considered unlikely that the majority of cyclists would choose to ride on-carriageway.

4.2.44 There were no metrics given a Zero score for cycling.

4.3 Route 2

4.3.1 Route 2 connects the development site at Enterprise Way to the nearest bus stops that are not part of the GTI, which may therefore be a key transport node for future users of the development. The route also links to a cluster of local amenities clustered around Minsterley Parade and Oatlands Road, c.500m to the north (as the crow flies). These amenities include a convenience store, several takeaway food outlets, a church, community centre and a small industrial estate. Approximately 600m further to the east along Portway, a second cluster of local amenities include a post-office and hair salon.

4.3.2 The route follows Bailey Lane to the north, leading into Selstead Road and turning into Portway (see Figure 4.7).

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.7 Overview of Route 2 (Illustrative)

4.3.3 As outlined in Table 4.1, the route has been subdivided into a series of segments which are described in the following sections.

Bailey Lane/Selstead Road (20mph Zone)

4.3.4 Bailey Lane is a potentially significant 'destination' for future users of the MIX site, as the Hilary Road bus stops at its southern end provide convenient access to six bus routes, including several not served by the GTI.

4.3.5 It forms a continuous route, leading directly into Selstead Road. The street is a single carriageway with one lane in each direction and a 20mph speed limit applies from Enterprise Way up to the Chesworth Close intersection. There is also a signposted restriction on trucks over 7.5t, except for access.

4.3.6 There is a footway on both sides of the street, (mostly of asphalt) but these are not shared with cyclists and there is no dedicated/segregated on-carriageway provision for cyclists. Crossings are informal and do not consistently have tactile paving. There is intermittent kerb-side activity, including bus stops and driveways.

4.3.7 A photograph of a typical location on this route section is provided in Figure 4.8.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.8 Bailey Lane/Selstead Road (looking north)

4.3.8 The Streets for All checks are summarised in Table 4.10 and Table 4.11 (full results in Appendix C).

Table 4.10 Route 2 – Bailey Lane Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**0**	Footway typically c.1.8m wide
Surface defects	Trip hazards and surface quality	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	**N/A**	Route not shared with cyclists

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.11 Route 2 – Bailey Lane Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	**1**	Speed 20-25mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	**C**	Traffic >4,000 PCUs per day No protected cycle facility
Composition of traffic	Percentage of large vehicles in peak hour	**0**	2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	**C**	Lane width 3.25 to 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	**1**	Limited kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	**N/A**	No specific cycle track – use carriageway

4.3.9 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a 'Zero score'. These relate to a lack of public seating provision and the width of the footway, which is less than 2m.

4.3.10 For the assessment of cycling provision, three items were given a Critical rating. Two of the Critical ratings were, again, in relation to the potential safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold set of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes for cyclists using the carriageway.

4.3.11 The third Critical score was also associated with this issue, as two-way traffic above this threshold on a single carriageway is also considered to be dangerous due to the potential interaction between opposing flows.

4.3.12 There was also one Zero score for cycling provision. This was for the proportion of large vehicles in peak hour traffic, which was established from traffic surveys.

Selstead Road

4.3.13 As noted above, Bailey Lane and Selstead Road form a contiguous route. The street is a single carriageway with one lane in each direction and a 30mph speed limit applies northbound from (approximately) the Chesworth Close intersection. As with Bailey Lane, there is a signposted restriction on HGVs (except for access).

4.3.14 There is a footway on both sides of the street, with a mixture of paving and asphalt, but these are not shared

Copyright © 1976 - 2026 Buro Happold. All rights reserved

with cyclists and there is no dedicated/segregated on-carriageway provision for cyclists. In some areas, the footway is offset from the carriageway on one or both sides by a zone of grass and some street trees. Crossings are informal and do not consistently have tactile paving. There is intermittent kerb-side activity, including bus stops, kerb-side parking (either unrestricted on single yellow lines) and driveways.

4.3.15 A photograph of a typical location on this route section is provided in Figure 4.9.



Figure 4.9 Selstead Road (looking north)

4.3.16 The Streets for All checks are summarised in Table 4.12 and Table 4.13 (full results in Appendix C).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.12 Route 2 – Selstead Road Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**0**	Footway typically c.1.8m wide
Surface defects	Trip hazards and surface quality	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	**N/A**	Route not shared with cyclists

Table 4.13 Route 2 – Selstead Road Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	**0**	Speed TBC Assume 25-30mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	**C**	Traffic >4,000 PCUs per day No protected cycle facility
Composition of traffic	Percentage of large vehicles in peak hour	**0**	2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	**C**	Lane width 3.25 to 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	**0**	Moderate kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	**N/A**	No specific cycle track – use carriageway

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.3.17 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a 'Zero score'. These relate to a lack of public seating provision and the width of the footway, which is less than 2m.

4.3.18 For the assessment of cycling provision, three items were given a Critical rating. Two of the Critical ratings were, again, in relation to the potential safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold set of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes for any cyclists using the carriageway. The third Critical score was also associated with this issue, as two-way traffic above this threshold on a single carriageway is also considered to be dangerous due to the potential interaction between opposing flows.

4.3.19 There were also three Zero scores for cycling provision. The first is for lack of provision of protected cycle facilities where traffic speed is over 25mph. It is noted that traffic speeds have not been recorded by surveys at this location but based on the 30mph speed limit and speed trends observed at other survey points, it can reasonably be assumed that the 85th percentile speed is over 25mph. The second Zero score was for the proportion of large vehicles in peak hour traffic. Whilst this was not directly surveyed, it is assumed that composition would be comparable to that to the south on Bailey Lane.

4.3.20 The third Zero score was for frequent kerbside activity including parking, driveway access and bus stops.

Portway

4.3.21 Portway can generally be characterised as a single-carriageway road, with buildings well-set back from the kerb and a grassed zone with street trees to both sides. A speed limit of 30mph applies and there are occasional traffic calming features including speed cushions and raised table uncontrolled crossings at Minsterley Parade (connecting the bus stops on each side of the street). A short distance to the east, a signal-controlled pedestrian crossing is also provided. There is pedestrian provision to both sides of the street and this is not shared with cyclists; crossings are generally provided with tactile paving. There is no dedicated on-carriageway provision for cyclists.

4.3.22 There is limited kerb-side activity, with vehicle access to properties mostly provided from parking courts or from branching streets.

4.3.23 A photograph of a typical location on this route section is provided in Figure 4.10.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.10 Portway (looking west)

4.3.24 The Streets for All checks are summarised in Table 4.14 and Table 4.15 (full results in Appendix C).

Table 4.14 Route 2 – Portway Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**1**	Footway between 2m-2.4m
Surface defects	Trip hazards and surface quality	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**0**	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.
Shared use with cyclists	Appropriateness and width of shared use with cycles	**N/A**	Route not shared with cyclists

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.15 Route 2 – Portway Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	**0**	Speed TBC Assume 25-30mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	**C**	Traffic >4,000 PCUs per day No protected cycle facility
Composition of traffic	Percentage of large vehicles in peak hour	**0**	2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	**C**	Lane width 3.25 to 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	**1**	Limited kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	**N/A**	No specific cycle track – use carriageway

4.3.25 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a 'Zero score'. These relate to a lack of public seating provision and limited wayfinding provision for pedestrians and cyclists, who are largely reliant on following signs for motorists.

4.3.26 For the assessment of cycling provision, three items were given a Critical rating. As with other segments of this route, these were all in relation to the potential safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold set of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes or interaction between opposing flows.

4.3.27 There were also two Zero scores for cycling provision. The first is for lack of provision of protected cycle facilities where traffic speed is over 25mph. It is noted that traffic speeds have not been recorded by surveys at this location but based on the 30mph speed limit and speed trends observed at other survey points, it can reasonably be assumed that the 85th percentile speed is over 25mph. The second Zero score was for the proportion of large vehicles in peak hour traffic. Whilst this was not directly surveyed, it is assumed that composition would be comparable to that to the south on Bailey Lane.

4.4 Route 3

4.4.1 Like Route 1, Route 3 connects the development site to the GTI (see Figure 4.11). This alternative route follows the eastern edge of the wider MIX site, via Enterprise Way, Ringway Road West and Outwood Lane.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.11 Overview of Route 3 (Illustrative)

4.4.2 As outlined in Table 4.1, the route has been subdivided into a series of segments which are described in the following sections.

Enterprise Way (East)

4.4.3 The western section of Enterprise Way is characterised as a dual-carriageway road, with a 30mph speed limit.

4.4.4 Between the main MIX site entrance roundabout to the junction with Aviator Way, the road generally has one lane in each direction, with a median that alternates between a raised island and contrasting asphalt at carriageway level. The junctions with Aviator Way and Ringway Road West are signal-controlled junctions; access to a large car park (signposted THG Car Park) is uncontrolled. South of this intersection, southbound traffic widens to two lanes; northbound from Ringway Road West traffic reduces from two lanes to one after Aviator Way.

4.4.5 Pedestrian/cycle provision is generally in the form of 3m-wide shared-use paths on both sides of the road. ASLs are provided for cyclists at signal-controlled junctions.

4.4.6 A photograph of a typical location on this route section is provided in Figure 4.12.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.12 Enterprise Way (looking east)

4.4.7 The Streets for All checks are summarised in Table 4.16 and Table 4.17 (full results in Appendix C).

Table 4.16 Route 3 – Enterprise Way (East) Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**2**	Footway c.3m wide
Surface defects	Trip hazards and surface quality	**2**	Not formally measured; no significant defects noted
Gradient on ramps and structures	Gradient over a specified distance	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	**0**	c.3m width but low flows

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.17 Route 3 – Enterprise Way (East) Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	N/A	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	C	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	C	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	2	Not formally measured; no significant defects noted
Cycle track construction	Surface type	1	Machine laid asphalt/concrete, assumed without additional slip resistant finish

4.4.8 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a 'Zero score'.

4.4.9 These relate to a lack of public seating provision and the width of the shared-use path, which is considered to be at the absolute minimum acceptable level (3m).

4.4.10 For the assessment of cycling provision, two items were given a Critical rating. These again both relate to the potential safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold set of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes should cyclists use the carriageway.

4.4.11 However, given the provision of a comfortable off-carriageway shared-use path, it is considered very unlikely that the majority of cyclists would choose to ride on-carriageway.

4.4.12 There were no metrics given a Zero score for cycling.

Ringway Road West

4.4.13 Ringwood Way West (the A555), between Enterprise Way and Outwood Lane is a dual carriageway road with 40mph speed limit, generally with two lanes in each direction but with additional turning lanes at the

Copyright © 1976 - 2026 Buro Happold. All rights reserved

intersections. There is a continuous kerbed median.

4.4.14 On the north side, a 3m shared-use path continues beyond the junction with Outwood Lane and the M56 to the pedestrian/cycle bridge over the M56 (see Route 4). On the southern side of the road, a narrower footway only is provided. Signal-controlled crossings are provided at both intersections.

4.4.15 A photograph of a typical location on this route section is provided in Figure 4.13.



Figure 4.13 Ringway Road West (looking west)

4.4.16 The Streets for All checks are summarised in Table 4.18 and Table 4.19 (full results in Appendix C).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.18 Route 3 – Ringway Rd West Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	2	Footway c.3m wide
Surface defects	Trip hazards and surface quality	2	Not formally measured; no significant defects noted
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	0	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	0	c.3m width but low flows

Table 4.19 Route 3 – Ringway Rd West Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	N/A	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	C	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	C	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	2	Not formally measured; no significant defects noted
Cycle track construction	Surface type	1	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.4.17 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a 'Zero score'.

4.4.18 These relate to a lack of public seating provision and the width of the shared-use path, which is considered to be at the absolute minimum acceptable level (3m).

4.4.19 For the assessment of cycling provision, two items were given a Critical rating. These both relate to the potential safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold set of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes should cyclists use the carriageway.

4.4.20 However, given the provision of a comfortable off-carriageway shared-use path, it is considered very unlikely that the majority of cyclists would choose to ride on-carriageway.

4.4.21 There were no metrics given a Zero score for cycling.

Outwood Lane

4.4.22 The section of Outwood Lane between Ringway Road West and Terminal Road north is a 30mph dual carriageway, with two lanes in each direction, aside from additional turning lanes at intersections. A continuous median island is provided.

4.4.23 On the eastern side of Outwood Lane, a narrow (c.1.8-2m wide) shared-use path is provided.

4.4.24 On the western side of the road, parallel segregated pedestrian and cycle routes are provided as far south as the bus/coach only entrance to the GTI; segregation is in the form of painted markings only (see Figure 4.14).

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.14 Northern Section of Outwood Lane (looking north)

4.4.25 To the south of this access, the path is no longer signed for use by cyclists, and generally reduces to a c.1.8m wide route for pedestrians only (see Figure 4.15). This path is generally asphalt, but the materials and width change markedly where the route crosses the railway lines. Northbound cyclists can use the carriageway from the Terminal Road North roundabout and then filter off onto the segregated route for the northern part of Outwood Lane, using a drop-kerb. There is no clear provision for southbound cyclists using the western side of the road beyond this point – they would need to use the path on the eastern side of the road or dismount.

4.4.26 There are no designated crossings from eastern to western sides of the road over the length of this route segment, aside from the signal-controlled crossing at the junction with Ringway Road West – there are no pedestrian or cycle crossing facilities in any direction at the Terminal Road North roundabout, with guardrails used to discouraged inappropriate crossing.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.15 Southern Section of Outwood Lane (looking north)

4.4.27 The next designated crossing (a staggered configuration signal-controlled crossing) is approximately 100m further to the south of the roundabout.

4.4.28 The Streets for All checks are summarised in Table 4.20 and Table 4.21 (full results in Appendix C).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.20 Route 3 – Outwood Lane Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	1	c.2m over central section (northern section c.2m pedestrian width plus c.2.5m cycle provision)
Surface defects	Trip hazards and surface quality	1	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian route is generally clear
Public seating	Walking distance between resting points	0	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	C	Shared width c.2m in some areas (on eastern side) and shared route terminates suddenly on western side

Table 4.21 Route 3 – Outwood Lane Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	N/A	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	C	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	C	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route)
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	0	Cyclists can pass other users only in some areas
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	0	Cyclists cannot connect to other routes without dismounting.
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues.
Cycle track construction	Surface type	1	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.4.29 Across the metrics considered for the footway assessment, one was considered to merit a Critical score whilst one metric received a 'Zero score'.

4.4.30 The Critical rating was given in relation to width of shared-use routes. The shared-use path on the eastern side of the road is only c.2m wide (and thus below the minimum threshold of 3m). On the western side of the street, the segregated routes at the northern end of the street stops abruptly, becoming a pedestrian-only path; but, with no clear onward route for cyclists, users are likely to continue to see shared-use on a path of insufficient width. Either better signage or a review of provision for cyclists would be beneficial here.

4.4.31 The Zero score relates once again to a lack of public seating provision.

4.4.32 For the assessment of cycling provision, two items were given a Critical rating. These both relate to the potential safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold set of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes should cyclists use the carriageway.

4.4.33 However, given the provision of an off-carriageway shared-use path (and the dual carriageway configuration of the street), it is considered very unlikely that the majority of cyclists would choose to ride on-carriageway.

4.4.34 In addition, two metrics were given a Zero score. These relate to the narrow width of the cycle facility and the limited connectivity of the cycle route on this segment, due to poor crossing connections and sudden 'disappearance' of part of the route without clear signage.

Terminal Road North

4.4.35 A short connecting road between roundabouts, this road is a single carriageway with one lane in each direction and a 30mph speed limit. It also provides access to a staff car park and pre-booked parking area on its southern side, and provides pedestrian access to the southern side of the GTI building.

4.4.36 There is pedestrian provision on both sides of the road, but these routes are not shared with cyclists and there are no designated cycle lanes within the carriageway. Cyclists are required to ride with all other traffic.

4.4.37 The pedestrian route on the northern side of the road, connecting to the GTI, is heavily constrained by guardrails, bollards and a vehicular containment barrier that protects the station/platforms that are located below street level. The path on the southern side is offset from the carriageway with a planting buffer zone; a signal-controlled crossing links to the two sides.

4.4.38 A photograph of a typical location on this route section, adjacent to the southern entry to the GTI, is provided in Figure 4.16.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 4.16 Terminal Road North (looking west)

4.4.39 The Streets for All checks are summarised in Table 4.22 and Table 4.23 (full results in Appendix C).

Table 4.22 Route 3 – Terminal Road North Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**0**	Footway <2m wide
Surface defects	Trip hazards and surface quality	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	**N/A**	Not a shared-use route

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.23 Route 3 – Terminal Road North Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	**0**	Speed not surveyed - assume 25-30mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	**C**	Traffic estimated at >4,000 PCUs per day
Composition of traffic	Percentage of large vehicles in peak hour	**0**	Traffic not surveyed – assume 2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	**C**	Traffic estimated at >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	**C**	Lane width between 3.25m and 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	**1**	Cyclists share connections with motor traffic.
Carriageway or cycle track defects	Surface condition and general maintenance	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	**N/A**	Route not shared with cyclists

4.4.40 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a 'Zero score'.

4.4.41 These relate to a lack of public seating provision and the width of the footway, which is less than 2m.

4.4.42 For the assessment of cycling provision, three items were given a Critical rating. Two of the Critical ratings were, again, in relation to the potential safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold set of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes should cyclists use the carriageway. The third Critical score was also associated with this issue, as two-way traffic above this threshold on a single carriageway is also considered to be dangerous due to the potential interaction between opposing flows.

4.4.43 There were also two Zero scores for cycling provision. The first is for lack of provision of protected cycle facilities where traffic speed is over 25mph. It is noted that traffic speeds have not been recorded by surveys at this location but based on the 30mph speed limit and speed trends observed at other survey points, it can reasonably be assumed that the 85th percentile speed is over 25mph. The second Zero score was for the proportion of large vehicles in peak hour traffic. Whilst this was not directly surveyed, it is assumed that composition would be comparable to adjacent links.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.5 Route 4

4.5.1 Route 4 provides a further option for travelling between the MIX site and the GTI, mostly without needing to follow the main road network.

4.5.2 It instead relies mainly on shared use pedestrian and cycle-paths and the pedestrian/cycling bridge crossing the M56 (see Figure 4.17). It is noted that the paths to the north of the bridge will be replaced/realigned as part of the proposed development, whilst the connection from the southern side of the bridge to the GTI is evolving as developments within the 'Hotel Quarter' are brought forward.



Figure 4.17 Overview of Route 4 (Illustrative)

4.5.3 As outlined in Table 4.1, the route has been subdivided into a series of segments which are described in the following sections.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Shared-Use Path

4.5.4 A shared-use path extends c.300m from Enterprise Way to the pedestrian/cycle bridge over the M56. The path continues for approximately 100m to the junction of the M56, Ringway Road West, and Outwood Lane (see Route 3).

4.5.5 The path generally consists of a 3m wide unsegregated asphalt route, with new walking/cycling route signage at each end and at the bridge and roundel signs within the path surface.

4.5.6 A photograph of a typical location on this route section is provided in Figure 4.18.



Figure 4.18 Shared-Use Path (looking west)

4.5.7 The Streets for All checks are summarised in Table 4.24 and Table 4.25 (full results in Appendix C).

4.5.8 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst two metrics received a 'Zero score'.

4.5.9 These relate to a lack of public seating provision (evident across the majority of the routes assessed) and the width of the shared-use path, which is considered to be at the absolute minimum acceptable level (3m).

4.5.10 For cycling, there were no metrics awarded a Critical or Zero score.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.24 Route 4 – Shared-Use Path Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	2	Footway c.3m wide
Surface defects	Trip hazards and surface quality	2	Not formally measured; no significant defects noted
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	0	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	0	c.3m width but low flows

Table 4.25 Route 4 – Shared-Use Path Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	No motor vehicles – protected facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	N/A	Metric only applies to 2-way single carriageway streets as relates to interaction between opposing flows
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicles.
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	N/A	No motor vehicles (or carriageway)
Likelihood of close passes	Nearside lane width and configuration	N/A	No motor vehicles
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity / no interaction between cyclists and vehicles parking or loading.
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	2	Not formally measured; no significant defects noted
Cycle track construction	Surface type	1	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Pedestrian/Cycle Bridge

4.5.11 The c.53m long, 6m wide bridge was installed across the M56 spur in 2020. In addition to stairs featuring bike rails (see Figure 4.19), it includes a lift at each end.

4.5.12 The clear width of the route over the bridge is c.5m.



Figure 4.19 Pedestrian/Cycle Bridge Stairs (northern side)

4.5.13 The Streets for All checks are summarised in Table 4.26 and Table 4.27 (full results in Appendix C).

4.5.14 Across the metrics considered for the footway assessment, none were considered to merit a Critical score whilst just one metric received a 'Zero score', associated with the general lack of public seating provision.

4.5.15 For cycling, there were no metrics awarded a Critical or Zero score.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.26 Route 4 – Pedestrian/Cycle Bridge Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	2	Footway >3m wide
Surface defects	Trip hazards and surface quality	2	No defects more than 6mm.
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but understood to not be Critical (note - lifts provided at each end of bridge)
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	0	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	1	>3m width

Table 4.27 Route 4 – Pedestrian/Cycle Bridge Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	No motor vehicles – protected facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	N/A	Metric only applies to 2-way single carriageway streets as relates to interaction between opposing flows
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicles.
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	N/A	No motor vehicles (or carriageway)
Likelihood of close passes	Nearside lane width and configuration	N/A	No motor vehicles
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity / no interaction between cyclists and vehicles parking or loading.
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	2	No defects or maintenance issues.
Cycle track construction	Surface type	1	Good quality surface, assumed without additional slip resistant finish

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Hotel Site

4.5.16 The route from the bridge to the GTI passes through the public realm of the new Tribe hotel, one of several developments within a proposed 'Hotel Quarter'.

4.5.17 The configuration of the public realm in this area is still evolving around ongoing construction works, but currently a shared use pedestrian/cycle route is provided through the 'plaza' to the south of the hotel, linking the bridge to the west of the hotel with the car park to the east and the access road around the north side of Voyager House, to the south. A temporary hoarding line marks the current edge of the route.

4.5.18 A photograph of a typical location on this route section is provided in Figure 4.20.



Figure 4.20 Hotel Plaza (looking east)

4.5.19 The Streets for All checks are summarised in Table 4.28 and Table 4.29 (full results in Appendix C).

4.5.20 Across the metrics considered for the footway assessment, none were considered to merit a Critical or Zero score. This was the only route segment where public seating was provided.

4.5.21 Similarly, for cycling., there were no metrics awarded a Critical or Zero score.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.28 Route 4 – Hotel Site Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	2	Footway >2.5m wide
Surface defects	Trip hazards and surface quality	2	Not formally measured, but new surface so no defects noted
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	2	New public seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	1	Above specified minimum provision for flows.

Table 4.29 Route 4 – Hotel Site Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	No motor vehicles - protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	N/A	Metric only applies to 2-way single carriageway streets as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not interact with large vehicles.
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	N/A	No motor vehicles
Likelihood of close passes	Nearside lane width and configuration	N/A	No motor vehicles
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity / no interaction between cyclists and vehicles parking or loading.
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	2	No defects or maintenance issues.
Cycle track construction	Surface type	1	Newly laid blockwork/sets with even surface; unknown whether it has suitable slip-resistance so not given maximum score

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Hotel Access Roads

4.5.22 Between the hotel plaza and the GTI, the walking/cycling route follows the car park access roads back towards the Chicago Avenue roundabout.

4.5.23 Pedestrian route width varies widely over this short route segment (<100m long) but is c.2m wide at the narrower points. The pedestrian route is generally not shared with cyclists and there is no designated cycle provision.

4.5.24 A photograph of a typical location on this route section is provided in Figure 4.21, including the edge of the hoarding line to the left-hand side that connects to the route through the hotel plaza described above.



Figure 4.21 Hotel Access Road (looking north)

4.5.25 The Streets for All checks are summarised in Table 4.30 and Table 4.31 (full results in Appendix C).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.30 Route 4 – Hotel Access Roads Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**0**	Width varies, but assumed to be less than 2m in places
Surface defects	Trip hazards and surface quality	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	**N/A**	Not a shared-use route

Table 4.31 Route 4 – Hotel Access Roads Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	**1**	Speed not surveyed but assume 20-25mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	**0**	Traffic not surveyed but assume 2,000-4,000 PCUs per day
Composition of traffic	Percentage of large vehicles in peak hour	**0**	Traffic not surveyed – assume <2% due to function
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	**0**	Traffic not surveyed but assume 2,000-4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	**C**	Lane width between 3.25 and 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.5.26 Across the metrics considered for the footway assessment, none considered to merit a Critical score whilst two metrics received a Zero score. The Zero scores relate to a lack of public seating provision and pedestrian provision of less than 2m width in some locations.

4.5.27 For the assessment of cycling provision, one metric was given a Critical rating whilst three were given Zero scores. Due to lane widths of between 3.25m and 3.9m, the likelihood of close passes was rated as Critical.

4.5.28 Traffic volume and composition informed the three Zero ratings; whilst traffic volume and composition were not formally surveyed on this link, it ultimately provides a 'dead-end' access to car parks around the Tribe hotel site rather than a link for general through traffic. Based on observations during a site walkover, it is assumed to carry 2,000-4,000 PCUs per day, the majority of which would be cars.

4.6 Route 5

4.6.1 Route 5 connects the western side of the MIX site to Enterprise Way, allowing connection to routes southwards to the GTI or northwards (e.g. Route 2).

4.6.2 The route primarily consists of Thorley Lane and part of Enterprise Way, including a signal-controlled pedestrian/cycle crossing (see Figure 4.22).

4.6.3 It is proposed that the majority of this route will be 'bypassed' by the proposed development through the creation of a new pedestrian/cycle connection linking directly to Enterprise Way near the junction with Thorley Lane.



Figure 4.22 Overview of Route 5 (Illustrative)

4.6.4 As outlined in Table 4.1, the route has been subdivided into a series of discrete segments. As Enterprise Way has already been considered as part of Route 1, only Thorley Lane is discussed here.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Thorley Lane

4.6.5 Thorley Lane is a single carriageway road with one lane in each direction; the speed limit is 30mph.

4.6.6 There is a footway on the southern side only and this is not shared with cyclists. Close to Enterprise Way, this is 3m wide and of similar form to the shared-use paths on Enterprise Way, but beyond the access to Painswick Park (to the north), the width reduces to c.2m. The site access from Thorley Lane has no tactile paving at the informal crossing and is constructed with very wide radii that result in a substantial crossing width (>20m).

4.6.7 There is no defined provision for cyclists, i.e. they are expected to use the carriageway with general traffic.

4.6.8 A photograph of a typical location on this route section is provided in Figure 4.23.



Figure 4.23 Thorley Lane (looking east)

4.6.9 The Streets for All checks are summarised in Table 4.32 and Table 4.33 (full results in Appendix C).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 4.32 Route 5 – Thorley Lane Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	**0**	Footway gradually reduces to less than 2m wide
Surface defects	Trip hazards and surface quality	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	**0**	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings
Shared use with cyclists	Appropriateness and width of shared use with cycles	**N/A**	Not a shared-use route

Table 4.33 Route 5 – Thorley Lane Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	**0**	85th centile regularly >25mph (and exceeding 30mph on some occasions)
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	**C**	>4,000 a day >400 in peak hour And cyclists are not protected.
Composition of traffic	Percentage of large vehicles in peak hour	**0**	Varies, but can exceed 2%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	**C**	Primary position: high motor vehicle flow (>4,000 PCU's a day)
Likelihood of close passes	Nearside lane width and configuration	**1**	Lane width <3.25m except where flared for junctions / additional lanes
Kerbside activity	Effect of kerbside activity on cyclists	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Copyright © 1976 - 2026 Buro Happold. All rights reserved

4.6.10 Across the metrics considered for the footway assessment, none considered to merit a Critical score whilst three metrics received a Zero score.

4.6.11 The Zero scores relate to a lack of public seating provision, pedestrian provision of less than 2m width and a lack of wayfinding signage specifically for pedestrians and cyclists.

4.6.12 For the assessment of cycling provision, two items were again given a Critical rating. As with a number of other locations, these both relate to the safety of cycling in the carriageway, specifically relating to the lane width and volume of traffic. Traffic levels significantly exceed the threshold of 4,000PCU per day and, with no dedicated on-carriageway space, there is a high potential for close passes for cyclists using the carriageway.

4.6.13 There were also two Zero scores for cycling provision. The first is for lack of provision of protected cycle facilities where traffic speed is over 25mph and the second Zero was for the proportion of large vehicles in peak hour traffic. These were both assessed from traffic survey data.

4.7 Summary

4.7.1 It is important to note that the findings of the assessment provide observations about existing conditions for active travel on these routes to inform the local highway authority and are not a list of improvements that are required to mitigate the impacts of the proposed development. These observations can inform how the local highway authority allocates funding (or developer contributions from various projects in the area) – or, in some cases, may already be subject to planned improvements.

4.7.2 Across the routes considered, a number of common concerns were evident, in particular:

- Traffic levels above the threshold set out in the Greater Manchester 'Streets for All' Design Check tool;
- Limited signage for pedestrians/cyclists in some areas;
- Older infrastructure with limited effective width; and
- Minimal provision of public seating.

4.7.3 In general terms, it is unsurprising that the traffic thresholds have been exceeded on many of the routes assessed. These are primarily dual carriageway streets with a very high 'movement function'. The 4,000 PCU per day and 400 PCU per hour thresholds set in the Design Check criteria are more appropriate to a street with a much greater level of 'place value', where there are points of interest or reasons to stop and interact.

4.7.4 Conversely, most of the streets immediately around the MIX site provide a comfortable shared-use path that allows pedestrians and cyclists to largely avoid interaction with traffic.

4.7.5 Whilst some specific locations fall below this standard (especially Outwood Lane/Terminal Road North on Route 3), a better alternative is available via Route 4.

4.7.6 Similarly, whilst Route 2 has no specific provision for cyclists and has been surveyed with significant traffic levels, there are quieter 'back-street' routes (e.g. via Hilary Road or Painswick Park) allowing cyclists to choose an alternative route to Woodhouse and Wythenshawe.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

5 Baseline Traffic Flows

5.1 Observed Traffic Flows

5.1.1 Classified turning counts were undertaken week commencing 13 October 2025 (prior to school half-term) during the morning peak period (06:00 to 10:00) and the evening peak period (15:00 to 19:00) at the junctions included in the study area shown on Figure 3.7.

5.1.2 Queue lengths and saturation flows were also observed at the junctions to assist with validating the junction capacity analysis.

5.1.3 The resultant surveyed network highway peak hours are shown to be 08:00 to 09:00 in the morning and 17:00 to 18:00 in the evening. It is acknowledged that around the airport there is also an early morning peak period pre-08:00 during the busiest passenger hours but the network peak hours observed from the survey counts have been adopted for the purpose of this assessment, which represents a worst-case for the junction impact modelling.

5.1.4 The 2025 observed traffic flows for the morning and evening peak hours are included in Appendix E.

5.2 Assessment Years

5.2.1 The assessment years to be considered as part of the junction capacity analysis are set out below:

- 2030 (opening year for the Detailed Element)
- 2035 (opening year for the Detailed + Outline Elements)
- 2040 (5 years after opening)

5.3 Traffic Growth and Committed Developments

5.3.1 The future baseline years account for changes that would occur irrespective of the proposed development coming forward, such as background traffic growth and committed developments.

5.3.2 It has been agreed with MCC and TfGM as part of the TA scoping discussions that TEMPro growth rates would be applied to account for background traffic growth, which is considered to allow for sufficient growth without the need for adding committed development traffic on top (i.e. double-counting).

5.3.3 The full list of committed / cumulative schemes is contained in the Environmental Statement (ES) including neighbouring authorities Cheshire East, Trafford and Stockport. Table 5.1 sets out a summary of the transport implications for these schemes and whether they would be considered significant in transport terms in relation to the transport assessment study area. It shows that where information is publicly available, the level of vehicle trip generation is small and/or would already be included in the local TEMPro growth rates that have been applied. No further growth is therefore required to be added.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 5.1 – Committed Development List

Name	Planning Application Reference	Transport Notes	Anticipated Programme	Comment
Manchester Business Park Extension - Aviator Way	144691/FO/2025 application submitted in December 2025 (currently in determination) Previous planning consent Ref. 123105/OO/2019 for B1 office lapsed	10,167sqm flexible B2 / B8 uses Waterman TA (Dec 2025) confirms Total Vehicles: • AM Peak = 66 arrivals / 26 departures • PM Peak = 38 arrivals / 52 departures 6.6% via Enterprise Way and 93.4% via A555 (inc. 81.2% via M56)	Assumed Opening Year: 2030	Application in determination Vehicle trips low / within daily traffic variation
THQ (The Hut Group), Enterprise Way	129109/JO/2021 s73 application for variation of Condition 3 (specified plans) Outline approval with all matters reserved Ref. 121270/OO/2018	26,803sqm office and MSCP with 1,147 spaces (Phase 1) and 39,673sqm office and associated car parking - max 832 spaces (Phases 2 and 3)	Not known	Permission lapsed – to be bought forward in the future as part of MIX
Building 308, Argosy Drive (south of M56 spur/ A555)	134103/FO/2022 Granted Consent in August 2023	13,560sqm B8 use TetraTech Addendum TA (Jan 2023) confirms: • Considerable reduction in parking provision (compared with extant lawful use) • Results in net reduction in trips on network	All pre-commencement conditions currently under determination	Net reduction in vehicle trips on network
Premier Inn at Plot H3 (south of M56 spur/ A555)	141662/FO/2024 Granted Consent in February 2025	276-bed Hotel TetraTech TS (Nov 2024) confirms: • No parking proposed other than disabled • Trip gen associated with drop off / servicing is low (less than 10 vehicles one way in peak hours)	Target Completion: Q3/Q4 2027	Vehicle trips very low / within daily traffic variation
Buildings 300 and 307, York Drive	EIASCR/25/008 Request for EIA Screening Opinion	No details available on the planning portal	Unknown	Planning application not submitted yet No details available

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Wythenshawe Town Centre	Three applications submitted in December 2025: Plot 2.1 (Alpha House) Ref. 144655/FO/2025 Plot C2 (the Birtles) Ref. 144669/FO/2025 Plot 3.3 (Brotherton House) Ref. 144656/FO/2025	Alpha House = 125 resi units with 16 disabled bays Brotherton House = 191 extra care / older living units and 25 townhouses, with 90 car parking spaces Birtles = 81 resi units with 5 disabled spaces Curtin TS (Dec 2025) confirms: • Alpha and Brotherton plots result in a decrease in vehicular trips of c. 20 two-way the AM / PM peaks • Birtles plot results in an increase of 3 to 4 two-way vehicular trips in the AM / PM peaks Alpha and Birtles plots are within the Wythenshawe Development Framework Area – Plot 3.3 (Brotherton House) is adjacent to it	Not known	Applications are in determination Net reduction in vehicle trips on network Development Framework Area would have been included in TEMPro
Hangar 4, Pinfold Lane (south of M56 spur/ A555)	136879/FO/2023	8,568sqm B8 use Tetra Tech TA (June 2023) confirms: • replacement of existing unit (7,400 sqm) with new one (8,568sqm) • minimal change in trip generation • likely vehicles would arrive / depart via M56 Junction 6	Unknown - pre-commencement conditions are due to be submitted	Negligible vehicle trips / within daily traffic variation
Plots G1 and G2 Airport City Central Business District (south of M56 spur/ A555)	118409/FO/2017	Plot G1 = 375-bed hotel Plot G2 = 254-bed hotel AECOM TA (Nov 24) confirms: • no additional parking proposed • proposed development is located on an existing 828 space car park used by Airport staff - 300 spaces from this existing provision are being retained	Stalled but implemented consent - estimated completion July 2026	These plots were included in the Airport City North Framework - accounted for in TEMPro
MAG Temporary Car Park on Plot X on Enterprise Way	139471/FO/2024	722 space car park at Plot X for a temporary period of five years	In operation since c.2021	Trips associated with this car park would be included in the 2025 observed flows

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Dakota Hotel, Enterprise Way	140206/FO/2024	154-bed hotel (Dakota) at Plot J (north of MIX site) - currently under construction	Q1 2025 - Q3 2026	This plot was included in the Airport City North Framework - accounted for in TEMPro
TRIBE Hotel on Chicago Ave and Ibis Hotel on Palma Ave (south of M56 spur/ A555)	138972/AO/2024	Both hotels are complete and operational	-	Any traffic associated with these hotels would be included in the 2025 observed flows
Davenport Green Masterplan (Timperley Wedge)	Planning application not submitted yet	2,500 new homes and 60,000sqm of employment floorspace Davenport Green is an allocated site in the Places for Everyone Joint Development Plan Davenport Green masterplan expected to be adopted by Summer 2026 - first phase is expected to be submitted at the end of 2026	Expected to be built in phases with delivery of the phase around 2028	This site forms part of a long-term strategic development plan – transport assessment not available yet – likely allowance will have been made for this within TEMPro
Thorley Glade	114619/RES/24	76 resi units with 168 car parking spaces - no TA submitted with the application Site is located in Timperley - approximately 4km west of the site		Given the distance from the site, traffic would likely dissipate across network

5.3.4 The TEMPro weekday growth factors that have been applied are as follows:

- 2025-2030 AM peak = 1.0568
- 2025-2030 PM peak = 1.0554
- 2025-2035 AM peak = 1.1029
- 2025-2035 PM peak = 1.1001
- 2025-2040 AM peak = 1.1384
- 2025-2040 PM peak = 1.1340

5.3.5 These rates have been derived from the TEMPro dataset based on the Manchester 053 MSOA where the site is located. And applied to the 2025 observed traffic flows.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

5.4 Manchester Airport Growth

5.4.1 Allowance has also been made for future Airport growth related to an Airport operation of circa 50 million passengers per annum by 2048, which has been guided by MAG and their transport consultants Aecom.

5.4.2 By interpolation this indicates circa 21% growth from 2026 to 2036, and 43% growth from 2026 to 2046 and based on flight schedules and staffing forecasts MAG / Aecom have provided forecast levels of airport growth by time of day (passenger & staff combined) relevant to flows accessing or egressing the airport campus via Sydney Avenue, World Way, Outwood Lane and the A555 Ringway Road.

5.4.3 To obtain factors for the assessment years, a linear relationship was taken to derive a factor per year, which was then multiplied by the number of years of growth required. These factors were only applied to movements accessing and egressing World Way and Outwood Lane i.e. airport only trips. All other trips, i.e. background traffic, was growthed using TEMPro for the relevant years.

5.4.4 The growth factors applied to World Way and Outwood Lane are shown below:

- 2025-2030 AM = 1.095
- 2025-2030 Departures AM = 1.068
- 2025-2030 Arrivals PM = 1.097
- 2025-2030 Departures PM = 1.055
- 2025-2035 Arrivals AM = 1.211
- 2025-2035 Departures AM = 1.143
- 2025-2035 Arrivals PM = 1.213
- 2025-2035 Departures PM = 1.130
- 2025-2040 Arrivals AM = 1.327
- 2025-2040 Departures AM = 1.218
- 2025-2040 Arrivals PM = 1.329
- 2025-2040 Departures PM = 1.205

5.5 Traffic Associated with JetParks 1

5.5.1 The existing long stay airport car park (JetParks 1) located on the western part of the site (1,152 spaces) will be removed when the Outline Element comes forward between 2030 and 2035 and has therefore been removed from the future baseline traffic flows on Thorley Lane. Existing customers at JetParks 1 will continue to have access to other MAG-owned and operated car parks across the Airport.

5.6 Future Baseline Traffic Flows

5.6.1 The future baseline traffic flows for 2030, 2035 and 2040 (accounting for growth and committed developments) are included in Appendix E.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

6 Proposed Development

6.1 Description of Proposed Development

6.1.1 The proposed development comprises a hybrid planning application as follows:

1) *Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.*

2) *Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.*

6.1.2 Figure 6.1 shows the planning application boundaries with the various plot numbers; the outline application is indicated in blue and the buildings included in the detailed application are shaded grey.

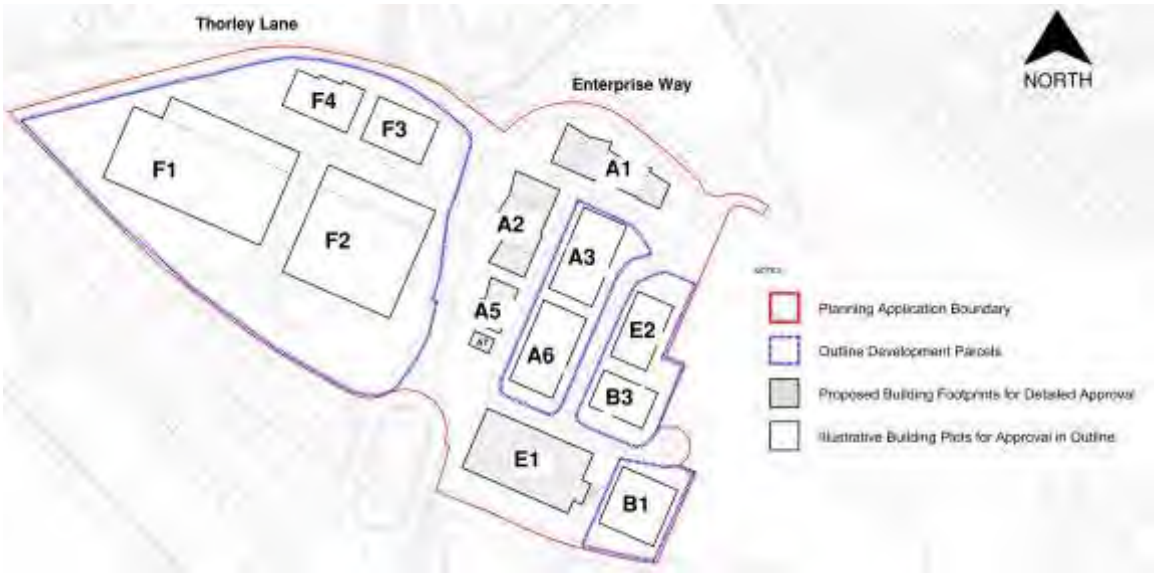


Figure 6.1 MIX – Planning Application Boundaries

6.1.3 A breakdown of the floor areas/land uses by plot for the detailed and outline elements of the hybrid application are shown in Table 6.1. The floorspace (and associated parking) for the Outline Element is indicative at this stage, this would be confirmed in detail at the Reserved Matters stage.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 6.1 Land Use Schedule Maximum Parameters – Breakdown by Plot

Plot	Land Use	Land Use Class	GIA / No. Spaces
Detailed Element			
A1	Mid Tech	E (g) (i) (ii) (iii)	2,835sqm
A2			2,785sqm
A5			95sqm
A7	Ancillary use – likely to be a coffee shop	Class E	180sqm
E1	MSCP	Sui Generis	1,493 spaces
	Ancillary use – likely to be Tesco Metro or similar	Class E	475sqm
Outline Element			
A3 and A6	Mid Tech	E (g) (i) (ii) (iii)	23,100sqm
B1	Hotel	C1	300 rooms
B3	R&D /Light Industrial	E (g) (ii) (iii)	8,910sqm
E2	R&D /Light Industrial	E (g) (ii) (iii)	8,910sqm
F1, F2 and F4	General Industrial	B2	35,200sqm
F3	MSCP	Sui Generis	520 spaces

6.1.4 It is noted that the MSCP in the detailed element has previously been approved as part of the consented scheme for Plots E1-E3 at Airport City North (Planning Reference 121323/FO/2018).

6.2 Landscape Masterplan

6.2.1 The site-wide landscape masterplan is shown on Figure 6.2 (contained in full in Appendix A) and the proposed access arrangements are described in the following sections in this chapter.



Figure 6.2 MIX – Landscape Masterplan

Copyright © 1976 - 2026 Buro Happold. All rights reserved

6.3 Pedestrian and Cycle Access

6.3.1 The proposed development will incorporate improved public realm throughout the masterplan, which will significantly enhance the east-west and north-south connections through the site.

6.3.2 Figure 6.3 shows the proposed access points for pedestrians and cyclists and routes through the site.



Figure 6.3 MIX – Pedestrian and Cycle Access

6.3.3 Pedestrian and cycle access will be provided to/from the north via Enterprise Way and Thorley Lane with additional connections to the existing signal crossing facilities at the Enterprise Way/Thorley Way junction and the toucan crossing located to the south on Enterprise Way.

6.3.4 There will also be a connection to/from the existing pedestrian and cycle bridge over the M56 Spur, which is located at the southern boundary of the site and provides an attractive traffic free route to/from the Airport GTI and to the south. The proposed development would also open up this bridge connection to other people traversing the area, thereby opening the area up for the community.

6.4 Cycle Parking

6.4.1 MCC's cycle parking standards (set out in Table 2.1) have been applied to the proposed land uses and the number of spaces proposed for each plot are shown in Table 6.2.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 6.2 Proposed Cycle Parking

Plot	GIA / No. hotel rooms	Parking Standard Applied	Minimum Number of Cycle Parking Spaces	Proposed Split	
				Long Stay (Staff)	Short Stay (Visitor)
Detailed Element					
A1	2,835sqm	B1 Business Park	14	10	4
A2	2,785sqm		14	10	4
A5	950sqm		5	4	2
A7	180sqm	A1 Retail	4	2	2
E1	475sqm	A1 Retail	3	2	2
TOTAL for Detailed Element			**40**	**28**	**14**
Outline Element					
A3	12,100sqm	B1 Business Park	61	45	16
A6	11,000sqm		55	41	14
B1	300 rooms	Class C1	30	21	9
B3	8,910sqm	B1 Business Park	45	33	12
E2	8,910sqm		45	33	12
F1, F2 and F4	35,200sqm	B2	78	53	25
TOTAL for Outline Element			**314**	**226**	**88**
TOTAL for whole site			**354**	**254**	**102**

6.4.2 Cycle parking will be provided in accordance with LTN 1/20 Cycle Infrastructure Design Guidance (2020) as set out below:

- Staff (long stay) parking will be provided within the building and/or will be available in the cycle hub (sheltered enclosure) being provided on-site within the MSCP. This cycle hub will have secure access (key fob or similar) and will be available to all staff across MIX.
- Visitor (short stay) parking will be provided close to building entrances providing good passive surveillance and will be sheltered with additional CCTV coverage for security.
- Positioning and layout of the cycle parking will be provided in accordance with LTN/20.
- Where 2-tier cycle rack parking is proposed, this will be combined with some cycle stand provision to allow for users who may struggle to use the cycle racks and/or to allow for 'non-standard' cycles (three-wheelers, tandems etc).
- Changing, shower and locker facilities are proposed in the cycle hub and/or will be provided within the buildings dependant on specific use and tenant requirements
- Cycle maintenance facilities will be provided in the cycle hub on-site.

6.4.3 The location of the cycle hub and the visitor cycle parking is indicatively shown on Figure 6.4. The type of cycle parking will be agreed with MCC at the detailed design stage through a suitably worded planning condition.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 6.4 MIX – Cycle Parking

6.5 Vehicle Access

6.5.1 Access to the western part of the site will be via the existing JetParks 1 car park entrance on Thorley Lane and for the eastern part of the site, this will be via the existing roundabout on Enterprise Way as indicated on Figure 6.5.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

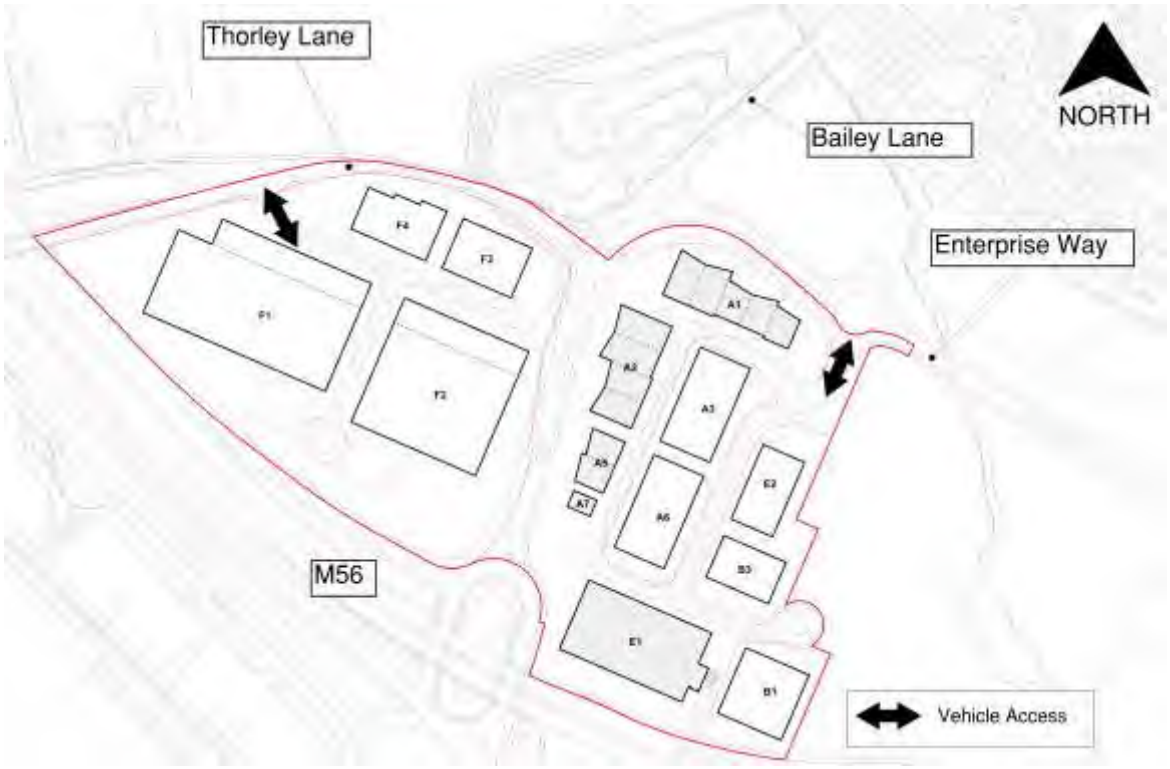


Figure 6.5 MIX – Vehicle Access

6.5.2 The proposed internal site layout on the eastern part of the site for the Detailed Element provides a traffic routing strategy as follows.

- Traffic will enter the site from the north via the roundabout on Enterprise Way where a north-south two-way access road is provided connecting with the MSCP at Plot E1 at the southern boundary
- To the west of the MSCP entrance, the access road continues as a one-way south-north-loop between Plots A1, A2 and A7 on the western side and Plots A3 and A6 on the eastern side (Outline Element) connecting with Plot A1 at its northern end and continuing eastwards back towards the site entrance via Enterprise Way
- The roads within the site have been designed to cater for the types of service vehicles anticipated at the site (described in more detail in Section 6.7)
- It is intended in the future that the two-way access road within the site will become a one-way vehicle route and will extend into the proposed development to the east of the site once this comes forward and will provide a one-way loop around the entire site to/from the Enterprise Way roundabout. In the meantime, a roundabout facility has been provided at the south-eastern corner of the site to enable vehicles to turn around and exit the site.

6.5.3 The proposed vehicle routing at the site is indicated on Figure 6.8.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

6.6 Car Parking Provision

6.6.1 The proposed development will provide a total of 2,013 car parking spaces. As shown on Figure 6.6, up to 1,493 spaces will be provided as part of the Detailed Element within a MSCP structure at Plot E1. 649 of these spaces are already allocated to permitted off-site development to the south of MIX as part of previous planning consents. (These spaces have not been assessed separately as they are not currently provided on site).

6.6.2 The remainder of the parking for MIX (520 spaces) will be located as part of the Outline Element and is indicatively shown as a MSCP structure at Plot F3. The existing Airport parking within JetParks 1 currently occupying the Outline Element will be removed, as previously discussed.

6.6.3 The parking within MIX will be managed by MAG and will be for site users / permit holders only.

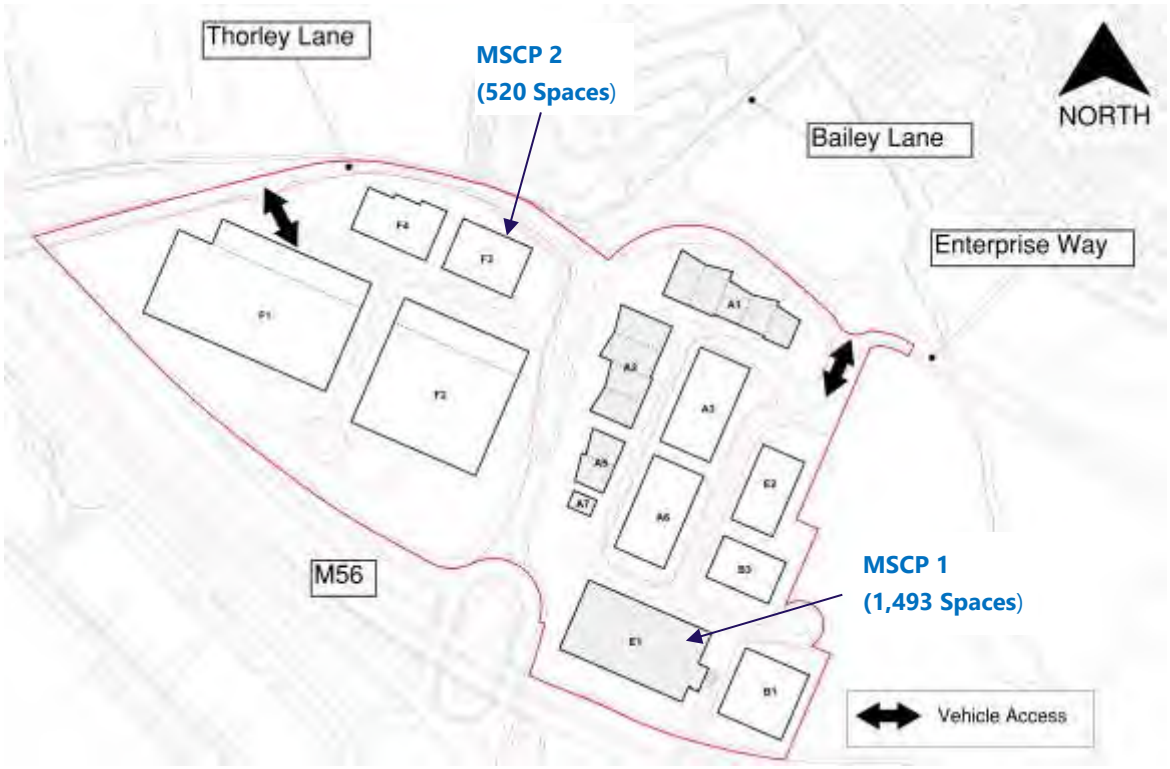


Figure 6.6 MIX – Parking Provision

6.6.4 The breakdown of the proposed car parking provision is shown in Table 6.3.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 6.3 On-Site Parking Provision

Land Use	Spaces
Detailed Element	
Permitted Off-site Hotels (Plot H3 TRIBE hotel and Plot P1 Ibis and Holiday Inn hotels)	209
Permitted Off-site Office (MAG)	440
Sub total	***649***
MIX Development	844
Total in MSCP at Plot E1	**1,493**
Outline Element	
MIX Development (MSCP at Plot F3)	520
Total for MIX Development	***1,364***
TOTAL Parking Provision	**2,013**

6.6.5 Of the total parking provided for MIX, 5% of spaces will be designed to be accessible. Some disabled parking will be provided in close proximity to the building entrances at each of the plots as indicated on the landscape masterplan on Figure 6.2

6.6.6 Parking for the Detailed Element (MSCP at Plot E1) provides 1,493 car parking spaces, including 75 disabled spaces and 75 spaces with active electric vehicle charging infrastructure.

6.6.7 It is proposed that 5% of all spaces will have active electric charging vehicle infrastructure with a further 15% passive provision, providing the necessary infrastructure to enable installation and activation of electric vehicle charging in the future should demand require it. The demand for electric vehicle charging infrastructure at the site will be monitored as part of the Framework Travel Plan to ensure provision meets demand.

6.6.8 This EV provision has been agreed with MCC, pending the inclusion of a condition regarding monitoring to ensure there is sufficient EV capacity after opening and once operational.

6.6.9 Parking for the Detailed Element is shown on Figure 6.7 for illustration (MSCP at Plot E1).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

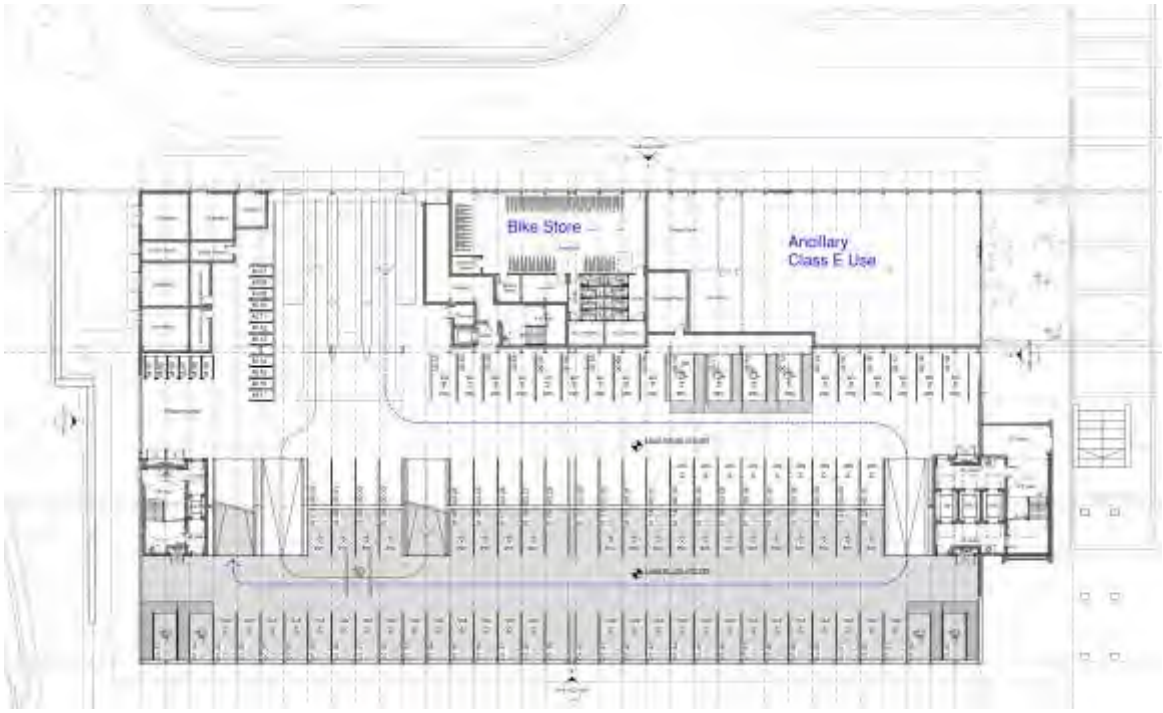


Figure 6.7 Proposed MSCP at Plot E1 – Ground Floor Layout

Parking Strategy

6.6.10 The following sets out the basis for parking provision for the proposed development.

6.6.11 MCC's parking standards relevant to the development proposals were provided previously in Table 2.1. Applying these to the proposed development would give the maximum permissible number of car parking spaces shown in Table 6.4.

6.6.12 The ancillary Class E uses at Plots A7 and E1 have been excluded from this calculation as it is not proposed to provide separate car parking for these uses given that visitors are expected to be 'linked trips' associated with the adjoining uses at the site, and staff would be local and/or use sustainable travel modes.

6.6.13 The proposed car parking at the site for MIX (1,364 spaces) equates to 56% of the maximum permissible under MCC's parking standards (2,440 spaces).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 6.4 Maximum Permissible Car Parking

Plot	GIA / No. hotel rooms	Parking Standard Applied	Maximum Permissible Car Parking Spaces
Detailed Element			
A1	2,835sqm	B1 Business Park	81
A2	2,785sqm		80
A5	950sqm		27
TOTAL for Detailed Element			**188**
Outline Element			
A3	12,100sqm	B1 Business Park	346
A6	11,000sqm		314
B1	300 rooms	Class C1	300
B3	8,910sqm	B1 Business Park	255
E2	8,910sqm		255
F1, F2 and F4	35,200sqm	B2	782
TOTAL for Outline Element			**2,252**
TOTAL for whole site			**2,440**

6.6.14 The reduced levels of parking proposed for MIX, compared to MCC's maximum permitted standard reflects the location of the proposed development in close proximity to the airport with very good public transport accessibility. Notably it is intended to significantly reduce from the 1:1 parking ratio for the proposed hotel given that the majority of users are unlikely to travel by car and/or park on-site but will likely be flying via Manchester Airport and walk to/from the hotel or travel by other means. Also, as stated, no parking is proposed for the ancillary E Class uses at the site.

6.6.15 It is considered that the proposed car parking at the site for MIX is appropriate for the location and development proposed, being sufficient to meet the anticipated parking demand from staff and visitor trips without leading to potential overspill parking issues; that is where the parking demand is greater than the supply and the excess parking spills into surrounding areas.

6.7 Deliveries and Servicing

6.7.1 The proposed service vehicle access arrangements are summarised below and shown indicatively on Figure 6.8:

Detailed and Outline Elements on Eastern Part of Site

- Deliveries and servicing will be made via the layby locations provided adjacent to each building along the internal access road
- Servicing for flexible office, R&D and light industrial uses, plus the hotel and small amount of ancillary Class E space, would typically be undertaken by service vehicles up to the size of a 7.5t rigid vehicle (typically around 8 to 10m in length) and/or a refuse vehicle (11.5m in length). Allowance has also been made for an occasional / infrequent articulated vehicle (up to 16.5m in length)

Copyright © 1976 - 2026 Buro Happold. All rights reserved

- Based on the trip generation information contained in Chapter 7, around 33% of service vehicles would be HGVs and the remaining 67% would be Light Goods Vehicles (LGVs) or smaller
- A temporary roundabout facility is proposed at the south-eastern corner of the site to enable vehicles, particularly larger vehicles, to be able to turn around and exit the site. This roundabout will be removed once this access road has been extended into the proposed development to the east of the site once this comes forward

Outline Element on Western part of Site

- Servicing for B2 general industrial use would typically be undertaken by a range of service vehicles including 7.5t rigid vehicles (typically around 8 to 10m in length), refuse vehicles (11.5m in length) and articulated vehicles (up to 16.5m in length), particularly for the two larger plots (Plots F1 and F2)
- Deliveries and servicing will be made via the layby locations provided adjacent to each building along the internal access roads. Additional loading areas will be provided at the rear of the larger two plots (Plots F1 and F2), which given their size could have the potential to generate more articulated vehicle movements than the smaller size plots
- The design of the internal streetscape is such that cycle and motorbike deliveries could also stop within the public realm generally



Figure 6.8 MIX – Service Vehicle Access

6.7.2 All delivery and servicing vehicles will be accommodated on-site and will be able to turn around within the site and exit back onto the public highway in forward gear.

6.7.3 It is envisaged that the Applicant will appoint a site management company who will manage deliveries and servicing at the site to ensure good use of the servicing areas provided without a compromise to pedestrian

Copyright © 1976 - 2026 Buro Happold. All rights reserved

and cycle activity. It is envisaged that deliveries would be made at times of the day when pedestrian and cycle activity is reduced, as far as practical.

6.7.4 It is proposed that waste collection vehicles would also use the layby locations provided adjacent to each building. Further information on the proposed waste management at the site can be found in the Operational Waste Management Plan (OWMP), submitted with this application as a standalone document.

6.7.5 Vehicle swept path analysis has been undertaken and is included in Appendix F.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

7 Trip Generation and Distribution

7.1 Introduction

7.1.1 The proposed trip generation and mode split methodology was submitted to MCC and TfGM in December 2025 and to National Highways in January 2026. A copy of this trip generation note is attached in Appendix B. The proposed trip generation methodology was agreed in principle during the transport scoping discussions and meetings that were held in January 2026.

7.1.2 The multi-modal trip generation assessment has been undertaken for all land uses at the site.

7.2 Trip Generation

7.2.1 The proposed land uses for MIX provide flexibility in planning terms but also result in significantly varied outcomes when it comes to generating trips depending on which 'actual' land use is selected within the flexible range being applied for.

7.2.2 For the purposes of this assessment, a reasonable 'worst-case' scenario in terms of vehicle trip generation has been assessed, taking into account advice from the Applicant as to what development is most likely to be delivered within the flexible use classes being applied for.

7.2.3 When plots within the outline areas are brought forward as part of future Reserved Matters Applications, the assessments undertaken for this application will naturally be revisited to ensure that they are consistent with the detailed proposals at the time.

7.2.4 To estimate the number of person trips generated by the proposed development, reference has been made to the nationally recognised Trip Rate Information Computer System (TRICS) database, which is the transport planning industry standard tool for predicting trip generation for proposed developments. The database contains of a large number of survey records of developments across a number of industries and uses in the UK.

7.2.5 The TRICS selection criteria for each land use and trip generation outputs are provided in full in Appendix B.

Class B2

7.2.6 Trips for B2 'general industrial' use have been based on the 'Industrial Estate' trip rates from TRICS.

7.2.7 The following TRICS search criteria has been applied to derive suitable trip rates:

- Sites from 2016 onwards
- Larger than 10,000sqm
- Weekdays
- Edge of Town or Suburban Area locations

7.2.8 The peak hour person trip rates from TRICS are shown in Table 7.1 and the resultant trips are shown in Table 7.2.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 7.1 Peak Hour Person Trip Rates – General Industrial B2 Use (Outline Element)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	0.496	0.149	0.645	0.145	0.451	0.596	3.462	3.374	6.836

Table 7.2 Peak Hour Person Trips – General Industrial B2 Use (Outline Element)

Plots	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
F1, F2 and F4	175	53	228	51	159	210	1,219	1,188	2,407

Class E (g) (ii) and (iii)

7.2.9 Trips for research and development (R&D) (Class E (g) (ii) and light industrial uses (Class E (g) (iii) have been estimated based on 'Business Park' trip rates from TRICS. This is considered appropriate as a Business Park would typically include both R&D and light industrial uses.

7.2.10 The following search criteria has been applied to generate suitable trip rates:

- Sites from 2016 onwards
- Weekdays
- Edge of Town or Suburban Area locations

7.2.11 The peak hour person trip rates from TRICS are shown in Table 7.3 and the resultant trips are shown in Table 7.4.

Table 7.3 Peak Hour Person Trip Rates – R&D and Light Industrial Use (Outline Element)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	1.403	0.204	1.607	0.161	1.252	1.413	5.209	5.127	10.336

Table 7.4 Peak Hour Person Trips– R&D and Light Industrial Use (Outline Element)

Plots	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
B3 and E2	250	36	286	250	36	286	928	914	1,842

Class E (g) (i) (ii) and (iii)

7.2.12 Trips for the flexible office (Class E (g) (i), R&D (Class E (g) (ii) and light industrial uses (Class E (g) (iii) have also been estimated based on the 'Business Park' trip rates from TRICS. This is considered appropriate as a business park would typically include a range of office, R&D and light industrial uses. It is understood from the Applicant that these units would unlikely be entirely office use.

7.2.13 The peak hour person trip rates from TRICS are shown in Table 7.3 and the resultant trips are shown in Table

Copyright © 1976 - 2026 Buro Happold. All rights reserved

7.5 and Table 7.6.

Table 7.5 Peak Hour Person Trips– Class E (g) (i) (ii) and (iii) (Detailed Element)

Plots	AM Peak (08:00-09:00)			PM Peak (17:00-18:00			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
A1, A2 and A5	92	13	106	1	82	93	342	337	679

Table 7.6 Peak Hour Person Trips– Class E (g) (i) (ii) and (iii) (Outline Element)

Plots	AM Peak (08:00-09:00)			PM Peak (17:00-18:00			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
A3 and A6	324	47	371	37	289	326	1,203	1,184	2,387

Class C1

7.2.14 The proposed hotel is located very close to the airport and is therefore expected to be used by visitors to both MIX and Manchester Airport so the arrival and departure profiles are expected to be different to a typical hotel.

7.2.15 The TRICS database does not include any recent survey data for hotels near to airports, however it does have some surveys which collected vehicle trip generation data only. Despite the surveys being old, it is expected that the arrival and departure profiles provide a good representation of an airport hotel.

7.2.16 To derive a robust person trip rate, the person trips from the city centre hotels were laid over the vehicle arrival and departure profiles for the airport hotels. The derived peak hour person trip rates from the Hotel use is shown in Table 7.7 and the resultant trips are shown in Table 7.8.

Table 7.7 Peak Hour Person Trip Rates - Hotel (Outline Element)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	0.155	0.136	0.291	0.165	0.170	0.335	2.547	2.466	5.013

Table 7.8 Peak Hour Person Trips – Hotel (Outline Element)

Plot	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
B1	25	22	47	26	27	53	409	396	805

Flexible Class E

7.2.17 The detailed application includes 180sqm of flexible Class E use (Plot A7), ancillary to the commercial uses proposed at the site, which it is understood will likely be a coffee shop. Given the small size of this unit, it is envisaged that visitors would be 'linked trips' associated with the adjoining uses, and staff would be local and/or use sustainable travel modes.

7.2.18 The detailed application also includes 475sqm of flexible Class E use, ancillary to the MSCP proposed at the site (Plot E1), which it is understood will likely be a small convenience store or similar. Similarly with the coffee shop, trips are likely to be wholly internal or local (linked or pass-by).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

7.2.19 On the basis of the above, it is proposed not to assess these ancillary areas separately / in addition to the main uses proposed. Associated service vehicle trips are described in in Section 7.5.

7.3 Workplace Mode Split

7.3.1 To establish the initial baseline position for mode split for the science, innovation and manufacturing campus (excluding the hotel, which is discussed separately in Section 7.4), a detailed review of mode split sources has been undertaken but it has been concluded that each source on its own is not robust enough to derive a mode split for the proposed employment uses. Therefore, the workplace mode split has been derived by considering multiple sources to produce a 'most reasonable' case. The methodology is described below.

7.3.2 Firstly, the Office for National Statistics (2011 Census data) was interrogated to establish travel to work patterns for people living in the Middle Super Output Area (MSOA) - Area E02001097: Manchester 053, where the site is located.

7.3.3 It is noted that reference has not been made to the more recent 2021 Journey to Work Census dataset as there are "pandemic-related quality considerations" associated with this i.e. data was collected during lockdown when travel was restricted.

7.3.4 The mode split derived from the 2011 Census data is shown in Table 7.9.

Table 7.9 Mode Split from 2011 Census Data

Mode	2011 Census Mode Split
Car driver	77%
Car passenger	3.8%
Taxi	0.7%
Motorcycle	1.0%
Bus	8.2%
Metrolink	0.7%
Rail	3.4%
Walking	3.1%
Cycling	2.5%
Total	**100%**

7.3.5 It is acknowledged that the percentage using the Metrolink for workplace trips may be on the low side given that the Metrolink line to the airport was opened in 2014 after the Census data was collected.

7.3.6 The availability of these Metrolink services at the airport would likely result in an increase in public transport use but equally, may result in a decrease in car driver use compared to the outputs shown in Table 7.9.

7.3.7 To consider how this better public transport accessibility may have impacted mode split, reference has been made to the GMAL at the site, which varies between 6 and 7 (as described in Chapter 3), demonstrating a high level of public transport accessibility, similar to that found in city centre locations.

7.3.8 Notwithstanding this, given the edge-of-town/suburban nature of the site and its connectivity to the strategic

Copyright © 1976 - 2026 Buro Happold. All rights reserved

road network, M56, M60, M6 and parking, it is felt that users of the site will still exhibit a reasonably high level of car use despite the high GMAL, at least initially/prior to travel planning measures becoming fully effective in influencing mode shift.

7.3.9 In addition, given that the general operational time of employment uses at the airport with staff working shifts, there is a need for flexible travel provisions for staff, which is likely to make the private car more dominant and attractive.

7.3.10 With the Census data providing an upper bound of vehicle mode split, it is necessary to establish a lower bound too and so the vehicle mode split for workplaces located in Manchester city centre where there are high levels of GMAL has been extracted from TRICS and is shown in Table 7.10.

Table 7.10 Vehicle Mode Split from TRICS

Mode	TRICS Mode Split
Single Occupancy	33.0%
Vehicle Occupants	27.6%
Total Vehicles	**60.5%**

7.3.11 In conclusion, it is considered likely that the vehicle mode split at the site will not be as high as that derived from the 2011 Census data (81.5%), as the subsequent introduction of the Metrolink would result in a decrease in vehicle mode share. Similarly, the vehicle mode share is not likely to be a low as the mode share derived from the TRICS database from city centre Manchester offices (60.5%), as the two locations are quite different regardless of the GMAL.

7.3.12 Therefore, a midpoint between the two has been adopted for the purpose of this transport assessment to derive a 'most reasonable' case (71.6%). The breakdown into the mode split categories has been made using the proportionate shares for each within the Census data and the adopted workplace mode split is shown in Table 7.11.

Table 7.11 Adopted Workplace Mode Split

Mode	Adopted Mode Split
Car driver	66.8%
Car passenger	3.3%
Taxi	0.6%
Motorcycle	0.9%
Bus	13.0%
Metrolink	0.5%
Rail	5.3%
Walking	7.5%
Cycling	2.1%
Total	**100%**

7.3.13 Whilst it is acknowledged that the percentage using the Metrolink may be higher since the introduction of the Metrolink at the Airport in 2014, but in the absence of other sources of information, no further adjustments

Copyright © 1976 - 2026 Buro Happold. All rights reserved

have been made to the baseline mode split adopted for the purpose of this assessment. This this has however been considered further in relation to public transport impacts, which are described in Chapter 9.

7.4 Hotel Mode Split

7.4.1 As described in Section 7.2, in the absence of TRICS survey data for hotels near to airports, the mode split has been derived from survey data for hotels located in city centres. The vehicle mode splits were then sorted into the sub-vehicle categories as per the Census data format by assuming a vehicle occupancy of 1.5, with remaining vehicle occupants assumed to travel by taxi.

7.4.2 The adopted mode split for the proposed Hotel use is shown in Table 7.12.

Table 7.12 Adopted Hotel Mode Split

Mode	Hotel Mode Split
Car driver	13.6%
Car passenger	6.8%
Taxi	10.9%
Motorcycle	0.4%
Bus	4.7%
Metrolink	4.7%
Rail	12.4%
Walking	45.2%
Cycling	1.3%
Total	**100%**

7.5 Service Vehicle Trip Generation

7.5.1 The servicing trip generation has also been derived for all land use classes and all scenarios using the TRICS outputs.

7.5.2 The service vehicle trip rates are shown in Table 7.13.

Table 7.13 Service Vehicle Trip Rates (per 100sqm)

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
	In	Out	Total	In	Out	Total	In	Out	Total
Business Park	0.017	0.009	0.026	0.005	0.007	0.012	0.131	0.129	0.260
B2 Industrial	0.082	0.068	0.150	0.032	0.043	0.075	0.841	0.819	1.660
Hotel	0.013	0.011	0.024	0.009	0.000	0.009	0.071	0.050	0.121

7.5.3 The resultant service vehicle trip generation during the peak hours is shown in Table 7.14 for Light Goods Vehicles (LGVs) and HGVs.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 7.14 Breakdown of Service Vehicle Trips

	Vehicle Type	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Element	LGVs	1	1	2	0	0	0	7	7	14
	HGVs	0	0	0	0	0	0	1	1	2
	Total	**1**	**1**	**2**	**0**	**0**	**0**	**8**	**8**	**16**
Outline Element	LGVs	28	22	50	10	14	24	268	258	526
	HGVs	14	11	25	7	5	12	143	139	282
	Total	**42**	**33**	**75**	**17**	**19**	**36**	**411**	**397**	**808**
Total	LGVs	29	23	52	10	14	24	275	265	540
	HGVs	14	11	25	7	5	12	144	140	284
	Total	**43**	**34**	**77**	**17**	**19**	**36**	**419**	**405**	**824**

7.6 Vehicle Trip Distribution

7.6.1 To assign vehicle trips to the highway network, the distribution to/ from the site has been derived using the 2011 Census travel to work data described in Section 8.3.

7.6.2 The top MSOA origins for car driver trips were identified and a weighted average was found to derive the distribution of highway trips by direction on the highway network. The vehicle distribution methodology is shown in Appendix G.

7.6.3 Table 7.15 shows the distribution of highway trips on the surrounding network.

Table 7.15 Proportion of Vehicle Trips by Direction

Direction	Proportion (%)
North	44%
South	8%
East	33%
West	15%
Total	**100%**

7.6.4 For context, this distribution broadly aligns with the vehicle distribution that has been used historically by MAG/ Aecom as part of their airport-related modelling assessment work.

7.6.5 Table 7.16 shows the localised distribution of vehicle trips on the surrounding network. All HGV trips have been distributed via the strategic network (M56 / A555).

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 7.16 Distribution of Vehicle Trips on the Surrounding Network

Direction	Proportion (%)
North via M56	48%
North via Bailey Lane	5%
South via M56	15%
South via Thorley Lane / Runger Lane	3%
East via A555	29%
Total	**100%**

7.7 Total Trip Generation

7.7.1 Table 7.17 shows the total baseline person trips by mode for the proposed development.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 7.17 Total Person Trips by Mode

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Application	Car driver	62	9	71	7	55	62	228	225	453
	Car passenger	3	0	3	0	3	3	11	11	22
	Taxi	1	0	1	0	1	1	2	2	4
	Motorcycle	1	0	1	0	1	1	3	3	6
	Bus	12	2	14	1	11	12	45	44	89
	Metrolink	0	0	0	0	0	0	0	0	0
	Rail	5	1	6	1	4	5	18	18	36
	Walking	7	1	8	1	6	7	26	25	51
	Cycling	2	0	2	0	2	2	7	7	14
	Total	**93**	**13**	**106**	**10**	**83**	**93**	**340**	**335**	**675**
Outline Application	Car driver	504	94	598	82	452	534	2,294	2,249	4,544
	Car passenger	26	6	32	6	24	30	138	135	274
	Taxi	8	3	11	4	7	11	67	65	131
	Motorcycle	7	1	8	1	6	7	31	30	62
	Bus	99	19	118	16	89	105	456	447	902
	Metrolink	5	2	7	2	5	7	36	35	72
	Rail	43	10	53	10	39	49	231	225	456
	Walking	67	20	87	21	63	84	436	425	860
	Cycling	16	3	19	3	14	17	74	73	147
	Total	**774**	**158**	**932**	**145**	**699**	**844**	**3,763**	**3,685**	**7,448**
TOTAL	Car driver	566	103	669	89	507	596	2,522	2,474	4,996
	Car passenger	29	6	35	6	27	33	149	146	295
	Taxi	9	3	12	4	8	12	69	67	136
	Motorcycle	8	1	9	1	7	8	34	33	67
	Bus	111	21	132	17	100	117	501	491	992
	Metrolink	5	2	7	2	5	7	36	35	72
	Rail	48	11	59	11	43	54	249	243	492
	Walking	74	21	95	22	69	91	462	450	912
	Cycling	18	3	21	3	16	19	81	80	161
	TOTAL	**867**	**171**	**1,038**	**155**	**782**	**937**	**4,103**	**4,019**	**8,122**

7.7.2 Table 7.18 shows the total vehicle trip generation, which includes demand generated by the site, permitted off-site MSCP trip generation and service vehicle trips broken down by vehicle type.

7.7.3 It is noted that the highway network peak hours based on the 2025 survey data are 08:00 to 09:00 in the morning and 17:00 to 18:00 in the evening, which represents a worst case for the purpose of this transport assessment when combined with peak traffic generation for the proposed development.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 7.18 Total Vehicle Trip Generation

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Application	Cars	65	9	74	7	58	65	228	225	453
	Taxi	1	0	1	0	1	1	2	2	4
	Motorcycle	1	0	1	0	1	1	3	3	6
	LGVs	1	1	2	0	0	0	7	7	14
	HGVs	0	0	0	0	0	0	1	1	2
	Permitted MSCP	191	40	231	39	203	242	1,024	1,004	2,028
	Total	**259**	**50**	**309**	**46**	**263**	**309**	**1,265**	**1,242**	**2,507**
Outline Application	Cars	530	100	630	87	476	563	2,433	2,385	4,817
	Taxi	8	3	11	4	7	11	67	65	131
	Motorcycle	7	1	8	1	6	7	31	30	62
	LGVs	28	22	50	10	14	24	268	258	526
	HGVs	14	11	25	7	5	12	143	139	282
	Total	**587**	**137**	**724**	**109**	**508**	**617**	**2,942**	**2,877**	**5,818**
TOTAL	Cars	595	109	704	94	534	628	2,661	2,610	5,271
	Taxi	9	3	12	4	8	12	69	67	136
	Motorcycle	8	1	9	1	7	8	34	33	67
	LGVs	29	23	52	10	14	24	275	265	540
	HGVs	14	11	25	7	5	12	144	140	284
	Permitted MSCP	191	40	231	39	203	242	1,024	1,004	2,028
	TOTAL	**846**	**187**	**1,033**	**155**	**771**	**926**	**4,207**	**4,119**	**8,326**

Copyright © 1976 - 2026 Buro Happold. All rights reserved

8 Transport Impact

8.1 Pedestrian Impact

8.1.1 The pedestrian trips generated by the proposed development are shown in Table 8.1 and include both 'main mode' pedestrian trips as well as those using public transport as walking will make up the final mode of their journey to and from the site.

Table 8.1 Increase in Pedestrian Trips

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Application	Walk	7	1	8	1	6	7	26	25	51
	Walk (Public Transport)	17	3	20	2	15	17	63	62	125
	Total	**24**	**4**	**28**	**3**	**21**	**24**	**89**	**87**	**176**
Outline Application	Walk	67	20	87	21	63	84	436	425	860
	Walk (Public Transport)	147	31	178	28	133	161	723	707	1,430
	Total	**214**	**51**	**265**	**49**	**196**	**245**	**1,159**	**1,132**	**2,291**
Total	Walk	74	21	95	22	69	91	462	450	912
	Walk (Public Transport)	164	34	198	30	148	178	786	769	1,556
	Total	**238**	**55**	**293**	**52**	**217**	**266**	**1,248**	**1,219**	**2,467**

8.1.2 Table 8.1 shows that the detailed element of the proposed development would generate a total of 28 walking trips during the AM and 24 walking trips during the PM peak hour in 2030. Combined with the outline element in 2035, this would generate a total of 293 walking trips during the AM and 266 walking trips during the PM peak hour.

8.1.3 The proposed development incorporates significant improvements to the public realm within the site, which will significantly enhance east-west and north-south connections through the site. Combined with the extensive network of good quality existing pedestrian footways and shared pedestrian/cycle routes surrounding the site, the increase in walking trips as a result of the proposed development would not have a significant impact.

8.2 Cycle Impact

8.2.1 The cycle trips generated by the proposed development are shown in Table 8.2.

Table 8.2 Increase in Cycle Trips

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Application	Cycle	2	0	2	0	2	2	7	7	14
Outline Application		16	3	19	3	14	17	74	73	147
Total		**18**	**3**	**21**	**3**	**16**	**19**	**81**	**80**	**161**

Copyright © 1976 - 2026 Buro Happold. All rights reserved

8.2.2 Table 8.2 shows that the proposed development would generate a total of 21 cycle trips during the AM and 19 cycle trips during the PM peak hour. This increase is small and would not have a significant impact on the surrounding cycle network.

8.3 Public Transport Impact

8.3.1 The public transport trips generated by the proposed development are shown in Table 8.3.

Table 8.3 Increase in Public Transport Trips

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			DAILY		
		In	Out	Total	In	Out	Total	In	Out	Total
Detailed Application	Bus	12	2	14	1	11	12	45	44	89
	Metrolink	0	0	0	0	0	0	0	0	0
	Rail	5	1	6	1	4	5	18	18	36
	Total	**17**	**3**	**20**	**2**	**15**	**17**	**63**	**62**	**125**
Outline Application	Bus	99	19	118	16	89	105	456	447	902
	Metrolink	5	2	7	2	5	7	36	35	72
	Rail	43	10	53	10	39	49	231	225	456
	Total	**147**	**31**	**178**	**28**	**133**	**161**	**723**	**707**	**1,430**
Total	Bus	111	21	132	17	100	117	501	491	992
	Metrolink	5	2	7	2	5	7	36	35	71
	Rail	48	11	59	11	43	54	249	243	492
	Total	**164**	**341**	**198**	**30**	**148**	**178**	**786**	**769**	**1,555**

8.3.2 It is acknowledged in Chapter 7 that the percentage using the Metrolink is likely to be higher than the adopted mode split (0.7%) but given that the overall number of trips using public transport (12.3%) is considered representative, this would mean that any increase in Metrolink trips would equally result in a reduction in bus or rail trips. Therefore, the overall impact in terms of public transport trips would remain the same.

8.3.3 The increase in bus and rail trips would be distributed by direction between the various bus and rail services provided and would therefore dissipate further across the public transport network. Given the spread of passenger demand, the additional trips generated by the proposed development are unlikely to have a significant impact on the public transport network.

8.4 Highway Impact

LINSIG Modelling

8.4.1 The junction capacity analysis for the junctions including in the study area has been undertaken using LinSig, which is a nationally recognised modelling tool for the assessment of a small network of junctions including signal junctions, roundabouts and give-way junctions.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

8.4.2 The study area includes the following junctions:

- Junction 1: Thorley Lane / Site Access priority junction
- Junction 2: Thorley Lane / Enterprise Way signal junction
- Junction 3: Enterprise Way / Site Access roundabout
- Junction 4: Terminal 2 Roundabout
- Junction 5: A555 Ringway Road / Outwood Lane signal junction
- Junction 6: A555 Ringway Road / Enterprise Way signal junction
- Junction 7: Enterprise Way / Aviator Way signal junction

8.4.3 The following scenarios have been assessed, which has been agreed in principle with MCC/TfGM:

- 2026 baseline
- 2030 (opening year for the detailed element)
- 2035 (opening year for whole development)
- 2040 (5 years after full opening)

8.4.4 The junction performance has been assessed for each modelled scenario based on the standard outputs from LinSig as follows:

- Degree of Saturation (DoS) - ratio of flow-to-capacity for each approach lane at a junction given as a percentage. It is generally accepted that a link operating with a DoS below 85% is operating satisfactorily with spare capacity. A link approaches its theoretical capacity when the DoS is between 90% and 100%, and over capacity with values over 100%
- Mean Maximum Queue (MMQ) – average maximum queue in PCUs on each approach lane across the modelled peak hour. The MMQ is reviewed in relation to the lane storage capacity available at the junction
- Practical Reserve Capacity (PRC) - a positive PRC value indicates that the junction has spare capacity while a negative PRC value indicates that the junction is operating above capacity

8.4.5 The baseline LinSig model for the morning and evening peak hours have been calibrated to reflect existing conditions based on the signal timing data provided by TfGM. Junction measurement parameters based on ordnance survey mapping as well as observations that were made at the same time as the traffic surveys (October 2025), including queue observations and measured saturation flows.

8.4.6 The LinSig results summary table is included in Appendix H.

8.4.7 The results show that in the existing situation, all junctions operate satisfactorily with a DoS below 85%, with the exception of the two junctions on the A555 at Outwood Lane (Junction 5) and Enterprise Way (Junction 6), which are shown to operate at capacity during the morning and evening peak hours. This is shown to exacerbate in the future for all assessment years (without development) as shown in Table 8.4.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Table 8.4 Maximum DoS at Junctions 5 and 6 – Baseline without Development

	AM Peak (08:00-09:00)				PM Peak (17:00-18:00)			
	2025	**2030**	**2035**	**2040**	**2025**	**2030**	**2035**	**2040**
Junction 5 PRC	**-6.5%**	**-12.6%**	**-17.5%**	**21.3%**	**4.6%**	**-1.8%**	**-6.1%**	**-8.8%**
M56 Spur left turn DoS	95.9%	101.3%	105.6%	109.1%	74.5%	78.6%	82.0%	84.5%
A555 Ahead DoS	94.1%	98.5%	99.4%%	99.8%	86.1%	89.2%	95.5%	97.9%
Junction 6 PRC	**-7.1%**	**-9.5%**	**-18.1%**	**25.2%**	**3.3%**	**-0.3%**	**-4.9%**	**-15.9%**
A555 (E) Ahead DoS	91.0%	98.4%	106.3%	112.7%	82.5%	88.8%	93.8%	104.3%
A555 (E) right turn DoS	91.1%	98.5%	106.3%	112.7%	82.5%	88.8%	93.8%	104.3%
A555 (W) left turn DoS	92.4%	98.5%	97.5%	99.2%	85.8%	90.3%	94.4%	97.9%
A555 W Ahead DoS	96.4%	96.5%	98.7%	95.7%	87.1%	89.7%	94.1%	97.4%

8.4.8 The results show that the operation of Junctions 5 and 6 are expected to deteriorate within the next 5 years to 2030 as a direct result of background traffic growth and committed development traffic i.e. without the inclusion of traffic associated with the Proposed Development. This is particularly noticeable in the AM peak hour where the DoS is shown to exceed 100% on the M56 Spur at Junction 5 in 2030 and on the A555 (E) approach at Junction 6 in 2035.

8.4.9 Once the DoS exceeds 100%, and a junction fully breaks down, the algorithms in the modelling software add any additional demand onto the back of the existing queues, resulting in exponential increases in queuing and delay that in reality, is unlikely to occur as traffic would seek alternative routes to avoid the junction or would amend journey times to avoid the highway peak hour (i.e. peak spreading).

8.4.10 Given that there is no increase in vehicle trips expected through Junction 5, the deterioration in capacity at this junction in future years is not expected to be as a direct result of the proposed development. Therefore, the proposed development is unlikely to have a significant impact at this junction.

8.4.11 In terms of Junction 6, mitigation is discussed in more detail in Chapter 10.

8.4.12 The LinSig results for the remaining junctions within the study area are summarised below:

- **Junction 1 (Thorley Lane / Site Access) and Junction 7 (Enterprise Way / Aviator Way)** – both junctions operate satisfactorily with a DoS below 85% in all modelled scenarios
- **Junction 2 (Thorley Lane / Enterprise Way)** - during the PM peak hour, this junction operates satisfactorily with a DoS below 85% in 2035 with development and by 2040, the maximum DoS is 88.9% on Enterprise Way (S) with all other approaches operating below 85%. During the AM peak hour, the maximum DoS is shown to be 91.8% on Enterprise Way (E) in 2030, which increases to 105.3% in 2035 with development. The DoS on Enterprise Way (S) is 91% in 2030 and 115.3% in 2035 with development, resulting in exponential queuing on this approach. This has been considered further in Chapter 10.
- **Junction 3 (Enterprise Way / Site Access) –** during the PM peak hour, this roundabout operates satisfactorily with a DoS below 85% in all modelled scenarios. During the AM peak hour,

Copyright © 1976 - 2026 Buro Happold. All rights reserved

the maximum DoS is shown to be 85.4% on Enterprise Way (W) in 2035, which increases to 87.9% in 2040 with development. The DoS on all other approaches is well below 85% and the projected queuing can be adequately accommodated within the existing lane marking capacity, which indicates that this junction operates satisfactorily in all modelled scenarios.

- **Junction 4 (Terminal 2 Roundabout)** - during the PM peak hour, this roundabout operates satisfactorily with a DoS below 85% in all modelled scenarios. During the AM peak hour, all approaches operate with a DoS below 85% with the exception of the M56 EB off slip which is shown to have a DoS of 94.1% in 2035, which increases to 97.5% in 2040 with development. Given that the projected queuing on this approach can be adequately accommodated within the existing lane marking capacity, and the remaining approaches operate within capacity, it suggests that this junction operates satisfactorily in all modelled scenarios.

Strategic Network

8.4.13 It is acknowledged that TfGM adopt the withdrawn DfT 2007 guidance, which recommends an increase of 30 vehicles per hour at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment, which is their preference to a percentage increase threshold. It is noted that National Highways do not adopt this threshold for the assessment of junctions.

8.4.14 This has therefore been considered further in relation to the next key junctions on the A555 to the east of Enterprise Way (Junction 6) as shown on Figure 8.1:

- Junction 1 - A555 / Ringway Road signal junction – located 800m east of Enterprise Way
- Junction 2 - A555 / B5166 Styal Road signal junction – located 1.7km east of Enterprise Way
- Junction 3 - A555 / Wilmslow Road signal junction – located 4.7km east of Enterprise Way

8.4.15 The trip generation at these junctions has been assigned based on the same census methodology described in Chapter 7 and the resultant flows are included in Appendix J.

Copyright © 1976 - 2026 Buro Happold. All rights reserved



Figure 8.1 A555 Key Junctions to East of Enterprise Way

8.4.16 Whilst the trip generation is shown to exceed 30 vehicles per hour at these junctions and on that basis TfGM have requested further assessment at these junctions, it is not considered necessary to undertake a detailed capacity assessment on the basis of the following, which will be discussed further with MCC/TfGM during determination:

- It is generally accepted that the day-to-day variation of traffic on a road is frequently + or -10%, particularly on strategic routes with significant traffic flows such as the A555. Therefore, projected changes in traffic of less than 10% are unlikely to create a discernible impact.
- Putting the above into context, the 2030 baseline flows on the A555 at Enterprise Way (Junction 6) are 1,747 total vehicles eastbound and 1,961 westbound in the AM peak hour. This would give a potential daily traffic variation of 175 to 196 vehicles during the peak hour. This is similar to the projected increase in traffic shown on the A555 through Junctions 1 and 2 (55 eastbound and 250 westbound, which equates to an increase of 3% eastbound and 12% westbound on the A555 in the AM peak hour). This dissipates further at Junction 3 where the percentage change is significantly less.
- Theoretically around 25% of the total trip generation is already on the highway network as this relates to the 649 parking spaces on-site that are allocated to permitted off-site development.
- Junctions 5 and 6 on the A555 included in the transport assessment study area are shown to deteriorate within the next 5 years to 2030 due to general background traffic growth and committed development traffic only i.e. without the inclusion of traffic generated by the proposed development.
- Junction 2 is a major junction with 4 lanes on each direction except for the B5166 (S) which has 2 lanes. It already caters for significant traffic flows through the junction (c.1,800 vehicles in each direction on the A555) and therefore, by definition, congestion/queuing is likely to occur at this

Copyright © 1976 - 2026 Buro Happold. All rights reserved

junction during highway peak periods. Should a junction already operate beyond its theoretical capacity, this results in exponential increases in queuing and delay that in reality are unlikely to occur as traffic would likely seek alternative routes to avoid the junction or would amend journey times to avoid the highway peak hour (i.e. peak spreading).

8.4.17 In terms of the strategic road network (SRN) managed by National Highways, the increase in traffic on the M56 Spur is shown to be below 5% as set out in Table 8.5. Baseline traffic data for the M56 Spur has been extracted from the National Highways traffic count database (WebTRIS).

Table 8.5 M56 Junction 5 – Increase in Total Vehicle Trips

	2035 Baseline			Trip Generation			Percentage Change		
	AM Peak	PM Peak	DAILY	AM Peak	PM Peak	DAILY	AM Peak	PM Peak	DAILY
M56 Spur EB	2,986	2,139	46,703	524	96	1,830	17.5%	4.5%	3.9%
M56 Spur WB	2,272	2,855	45,758	115	480	1,902	5.0%	16.8%	4.2%

Copyright © 1976 - 2026 Buro Happold. All rights reserved

9 Construction

9.1 Introduction

9.1.1 It is expected that site preparation and construction works would generate temporary increases in vehicle movements on the highway in the vicinity of the site. However, these increases are not continuous throughout the construction period and consideration has been given to the worse-case scenario i.e. the peak of construction traffic activity.

9.1.2 An Outline Construction Management Plan (CMP) has been prepared by BCEGI Construction (UK) Ltd to give an overview of the expected activity during the construction programme and is provided as a standalone document supporting the planning application.

9.1.3 Key elements of the Outline CMP and the proposed construction strategy, in relation to construction traffic and logistics, are summarised here. It is anticipated that a Detailed CMP will be secured through a planning condition for the Detailed elements of the application, including a comprehensive breakdown of the construction and logistics activity expected and management thereof. It is also likely that the Outline elements of the proposals will be subject to subsequent planning applications, each with their own CMP.

9.2 Construction Programme and Working Hours

9.2.1 The entire construction programme is predicted to span approximately 9-10 years, involving multiple overlapping phases of activity across different parts of the site. The preliminary construction programme is summarised in Table 9.1.

Table 9.1 Preliminary Construction Programme

Detailed/Outline	Zone	Dates
Detailed Elements	Construction of Mid-Tech Units (A2 and A5)	Start: Q4 2026 – Q3 2027
	Construction of MSCP	Start: Q4 2026 – Q4 2027
	Construction of Mid-Tech Units (A1)	Start: Q2 2029 -Q1 2030
Outline Elements	Construction of Parcel A (F1-F4)	Start 2028 – complete 2035
	Construction of Parcel B (A3 & A6)	Start 2028 – complete 2030
	Construction of Parcel C (B3 & E2)	Start 2028 – complete 2035
	Construction of Parcel D (B1)	Start 2028 – complete 2035

9.2.2 This construction programme is only provisional and will be dependent on a range of factors including appointment of the various contractors associated with each stage of works and the market demand for different types of units. A range of potential scenarios have been considered in considering potential vehicle movements, but the exact sequencing across Parcels A, B, C and D cannot be confirmed at this stage.

9.2.3 Each of the building plots will, in turn, have a more granular programme which will be developed by the relevant contractor(s). Typically, this will include the following principal stages though the precise order may vary across the building types (e.g. it is common for ground floor slab to be laid after the building is clad for warehouse/light-industrial units rather than before cladding on a conventional office building):

Copyright © 1976 - 2026 Buro Happold. All rights reserved

- Site preparation
- Foundations/substructure
- Superstructure
- Cladding
- Interior fit-out, MEP/systems installation and commissioning

9.2.4 In addition, there are site-works including general site preparation (such as top-soil strip and bulk earthworks to level the site), installation of utilities and construction of the on-site highways' infrastructure and landscaping. These works will generally be undertaken in parallel with works on the various buildings.

9.2.5 The anticipated core working hours would be followed in line with MCC guidance:

- 07:30 – 18.00 hours Monday – Friday
- 08:30 – 14:00 hours Saturday
- No working on Sundays, Bank or Public Holidays unless with specific agreement of the local authority

9.2.6 Any work outside of these hours will be subject to prior agreement with the local authority and relevant stakeholders with a sufficient notice period given to consider the application. Certain specific construction activities (including highway works) may require extended working hours for reasons of engineering practicability and safety, such as slip form working, surveys and lifting/fitting of infrastructure and abnormal load deliveries.

9.3 Construction Trip Generation

9.3.1 Estimates of the construction material quantities and likely workforce numbers, together with the outline construction programme, have been used to estimate the peak vehicle movements over the construction period, considering each main phase (foundations, superstructure, etc) for each of the buildings and the associated site/infrastructure works.

9.3.2 For each phase of each building (and for the site works), the number of HGVs associated with deliveries of materials or plant (or the removal of bulky materials such as excavated spoil) has been estimated and mapped against an overall timeline. Similarly, the number of LGVs and potential workforce numbers for each stage of the works, for each building, has been estimated.

9.3.3 Whilst there is a reasonable degree of certainty over the initial phases, up to late 2027, the majority of the remaining plots could potentially be delivered in almost any order, with buildings being built one at a time or several simultaneously. Consequently, the programme beyond 2027 is somewhat speculative at this stage and any estimate of construction traffic is subject to a moderate degree of uncertainty.

9.3.4 Whilst it is therefore not possible to consider every possible permutation, a series of potential build-sequence scenarios were considered to evaluate how the overlapping of construction activities might impact on construction traffic. Discounting the most extreme scenarios (that would see four or more buildings progressing simultaneously), the scenarios considered were found to have limited impact on the maximum predicted construction traffic volume, only on the timing of when the maximum traffic would be generated.

9.3.5 One such scenario has therefore been assessed in detail but, beyond 2027, this should be treated only as a

Copyright © 1976 - 2026 Buro Happold. All rights reserved

general guide to the likely maximum and average traffic volumes. The timing of specific peaks or lulls in activity should be considered indicative only, as the timing of these may well vary much more significantly than the magnitude (for instance a construction peak period shown in 2032 may shift to 2033).

9.3.6 Figure 9.1 shows that the anticipated daily number of vehicles is estimated to peak at between 200-250 one-way (c.400-500 two-way) vehicle movements per day, when considering combined HGV, LGV and workforce vehicle movements, but a figure of 100-150 vehicles per day (one-way) is predicted across the majority of the programme (with an average figure of c.100 vehicles per day).

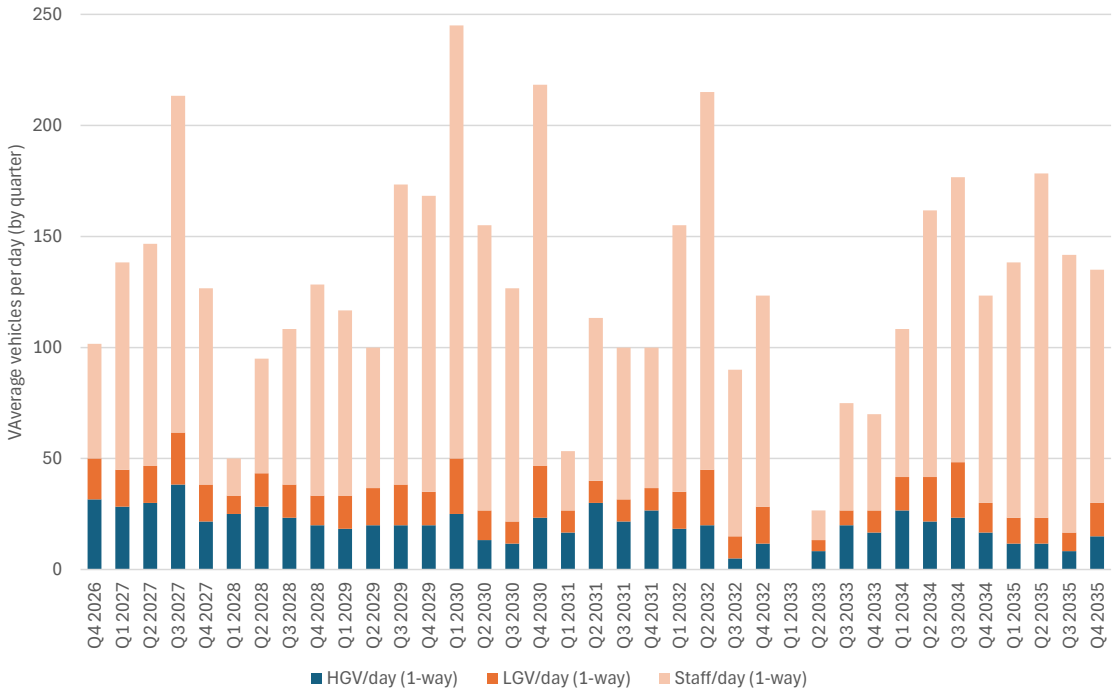


Figure 9.1 Construction Vehicle Forecast – Average Daily Peak Vehicle Numbers per Quarter

9.3.7 HGVs are forecast at a maximum of 45 vehicles per day (i.e. 90 two-way trips) for peak periods; when averaged across a three-month period (as illustrated in Figure 9.1), this reduces to a mean value of c.40 vehicles per day. It is expected that works across building plots would be coordinated to avoid HGV volumes exceeding this level and to ensure that peak traffic volumes for activities such as large concrete pours are suitably scheduled across the day to ensure a steady traffic flow, as far as practical. As far as possible, HGV traffic will be scheduled to avoid the morning and evening peak hours.

9.3.8 LGV traffic for deliveries are predicted in similar numbers to HGVs, with a maximum of 25-30 vehicles per day (50-60 two-way trips). The proportion of LGVs is generally higher during fit-out and commissioning activities than for foundation and superstructure works.

9.3.9 The largest component of the forecast traffic is workforce travel; it has conservatively been assumed a large proportion of the construction workforce will travel to the site by private vehicle, in order to ensure a robust forecast for potential traffic impact. It has been estimated that there may be up to c.80 workers deployed on a single building during the fit-out stages and it is expected that several buildings could be under construction simultaneously but at different stages.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

9.3.10 Figure 9.1 illustrates a maximum of c.200 workers on site per day, and this figure could be exceeded on some months; an average figure of c.90 per day (c.180 two-way trips) is predicted across the entire programme. In practice, it is expected that a significant number of workforce journeys will be made by sustainable travel modes rather than by private vehicle (see Section 9.4) and thus the number of workforce vehicle trips is expected to be much lower than this.

9.3.11 The majority of inbound workforce trips would be expected to be made before the morning peak hour, with the majority arriving between 7am and 8am. Similarly, a significant proportion of departing workers would leave before the evening peak hour.

9.3.12 It is noted that for bulk earthworks/cut-and-fill, the project design strategy is based on an assumption of minimising the need for import of fill material and export of excavated material, as far as reasonably practical, through the re-use of excavated material as fill, where suitable. It is assumed topsoil will be stripped and re-used and that the majority of excavated material will be suitable for re-use and stockpiled accordingly, with only a limited proportion being unsuitable and requiring removal.

9.3.13 However, it has conservatively been assumed that existing hardstanding on site from previous car-park use will be broken up and removed from site. In practice, it may be possible to retain this material on site too, for crushing and subsequent re-use as sub-base or for piling mat construction. This could significantly reduce the need to import material for these purposes and cut down on the volume of material to be removed from site. Further details are set out in the Construction Waste Management Strategy submitted with the planning application.

9.3.14 Other measures may also help reduce construction traffic, especially HGV traffic. These include options such as use of prefabricated/modular construction and consideration of an on-site batching plant for concrete production, which could have a major beneficial effect due to the volumes of concrete likely to be required (see also Section 9.5).

9.4 Construction Traffic Access

Routing of Construction Traffic

9.4.1 In order to minimise impacts on local communities, construction vehicle movements will be restricted to the main arterial routes where possible and established through the CMP to be approved by MCC. The vehicle routes will form an integral part of the supplier subcontracts.

9.4.2 The designated traffic routes to and from the site are to be determined using the following principles:

- Using the Strategic Road Network and other trunk roads as much as possible
- Avoid using residential roads, particularly those with sensitive receptors such as schools, hospitals and community centres as far as practical
- Aim to avoid school start/end times as far as practical

9.4.3 On this basis, it is anticipated that the majority of HGV movements associated with the construction works will arrive and depart via the M56 Junction 5, for origins (or destinations) to the north, west and south and via the A555 for origins to the east (see Figure 9.2). A small proportion might use Junction 6 and Runger Lane/Thorley Lane but this would be discouraged as a more circuitous route and provides access to a number of hotels, airport facilities and logistics sites .

Copyright © 1976 - 2026 Buro Happold. All rights reserved

9.4.4 It is anticipated that haulage firms and suppliers utilising HGVs would be directed to adhere to any such routes agreed prior to commencement with authorities such as MCC/TfGM.

9.4.5 Where possible, local suppliers will be considered for materials/supplies generating substantial HGV movements – e.g. a local concrete supplier should be utilised or a batching facility set up on the site.

9.4.6 For light vehicles (e.g. vans), a less restrictive approach would generally be adopted, with a small percentage of vehicles also potentially making use of the local road network.



Figure 9.2 Routing of HGV Traffic for Construction (Preliminary)

Construction Workforce Travel

9.4.7 As noted above, to assess a conservative case for traffic movements, it has provisionally been assumed that a significant proportion of the construction workforce would travel to site by private vehicle, parking either within the site boundary or other airport car parks.

9.4.8 In practice, construction operatives would be encouraged to make use of the excellent public transport links available and would be discouraged from using private vehicles. A range of measures could be employed as part of a Workforce Travel Plan (see Section 9.5), including incentives such as car-sharing or shuttle buses and disincentives such as restricted workforce parking.

9.4.9 Workforce traffic by private vehicle is expected to follow similar routes to light deliveries, with the majority using trunk routes (A56, A555 etc) and local routes for workers living in the immediate area.

Site Access

9.4.10 Access/egress for construction vehicles will utilise the existing site access points on Enterprise Way and Thorley

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Lane – no new access points are expected to be needed. For the eastern parcels, the roundabout on Enterprise Way provides an all-movements access, allowing vehicles to arrive from and depart to the east and west.

9.4.11 For plots F1-4 in Parcel A (the Advanced Manufacturing Quarter), access from Thorley Lane is expected to operate in a left-in, right-out manner, with HGVs approaching from and departing to the east only. A traffic marshal may be required at busy times to assist with controlling traffic to assist egress.

9.4.12 The layout of the work sites should enable all vehicles to enter and exit in forwards gear – reversing of vehicles onto the highway will not be permitted.

9.4.13 All vehicles accessing the site will be received by traffic marshals. Vehicles will be checked against the daily manifest and directed to the relevant location. A segregation barrier would provide a pedestrian walkway into and off the site and, where possible, pedestrian routes would be created to separate vehicles from personnel.

9.4.14 Vehicles and loads not accepted would be rejected from the compound or works area. They would be directed to turn within the site and leave in a forward gear. Facilities such as wheel-washing/vehicle wash-down will be provided as required.

9.4.15 All required plant and materials will be accommodated within the confines of the site. In order to minimise damage to construction materials and also loss and waste, secure facilities will be provided. The use of fencing/hoarding around the site will restrict unauthorised access. A manned checkpoint will be in place to monitor delivery and construction vehicles.

Temporary Closures of Roads and Footways

9.4.16 The construction works at the site could result in the temporary closure of roads and footpaths, physical works within the highway to undertake utility connections/upgrades and implementation of layout improvements, whilst maintaining the need to accommodate regular deliveries of materials and construction equipment. Further details of any such requirements will be included within the Detailed CMP.

9.4.17 The applicant and contractor(s) will work closely with MCC, especially their Network Management Team, to safely manage highway and pedestrian safety during the construction phase.

9.5 Management and Mitigation

9.5.1 The Outline CMP sets out a range of measures that are expected to be implemented for the construction works and it is anticipated that these will be developed further in the Detailed CMP, to be approved by MCC. The following measures are expected to be considered, as a minimum.

Adoption of Safety and Environmental Standards

- Construction Logistics and Community Safety (CLOCS) - the CLOCS Standard ('The Standard for construction logistics: Managing work related road risk') draws together emerging practice from a number of individual standards, policies and codes of practice to form a single road risk standard. This standard will be implemented by the Principal Contractor (as well as suppliers and sub-contractors) and will be adhered to in a consistent way by fleet operators.
- Fleet Operator Recognition Scheme (FORS) - this is a voluntary national fleet accreditation scheme designed to help improve fleet operator performance in key areas such as environmental performance, safety and operational efficiency. Its purpose is to raise the level of quality within

Copyright © 1976 - 2026 Buro Happold. All rights reserved

fleet operations and to recognise those operators that are achieving the environmental, safety and efficiency requirements of the FORS standard. All construction vehicle operators will be required to be accredited in line with at least FORS Bronze level unless a specific exception is agreed with MCC prior to that haulier or supplier visiting site.

- Considerate Constructors Scheme - the project will be registered with the Considerate Constructor's Scheme. The most up to date CCS 'Code of Considerate Practice' will be explained to operatives and staff during the site induction and reinforced with periodic toolbox talks.

Adherence to Designated Routes

9.5.2 Delivery vehicles will be required to adhere to the designated routes identified. A clear signage strategy will be implemented to ensure construction traffic follows designated routes. The designated routes will form an integral part of the supplier sub-contracts. Delivery drivers will be issued with agreed routes during induction which they will required to sign off; penalties may be considered. To enforce adherence, the site management team will undertake spot-checks on a monthly basis.

9.5.3 At this stage, details of any abnormal loads (whether indivisible loads, engineering plant delivered on low-loaders or other 'special' types such as large mobile cranes) are not known but it can reasonably be assumed that some are likely to be required. Once a contractor has been appointed, a detailed review including assessment of plant requirements can be undertaken.

9.5.4 Any abnormal loads that are required during the construction period will be pre-planned and the route and timing of the journey will be agreed with the local planning authority and the relevant authorities such as TfGM and the Police as appropriate. These deliveries would be timed to minimise disruption to other road users as far as practical and would typically be carried out overnight or at weekends. The need for escort vehicles would be determined through that process. Appropriate legislation would be followed and discussions held with the relevant authorities at the appropriate time.

Delivery Scheduling and Retiming

9.5.5 It is recommended that some form of 'Delivery Management System' is implemented to ensure deliveries are effectively managed to maintain a steady flow of traffic in accordance with long range, weekly and daily plans.

9.5.6 This managed approach to logistic aims to streamline deliveries using pre-booked slots, allowing unloading of deliveries in a systemic/co-ordinated approach at their designated location.

9.5.7 Retiming of deliveries outside peak traffic times may improve the operational efficiency of the construction site, as well as lessening the impact of vehicle activity on the neighbouring area. Deliveries will be timed to avoid peak times for pedestrians and cyclists, such as the 'school run', as far as practical.

Design for Manufacture and Assembly/Off-Site Manufacture

9.5.8 The potential to use prefabricated assemblies and techniques would be considered where feasible as an approach to reduce the number of construction vehicle movements, once the design has been developed further and contractors have been appointed.

9.5.9 The use of prefabrication will be considered on a building-by-building basis, as some will be more suited to such technologies. One or both of the MSCPs may utilise a 'system-build' structural design, whilst the use of modular construction technologies is common in hotel construction, including structural steel framing systems (SFS), precast concrete techniques such as crosswall construction and MEP/fit-out systems such as bathroom

Copyright © 1976 - 2026 Buro Happold. All rights reserved

pods.

Re-use of Materials

9.5.10 As far as practical, materials arising from site clearance and ground preparations, such as broken up hardstanding, will be reused, e.g. as part of the site levelling, the provision of a building platform or formation of a piling mat for the construction works. Similarly, the intention is to retain any top-soil stripped for future re-use. The material would be stored within the wider MIX site area until required.

9.5.11 Consideration would also be given to the reuse of excavated material for filling, depending on its suitability - e.g. potential contamination. Where possible, the project will seek to maximise the reuse of suitable soils for landscaping, to minimise waste disposal.

Smart Procurement/Local Suppliers

9.5.12 As part of the procurement strategy, local suppliers for construction materials should be sought as far as practicable, in order to reduce the impact of the development on the surrounding highway network, as well as promoting a more sustainable development. Reductions in delivery costs, fuel usage and pollution along with congestion may be achieved. The promotion of local suppliers also benefits the local community with investments into local employers and services.

Workforce Travel Plan

9.5.13 Whilst it is not compulsory to complete a Travel Plan for the construction period, it is recommended that a Workforce Travel Plan be produced as part of the Detailed CMP as a means to discourage travel by private vehicle in favour of sustainable travel choices.

9.5.14 Pertinent information would be disseminated to the workforce employed on or visiting the site. Such information would include:

- Site induction with detail of sustainable travel options
- Site-specific travel information (timetables, bus stop and station locations, walking routes from these, cycle parking options, etc)

9.5.15 Other measures may be considered including parking restrictions, car sharing/pooling and shuttle buses but cannot be confirmed at this stage.

Community Liaison

9.5.16 The CLOCS guidance adopts the umbrella term ‘Community Considerations’ to address the main concerns caused by construction logistics activities, particularly at the local level. Such activity can have a significant impact on the surrounding community especially when residential areas and/or facilities like schools, hospitals, health centres, community centres, sports facilities, transport hubs, etc are located near the work site.

9.5.17 Neighbouring sites include hotels and the wider airport estate, but there are also residential areas in the vicinity to the north that might be somewhat affected by the construction activities. It is likely that works could have some impact on residents and local businesses, including construction noise, workforce use of local public transport, temporary traffic management etc.

9.5.18 Therefore, the Community Engagement Officer (or equivalent role) for the site will regularly contact local businesses/surrounding communities to share information to advise on potential disruption and provide a

Copyright © 1976 - 2026 Buro Happold. All rights reserved

point of contact for queries.

9.5.19 The Applicant is to liaise with local interest groups and the local authority throughout the process and provide updates on key dates.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

10 Mitigation

10.1.1 The transport impact assessment described in Chapter 8 has shown that the predicted increase in non-motorised trips associated with the proposed development would not have a detrimental impact on the local transport network. This is reinforced through the designed-in mitigation, such as an accessible site location, low levels of car parking compared to parking standards, high quality streetscape and connected walk and cycle routes and cycle parking.

10.1.2 Notwithstanding this, the mitigation measures described in this section seek to further manage any development impacts during construction and operation. Additionally, it sets out the vision-led approach to mitigate the impact of vehicle trips for discussion with MCC / TfGM.

10.2 Framework Travel Plan

10.2.1 Travel Plans are an established way to promote and support sustainable and active travel of a development.

10.2.2 A Framework Travel Plan has been submitted with the planning application as a standalone document and provides an outline of sustainable travel measures tailored to the uses at the site along with a plan for implementing and monitoring these measures.

10.2.3 The Framework Travel Plan includes targets to reduce single occupancy car driver trips by 10% over the 5-year timeframe of the Travel Plan with an equivalent increase in public transport/active travel trips. It is envisaged that this Framework Travel Plan would be secured through a suitably worded planning condition/s106 obligation.

10.3 Construction Management Plan

10.3.1 An Outline CMP has been submitted as part of the planning application, which will be implemented by the principal contractor during construction. A Detailed CMP will be secured by condition and would be submitted by the contractor prior to the commencement of the construction works.

10.3.2 The Outline CMP represents the minimum requirements to be adopted on-site by the principal contractor, which seeks to ensure that construction vehicle trips occur outside highway peak periods wherever possible and deliveries will be timed to avoid the peak times for pedestrian movement (such as school start and finish times) as far as possible so as to mitigate against potential conflict between construction traffic and other road users.

10.3.3 As part of the Detailed CMP, a Construction Traffic Management Plan (CTMP) would be developed prior to the commencement of construction, which will define the hours during which deliveries can be made to and from the site and the routes that vehicles will take. In addition, safe pedestrian passage would be maintained at all times during the construction phase, including adequate footway widths to allow wheelchair users and pushchairs to pass, clear directional signage on hoarding and keeping walkways clear of trip hazards.

10.3.4 A summary of the details contained in the outline CMP are set out in Chapter 9.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

10.4 Vehicle Trip Mitigation

10.4.1 The transport impact assessment described in Chapter 8 has shown that Junction 6 (A555/ Enterprise Way) is expected to deteriorate within the next 5 years to 2030 as a direct result of background traffic growth and committed development traffic i.e. without the inclusion of traffic associated with the Proposed Development. Junction 2 (Thorley Lane / Enterprise Way) is also shown to be operating over capacity by 2035 with development.

10.4.2 When the DoS is shown to exceed 100%, and a junction fully breaks down, the algorithms in the modelling software add any additional demand onto the back of the existing queues, resulting in exponential increases in queuing and delay that in reality, is unlikely to occur as traffic would seek alternative routes to avoid the junction or would amend journey times to avoid the highway peak hour (i.e. peak spreading).

10.4.3 In line with national policy for a vision-led approach, enhancements to highway capacity to protect the convenience of car-based trips should be considered as a last resort and the focus should be about re-prioritising the road user hierarchy for pedestrians, cyclists and public transport with vehicular traffic at the bottom.

10.4.4 The benefits of active travel and public transport improvements often far outweigh the costs of highway improvements.

10.4.5 It has been noted that the site has a high level of public transport accessibility with the GMAL equivalent to city centre sites and therefore there is a significant potential for more people to travel by sustainable means. Furthermore, the designed-in mitigation with levels of car parking less than the maximum permitted under the parking standards, well connected walk and cycle routes to public transport nodes and local amenities with high quality streetscape and cycle parking, puts the emphasis on planning for people and places over the needs of vehicles.

10.4.6 The Framework Travel Plan also seeks to reduce single occupancy car driver trips by 10% over the 5-year timeframe and promote the use of sustainable and active travel. All of which seek to minimise the need to travel, prioritise and promote active travel and public transport use, and minimise the transport impacts arising from the proposed development.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

11 Summary and Conclusion

11.1 Summary

11.1.1 This TA has been prepared by Buro Happold on behalf of Airport City Limited Partnership (the Applicant) in support a hybrid planning application for a new science, innovation and manufacturing campus at MIX Manchester (formerly Airport City North) M90 5AZ (the site). The Phase 1 planning application will be submitted to MCC.

11.1.2 The site has a high level of public transport accessibility similar to that found in city centre locations. TfGM's Greater Manchester Accessibility Levels (GMAL) shows the western part of the site has a GMAL of 6 and the eastern part of the site has a GMAL between 6 and 7.

11.1.3 Walking and cycling also provide viable alternatives to the car for shorter distances with shared routes available in the area allowing pedestrians and cyclists to largely avoid interaction with traffic. Manchester Airport station at the Ground Transport Interchange and Wythenshawe town centre are located within a 10-minute cycle of the site.

11.1.4 Analysis of the quality and condition of the existing cycle and walking network in the vicinity of the site has been undertaken as part of this transport assessment in order to inform MCC / TfGM about existing conditions for active travel. Whilst this active travel assessment has identified some recommendations to improve active travel infrastructure, it is important to note that the findings of this assessment are not a list of improvements that are required to mitigate the impacts of the proposed development.

11.1.5 The proposed development comprises a hybrid planning application for the following:

1) *Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.*

2) *Outline planning permission for development of a range of uses (comprising Use Class E.g., B2, C1) alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.*

11.1.6 Construction is expected to commence Q4 2026 with completion of the Detailed Element in 2030 and the Outline Element in 2035.

11.1.7 The masterplan and public realm design has been developed to create high quality spaces that connect to the surrounding context and local community to enhance accessibility. Connections with existing active travel infrastructure are proposed via the pedestrian and cycle bridge over the M56 Spur thereby opening up the area for the local community, which is in line with the aspirations of the SRF to enhance permeability within the area and its surrounding networks.

11.1.8 Cycle parking will be provided in accordance with MCC's standards with a total of 254 long stay cycle parking spaces and 102 short stay spaces provided on-site. Cycle parking will be provided in accordance with LTN 1/20 Cycle Infrastructure Design Guidance (2020).

11.1.9 There are no changes proposed at the site in terms of vehicle access with the existing JetParks 1 car park

Copyright © 1976 - 2026 Buro Happold. All rights reserved

entrance on Thorley Lane providing access to the western part of the proposed development and the existing roundabout on Enterprise Way providing access to the eastern part. Deliveries and servicing will take place on-site via the layby locations provided adjacent to the relevant buildings along the internal access road and/or via the loading areas provided at the rear of the two plots, which given their size may have the potential to generate more articulated vehicle movements than the smaller size plots.

11.1.10 The proposed development will provide a total of 2,013 car parking spaces, which includes 1,364 spaces for MIX and 649 spaces already allocated to permitted off-site development to the south of MIX as part of previous planning consents. 1,493 spaces will be provided as part of the Detailed Element within a MSCP structure at Plot E1 and the remainder (520 spaces) will be provided as part of the Outline Element in a MSCP structure at Plot F3. This car parking will managed by MAG and will be for site users/permit holders only.

11.1.11 The existing on-site Airport parking at JetParks 1 (1,152 spaces) will be removed and customers will continue to have access to other MAG-owned and operated car parks across the Airport.

11.1.12 Of the total car parking provided for MIX, 5% of spaces will be designed to be accessible. Some disabled parking will be provided in close proximity to the building entrances at each of the plots.

11.1.13 The proposed car parking at the site is substantially less than the maximum permissible number under MCC's standards. This reduction is considered acceptable given the site location with very good public transport accessibility and that users associated with the proposed hotel are unlikely to travel by car and/or park on-site but will likely be flying into/out of Manchester Airport and walk to/from the hotel or travel by other means.

11.1.14 To encourage the take up of electric vehicles and reduce carbon emissions, 20% of car parking spaces at the MSCP will be provided with electric vehicle charging infrastructure. This will include 5% active provision and 15% passive provision, providing the necessary infrastructure to enable installation and activation in the future should demand require it. This demand will be monitored as part of the Framework Travel Plan to ensure provision meets demand.

11.1.15 A multi-modal trip generation assessment has been undertaken and the impact assessment concludes that the proposed development would not have a significant impact on the pedestrian, cycle and public transport networks.

11.1.16 Whilst it is acknowledged that the adopted mode split for the Metrolink may be on the low side given that the Metrolink line to the airport was opened in 2014 after Census data was collected, no adjustments have been made to the model split given that an increase in public transport use would equally result in a decrease in car driver use. A worst case has therefore been adopted for the purpose of the junction impact analysis. Noting that the vehicle trip generation also represents a wort case as around 25% of trips are theoretically already on the highway network as this relates to the 649 parking spaces proposed on-site that are already allocated to permitted off-site development.

11.1.17 The assessment shows that in the existing situation, all junctions included in the study area operate satisfactorily with a DoS below 85%, with the exception of Junctions 5 and 6 (A555 at Outwood Lane and Enterprise Way), which operate at capacity during the morning and evening peak hours.

11.1.18 All other junctions are shown to operate satisfactorily in all modelled scenarios, except Junction 2 (Thorley Lane / Enterprise Way) which is shown to operate over capacity in 2035 with development.

11.1.19 When the DoS exceeds 100%, and a junction fully breaks down, any additional demand is added onto the back

Copyright © 1976 - 2026 Buro Happold. All rights reserved

of the existing queues, resulting in exponential increases in queuing and delay that in reality, is unlikely to occur as traffic would seek alternative routes to avoid the junction or would amend journey times to avoid the highway peak hour (i.e. peak spreading).

11.1.20 In line with national policy for a vision-led approach, enhancements to highway capacity to protect the convenience of car-based trips should be considered as a last resort and the focus should be about re-prioritising the road user hierarchy for pedestrians, cyclists and public transport with vehicular traffic at the bottom.

11.1.21 It has been noted that the site has a high level of public transport accessibility with the GMAL equivalent to city centre sites and therefore there is a significant potential for more people to travel by sustainable means. Furthermore, the designed-in mitigation with levels of car parking less than the maximum permitted under the parking standards, well connected walk and cycle routes to public transport nodes and local amenities with high quality streetscape and cycle parking, puts the emphasis on planning for people and places over the needs of vehicles. The Framework Travel Plan submitted with the planning application also seeks to minimise the transport impacts arising from the proposed development by prioritising and promoting active travel and public transport use.

11.1.22 The Framework Travel Plan includes a target to reduce single occupancy car driver trips by 10% over the 5-year timeframe. It is envisaged that this Framework Travel Plan would be secured through a suitably worded planning condition /s106 obligation. While no quantitative analysis can be undertaken to determine the overall effect of a Travel Plan, it is widely acknowledged that a successful Travel Plan will have a beneficial effect on influencing sustainable travel behaviour.

11.1.23 To mitigate against potential conflict between construction traffic and other road users during the construction phases, an Outline Construction Management Plan (CMP) has been submitted as part of the planning application, which will be implemented by the principal contractor during construction. A Detailed CMP will be secured by condition and would be submitted by the contractor prior to the commencement of the construction works.

11.1.24 As part of the Detailed CMP, a Construction Traffic Management Plan (CTMP) would be developed prior to the commencement of construction, which will define the hours during which deliveries can be made to and from the site and the routes that vehicles will take.

11.2 Conclusion

11.2.1 Based on the assessment outlined in this report, it is concluded that the proposals accord fully with prevailing transport policy guidance subject to the mitigation set out in this TA and that the development proposals are appropriate for the location.

11.2.2 In conclusion, it is considered that there are no reasons in transport terms why the proposed development should not be granted planning permission.

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Appendix A Architect Site Layout Plans

Copyright © 1976 - 2026 Buro Happold. All rights reserved

A0



Illustrative Masterplan
1 : 1000

© COPYRIGHT
The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

NOTES

- Planning Application Boundary
- Outline Development Parcels
- Proposed Building Footprints for Detailed Approval
- Illustrative Building Plots for Approval in Outline (all matters reserved, save for primary access)

REVISIONS

REV.	DATE	AMENDMENT
P01	05/02/26	Planning Boundaries
P02	05/02/26	Planning Boundary Updated
P03	11/03/26	For Planning
P04	16/03/26	For Planning

KEYPLAN

CLIENT
Airport City Limited Partnership

PROJECT
MIX Manchester

SCALE@A0	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 1000	16/03/26	JD	CP	PC

DESCRIPTION
Illustrative Masterplan

STAGE
Stage 3

SR NO.
7092

SHEPPARD ROBSON
77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardrobson.com

STATUS PURPOSE FOR ISSUE
S2 Planning

DRAWING NO.
7092-SRA-ZZ-ZZ-DR-A-02050

REV.
P04

© This drawing is copyright protected and may not be reproduced in whole or part without written authority from the owner.

NOTES:
1. Do not scale from this drawing; always work to noted dimensions.
2. All setting out, levels and dimensions to be agreed on site.
3. All dimensions are in millimetres unless otherwise stated.
4. The dimensions of all materials must be checked on site before being laid out.
5. This drawing must be read with the relevant specification clauses and detail drawings.
6. Order of construction and setting out to be agreed on site.

BOUNDARY KEY

Planning Application Boundary

Outline Development Parcels



NOTE

General Arrangement Plan to be read in conjunction with drawings:
3223-PLA-XX-XX-DR-L-0001 - General Arrangement Plan
3223-PLA-XX-XX-DR-L-0003 - Interim Landscaping Plan
2332-PLA-XX-XX-DR-L-0005 - Phasing Strategy
3223-PLA-XX-XX-DR-L-1000- Hardworks General Arrangement Plan
3223-PLA-XX-XX-DR-L-1001- Edging General Arrangement Plan
3223-PLA-XX-XX-DR-L-2000- Trees General Arrangement Plan
3223-PLA-XX-XX-DR-L-2001- Planting General Arrangement Plan
3223-PLA-XX-XX-DR-L-2002- Tree Constraints Plan
3223-PLA-XX-XX-DR-L-4000 - Furniture General Arrangment Plan
3223-PLA-XX-XX-DR-L-4001 - Boundaries Plan

Revision	Date	Description	Drawn	Apprvd.
P07	19/03/2026	Planning Issue	SY	RM
P06	03/03/26	Minor amends to layout	SY	RM
P05	13/02/26	Initial Issue	SY	RM

PLANIT

Manchester | London | Liverpool | Leeds | Standish

Manchester
2 Back Grafton Street
Altrincham
Cheshire
WA14 1DY

W: planit-ie.com
E: info@planit-ie.com
T: 0161 928 9281

Client Manchester Airport Group

Project Manchester Airport City North Phase 1

Drg Title Illustrative Masterplan

Created on	Created by	Approved by
10/11/25	AS / SY	RM

Scale	Size	Workstage
1:1000	A1	RIBA 3

Drg No.	Suitability	Revision
3223-PLA-XX-XX-DR-L-0002	S3	P07

© Planit I.E. Limited

Appendix B Transport Scoping and Trip Generation Note

Copyright © 1976 - 2026 Buro Happold. All rights reserved

BURO HAPPOLD

Transport Scoping Note

Project	MIX Manchester
Subject	Transport Scoping
Project no	0068696
Date	30 October 2025

Revision	Description	Issued by	Date	Approved (signature)
01	First Draft	NM	22.10.25	CM
02	*First Issue (recalled)*	*NM*	*30/10/25*	*CM*
03	Second Issue	NM	31/10/25	CM

1 Introduction

1.1.1 This Transport Scoping Note has been prepared on behalf of Manchester Airport Group (MAG) and its joint delivery partners (the Applicant) in relation to a forthcoming planning application for Phase 1 of MIX Manchester, a science and innovation campus at Manchester Airport (the site).

1.1.2 MIX Manchester, formerly known as Airport City North, falls within the Airport City Enterprise Zone, which was established in 2012. A detailed masterplan was subsequently prepared for Airport City North, which was primarily office-led and incorporated light industrial, advanced manufacturing, hotel space, and associated amenities to support these uses. This received outline planning permission in 2012, however this was not implemented and lapsed in 2015.

1.1.3 In the interim, some individual plots have gained full planning permission including the Hotel District, which has a new Holiday Inn, Ibis Budget hotel and Tribe Hotel Manchester, all of which are under construction or in operation. In 2018/2019 applications for plots within Airport City North containing offices and car parks were also approved and this permission was implemented through the construction of a small internal access road but no further works have been undertaken. A new pedestrian footbridge over the M56 Airport Spur was opened in 2021, providing a connection from the masterplan through to the Airport and Ground Transport Interchange (GTI).

1.1.4 Since the adoption of the Airport City Enterprise Zone in 2012, major economic and societal changes have had a significant impact on the office and wider property market and the Airport City North proposition needed to be refreshed. A new masterplan has now been prepared on behalf of MAG, which re-defines Airport City North as MIX Manchester ('MIX') – a new science, innovation and manufacturing campus. An updated Strategic Regeneration Framework (SRF) has been prepared to reflect this change in vision for the masterplan, and will guide development coming forward within the Framework area.

1.1.5 Figure 1.1 shows the area covered by the MIX SRF. The Framework area is intersected by Enterprise Way, dividing the site into three separate parcels which cover a combined area of 23 hectares.

This Transport Scoping Note has been prepared for the sole benefit, use and information of Manchester Airport Group (MAG) for the purposes set out in the Transport Note or instructions commissioning it and shall be subject to the express contract terms with Manchester Airport Group (MAG). BH assumes no liability or responsibility for any reliance placed on this Transport Note by any third party. All concepts and proposals are copyright © 1976 – 2025 Buro Happold. All rights reserved. Issued in commercial confidence.

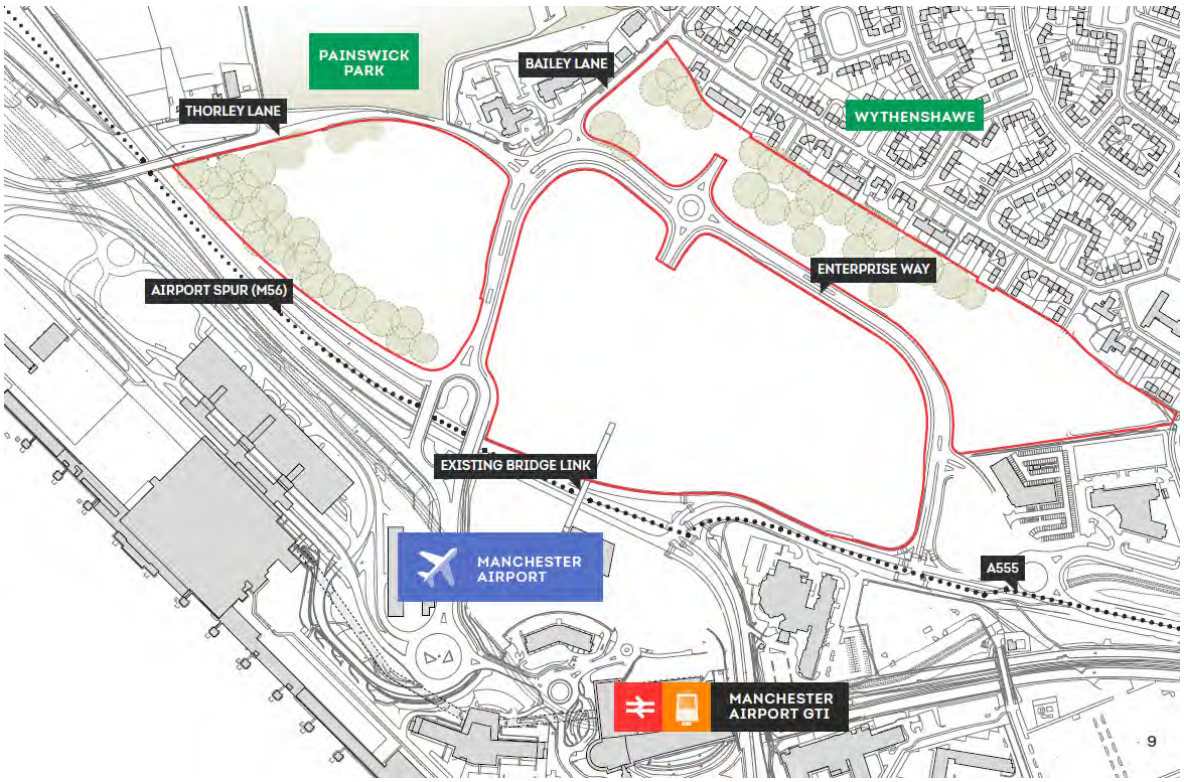


Figure 1.1 MIX Manchester - SRF Area

1.2 Phase 1 Planning Application

1.2.1 Following the production of the SRF, MAG now intended to submit Phase 1 of MIX for planning in Spring 2026 as a hybrid application comprising the following:

- Detailed application: Mid-Tech units and a Multi-storey Car Park (MSCP)
- Outline application: Mid Tech units, MSCP, Hotel, Office and GMP/R&D Laboratory space.

1.2.2 Further details of the proposed development are provided in Section 4.

1.2.3 This note has been prepared to inform pre-application discussions with Manchester City Council (MCC), Transport for Greater Manchester (TfGM) and other relevant stakeholders on transport issues related to the forthcoming Phase 1 planning application and to propose a scope for the Transport Assessment (TA) and other supporting documents for the application.

2 Site Context

2.1.1 The site location in the context of the surrounding area is shown on Figure 2.1.

2.1.2 The site is located around 400m north of Manchester Airport and around 12km south of the city centre, separated from the Airport by the M56 Airport Spur and A555 Ringway Road West that run along the southern boundary of the site. To the north of the site lies the residential community of Wythenshawe; to the east is the recently established Manchester Business Park with Manchester Airport to the south and Painswick Park to the north-west.

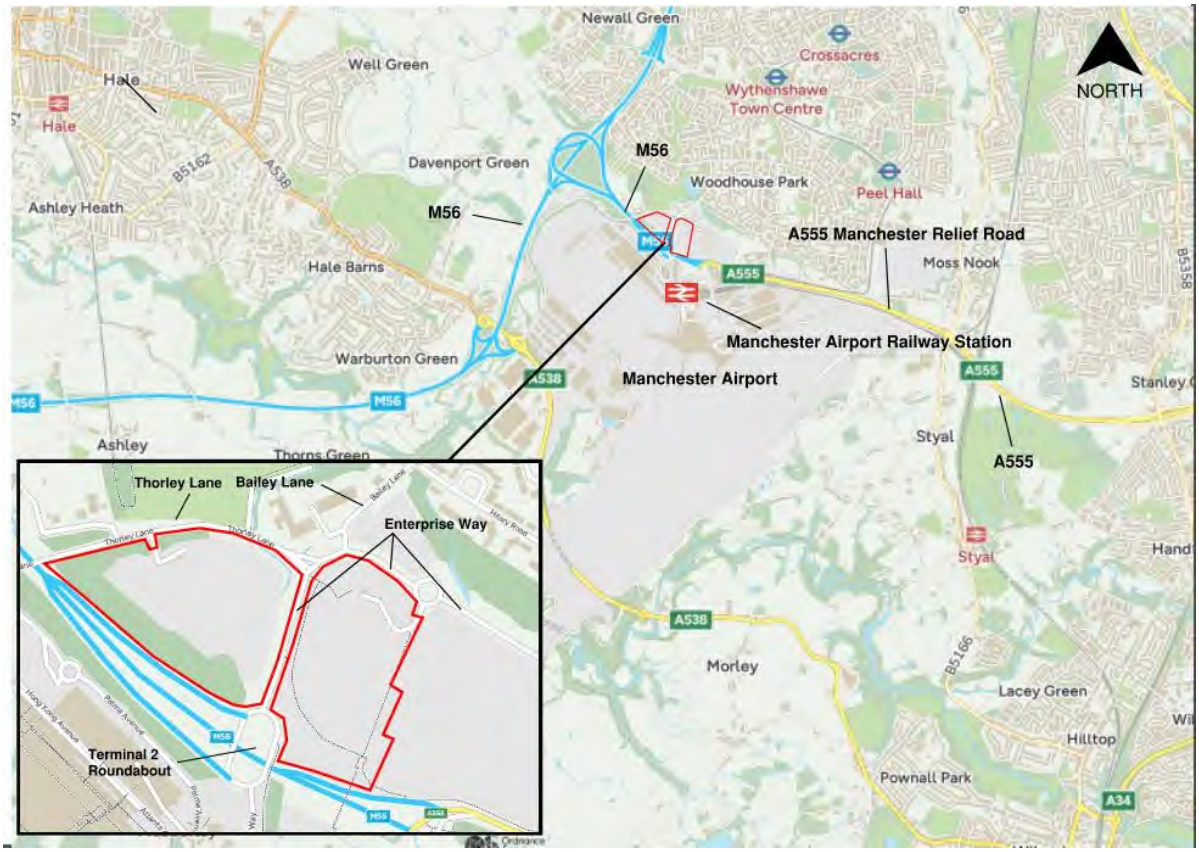


Figure 2.1 Site Location and Wider Context

3 Accessibility Overview

3.1 Walking and Cycling

3.1.1 The residential area of Wythenshawe to the north is within acceptable walking distance of the site with good infrastructure in place to encourage walking and cycling. Footways are present on both sides of Bailey Lane and shared-use pedestrian/cycle routes are also present along both sides of Enterprise Way, providing links to Manchester Business Park to the east and to the Airport to the south via Terminal 2 Roundabout.

3.1.2 There are uncontrolled pedestrian crossings with dropped kerbs and tactile paving across all arms of the Enterprise Way roundabout, which is the eastern site access situated approximately 130m east of Bailey Lane.

3.1.3 Whilst there are no dedicated cycle lanes on Bailey Lane and the residential streets to the north, the area is lightly trafficked with 30mph speed limits generally, and some streets with 20mph speed limits (refer to Figure 3.1) that provide a good cycling environment.

3.1.4 Pedestrian User-Friendly Intelligent (Puffin) crossings are provided at the Enterprise Way/Thorley Lane signal junction. There are also cycle Advanced Stop Lines (ASL) provided at this junction, which allow cyclists to position themselves ahead of vehicles.

3.1.5 A shared pedestrian/cycle route is present along the southern side of Thorley Lane for approximately 100m, where it then becomes a footway to the existing Jet Parks 1 car park access located approximately 120m further west along Thorley Lane, which is the western site access point.

3.1.6 Approximately 130m south of the Enterprise Way/Thorley Lane signal junction, a further Puffin crossing is located on Enterprise Way providing a route between the two sides of Phase 1 of MIX. The shared route then continues southwards along the eastern side of Enterprise Way to the Terminal 2 Roundabout located approximately 70m further south, which then becomes a segregated footway and cycleway along the eastern side of the roundabout. This crosses over the M56 Airport Spur, continuing southwards via World Way into the Airport and connecting to the GTI.

3.1.7 Local cycle routes in the vicinity of the site are shown on Figure 3.1. Bailey Lane and Thorley Lane form part of the Manchester Airport Orbital Cycleway (Regional Cycle Network Route 85), which is 12km mainly off-road cycle route from Manchester city centre via Fallowfield, Wythenshawe and around Manchester Airport.



Figure 3.1 Local Cycle Routes

3.2 Public Transport

3.2.1 The site is well connected to public transport. TfGM's Greater Manchester Accessibility Levels (GMAL) model is used to measure public transport accessibility in Greater Manchester. GMAL is scored from 1 to 8, with 1 representing very low accessibility and 8 representing the highest level of accessibility.

3.2.2 The GMAL output for the site is shown on Figure 3.2. It shows the western part of the site has a GMAL of 6 and the eastern part of the site has a GMAL between 6 and 7, demonstrating a high level of public transport accessibility.

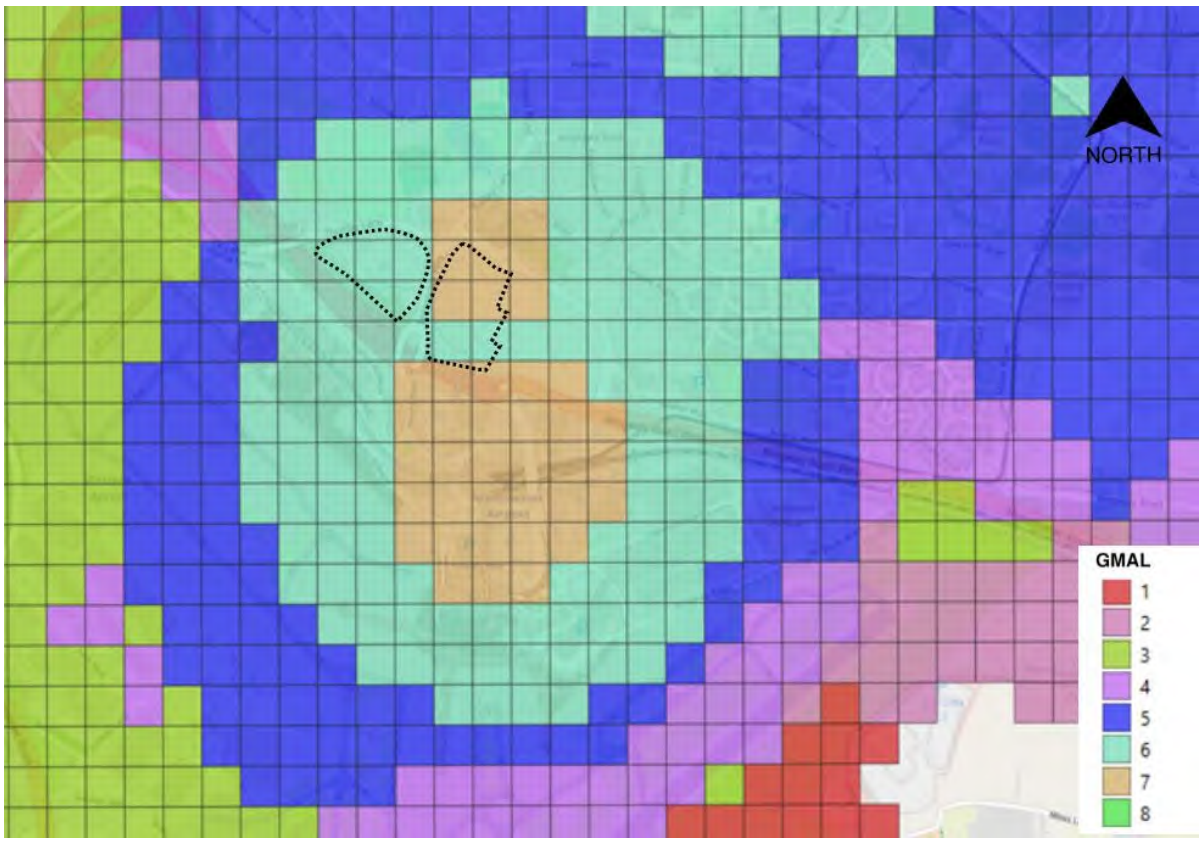


Figure 3.2 Public Transport Accessibility Level (PTAL) in Southampton

3.2.3 The nearest bus stops to the site are located on Bailey Lane (c. 350m) and Thorley Lane (c. 800m), with additional services available via the bus station located at the GTI. These bus stops are served by a total of 10 bus routes.

3.2.4 The nearest railway station to the site is 'Manchester Airport' at the GTI, which is approximately 650m to the south or an 8-minute walk via the Terminal 2 Roundabout, or a 5-minute cycle. Metrolink services are also available at Manchester Airport via the 'Navy Line', which runs northwards via Peel Hall, Wythenshawe town centre and Sale Water Park to Firswood, Stretford.

3.3 Site Access and Highway Network

3.3.1 The site currently has two access points to the existing highway network; the eastern part of the site to the south and east of Enterprise Way is predominantly brownfield land, previously used for car parking. There is an existing site access via a spur off the roundabout on Enterprise Way but this is currently fenced off.

3.3.2 Access to the western part of Phase 1 is located on Thorley Lane approximately 220m west of the Enterprise Way/Thorley Lane signal junction. The access is currently used by JetParks 1 for airport parking and drop-off. This car park has 1,152 car parking spaces. The access operates as a priority junction with a right turn lane provided on Thorley Lane.

3.3.3 A summary of the main characteristics of the existing highway network in the vicinity of the site are as follows.

Bailey Lane

3.3.4 Bailey Lane is a single carriageway road with a 30mph speed limit providing access to/from the north via Wythenshawe. It has traffic calming (speed cushions) and a 7.5 tonne weight restriction.

Enterprise Way

3.3.5 Enterprise Way is a dual carriageway with a landscaped central reserve, which opened in November 2017 as part of the Airport City North development. This link road forms a loop between the Terminal 2 Roundabout and A555 Ringway Road West.

Thorley Lane

3.3.6 Thorley Lane is a single carriageway road with a 40mph speed limit, providing access to Wythenshawe via Bailey Lane to the north and to Runger Lane and the Airport to the south. Thorley Lane links with Outwood Lane to provide access to Terminal 1 and 2.

A555 Ringway Road West

3.3.7 Ringway Road West is a 40mph dual carriageway between Outwood Lane and Ringway Road where it then becomes the Manchester Airport Relief Road approximately 1km further to the east.

M56

3.3.8 The M56 airport spur connects the A555 / Outwood Lane to Junction 5 of the M56. It also provides direct access to Manchester Airport via the Terminal 2 Roundabout. The M56 motorway serves the Cheshire and Greater Manchester areas providing a strategic east-west route from Junction 4 of the M60 at Gatley (Kingsway Interchange) south of Manchester, to Dunkirk, approximately 6km north of Chester. The M56 also provides a connection to the M6, approximately 15km to the west.

M60

3.3.9 The M60 motorway is Manchester's Orbital Ring Road, located approximately 5km north of the M56 Junction 5. The M60 provides access to Manchester city centre, Greater Manchester and Lancashire. It also provides connections with a number of strategic motorways such as the M602, M61, M62, M66 and M67.

4 Development Proposals

4.1.1 As stated, it is proposed to submit a hybrid planning application for Phase 1 of MIX, comprising:

- Detailed application - Mid-Tech units and a Multi-storey Car Park (MSCP)
- Outline application - Mid Tech units, MSCP, Hotel, Office and GMP/R&D Laboratory space

4.1.2 Figure 4.1 shows the current indicative layout of Phase 1 with red line boundaries for the outline areas (shaded blue) and the detailed areas (shaded pink), with plot numbers.

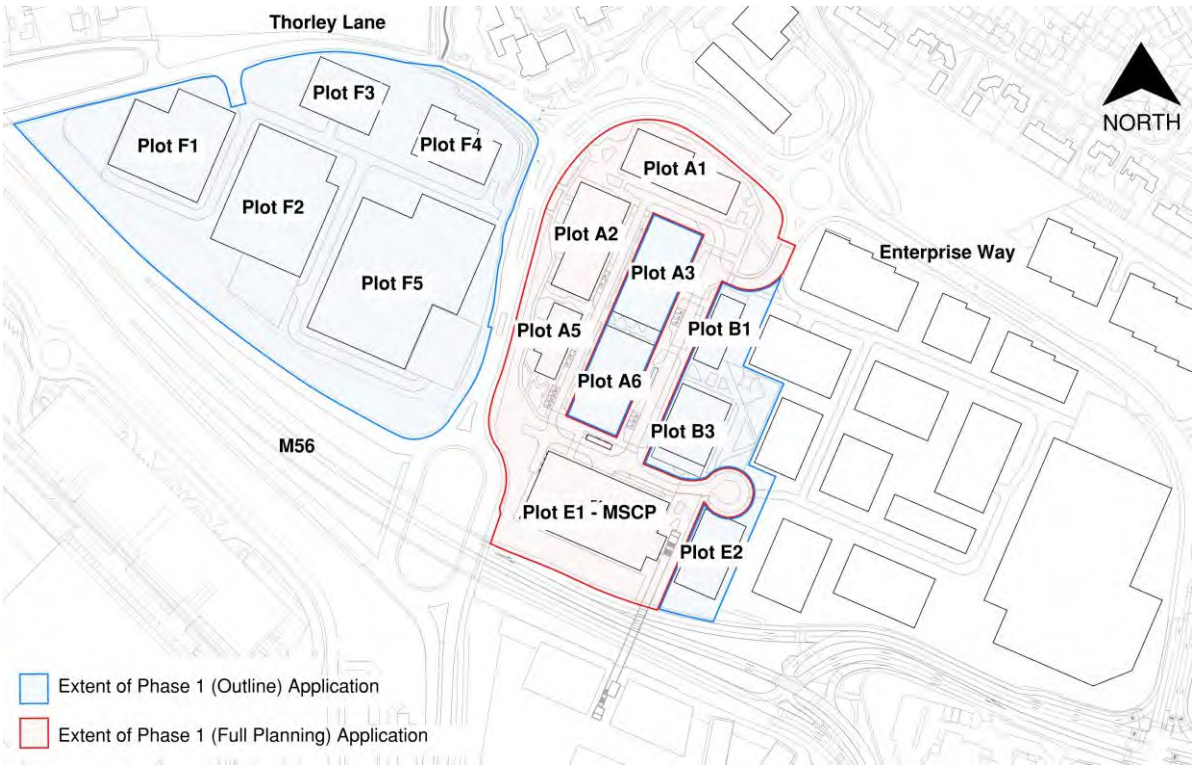


Figure 4.1 MIX Phase 1 – Indicative Site Layout Plan

4.1.3 A summary of the development schedule for Phase 1 is shown in Table 4.1 with a breakdown by plot and detailed/outline elements of the hybrid application in Table 4.2. It is noted that this schedule is subject to change as the design progresses.

Table 4.1 Land Use Schedule for MIX Phase 1 – Summary

Land Use	Land Use Class	Parameter	Total
Mid Tech	Flex E(g)(i), E(g)(ii), E(g)(iii)	Sqm GIA	16,300
Tier 1 GMP*	Flex B2 and B8, anc. E(g)(i) and E(g)(ii)	Sqm GIA	28,620
Tier 2 GMP* / R&D Laboratory	Flex B2, E(g)(ii), E(g)(iii)	Sqm GIA	9,730
Office	E(g)(i)	Sqm GIA	8,100
Hotel	C1	Rooms	170
MSCP	Sui Generis	Spaces	2,020

** Good Manufacturing Practice space*

Table 4.2 Land Use Schedule for MIX Phase 1 – Breakdown by Plot and Application Type

Plot	Land Use	Land Use Class	Parameter	Total
Detailed Element				
A1, A2 and A5	Mid Tech	Flex E(g)(i), E(g)(ii), E(g)(iii)	Sqm GIA	7,890
E1	MSCP	Sui Generis	Spaces	1,500
Outline Element				
A3 and A6	Mid Tech	Flex E(g)(i), E(g)(ii), E(g)(iii)	Sqm GIA	5,730
B1	Hotel	C1	Rooms	170
B3	Tier 2 GMP / R&D Laboratory	Flex B2, E(g)(ii), E(g)(iii)	Sqm GIA	9,730
E2	Office	E(g)(i)	Sqm GIA	8,100
F1, F2, F5	Tier 1 GMP	Flex B2 and B8, anc. E(g)(i) and E(g)(ii)	Sqm GIA	28,620
F3	MSCP	Sui Generis	Spaces	520
F4	Mid Tech	Flex E(g)(i), E(g)(ii), E(g)(iii)	Sqm GIA	2,680

4.1.4 It is noted that the MSCP in the detailed element has previously been approved as part of the consented scheme for Plots E1-E3 at Airport City (Planning Reference 121323/FO/2018).

4.2 Access

4.2.1 Access to the western part of the site will be at the existing Jet Parks 1 car park access on Thorley Lane and for the eastern part of the site, this will be via the existing roundabout on Enterprise Way.

5 Planning Application – Transport Deliverables

5.1.1 Following submittal of this scoping note, it is intended to discuss the deliverables for the planning application with MCC and TfGM. Currently we propose to submit a Transport Assessment (TA) and Travel Plan with the application, described as follows.

5.2 Transport Assessment

5.2.1 The basic structure of the TA will follow current national best practice guidance as follows.

- **Planning Policy -** Description of relevant National, Regional and Local Policy relevant to the proposed development in transport terms.
- **Baseline Conditions -** This section will describe the existing transport baseline conditions with regard to the pedestrian and cycle networks, public transport facilities and the highway network including collected traffic flow data. Analysis of collisions occurring in the vicinity of the proposed development over the last five years will also be included.
- **Development Proposals -** A description of the development proposals including access by all transport modes, parking, provision for servicing / deliveries and emergency vehicle access.
- **Trip Generation -** The intended approach to the trip generation assessment for the TA is set out in the Trip Generation Note in Appendix A.
- **Transport Impacts -** This will assess the impacts of the development on all transport modes using the multi-modal trip generation assessment. Further discussion is required with MCC and TfGM to determine the impact assessment required based on their review of this scoping report.

  Notwithstanding this, it is expected that a qualitative impact assessment of walking, cycling and public transport trips will be undertaken. Trips will be distributed on the relevant elements of the local network and any infrastructure capacity and quality issues identified.

  A quantitative impact assessment of vehicle trips is proposed, considering the network immediately around the site. Figure 5.1 shows the junctions which are directly relevant to trips generated by the proposed development and likely to require assessment. Currently it is proposed to model the local junctions in LinSig but strategic traffic / traffic growth will need to be considered further during this scoping process. Traffic surveys have already been completed at the local junctions identified below to be used in the modelling (W/C 13th October 2025).

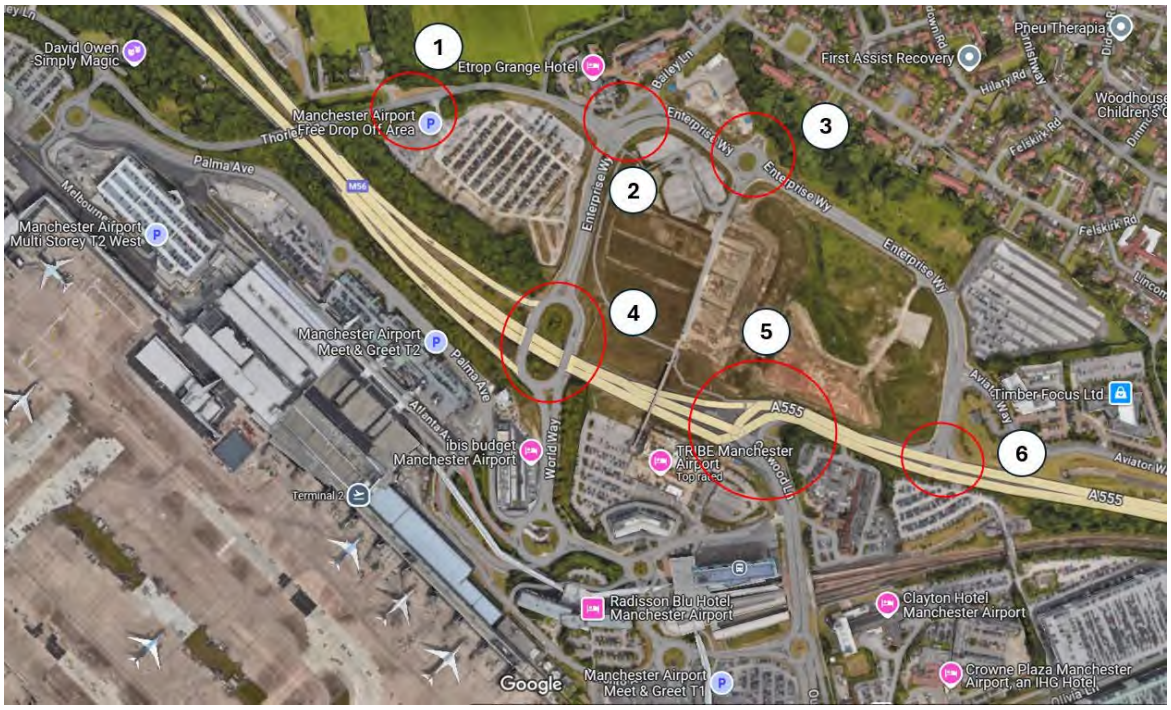


Figure 5.1 Junctions Directly Linked to MIX Vehicle Trips

- **Mitigation Measures -** A description of the design solutions and mitigation measures to reduce any impacts identified will be provided.
- **Construction -** It is expected that MCC will require a Construction Logistics Plan (CLP) to be provided by Condition – to be confirmed by MCC. Subject to the appointment of a contractor and available information at the time, this chapter within the TA will provide an overview of the construction information. This would include details of the construction programme for all possible phases with estimated opening year(s) and a general description of each stage of works (e.g. sub-structure, superstructure etc.), construction phase traffic data, including estimated numbers of daily and monthly vehicle movements by phase, and a breakdown of vehicle type (HGV / LGV). An overview of traffic routing and access points will also be provided.
- **Summary and Conclusions -** This will be provided in tabular form so the key transport impacts and issues can be identified with their respective solutions and mechanisms in response.

5.3 Travel Plan

5.3.1 It is proposed to submit a site-wide Framework Travel Plan for all proposed land uses within Phase 1.

6 Next Steps

6.1.1 Following submittal of this Transport Scoping Note it is proposed to arrange a meeting with transport/highways officers at MCC as soon as possible, and then with MCC and TfGM. The purpose of the meetings will be to present the details of the scheme as they stand at the time with a briefing from the scheme architects. Buro Happold will then summarise the proposed methodology for the TA and supporting technical documents and seek to agree the scope of all assessments at that point. In particular we wish to discuss the following:

- Proposed trip generation methodology
- Approach to assessing impact on sustainable modes
- Traffic impact / junction modelling and extent of local and strategic assessment

6.1.2 The target is to submit the planning application in March 2026.

Appendix A: Preliminary Trip Generation

BURO HAPPOLD

MIX Manchester

Trip Generation Note

0068696-BHE-XX-XX-RP-TP-0010

0068696

23 December 2025

Revision P01

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Revision	Description	Issued by	Date	Checked
P01	First Draft	NM	23.12.25	CM

https://burohappold.sharepoint.com/sites/068696/Shared Documents/Transport and Mobility/04 Reports/Trip Generation Note/Trip Generation Note for planning/0068696 251223 MIX - Trip Generation Note.docx

Report Disclaimer

This Report was prepared by Buro Happold Limited ("BH") in accordance with, and remains subject to, the terms of BH's appointment for the benefit of MIX in relation to for planning. BH responsibility shall be limited to the purpose for which this Report was prepared, with BH assuming no liability for any reliance placed on this Report by any third party.

Notwithstanding the foregoing, the content of this Report shall remain subject to the following:

1. This Report is based upon the information and knowledge available to BH at the time of writing and, unless otherwise expressly stipulated herein, BH has not sought to verify or validate any data received by BH and/or which may underpin this Report.

2. BH assumes no ownership nor liability in respect of any third-party design, workmanship and/or deliverables, and shall not be held responsible for the consequences of any negligence, error or omission in respect of the same.

3. BH does not guarantee any particular outcome, nor does BH provide any warranty in respect of any third-party services, equipment requirements and/or software and is not responsible for the outcome or use of the same; regardless of whether the content of this Report is followed.

4. Where specifications or materials are mentioned or referred to in this Report, BH does not condone use or supply of materials that would breach any laws, sanctions or other restrictive measures in any jurisdiction including but not limited to use or supply of steel or its components originating from Russia.

5. This Report shall not be construed as investment or financial advice.

BH reserves the right on notice to withdraw this Report and all associated intellectual property rights, licences or otherwise granted pursuant to BH's appointment should any payments which fall due not be paid in full. Any reliance placed upon the Report in such circumstances shall be deemed null and void.

author	**Natalie Maynard**
date	**23.12.25**
approved	**Chris Mullett**
signature	
date	**23.12.25**

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Contents

1 Introduction **5**

2 Basis of Assessment **6**

2.1 Masterplan Layout and Accommodation Schedule 6

2.2 Parking 7

3 Trip Generation Assumptions **8**

3.1 Land Use 8

3.2 Car Parking 8

4 Person Trips **9**

4.2 Class B2 9

4.3 Class E (g) (ii) and (iii) 9

4.4 Class E (g) (i) (ii) and (iii) 10

4.6 Flexible Class E 11

5 Mode Split **12**

5.2 Workplace Vehicle Mode Split 12

5.3 Hotel Vehicle Mode Split 14

5.4 Multi-modal Mode Split Summary 15

6 Vehicle Trip Generation **16**

7 Total Trip Generation for Phase 1 **18**

8 Vehicle Distribution **20**

Appendix A TRICS Output

Appendix B Distribution Assumptions

Table of Tables

Table 2.1 Land Use Schedule and Floor Areas **7**

Table 2.2 On-Site Parking Provision **7**

Table 4.1 Peak Hour Person Trip Rates – General Industrial Use (Outline Application) **9**

Table 4.2 Peak Hour Person Trips – General Industrial Use (Outline) **9**

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Table 4.3 Peak Hour Person Trip Rates – R&D and Light Industrial Use (Outline) 10

Table 4.4 Peak Hour Person Trips by Plot – R&D and Light Industrial Use (Outline) 10

Table 4.5 Peak Hour Person Trips by Plot – Class E (g) (i) (ii) and (iii) (Detailed Application) 10

Table 4.6 Peak Hour Person Trip Rates - Hotel (Outline) 11

Table 4.7 Peak Hour Person Trips by Plot – Hotel (Outline) 11

Table 5.1 Census Baseline Workplace Vehicle Mode Split 12

Table 5.2 Workplace Vehicle Mode Split - TRICS 14

Table 5.3 Adopted Vehicle Mode Split - Workplace 14

Table 5.4 Adopted Vehicle Hotel Mode Split 14

Table 5.5 Adopted Mode Split – Baseline for Discussion 15

Table 6.1 Total Vehicle Trip Generation 16

Table 6.2 Parking Trips Generated by Off-site Land Uses 16

Table 6.3 Service Vehicle Trip Rates (per 100sqm) 17

Table 6.4 Total Peak Hour Servicing Trips 17

Table 7.1 Total Person Trips by Mode for Phase 1 18

Table 7.2 Total Vehicle Trip Generation for Phase 1 19

Table 8.1 Proportion of Highway Trips by Direction 20

Table of Figures

Figure 2.1 MIX – Indicative Masterplan and Access Locations 6

Figure 5.1 GMAL Output 13

Figure 8.1 Proposed Distribution of Highway Trips 20

Copyright © 1976 - 2025 Buro Happold. All rights reserved

1 Introduction

1.1.1 This Trip Generation Note has been prepared on behalf of Manchester Airports Group (MAG) and its joint delivery partners (the Applicant) in relation to a forthcoming planning application for Phase 1 of MIX Manchester, a science and innovation campus at Manchester Airport (the site).

1.1.2 This note is being submitted to Manchester City Council (MCC) to set out the proposed methodology for assessing trip generation of the proposed development and the likely transport movements that would be generated. It describes the methodology followed to derive these outputs in terms of assumptions on proposed land uses, trip generation and modal split.

1.1.3 This note accompanies the Transport Scoping Note that was submitted to MCC on 31 October 2025. Once agreement is reached on the methodology, the trip generation will be used to assess the impact of the development in transport terms, within the Transport Assessment (TA) to be submitted with the planning application.

Copyright © 1976 - 2025 Buro Happold. All rights reserved

2 Basis of Assessment

2.1 Masterplan Layout and Accommodation Schedule

2.1.1 Figure 2.1 shows the current masterplan layout for Phase 1 with indicative plot locations.



Figure 2.1 MIX – Indicative Masterplan and Access Locations

2.1.2 It is intended to submit a hybrid planning application comprising the following:

- Detailed application: Mid-Tech units and a Multi-storey Car Park (MSCP)
- Outline application: Mid Tech units, MSCP, Hotel and R&D/Light Industrial space.

2.1.3 The land use schedule for Phase 1 is shown in Table 2.1 for the detailed and outline elements.

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Table 2.1 Land Use Schedule and Floor Areas

Plot	Land Use	Land Use Class	Parameter	Total
Detailed Element				
A1	Mid Tech	Class E (g) (i) (ii) (iii)	Sqm GIA	2,835
A2	Mid Tech	Class E (g) (i) (ii) (iii)	Sqm GIA	2,785
A5.1	Mid Tech	Class E (g) (i) (ii) (iii)	Sqm GIA	950
A5.2	Ancillary use – likely to be a coffee shop	Class E	Sqm GIA	180
Sub-Total	**Mid Tech Units**	**Class E (g) (i) (ii) (iii)**	**Sqm GIA**	**6,750**
E1	MSCP *	Sui Generis	Spaces	1,500
	Ancillary use – likely to be a Tesco Metro or similar	Class E	Sqm GIA	475
Outline Element				
A3 and A6	Mid Tech	Class E (g) (i) (ii) (iii)	Sqm GIA	23,100
B1	Hotel	C1	Rooms	300
B3	R&D /Light Industrial	Class E (g) (ii) (iii)	Sqm GIA	8,910
E2	R&D /Light Industrial	Class E (g) (ii) (iii)	Sqm GIA	8,910
F1, F2, F3, F5	General Industrial	B2	Sqm GIA	35,200
F4	MSCP *	Sui Generis	Spaces	520

** Multi-storey Car Park*

2.2 Parking

2.2.1 As shown in Table 2.1, the proposed masterplan will provide a total of 2,020 car parking spaces, with 649 of these spaces allocated to permitted off-site development to the south of MIX and therefore needs to be assessed in addition to the demand generated by MIX parking. Further details of how this has been done are provided in Section 3.2. The breakdown of parking provision and assumed allocation to the different land uses is shown in Table 2.2.**Table 2.2 On-Site Parking Provision**

Land Use	Spaces
Permitted Off-site Hotels	209
Permitted Off-site Office (MAG)	440
Sub total	***649***
MIX Development	1,371
TOTAL	**2,020**

Copyright © 1976 - 2025 Buro Happold. All rights reserved

3 Trip Generation Assumptions

3.1 Land Use

3.1.1 The proposed land uses for MIX provide significant flexibility in planning terms but also result in significantly varied outcomes when it comes to generating trips depending on which 'actual' land use is selected within the flexible range being applied for.

3.1.2 For the purposes of this assessment, a reasonable 'worst-case' scenario in terms of vehicle trip generation has been assessed, taking into account advice from the Client and Design Team as to what development is most likely to be delivered within the flexible use classes being applied for.

3.1.3 When plots within the outline areas are brought forward as part of future Reserved Matters Applications, the assessments undertaken for this application will naturally be revisited to ensure that they are consistent with the detailed proposals at the time.

3.2 Car Parking

3.2.1 As stated in Section 2.2, 649 car parking spaces will be allocated to permitted off-site development located south of the site boundary and therefore these spaces need to be assessed in addition to the parking demand generated by MIX. The trip generation estimate includes demand from these 649 spaces, plus the car parking demand from MIX.

Copyright © 1976 - 2025 Buro Happold. All rights reserved

4 Person Trips

4.1.1 This section describes the person trips generated by the proposed development.

4.1.2 Trip rates for equivalent land uses have been extracted from the nationally recognised Trip Rate Information Computer System (TRICS) database, which is the transport planning industry standard tool for predicting transport impacts of new developments and calculating trip generation. The database contains of a large number of survey records of developments across a number of industries and uses in the UK.

4.1.3 The TRICS selection criteria for each land use and trip generation outputs are provided in full in Appendix A.

4.2 Class B2

4.2.1 Trips for B2 'general industrial' use have been estimated based on 'Industrial Estate' trip rates from TRICS.

4.2.2 The following TRICS search criteria has been applied to derive suitable trip rates:

- Sites from 2016 onwards
- Larger than 10,000sqm
- Weekdays
- Edge of Town or Suburban Area locations

4.2.3 The peak hour person trip rates from TRICS are shown in **Error! Reference source not found.** and the resultant trips are shown in **Error! Reference source not found.**

Table 4.1 Peak Hour Person Trip Rates – General Industrial Use (Outline Application)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	0.496	0.149	0.645	0.145	0.451	0.596

Table 4.2 Peak Hour Person Trips – General Industrial Use (Outline)

Plot	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
F1, F2, F3, F5	175	53	228	51	159	210

4.3 Class E (g) (ii) and (iii)

4.3.1 Trips for research and development (R&D) (Class E (g) (ii) and light industrial uses (Class E (g) (iii) have been estimated based on 'Business Park' trip rates from TRICS. This is considered appropriate as a Business Park would typically include R&D and light industrial uses.

4.3.2 The following search criteria has been applied to generate suitable trip rates:

- Sites from 2016 onwards
- Weekdays
- Edge of Town or Suburban Area locations

Copyright © 1976 - 2025 Buro Happold. All rights reserved

4.3.3 The peak hour person trip rates from TRICS are shown in Table 4.3 and the resultant trips are shown in Table 4.4.

Table 4.3 Peak Hour Person Trip Rates – R&D and Light Industrial Use (Outline)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	1.403	0.204	1.607	0.161	1.252	1.413

Table 4.4 Peak Hour Person Trips by Plot – R&D and Light Industrial Use (Outline)

Plot	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
B3	125	18	143	14	112	126
E2	125	18	143	14	112	126
Total	**250**	**36**	**286**	**250**	**36**	**286**

4.4 Class E (g) (i) (ii) and (iii)

4.4.1 Trips for the flexible office ((Class E (g) (i), R&D (Class E (g) (ii) and light industrial uses (Class E (g) (iii) have also been estimated based on 'Business Park' trip rates from TRICS. This is considered appropriate as a Business Park would typically include a range of office and light industrial uses.

4.4.2 The peak hour person trip rates from TRICS are shown in Table 4.3 and the resultant trips are shown in Table 4.5.

Table 4.5 Peak Hour Person Trips by Plot – Class E (g) (i) (ii) and (iii) (Detailed Application)

Plot	AM Peak (08:00-09:00)			PM Peak (17:00-18:00		
	In	Out	Total	In	Out	Total
A1	40	6	46	5	35	40
A2	39	6	45	4	35	39
A5	13	2	15	2	12	14
Total	**92**	**13**	**106**	**1**	**82**	**93**

4.5 Class C1

4.5.1 The proposed hotel is located very close to the airport and is therefore expected to be used by visitors to both MIX and Manchester Airport so the arrival and departure profiles are expected to be different to a typical hotel.

4.5.2 The TRICS database does not include any recent survey data for hotels near to airports, however it does have some surveys which collected vehicle trip generation data only. Despite the surveys being old, it is expected that the arrival and departure profiles would still provide a good representation of an airport hotel.

4.5.3 To derive a robust person trip rate, the person trips from the city centre hotels was laid over the vehicle arrival and departure profiles for the airport hotels. The derived peak hour person trip rates from the Hotel use is shown in Table 4.6 and the resultant trips are shown in Table 4.7.

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Table 4.6 Peak Hour Person Trip Rates - Hotel (Outline)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Person Trip Rate (per 100sqm)	0.155	0.136	0.291	0.165	0.170	0.335

Table 4.7 Peak Hour Person Trips by Plot – Hotel (Outline)

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
B1	25	22	47	26	27	53

4.5.4 It is acknowledged that the trip generation methodology to derive person trips for the hotel use is bespoke and reflects the unique travel patterns expected from an airport hotel compared to a city centre hotel. The hotel trip generation methodology will therefore be subject to discussion with MCC during the scoping discussions.

4.6 Flexible Class E

4.6.1 The detailed application includes 180sqm of flexible Class E use, ancillary to the commercial uses proposed at the site, which it is understood will likely be a coffee shop. Given the size of this unit, it is envisaged that visitors would be 'linked trips' associated with the adjoining uses, and staff would be local and/or use sustainable travel modes.

4.6.2 The detailed application also includes 475sqm of flexible Class E use, ancillary to the MSCP proposed at the site, which it is understood will likely be a Tesco Metro or similar. Similarly to the coffee shop, trips are likely to be wholly internal or local (linked or pass-by).

4.6.3 On the basis of the above, it is proposed not to assess these ancillary areas separately / in addition to the main uses proposed. This is with the exception of including additional trips for staff and servicing vehicles, which will be undertaken on a first principles basis for the Transport Assessment.

Copyright © 1976 - 2025 Buro Happold. All rights reserved

5 Mode Split

5.1.1 This section presents the mode split analysis undertaken to derive the number of vehicle trips generated by different vehicular modes for workplace and hotel trips, which can then be distributed onto the local highway network. It also sets out the mode split for all other travel modes.

5.1.2 It is noted that this is an initial assessment only and that discussion is required with MCC on the mode share for sustainable uses in particular. The mode share will also then be considered in terms of making sure that it is consistent with the sustainable Transport Strategy for the site and the aspirations for the development to capitalise on its location in terms of access to sustainable modes both currently and in future, to ensure that the strategy is 'Vision Led' and the projected mode split reflects this.

5.1.3 It is expected that the Transport Assessment will consider (as per the NPPF) '*reasonable future scenarios*' as '*a range of realistic transport scenarios tested in agreement with the local planning authority and other relevant bodies (including statutory consultees where appropriate), to assess potential impacts and determine the optimum transport infrastructure required to mitigate any adverse impacts, promote sustainable modes of travel and realise the vision for the site*'. The forecast travel demand and subsequent assessments of residual impacts can then be based on projected mode share targets, which will be set out in the Transport Assessment and Travel Plan, derived from reasonable expectations of change in travel behaviour from the baseline position.

5.2 Workplace Vehicle Mode Split

5.2.1 To establish the initial baseline position for mode split, a detailed review of mode split sources has been undertaken but it has been concluded that each source on its own is not robust enough to derive a mode split for the proposed workplaces. Therefore, the workplace vehicle mode split has been derived by considering multiple sources to produce a 'most reasonable' case. The methodology is described below.

5.2.2 Firstly the 2011 Census Travel to Work data was interrogated. The use of 2011 data is considered appropriate as the Office of National Statistics (ONS) state that there were significant quality issues for the 2021 Census Travel to Work data, as it was undertaken during a national lockdown for the Covid-19 pandemic.

5.2.3 As the proposed development predominantly commercial, the place of work was set as MSOA Manchester 053, where the site is located. The vehicle mode split derived from the 2011 Census data is shown in Table 5.1.

Table 5.1 Census Baseline Workplace Vehicle Mode Split

Mode	Baseline Census Mode Split
Car driver	77.0%
Car passenger	3.8%
Taxi	0.7%
Motorcycle	1.0%
Total Vehicle Split	**82.6%**

5.2.4 It is noted that the Metrolink line to the airport was opened in 2014, after the Census data was collected, and therefore does not fully reflect the current level of public transport connectivity at the site. The availability of Metrolink services at the airport would likely result in an increase in public transport use and a decrease in car

Copyright © 1976 - 2025 Buro Happold. All rights reserved

driver use compared to the outputs shown in Table 5.1.

5.2.5 To consider how this better public transport accessibility may have impacted mode split, we have reviewed TfGM's Greater Manchester Accessibility Levels (GMAL) which measures public transport accessibility in Greater Manchester, taking into account walking access time and service availability.

5.2.6 GMAL is scored from 1 to 8, 1 representing a very low GMAL and 8 being a very high GMAL. The GMAL output for the MIX site is shown in Figure 5.1. It shows that GMAL varies between 6 and 7, demonstrating a high level of public transport accessibility, similar to that found in city centre locations.

5.2.7 Notwithstanding, given the edge-of-town/suburban nature of the site and its connectivity to the strategic road network, M56, M60, M6 and parking, it is felt that users of the site will still exhibit a reasonably high level of car use despite the high GMAL, at least initially/prior to travel planning measures becoming fully effective in influencing mode shift.

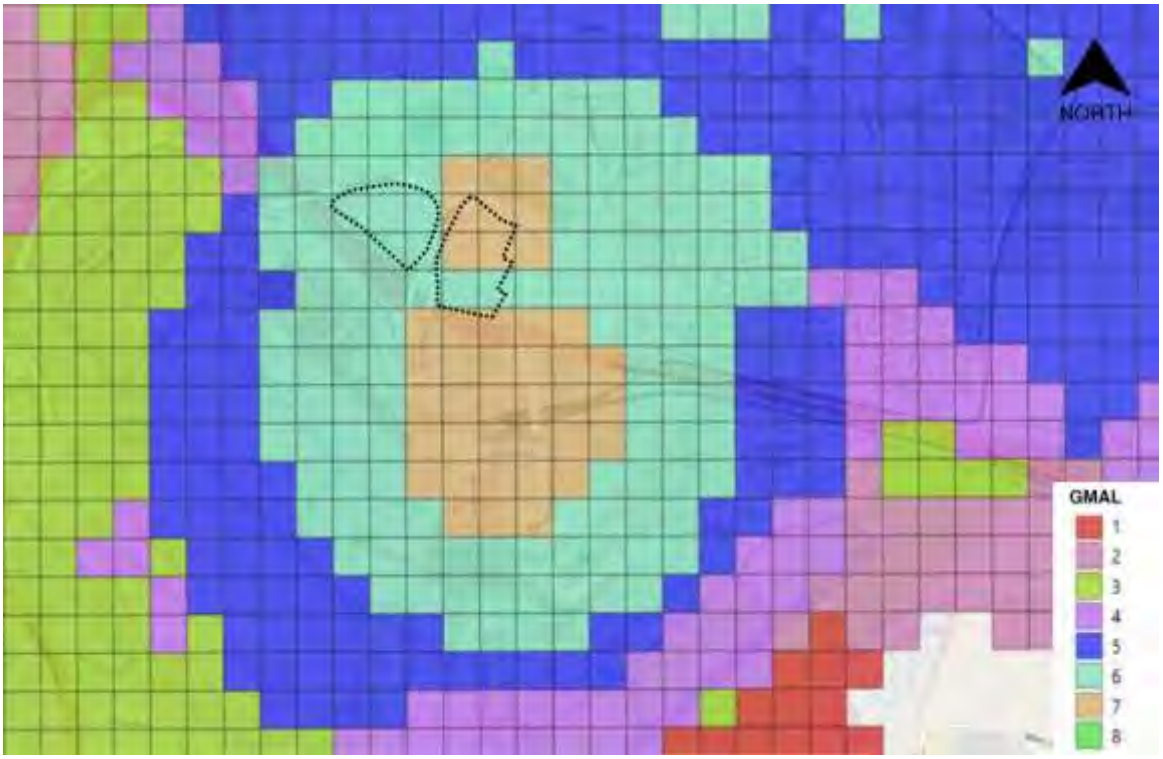


Figure 5.1 GMAL Output

5.2.8 With the Census data providing an upper bound of vehicle mode split, it is necessary to establish a lower bound too and so the vehicle mode split for workplaces located in Manchester city centre where there are high levels of GMAL has been extracted from TRICS and is shown in Table 5.2.

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Table 5.2 Workplace Vehicle Mode Split - TRICS

Mode	Baseline Census Mode Split
Single Occupancy	33.0%
Vehicle Occupants	27.6%
Total Vehicle	**60.5%**

5.2.9 In conclusion, it is likely that the vehicle mode split for MIX will not be as high as derived from the 2011 Census data, as the subsequent introduction of the Metrolink would result in a decrease in vehicle mode share. Similarly, the vehicle mode share is not likely to be a low as the mode share derived from the TRICS database from city centre Manchester offices, as the two locations are quite different regardless of the GMAL. Therefore a midpoint between the two has been adopted for this analysis to derive a 'most reasonable' case. The breakdown into the sub-vehicle categories has been made using the proportionate shares for each within the Census and the adopted vehicle mode split for the workplaces is shown in Table 5.3.

Table 5.3 Adopted Vehicle Mode Split - Workplace

Total Vehicle Mode Split				
Census	**TRICS**	**Average**	**Mode**	**Adopted Mode Split**
82.6%	**60.5%**	**71.6%**	**Car driver**	66.8%
			Car passenger	3.3%
			Taxi	0.6%
			Motorcycle	0.9%
			Total	**71.6%**

5.3 Hotel Vehicle Mode Split

5.3.1 As described in Chapter 4, in the absence of TRICS survey data for hotels near to airports, the mode split has been derived from survey data for hotels located in city centres. The vehicle mode splits were then sorted into the sub-vehicle categories as per the Census data format by assuming a vehicle occupancy of 1.5, with remaining vehicle occupants assumed to travel by taxi.

5.3.2 The adopted vehicle mode split for the proposed Hotel use is shown in Table 5.4.

Table 5.4 Adopted Vehicle Hotel Mode Split

Mode	TRICS Mode Split	Mode	TRICS Mode Split (sub-categories)
Single Occupancy Vehicle	13.6%	**Car driver**	13.6%
		Car passenger	6.8%
Vehicle Occupants	17.7%	**Taxi**	10.9%
		Motorcycle	0.4%
Total Vehicle	**31.4%**	**Total Vehicles**	**31.4%**
Bus / Tram	*9.3%*	***Bus***	*4.7%*
		Tram	*4.7%*
Rail	*12.4%*	***Rail***	*12.4%*

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Walking	*45.2%*	*Walking*	*45.2%*
Cycling	*1.3%*	*Cycling*	*1.3%*
Total	*100.0%*	*Total*	*100.0%*

5.4 Multi-modal Mode Split Summary

5.4.1 The mode split for all travel modes is shown in Table 5.5.

5.4.2 It is acknowledged that the percentage using the tram for workplace trips is probably on the low side given that the Metrolink line to the airport was opened in 2014, after the Census data was collected, and therefore does not fully reflect the current level of public transport connectivity at the site. The availability of these Metrolink services at the airport would likely result in an increase in public transport use but equally, may result in a decrease in car driver use compared to the outputs shown. This will therefore be subject to discussion with MCC during the scoping discussions. As stated the projected mode split for the development will factor in the Transport Strategy and Vision Led assessment of reasonable expectations of change in travel behaviour from the baseline position.

Table 5.5 Adopted Mode Split – Baseline for Discussion

Mode	Workplace Mode Split	Hotel Mode Split
Car driver	66.8%	13.6%
Car passenger	3.3%	6.8%
Taxi	0.6%	10.9%
Motorcycle	0.9%	0.4%
Bus	13.0%	4.7%
Tram	0.5%	4.7%
Rail	5.3%	12.4%
Walking	7.5%	45.2%
Cycling	2.1%	1.3%
Total	**100%**	**100%**

Copyright © 1976 - 2025 Buro Happold. All rights reserved

6 Vehicle Trip Generation

6.1.1 The baseline mode splits presented in the previous Chapter have been applied to the person trips in Chapter 4 to derive the total vehicle trip generation for the proposed development shown in Table 6.1.

Table 6.1 Total Vehicle Trip Generation

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		In	Out	Total	In	Out	Total
Detailed Application	Cars	65	9	74	7	58	65
	Taxis	1	0	1	0	1	1
	Motorcycle	1	0	1	0	1	1
	Total	**67**	**9**	**76**	**7**	**60**	**67**
Outline Application	Cars	530	100	630	87	476	563
	Taxis	8	3	11	4	7	11
	Motorcycle	7	1	8	1	6	7
	Total	**545**	**104**	**649**	**92**	**489**	**581**
Total	Cars	595	109	704	97	531	629
	Taxis	9	3	12	4	8	12
	Motorcycle	8	1	9	1	7	8
	Total	**612**	**113**	**715**	**102**	**546**	**648**

6.2 Permitted Off-Site Parking Trip Generation

6.2.1 As discussed in Chapter 2, the 649 parking spaces allocated to off-site development (Hotel and Office uses) located south of MIX have to be assessed (separately) as these floor areas are not included in the development schedule for MIX and therefore not included in the trip generation described in Chapter 4.

6.2.2 To estimate demand from the off-site development, the trip generation profiles for hotel and office from TRICS have been used to generate arrival and departures profiles with a maximum accumulation of 649 parked vehicles – i.e. the maximum number of spaces allocated to them. This is shown in Table 6.2.

Table 6.2 Parking Trips Generated by Off-site Land Uses

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Hotel	31	26	58	25	31	55
Office	160	14	173	14	173	187
Total	**191**	**40**	**231**	**39**	**203**	**242**

Copyright © 1976 - 2025 Buro Happold. All rights reserved

6.3 Service Vehicles

6.3.1 The servicing trip generation has also been derived for all land use classes and all scenarios using the TRICS outputs.

6.3.2 The peak hour service vehicle trip rates are shown in Table 6.3.

Table 6.3 Service Vehicle Trip Rates (per 100sqm)

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Business Park	0.017	0.009	0.026	0.005	0.007	0.012
B2 Industrial	0.082	0.068	0.150	0.032	0.043	0.075
Hotel	0.013	0.011	0.024	0.009	0.000	0.009

6.3.3 The resultant service vehicle trip generation during the peak hours is shown in Table 6.4.

Table 6.4 Total Peak Hour Servicing Trips

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		In	Out	Total	In	Out	Total
Detailed Application	LGVs	1	1	2	0	0	0
	HDVs	0	0	0	0	0	0
	Total	**1**	**1**	**2**	**0**	**0**	**0**
Outline Application	LGVs	28	22	50	10	14	24
	HDVs	14	11	25	7	5	12
	Total	**42**	**33**	**75**	**17**	**19**	**36**
Total	LGVs	29	23	52	10	14	24
	HDVs	14	11	25	7	5	12
	Total	**43**	**34**	**77**	**17**	**19**	**36**

Copyright © 1976 - 2025 Buro Happold. All rights reserved

7 Total Trip Generation for Phase 1

7.1.1 Table 7.2 shows the total baseline person trips by mode for Phase 1.

Table 7.1 Total Person Trips by Mode for Phase 1

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		In	Out	Total	In	Out	Total
Detailed Application	Car driver	62	9	71	7	55	62
	Car passenger	3	0	3	0	3	3
	Taxi	1	0	1	0	1	1
	Motorcycle	1	0	1	0	1	1
	Bus	12	2	14	1	11	12
	Tram	0	0	0	0	0	0
	Rail	5	1	6	1	4	5
	Walking	7	1	8	1	6	7
	Cycling	2	0	2	0	2	2
	Total	**93**	**13**	**106**	**10**	**83**	**93**
Outline Application	Car driver	504	94	598	82	452	534
	Car passenger	26	6	32	6	24	30
	Taxi	8	3	11	4	7	11
	Motorcycle	7	1	8	1	6	7
	Bus	99	19	118	16	89	105
	Tram	5	2	7	2	5	7
	Rail	43	10	53	10	39	49
	Walking	67	20	87	21	63	84
	Cycling	16	3	19	3	14	17
	Total	**774**	**158**	**932**	**145**	**699**	**844**
Phase 1 Total	Car driver	566	103	669	89	507	596
	Car passenger	29	6	35	6	27	33
	Taxi	9	3	12	4	8	12
	Motorcycle	8	1	9	1	7	8
	Bus	111	21	132	17	100	117
	Tram	5	2	7	2	5	7
	Rail	48	11	59	11	43	54
	Walking	74	21	95	22	69	91
	Cycling	18	3	21	3	16	19
	Phase 1 Total	**867**	**171**	**1,038**	**155**	**782**	**937**

7.1.2 Table 7.2 shows the total vehicle trip generation for Phase 1, which includes demand generated by MIX, permitted off-site parking trip generation and service vehicle trips broken down by vehicle type.

Copyright © 1976 - 2025 Buro Happold. All rights reserved

7.1.3 It is noted that the analysis in this report focuses on traffic generated during AM (08:00-09:00) and PM (17:00-18:00) peak periods – the typical network peaks but also the periods that have the highest traffic generation from MIX. However, it is acknowledged that around the airport there is also an early morning peak period of 06:00-07:00 during the busiest passenger hours and therefore the 24-hour trip generation profile is provided in Appendix A.

Table 7.2 Total Vehicle Trip Generation for Phase 1

	Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		In	Out	Total	In	Out	Total
Detailed Application	Cars	65	9	74	7	58	65
	Taxi	1	0	1	0	1	1
	Motorcycle	1	0	1	0	1	1
	LGVs	1	1	2	0	0	0
	HDVs	0	0	0	0	0	0
	Permitted MSCP	191	40	231	39	203	242
	Total	**259**	**50**	**309**	**46**	**263**	**309**
Outline Application	Cars	530	100	630	87	476	563
	Taxi	8	3	11	4	7	11
	Motorcycle	7	1	8	1	6	7
	LGVs	28	22	50	10	14	24
	HDVs	14	11	25	7	5	12
	Total	**587**	**137**	**724**	**109**	**508**	**617**
Phase 1 Total	Cars	595	109	704	94	534	628
	Taxi	9	3	12	4	8	12
	Motorcycle	8	1	9	1	7	8
	LGVs	29	23	52	10	14	24
	HDVs	14	11	25	7	5	12
	Permitted MSCP	191	40	231	39	203	242
	Phase 1 Total	**846**	**187**	**1,033**	**155**	**771**	**926**

Copyright © 1976 - 2025 Buro Happold. All rights reserved

8 Vehicle Distribution

8.1.1 As no traffic models were available at time of writing to assign development traffic to routes, the distribution of development traffic from the site has been derived using 2011 Census Travel to Work data.

8.1.2 As the proposed development is predominantly commercial, the place of work was set as MSOA Manchester 053, where the site is located. The top MSOA origins for car driver trips travelling to the site was identified and a weighted average was found to derive the distribution of highway trips by direction. The methodology behind the distribution assumptions is shown in Appendix B.

8.1.3 Table 8.1 shows the distribution of highway trips on the surrounding network. It is noted that discussions are currently underway with MAG's consultants AECOM to obtain up to date distribution for vehicle trips from their modelling of the wider airport area. This will be fed into the next stages of assessment work.

Table 8.1 Proportion of Highway Trips by Direction

Direction	Proportion %
North	42%
South	9%
East	34%
West	16%
Total	**100%**

8.1.4 Figure 8.1 shows the proposed assignment of trips onto the nearby highway network.



Figure 8.1 Proposed Distribution of Highway Trips

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Appendix A TRICS Output

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Filtering Summary:

Land Use: 02/B EMPLOYMENT/BUSINESS PARK

Selected Trip Rate Calculation Parameter Range: 975 - 185000 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 1/1/2016 Maximum: 6/19/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 339 4791

Days of the week selected:

Monday	1
Thursday	2
Wednesday	2

Main Location Types selected:

Edge of Town	3
Suburban Area (PPS6 Out of Centre)	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

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

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	3
1.1 to 1.5	2

PTAL Rating:

1b - Very poor	1
No PTAL Present	4

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: B - BUSINESS PARK

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HO	HOUNSLOW	1 day
02	**SOUTH EAST**		
	SC	SURREY	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
06	**WEST MIDLANDS**		
	ST	STAFFORDSHIRE	1 day
	WK	WARWICKSHIRE	1 day

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

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Primary 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:	GFA
Actual Range:	15800 to 185000 (units:sqm)
Range Selected by User:	975 to 185000 (units:sqm)
Parking Spaces Range:	7 - 4167

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 19/06/24

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:

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

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town	4 days
Suburban Area (PPS6 Out of Centre)	2 days

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:

Commercial Zone	2 days
Development Zone	1 days
Industrial Zone	1 days
No Sub Category	1 days
Out of Town	1 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	4 days
Servicing vehicles Included	2 days

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Secondary Filtering Selection:

Use Class:

Not Known	6 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

286 - 7500

Population within 1 mile:

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

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

Population within 5 miles:

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

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 surveys
1.1 to 1.5	2 surveys

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Petrol filling station:

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:

No	4 surveys
Yes	2 surveys

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:

2 - Poor	1 surveys
No PTAL Present	5 surveys

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.

COVID-19 Restrictions:

No

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

LIST OF SITES relevant to selection parameters:

Site 1:	CA-02-B-01	**Gross floor area:**	23354 sqm
Development Name:	BUSINESS PARK	**Number of employees:**	12 EMPLOY
Location:	CAMBRIDGE	**Parking Spaces:**	675
Postcode:	CB4 0WZ	**Number of employees:**	470
Main Location Type:	Edge of Town	**Survey Date:**	26/06/2023
Sub Location Type:	Commercial Zone	**Survey Day:**	Monday
PTAL:	n/a		
Site 2:	CA-02-B-03	**Gross floor area:**	142687 sqm
Development Name:	SCIENCE PARK	**Number of employees:**	76 EMPLOY
Location:	CAMBRIDGE	**Parking Spaces:**	4167
Postcode:	CB4 0FZ	**Number of employees:**	5000
Main Location Type:	Edge of Town	**Survey Date:**	06/10/2017
Sub Location Type:	No Sub Category	**Survey Day:**	Friday
PTAL:	n/a		
Site 3:	HO-02-B-04	**Gross floor area:**	185000 sqm
Development Name:	BUSINESS PARK	**Number of employees:**	12 EMPLOY
Location:	CHISWICK	**Parking Spaces:**	
Postcode:	W4 5YA	**Number of employees:**	9016
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Date:**	08/11/2018
		Survey Day:	Thursday
Sub Location Type:	Development Zone		
PTAL:	2		
Site 4:	SC-02-B-04	**Gross floor area:**	15800 sqm
Development Name:	BUSINESS PARK	**Number of employees:**	3 EMPLOY
Location:	GUILDFORD	**Parking Spaces:**	1265
Postcode:	GU2 8XG	**Number of employees:**	599
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Date:**	20/06/2024
		Survey Day:	Thursday
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 5:	ST-02-B-04	**Gross floor area:**	20760 sqm
Development Name:	BUSINESS PARK	**Number of employees:**	3 EMPLOY
Location:	STAFFORD	**Parking Spaces:**	925
Postcode:	ST16 1GZ	**Number of employees:**	1082
Main Location Type:	Edge of Town	**Survey Date:**	22/11/2017
Sub Location Type:	Industrial Zone	**Survey Day:**	Wednesday
PTAL:	n/a		
Site 6:	WK-02-B-01	**Gross floor area:**	56520 sqm
Development Name:	BUSINESS/TECH. PARK	**Number of employees:**	12 EMPLOY
Location:	WARWICK	**Parking Spaces:**	3051
Postcode:	CV34 6UW	**Number of employees:**	2600
Main Location Type:	Edge of Town	**Survey Date:**	25/09/2019
Sub Location Type:	Out of Town	**Survey Day:**	Wednesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AD-02-B-02	21-11-2019	Size
AN-02-B-03	19-10-2017	Size
AN-02-B-04	19-10-2017	Size
BT-02-B-01	21-04-2016	Size
CA-02-B-04	22-06-2023	Size
CF-02-B-04	05-05-2017	Size
CF-02-B-06	12-03-2018	Size

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Site Ref	Survey Date	Reason for Deselection
CF-02-B-07	13-03-2018	Size
CF-02-B-08	14-10-2019	Size
DL-02-B-08	05-09-2017	Size
DV-02-B-01	05-07-2017	Size
EX-02-B-01	18-05-2018	Size
EX-02-B-02	18-05-2018	Size
NF-02-B-03	15-09-2022	Size

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.524**	**0.068**	**0.592**
08:00-09:00	**6**	**74020**	**0.726**	**0.091**	**0.817**
09:00-10:00	**6**	**74020**	**0.332**	**0.079**	**0.411**
10:00-11:00	**6**	**74020**	**0.116**	**0.061**	**0.177**
11:00-12:00	**6**	**74020**	**0.091**	**0.075**	**0.166**
12:00-13:00	**6**	**74020**	**0.125**	**0.143**	**0.268**
13:00-14:00	**6**	**74020**	**0.141**	**0.100**	**0.241**
14:00-15:00	**6**	**74020**	**0.082**	**0.122**	**0.204**
15:00-16:00	**6**	**74020**	**0.057**	**0.247**	**0.304**
16:00-17:00	**6**	**74020**	**0.063**	**0.430**	**0.493**
17:00-18:00	**6**	**74020**	**0.060**	**0.524**	**0.584**
18:00-19:00	**6**	**74020**	**0.044**	**0.390**	**0.434**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.361**	**2.330**	**4.691**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.842**	**0.110**	**0.952**
08:00-09:00	**6**	**74020**	**1.403**	**0.204**	**1.607**
09:00-10:00	**6**	**74020**	**0.811**	**0.172**	**0.983**
10:00-11:00	**6**	**74020**	**0.311**	**0.155**	**0.466**
11:00-12:00	**6**	**74020**	**0.211**	**0.169**	**0.380**
12:00-13:00	**6**	**74020**	**0.400**	**0.426**	**0.826**
13:00-14:00	**6**	**74020**	**0.403**	**0.303**	**0.706**
14:00-15:00	**6**	**74020**	**0.235**	**0.273**	**0.508**
15:00-16:00	**6**	**74020**	**0.154**	**0.408**	**0.562**
16:00-17:00	**6**	**74020**	**0.168**	**0.816**	**0.984**
17:00-18:00	**6**	**74020**	**0.161**	**1.252**	**1.413**
18:00-19:00	**6**	**74020**	**0.110**	**0.839**	**0.949**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**5.209**	**5.127**	**10.336**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.041**	**0.006**	**0.047**
08:00-09:00	**6**	**74020**	**0.095**	**0.011**	**0.106**
09:00-10:00	**6**	**74020**	**0.063**	**0.011**	**0.074**
10:00-11:00	**6**	**74020**	**0.024**	**0.011**	**0.035**
11:00-12:00	**6**	**74020**	**0.013**	**0.008**	**0.021**
12:00-13:00	**6**	**74020**	**0.014**	**0.018**	**0.032**
13:00-14:00	**6**	**74020**	**0.019**	**0.017**	**0.036**
14:00-15:00	**6**	**74020**	**0.011**	**0.014**	**0.025**
15:00-16:00	**6**	**74020**	**0.014**	**0.023**	**0.037**
16:00-17:00	**6**	**74020**	**0.012**	**0.048**	**0.060**
17:00-18:00	**6**	**74020**	**0.013**	**0.076**	**0.089**
18:00-19:00	**6**	**74020**	**0.013**	**0.042**	**0.055**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.332**	**0.285**	**0.617**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.007**	**0.006**	**0.013**
08:00-09:00	**6**	**74020**	**0.007**	**0.007**	**0.014**
09:00-10:00	**6**	**74020**	**0.005**	**0.005**	**0.010**
10:00-11:00	**6**	**74020**	**0.004**	**0.003**	**0.007**
11:00-12:00	**6**	**74020**	**0.004**	**0.004**	**0.008**
12:00-13:00	**6**	**74020**	**0.003**	**0.003**	**0.006**
13:00-14:00	**6**	**74020**	**0.004**	**0.004**	**0.008**
14:00-15:00	**6**	**74020**	**0.005**	**0.005**	**0.010**
15:00-16:00	**6**	**74020**	**0.004**	**0.004**	**0.008**
16:00-17:00	**6**	**74020**	**0.006**	**0.006**	**0.012**
17:00-18:00	**6**	**74020**	**0.005**	**0.006**	**0.011**
18:00-19:00	**6**	**74020**	**0.004**	**0.005**	**0.009**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.058**	**0.058**	**0.116**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	22/11/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.003**	**0.003**	**0.006**
08:00-09:00	**6**	**74020**	**0.002**	**0.001**	**0.003**
09:00-10:00	**6**	**74020**	**0.003**	**0.001**	**0.004**
10:00-11:00	**6**	**74020**	**0.002**	**0.002**	**0.004**
11:00-12:00	**6**	**74020**	**0.003**	**0.004**	**0.007**
12:00-13:00	**6**	**74020**	**0.002**	**0.002**	**0.004**
13:00-14:00	**6**	**74020**	**0.002**	**0.002**	**0.004**
14:00-15:00	**6**	**74020**	**0.002**	**0.002**	**0.004**
15:00-16:00	**6**	**74020**	**0.001**	**0.001**	**0.002**
16:00-17:00	**6**	**74020**	**0.001**	**0.002**	**0.003**
17:00-18:00	**6**	**74020**	**0.001**	**0.001**	**0.002**
18:00-19:00	**6**	**74020**	**0.000**	**0.001**	**0.001**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.022**	**0.022**	**0.044**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.006**	**0.005**	**0.011**
08:00-09:00	**6**	**74020**	**0.009**	**0.009**	**0.018**
09:00-10:00	**6**	**74020**	**0.012**	**0.011**	**0.023**
10:00-11:00	**6**	**74020**	**0.005**	**0.007**	**0.012**
11:00-12:00	**6**	**74020**	**0.005**	**0.005**	**0.010**
12:00-13:00	**6**	**74020**	**0.005**	**0.005**	**0.010**
13:00-14:00	**6**	**74020**	**0.004**	**0.004**	**0.008**
14:00-15:00	**6**	**74020**	**0.006**	**0.005**	**0.011**
15:00-16:00	**6**	**74020**	**0.004**	**0.005**	**0.009**
16:00-17:00	**6**	**74020**	**0.006**	**0.006**	**0.012**
17:00-18:00	**6**	**74020**	**0.007**	**0.008**	**0.015**
18:00-19:00	**6**	**74020**	**0.008**	**0.008**	**0.016**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.077**	**0.078**	**0.155**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.488**	**0.047**	**0.535**
08:00-09:00	**6**	**74020**	**0.684**	**0.066**	**0.750**
09:00-10:00	**6**	**74020**	**0.295**	**0.052**	**0.347**
10:00-11:00	**6**	**74020**	**0.087**	**0.036**	**0.123**
11:00-12:00	**6**	**74020**	**0.066**	**0.052**	**0.118**
12:00-13:00	**6**	**74020**	**0.099**	**0.117**	**0.216**
13:00-14:00	**6**	**74020**	**0.121**	**0.080**	**0.201**
14:00-15:00	**6**	**74020**	**0.060**	**0.096**	**0.156**
15:00-16:00	**6**	**74020**	**0.039**	**0.226**	**0.265**
16:00-17:00	**6**	**74020**	**0.043**	**0.401**	**0.444**
17:00-18:00	**6**	**74020**	**0.043**	**0.495**	**0.538**
18:00-19:00	**6**	**74020**	**0.029**	**0.366**	**0.395**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**2.054**	**2.034**	**4.088**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.012**	**0.006**	**0.018**
08:00-09:00	**6**	**74020**	**0.015**	**0.008**	**0.023**
09:00-10:00	**6**	**74020**	**0.012**	**0.010**	**0.022**
10:00-11:00	**6**	**74020**	**0.013**	**0.011**	**0.024**
11:00-12:00	**6**	**74020**	**0.011**	**0.009**	**0.020**
12:00-13:00	**6**	**74020**	**0.014**	**0.012**	**0.026**
13:00-14:00	**6**	**74020**	**0.008**	**0.008**	**0.016**
14:00-15:00	**6**	**74020**	**0.007**	**0.013**	**0.020**
15:00-16:00	**6**	**74020**	**0.006**	**0.009**	**0.015**
16:00-17:00	**6**	**74020**	**0.006**	**0.010**	**0.016**
17:00-18:00	**6**	**74020**	**0.004**	**0.006**	**0.010**
18:00-19:00	**6**	**74020**	**0.001**	**0.005**	**0.006**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.109**	**0.107**	**0.216**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.008**	**0.001**	**0.009**
08:00-09:00	**6**	**74020**	**0.010**	**0.001**	**0.011**
09:00-10:00	**6**	**74020**	**0.006**	**0.001**	**0.007**
10:00-11:00	**6**	**74020**	**0.004**	**0.002**	**0.006**
11:00-12:00	**6**	**74020**	**0.003**	**0.002**	**0.005**
12:00-13:00	**6**	**74020**	**0.002**	**0.003**	**0.005**
13:00-14:00	**6**	**74020**	**0.001**	**0.002**	**0.003**
14:00-15:00	**6**	**74020**	**0.002**	**0.002**	**0.004**
15:00-16:00	**6**	**74020**	**0.002**	**0.003**	**0.005**
16:00-17:00	**6**	**74020**	**0.001**	**0.005**	**0.006**
17:00-18:00	**6**	**74020**	**0.001**	**0.009**	**0.010**
18:00-19:00	**6**	**74020**	**0.001**	**0.005**	**0.006**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.041**	**0.036**	**0.077**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	74020	0.597	0.075	0.672
08:00-09:00	6	74020	0.835	0.107	0.942
09:00-10:00	6	74020	0.399	0.099	0.498
10:00-11:00	6	74020	0.148	0.075	0.223
11:00-12:00	6	74020	0.118	0.095	0.213
12:00-13:00	6	74020	0.157	0.176	0.333
13:00-14:00	6	74020	0.174	0.119	0.293
14:00-15:00	6	74020	0.106	0.154	0.260
15:00-16:00	6	74020	0.077	0.292	0.369
16:00-17:00	6	74020	0.087	0.524	0.611
17:00-18:00	6	74020	0.076	0.624	0.700
18:00-19:00	6	74020	0.054	0.472	0.526
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.828	2.812	5.640

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.076**	**0.011**	**0.087**
08:00-09:00	**6**	**74020**	**0.170**	**0.023**	**0.193**
09:00-10:00	**6**	**74020**	**0.113**	**0.025**	**0.138**
10:00-11:00	**6**	**74020**	**0.054**	**0.028**	**0.082**
11:00-12:00	**6**	**74020**	**0.033**	**0.028**	**0.061**
12:00-13:00	**6**	**74020**	**0.122**	**0.133**	**0.255**
13:00-14:00	**6**	**74020**	**0.103**	**0.089**	**0.192**
14:00-15:00	**6**	**74020**	**0.052**	**0.044**	**0.096**
15:00-16:00	**6**	**74020**	**0.029**	**0.039**	**0.068**
16:00-17:00	**6**	**74020**	**0.032**	**0.093**	**0.125**
17:00-18:00	**6**	**74020**	**0.028**	**0.190**	**0.218**
18:00-19:00	**6**	**74020**	**0.017**	**0.104**	**0.121**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.829**	**0.807**	**1.636**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.127**	**0.017**	**0.144**
08:00-09:00	**6**	**74020**	**0.301**	**0.063**	**0.364**
09:00-10:00	**6**	**74020**	**0.236**	**0.038**	**0.274**
10:00-11:00	**6**	**74020**	**0.084**	**0.040**	**0.124**
11:00-12:00	**6**	**74020**	**0.047**	**0.038**	**0.085**
12:00-13:00	**6**	**74020**	**0.107**	**0.098**	**0.205**
13:00-14:00	**6**	**74020**	**0.107**	**0.078**	**0.185**
14:00-15:00	**6**	**74020**	**0.067**	**0.061**	**0.128**
15:00-16:00	**6**	**74020**	**0.034**	**0.054**	**0.088**
16:00-17:00	**6**	**74020**	**0.037**	**0.149**	**0.186**
17:00-18:00	**6**	**74020**	**0.043**	**0.359**	**0.402**
18:00-19:00	**6**	**74020**	**0.025**	**0.219**	**0.244**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**1.215**	**1.214**	**2.429**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.049**	**0.011**	**0.060**
08:00-09:00	**6**	**74020**	**0.104**	**0.047**	**0.151**
09:00-10:00	**6**	**74020**	**0.075**	**0.018**	**0.093**
10:00-11:00	**6**	**74020**	**0.029**	**0.017**	**0.046**
11:00-12:00	**6**	**74020**	**0.016**	**0.020**	**0.036**
12:00-13:00	**6**	**74020**	**0.043**	**0.041**	**0.084**
13:00-14:00	**6**	**74020**	**0.044**	**0.035**	**0.079**
14:00-15:00	**6**	**74020**	**0.029**	**0.028**	**0.057**
15:00-16:00	**6**	**74020**	**0.017**	**0.024**	**0.041**
16:00-17:00	**6**	**74020**	**0.018**	**0.058**	**0.076**
17:00-18:00	**6**	**74020**	**0.024**	**0.128**	**0.152**
18:00-19:00	**6**	**74020**	**0.013**	**0.076**	**0.089**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.461**	**0.503**	**0.964**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.000**	**0.000**	**0.000**
08:00-09:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
09:00-10:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
10:00-11:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
11:00-12:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
12:00-13:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
13:00-14:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
14:00-15:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
15:00-16:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
16:00-17:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
17:00-18:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
18:00-19:00	**6**	**74020**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/B - BUSINESS PARK

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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**	**74020**	**0.078**	**0.006**	**0.084**
08:00-09:00	**6**	**74020**	**0.197**	**0.016**	**0.213**
09:00-10:00	**6**	**74020**	**0.161**	**0.020**	**0.181**
10:00-11:00	**6**	**74020**	**0.055**	**0.023**	**0.078**
11:00-12:00	**6**	**74020**	**0.030**	**0.018**	**0.048**
12:00-13:00	**6**	**74020**	**0.064**	**0.057**	**0.121**
13:00-14:00	**6**	**74020**	**0.063**	**0.043**	**0.106**
14:00-15:00	**6**	**74020**	**0.038**	**0.033**	**0.071**
15:00-16:00	**6**	**74020**	**0.017**	**0.030**	**0.047**
16:00-17:00	**6**	**74020**	**0.019**	**0.091**	**0.110**
17:00-18:00	**6**	**74020**	**0.018**	**0.231**	**0.249**
18:00-19:00	**6**	**74020**	**0.012**	**0.143**	**0.155**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.752**	**0.711**	**1.463**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	975 - 185000 (units: sqm)
Survey date date range:	06/10/2017 - 20/06/2024
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	14
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Filtering Summary:

Land Use: 06/A HOTEL, FOOD & DRINK/HOTELS

Selected Trip Rate Calculation Parameter Range: 4 - 349 BEDRMS

Actual Trip Rate Calculation Parameter Range: N/A BEDRMS

Date Range: Minimum: 1/1/2016 Maximum: 9/13/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 1300 5577

Days of the week selected:

Monday	2
Thursday	1
Wednesday	1

Main Location Types selected:

Edge of Town Centre	2
Town Centre	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicles Included	4

Population <1 Mile ranges selected:

20,001 to 25,000	1
25,001 to 50,000	1
50,001 to 100,000	2

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	2

PTAL Rating:

3 - Moderate	1
No PTAL Present	3

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: A - HOTELS

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	SK	SOUTHWARK	1 day
	TH	TOWER HAMLETS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	AL	CALDERDALE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day

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

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Primary 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:	BEDRMS
Actual Range:	1950 to 11987 (units:BEDRMS)
Range Selected by User:	4 to 349 (units:BEDRMS)
Parking Spaces Range:	0 - 362

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 13/09/23

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
Thursday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	4
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town Centre	2 days
Town Centre	2 days

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	2 days
High Street	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	4 days

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Secondary Filtering Selection:

Use Class:

C1	4 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

1300 - 5577

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
50,001 to 100,000	2 surveys

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

Population within 5 miles:

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

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 surveys
1.1 to 1.5	2 surveys

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Petrol filling station:

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:

No	2 surveys
Yes	2 surveys

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:

4 - Good	1 surveys
6b - Excellent	1 surveys
No PTAL Present	2 surveys

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.

COVID-19 Restrictions:

No

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

LIST OF SITES relevant to selection parameters:

Site 1:	AL-06-A-01	**Gross floor area:**	2675 sqm
Development Name:	TRAVELODGE	**Number of bedrooms:**	51 BEDRMS
Location:	HALIFAX	**Survey Date:**	22/10/2018
Postcode:	HX3 5AY	**Survey Day:**	Monday
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Development Zone		
PTAL:	n/a		
Site 2:	CU-06-A-01	**Gross floor area:**	2450 sqm
Development Name:	HOTEL	**Number of bedrooms:**	92 BEDRMS
Location:	CARLISLE	**Survey Date:**	20/06/2016
Postcode:	CA3 8HZ	**Survey Day:**	Monday
Main Location Type:	Town Centre		
Sub Location Type:	High Street		
PTAL:	n/a		
Site 3:	SK-06-A-01	**Gross floor area:**	1950 sqm
Development Name:	TRAVELODGE	**Number of bedrooms:**	52 BEDRMS
Location:	PECKHAM	**Survey Date:**	14/09/2023
Postcode:	SE15 5SF	**Survey Day:**	Thursday
Main Location Type:	Town Centre		
Sub Location Type:	High Street		
PTAL:	6B		
Site 4:	TH-06-A-02	**Gross floor area:**	11987 sqm
Development Name:	TRAVELODGE	**Number of bedrooms:**	349 BEDRMS
Location:	POPLAR	**Survey Date:**	24/05/2023
Postcode:	E14 2AE	**Survey Day:**	Wednesday
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Development Zone		
PTAL:	4		

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Vehicles

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.018**	**0.033**	**0.051**
08:00-09:00	**4**	**136**	**0.044**	**0.064**	**0.108**
09:00-10:00	**4**	**136**	**0.029**	**0.053**	**0.082**
10:00-11:00	**4**	**136**	**0.022**	**0.029**	**0.051**
11:00-12:00	**4**	**136**	**0.026**	**0.029**	**0.055**
12:00-13:00	**4**	**136**	**0.028**	**0.026**	**0.054**
13:00-14:00	**4**	**136**	**0.029**	**0.020**	**0.049**
14:00-15:00	**4**	**136**	**0.035**	**0.020**	**0.055**
15:00-16:00	**4**	**136**	**0.044**	**0.015**	**0.059**
16:00-17:00	**4**	**136**	**0.053**	**0.028**	**0.081**
17:00-18:00	**4**	**136**	**0.066**	**0.042**	**0.108**
18:00-19:00	**4**	**136**	**0.044**	**0.024**	**0.068**
19:00-20:00	**4**	**136**	**0.026**	**0.013**	**0.039**
20:00-21:00	**4**	**136**	**0.022**	**0.009**	**0.031**
21:00-22:00	**4**	**136**	**0.031**	**0.024**	**0.055**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.517**	**0.429**	**0.946**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total People

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.040**	**0.118**	**0.158**
08:00-09:00	**4**	**136**	**0.103**	**0.217**	**0.320**
09:00-10:00	**4**	**136**	**0.101**	**0.243**	**0.344**
10:00-11:00	**4**	**136**	**0.086**	**0.176**	**0.262**
11:00-12:00	**4**	**136**	**0.147**	**0.195**	**0.342**
12:00-13:00	**4**	**136**	**0.119**	**0.132**	**0.251**
13:00-14:00	**4**	**136**	**0.123**	**0.099**	**0.222**
14:00-15:00	**4**	**136**	**0.134**	**0.118**	**0.252**
15:00-16:00	**4**	**136**	**0.182**	**0.068**	**0.250**
16:00-17:00	**4**	**136**	**0.217**	**0.114**	**0.331**
17:00-18:00	**4**	**136**	**0.276**	**0.145**	**0.421**
18:00-19:00	**4**	**136**	**0.182**	**0.121**	**0.303**
19:00-20:00	**4**	**136**	**0.165**	**0.077**	**0.242**
20:00-21:00	**4**	**136**	**0.114**	**0.123**	**0.237**
21:00-22:00	**4**	**136**	**0.105**	**0.081**	**0.186**
22:00-23:00					
23:00-00:00					
Total Rates:			**2.094**	**2.027**	**4.121**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Cyclists

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	136	0.000	0.002	0.002
08:00-09:00	4	136	0.000	0.004	0.004
09:00-10:00	4	136	0.002	0.000	0.002
10:00-11:00	4	136	0.002	0.002	0.004
11:00-12:00	4	136	0.002	0.000	0.002
12:00-13:00	4	136	0.000	0.004	0.004
13:00-14:00	4	136	0.002	0.000	0.002
14:00-15:00	4	136	0.000	0.000	0.000
15:00-16:00	4	136	0.006	0.004	0.010
16:00-17:00	4	136	0.004	0.004	0.008
17:00-18:00	4	136	0.004	0.004	0.008
18:00-19:00	4	136	0.002	0.000	0.002
19:00-20:00	4	136	0.004	0.002	0.006
20:00-21:00	4	136	0.002	0.002	0.004
21:00-22:00	4	136	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.030	0.028	0.058

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	3
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

PSVs

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	136	0.000	0.000	0.000
08:00-09:00	4	136	0.000	0.000	0.000
09:00-10:00	4	136	0.002	0.002	0.004
10:00-11:00	4	136	0.000	0.000	0.000
11:00-12:00	4	136	0.000	0.000	0.000
12:00-13:00	4	136	0.000	0.000	0.000
13:00-14:00	4	136	0.000	0.000	0.000
14:00-15:00	4	136	0.000	0.000	0.000
15:00-16:00	4	136	0.000	0.000	0.000
16:00-17:00	4	136	0.000	0.000	0.000
17:00-18:00	4	136	0.002	0.002	0.004
18:00-19:00	4	136	0.000	0.000	0.000
19:00-20:00	4	136	0.000	0.000	0.000
20:00-21:00	4	136	0.000	0.000	0.000
21:00-22:00	4	136	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.004	0.004	0.008

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 20/06/2016
Number of weekdays (Monday-Friday):	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

OGVs

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	136	0.002	0.002	0.004
08:00-09:00	4	136	0.006	0.004	0.010
09:00-10:00	4	136	0.004	0.004	0.008
10:00-11:00	4	136	0.002	0.002	0.004
11:00-12:00	4	136	0.000	0.002	0.002
12:00-13:00	4	136	0.000	0.000	0.000
13:00-14:00	4	136	0.000	0.000	0.000
14:00-15:00	4	136	0.000	0.000	0.000
15:00-16:00	4	136	0.000	0.000	0.000
16:00-17:00	4	136	0.000	0.000	0.000
17:00-18:00	4	136	0.000	0.000	0.000
18:00-19:00	4	136	0.000	0.000	0.000
19:00-20:00	4	136	0.000	0.000	0.000
20:00-21:00	4	136	0.000	0.000	0.000
21:00-22:00	4	136	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.014	0.028

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	3
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Taxis

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	136	0.006	0.006	0.012
08:00-09:00	4	136	0.007	0.007	0.014
09:00-10:00	4	136	0.004	0.004	0.008
10:00-11:00	4	136	0.000	0.000	0.000
11:00-12:00	4	136	0.000	0.000	0.000
12:00-13:00	4	136	0.004	0.004	0.008
13:00-14:00	4	136	0.004	0.004	0.008
14:00-15:00	4	136	0.006	0.006	0.012
15:00-16:00	4	136	0.004	0.004	0.008
16:00-17:00	4	136	0.004	0.002	0.006
17:00-18:00	4	136	0.004	0.006	0.010
18:00-19:00	4	136	0.006	0.006	0.012
19:00-20:00	4	136	0.000	0.000	0.000
20:00-21:00	4	136	0.000	0.000	0.000
21:00-22:00	4	136	0.006	0.006	0.012
22:00-23:00					
23:00-00:00					
Total Rates:			0.055	0.055	0.110

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Cars

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.011**	**0.024**	**0.035**
08:00-09:00	**4**	**136**	**0.024**	**0.046**	**0.070**
09:00-10:00	**4**	**136**	**0.015**	**0.037**	**0.052**
10:00-11:00	**4**	**136**	**0.018**	**0.024**	**0.042**
11:00-12:00	**4**	**136**	**0.026**	**0.028**	**0.054**
12:00-13:00	**4**	**136**	**0.020**	**0.018**	**0.038**
13:00-14:00	**4**	**136**	**0.026**	**0.017**	**0.043**
14:00-15:00	**4**	**136**	**0.026**	**0.013**	**0.039**
15:00-16:00	**4**	**136**	**0.037**	**0.009**	**0.046**
16:00-17:00	**4**	**136**	**0.044**	**0.020**	**0.064**
17:00-18:00	**4**	**136**	**0.048**	**0.031**	**0.079**
18:00-19:00	**4**	**136**	**0.031**	**0.017**	**0.048**
19:00-20:00	**4**	**136**	**0.018**	**0.007**	**0.025**
20:00-21:00	**4**	**136**	**0.017**	**0.007**	**0.024**
21:00-22:00	**4**	**136**	**0.017**	**0.011**	**0.028**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.378**	**0.309**	**0.687**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

LGVs

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	136	0.000	0.002	0.002
08:00-09:00	4	136	0.007	0.007	0.014
09:00-10:00	4	136	0.006	0.007	0.013
10:00-11:00	4	136	0.002	0.004	0.006
11:00-12:00	4	136	0.000	0.000	0.000
12:00-13:00	4	136	0.004	0.004	0.008
13:00-14:00	4	136	0.000	0.000	0.000
14:00-15:00	4	136	0.004	0.002	0.006
15:00-16:00	4	136	0.002	0.000	0.002
16:00-17:00	4	136	0.004	0.004	0.008
17:00-18:00	4	136	0.009	0.000	0.009
18:00-19:00	4	136	0.004	0.000	0.004
19:00-20:00	4	136	0.004	0.000	0.004
20:00-21:00	4	136	0.004	0.000	0.004
21:00-22:00	4	136	0.007	0.006	0.013
22:00-23:00					
23:00-00:00					
Total Rates:			0.057	0.036	0.093

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Motorcycles

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	136	0.000	0.000	0.000
08:00-09:00	4	136	0.000	0.000	0.000
09:00-10:00	4	136	0.000	0.000	0.000
10:00-11:00	4	136	0.000	0.000	0.000
11:00-12:00	4	136	0.000	0.000	0.000
12:00-13:00	4	136	0.000	0.000	0.000
13:00-14:00	4	136	0.000	0.000	0.000
14:00-15:00	4	136	0.000	0.000	0.000
15:00-16:00	4	136	0.002	0.002	0.004
16:00-17:00	4	136	0.002	0.002	0.004
17:00-18:00	4	136	0.004	0.004	0.008
18:00-19:00	4	136	0.004	0.002	0.006
19:00-20:00	4	136	0.004	0.006	0.010
20:00-21:00	4	136	0.002	0.002	0.004
21:00-22:00	4	136	0.002	0.002	0.004
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.020	0.040

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	24/05/2023 - 14/09/2023
Number of weekdays (Monday-Friday):	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Servicing Vehicles

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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	136	0.002	0.002	0.004
08:00-09:00	4	136	0.013	0.006	0.019
09:00-10:00	4	136	0.009	0.009	0.018
10:00-11:00	4	136	0.004	0.006	0.010
11:00-12:00	4	136	0.000	0.002	0.002
12:00-13:00	4	136	0.004	0.004	0.008
13:00-14:00	4	136	0.000	0.000	0.000
14:00-15:00	4	136	0.002	0.002	0.004
15:00-16:00	4	136	0.002	0.002	0.004
16:00-17:00	4	136	0.002	0.006	0.008
17:00-18:00	4	136	0.004	0.004	0.008
18:00-19:00	4	136	0.004	0.002	0.006
19:00-20:00	4	136	0.004	0.006	0.010
20:00-21:00	4	136	0.002	0.002	0.004
21:00-22:00	4	136	0.002	0.002	0.004
22:00-23:00					
23:00-00:00					
Total Rates:			0.054	0.055	0.109

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	3
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Vehicle Occupants

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.018**	**0.044**	**0.062**
08:00-09:00	**4**	**136**	**0.042**	**0.092**	**0.134**
09:00-10:00	**4**	**136**	**0.031**	**0.070**	**0.101**
10:00-11:00	**4**	**136**	**0.024**	**0.040**	**0.064**
11:00-12:00	**4**	**136**	**0.040**	**0.064**	**0.104**
12:00-13:00	**4**	**136**	**0.033**	**0.037**	**0.070**
13:00-14:00	**4**	**136**	**0.044**	**0.024**	**0.068**
14:00-15:00	**4**	**136**	**0.051**	**0.024**	**0.075**
15:00-16:00	**4**	**136**	**0.070**	**0.015**	**0.085**
16:00-17:00	**4**	**136**	**0.086**	**0.037**	**0.123**
17:00-18:00	**4**	**136**	**0.097**	**0.044**	**0.141**
18:00-19:00	**4**	**136**	**0.068**	**0.026**	**0.094**
19:00-20:00	**4**	**136**	**0.037**	**0.015**	**0.052**
20:00-21:00	**4**	**136**	**0.026**	**0.013**	**0.039**
21:00-22:00	**4**	**136**	**0.031**	**0.017**	**0.048**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.698**	**0.562**	**1.260**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Pedestrians

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.017**	**0.031**	**0.048**
08:00-09:00	**4**	**136**	**0.055**	**0.066**	**0.121**
09:00-10:00	**4**	**136**	**0.057**	**0.068**	**0.125**
10:00-11:00	**4**	**136**	**0.050**	**0.086**	**0.136**
11:00-12:00	**4**	**136**	**0.085**	**0.090**	**0.175**
12:00-13:00	**4**	**136**	**0.068**	**0.064**	**0.132**
13:00-14:00	**4**	**136**	**0.051**	**0.057**	**0.108**
14:00-15:00	**4**	**136**	**0.061**	**0.074**	**0.135**
15:00-16:00	**4**	**136**	**0.048**	**0.035**	**0.083**
16:00-17:00	**4**	**136**	**0.057**	**0.059**	**0.116**
17:00-18:00	**4**	**136**	**0.053**	**0.081**	**0.134**
18:00-19:00	**4**	**136**	**0.062**	**0.081**	**0.143**
19:00-20:00	**4**	**136**	**0.070**	**0.042**	**0.112**
20:00-21:00	**4**	**136**	**0.055**	**0.096**	**0.151**
21:00-22:00	**4**	**136**	**0.044**	**0.053**	**0.097**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.833**	**0.983**	**1.816**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Public Transport Users

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.006**	**0.040**	**0.046**
08:00-09:00	**4**	**136**	**0.006**	**0.055**	**0.061**
09:00-10:00	**4**	**136**	**0.011**	**0.099**	**0.110**
10:00-11:00	**4**	**136**	**0.009**	**0.048**	**0.057**
11:00-12:00	**4**	**136**	**0.020**	**0.039**	**0.059**
12:00-13:00	**4**	**136**	**0.017**	**0.028**	**0.045**
13:00-14:00	**4**	**136**	**0.024**	**0.018**	**0.042**
14:00-15:00	**4**	**136**	**0.022**	**0.018**	**0.040**
15:00-16:00	**4**	**136**	**0.057**	**0.015**	**0.072**
16:00-17:00	**4**	**136**	**0.070**	**0.015**	**0.085**
17:00-18:00	**4**	**136**	**0.121**	**0.017**	**0.138**
18:00-19:00	**4**	**136**	**0.050**	**0.015**	**0.065**
19:00-20:00	**4**	**136**	**0.055**	**0.018**	**0.073**
20:00-21:00	**4**	**136**	**0.031**	**0.013**	**0.044**
21:00-22:00	**4**	**136**	**0.029**	**0.011**	**0.040**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.528**	**0.449**	**0.977**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Bus/Tram Passengers

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.004**	**0.018**	**0.022**
08:00-09:00	**4**	**136**	**0.004**	**0.028**	**0.032**
09:00-10:00	**4**	**136**	**0.002**	**0.024**	**0.026**
10:00-11:00	**4**	**136**	**0.007**	**0.018**	**0.025**
11:00-12:00	**4**	**136**	**0.013**	**0.013**	**0.026**
12:00-13:00	**4**	**136**	**0.013**	**0.011**	**0.024**
13:00-14:00	**4**	**136**	**0.007**	**0.013**	**0.020**
14:00-15:00	**4**	**136**	**0.011**	**0.011**	**0.022**
15:00-16:00	**4**	**136**	**0.022**	**0.013**	**0.035**
16:00-17:00	**4**	**136**	**0.017**	**0.006**	**0.023**
17:00-18:00	**4**	**136**	**0.022**	**0.006**	**0.028**
18:00-19:00	**4**	**136**	**0.017**	**0.011**	**0.028**
19:00-20:00	**4**	**136**	**0.022**	**0.013**	**0.035**
20:00-21:00	**4**	**136**	**0.013**	**0.006**	**0.019**
21:00-22:00	**4**	**136**	**0.009**	**0.004**	**0.013**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.183**	**0.195**	**0.378**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	3
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Coach Passengers

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.000**	**0.000**	**0.000**
08:00-09:00	**4**	**136**	**0.000**	**0.000**	**0.000**
09:00-10:00	**4**	**136**	**0.004**	**0.040**	**0.044**
10:00-11:00	**4**	**136**	**0.000**	**0.000**	**0.000**
11:00-12:00	**4**	**136**	**0.000**	**0.000**	**0.000**
12:00-13:00	**4**	**136**	**0.000**	**0.000**	**0.000**
13:00-14:00	**4**	**136**	**0.000**	**0.000**	**0.000**
14:00-15:00	**4**	**136**	**0.000**	**0.000**	**0.000**
15:00-16:00	**4**	**136**	**0.000**	**0.000**	**0.000**
16:00-17:00	**4**	**136**	**0.000**	**0.000**	**0.000**
17:00-18:00	**4**	**136**	**0.055**	**0.000**	**0.055**
18:00-19:00	**4**	**136**	**0.000**	**0.000**	**0.000**
19:00-20:00	**4**	**136**	**0.000**	**0.000**	**0.000**
20:00-21:00	**4**	**136**	**0.000**	**0.000**	**0.000**
21:00-22:00	**4**	**136**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.059**	**0.040**	**0.099**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 20/06/2016
Number of weekdays (Monday-Friday):	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

Total Rail Passengers

Calculation factor: 1 BEDRMS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. BEDRMS	Arrivals	Departures	Totals
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**	**136**	**0.002**	**0.022**	**0.024**
08:00-09:00	**4**	**136**	**0.002**	**0.028**	**0.030**
09:00-10:00	**4**	**136**	**0.006**	**0.035**	**0.041**
10:00-11:00	**4**	**136**	**0.002**	**0.029**	**0.031**
11:00-12:00	**4**	**136**	**0.007**	**0.026**	**0.033**
12:00-13:00	**4**	**136**	**0.004**	**0.017**	**0.021**
13:00-14:00	**4**	**136**	**0.017**	**0.006**	**0.023**
14:00-15:00	**4**	**136**	**0.011**	**0.007**	**0.018**
15:00-16:00	**4**	**136**	**0.035**	**0.002**	**0.037**
16:00-17:00	**4**	**136**	**0.050**	**0.009**	**0.059**
17:00-18:00	**4**	**136**	**0.044**	**0.011**	**0.055**
18:00-19:00	**4**	**136**	**0.033**	**0.004**	**0.037**
19:00-20:00	**4**	**136**	**0.031**	**0.006**	**0.037**
20:00-21:00	**4**	**136**	**0.018**	**0.007**	**0.025**
21:00-22:00	**4**	**136**	**0.020**	**0.007**	**0.027**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.282**	**0.216**	**0.498**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	4 - 349 (units: BEDRMS)
Survey date date range:	20/06/2016 - 14/09/2023
Number of weekdays (Monday-Friday):	4
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Filtering Summary:

Land Use: 02/D EMPLOYMENT/INDUSTRIAL ESTATE

Selected Trip Rate Calculation Parameter Range: 10000 - 150564 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 1/1/2016 Maximum: 6/6/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	1
Thursday	3
Tuesday	4
Wednesday	6

Main Location Types selected:

Edge of Town	13
Suburban Area (PPS6 Out of Centre)	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	8
Servicing Vehicles Included	6

Population <1 Mile ranges selected:

1,001 to 5,000	2
10,001 to 15,000	2
15,001 to 20,000	1
20,001 to 25,000	2
25,001 to 50,000	1
5,001 to 10,000	5
50,001 to 100,000	1

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	5
25,001 to 50,000	3
250,001 to 500,000	1
5,001 to 25,000	1
75,001 to 100,000	3

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	10

PTAL Rating:

No PTAL Present	14

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: D - INDUSTRIAL ESTATE

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	EX	ESSEX	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	DY	DERBY	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	4 days
	WO	WORCESTERSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	AL	CALDERDALE	1 day
	NY	NORTH YORKSHIRE	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
10	**WALES**		
	VG	VALE OF GLAMORGAN	1 day
11	**SCOTLAND**		
	AG	ANGUS	1 day
	HI	HIGHLAND	1 day
13	**MUNSTER**		
	CR	CORK	2 days
14	**LEINSTER**		
	WC	WICKLOW	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AN	ANTRIM	1 day

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

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Primary 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:	GFA
Actual Range:	0.82 to 35.43 (units:sqm)
Range Selected by User:	10000 to 150564 (units:sqm)
Parking Spaces Range:	0 - 2130

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 06/06/24

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:

Friday	4 days
Monday	1 days
Thursday	3 days
Tuesday	4 days
Wednesday	6 days

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

Selected survey types:

Manual count	18
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town	17 days
Suburban Area (PPS6 Out of Centre)	1 days

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:

Industrial Zone	7 days
No Sub Category	9 days
Out of Town	2 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	12 days
Servicing vehicles Included	6 days

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Secondary Filtering Selection:

Use Class:

Not Known	18 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 0

Population within 1 mile:

1,001 to 5,000	4 surveys
10,001 to 15,000	3 surveys
15,001 to 20,000	2 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	5 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	6 surveys
25,001 to 50,000	4 surveys
250,001 to 500,000	1 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
75,001 to 100,000	4 surveys

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 surveys
1.1 to 1.5	11 surveys
1.6 to 2.0	1 surveys

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Petrol filling station:

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:

No	18 surveys

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	18 surveys

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.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

LIST OF SITES relevant to selection parameters:

Site 1:	AG-02-D-02	**Site area:**	30.07 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	78500 sqm
Location:	ARBROATH	**Parking Spaces:**	1270
Postcode:	DD11 2NJ	**Number of employees:**	875
Main Location Type:	Edge of Town	**Survey Date:**	25/04/2017
Sub Location Type:	No Sub Category	**Survey Day:**	Tuesday
PTAL:	n/a		
Site 2:	AL-02-D-01	**Site area:**	1.8 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	11305 sqm
Location:	HALIFAX	**Parking Spaces:**	106
Postcode:	HX3 5QN	**Number of employees:**	93
Main Location Type:	Edge of Town	**Survey Date:**	17/10/2018
Sub Location Type:	No Sub Category	**Survey Day:**	Wednesday
PTAL:	n/a		
Site 3:	AN-02-D-01	**Site area:**	9.97 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	37365 sqm
Location:	ANTRIM	**Parking Spaces:**	631
Postcode:	BT41 4LY	**Number of employees:**	473
Main Location Type:	Edge of Town	**Survey Date:**	07/06/2024
Sub Location Type:	Industrial Zone	**Survey Day:**	Friday
PTAL:	n/a		
Site 4:	CR-02-D-03	**Site area:**	17.49 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	40229 sqm
Location:	CORK	**Parking Spaces:**	521
Postcode:		**Number of employees:**	588
Main Location Type:	Edge of Town	**Survey Date:**	15/10/2019
Sub Location Type:	Industrial Zone	**Survey Day:**	Tuesday
PTAL:	n/a		
Site 5:	CR-02-D-04	**Site area:**	21.8 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	64400 sqm
Location:	CORK	**Parking Spaces:**	811
Postcode:		**Number of employees:**	530
Main Location Type:	Edge of Town	**Survey Date:**	18/06/2021
Sub Location Type:	Industrial Zone	**Survey Day:**	Friday
PTAL:	n/a		
Site 6:	DY-02-D-01	**Site area:**	0.82 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	10100 sqm
Location:	DERBY	**Parking Spaces:**	87
Postcode:	DE23 8NL	**Number of employees:**	113
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Date:**	25/09/2019
		Survey Day:	Wednesday
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 7:	EX-02-D-04	**Site area:**	7.85 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	37130 sqm
Location:	WITHAM	**Parking Spaces:**	455
Postcode:	CM8 3SX	**Number of employees:**	850
Main Location Type:	Edge of Town	**Survey Date:**	10/05/2018
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Site 8:	HI-02-D-04	**Site area:**	15.68 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	17000 sqm
Location:	NAIRN	**Parking Spaces:**	380
Postcode:	IV12 5QW	**Number of employees:**	365
Main Location Type:	Edge of Town	**Survey Date:**	18/04/2023
Sub Location Type:	No Sub Category	**Survey Day:**	Tuesday
PTAL:	n/a		

Site 9:	NF-02-D-04	**Site area:**	2.41 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	10673 sqm
Location:	NORWICH	**Parking Spaces:**	126
Postcode:	NR6 5DP	**Number of employees:**	114
Main Location Type:	Edge of Town	**Survey Date:**	14/09/2022
Sub Location Type:	No Sub Category	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 10:	NY-02-D-03	**Site area:**	11.15 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	35183 sqm
Location:	RICHMOND	**Parking Spaces:**	556
Postcode:	DL10 4TG	**Number of employees:**	
Main Location Type:	Edge of Town	**Survey Date:**	05/05/2022
Sub Location Type:	Out of Town	**Survey Day:**	Thursday
PTAL:	n/a		

Site 11:	TW-02-D-10	**Site area:**	3.74 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	21500 sqm
Location:	GATESHEAD	**Parking Spaces:**	233
Postcode:	NE11 0JY	**Number of employees:**	220
Main Location Type:	Edge of Town	**Survey Date:**	18/05/2022
Sub Location Type:	No Sub Category	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 12:	VG-02-D-01	**Site area:**	1.963 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	13091 sqm
Location:	BARRY	**Parking Spaces:**	153
Postcode:	CF63 2YZ	**Number of employees:**	180
Main Location Type:	Edge of Town	**Survey Date:**	08/05/2017
Sub Location Type:	No Sub Category	**Survey Day:**	Monday
PTAL:	n/a		

Site 13:	WC-02-D-01	**Site area:**	16.74 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	76704 sqm
Location:	BRAY	**Parking Spaces:**	2130
Postcode:		**Number of employees:**	770
Main Location Type:	Edge of Town	**Survey Date:**	04/10/2019
Sub Location Type:	No Sub Category	**Survey Day:**	Friday
PTAL:	n/a		

Site 14:	WK-02-D-01	**Site area:**	35.43 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	150564 sqm
Location:	RUGBY	**Parking Spaces:**	1473
Postcode:	CV23 0WA	**Number of employees:**	477
Main Location Type:	Edge of Town	**Survey Date:**	27/06/2018
Sub Location Type:	Industrial Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

Site 15:	WK-02-D-02	**Site area:**	25 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	90535 sqm
Location:	RUGBY	**Parking Spaces:**	1873
Postcode:	CV23 0WE	**Number of employees:**	1665
Main Location Type:	Edge of Town	**Survey Date:**	27/06/2018
Sub Location Type:	Industrial Zone	**Survey Day:**	Wednesday
PTAL:	n/a		

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Site 16:	WK-02-D-03	**Site area:**	5.6 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	20860 sqm
Location:	NUNEATON	**Parking Spaces:**	380
Postcode:	CV11 6GY	**Number of employees:**	225
Main Location Type:	Edge of Town	**Survey Date:**	26/09/2019
Sub Location Type:	Industrial Zone	**Survey Day:**	Thursday
PTAL:	n/a		

Site 17:	WK-02-D-04	**Site area:**	4.86 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	17500 sqm
Location:	ATHERSTONE	**Parking Spaces:**	349
Postcode:	CV9 2QX	**Number of employees:**	250
Main Location Type:	Edge of Town	**Survey Date:**	27/09/2019
Sub Location Type:	No Sub Category	**Survey Day:**	Friday
PTAL:	n/a		

Site 18:	WO-02-D-03	**Site area:**	27 hect
Development Name:	INDUSTRIAL ESTATE	**Gross floor area:**	84575 sqm
Location:	EVESHAM	**Parking Spaces:**	1744
Postcode:	WR11 1GR	**Number of employees:**	1499
Main Location Type:	Edge of Town	**Survey Date:**	26/06/2018
Sub Location Type:	Out of Town	**Survey Day:**	Tuesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NY-02-D-02	12-03-2019	Removed: Site re-surveyed by NY-02-D-03

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.093**	**0.017**	**0.110**
06:00-07:00	**11**	**31956**	**0.125**	**0.034**	**0.159**
07:00-08:00	**18**	**45401**	**0.267**	**0.084**	**0.351**
08:00-09:00	**18**	**45401**	**0.360**	**0.124**	**0.484**
09:00-10:00	**18**	**45401**	**0.247**	**0.152**	**0.399**
10:00-11:00	**18**	**45401**	**0.190**	**0.170**	**0.360**
11:00-12:00	**18**	**45401**	**0.178**	**0.166**	**0.344**
12:00-13:00	**18**	**45401**	**0.183**	**0.215**	**0.398**
13:00-14:00	**18**	**45401**	**0.224**	**0.213**	**0.437**
14:00-15:00	**18**	**45401**	**0.165**	**0.229**	**0.394**
15:00-16:00	**18**	**45401**	**0.140**	**0.245**	**0.385**
16:00-17:00	**18**	**45401**	**0.147**	**0.288**	**0.435**
17:00-18:00	**18**	**45401**	**0.100**	**0.304**	**0.404**
18:00-19:00	**18**	**45401**	**0.078**	**0.137**	**0.215**
19:00-20:00	**11**	**31956**	**0.053**	**0.081**	**0.134**
20:00-21:00	**11**	**31956**	**0.019**	**0.034**	**0.053**
21:00-22:00	**1**	**37365**	**0.005**	**0.013**	**0.018**
22:00-23:00					
23:00-00:00					
Total Rates:			**2.574**	**2.506**	**5.080**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	11	31956	0.106	0.018	0.124
06:00-07:00	11	31956	0.154	0.037	0.191
07:00-08:00	18	45401	0.377	0.106	0.483
08:00-09:00	18	45401	0.496	0.149	0.645
09:00-10:00	18	45401	0.329	0.184	0.513
10:00-11:00	18	45401	0.243	0.210	0.453
11:00-12:00	18	45401	0.224	0.214	0.438
12:00-13:00	18	45401	0.250	0.287	0.537
13:00-14:00	18	45401	0.317	0.289	0.606
14:00-15:00	18	45401	0.222	0.327	0.549
15:00-16:00	18	45401	0.189	0.347	0.536
16:00-17:00	18	45401	0.209	0.391	0.600
17:00-18:00	18	45401	0.145	0.451	0.596
18:00-19:00	18	45401	0.114	0.207	0.321
19:00-20:00	11	31956	0.059	0.104	0.163
20:00-21:00	11	31956	0.023	0.040	0.063
21:00-22:00	1	37365	0.005	0.013	0.018
22:00-23:00					
23:00-00:00					
Total Rates:			3.462	3.374	6.836

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.002**	**0.000**	**0.002**
06:00-07:00	**11**	**31956**	**0.002**	**0.000**	**0.002**
07:00-08:00	**18**	**45401**	**0.006**	**0.001**	**0.007**
08:00-09:00	**18**	**45401**	**0.006**	**0.000**	**0.006**
09:00-10:00	**18**	**45401**	**0.002**	**0.001**	**0.003**
10:00-11:00	**18**	**45401**	**0.000**	**0.001**	**0.001**
11:00-12:00	**18**	**45401**	**0.001**	**0.002**	**0.003**
12:00-13:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
13:00-14:00	**18**	**45401**	**0.003**	**0.002**	**0.005**
14:00-15:00	**18**	**45401**	**0.002**	**0.003**	**0.005**
15:00-16:00	**18**	**45401**	**0.001**	**0.005**	**0.006**
16:00-17:00	**18**	**45401**	**0.001**	**0.004**	**0.005**
17:00-18:00	**18**	**45401**	**0.002**	**0.007**	**0.009**
18:00-19:00	**18**	**45401**	**0.003**	**0.002**	**0.005**
19:00-20:00	**11**	**31956**	**0.000**	**0.001**	**0.001**
20:00-21:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**37365**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.032**	**0.030**	**0.062**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	11	31956	0.000	0.000	0.000
06:00-07:00	11	31956	0.000	0.000	0.000
07:00-08:00	18	45401	0.000	0.002	0.002
08:00-09:00	18	45401	0.000	0.001	0.001
09:00-10:00	18	45401	0.002	0.000	0.002
10:00-11:00	18	45401	0.001	0.001	0.002
11:00-12:00	18	45401	0.001	0.000	0.001
12:00-13:00	18	45401	0.001	0.001	0.002
13:00-14:00	18	45401	0.001	0.000	0.001
14:00-15:00	18	45401	0.000	0.001	0.001
15:00-16:00	18	45401	0.001	0.001	0.002
16:00-17:00	18	45401	0.001	0.000	0.001
17:00-18:00	18	45401	0.001	0.000	0.001
18:00-19:00	18	45401	0.002	0.000	0.002
19:00-20:00	11	31956	0.000	0.000	0.000
20:00-21:00	11	31956	0.000	0.000	0.000
21:00-22:00	1	37365	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.011	0.007	0.018

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 18/06/2021
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	11	31956	0.004	0.004	0.008
06:00-07:00	11	31956	0.005	0.007	0.012
07:00-08:00	18	45401	0.012	0.011	0.023
08:00-09:00	18	45401	0.022	0.017	0.039
09:00-10:00	18	45401	0.025	0.022	0.047
10:00-11:00	18	45401	0.023	0.022	0.045
11:00-12:00	18	45401	0.021	0.022	0.043
12:00-13:00	18	45401	0.024	0.021	0.045
13:00-14:00	18	45401	0.018	0.021	0.039
14:00-15:00	18	45401	0.022	0.021	0.043
15:00-16:00	18	45401	0.020	0.022	0.042
16:00-17:00	18	45401	0.015	0.017	0.032
17:00-18:00	18	45401	0.011	0.009	0.020
18:00-19:00	18	45401	0.008	0.009	0.017
19:00-20:00	11	31956	0.002	0.002	0.004
20:00-21:00	11	31956	0.002	0.001	0.003
21:00-22:00	1	37365	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.234	0.228	0.462

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
06:00-07:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
07:00-08:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
08:00-09:00	**18**	**45401**	**0.003**	**0.002**	**0.005**
09:00-10:00	**18**	**45401**	**0.002**	**0.002**	**0.004**
10:00-11:00	**18**	**45401**	**0.000**	**0.001**	**0.001**
11:00-12:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
12:00-13:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
13:00-14:00	**18**	**45401**	**0.002**	**0.001**	**0.003**
14:00-15:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
15:00-16:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
16:00-17:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
17:00-18:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
18:00-19:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
19:00-20:00	**11**	**31956**	**0.001**	**0.001**	**0.002**
20:00-21:00	**11**	**31956**	**0.001**	**0.001**	**0.002**
21:00-22:00	**1**	**37365**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.016**	**0.015**	**0.031**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.072**	**0.007**	**0.079**
06:00-07:00	**11**	**31956**	**0.084**	**0.015**	**0.099**
07:00-08:00	**18**	**45401**	**0.202**	**0.044**	**0.246**
08:00-09:00	**18**	**45401**	**0.272**	**0.053**	**0.325**
09:00-10:00	**18**	**45401**	**0.156**	**0.065**	**0.221**
10:00-11:00	**18**	**45401**	**0.108**	**0.084**	**0.192**
11:00-12:00	**18**	**45401**	**0.102**	**0.090**	**0.192**
12:00-13:00	**18**	**45401**	**0.109**	**0.137**	**0.246**
13:00-14:00	**18**	**45401**	**0.150**	**0.140**	**0.290**
14:00-15:00	**18**	**45401**	**0.092**	**0.153**	**0.245**
15:00-16:00	**18**	**45401**	**0.074**	**0.170**	**0.244**
16:00-17:00	**18**	**45401**	**0.088**	**0.217**	**0.305**
17:00-18:00	**18**	**45401**	**0.065**	**0.257**	**0.322**
18:00-19:00	**18**	**45401**	**0.060**	**0.114**	**0.174**
19:00-20:00	**11**	**31956**	**0.044**	**0.070**	**0.114**
20:00-21:00	**11**	**31956**	**0.012**	**0.026**	**0.038**
21:00-22:00	**1**	**37365**	**0.005**	**0.011**	**0.016**
22:00-23:00					
23:00-00:00					
Total Rates:			**1.695**	**1.653**	**3.348**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.016**	**0.006**	**0.022**
06:00-07:00	**11**	**31956**	**0.034**	**0.012**	**0.046**
07:00-08:00	**18**	**45401**	**0.051**	**0.026**	**0.077**
08:00-09:00	**18**	**45401**	**0.060**	**0.051**	**0.111**
09:00-10:00	**18**	**45401**	**0.062**	**0.064**	**0.126**
10:00-11:00	**18**	**45401**	**0.058**	**0.062**	**0.120**
11:00-12:00	**18**	**45401**	**0.052**	**0.052**	**0.104**
12:00-13:00	**18**	**45401**	**0.048**	**0.054**	**0.102**
13:00-14:00	**18**	**45401**	**0.053**	**0.049**	**0.102**
14:00-15:00	**18**	**45401**	**0.048**	**0.050**	**0.098**
15:00-16:00	**18**	**45401**	**0.044**	**0.050**	**0.094**
16:00-17:00	**18**	**45401**	**0.042**	**0.052**	**0.094**
17:00-18:00	**18**	**45401**	**0.021**	**0.034**	**0.055**
18:00-19:00	**18**	**45401**	**0.007**	**0.012**	**0.019**
19:00-20:00	**11**	**31956**	**0.007**	**0.008**	**0.015**
20:00-21:00	**11**	**31956**	**0.004**	**0.006**	**0.010**
21:00-22:00	**1**	**37365**	**0.000**	**0.003**	**0.003**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.607**	**0.591**	**1.198**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.002**	**0.000**	**0.002**
06:00-07:00	**11**	**31956**	**0.001**	**0.000**	**0.001**
07:00-08:00	**18**	**45401**	**0.002**	**0.000**	**0.002**
08:00-09:00	**18**	**45401**	**0.002**	**0.000**	**0.002**
09:00-10:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
10:00-11:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
11:00-12:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
12:00-13:00	**18**	**45401**	**0.001**	**0.002**	**0.003**
13:00-14:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
14:00-15:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
15:00-16:00	**18**	**45401**	**0.000**	**0.002**	**0.002**
16:00-17:00	**18**	**45401**	**0.001**	**0.002**	**0.003**
17:00-18:00	**18**	**45401**	**0.000**	**0.002**	**0.002**
18:00-19:00	**18**	**45401**	**0.000**	**0.001**	**0.001**
19:00-20:00	**11**	**31956**	**0.000**	**0.001**	**0.001**
20:00-21:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**37365**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.014**	**0.013**	**0.027**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	11	31956	0.101	0.018	0.119
06:00-07:00	11	31956	0.145	0.036	0.181
07:00-08:00	18	45401	0.343	0.094	0.437
08:00-09:00	18	45401	0.464	0.141	0.605
09:00-10:00	18	45401	0.314	0.179	0.493
10:00-11:00	18	45401	0.236	0.203	0.439
11:00-12:00	18	45401	0.213	0.203	0.416
12:00-13:00	18	45401	0.229	0.264	0.493
13:00-14:00	18	45401	0.280	0.264	0.544
14:00-15:00	18	45401	0.206	0.301	0.507
15:00-16:00	18	45401	0.179	0.320	0.499
16:00-17:00	18	45401	0.198	0.369	0.567
17:00-18:00	18	45401	0.131	0.417	0.548
18:00-19:00	18	45401	0.103	0.193	0.296
19:00-20:00	11	31956	0.057	0.092	0.149
20:00-21:00	11	31956	0.020	0.037	0.057
21:00-22:00	1	37365	0.005	0.013	0.018
22:00-23:00					
23:00-00:00					
Total Rates:			3.224	3.144	6.368

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.003**	**0.000**	**0.003**
06:00-07:00	**11**	**31956**	**0.007**	**0.001**	**0.008**
07:00-08:00	**18**	**45401**	**0.013**	**0.007**	**0.020**
08:00-09:00	**18**	**45401**	**0.015**	**0.007**	**0.022**
09:00-10:00	**18**	**45401**	**0.009**	**0.004**	**0.013**
10:00-11:00	**18**	**45401**	**0.005**	**0.005**	**0.010**
11:00-12:00	**18**	**45401**	**0.006**	**0.006**	**0.012**
12:00-13:00	**18**	**45401**	**0.013**	**0.015**	**0.028**
13:00-14:00	**18**	**45401**	**0.020**	**0.018**	**0.038**
14:00-15:00	**18**	**45401**	**0.011**	**0.011**	**0.022**
15:00-16:00	**18**	**45401**	**0.007**	**0.010**	**0.017**
16:00-17:00	**18**	**45401**	**0.007**	**0.013**	**0.020**
17:00-18:00	**18**	**45401**	**0.009**	**0.017**	**0.026**
18:00-19:00	**18**	**45401**	**0.005**	**0.007**	**0.012**
19:00-20:00	**11**	**31956**	**0.002**	**0.011**	**0.013**
20:00-21:00	**11**	**31956**	**0.003**	**0.003**	**0.006**
21:00-22:00	**1**	**37365**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.135**	**0.135**	**0.270**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 07/06/2024
Number of weekdays (Monday-Friday):	18
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
06:00-07:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
07:00-08:00	**18**	**45401**	**0.015**	**0.005**	**0.020**
08:00-09:00	**18**	**45401**	**0.011**	**0.001**	**0.012**
09:00-10:00	**18**	**45401**	**0.005**	**0.001**	**0.006**
10:00-11:00	**18**	**45401**	**0.002**	**0.001**	**0.003**
11:00-12:00	**18**	**45401**	**0.003**	**0.003**	**0.006**
12:00-13:00	**18**	**45401**	**0.006**	**0.008**	**0.014**
13:00-14:00	**18**	**45401**	**0.015**	**0.005**	**0.020**
14:00-15:00	**18**	**45401**	**0.003**	**0.012**	**0.015**
15:00-16:00	**18**	**45401**	**0.002**	**0.012**	**0.014**
16:00-17:00	**18**	**45401**	**0.003**	**0.005**	**0.008**
17:00-18:00	**18**	**45401**	**0.002**	**0.010**	**0.012**
18:00-19:00	**18**	**45401**	**0.003**	**0.005**	**0.008**
19:00-20:00	**11**	**31956**	**0.000**	**0.001**	**0.001**
20:00-21:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**37365**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.070**	**0.069**	**0.139**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 18/04/2023
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
06:00-07:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
07:00-08:00	**18**	**45401**	**0.014**	**0.002**	**0.016**
08:00-09:00	**18**	**45401**	**0.010**	**0.001**	**0.011**
09:00-10:00	**18**	**45401**	**0.004**	**0.000**	**0.004**
10:00-11:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
11:00-12:00	**18**	**45401**	**0.002**	**0.002**	**0.004**
12:00-13:00	**18**	**45401**	**0.006**	**0.008**	**0.014**
13:00-14:00	**18**	**45401**	**0.014**	**0.005**	**0.019**
14:00-15:00	**18**	**45401**	**0.003**	**0.011**	**0.014**
15:00-16:00	**18**	**45401**	**0.001**	**0.011**	**0.012**
16:00-17:00	**18**	**45401**	**0.002**	**0.005**	**0.007**
17:00-18:00	**18**	**45401**	**0.001**	**0.009**	**0.010**
18:00-19:00	**18**	**45401**	**0.001**	**0.004**	**0.005**
19:00-20:00	**11**	**31956**	**0.000**	**0.001**	**0.001**
20:00-21:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**37365**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.059**	**0.060**	**0.119**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 18/04/2023
Number of weekdays (Monday-Friday):	16
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
06:00-07:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
07:00-08:00	**18**	**45401**	**0.000**	**0.002**	**0.002**
08:00-09:00	**18**	**45401**	**0.000**	**0.001**	**0.001**
09:00-10:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
10:00-11:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
11:00-12:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
12:00-13:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
13:00-14:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
14:00-15:00	**18**	**45401**	**0.000**	**0.001**	**0.001**
15:00-16:00	**18**	**45401**	**0.001**	**0.001**	**0.002**
16:00-17:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
17:00-18:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
18:00-19:00	**18**	**45401**	**0.002**	**0.000**	**0.002**
19:00-20:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
20:00-21:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**37365**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.009**	**0.005**	**0.014**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	25/04/2017 - 25/04/2017
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
06:00-07:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
07:00-08:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
08:00-09:00	**18**	**45401**	**0.001**	**0.000**	**0.001**
09:00-10:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
10:00-11:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
11:00-12:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
12:00-13:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
13:00-14:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
14:00-15:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
15:00-16:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
16:00-17:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
17:00-18:00	**18**	**45401**	**0.000**	**0.001**	**0.001**
18:00-19:00	**18**	**45401**	**0.000**	**0.000**	**0.000**
19:00-20:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
20:00-21:00	**11**	**31956**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**37365**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.001**	**0.001**	**0.002**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	10000 - 150564 (units: sqm)
Survey date date range:	08/05/2017 - 18/04/2023
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Filtering Summary:

Land Use: 02/A EMPLOYMENT/OFFICE

Selected Trip Rate Calculation Parameter Range: 170 - 120000 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 01/01/2016 Maximum: 27/06/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Monday	2
Thursday	1
Tuesday	1
Wednesday	5

Main Location Types selected:

Edge of Town	7
Suburban Area (PPS6 Out of Centre)	2

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3
Servicing Vehicles Included	6

Population <1 Mile ranges selected:

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

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	5
5,001 to 25,000	1
50,001 to 75,000	1
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	7
1.1 to 1.5	2

PTAL Rating:

No PTAL Present	9

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HO	HOUNSLOW	1 day
02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	1 day
	WS	WEST SUSSEX	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	LN	LINCOLNSHIRE	1 day
06	**WEST MIDLANDS**		
	WK	WARWICKSHIRE	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	AK	WAKEFIELD	1 day
10	**WALES**		
	CO	CONWY	1 day
	CP	CAERPHILLY	1 day

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

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Primary 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:	GFA
Actual Range:	500 to 120000 (units:sqm)
Range Selected by User:	170 to 120000 (units:sqm)
Parking Spaces Range:	0 - 2923

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 27/06/24

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
Thursday	1 days
Tuesday	1 days
Wednesday	5 days

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

Selected survey types:

Manual count	9
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town	7 days
Suburban Area (PPS6 Out of Centre)	2 days

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:

Commercial Zone	3 days
Industrial Zone	3 days
No Sub Category	3 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days
Servicing vehicles Included	6 days

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Secondary Filtering Selection:

Use Class:

Not Known	9 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 0

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	5 surveys
5,001 to 25,000	1 surveys
50,001 to 75,000	1 surveys
500,001 or More	1 surveys

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	7 surveys
1.1 to 1.5	2 surveys

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Petrol filling station:

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:

No	8 surveys
Yes	1 surveys

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:

1b - Very poor	1 surveys
No PTAL Present	8 surveys

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.

COVID-19 Restrictions:

No

Database right of TRICS Consortium Ltd, 2025. All rights reserved

LIST OF SITES relevant to selection parameters:

Site 1:	AK-02-A-01	**Gross floor area:**	1230 sqm
Development Name:	OFFICES	**Number of employees:**	2 EMPLOY
Location:	CASTLEFORD	**Number of employees:**	115
Postcode:	WF10 5TG	**Survey Date:**	23/05/2017
Main Location Type:	Edge of Town	**Survey Day:**	Tuesday
Sub Location Type:	No Sub Category		
PTAL:	n/a		

Site 2:	CO-02-A-01	**Gross floor area:**	6186 sqm
Development Name:	GOVERNMENT OFFICES	**Number of employees:**	1 EMPLOY
Location:	LLANDUDNO JUNCTION	**Number of employees:**	500
Postcode:	LL31 9RZ	**Survey Date:**	28/03/2018
Main Location Type:	Edge of Town	**Survey Day:**	Wednesday
Sub Location Type:	Commercial Zone		
PTAL:	n/a		

Site 3:	CP-02-A-02	**Gross floor area:**	1824 sqm
Development Name:	INSURANCE COMPANY	**Number of employees:**	1 EMPLOY
Location:	CAERPHILLY	**Number of employees:**	95
Postcode:	CF83 3HU	**Survey Date:**	13/10/2022
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Day:**	Thursday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 4:	HF-02-A-05	**Gross floor area:**	3378 sqm
Development Name:	OFFICES	**Number of employees:**	63 EMPLOY
Location:	POTTERS BAR	**Number of employees:**	170
Postcode:	EN6 3DQ	**Survey Date:**	11/03/2024
Main Location Type:	Edge of Town	**Survey Day:**	Monday
Sub Location Type:	Commercial Zone		
PTAL:	n/a		

Site 5:	HO-02-A-01	**Gross floor area:**	120000 sqm
Development Name:	SKY HEADQUARTERS	**Number of employees:**	13 EMPLOY
Location:	ISLEWORTH	**Number of employees:**	6500
Postcode:	TW7 5QD	**Survey Date:**	05/07/2017
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Day:**	Wednesday
Sub Location Type:	No Sub Category		
PTAL:	1B		

Site 6:	LN-02-A-01	**Gross floor area:**	2114 sqm
Development Name:	OFFICES	**Number of employees:**	36 EMPLOY
Location:	LOUTH	**Number of employees:**	92
Postcode:	LN11 0LS	**Survey Date:**	29/04/2024
Main Location Type:	Edge of Town	**Survey Day:**	Monday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 7:	NF-02-A-04	**Gross floor area:**	500 sqm
Development Name:	BUILDING CONSULTANT	**Number of employees:**	1 EMPLOY
Location:	NORWICH	**Number of employees:**	33
Postcode:	NR4 6DN	**Survey Date:**	13/11/2019
Main Location Type:	Edge of Town	**Survey Day:**	Wednesday
Sub Location Type:	Commercial Zone		
PTAL:	n/a		

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Site 8:	WK-02-A-03	**Gross floor area:**	796 sqm
Development Name:	ENGINEERING CONSULTANTS	**Number of employees:**	1 EMPLOY
Location:	WARWICK	**Number of employees:**	63
Postcode:	CV34 5XH	**Survey Date:**	23/11/2022
Main Location Type:	Edge of Town	**Survey Day:**	Wednesday
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Site 9:	WS-02-A-06	**Gross floor area:**	5700 sqm
Development Name:	SOUTHERN WATER OFFICES	**Number of employees:**	1 EMPLOY
Location:	WORTHING	**Number of employees:**	912
Postcode:	BN13 3NX	**Survey Date:**	18/05/2022
Main Location Type:	Edge of Town	**Survey Day:**	Wednesday
Sub Location Type:	No Sub Category		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-A-06	20-11-2018	selection
GM-02-A-10	19-04-2021	selection
LN-02-A-02	24-04-2024	selection
NF-02-A-05	12-09-2022	selection
TW-02-A-08	19-10-2018	selection

Database right of TRICS Consortium Ltd, 2025. All rights reserved

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

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
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	**1**	**120000**	**0.342**	**0.052**	**0.394**
07:00-08:00	**9**	**15748**	**0.508**	**0.070**	**0.578**
08:00-09:00	**9**	**15748**	**0.774**	**0.106**	**0.880**
09:00-10:00	**9**	**15748**	**0.579**	**0.121**	**0.700**
10:00-11:00	**9**	**15748**	**0.198**	**0.098**	**0.296**
11:00-12:00	**9**	**15748**	**0.132**	**0.087**	**0.219**
12:00-13:00	**9**	**15748**	**0.155**	**0.162**	**0.317**
13:00-14:00	**9**	**15748**	**0.137**	**0.150**	**0.287**
14:00-15:00	**9**	**15748**	**0.103**	**0.136**	**0.239**
15:00-16:00	**9**	**15748**	**0.086**	**0.223**	**0.309**
16:00-17:00	**9**	**15748**	**0.094**	**0.517**	**0.611**
17:00-18:00	**9**	**15748**	**0.087**	**0.797**	**0.884**
18:00-19:00	**8**	**17562**	**0.075**	**0.434**	**0.509**
19:00-20:00	**1**	**120000**	**0.047**	**0.227**	**0.274**
20:00-21:00	**1**	**120000**	**0.036**	**0.089**	**0.125**
21:00-22:00	**1**	**120000**	**0.048**	**0.072**	**0.120**
22:00-23:00					
23:00-00:00					
Total Rates:			**3.401**	**3.341**	**6.742**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	170 - 120000 (units: sqm)
Survey date date range:	23/05/2017 - 29/04/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Filtering Summary:

Land Use: 02/G EMPLOYMENT/PARCEL DISTRIBUTION CENTRES

Selected Trip Rate Calculation Parameter Range: 1600 - 22679 sqm GFA

Actual Trip Rate Calculation Parameter Range: N/A sqm GFA

Date Range: Minimum: 1/1/2016 Maximum: 11/23/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Tuesday	1

Main Location Types selected:

Edge of Town	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicles Included	1

Population <1 Mile ranges selected:

1,001 to 5,000	1

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Population <5 Mile ranges selected:

250,001 to 500,000	1

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	1

PTAL Rating:

No PTAL Present	1

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: G - PARCEL DISTRIBUTION CENTRES

Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	HO	HOUNSLOW	1 day
02	**SOUTH EAST**		
	SO	SLOUGH	1 day

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

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Primary 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:	GFA
Actual Range:	3862 to 15583 (units:sqm)
Range Selected by User:	1600 to 22679 (units:sqm)
Parking Spaces Range:	37 - 798

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 23/11/23

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:

Friday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2
Direction ATC Count	0

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 undertaking using machines

Selected Locations:

Edge of Town	1 days
Suburban Area (PPS6 Out of Centre)	1 days

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:

Commercial Zone	1 days
Development Zone	1 days

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.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Secondary Filtering Selection:

Use Class:

B8	2 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 3570

Population within 1 mile:

1,001 to 5,000	1 surveys
25,001 to 50,000	1 surveys

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

Population within 5 miles:

250,001 to 500,000	2 surveys

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	1 surveys
1.1 to 1.5	1 surveys

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Petrol filling station:

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	2 surveys

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:

1b - Very poor	1 surveys
No PTAL Present	1 surveys

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.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

LIST OF SITES relevant to selection parameters:

Site 1:	HO-02-G-06	**Gross floor area:**	3862 sqm
Development Name:	DPD & DPD LOCAL	**Number of employees:**	1 EMPLOY
Location:	FELTHAM	**Parking Spaces:**	135
Postcode:	TW13 7WB	**Number of employees:**	167
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Date:**	26/04/2019
		Survey Day:	Friday
Sub Location Type:	Commercial Zone		
PTAL:	1B		

Site 2:	SO-02-G-02	**Gross floor area:**	15583 sqm
Development Name:	DHL	**Number of employees:**	1 EMPLOY
Location:	SLOUGH	**Parking Spaces:**	798
Postcode:	SL3 0BB	**Number of employees:**	897
Main Location Type:	Edge of Town	**Survey Date:**	11/05/2021
Sub Location Type:	Development Zone	**Survey Day:**	Tuesday
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HO-02-G-05	04-05-2017	Removed: Site re-surveyed by HO-02-G-06
SO-02-G-01	06-03-2018	Removed: Site re-surveyed by SO-02-G-02

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.039**	**0.032**	**0.071**
01:00-02:00	**1**	**15583**	**0.096**	**0.071**	**0.167**
02:00-03:00	**1**	**15583**	**0.141**	**0.135**	**0.276**
03:00-04:00	**1**	**15583**	**0.205**	**0.193**	**0.398**
04:00-05:00	**1**	**15583**	**0.308**	**0.225**	**0.533**
05:00-06:00	**2**	**9722**	**0.489**	**0.154**	**0.643**
06:00-07:00	**2**	**9722**	**0.766**	**0.324**	**1.090**
07:00-08:00	**2**	**9722**	**0.597**	**0.741**	**1.338**
08:00-09:00	**2**	**9722**	**0.509**	**0.478**	**0.987**
09:00-10:00	**2**	**9722**	**0.339**	**0.478**	**0.817**
10:00-11:00	**2**	**9722**	**0.221**	**0.406**	**0.627**
11:00-12:00	**2**	**9722**	**0.206**	**0.339**	**0.545**
12:00-13:00	**2**	**9722**	**0.314**	**0.298**	**0.612**
13:00-14:00	**2**	**9722**	**0.375**	**0.406**	**0.781**
14:00-15:00	**2**	**9722**	**0.293**	**0.334**	**0.627**
15:00-16:00	**2**	**9722**	**0.324**	**0.437**	**0.761**
16:00-17:00	**2**	**9722**	**0.627**	**0.494**	**1.121**
17:00-18:00	**2**	**9722**	**0.437**	**0.653**	**1.090**
18:00-19:00	**2**	**9722**	**0.350**	**0.365**	**0.715**
19:00-20:00	**1**	**15583**	**0.629**	**0.462**	**1.091**
20:00-21:00	**1**	**15583**	**0.302**	**0.244**	**0.546**
21:00-22:00	**1**	**15583**	**0.218**	**0.520**	**0.738**
22:00-23:00	**1**	**15583**	**0.340**	**0.314**	**0.654**
23:00-00:00	**1**	**15583**	**0.039**	**0.077**	**0.116**
Total Rates:			**8.164**	**8.180**	**16.344**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total People

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.039**	**0.032**	**0.071**
01:00-02:00	**1**	**15583**	**0.090**	**0.071**	**0.161**
02:00-03:00	**1**	**15583**	**0.135**	**0.128**	**0.263**
03:00-04:00	**1**	**15583**	**0.205**	**0.186**	**0.391**
04:00-05:00	**1**	**15583**	**0.289**	**0.205**	**0.494**
05:00-06:00	**2**	**9722**	**0.489**	**0.149**	**0.638**
06:00-07:00	**2**	**9722**	**0.905**	**0.324**	**1.229**
07:00-08:00	**2**	**9722**	**0.669**	**1.095**	**1.764**
08:00-09:00	**2**	**9722**	**0.566**	**0.494**	**1.060**
09:00-10:00	**2**	**9722**	**0.350**	**0.525**	**0.875**
10:00-11:00	**2**	**9722**	**0.247**	**0.442**	**0.689**
11:00-12:00	**2**	**9722**	**0.221**	**0.339**	**0.560**
12:00-13:00	**2**	**9722**	**0.345**	**0.288**	**0.633**
13:00-14:00	**2**	**9722**	**0.453**	**0.483**	**0.936**
14:00-15:00	**2**	**9722**	**0.350**	**0.360**	**0.710**
15:00-16:00	**2**	**9722**	**0.483**	**0.602**	**1.085**
16:00-17:00	**2**	**9722**	**0.663**	**0.602**	**1.265**
17:00-18:00	**2**	**9722**	**0.473**	**0.715**	**1.188**
18:00-19:00	**2**	**9722**	**0.386**	**0.360**	**0.746**
19:00-20:00	**1**	**15583**	**0.783**	**0.456**	**1.239**
20:00-21:00	**1**	**15583**	**0.327**	**0.250**	**0.577**
21:00-22:00	**1**	**15583**	**0.270**	**0.616**	**0.886**
22:00-23:00	**1**	**15583**	**0.334**	**0.468**	**0.802**
23:00-00:00	**1**	**15583**	**0.039**	**0.064**	**0.103**
Total Rates:			**9.111**	**9.254**	**18.365**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Cyclists

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
02:00-03:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
03:00-04:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
05:00-06:00	**2**	**9722**	**0.000**	**0.010**	**0.010**
06:00-07:00	**2**	**9722**	**0.005**	**0.005**	**0.010**
07:00-08:00	**2**	**9722**	**0.005**	**0.010**	**0.015**
08:00-09:00	**2**	**9722**	**0.000**	**0.005**	**0.005**
09:00-10:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**9722**	**0.000**	**0.005**	**0.005**
14:00-15:00	**2**	**9722**	**0.010**	**0.005**	**0.015**
15:00-16:00	**2**	**9722**	**0.000**	**0.005**	**0.005**
16:00-17:00	**2**	**9722**	**0.005**	**0.000**	**0.005**
17:00-18:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**15583**	**0.013**	**0.000**	**0.013**
20:00-21:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
22:00-23:00	**1**	**15583**	**0.006**	**0.013**	**0.019**
23:00-00:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.044**	**0.064**	**0.108**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.013**	**0.000**	**0.013**
02:00-03:00	**1**	**15583**	**0.006**	**0.006**	**0.012**
03:00-04:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
04:00-05:00	**1**	**15583**	**0.019**	**0.019**	**0.038**
05:00-06:00	**2**	**9722**	**0.010**	**0.015**	**0.025**
06:00-07:00	**2**	**9722**	**0.021**	**0.010**	**0.031**
07:00-08:00	**2**	**9722**	**0.021**	**0.031**	**0.052**
08:00-09:00	**2**	**9722**	**0.021**	**0.015**	**0.036**
09:00-10:00	**2**	**9722**	**0.010**	**0.005**	**0.015**
10:00-11:00	**2**	**9722**	**0.005**	**0.010**	**0.015**
11:00-12:00	**2**	**9722**	**0.015**	**0.015**	**0.030**
12:00-13:00	**2**	**9722**	**0.005**	**0.021**	**0.026**
13:00-14:00	**2**	**9722**	**0.026**	**0.015**	**0.041**
14:00-15:00	**2**	**9722**	**0.010**	**0.026**	**0.036**
15:00-16:00	**2**	**9722**	**0.031**	**0.021**	**0.052**
16:00-17:00	**2**	**9722**	**0.015**	**0.015**	**0.030**
17:00-18:00	**2**	**9722**	**0.015**	**0.010**	**0.025**
18:00-19:00	**2**	**9722**	**0.010**	**0.021**	**0.031**
19:00-20:00	**1**	**15583**	**0.039**	**0.019**	**0.058**
20:00-21:00	**1**	**15583**	**0.006**	**0.006**	**0.012**
21:00-22:00	**1**	**15583**	**0.039**	**0.039**	**0.078**
22:00-23:00	**1**	**15583**	**0.032**	**0.032**	**0.064**
23:00-00:00	**1**	**15583**	**0.000**	**0.019**	**0.019**
Total Rates:			**0.369**	**0.376**	**0.745**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	11/05/2021 - 11/05/2021
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

OGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.032**	**0.032**	**0.064**
01:00-02:00	**1**	**15583**	**0.019**	**0.019**	**0.038**
02:00-03:00	**1**	**15583**	**0.064**	**0.083**	**0.147**
03:00-04:00	**1**	**15583**	**0.116**	**0.103**	**0.219**
04:00-05:00	**1**	**15583**	**0.109**	**0.122**	**0.231**
05:00-06:00	**2**	**9722**	**0.118**	**0.087**	**0.205**
06:00-07:00	**2**	**9722**	**0.077**	**0.082**	**0.159**
07:00-08:00	**2**	**9722**	**0.082**	**0.129**	**0.211**
08:00-09:00	**2**	**9722**	**0.093**	**0.159**	**0.252**
09:00-10:00	**2**	**9722**	**0.093**	**0.062**	**0.155**
10:00-11:00	**2**	**9722**	**0.098**	**0.134**	**0.232**
11:00-12:00	**2**	**9722**	**0.046**	**0.046**	**0.092**
12:00-13:00	**2**	**9722**	**0.072**	**0.051**	**0.123**
13:00-14:00	**2**	**9722**	**0.041**	**0.036**	**0.077**
14:00-15:00	**2**	**9722**	**0.041**	**0.093**	**0.134**
15:00-16:00	**2**	**9722**	**0.036**	**0.057**	**0.093**
16:00-17:00	**2**	**9722**	**0.175**	**0.129**	**0.304**
17:00-18:00	**2**	**9722**	**0.036**	**0.082**	**0.118**
18:00-19:00	**2**	**9722**	**0.062**	**0.087**	**0.149**
19:00-20:00	**1**	**15583**	**0.058**	**0.135**	**0.193**
20:00-21:00	**1**	**15583**	**0.116**	**0.051**	**0.167**
21:00-22:00	**1**	**15583**	**0.090**	**0.122**	**0.212**
22:00-23:00	**1**	**15583**	**0.212**	**0.083**	**0.295**
23:00-00:00	**1**	**15583**	**0.032**	**0.013**	**0.045**
Total Rates:			**1.918**	**1.997**	**3.915**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Taxis

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
02:00-03:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
03:00-04:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
05:00-06:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
07:00-08:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
08:00-09:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
17:00-18:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
23:00-00:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.000**	**0.000**	**0.000**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Cars

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.006**	**0.000**	**0.006**
01:00-02:00	**1**	**15583**	**0.058**	**0.051**	**0.109**
02:00-03:00	**1**	**15583**	**0.058**	**0.039**	**0.097**
03:00-04:00	**1**	**15583**	**0.077**	**0.083**	**0.160**
04:00-05:00	**1**	**15583**	**0.128**	**0.071**	**0.199**
05:00-06:00	**2**	**9722**	**0.273**	**0.051**	**0.324**
06:00-07:00	**2**	**9722**	**0.355**	**0.093**	**0.448**
07:00-08:00	**2**	**9722**	**0.355**	**0.365**	**0.720**
08:00-09:00	**2**	**9722**	**0.319**	**0.072**	**0.391**
09:00-10:00	**2**	**9722**	**0.103**	**0.082**	**0.185**
10:00-11:00	**2**	**9722**	**0.062**	**0.051**	**0.113**
11:00-12:00	**2**	**9722**	**0.087**	**0.108**	**0.195**
12:00-13:00	**2**	**9722**	**0.144**	**0.118**	**0.262**
13:00-14:00	**2**	**9722**	**0.180**	**0.226**	**0.406**
14:00-15:00	**2**	**9722**	**0.103**	**0.113**	**0.216**
15:00-16:00	**2**	**9722**	**0.139**	**0.257**	**0.396**
16:00-17:00	**2**	**9722**	**0.159**	**0.231**	**0.390**
17:00-18:00	**2**	**9722**	**0.123**	**0.468**	**0.591**
18:00-19:00	**2**	**9722**	**0.159**	**0.185**	**0.344**
19:00-20:00	**1**	**15583**	**0.391**	**0.160**	**0.551**
20:00-21:00	**1**	**15583**	**0.064**	**0.096**	**0.160**
21:00-22:00	**1**	**15583**	**0.058**	**0.308**	**0.366**
22:00-23:00	**1**	**15583**	**0.096**	**0.193**	**0.289**
23:00-00:00	**1**	**15583**	**0.006**	**0.039**	**0.045**
Total Rates:			**3.503**	**3.460**	**6.963**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

LGVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.006**	**0.000**	**0.006**
02:00-03:00	**1**	**15583**	**0.006**	**0.006**	**0.012**
03:00-04:00	**1**	**15583**	**0.013**	**0.000**	**0.013**
04:00-05:00	**1**	**15583**	**0.051**	**0.006**	**0.057**
05:00-06:00	**2**	**9722**	**0.082**	**0.000**	**0.082**
06:00-07:00	**2**	**9722**	**0.309**	**0.129**	**0.438**
07:00-08:00	**2**	**9722**	**0.118**	**0.201**	**0.319**
08:00-09:00	**2**	**9722**	**0.077**	**0.231**	**0.308**
09:00-10:00	**2**	**9722**	**0.134**	**0.329**	**0.463**
10:00-11:00	**2**	**9722**	**0.051**	**0.206**	**0.257**
11:00-12:00	**2**	**9722**	**0.057**	**0.170**	**0.227**
12:00-13:00	**2**	**9722**	**0.093**	**0.108**	**0.201**
13:00-14:00	**2**	**9722**	**0.118**	**0.118**	**0.236**
14:00-15:00	**2**	**9722**	**0.139**	**0.103**	**0.242**
15:00-16:00	**2**	**9722**	**0.118**	**0.103**	**0.221**
16:00-17:00	**2**	**9722**	**0.278**	**0.113**	**0.391**
17:00-18:00	**2**	**9722**	**0.252**	**0.077**	**0.329**
18:00-19:00	**2**	**9722**	**0.118**	**0.072**	**0.190**
19:00-20:00	**1**	**15583**	**0.135**	**0.148**	**0.283**
20:00-21:00	**1**	**15583**	**0.116**	**0.083**	**0.199**
21:00-22:00	**1**	**15583**	**0.026**	**0.051**	**0.077**
22:00-23:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
23:00-00:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
Total Rates:			**2.297**	**2.260**	**4.557**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Motorcycles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
02:00-03:00	**1**	**15583**	**0.006**	**0.000**	**0.006**
03:00-04:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
05:00-06:00	**2**	**9722**	**0.005**	**0.000**	**0.005**
06:00-07:00	**2**	**9722**	**0.005**	**0.010**	**0.015**
07:00-08:00	**2**	**9722**	**0.015**	**0.010**	**0.025**
08:00-09:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
09:00-10:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**9722**	**0.005**	**0.005**	**0.010**
11:00-12:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**9722**	**0.010**	**0.010**	**0.020**
14:00-15:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**9722**	**0.000**	**0.005**	**0.005**
17:00-18:00	**2**	**9722**	**0.010**	**0.015**	**0.025**
18:00-19:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**15583**	**0.006**	**0.000**	**0.006**
20:00-21:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
21:00-22:00	**1**	**15583**	**0.006**	**0.000**	**0.006**
22:00-23:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
23:00-00:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
Total Rates:			**0.068**	**0.073**	**0.141**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	11/05/2021 - 11/05/2021
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Servicing Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.032**	**0.032**	**0.064**
01:00-02:00	**1**	**15583**	**0.026**	**0.019**	**0.045**
02:00-03:00	**1**	**15583**	**0.071**	**0.090**	**0.161**
03:00-04:00	**1**	**15583**	**0.128**	**0.103**	**0.231**
04:00-05:00	**1**	**15583**	**0.160**	**0.128**	**0.288**
05:00-06:00	**2**	**9722**	**0.195**	**0.087**	**0.282**
06:00-07:00	**2**	**9722**	**0.391**	**0.211**	**0.602**
07:00-08:00	**2**	**9722**	**0.201**	**0.329**	**0.530**
08:00-09:00	**2**	**9722**	**0.170**	**0.401**	**0.571**
09:00-10:00	**2**	**9722**	**0.226**	**0.401**	**0.627**
10:00-11:00	**2**	**9722**	**0.149**	**0.339**	**0.488**
11:00-12:00	**2**	**9722**	**0.103**	**0.216**	**0.319**
12:00-13:00	**2**	**9722**	**0.159**	**0.154**	**0.313**
13:00-14:00	**2**	**9722**	**0.165**	**0.159**	**0.324**
14:00-15:00	**2**	**9722**	**0.175**	**0.185**	**0.360**
15:00-16:00	**2**	**9722**	**0.154**	**0.154**	**0.308**
16:00-17:00	**2**	**9722**	**0.447**	**0.242**	**0.689**
17:00-18:00	**2**	**9722**	**0.288**	**0.159**	**0.447**
18:00-19:00	**2**	**9722**	**0.180**	**0.159**	**0.339**
19:00-20:00	**1**	**15583**	**0.193**	**0.282**	**0.475**
20:00-21:00	**1**	**15583**	**0.231**	**0.135**	**0.366**
21:00-22:00	**1**	**15583**	**0.116**	**0.173**	**0.289**
22:00-23:00	**1**	**15583**	**0.212**	**0.090**	**0.302**
23:00-00:00	**1**	**15583**	**0.032**	**0.013**	**0.045**
Total Rates:			**4.204**	**4.261**	**8.465**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Vehicle Occupants

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.039**	**0.032**	**0.071**
01:00-02:00	**1**	**15583**	**0.083**	**0.071**	**0.154**
02:00-03:00	**1**	**15583**	**0.135**	**0.128**	**0.263**
03:00-04:00	**1**	**15583**	**0.205**	**0.186**	**0.391**
04:00-05:00	**1**	**15583**	**0.289**	**0.205**	**0.494**
05:00-06:00	**2**	**9722**	**0.483**	**0.139**	**0.622**
06:00-07:00	**2**	**9722**	**0.787**	**0.319**	**1.106**
07:00-08:00	**2**	**9722**	**0.612**	**0.885**	**1.497**
08:00-09:00	**2**	**9722**	**0.525**	**0.468**	**0.993**
09:00-10:00	**2**	**9722**	**0.334**	**0.478**	**0.812**
10:00-11:00	**2**	**9722**	**0.237**	**0.442**	**0.679**
11:00-12:00	**2**	**9722**	**0.206**	**0.339**	**0.545**
12:00-13:00	**2**	**9722**	**0.329**	**0.283**	**0.612**
13:00-14:00	**2**	**9722**	**0.370**	**0.442**	**0.812**
14:00-15:00	**2**	**9722**	**0.298**	**0.329**	**0.627**
15:00-16:00	**2**	**9722**	**0.329**	**0.473**	**0.802**
16:00-17:00	**2**	**9722**	**0.633**	**0.525**	**1.158**
17:00-18:00	**2**	**9722**	**0.458**	**0.674**	**1.132**
18:00-19:00	**2**	**9722**	**0.355**	**0.360**	**0.715**
19:00-20:00	**1**	**15583**	**0.655**	**0.456**	**1.111**
20:00-21:00	**1**	**15583**	**0.302**	**0.244**	**0.546**
21:00-22:00	**1**	**15583**	**0.186**	**0.545**	**0.731**
22:00-23:00	**1**	**15583**	**0.308**	**0.295**	**0.603**
23:00-00:00	**1**	**15583**	**0.039**	**0.058**	**0.097**
Total Rates:			**8.197**	**8.376**	**16.573**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Pedestrians

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
02:00-03:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
03:00-04:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
05:00-06:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**9722**	**0.041**	**0.000**	**0.041**
07:00-08:00	**2**	**9722**	**0.026**	**0.015**	**0.041**
08:00-09:00	**2**	**9722**	**0.005**	**0.010**	**0.015**
09:00-10:00	**2**	**9722**	**0.010**	**0.015**	**0.025**
10:00-11:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
14:00-15:00	**2**	**9722**	**0.005**	**0.021**	**0.026**
15:00-16:00	**2**	**9722**	**0.015**	**0.031**	**0.046**
16:00-17:00	**2**	**9722**	**0.021**	**0.036**	**0.057**
17:00-18:00	**2**	**9722**	**0.000**	**0.021**	**0.021**
18:00-19:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
20:00-21:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
22:00-23:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
23:00-00:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.123**	**0.149**	**0.272**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Public Transport Users

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.006**	**0.000**	**0.006**
02:00-03:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
03:00-04:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
05:00-06:00	**2**	**9722**	**0.005**	**0.000**	**0.005**
06:00-07:00	**2**	**9722**	**0.072**	**0.000**	**0.072**
07:00-08:00	**2**	**9722**	**0.026**	**0.185**	**0.211**
08:00-09:00	**2**	**9722**	**0.036**	**0.010**	**0.046**
09:00-10:00	**2**	**9722**	**0.005**	**0.031**	**0.036**
10:00-11:00	**2**	**9722**	**0.010**	**0.000**	**0.010**
11:00-12:00	**2**	**9722**	**0.015**	**0.000**	**0.015**
12:00-13:00	**2**	**9722**	**0.015**	**0.005**	**0.020**
13:00-14:00	**2**	**9722**	**0.082**	**0.036**	**0.118**
14:00-15:00	**2**	**9722**	**0.036**	**0.005**	**0.041**
15:00-16:00	**2**	**9722**	**0.139**	**0.093**	**0.232**
16:00-17:00	**2**	**9722**	**0.005**	**0.041**	**0.046**
17:00-18:00	**2**	**9722**	**0.015**	**0.021**	**0.036**
18:00-19:00	**2**	**9722**	**0.031**	**0.000**	**0.031**
19:00-20:00	**1**	**15583**	**0.116**	**0.000**	**0.116**
20:00-21:00	**1**	**15583**	**0.026**	**0.006**	**0.032**
21:00-22:00	**1**	**15583**	**0.083**	**0.064**	**0.147**
22:00-23:00	**1**	**15583**	**0.019**	**0.160**	**0.179**
23:00-00:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
Total Rates:			**0.742**	**0.663**	**1.405**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Bus/Tram Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
02:00-03:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
03:00-04:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
05:00-06:00	**2**	**9722**	**0.005**	**0.000**	**0.005**
06:00-07:00	**2**	**9722**	**0.067**	**0.000**	**0.067**
07:00-08:00	**2**	**9722**	**0.021**	**0.129**	**0.150**
08:00-09:00	**2**	**9722**	**0.021**	**0.005**	**0.026**
09:00-10:00	**2**	**9722**	**0.000**	**0.021**	**0.021**
10:00-11:00	**2**	**9722**	**0.005**	**0.000**	**0.005**
11:00-12:00	**2**	**9722**	**0.015**	**0.000**	**0.015**
12:00-13:00	**2**	**9722**	**0.015**	**0.005**	**0.020**
13:00-14:00	**2**	**9722**	**0.051**	**0.026**	**0.077**
14:00-15:00	**2**	**9722**	**0.026**	**0.000**	**0.026**
15:00-16:00	**2**	**9722**	**0.129**	**0.067**	**0.196**
16:00-17:00	**2**	**9722**	**0.005**	**0.015**	**0.020**
17:00-18:00	**2**	**9722**	**0.005**	**0.021**	**0.026**
18:00-19:00	**2**	**9722**	**0.031**	**0.000**	**0.031**
19:00-20:00	**1**	**15583**	**0.045**	**0.000**	**0.045**
20:00-21:00	**1**	**15583**	**0.013**	**0.000**	**0.013**
21:00-22:00	**1**	**15583**	**0.051**	**0.013**	**0.064**
22:00-23:00	**1**	**15583**	**0.013**	**0.148**	**0.161**
23:00-00:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
Total Rates:			**0.518**	**0.456**	**0.974**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Coach Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
02:00-03:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
03:00-04:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
05:00-06:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**9722**	**0.005**	**0.000**	**0.005**
07:00-08:00	**2**	**9722**	**0.005**	**0.051**	**0.056**
08:00-09:00	**2**	**9722**	**0.010**	**0.000**	**0.010**
09:00-10:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
10:00-11:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
11:00-12:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**9722**	**0.010**	**0.010**	**0.020**
14:00-15:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
15:00-16:00	**2**	**9722**	**0.010**	**0.026**	**0.036**
16:00-17:00	**2**	**9722**	**0.000**	**0.005**	**0.005**
17:00-18:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
18:00-19:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**15583**	**0.045**	**0.000**	**0.045**
20:00-21:00	**1**	**15583**	**0.013**	**0.006**	**0.019**
21:00-22:00	**1**	**15583**	**0.026**	**0.045**	**0.071**
22:00-23:00	**1**	**15583**	**0.006**	**0.006**	**0.012**
23:00-00:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.130**	**0.149**	**0.279**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	11/05/2021 - 11/05/2021
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

TRIP RATE for Land Use 02 - EMPLOYMENT/G - PARCEL DISTRIBUTION CENTRES

Total Rail Passengers

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
01:00-02:00	**1**	**15583**	**0.006**	**0.000**	**0.006**
02:00-03:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
03:00-04:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
04:00-05:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
05:00-06:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
06:00-07:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
07:00-08:00	**2**	**9722**	**0.000**	**0.005**	**0.005**
08:00-09:00	**2**	**9722**	**0.005**	**0.005**	**0.010**
09:00-10:00	**2**	**9722**	**0.005**	**0.010**	**0.015**
10:00-11:00	**2**	**9722**	**0.005**	**0.000**	**0.005**
11:00-12:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
12:00-13:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
13:00-14:00	**2**	**9722**	**0.021**	**0.000**	**0.021**
14:00-15:00	**2**	**9722**	**0.010**	**0.005**	**0.015**
15:00-16:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
16:00-17:00	**2**	**9722**	**0.000**	**0.021**	**0.021**
17:00-18:00	**2**	**9722**	**0.010**	**0.000**	**0.010**
18:00-19:00	**2**	**9722**	**0.000**	**0.000**	**0.000**
19:00-20:00	**1**	**15583**	**0.026**	**0.000**	**0.026**
20:00-21:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
21:00-22:00	**1**	**15583**	**0.006**	**0.006**	**0.012**
22:00-23:00	**1**	**15583**	**0.000**	**0.006**	**0.006**
23:00-00:00	**1**	**15583**	**0.000**	**0.000**	**0.000**
Total Rates:			**0.094**	**0.058**	**0.152**

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.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Parameter Summary:

Trip rate parameter range selected:	1600 - 22679 (units: sqm)
Survey date date range:	26/04/2019 - 11/05/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
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.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Appendix B Distribution Assumptions

Copyright © 1976 - 2025 Buro Happold. All rights reserved

Distribution Methodology

Origin		N	S	E	W
E02001097 : Manchester 053	243	100%			
E02001096 : Manchester 052	209			100%	
E02001093 : Manchester 049	162	100%			
E02001095 : Manchester 051	155				100%
E02003856 : Cheshire East 004	139			100%	
E02001094 : Manchester 050	128	100%			
E02001092 : Manchester 048	117	100%			
E02001226 : Stockport 040	115			100%	
E02001204 : Stockport 018	105	5%		50%	
E02001091 : Manchester 047	102	50%			50%
E02001222 : Stockport 036	94			100%	
E02003857 : Cheshire East 005	87			100%	
E02003859 : Cheshire East 007	84		100%		
E02001280 : Trafford 022	83	50%			50%
E02001088 : Manchester 044	76	100%			
E02001281 : Trafford 023	76	50%			50%
E02001276 : Trafford 018	72	100%			
E02002610 : Warrington 021	67				100%
E02001225 : Stockport 039	65			100%	
E02001279 : Trafford 021	65	50%			50%
E02003864 : Cheshire East 012	64		100%		
E02001207 : Stockport 021	63			100%	
E02003860 : Cheshire East 008	62		100%		
E02001208 : Stockport 022	62	100%			

N	S	E	W
243	0	0	0
0	0	209	0
162	0	0	0
0	0	0	155
0	0	139	0
128	0	0	0
117	0	0	0
0	0	115	0
5.25	0	52.5	0
51	0	0	51
0	0	94	0
0	0	87	0
0	84	0	0
41.5	0	0	41.5
76	0	0	0
38	0	0	38
72	0	0	0
0	0	0	67
0	0	65	0
32.5	0	0	32.5
0	64	0	0
0	0	63	0
0	62	0	0
62	0	0	0

	N	S	E	W	Total
	1028	210	825	385	2448
Proportion	42%	9%	34%	16%	

Towards M56	62%
Towards A555	38%

Natalie Maynard
Buro Happold Limited
Level 5-8, The Featherstone Building
66 City Road
London, EC1Y 2AL
UK

T: +44 (0)207 927 9700
F: +44 (0)870 787 4145
Email: natalie.maynard@burohappold.com

MANCHESTER CITY COUNCIL

Ms Megan Bracha
CBRE Limited
Toronto Square
Leeds
LS1 2HJ
Via email only

megan.bracha@cbre.com

Planning

Julie Roscoe
Head of Planning, Licensing and Building Control
Growth and Neighbourhoods Directorate

Contact officer: Robert Griffin
email:robert.griffin@manchester.gov.uk

Date: 7th January 2026

Our Ref: EIASCO/25/014

Dear Ms Bracha,

TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017

RE: REQUEST FOR A FORMAL OPINION ON THE SCOPE OF AN ENVIRONMENTAL STATEMENT (ES) UNDER REGULATION 15 OF THE ENVIRONMENTAL IMPACT ASSESSMENT REGULATIONS 2017

DEVELOPMENT PROPOSALS CONSISTNG OF:

a) Development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.

b) Development of a range of uses comprising Use Class E.g., B2, C1 alongside a multi-storey car park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping.

I write in response to your formal request for a scoping opinion from the City Council as local planning authority in relation to a proposed development by Airport City Limited Partnership (the applicant) at land to the north of the M56 spur, immediately south of Wythenshawe and to the north of Manchester Airport (the site).

Following an assessment of the submitted EIA Scoping Report 'MIX, Manchester' prepared by SLR Consulting Limited received on the 3rd December 2025, the Council can confirm that the scope of the proposed Environmental Statement (ES) is generally satisfactory to the City Council as local planning authority. A number of statutory consultees have provided further advice and comments in response to the Scoping Opinion request. Copies of the responses received are appended to this letter.

The scope and structure of the ES

The Scoping Report sets out the intended scope and structure of any Environmental Statement (ES) to assess any likely significant effects on the environment by the proposed

development. It also considers those matters to be scoped 'out' of the ES providing commentary and details that have informed this position.

The following matters have been identified to be scoped into the ES for the development within the submitted scoping report:

• Air Quality • Noise and Vibration • Ecology and Biodiversity • Daylight, Sunlight and Overshadowing • Townscape and Visual; and •Traffic and Movement

It is confirmed that the scope and matters identified for inclusion within chapters of the ES is generally agreed by the City Council subject to specific comments set out below.

Air Quality

The scope of the proposed air quality chapter of the ES is considered to be acceptable.

The application site is partially within the Greater Manchester Air Quality Management Area (map available at: https://uk-air.defra.gov.uk/aqma/maps) as such there is the potential for air quality effects as a result of fugitive dust emissions from earthworks, construction and track out activities associated with the construction phase; and vehicles travelling to and from the site to increase pollution levels in this sensitive area during the operational phase. Consideration of these effects will be required within the Air Quality chapter.

Noise and Vibration

The scope of the proposed noise and vibration chapter of the ES are acceptable.

There are no objections to the proposed study area, approach to impact assessment or the scoping out of construction and operational vibration effects.

In preparing the relevant reports and assessments you are directed to guidance prepared by the City Council's Environmental Health department which can be found on the Council's webpages and via the following weblink: https://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

Ecology and Biodiversity

The inclusion of ecology in the ES is welcomed. As set out in the response from the Greater Manchester Ecology Unit who are the Council's specialist ecology advisors, additional scope should be added in relation to Biodiversity including the statutory metric and information around how and where biodiversity gains would be delivered. They also indicate that works to nearby ponds were recently facilitated to improve their capacity to support amphibians and this may require additional precautions and consideration at the applications site.

Other than the comments above the defined study area and assessment of impact are considered to be acceptable.

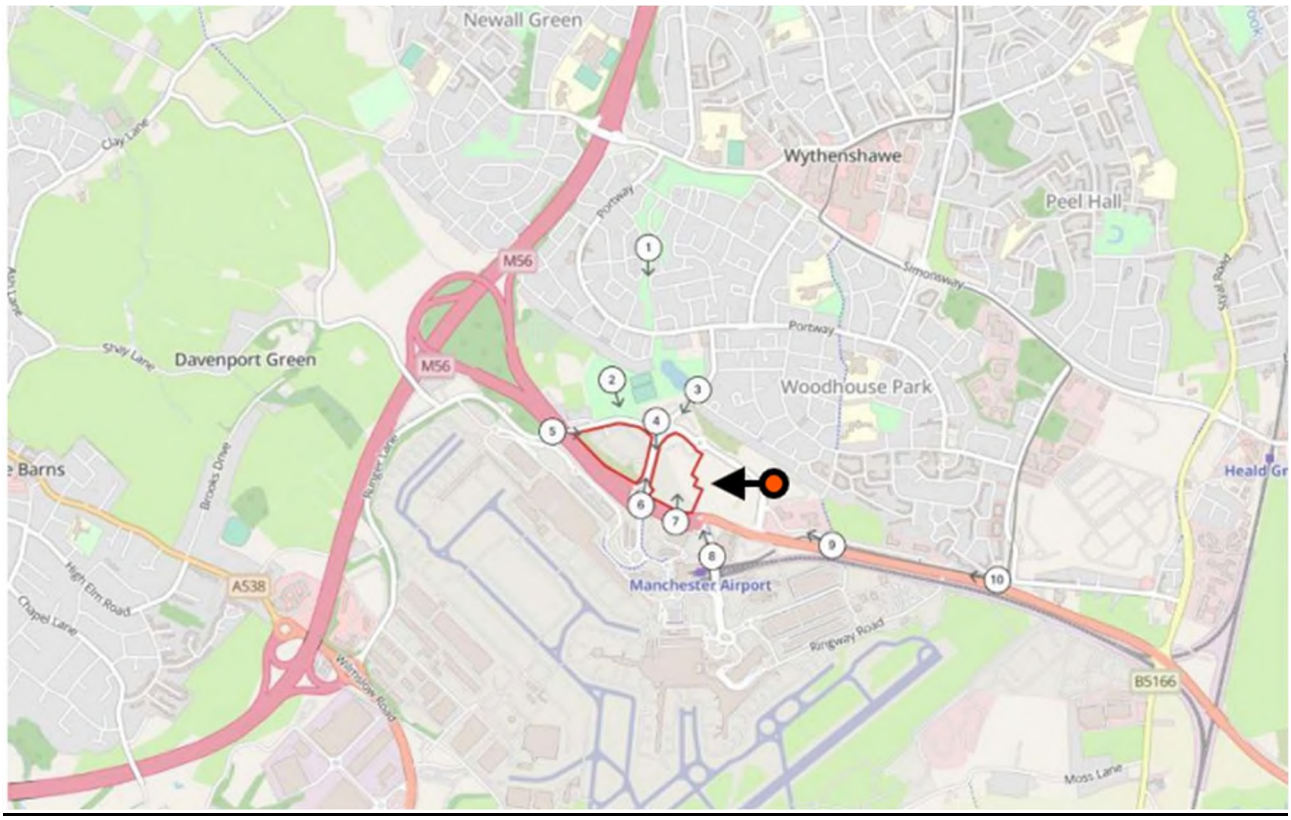
Daylight, Sunlight and Overshadowing

The scope of the proposed Daylight, Sunlight and Overshadowing chapter of the ES is considered to be acceptable.

The approach to the study area, assessment of impact and scoping out of outdoor amenity spaces is acceptable.

Townscape and Visual

The scope of the proposed Heritage, Townscape and Visual chapter of the ES is acceptable. The proposed viewpoints for inclusion in the assessment as set out at table are accepted, however it is requested that an additional viewpoint is taken from the east of the site on Enterprise Way as identified on the amended plate 10.1 below.



There are no objections to: the study area; approach to impact assessment; townscape and visual receptors proposed (save for the comment above with regards to plate 10.1 viewpoints); and that topography and public open space as townscape receptors can be scoped out.

Traffic and Movement

Consultees have provided detailed responses on matters to be included and covered within any Transport Assessment accompanying future planning applications together with requirements relating to cumulative assessment scope. These responses are appended to this letter.

It is noted that Paragraph 11.4.3 of the Scoping report omits consideration of the Places for Everyone Joint Development Plan Document.

Elements Scoped Out

The following matters have been identified to be scoped out of the EIA for the development within the submitted scoping report:

- Archaeology
- Built Heritage
- Climate Change and Greenhouse gas
- Glint and Glare
- Ground Conditions
- Health
- Major Accidents and Disasters
- Socioeconomics
- Waste and Materials
- Water Environment

The Scoping report identifies that all the above matters except Health, Major Accidents and Disasters, and Socioeconomics would be subject to separate supplementary technical reports submitted as standalone documents in support of the application. The Council as local planning authority generally accepts the approach to those matters identified to be scoped out of any accompanying Environmental Statement. However, the comments of the Aerodrome Safeguarding Authority raise comments around assumptions made in the Scoping Report in respect of airport safeguarding heights at the site. The comments of the Safeguarding Authority would need to be satisfactorily addressed prior to relying on the assumption that design alone would mitigate the risk of major accidents.

Other matters

Paragraph 3.5 and table 3.1 of the submitted report set out known cumulative developments. It is considered that this list does not contain all the cumulative developments that would need to be considered, omitting that relating to planning approval reference 129109/JO/2021 which the Council understands made a lawful start on site prior to the expiry of the consent. This development was itself subject to an Environmental Statement and given its adjacency to the site should be included within the assessment.

It should be noted that Trafford Council within their response identify other proposals within their administrative area that should be given consideration as part of the cumulative effects arising from the proposed development.

Updates will be required in relation to EIASCO25/010 identified on table 3.1 as planning applications for these have now been submitted to the Council for consideration under planning application references: 144656/FO/2025, 144669/FO/2025, and 144655/FO/2025 with details of these being available on the Councils public access system via the following weblink: https://pa.manchester.gov.uk/online-applications/

In response to the scoping request a number of statutory consultees have provided responses to the consultation, these are appended to this letter and provide guidance and commentary on the scope of the submission and information they would expect to see in any future planning application submission.

This scoping opinion relates to the requirements for inclusion within an Environmental Statement to accompany a planning application for the proposed development only.

I trust this information is of assistance to you. Should you require anything further please do not hesitate to contact **Robert Griffin.**

Yours sincerely,



Derek Jones

Strategic Planning and Project Lead

APPENDIX 1 Consultee Responses

Mr Rob Griffin
Manchester City Council
PO Box 532
Manchester
Lancashire
M60 2LA

Our ref: SO/2025/125470/01-L01
Your ref: EIASCO/25/014

Date: 19 December 2025

Dear Rob,

REQUEST FOR SCOPING OPINION UNDER PART 4, REGULATION 15 OF THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 (AS AMENDED) MIX MANCHESTER (FORMERLY AIRPORT CITY NORTH)

LAND TO THE NORTH OF THE A56 SPUR, IMMEDIATELY SOUTH OF WYTHENSHAWE AND TO THE NORTH OF MANCHESTER AIRPORT MANCHESTER

Thank you for consulting us on the above application on 4 December 2025.

Environment Agency Position

We have no objection to the proposed EIA scoping opinion.

--

Should you have any queries regarding this response, please do not hesitate to contact me.

Yours sincerely,

[redacted]
Planning Advisor

Team e-mail [redacted]

MANCHESTER CITY COUNCIL

Development Management
Citywide Support (Highways)

Telephone: [redacted]

Hammerstone Road Depot,
Manchester M18 8EQ

Memorandum

To	Robert Griffin
From	[redacted]
Date	23 December 2025
Subject	**EIASCO/25/014** **Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)**

We have reviewed the above application in relation to highways and our comments are as follows:

Context:

The proposals for MIX Manchester comprise employment and industrial development on land to the north of the A56 spur, immediately south of Wythenshawe and to the north of Manchester Airport.

The Hybrid Planning Application seeking:

1. Full planning permission for development of mid-tech units (Use Class E.g.(i, ii, iii)) and multi-storey car park (Use Class Sui Generis), alongside ancillary commercial uses (Class E) with associated access, servicing, public realm and landscaping.

2. Outline planning permission for development of a range of uses comprising Use Class E.g., B2, C1 alongside a Multi-Storey Car Park (Use Class Sui Generis) and ancillary commercial uses (Class E), with associated access, servicing, public realm and landscaping. All matters reserved for future determination save for primary access.

Highways note that scoping discussions with regard to a future planning application are ongoing. Comments provided below relate directly to the EIA Scope - as such, Highways recommend that the Highways Consultant provides an update on the Transport Assessment (and associated transport and highways implications/documents) prior to submission.

Comments below also incorporate feedback from TfGM.

EIA Scoping Opinion

The submission confirms that Traffic and Movement will be scoped-in to the Environmental Statement which is welcomed by Highways.
The chapter will outline methods for assessing baseline transport conditions at the site and surrounding area, evaluate transport impacts during construction and operation, and propose mitigation measures to reduce adverse effects. It will also describe residual impacts after mitigation.

A separate TA will be prepared and submitted with the planning application, following further pre-application consultation with MCC Highways and TfGM. The TA will provide detailed operational analysis of multi-modal travel linked to the development, while the ES chapter will focus on environmental effects of traffic and movement.

Further discussion will be required with regard to future assessment scenarios in consideration of construction phasing and development opening.

The methodology for assessing effects during the agreed assessment scenarios will be based on the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement with the study area extents based on the following IEMA Guidelines:

o Rule 1: include highway links where traffic flows will increase by more than 30% due to the Proposed Development or the number of Heavy Goods Vehicles (HGV) will increase by more than 30%; and
o Rule 2: include highway links of high sensitivity where traffic flows have increased by 10% or more.

Sensitive receptors/road users within the study area and their relationship with the highway environment/sensitive locations will be examined in the ES Traffic and Movement chapter.

The methodology relating to baseline assessment, assessment of impact, and assessment of significance is outlined. Mitigation measures would need to take into consideration the ES and other transport/highways related assessment such as the TA and Stage 1 road Safety Audit.

In terms of cumulative assessment, further discussions with MCC Planning and Highways are recommended. The proposals will also need to consider the Manchester Airport Western Leg scheme which is expected to traverse the site.

As a number of the IEMA environmental effects would be considered within other technical assessments of the ES, appropriate traffic data would need to be provided to inform the associated assessments. This is noted within the Scoping Opinion.

Construction Management:

During the construction phase of the proposed development, construction traffic management measures will be implemented through a Construction Management Plan which will be secured by planning condition.

The construction of the site could result in the closure of roads and footpaths, physical works within the highway to form new site access points, layout improvements, service upgrades and the need to accommodate regular deliveries of materials and construction equipment.

It is recommended that the applicant undertakes early engagement with MCCs Network Management Team and work closely to safely manage highway and pedestrian safety during the construction phase (Email [redacted]
Any requirements for hoarding, scaffolding and any associated temporary traffic management arrangements will also need discussion and agreement with Network Management and Licensing teams (Email [redacted]

The Applicant should also note that MCC Highways also require information on proposed outline electricity/utility connection works and associated traffic management proposals prior to determination. This should be included within the submitted TA and also assessed as part of the ES. Early discussions with the above teams on these matter is also recommended.

Policy & Guidance:

The ES (and associated transport and highways documents) should also take into consideration the following:

- Holcroft Moss Planning Obligations SPD
- GM Streets for all Design Guide

Highways Reference: 17906/FO/2025

Transport for Greater Manchester

Transport for Greater Manchester

2 Piccadilly Place
Manchester M1 3BG

Phone: 0161 244 1000
beenetwork.com

Your ref: 623-PREAPP-2025
Our ref: MAN/25/453

Manchester City Council
PO Box 532
Town Hall Manchester
Manchester
M60 2LA

25th November 2025

Location: **MIX Manchester Phase 1**

Proposal: **Detailed application: Mid-Tech units and a Multi-storey Car Park (MSCP) Outline application: Mid Tech units, MSCP, Hotel, Office and GMP/R&D Laboratory space**

Dear Rebecca Hesketh

Thank you for consulting Transport for Greater Manchester (TfGM) on the above scoping proposals. The following comments are offered as advice on transport issues for you to balance against other factors and are made in the context of TfGM's role in the planning process, as set out in the footnote below.[1]

TfGM scoping advice has been requested from Manchester City Council in respect of a proposal for the following uses :

- Detailed application - Mid-Tech units and a Multi-storey Car Park (MSCP)
- Outline application - Mid Tech units, MSCP, Hotel, Office and GMP/R&D Laboratory space

[1]TfGM does not have any planning powers and is not a statutory consultee in the planning process. The purpose of the advice offered is to suggest the best way to improve land use / transport integration through the development proposals. Advice is based on the information provided by the applicant, and it is not TfGM's role to undertake detailed verification unless specifically commissioned to do so. [2]TfGM control and manage the traffic signals in Greater Manchester, as such any schemes that alter signalised junctions need to be agreed with TfGM. Additionally, where developments impact on signalised junctions, TfGM have a duty of care to ensure that these impacts are satisfactorily mitigated as part of the planning process.

It is noted that Table 4.1 and 4.2 within the Scoping note list the uses in further detail.

1. Site Specific Comments

Colleagues from within TfGM have reviewed the scoping proposals and have provided the following comments:

I. A vision-led approach to the TA should be adopted.

II. Ensure any access points and nearby junctions have tactile paving and dropped kerbs.

III. Any redundant access points surrounding the site should be reinstated accordingly.

IV. Ensure adequate footways are in place serving the site.

V. Cycle parking should be designed to LTN1/20 standard, including details of how the cycle parking will be made secure.

VI. Walking and cycling directional signage should be provided within the site to key destinations within Manchester City Centre.

VII. A review of the surrounding Traffic Regulation Orders (TROs) should be undertaken with a view to ensuring that any additional restrictions are implemented as part of the development to prevent parking from the development occurring on the surrounding streets.

VIII. Should the development propose any on street parking bays or loading bays, the surrounding footway widths should not be reduced or impinged upon.

2. Rapid Transit Development

The Rapid Transit Team has reviewed the documentation and acknowledges that, as this a pre-application, details are currently limited. TfGM have noted the applicant's intention, as referenced in the Transport Scoping Note, to engage further with TfGM and MCC, and we have, in fact, been liaising with the applicant over recent months.

We understand that a formal planning application will follow in due course and wish to highlight that the Manchester Airport Western Leg scheme (still governed by the 1997 consenting powers) is expected to traverse the application site. We therefore request that the council remain mindful of TfGM's ongoing interest in future planning applications for this site, and that, subject to final designs we may wish to request planning conditions and/or possibly contributions be sought via potential future planning consent(s).

3. General Comments

TfGM would suggest that eventually a Transport Assessment (TA) should be provided as part of the application. The TA should contain the information specified within the following sections of this letter.

I. A description of current baseline traffic conditions in the area.

II. An analysis of collisions during the most recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.

III. Up-to-date traffic counts should be used in any assessments - scope to be agreed with the Local Highway Authority (LHA), TfGM UTC and HFAS. TfGM UTC can be contacted in respect of the availability of any traffic counts in the area that could be used for the assessment.

IV. A clear estimate of the level of new multi-modal trips likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.

V. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.

VI. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).

VII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.

VIII. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:

- Base Flows
- Committed Development Flows
- Proposed Flows
- Proposed Distribution
- Base plus Committed plus proposed development
- Future plus Committed plus proposed development

IX. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.

X. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) and the LHA in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.

XI. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

XII. A swept path analysis should be provided for any vehicular access.

XIII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.

XIV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

4. Site Accessibility by Sustainable Modes

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

The TA should include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities. In addition to walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered. An audit of the footways in the vicinity of the development should be undertaken and improvements identified.

A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered.

The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required, in particular, assess the quality of the surrounding bus infrastructure i.e. upgrade to shelters etc.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted. The applicant should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

TfGM would suggest that a pedestrian survey is carried out in the vicinity of the site, as per guidance https://www.livingstreets.org.uk/media/1434/street-review-guidance-for-web.pdf and included as part of the TA.

It should be highlighted that LTN/120 has been introduced by the DfT and this has changed the requirements for the design of cycling provision.

Details of cycle parking facilities for the proposed development (e.g., number of spaces, location, type, security) should be provided and shown on plan.

5. Mitigation Measures

Impacts of the development should be identified through the above assessment work. The applicant should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and the LHA who will be happy to work with the developer to agree an approach.

The TA should consider the impact of the development on the existing public transport networks in terms of extension of bus services, additional person trips. Mitigation measures should be considered where appropriate.

6. Travel Plan

A Framework Travel Plan for the development should accompany any future planning application.

7. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the applicant liaise directly with TfGM's bus infrastructure team who can be contacted at Shelters@tfgm.com.

8. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for

Streets (Department for Transport, 2007). MfS provides guidance on lightly trafficked residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing cycling@tfgm.com. In particular, connections to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

TfGM would encourage the applicant to review the Bee Network map online via https://www.tfgm.com to determine whether there is an opportunity for this development to connect into the proposed Bee Network.

Yours faithfully

Landuse Team
Highways Department
Transport for Greater Manchester
Email: [redacted]

National Highways Planning Response (NHPR 25-01)
Formal Recommendation to an Application for Planning Permission

From: Bruce Parker (Head of Planning & Development)
Operations Directorate
North West Region
National Highways
[redacted]

To: Manchester City Council

CC: [redacted]

Council's Reference: EIASCO/25/014

Location: MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester

Proposal: Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended).

National Highways Ref: NH/25/14042

Referring to the consultation on a planning application referenced above, dated 04th December 2025 in the vicinity of the M56 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation:

National Highways has reviewed the request for an EIA scoping opinion submitted in relation to the proposed employment and industrial development at MIX Manchester, with supporting documents.

While the site has previously benefitted from Enterprise Zone status and has been subject to historic planning permission, including consents that do not remove the requirement for a full and up to date assessment of transport impacts associated with the current proposal. The development now being brought forward constitutes a new hybrid planning application. Historic approvals or previous position on mitigation can not be relied upon to determine the acceptability of the current proposals.

The review highlights the need for the transport assessment to explicitly assess the operational and cumulative impacts of the development on the Strategic Road Network (SRN), including the M56 and its relevant junctions with the scope and methodology of the assessment agreed in advance with National Highways.

National Highway expects the transport assessment to be prepared in accordance with DfT Circular 01/2022 and relevant DMRB guidance, including appropriate operational modelling of agreed SRN junctions where required the assessment should include clear defined baseline and future scenarios take account of cumulative development in the surrounding area, and provide a robust evidence base to demonstrate whether the proposed development can be accommodated without unacceptable impacts on the SRN.

In addition, the transport assessment must provide clarity on matters that are fundamental to understanding the scale and nature of the transport impacts, including the intended operation and use of the multi-storey car park, confirmation of the agreed study area and assessment years, and the treatment of cumulative impacts arising from other committed developments. Construction related impacts should be addressed through a construction traffic management plan prepared and agreed in consultation with National Highways.

National Highways therefore advise that above matters should be clearly addressed within the forthcoming transport assessment to ensure that the transport impacts of the proposed development including cumulative and operational impacts on the SRN are fully understood and appropriately considered as part of the planning process Further additional information is also provided in the attached WSP review note.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningNW@nationalhighways.co.uk

Signature: [redacted]	**Date: 05/01/26**
Name: [redacted]	**Position: Asst. Spatial Planner**

National Highways
Piccadilly Gate
Store Street
Manchester
M1 2WD

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Standing advice to the local planning authority

The Climate Change Committee's 2022 Report to Parliament notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

National Highways

MIX, MANCHESTER

EIA Request for Scoping Review



NW 139
DECEMBER 2025

CONFIDENTIAL

National Highways

MIX, MANCHESTER

EIA Request for Scoping Review

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. UK0029842.9970

OUR REF. NO. NW 139

DATE: DECEMBER 2025

WSP

8 First Street
Manchester
M15 4RP

Phone: +44 161 200 5000

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	December 2025			
Prepared by	AGM			
Signature				
Checked by	EST			
Signature				
Authorised by	EST			
Signature				
Project number	**UK0029842.9970**			
Report number	NW 139			
File reference	001			

CONTENTS

QUALITY CONTROL 3

CONTENTS 4

1 INTRODUCTION 1

1.1 PREAMBLE 1
1.2 TASK OVERVIEW 1
1.3 SCOPING 2
1.4 SITE ALLOCATION STATUS 3
1.5 TECHNICAL INFORMATION 5

2 POLICY 6

3 EXISTING SITE CONDITIONS 7

3.1 SITE LOCATION 7
3.2 ROAD NETWORK 7
3.3 BASELINE ASSESSMENT 8

4 DEVELOPMENT PROPOSALS 10

4.1 PROPOSED USE 10
4.2 DEVELOPMENT PHASING 11
4.3 ACCESS 11

5 TRAFFIC ASSESSMENT 12

5.1 STUDY AREA 12
5.2 YEARS OF ASSESSMENT 12
5.3 COMMITTED DEVELOPMENTS/INFRASTRUCTURE 12

6 FRAMEWORK TRAVEL PLAN 16

1 INTRODUCTION

1.1 PREAMBLE

1.1.1. National Highways have been appointed by the Secretary of State as a strategic highway company under the provisions of the Infrastructure Act 2015. National Highways is responsible for operating, maintaining, and improving the Strategic Road Network (SRN) in England, in accordance with the License issued by the Secretary of State for Transport (April 2015) and Government policies and objectives.

1.1.2. National Highways' approach to engaging with the planning system is governed by the advice set out in:

> **The Strategic Road Network: Planning for the Future –** A guide to working with National Highways on Planning Matters (October 2023).

1.1.3. The document is written in the context of statutory responsibilities as set out in National Highways' License, and considering Government policy and regulation, including the:

- National Planning Policy Framework (NPPF);
- Town and Country Planning Development Management (Procedure) Order (England) 2015 (DMPO); and
- DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development ("the circular").

1.1.4. As a statutory consultee in the planning system; National Highways have a regulatory duty to co-operate. Consequently, National Highways are obliged to consider all proposals received and to provide appropriate, timely and substantive responses.

1.1.5. National Highways' desire to be a proactive planning partner goes beyond the statutory role, but follows the spirit of the license which stipulates that National Highways should:

"Support local and national economic growth and regeneration."

1.2 TASK OVERVIEW

1.2.1. SLR Consulting Limited have been commissioned on behalf of Airport City Limited Partnership to prepare the request for a Scoping Opinion to Manchester City Council (MCC) in relation to proposals for an employment and industrial development located on land to the north of the A56, immediately south of Wythenshawe and to the north of Manchester Airport.

1.2.2. WSP will undertake a review of the Scoping Opinion, in particular the Traffic and Movement chapter which outlines the scope for an upcoming Transport Assessment (TA). The review will consider the transport impact during construction and operational phases, as well as the impact to the surrounding SRN and respective junctions.

1.3 SCOPING

Previous Development Proposals

1.3.1. The site has benefited from Enterprise Zone (EZ) status since 2011 as one of the first 24 zones that were announced in the 2011 budget. These areas were designated in order to stimulate economic growth by offering incentives to businesses that are established within the EZ.

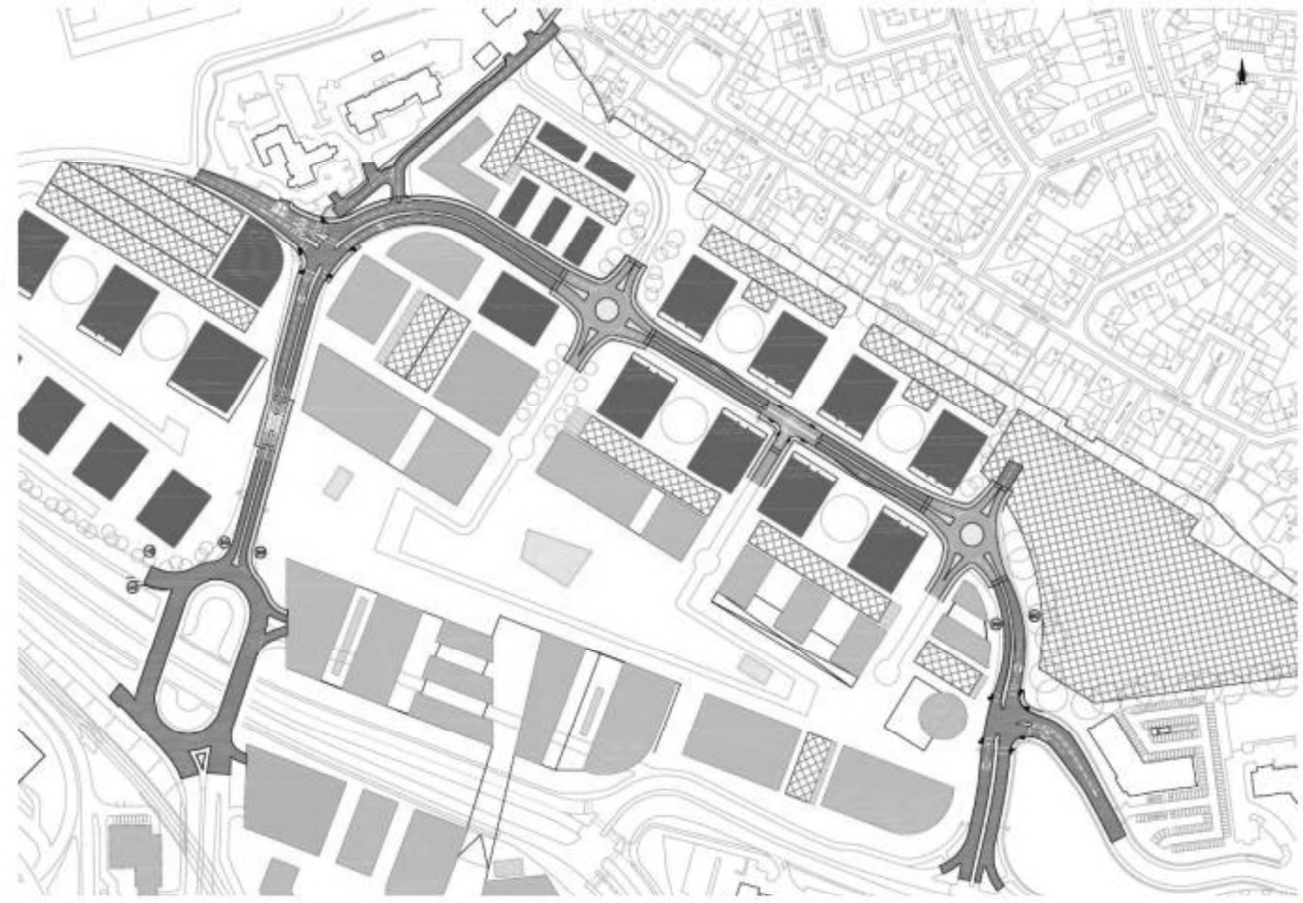
1.3.2. Prior to the Airport City Manchester proposals being submitted to Manchester City Council, the site had been the subject of multiple planning applications. The majority of these applications were submitted (and approved) for the development of B1 land use. However, these applications did not materialise into subsequent development at the site. The site has been used for car parking, with multiple applications submitted over recent years to temporarily extend the permission to use the land for this purpose.

1.3.3. In 2012, a masterplan was developed for Airport City (which included the proposed development site and a development area to the south of Manchester Airport). This proposed the phased redevelopment of the site over a 15 year period to include land for office, advanced manufacturing, hotel, complimentary retail use as well as car parking and cycle storage. The indicative development mix in the masterplan was for:

- 113,433 sqm Offices (B1);
- 49,046 sqm Advanced Manufacturing (B1c);
- 1,293 Hotel Beds (C1);
- 5,761 sqm Associated and Complementary retail/amenity pavilions (A1/A2/A3/A4/A5/D1/D2);
- 4,182 car parking spaces & 547 cycle storage spaces; and
- Public realm open spaces.

1.3.4. The indicative layout proposed for the 2012 masterplan is shown in Figure 1-1.

Figure 1-1 – Site Layout Plan



1.3.5. Over the years since the masterplan was supported by MCC, development did not come forwards at the site due to changes in the economic landscape.

1.3.6. The development proposals did not involve any intervention works on the surrounding local or strategic road networks.

1.4 SITE ALLOCATION STATUS

1.4.1. The proposed development site is allocated as a Strategic Employment Growth Location: Manchester Airport: The Mix, which is Policy SGL 12 within the Draft Manchester Local Plan 2025. The Draft Manchester Local Plan is currently at the Regulation 18 Consultation phase. This is shown in

1.4.2. Figure 1-2.

1.4.3. Policy SGL 12 supports high-density employment and development, sustainable transport and maximising the benefits of proximity to the airport and future retail links. The policy supports uses such as offices (E(g)(i)), research and development (E(g)(ii)), advanced manufacturing (E(g)(iii)), and ancillary commercial facilities to reinforce the area's business destination role.

1.4.4. It is stated that proposals must:

- Take advantage of proximity to Manchester Airport and the future Northern Powerhouse Rail, delivering high-quality, high-density schemes with access to a wider labour market.
- Maximise employment, training, and regeneration benefits for local communities.

- Encourage use of the Manchester Airport transport hub, considering future Metrolink and rail connections.
- Provide for cycling, walking, and improved sustainable transport links to surrounding areas.

1.4.5. It is stated that any development should be guided by a comprehensive masterplan, addressing access, delivery, design, flood risk, energy, scale, landscaping, and biodiversity, in line with the wider Development Plan.

Figure 1-2 - Policy Map



WSP Comment	Comment 1-01

It is recommended the TA explicitly references Policy SGL 12, as the site is allocated as a Strategic Employment Growth Location, and the assessment should demonstrate how the proposed development supports the policy objectives.

In addition the TA should acknowledge the *Places for Everyone: Statement of Common Ground,* which states:

> *"i. Manchester City Council will continue to work collaboratively with National Highways and neighbouring Local Authorities in respect of development coming forward."*
>
> *"ii. Of particular note is the ongoing work related to development in and around Manchester Airport, including proposed allocations at Medipark and Global Logistics in Manchester, and Timperley Wedge in Trafford. In respect of these allocations and further development at Manchester Airport, Manchester City Council is working closely with Trafford Council, National Highways, and other*

stakeholders in relation to effects of development and potential transport interventions in the M56 corridor through the South Manchester Highway and Transport Study."

Through including these references, the TA will align with the strategic planning objectives and demonstrate awareness of ongoing collaboration with National Highways and the transport considerations for the M56 corridor.

1.5 TECHNICAL INFORMATION

The following document has been obtained from Manchester City Council Website to be reviewed within this document:

- MIX, Manchester: Request for a Scoping Opinion (Ref: EIASCO/25/014).

2 POLICY

2.1.1. Within the Traffic and Movement Chapter, the document identifies the following legislation, standards, and guidance as relevant to traffic and movement considerations:

- National Planning Policy Framework (NPPF) 2025;
- Greater Manchester Transport Strategy 2040;
- Manchester Core Strategy 2012 to 2027; and
- Draft Strategic Regeneration Framework (SRF) for MIX Manchester.

WSP Comment	Comment 2-01
It is recommended that when preparing the TA explicit reference is made to the DfT's *Circular 01/2022* and the *Planning for the Future* guidance to ensure alignment with current national policy.	

3 EXISTING SITE CONDITIONS

3.1 SITE LOCATION

3.1.1. The proposed development site 24 hectares of development land located to the north of the A56 spur, this is located immediately south of Wythenshawe and to the north of Manchester Airport, within Woodhouse Park ward.

Figure 3-1 - Site Location Plan



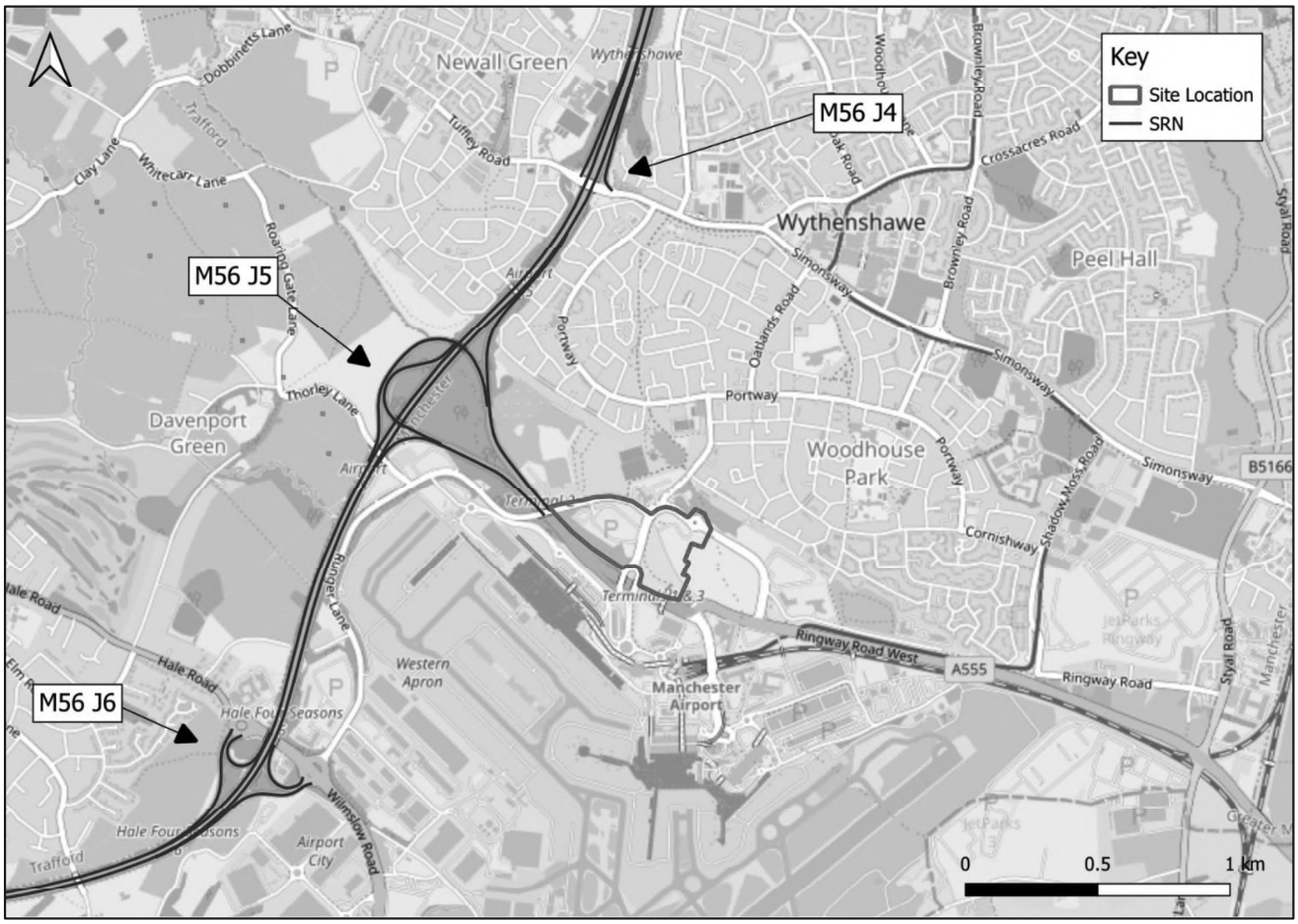
3.1.2. The site is located directly north of the M56 and is approximately 8.9km southwest of Stockport town centre.

3.2 ROAD NETWORK

3.2.1. The proposed development in relation to the SRN is presented in Figure 3-2. The M56 Junction 5 is located is directly to the west of the site, the M56 Junction 6 is approximately 3km to the southwest, and the M56 Junction 4 is approximately 3km north.

3.2.2. The M56 Junction 5 is the main motorway interchange serving Manchester Airport, it is a large, grade-separated “Directional T” interchange. The interchange provides full access between the M56 and airport spur road, to the Manchester Airport Terminals.

Figure 3-2 - SRN and Site Location

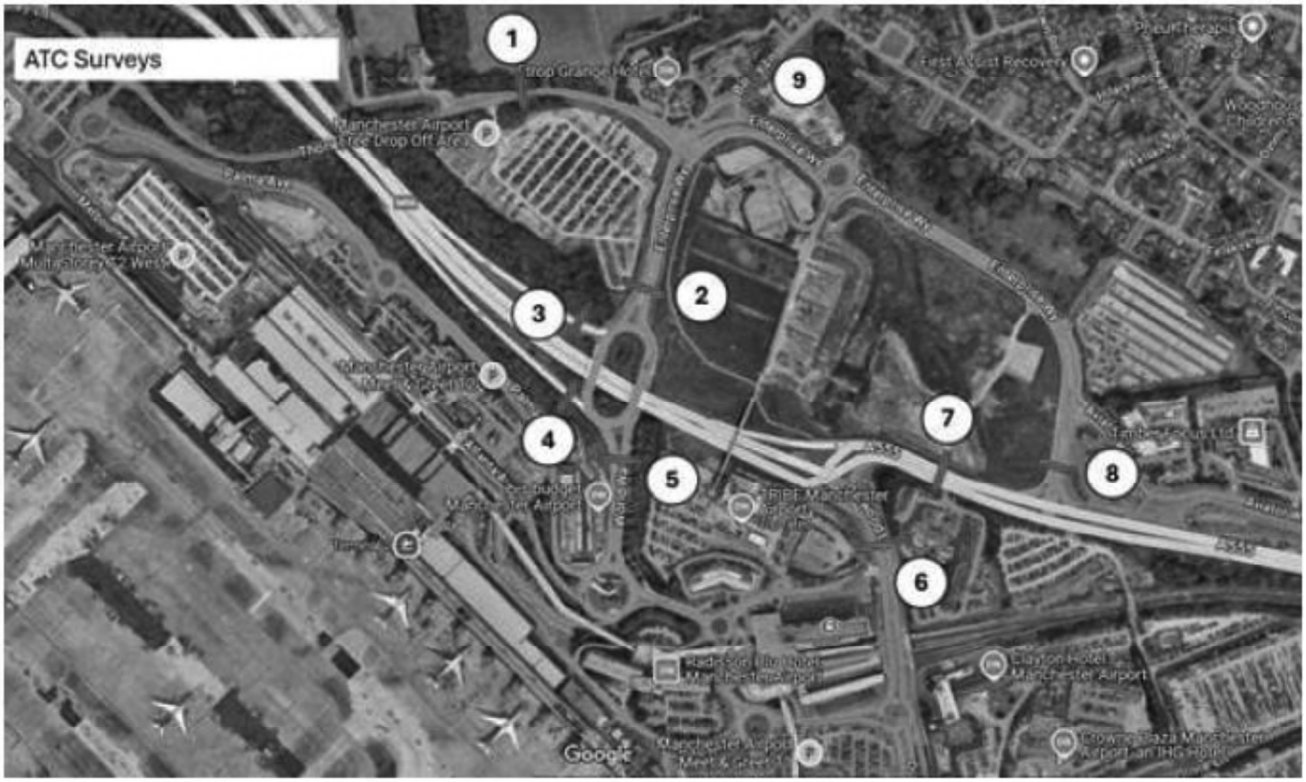


3.3 BASELINE ASSESSMENT

3.3.1. It is stated that existing baseline conditions will be established with reference to the following sources:

- **Automatic Traffic Counters (ATC) -** Seven-day surveys undertaken in October and November 2025 at specified highway links, informed by professional judgement and consultation with Air Quality and Noise specialists. The locations of the counts are shown in Figure 3-3.
- **Published Traffic Data -** Latest AADT/AAWT data from DfT, National Highways (WebTRIS), and London Atmospheric Emissions (LAEI) databases.
- **Site Visit and Desktop Study** - Review of local highway conditions, cycle routes, public transport information, and ordnance survey maps.
- **Road Traffic Collision Data -** Analysis of the most recent five-year period.
- **Traffic Flow Generation -** Data will be used to calculate baseline AADT/AAWT flows for assessing Traffic and Movement, Air Quality, Noise, and Vibration impacts.

Figure 3-3 - Automatic Traffic Count Locations



WSP Comment	Comment 3-01

It is acknowledged that the baseline ATC surveys have been undertaken to inform the environmental studies for the proposed development. However, for the forthcoming TA, it is essential that the applicant's consultant agrees the scope and methodology of all traffic surveys with both WSP and National Highways. This should specifically address whether surveys will include the M56 Junctions 4, 5 and 6. This is highlighted within the DfT *Circular 01/2022* which states in Para.27 :

> "*The scope and methodology of traffic surveys should be agreed in advance with National Highways and the local highway authority."*

It should also be ensured that the agreed scope of junctions is consistently applied across the Site Visit and Desktop Study, Road Traffic Collision Analysis, and Traffic Flow Generation, to ensure a robust baseline for the assessment.

4 DEVELOPMENT PROPOSALS

4.1 PROPOSED USE

4.1.1. The proposed development is bounded to the north by Thorley Land and Enterprise Way, to the east by Enterprise Way, to south by Ringway Road West and the M56, and to the west by the M56. It is also noted that the proposed development is intersected by Enterprise Way and is split into two parcels of land, Parcel A (4.5 ha) and Parcels B (2.1 ha) & C (3.08 ha).

4.1.2. The proposed development is being brought forward as a hybrid planning application, which seeks:

1. Full planning permission is sought for the development of mid-tech units (Use Class E.g.(i, ii, iii)) and a multi-storey car park (Use Class Sui Generis), together with ancillary commercial uses (Class E). This includes associated access, servicing, public realm, and landscaping.
2. Outline planning permission is sought for the development of a range of uses, including Use Class E.g., B2, and C1, alongside a multi-storey car park (Use Class Sui Generis) and ancillary commercial uses (Class E). This also includes associated access, servicing, public realm, and landscaping. All matters are reserved for future determination except for primary access.

4.1.3. The outline element of the proposed development is as follows:

- Parcel A (Units F1 – F5): Floorspace up to 50,000 sqm (including the Multi-Storey Car Park, approximately 13,000 sqm), with a height parameter (including roof plant and flues) of up to 30 metres.
- Parcel B (Units A3 and A6): Floorspace up to 23,500 sqm, with a height parameter (including roof plant and flues) of up to 30 metres.
- Parcel C (Units B1, B3 and E2): Floorspace up to 34,000 sqm, with a height parameter (including roof plant and flues) of up to 30 metres.

4.1.4. The multi-storey car park is stated to be 18 levels high, with a total of 1,490 spaces.

WSP Comment	Comment 4-01
Given that the proposed development comprises of mid-tech units and is supported by a multi-storey car park providing approximately 1,500 spaces, it is anticipated that a substantial proportion of trips to and from the site will be made by car. This is likely to result in significant vehicle movements on the SRN, particularly in the morning and evening peak periods. Therefore, it is recommended that a detailed assessment of the developments impact on the SRN is undertaken in requirements of the DfT *Circular 01/2022*, which states in Para.15: *"The potential impact of development proposals on the SRN must be fully assessed and evidenced within the Transport Assessment"* Additionally, it is requested that the forthcoming TA clearly specifies the intended use of the multi-storey car park, confirming whether it will be reserved exclusively for the development or available for use by the general public.	

4.2 DEVELOPMENT PHASING

4.2.1. A likely constructions programme has been outlined within the document, stating that the planning application is expected to be submitted in March 2024, the construction programme is presented Table 4-1 if the planning application is consented.

Table 4-1 - Construction Programme

Development	Start	End
Mid-Tech Units (A2 and A5)	Q4 2026	Q3 2027
Multi-Storey Car Park	Q4 2026	Q4 2027
Mid-Tech Units	Q3 2027	Q2 2028
Mid-Tech Units	Q2 2029	Q1 2030
Parcel A	2028	2035
Parcel B	2028	2030
Parcel C	2028	2035

WSP Comment	Comment 4-02
It is expected that the impacts caused by construction traffic will be addressed within a Construction Traffic Management Plan, which should be prepared and agreed in consultation with National Highways.	

4.3 ACCESS

4.3.1. It is stated that there are two access points from the proposed development to the highway network. The access points are as follows:

- Eastern Access (Enterprise Way)
- Western Access (Thorley Lane)

5 TRAFFIC ASSESSMENT

5.1 STUDY AREA

5.1.1. The document states that the study area will be defined in line with the 2023 IEMA Guidelines, focusing on highway links where significant environmental effects may occur. It states that the extent of the study area will be based on the following two key rules:

- Rule 1: Include highway links where traffic flows increase by more than 30% due to the development, or Heavy Goods Vehicle (HGV) flows increase by more than 30%.
- Rule 2: Include highway links of high sensitivity where traffic flows increase by 10% or more.

WSP Comment	Comment 5-01
It is recommended that the study area for the assessment includes the nearby SRN junctions, as agreed in advance with National Highways.	

5.2 YEARS OF ASSESSMENT

5.2.1. It is stated that the assessment will consider the traffic and movement effects using the following scenarios:

- Baseline Year (2026);
- Future Baseline (2035) – 'Do Nothing' scenario without development; and
- Future Baseline (2030) – 'Do Nothing' scenario with development.

5.2.2. It is stated that additional horizon years may be required subject to agreements with MCC and TfGM, particularly to assess peak construction traffic. Intermediate years may also be considered for phased construction impacts.

5.2.3. The assessment methodology will follow 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement.

WSP Comment	Comment 5-02
It is recommended that the forthcoming TA explicitly follows the guidance set out in the DfT *Circular 01/2022* which states: *"Development proposals should be assessed for their impact on the Strategic Road Network, considering both current and future year scenarios, and should identify appropriate mitigation measures to ensure the continued safe and efficient operation of the network."*	

5.3 COMMITTED DEVELOPMENTS/INFRASTRUCTURE

5.3.1. The document has considered the cumulative effects of other proposed, existing, or approved developments within a 2km radius of the site. It stated that within pre-application discussion with MCC, a list of schemes has been identified that are considered to require assessment within the Environmental Statement.

5.3.2. The developments identified are presented in Table 5-1.

Table 5-1 - Committed Developments and Schemes

Planning Reference	Scheme Name	Proposal	Anticipated Programme	Distance from Application Site
N/A	Manchester Business Park Extension	Public Consultation launched by ASK Real Estate on proposals for last-mile logistics accommodation close to the MIX site. The units would range in size from 6,700 sq ft to 21,646 sq ft. Ask is targeting BREEAM Excellent and EPC A accreditations. https://www.askrealestate.co.uk/wp-content/uploads/2025/10/13502-AEW-XX-XX-PP-A-0004-S2-P05-Public-Consultation-Boards.pdf	Unknown – Planning Application to be submitted December 2025	600m East
134103/FO/2022	Building 308, Argosy Drive	Erection of three terraces of Class B8 warehouse units (13,560m² gross internal floor area) with associated parking, access and landscaping, following the demolition of existing buildings	Unknown – 49 weeks from start-on-site All pre-commencement conditions currently under determination	1100m Southwest
141662/FO/2024	Premier Inn, Manchester Airport	Erection of a 9-storey hotel with associated loading bay and landscaping, following demolition of existing buildings	Completion targeted Q3/Q4 2027	200m South
EIASCR/25/008	Buildings 300 and 307 York Drive, Manchester Airport	Request for Screening opinion under Part 2, Regulation 6 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The Screening Request is for the demolition of buildings 300 and 307 (north of York Drive) and their replacement with an extension of the Terminal 2 apron and the creation of additional stands for the parking of aircraft. The new stands will replace existing stands that immediately lie to the north of buildings 300 and 307 which will be lost when the existing apron is reorganised to create a dual taxiway. At present the taxiway north of buildings 300 and 307 is only wide enough for one-way	Unknown	950m Southwest

		aircraft movements, limiting the number of movements to Terminal 2. By creating a two way taxiway, more aircraft can get to and from the Terminal to the runway.		
EIASCO/25/010	Wythenshawe Town Centre Redevelopment	Request for Scoping opinion under Part 4, Regulation 15 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) – Wythenshawe Town Centre Regeneration. Residential Development comprising Plots C2 and 2.1 of the Wythenshawe Development Framework, and 3.3 (Brotherton House) just outside the Development Framework area.	Unknown	1100m Northeast
136879/FO/2023	Hangar 4, Pinfold Lane, Manchester Airport	Erection of a warehouse building (Use Class B8) with ancillary office accommodation (totalling 6,586m² gross internal area) and associated parking, access and landscaping.	Unknown. Pre-commencement conditions currently being submitted but CEMP not yet submitted	1100m Southwest
118409/FO/2017	Plot G1 and G2, Airport City Central Business District	Erection of a 9 storey 375 bed hotel (Use Class C1) and a 9 storey 254 bed hotel (Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area.	Stalled but implemented consent.	200m South
140206/FO/2024	Dakota Hotel, Enterprise Way, Manchester Airport	Erection of 7 storey 154 bedroom hotel, with associated car parking, feature vehicular drop-off area and canopy, service yard, landscaping and highways works to existing access. (Use Class C1) with associated landscaping, car parking, cycle storage, sub-station, external drop off and service area.	Q1 2025 – Q3 2026	100m North

WSP Comment	**Comment 5-03**
To ensure that cumulative transport impacts are considered when the TA should include an agreed list of committed developments in consultation with neighbouring authorities, including Cheshire East, Trafford	

and Stockport. This collaborative approach will ensure that the combined effects of planned growth across boundaries is considered.

6 FRAMEWORK TRAVEL PLAN

6.1.1. It is stated that mitigation measures for the operational phase will be identified based on the outcome of the TA, which will include a site-wide Framework Travel Plan.

WSP Comment	Comment 6-01
The inclusion of a Framework Travel Plan is welcomed. It is recommended that this plan incorporates material measures to actively encourage site users to adopt sustainable travel options, such as walking, cycling, and the use of public transport.	

7 SUMMARY AND CONCLUSION

7.1.1. SLR Consulting Limited have been commissioned on behalf of Airport City Limited Partnership to prepare the request for a Scoping Opinion to Manchester City Council (MCC) in relation to proposals for an employment and industrial development located on land to the north of the A56, immediately south of Wythenshawe and to the north of Manchester Airport.

7.1.2. WSP have been commissioned by National Highways, working on the North West Spatial Planning Framework, to review the scoping information to ensure that the forthcoming TA considers the transport impacts during the construction and operational phases, as well as the impact to the surrounding SRN and respective junctions.

Following the review of the submitted information, there are a number of points to be considered when developing the TA.

The following provides a summary of what National Highways would expect to see in a forthcoming Transport Assessment:

- The TA should be prepared following review of the *DfT Circular 01/2022* and *the Planning for the Future* (October 2023) documents as the key policy and guidance of National Highways;
- The *Places for Everyone: Statement of Common Ground* should also be considered when writing the TA.
- A fundamental requirement of the transport evidence base is the inclusion of an operational assessment of National Highways' SRN in the surrounding area, the scope of this should be agreed with National Highways to ensure the impact of the proposed development site as well as the cumulative impact is considered.
- A full understanding of the existing conditions on the SRN (and other linked junctions on the local road network where applicable) should be provided, which could include the following information but is not considered to be an exhaustive list:
    - Recent traffic survey data which is reflective of neutral traffic conditions in accordance with the DfT TAG M1.2 guidance note, including queue survey data;
    - Up-to-date collision data analysis using STATS19 data to enable causality analysis to be provided;
    - Observations of current network performance from site visits, with suitable evidence such as photos and written descriptions;
- Detail of the development proposals, including access arrangements and parking provision for motorised and non-motorised users, that provides an understanding of how the site delivers sustainable development as required in the National Planning Policy Framework and DfT Circular 01/2022;
- Evidence of a vision-led approach used for transport planning from the earliest stages of development;
- Provision of a traffic impact assessment, which can be developed from an appropriate vision-led approach, that presents an Opening Year assessment of the proposed development with consideration of relevant development. Further consultation with National Highways would be recommended prior to the submission of the planning application and preparation of the TA on this point to prevent any abortive work where possible;

- Understanding of the vehicular traffic impact (traffic generation and assignment) on the SRN at the agreed junctions.
- Operational assessment of the agreed junctions using suitable junction modelling software and Merge-Diverge assessments in accordance with DMRB CD122 guidance, which should include scenarios for the proposed development.
- The TA should clarify the intended use of the multi-storey car park.
- Construction impacts should be addressed through a Construction Traffic Management Plan, agreed with National Highways.
- The TA should include an agreed list of committed developments with neighbouring authorises.
- It would be expected that a Travel Plan is also produced as part of the transport evidence base to ensure sustainable modes of transport are maximised for site users and suitable measures are implemented from the earliest stages of planning.
- Further engagement on the methodology for the Transport Assessment and Travel Plan id required by National Highways to ensure the impact of the proposed development, including the cumulative impact assessment of the wider area, on the SRN is set out the transport evidence base.



8 First Street
Manchester
M15 4RP

wsp.com

CONFIDENTIAL

Date: 11 December 2025
Our ref: 535762
Your ref: EIASCO/25/014

[redacted]
BY EMAIL ONLY

Consultations
Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 900

Dear Robert,

Environmental Impact Assessment Scoping consultation (Regulation 15 (4) of the Town and Country Planning EIA Regulations 2017): MIX Manchester (formerly Airport City North)
Location: Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester

Thank you for seeking our advice on the scope of the Environmental Statement (ES) in the consultation dated 04 December 2025, received on 04 December 2025.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

A robust assessment of environmental impacts and opportunities based on relevant and up to date environmental information should be undertaken prior to a decision on whether to grant planning permission. Annex A to this letter provides Natural England's advice on the scope of the Environmental Impact Assessment (EIA) for the proposed development.

Further guidance is set out in Planning Practice Guidance on environmental assessment, natural environment and climate change.

Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.

Please note that Natural England must be consulted on Environmental Statements.

Please send any new consultations or further information on this consultation to consultations@naturalengland.org.uk.

Yours sincerely

[redacted]
Consultations Team

Annex A – Natural England Advice on EIA Scoping

General Principles

Schedule 4 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, sets out the information that should be included in an Environmental Statement (ES) to assess impacts on the natural environment. This includes:

- A description of the development – including physical characteristics and the full land use requirements of the site during construction and operational phases
- Expected residues and emissions (water, air and soil pollution, noise, vibration, light, heat, radiation etc.) resulting from the operation of the proposed development
- An assessment of alternatives and clear reasoning as to why the preferred option has been chosen
- A description of the aspects of the environment likely to be significantly affected by the development including biodiversity (for example fauna and flora), land, including land take, soil, water, air, climate (for example greenhouse gas emissions, impacts relevant to adaptation, cultural heritage and landscape and the interrelationship between the above factors
- A description of the likely significant effects of the development on the environment – this should cover direct effects but also any indirect, secondary, cumulative, short, medium, and long term, permanent and temporary, positive, and negative effects. Effects should relate to the existence of the development, the use of natural resources (in particular land, soil, water and biodiversity) and the emissions from pollutants. This should also include a description of the forecasting methods to predict the likely effects on the environment
- A description of the measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment
- A non-technical summary of the information
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered by the applicant in compiling the required information

Further guidance is set out in Planning Practice Guidance on environmental assessment and natural environment.

Cumulative and in-combination effects

The ES should fully consider the implications of the whole development proposal. This should include an assessment of all supporting infrastructure.

An impact assessment should identify, describe, and evaluate the effects that are likely to result from the project in combination with other projects and activities that are being, have been or will be carried out. The following types of projects should be included in such an assessment (subject to available information):

a. existing completed projects;
b. approved but uncompleted projects;
c. ongoing activities;
d. plans or projects for which an application has been made and which are under consideration by the consenting authorities; and
e. plans and projects which are reasonably foreseeable, i.e. projects for which an application has not yet been submitted, but which are likely to progress before completion of the development and for which sufficient information is available to assess the likelihood of cumulative and in-combination effects.

Environmental data

Natural England is required to make available information it holds where requested to do so. National datasets held by Natural England are available at http://www.naturalengland.org.uk/publications/data/default.aspx.

Detailed information on the natural environment is available at www.magic.gov.uk.

Natural England's SSSI Impact Risk Zones are a GIS dataset which can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

Natural England does not hold local information on local sites, local landscape character, priority habitats and species or protected species. Local environmental data should be obtained from the appropriate local bodies. This may include the local environmental records centre, the local wildlife trust, local geo-conservation group or other recording society.

Biodiversity and Geodiversity

General principles

The National Planning Policy Framework (paragraphs 192-196) sets out how to take account of biodiversity and geodiversity interests in planning decisions. Further guidance is set out in Planning Practice Guidance on the natural environment.

The potential impact of the proposal upon sites and features of nature conservation interest and opportunities for nature recovery and biodiversity net gain should be included in the assessment.

Ecological Impact Assessment (EcIA) is the process of identifying, quantifying, and evaluating the potential impacts of defined actions on ecosystems or their components. EcIA may be carried out as part of the EIA process or to support other forms of environmental assessment or appraisal. Guidelines have been developed by the Chartered Institute of Ecology and Environmental Management (CIEEM).

Local planning authorities have a duty to conserve and enhance biodiversity as part of their decision making. Conserving biodiversity can include habitat restoration or enhancement. Further information is available here.

Designated nature conservation sites
Nationally designated sites

The development site is within or may impact on the following **Site of Special Scientific Interest:**

- Cotteril Clough SSSI

Sites of Special Scientific Interest are protected under the Wildlife and Countryside Act 1981 and paragraph 186 of the NPPF. Further information on the SSSI and its special interest features can be found at www.magic.gov .

Natural England's SSSI Impact Risk Zones can be used to help identify the potential for the development to impact on a SSSI. The dataset and user guidance can be accessed from the Natural England Open Data Geoportal.

The Environmental Statement should include a full assessment of the direct and indirect effects of the development on the features of special interest within the SSSI and identify appropriate mitigation measures to avoid, minimise or reduce any adverse significant effects. The consideration of likely significant effects should include any functionally linked land outside the designated site.

These areas may provide important habitat for mobile species populations that are interest features of the SSSI, for example birds and bats. This can also include areas which have a critical function to a habitat feature within a site, for example by being linked hydrologically or geomorphologically.

Regionally and Locally Important Sites

The ES should consider any impacts upon local wildlife and geological sites, including local nature reserves. Local Sites are identified by the local wildlife trust, geoconservation group or other local group and protected under the NPPF (paragraph 192 and 193). The ES should set out proposals for mitigation of any impacts and if appropriate, compensation measures and opportunities for enhancement and improving connectivity with wider ecological networks. Contact the relevant local body for further information.

Protected Species

The conservation of species protected under the Wildlife and Countryside Act 1981 and the Conservation of Habitats and Species Regulations 2017
is explained in Part IV and Annex A of Government Circular 06/2005 *Biodiversity and Geological Conservation: Statutory Obligations and their Impact within the Planning System*.

The ES should assess the impact of all phases of the proposal on protected species (including, for example, great crested newts, reptiles, birds, water voles, badgers and bats). Natural England does not hold comprehensive information regarding the locations of species protected by law. Records of protected species should be obtained from appropriate local biological record centres, nature conservation organisations and local groups. Consideration should be given to the wider context of the site, for example in terms of habitat linkages and protected species populations in the wider area.

The area likely to be affected by the development should be thoroughly surveyed by competent ecologists at appropriate times of year for relevant species and the survey results, impact assessments and appropriate accompanying mitigation strategies included as part of the ES. Surveys should always be carried out in optimal survey time periods and to current guidance by suitably qualified and, where necessary, licensed, consultants.

Natural England has adopted standing advice for protected species, which includes guidance on survey and mitigation measures. A separate protected species licence from Natural England or Defra may also be required.

District Level Licensing for Great Crested Newts

District level licensing (DLL) is a type of strategic mitigation licence for great crested newts (GCN) granted in certain areas at a local authority or wider scale. A DLL scheme for GCN may be in place at the location of the development site. If a DLL scheme is in place, developers can make a financial contribution to strategic, off-site habitat compensation instead of applying for a separate licence or carrying out individual detailed surveys. By demonstrating that DLL will be used, impacts on GCN can be scoped out of detailed assessment in the Environmental Statement.

Priority Habitats and Species

Priority Habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. Lists of priority habitats and species can be found here. Natural England does not routinely hold species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often

found in urban areas and former industrial land. Sites can be checked against the (draft) national Open Mosaic Habitat (OMH) inventory published by Natural England and freely available to download. Further information is also available here.

An appropriate level habitat survey should be carried out on the site, to identify any important habitats present. In addition, ornithological, botanical, and invertebrate surveys should be carried out at appropriate times in the year, to establish whether any scarce or priority species are present.

The Environmental Statement should include details of:

- Any historical data for the site affected by the proposal (e.g. from previous surveys)
- Additional surveys carried out as part of this proposal
- The habitats and species present
- The status of these habitats and species (e.g. whether priority species or habitat)
- The direct and indirect effects of the development upon those habitats and species
- Full details of any mitigation or compensation measures
- Opportunities for biodiversity net gain or other environmental enhancement

Ancient Woodland, ancient and veteran trees

The ES should assess the impacts of the proposal on any ancient woodland, ancient and veteran trees, and the scope to avoid and mitigate for adverse impacts. It should also consider opportunities for enhancement.

Natural England maintains the Ancient Woodland Inventory which can help identify ancient woodland. The wood pasture and parkland inventory sets out information on wood pasture and parkland.

The ancient tree inventory provides information on the location of ancient and veteran trees.

Natural England and the Forestry Commission have prepared standing advice on ancient woodland, ancient and veteran trees.

Biodiversity net gain

Paragraph 193 of the NPPF states that decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

Biodiversity Net Gain is additional to statutory requirements relating to designated nature conservation sites and protected species.

Proposals for mandatory biodiversity net gain should be in line with the Environment Act 2021 and supporting regulations. Further information on biodiversity net gain, including draft Planning Practice Guidance, can be found here

The statutory biodiversity metric, together with ecological advice, should be used to calculate the change in biodiversity resulting from proposed development and demonstrate how proposals can achieve a net gain.
The metric should be used to:
• assess or audit the biodiversity unit value of land within the application area
• calculate the losses and gains in biodiversity unit value resulting from proposed development
• demonstrate that the required percentage biodiversity net gain will be achieved

Biodiversity Net Gain outcomes can be achieved on site, off-site or through a combination of both. On-site provision should be considered first. Delivery should create or enhance habitats of equal or higher value. When delivering net gain, opportunities should be sought to link delivery to relevant

plans or strategies e.g. Green Infrastructure Strategies or Local Nature Recovery Strategies.

Opportunities for wider environmental gains should also be considered.

Landscape and visual impacts

The environmental assessment should refer to the relevant National Character Areas. Character area profiles set out descriptions of each landscape area and statements of environmental opportunity.

The ES should include a full assessment of the potential impacts of the development on local landscape character using landscape assessment methodologies. We encourage the use of Landscape Character Assessment (LCA), based on the good practice guidelines produced jointly by the Landscape Institute and Institute of Environmental Assessment in 2013. LCA provides a sound basis for guiding, informing, and understanding the ability of any location to accommodate change and to make positive proposals for conserving, enhancing or regenerating character.

A landscape and visual impact assessment should also be carried out for the proposed development and surrounding area. Natural England recommends use of the methodology set out in *Guidelines for Landscape and Visual Impact Assessment 2013 (*(3rd edition) produced by the Landscape Institute and the Institute of Environmental Assessment and Management. For National Parks and AONBs, we advise that the assessment also includes effects on the 'special qualities' of the designated landscape, as set out in the statutory management plan for the area. These identify the particular landscape and related characteristics which underpin the natural beauty of the area and its designation status.

The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. This should include an assessment of the impacts of other proposals currently at scoping stage.

To ensure high quality development that responds to and enhances local landscape character and distinctiveness, the siting and design of the proposed development should reflect local characteristics and, wherever possible, use local materials. Account should be taken of local design policies, design codes and guides as well as guidance in the National Design Guide and National Model Design Code. The ES should set out the measures to be taken to ensure the development will deliver high standards of design and green infrastructure.
It should also set out detail of layout alternatives, where appropriate, with a justification of the selected option in terms of landscape impact and benefit.

Heritage Landscapes

The ES should include an assessment of the impacts on any land in the area affected by the development which qualifies for conditional exemption from capital taxes on the grounds of outstanding scenic, scientific, or historic interest. An up-to-date list is available at www.hmrc.gov.uk/heritage/lbsearch.htm.

Connecting People with nature

The ES should consider potential impacts on access land, common land, public rights of way and, where appropriate, the England Coast Path and coastal access routes and coastal margin in the vicinity of the development, in line with NPPF paragraph 105. It should assess the scope to mitigate for any adverse impacts. Rights of Way Improvement Plans (ROWIP) can be used to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced.

Measures to help people to better access the countryside for quiet enjoyment and opportunities to connect with nature should be considered. Such measures could include reinstating existing

footpaths or the creation of new footpaths, cycleways, and bridleways. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Access to nature within the development site should also be considered, including the role that natural links have in connecting habitats and providing potential pathways for movements of species.

Relevant aspects of local authority green infrastructure strategies should be incorporated where appropriate.

Soils and Agricultural Land Quality

Soils are a valuable, finite natural resource and should also be considered for the ecosystem services they provide, including for food production, water storage and flood mitigation, as a carbon store, reservoir of biodiversity and buffer against pollution. It is therefore important that the soil resources are protected and sustainably managed. Impacts from the development on soils and best and most versatile (BMV) agricultural land should be considered in line with paragraphs 187 and 188 of the NPPF. Further guidance is set out in the Natural England Guide to assessing development proposals on agricultural land.

As set out in paragraph 223 of the NPPF, new sites or extensions to sites for peat extraction should not be granted planning permission.

The following issues should be considered and, where appropriate, included as part of the Environmental Statement (ES):

- The degree to which soils would be disturbed or damaged as part of the development
- The extent to which agricultural land would be disturbed or lost as part of this development, including whether any best and most versatile (BMV) agricultural land would be impacted.

This may require a detailed Agricultural Land Classification (ALC) survey if one is not already available. For information on the availability of existing ALC information see www.magic.gov.uk.

- Where an ALC and soil survey of the land is required, this should normally be at a detailed level, e.g. one auger boring per hectare, (or more detailed for a small site) supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e. 1.2 metres. The survey data can inform suitable soil handling methods and appropriate reuse of the soil resource where required (e.g. agricultural reinstatement, habitat creation, landscaping, allotments and public open space).
- The ES should set out details of how any adverse impacts on BMV agricultural land can be minimised through site design/masterplan.
- The ES should set out details of how any adverse impacts on soils can be avoided or minimised and demonstrate how soils will be sustainably used and managed, including consideration in site design and master planning, and areas for green infrastructure or biodiversity net gain. The aim will be to minimise soil handling and maximise the sustainable use and management of the available soil to achieve successful after-uses and minimise off-site impacts.

Further information is available in the Defra Construction Code of Practice for the Sustainable Use of Soil on Development Sites and

The British Society of Soil Science Guidance Note Benefitting from Soil Management in

Development and Construction.

Air Quality

Air quality in the UK has improved over recent decades but air pollution remains a significant issue. For example, approximately 85% of protected nature conservation sites are currently in exceedance of nitrogen levels where harm is expected (critical load) and approximately 87% of sites exceed the level of ammonia where harm is expected for lower plants (critical level of 1µg) [1].A priority action in the England Biodiversity Strategy is to reduce air pollution impacts on biodiversity. The Government's Clean Air Strategy also has a number of targets to reduce emissions including to reduce damaging deposition of reactive forms of nitrogen by 17% over England's protected priority sensitive habitats by 2030, to reduce emissions of ammonia against the 2005 baseline by 16% by 2030 and to reduce emissions of NOx and SO_2 against a 2005 baseline of 73% and 88% respectively by 2030. Shared Nitrogen Action Plans (SNAPs) have also been identified as a tool to reduce environmental damage from air pollution.

The planning system plays a key role in determining the location of developments which may give rise to pollution, either directly, or from traffic generation, and hence planning decisions can have a significant impact on the quality of air, water and land. The ES should take account of the risks of air pollution and how these can be managed or reduced. This should include taking account of any strategic solutions or SNAPs, which may be being developed or implemented to mitigate the impacts on air quality. Further information on air pollution impacts and the sensitivity of different habitats/designated sites can be found on the Air Pollution Information System (www.apis.ac.uk).

Information on air pollution modelling, screening and assessment can be found on the following websites:

- SCAIL Combustion and SCAIL Agriculture - http://www.scail.ceh.ac.uk/
- Ammonia assessment for agricultural development https://www.gov.uk/guidance/intensive-farming-risk-assessment-for-your-environmental-permit
- Environment Agency Screening Tool for industrial emissions https://www.gov.uk/guidance/air-emissions-risk-assessment-for-your-environmental-permit
- Defra Local Air Quality Management Area Tool (Industrial Emission Screening Tool) – England http://www.airqualityengland.co.uk/laqm

Natural England has produced *'Air pollution and development: advice for local authorities. How to assess sector-specific planning applications that could affect air quality on a protected site'.* This standing advice is to help planning authorities understand the impact on statutory protected sites from particular developments that emit specific air pollutants. The advice covers emissions of ammonia (NH*3*), nitrogen oxides (NO, NO*2* or NO*x*), nitrogen deposition, acid deposition and sulphur dioxide (SO*2*).

The standing advice is Natural England's formal statutory advice and is a material consideration. It provides decision makers with the information needed to fulfil their statutory duties when making decisions on planning applications with potential air pollution impacts.

Water Quality

The planning system plays a key role in determining the location of developments which may give rise to water pollution, and hence planning decisions can have a significant impact on water quality, and land. The assessment should take account of the risks of water pollution and how these can be managed or reduced. A number of water dependent protected nature conservation sites have been identified as failing condition due to elevated nutrient levels and nutrient neutrality is consequently required to enable development to proceed without causing further damage to these sites. If your planning application is affected by Nutrient Neutrality, the ES needs to take account of any strategic

[1] Report: Trends Report 2020: Trends in critical load and critical level exceedances in the UK - Defra, UK

solutions for nutrient neutrality or Diffuse Water Pollution Plans, which may be being developed or implemented to mitigate and address the impacts of elevated nutrient levels. These solutions or plans should be relevant to the specific planning consultation site.
Further information can be obtained from the Local Planning Authority.

Climate Change

The ES should identify how the development affects the ability of the natural environment (including habitats, species, and natural processes) to adapt to climate change, including its ability to provide adaptation for people. This should include impacts on the vulnerability or resilience of a natural feature (i.e. what's already there and affected) as well as impacts on how the environment can accommodate change for both nature and people, for example whether the development affects species ability to move and adapt. Nature-based solutions, such as providing green infrastructure on-site and in the surrounding area (e.g. to adapt to flooding, drought and heatwave events), habitat creation and peatland restoration, should be considered. The ES should set out the measures that will be adopted to address impacts.

Further information is available from the Committee on Climate Change's (CCC) Independent Assessment of UK Climate Risk, the National Adaptation Programme (NAP), the Climate Change Impacts Report Cards (biodiversity, infrastructure, water etc.) and the UKCP18 climate projections.

The Natural England and RSPB Climate Change Adaptation Manual (2020) provides extensive information on climate change impacts and adaptation for the natural environment and adaptation focussed nature-based solutions for people. It includes the Landscape Scale Climate Change Assessment Method that can help assess impacts and vulnerabilities on natural environment features and identify adaptation actions. Natural England's Nature Networks Evidence Handbook (2020) also provides extensive information on planning and delivering nature networks for people and biodiversity.

The ES should also identify how the development impacts the natural environment's ability to store and sequester greenhouse gases, in relation to climate change mitigation and the natural environment's contribution to achieving net zero by 2050. Natural England's Carbon Storage and Sequestration by Habitat report (2021) and the British Ecological Society's nature-based solutions report (2021) provide further information.

Contribution to local environmental initiatives and priorities

The ES should consider the contribution the development could make to relevant local environmental initiatives and priorities to enhance the environmental quality of the development and deliver wider environmental gains. This should include considering proposals set out in relevant local strategies or supplementary planning documents including landscape strategies, green infrastructure strategies, tree and woodland strategies, biodiversity strategies or biodiversity opportunity areas.

Joanne Egeli
Principal Planning and Development Officer
Trafford Council
Planning and Development
Trafford Town Hall, Talbot Road
Stretford, M32 0TH
Email: [redacted]
Telephone: [redacted]
www.trafford.gov.uk

Mr Robert Griffin
Manchester City Council
PO Box 532
Manchester
M60 2LA

Date: 5 January 2026

Article 18 Consultation Response

Dear Mr Griffin

Location: **MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester**

Proposal: **Article 18 consultation from Manchester City Council in relation to a request for a Scoping Opinion under Regulation 15(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, in respect of MIX Manchester (formerly Airport City North) Land To The North Of The A56 Spur, Immediately South Of Wythenshawe And To The North Of Manchester Airport Manchester**

Your Reference: **EIASCO/25/014**

Our Reference: **117961/ART18/25**

Thank you for your consultation on the above.

Overall the Screening Opinion includes most things we would expect to see, however I would wish to make the following comments:

- Section 3.5 Known Cumulative Development – The list of identified developments appears to only includes those within Manchester. Within Trafford, Davenport Green is allocated in Places for Everyone, under policy JPA3.2 Timperley Wedge, for around 2,500 homes and 60,000 sqm of office floorspace. The eastern boundary of the allocation abuts the M56, and is approximately 1km from the western boundary of the application site. Trafford Council are working with the principal landowner of Davenport Green to develop a masterplan for the whole Davenport Green allocation. Work on this document has been in progress for circa 18 months, and the Council expects to adopt a Masterplan planning document for the allocation by Summer 2026. For context the landowner undertook a public consultation on the draft masterplan (July – Sept) in 2024. Details of the consultation are still available at https://davenportgreenconsultation.co.uk/.

  It is therefore recommended that the Davenport Green allocation is included within the list of Known Cumulative Development. Planning applications for the first phases are expected to be submitted to the Council in the latter half of 2026 (and the consultant's current phasing scheme indicates first phase delivery in 2028). It should also be noted that the World of Pets site, located in the northwestern edge of the Davenport Green allocation, was allowed on appeal in March 2022. A reserved matters application for 76 dwellings was approved by the Council in October 2024.

- Section 5.5 ‘Scoped Out Topics’ – It is noted that the Water Environment has been included within the ‘scoped out’ list of topics. Given the potential implications associated with this topic it is recommended that the Screening Report’s commentary on this topic is given particular attention to ensure that the conclusion set out is considered both accurate and appropriate.

Yours sincerely

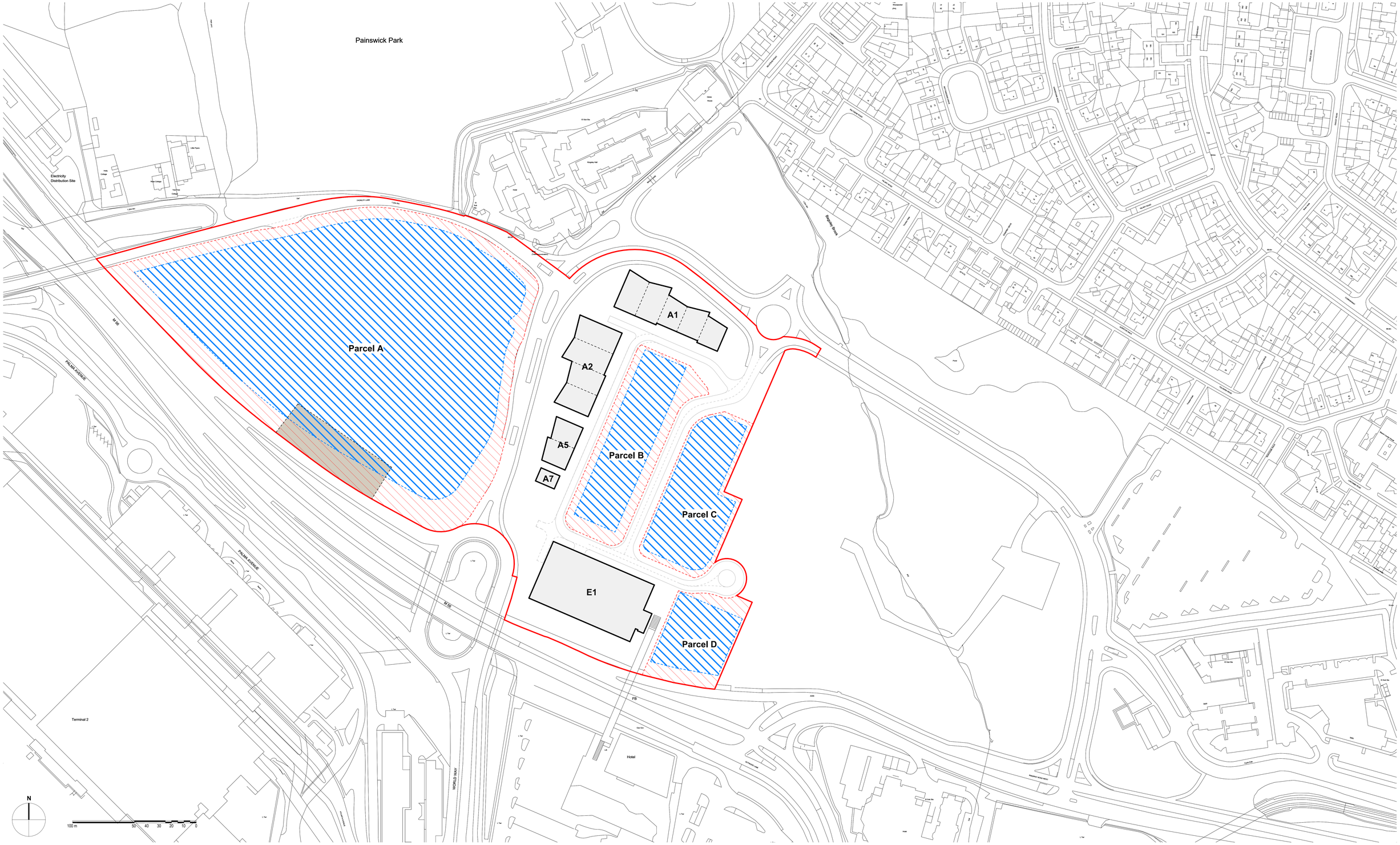


Head of Planning and Development
Rebecca Coley

Appendix C Western Leg Extension of Metrolink Airport line

Copyright © 1976 - 2026 Buro Happold. All rights reserved

A0



Development Plot Parameter Plan - TfGM Safeguarded Land
1 : 1000

© COPYRIGHT
The copyright in this drawing is vested in Sheppard Robson and no license or assignment of any kind has been, or is, granted to any third party whether by provision of copies or originals or otherwise unless agreed in writing.

DO NOT SCALE FROM THIS DRAWING
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to Sheppard Robson before proceeding work

FOR ELECTRONIC DATA ISSUE
Electronic Data / drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should read, only from those values stated in text on the drawing.

NOTES

- Planning Application Boundary
- Outline Development Parcels (all matters reserved, save for primary access)
- Maximum Developable Area for Outline Parcels
- Proposed Building Footprints for Detailed Approval
- Land identified by TfGM as potentially being required to accommodate infrastructure works associated with the Manchester Metrolink Airport Line Western Leg

REVISIONS

REV.	DATE	AMENDMENT
P01	26/03/26	For Planning

KEYPLAN

CLIENT
Airport City Limited Partnership

PROJECT
MIX Manchester

SCALE@A0	DATE	ORIGINATOR	CHECKED	AUTHORISED
1 : 1000	26/03/26	JD	CP	PC

DESCRIPTION
Development Plot Parameter Plan - TfGM Safeguarded Land

STAGE
Stage 3

SR NO.
7092

SHEPPARD ROBSON
77 Parkway Camden Town London NW1 7PU
T: +44 (0)20 7504 1700 E: enquiries@sheppardrobson.com

STATUS PURPOSE FOR ISSUE
S2 Planning

DRAWING NO.
7092-SRA-ZZ-ZZ-DR-A-02060

REV.
P01

Appendix D Active Travel Routes and Streets for All checks

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Route 1



Segments:

- Enterprise Way (west)
- Terminal 2 Roundabout
- World Way
- Chicago Avenue

FOOTWAY ASSESSMENT: Enterprise Way (west)

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**2**	Footway c.3m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**2**	Not formally measured; no significant defects noted
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**0**	c.3m width but low flows

CYCLING PROVISION: Enterprise Way (west)

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**2**	Not formally measured; no significant defects noted
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

FOOTWAY ASSESSMENT: Terminal 2 Roundabout

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**1**	Footway narrows to c.2m where it is segregated from cycles over bridge (c.3m for cycle lane)
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**0**	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	N/A – segregated cycles (with c.3m cycle lane)

CYCLING PROVISION: Terminal 2 Roundabout

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

FOOTWAY ASSESSMENT: World Way

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**0**	Footway c.1.8m (plus c.2m provided for cycling)
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**C**	Gradients understood to be steeper than 1:20 for more than 3m
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	N/A – segregated cycles (albeit cycle lane only c.2m)

CYCLING PROVISION: World Way

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

FOOTWAY ASSESSMENT: Chicago Avenue

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**0**	Footway c. 1.8m (with cycle lane c.1.8m)
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	N/A – segregated cycles (but cycle lanes only c.1.8m)

CYCLING PROVISION: Chicago Avenue

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**2**	Protected cycle facility
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic estimated at >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Route 2



Segments:

- Bailey Lane/Selstead Road (20mph section)
- Selstead Road (30mph section)
- Portway

FOOTWAY ASSESSMENT: Bailey Lane/Selstead Road (20mph section)

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**0**	Footway typically c.1.8m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	Route not shared with cyclists

CYCLING PROVISION: Bailey Lane/Selstead Road (20mph section)

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**1**	Speed 20-25mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**C**	Traffic >4,000 PCUs per day No protected cycle facility
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**0**	2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width 3.25 to 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**1**	Limited kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**N/A**	No specific cycle track – use carriageway

FOOTWAY ASSESSMENT: Selstead Road

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**0**	Footway typically c.1.8m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	Route not shared with cyclists

CYCLING PROVISION: Selstead Road

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**0**	Speed TBC Assume 25-30mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**C**	Traffic >4,000 PCUs per day No protected cycle facility
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**0**	2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width 3.25 to 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**0**	Moderate kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**N/A**	No specific cycle track – use carriageway

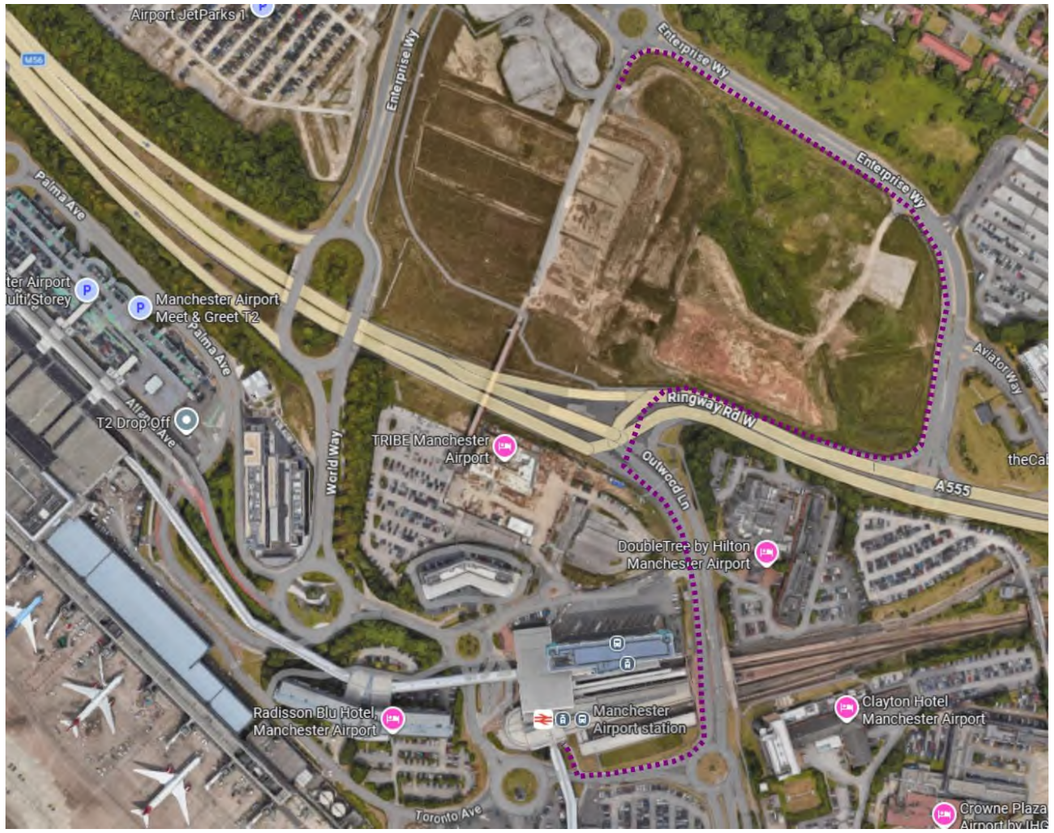
FOOTWAY ASSESSMENT: Portway

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**1**	Footway between 2m-2.4m
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**0**	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	Route not shared with cyclists

CYCLING PROVISION: Portway

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**0**	Speed TBC Assume 25-30mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**C**	Traffic >4,000 PCUs per day No protected cycle facility
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**0**	2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width 3.25 to 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**1**	Limited kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**N/A**	No specific cycle track – use carriageway

Route 3



Segments:

- Enterprise Way (east)
- Ringway Rd West
- Outwood Lane
- Terminal Road North

FOOTWAY ASSESSMENT: Enterprise Way (east)

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**2**	Footway c.3m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**2**	Not formally measured; no significant defects noted
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**0**	c.3m width but low flows

CYCLING PROVISION: Enterprise Way (east)

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**2**	Not formally measured; no significant defects noted
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

FOOTWAY ASSESSMENT: Ringway Road

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**2**	Footway c.3m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**2**	Not formally measured; no significant defects noted
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**0**	c.3m width but low flows

CYCLING PROVISION: Ringway Road

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**2**	Not formally measured; no significant defects noted
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

FOOTWAY ASSESSMENT: Outwood Lane

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**1**	Footway varies, but reduces to c.2m over central section (northern section c.2m pedestrian width plus c.2.5m cycle provision)
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**C**	Shared width c.2m in some areas (on eastern side) and shared route terminates suddenly on western side (but likely to result in continued shared use despite no provision

CYCLING PROVISION: Outwood Lane

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	Protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	N/A – metric only applies to 2-way single carriageway streets, as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicle
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width generally 3.25 to 3.9m (but mitigated by provision of segregated route
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**0**	Cyclists can pass other users only in some areas
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**0**	Cyclists cannot connect to other routes without dismounting.
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

FOOTWAY ASSESSMENT: Terminal Road North

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**0**	Footway <2m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	Not a shared-use route

CYCLING PROVISION: Terminal Road North

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**0**	Speed not surveyed - assume 25-30mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**C**	Traffic estimated at >4,000 PCUs per day
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**0**	Traffic not surveyed – assume 2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Traffic estimated at >4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**C**	Lane width between 3.25m and 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Cyclists share connections with motor traffic.
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**N/A**	Route not shared with cyclists

Route 4



[note route shown indicatively – actual route to south of pedestrian/cycle bridge differs slightly due to works in this area]

Segments:

- On-site footpath/cycle-path – Enterprise Way to footbridge
- Footbridge
- Connection via hotel site/car park
- Unnamed road

FOOTWAY ASSESSMENT: Shared-use path

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**2**	Footway c.3m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**2**	Not formally measured; no significant defects noted
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**0**	c.3m width but low flows

CYCLING PROVISION: Shared-use path

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	No motor vehicles – protected facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	Metric only applies to 2-way single carriageway streets as relates to interaction between opposing flows
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicles.
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**N/A**	No motor vehicles (or carriageway)
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**N/A**	No motor vehicles
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity / no interaction between cyclists and vehicles parking or loading.
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**2**	Not formally measured; no significant defects noted
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

FOOTWAY ASSESSMENT: Pedestrian/Cycle Bridge

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**2**	Footway >3m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**2**	No defects more than 6mm.
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical (note - lifts provided at each end of bridge)
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**1**	>3m width

CYCLING PROVISION: Pedestrian/Cycle Bridge

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	No motor vehicles – protected facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	Metric only applies to 2-way single carriageway streets as relates to interaction between opposing flows
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicles.
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**N/A**	No motor vehicles (or carriageway)
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**N/A**	No motor vehicles
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity / no interaction between cyclists and vehicles parking or loading.
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**2**	No defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Good quality surface, assumed without additional slip resistant finish

FOOTWAY ASSESSMENT: Hotel Site

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**2**	Footway >2.5m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**2**	Not formally measured, but new surface so no defects noted
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**2**	New public seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**1**	Above specified minimum provision for flows.

CYCLING PROVISION: Hotel Site

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	No motor vehicles - protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**N/A**	Metric only applies to 2-way single carriageway streets as relates to interaction between opposing flows]
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not interact with large vehicles.
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**N/A**	No motor vehicles
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**N/A**	No motor vehicles
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity / no interaction between cyclists and vehicles parking or loading.
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**2**	No defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Newly laid blockwork/sets with even surface; unknown whether it has suitable slip-resistance so not given maximum score

FOOTWAY ASSESSMENT: Hotel Access Roads

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**0**	Width varies, but assumed to be less than 2m in places
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	Not a shared-use route

CYCLING PROVISION: Hotel Access Roads

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	1	Speed not surveyed but assume 20-25mph No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	0	Traffic not surveyed but assume 2,000-4,000 PCUs per day
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	0	Traffic not surveyed – assume <2% due to function
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	0	Traffic not surveyed but assume 2,000-4,000 PCUs per day
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	C	Lane width between 3.25 and 3.9m
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	1	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	1	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Route 5



Segments:

- Enterprise Way (west) – see route 1 *(not replicated here)*
- Thorley Lane

FOOTWAY ASSESSMENT: Thorley Lane

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**0**	Footway gradually reduces to less than 2m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured; minor defects noted and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but understood to not be Critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian route is generally clear and no complex/disorientating paving patterns
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating observed
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**0**	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**N/A**	Not a shared-use route

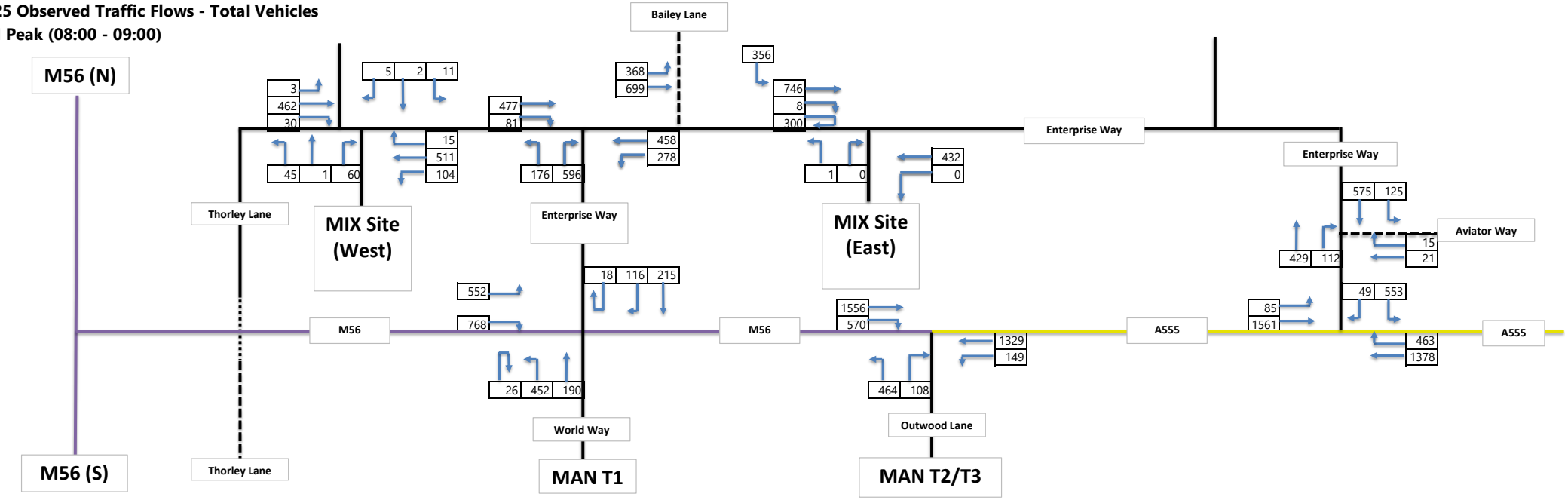
CYCLING PROVISION: Thorley Lane

Metric	Description	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**0**	85th centile regularly >25mph (and exceeding 30mph on some occasions)
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**C**	>4,000 a day >400 in peak hour And cyclists are not protected.
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**0**	Varies, but can exceed 2%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**C**	Primary position: high motor vehicle flow (>4,000 PCU's a day)
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**1**	Lane width <3.25m except where flared for junctions / additional lanes
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt/concrete, assumed without additional slip resistant finish

Appendix E Traffic Flow Diagrams

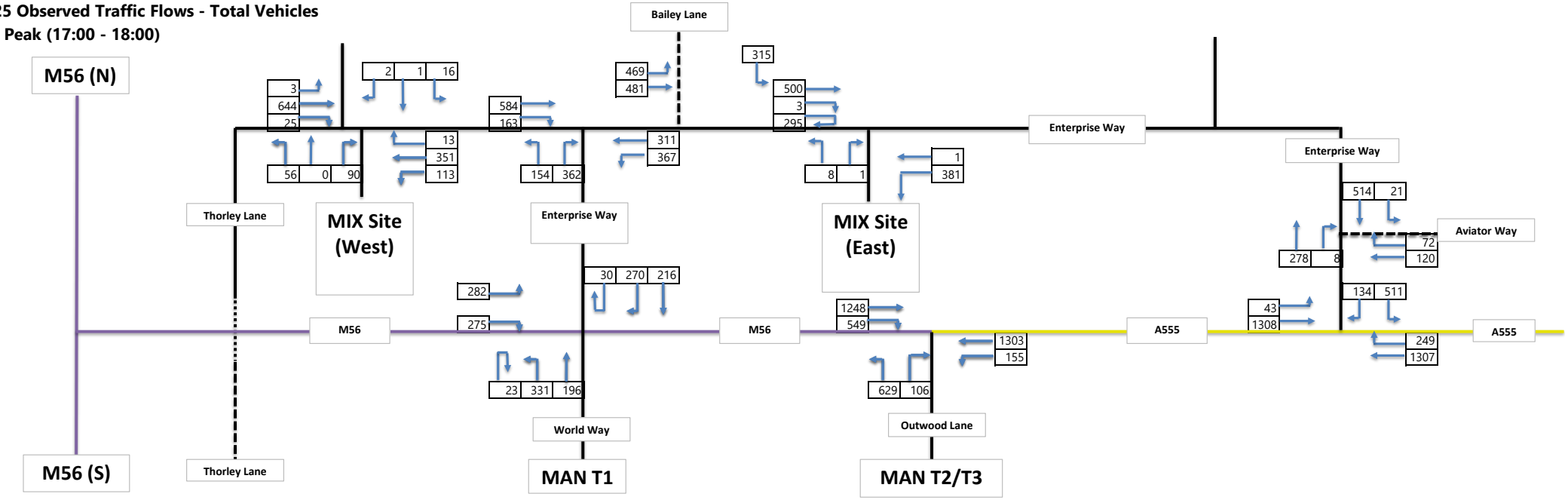
Copyright © 1976 - 2026 Buro Happold. All rights reserved

2025 Observed Traffic Flows - Total Vehicles
AM Peak (08:00 - 09:00)



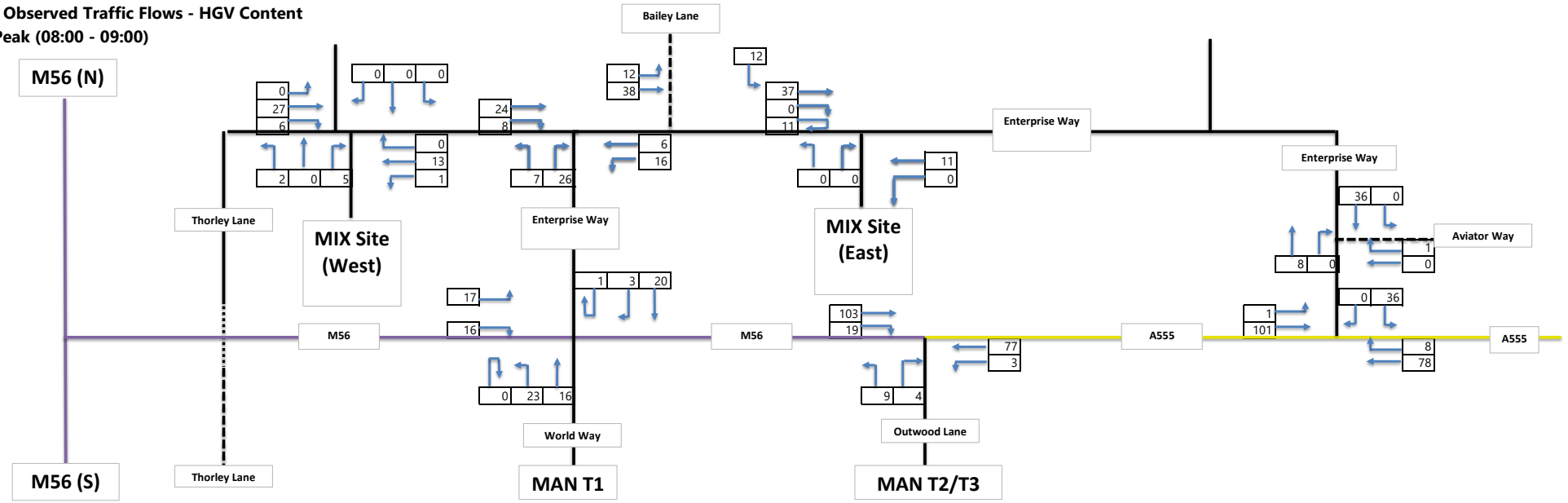
Survey Date: Weds 15th October 2025

2025 Observed Traffic Flows - Total Vehicles
PM Peak (17:00 - 18:00)



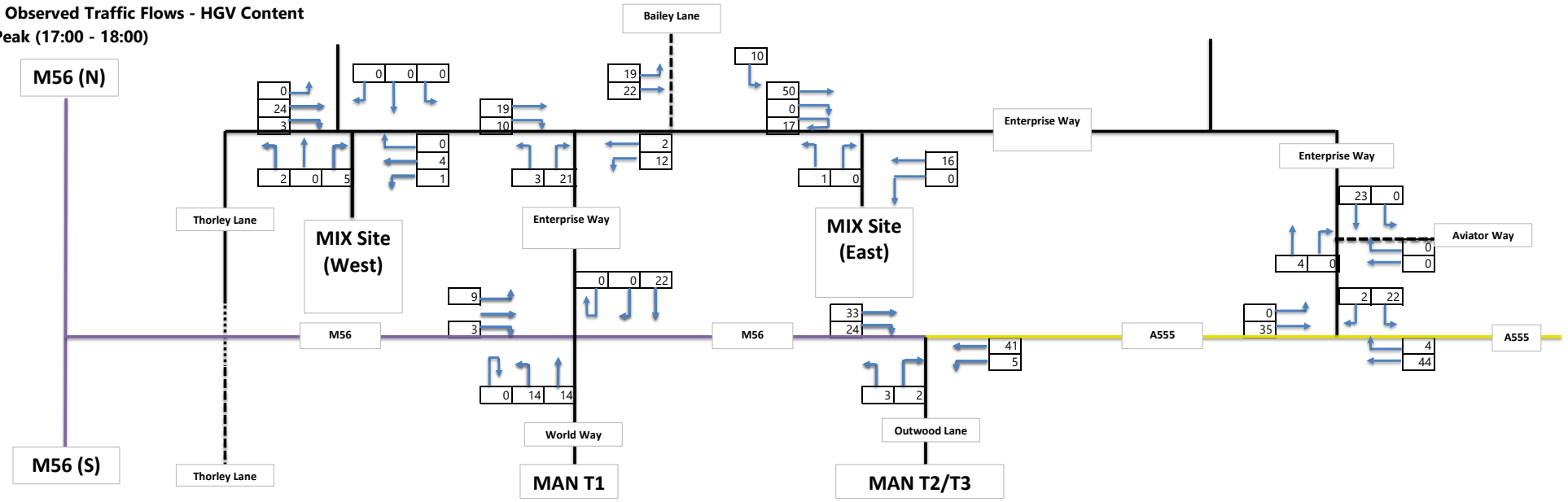
Survey Date: Weds 15th October 2025

2025 Observed Traffic Flows - HGV Content
AM Peak (08:00 - 09:00)



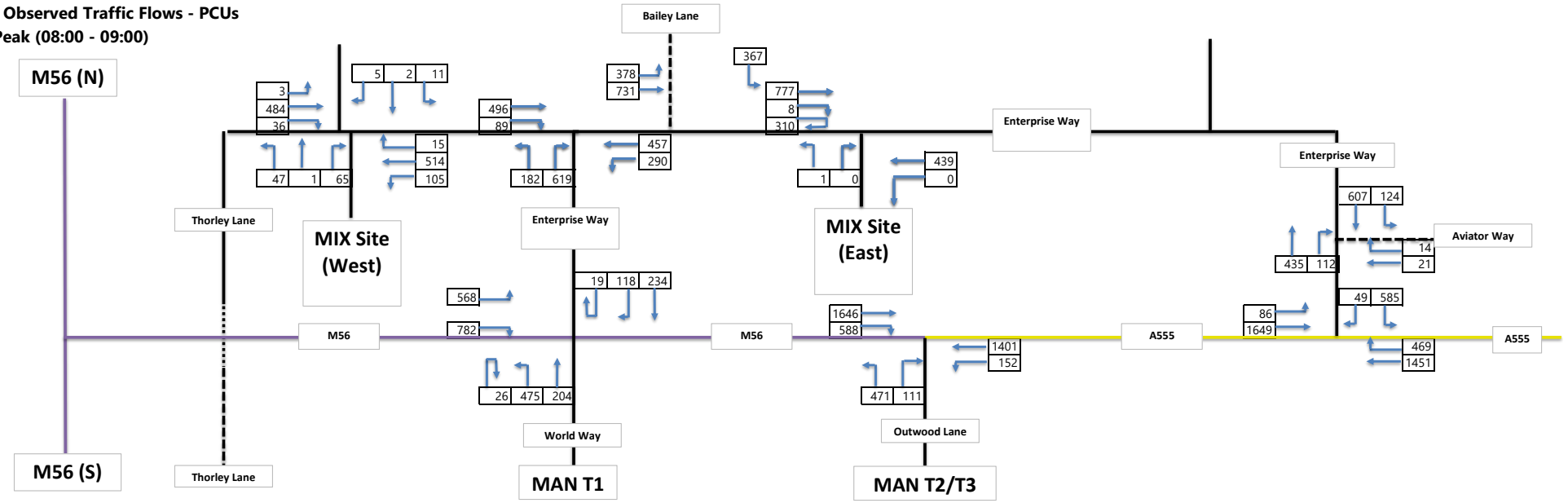
Survey Date: Weds 15th October 2025

2025 Observed Traffic Flows - HGV Content
PM Peak (17:00 - 18:00)



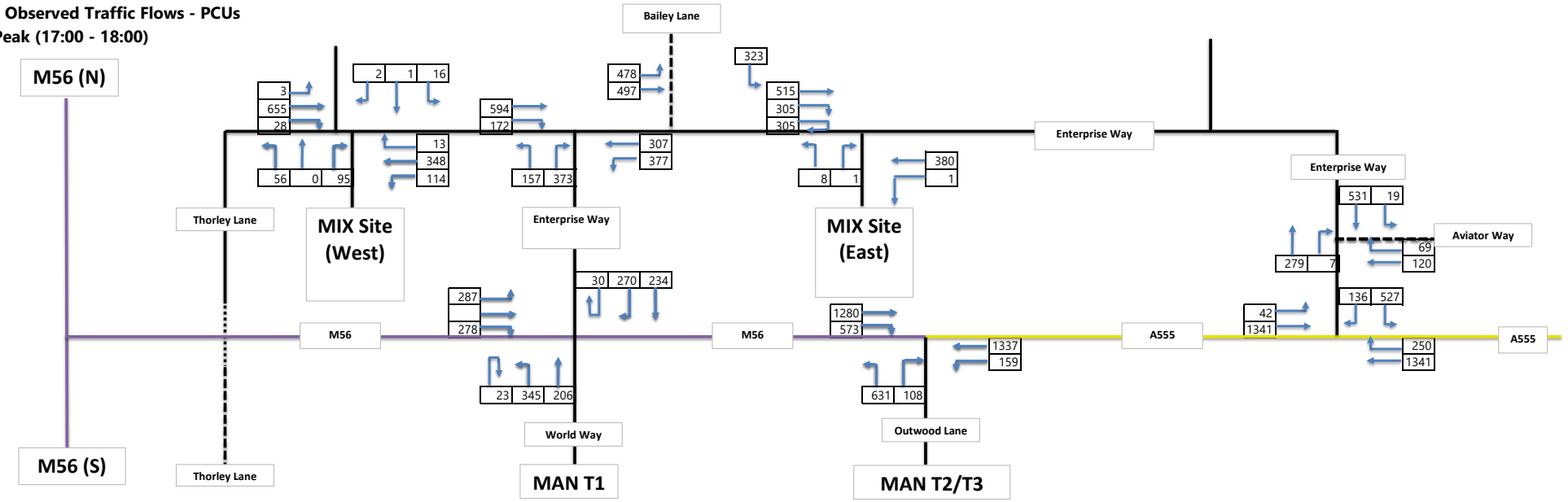
Survey Date: Weds 15th October 2025

2025 Observed Traffic Flows - PCUs
AM Peak (08:00 - 09:00)



Survey Date: Weds 15th October 2025

2025 Observed Traffic Flows - PCUs
PM Peak (17:00 - 18:00)

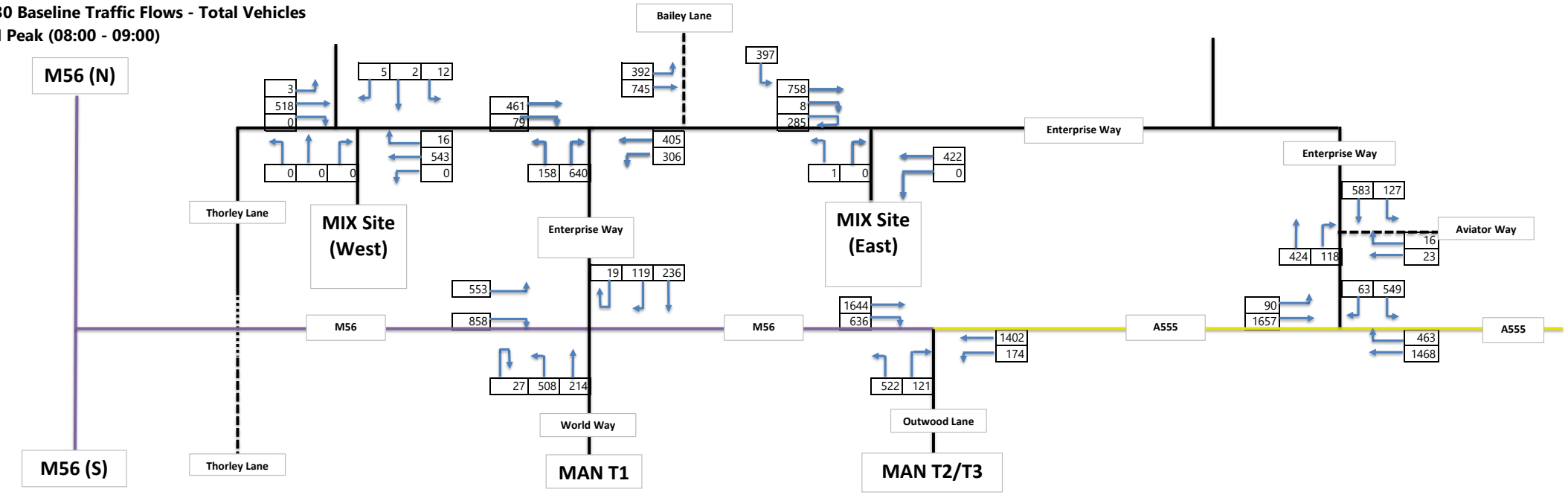


Survey Date: Weds 15th October 2025

2025 Survey + Tempro + Airport Growth

2030 Baseline Traffic Flows - Total Vehicles

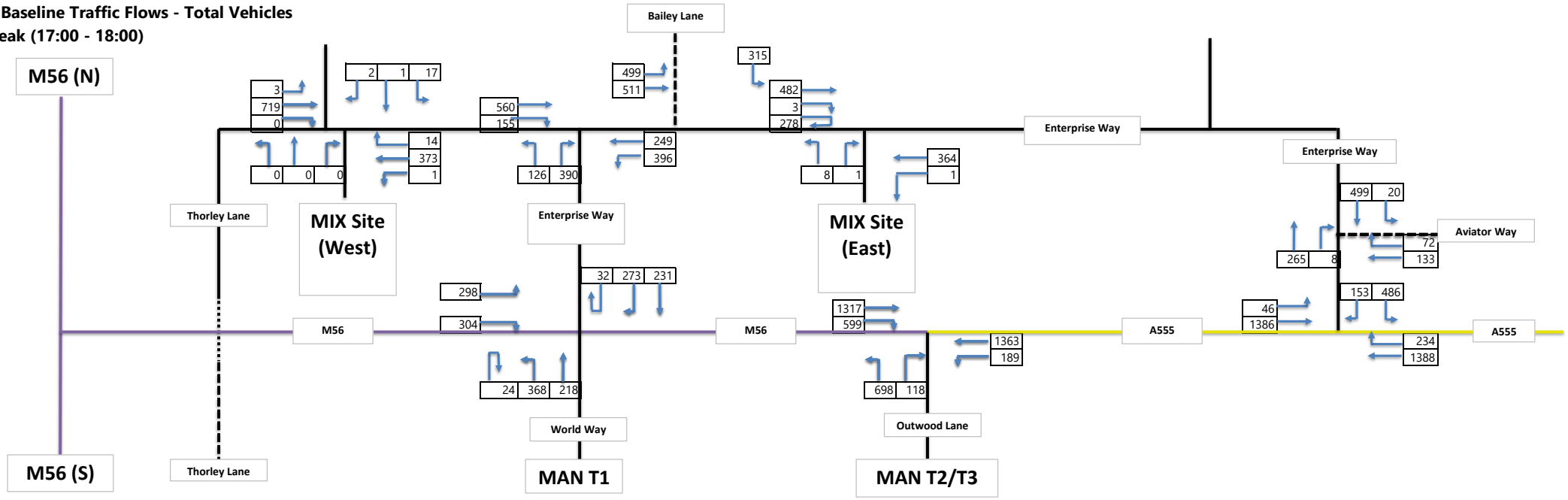
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2030 Baseline Traffic Flows - Total Vehicles

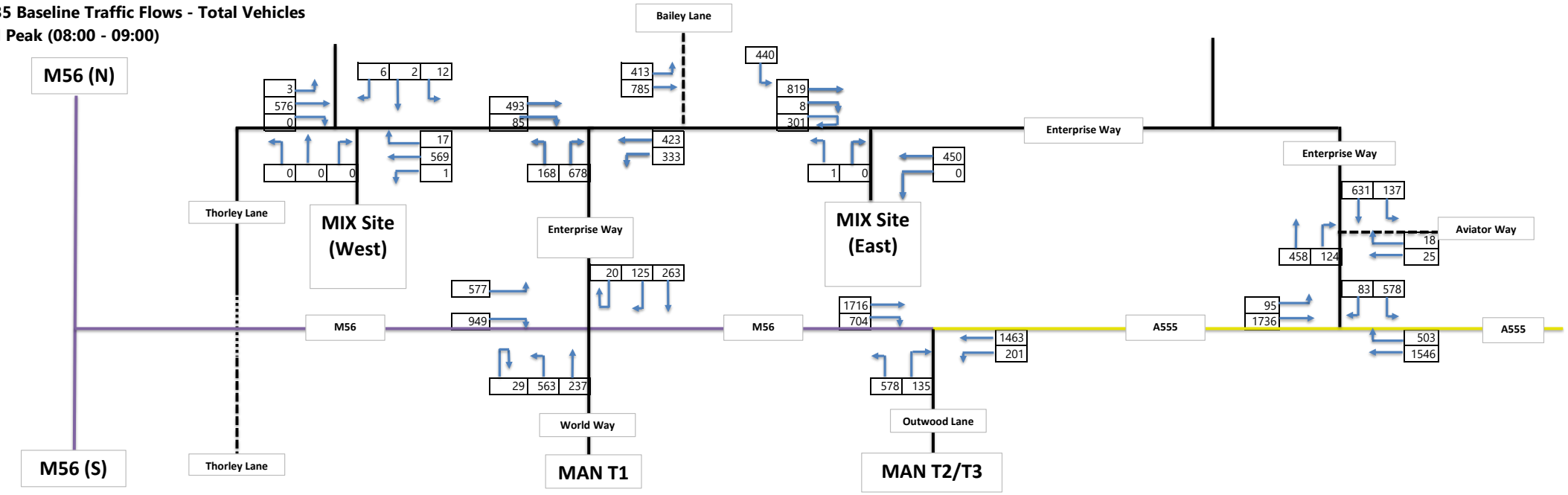
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth

2035 Baseline Traffic Flows - Total Vehicles

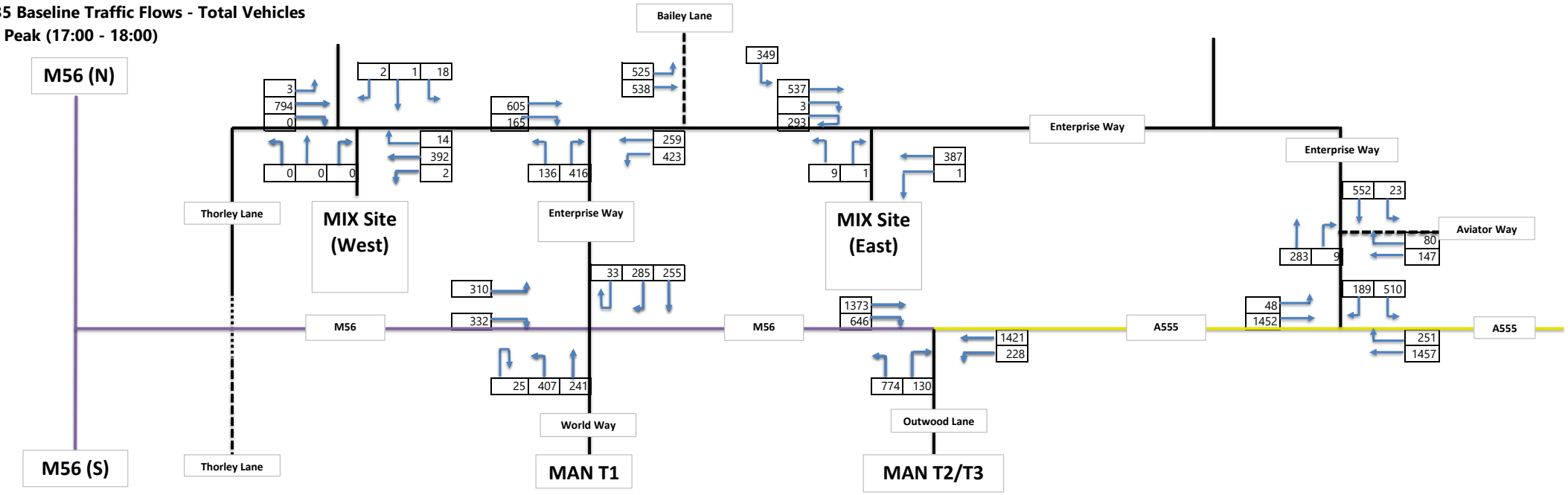
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2035 Baseline Traffic Flows - Total Vehicles

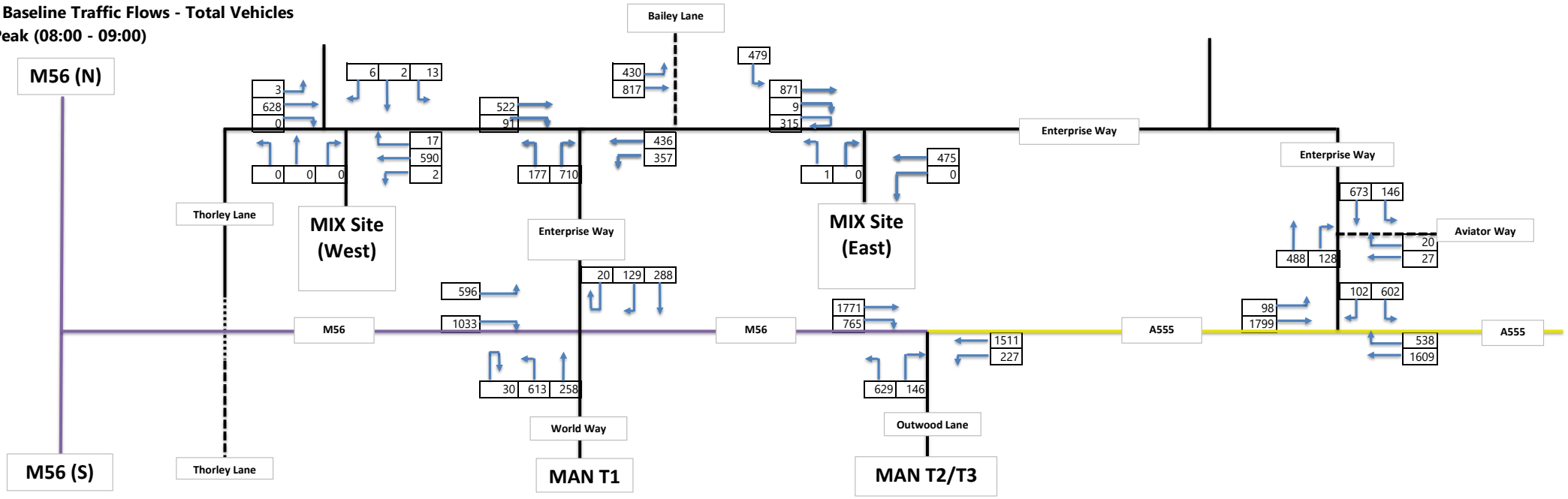
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth

2040 Baseline Traffic Flows - Total Vehicles

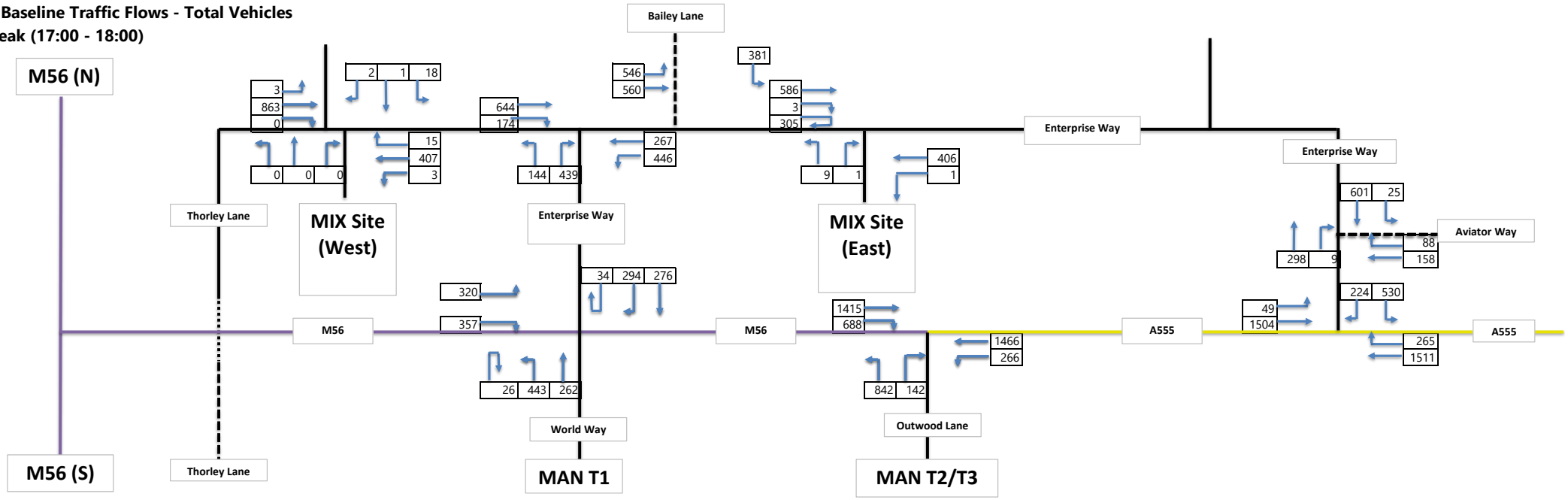
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2040 Baseline Traffic Flows - Total Vehicles

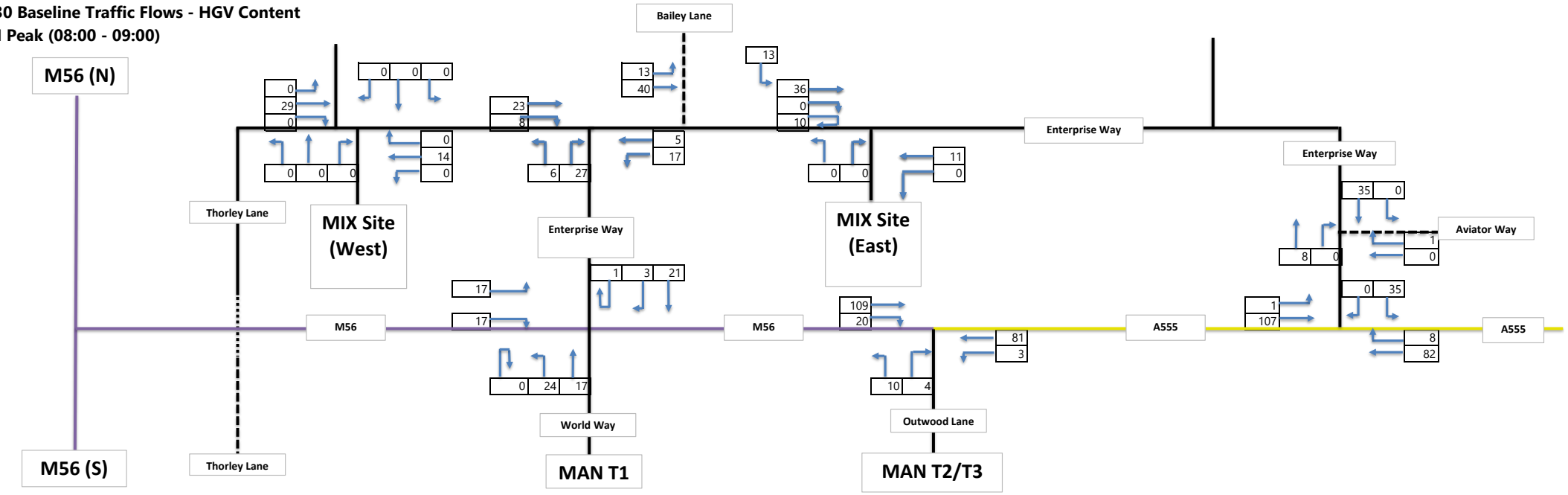
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth

2030 Baseline Traffic Flows - HGV Content

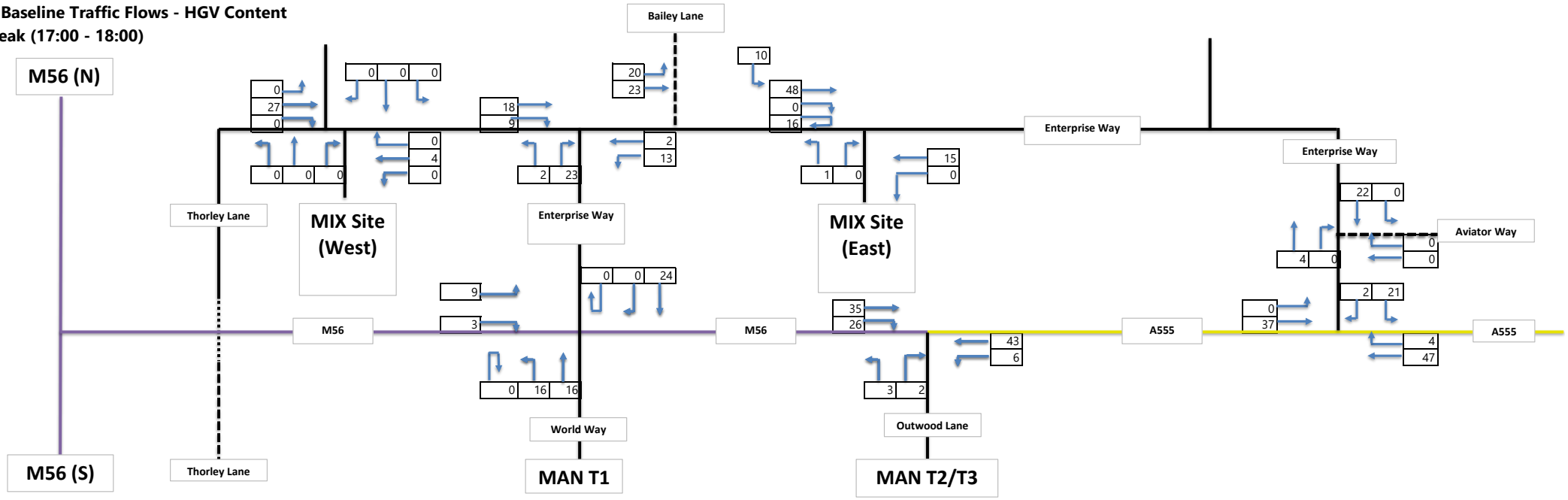
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2030 Baseline Traffic Flows - HGV Content

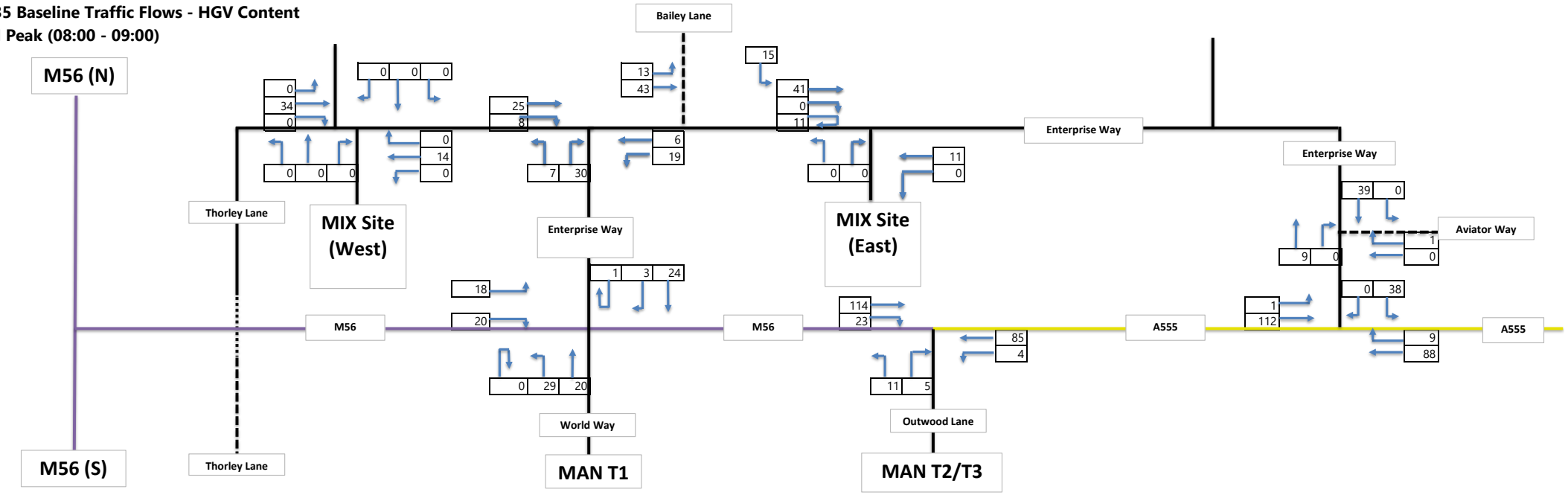
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth

2035 Baseline Traffic Flows - HGV Content

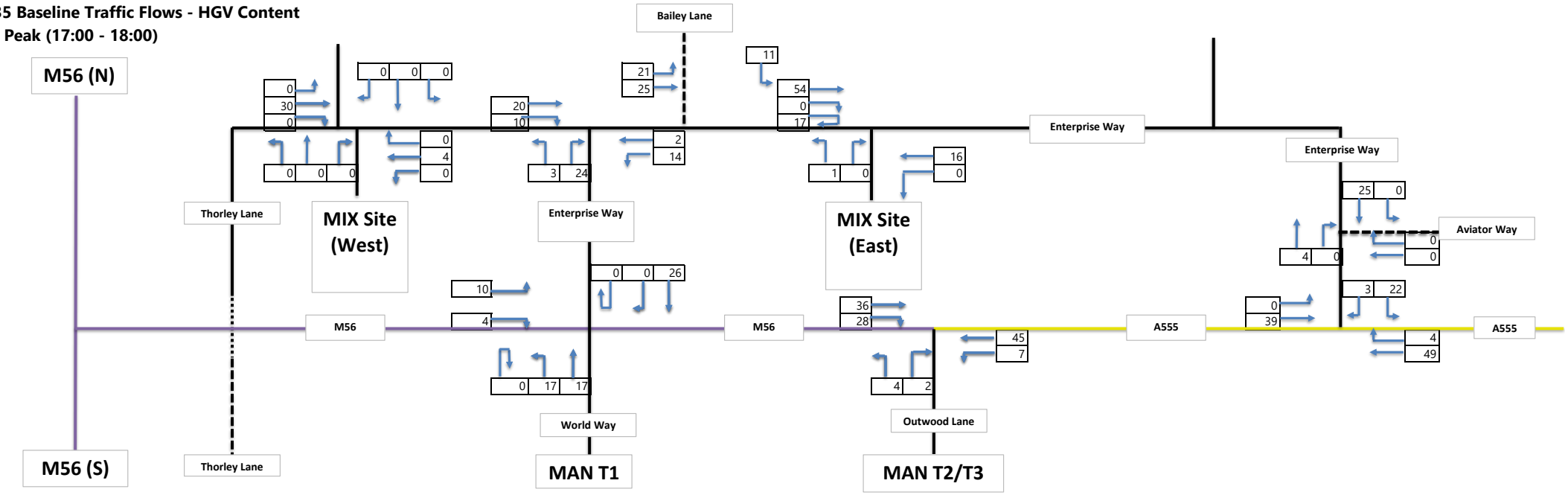
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2035 Baseline Traffic Flows - HGV Content

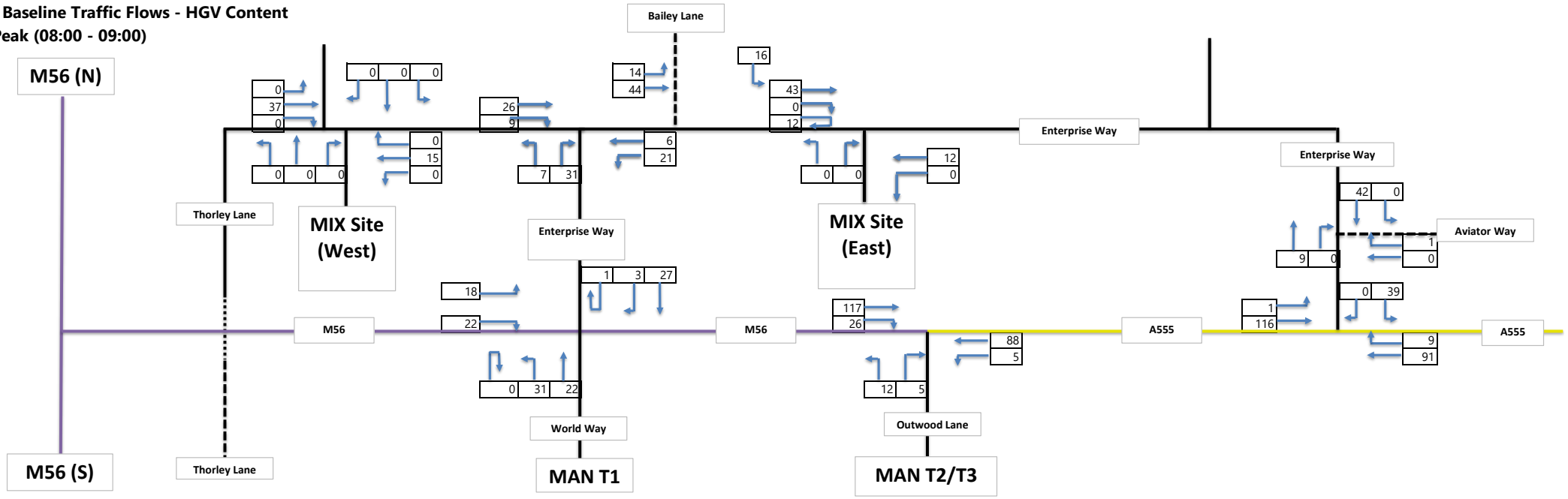
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth

2040 Baseline Traffic Flows - HGV Content

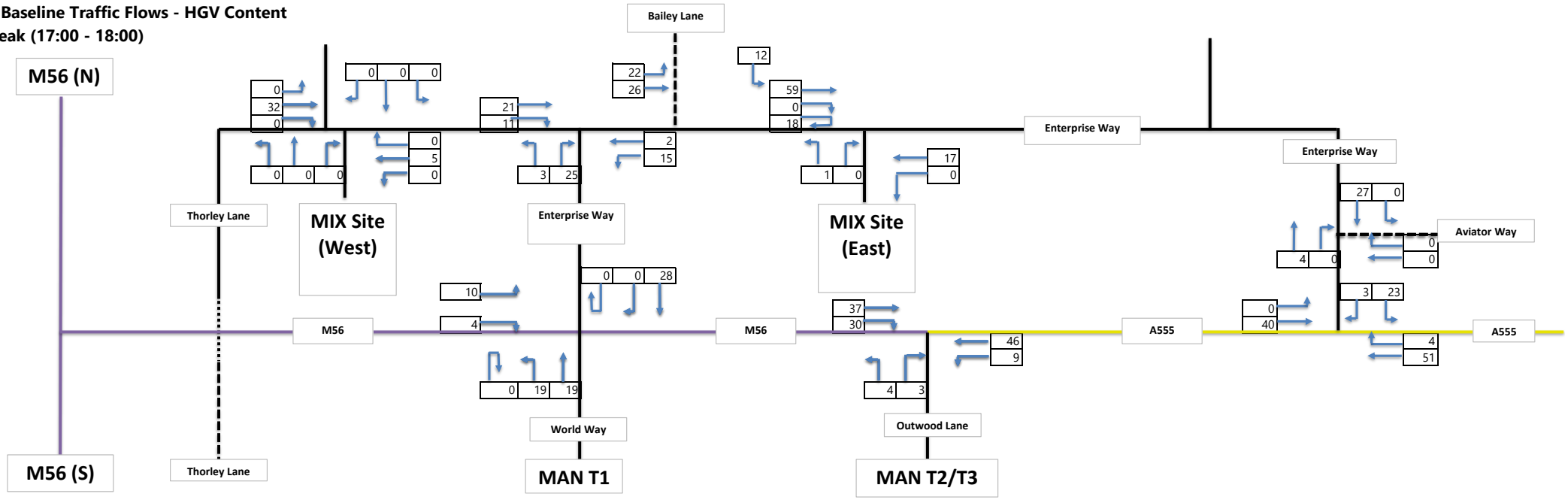
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2040 Baseline Traffic Flows - HGV Content

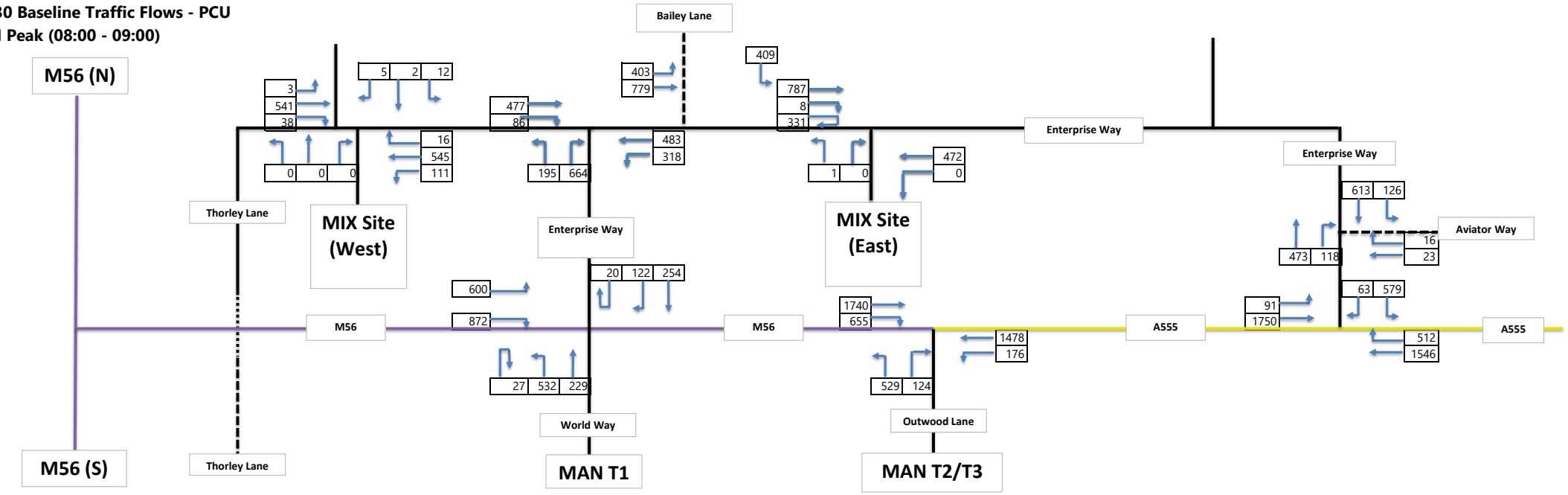
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth

2030 Baseline Traffic Flows - PCU

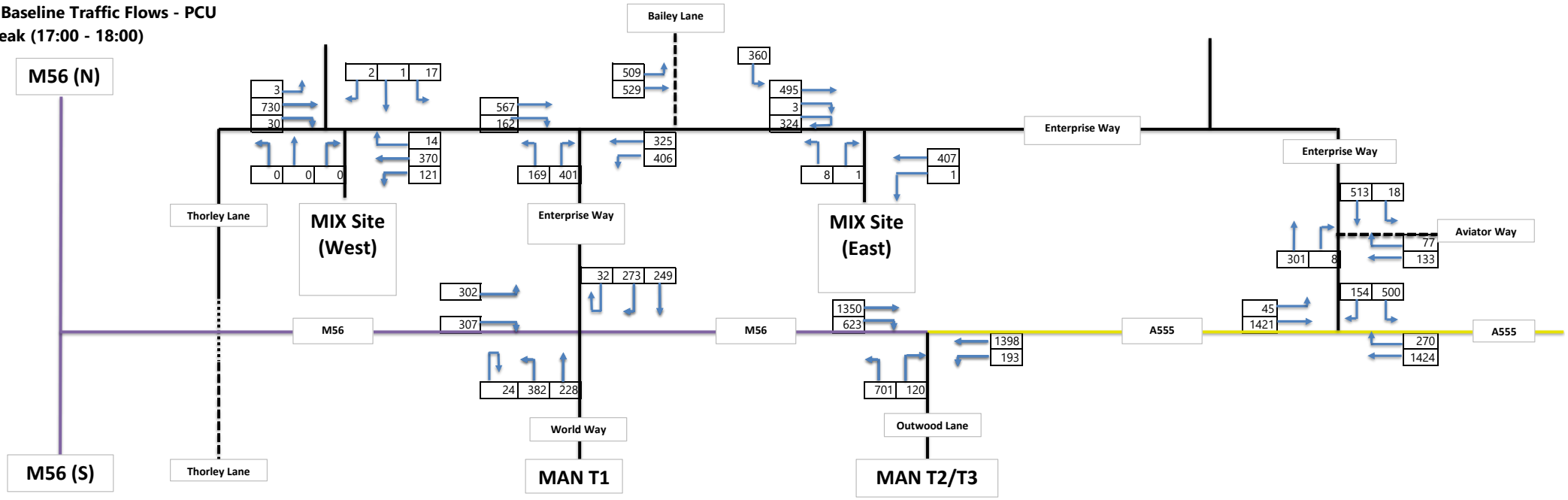
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2030 Baseline Traffic Flows - PCU

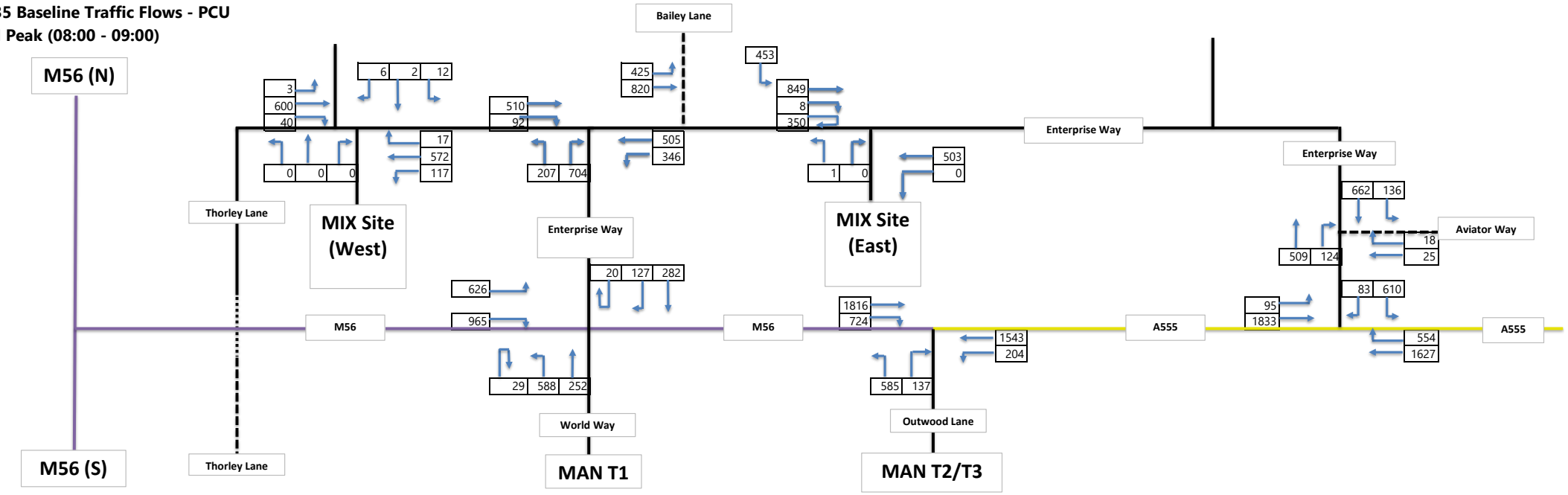
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth

2035 Baseline Traffic Flows - PCU

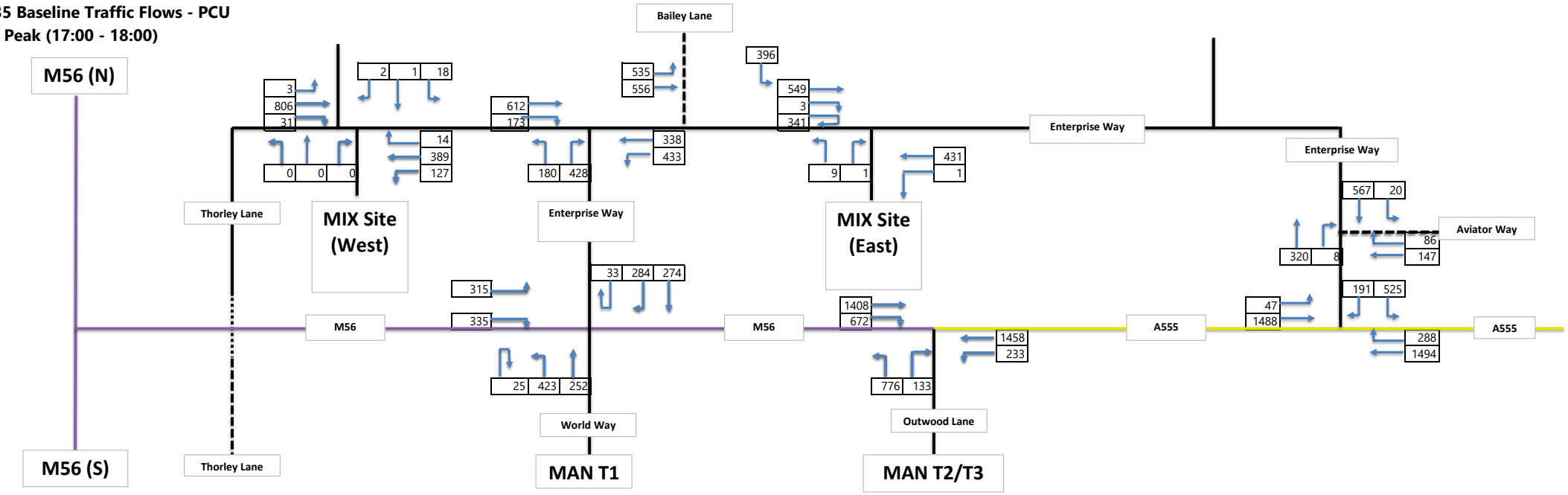
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2035 Baseline Traffic Flows - PCU

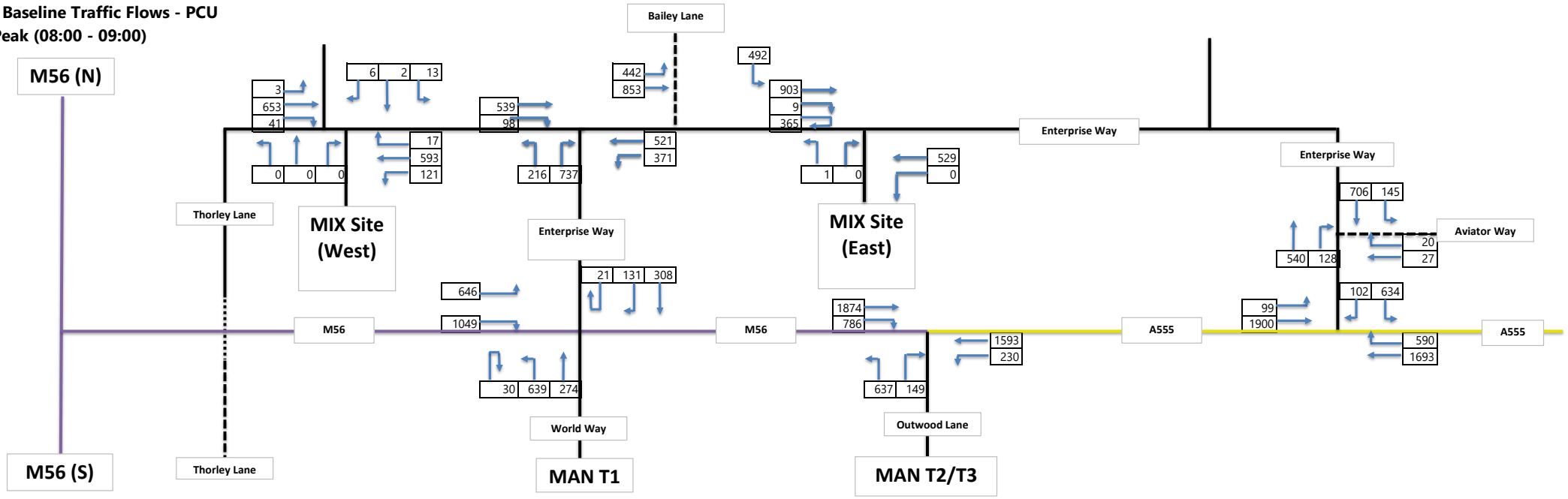
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth

2040 Baseline Traffic Flows - PCU

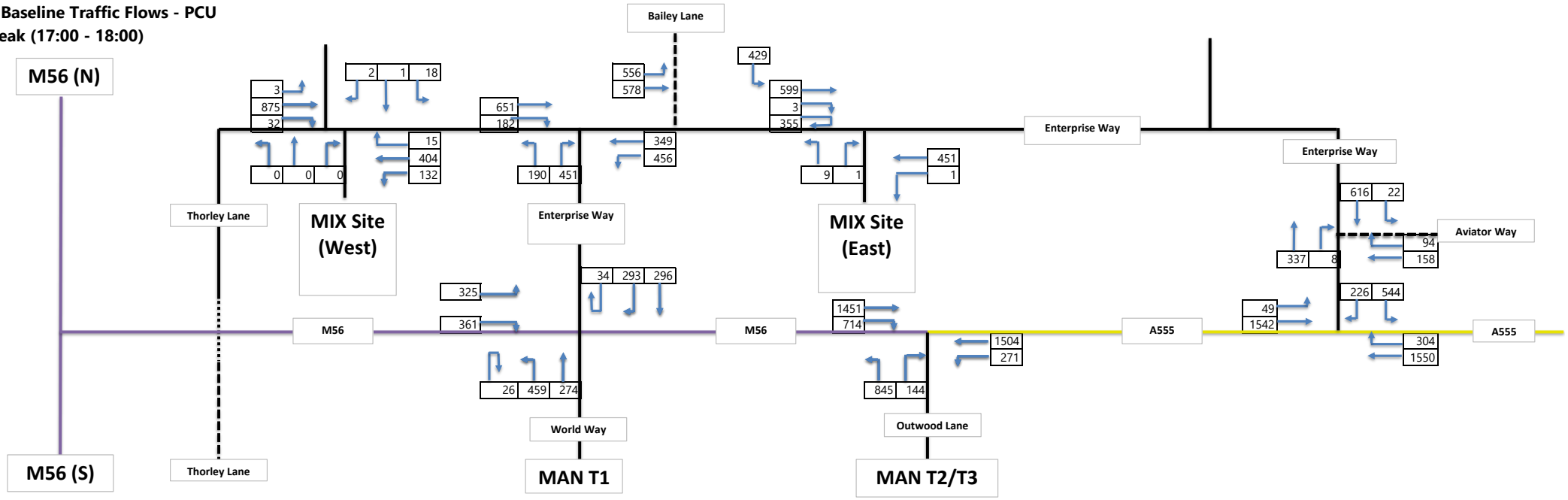
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth

2040 Baseline Traffic Flows - PCU

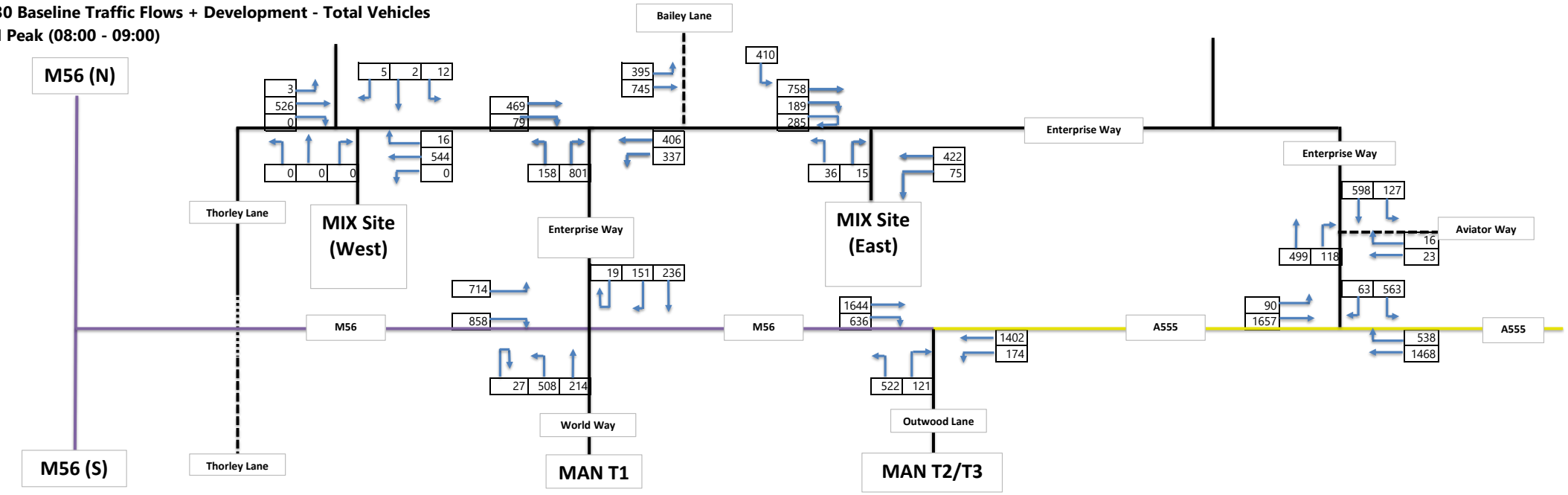
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2030 Development

2030 Baseline Traffic Flows + Development - Total Vehicles

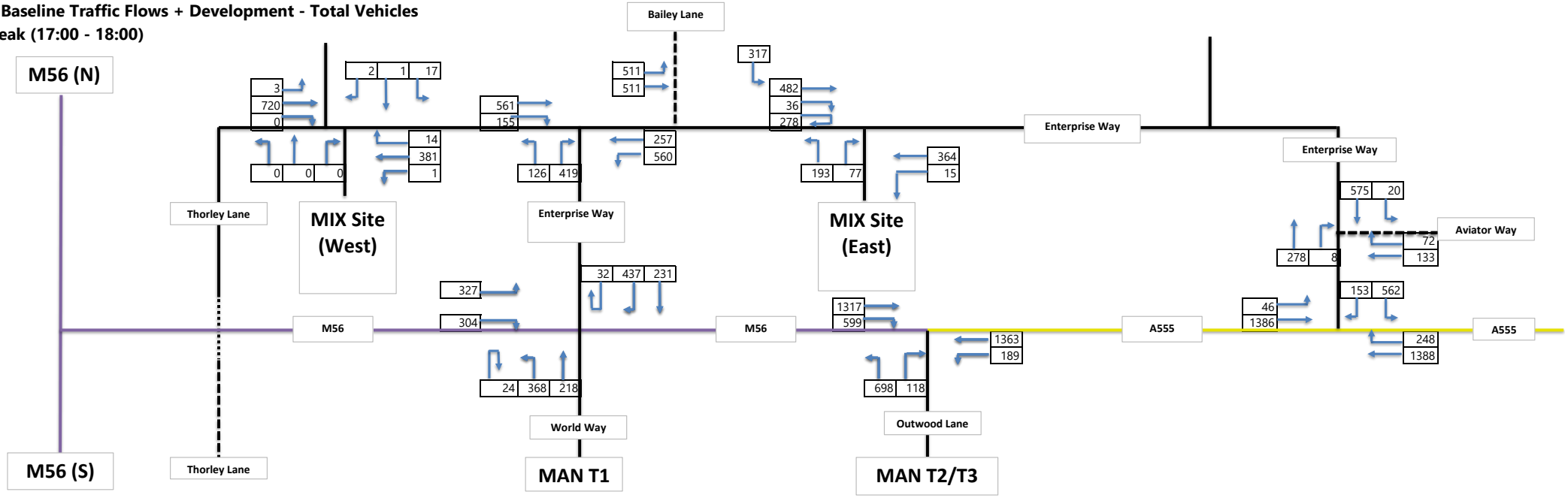
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2030 Development

2030 Baseline Traffic Flows + Development - Total Vehicles

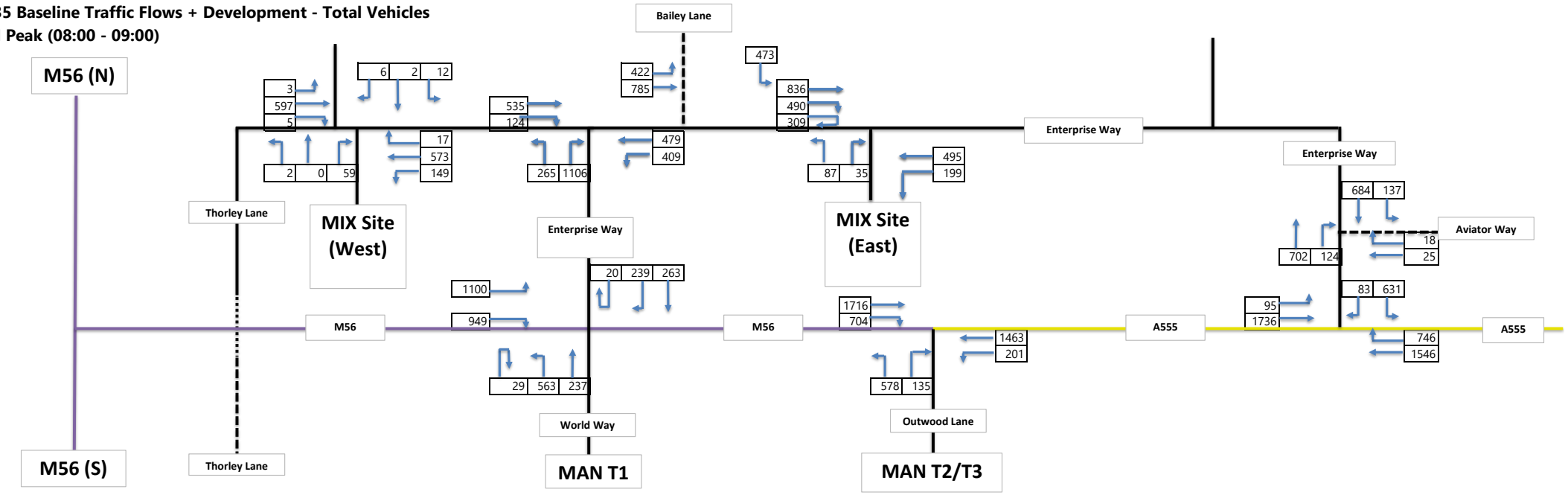
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2035 Baseline Traffic Flows + Development - Total Vehicles

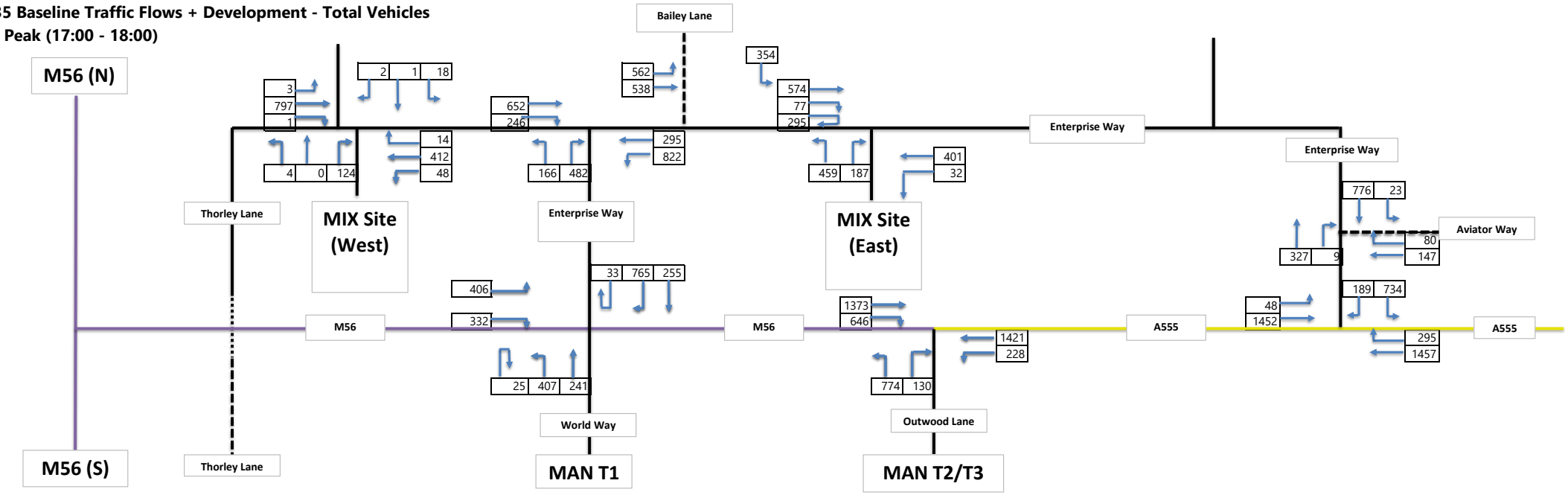
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2035 Baseline Traffic Flows + Development - Total Vehicles

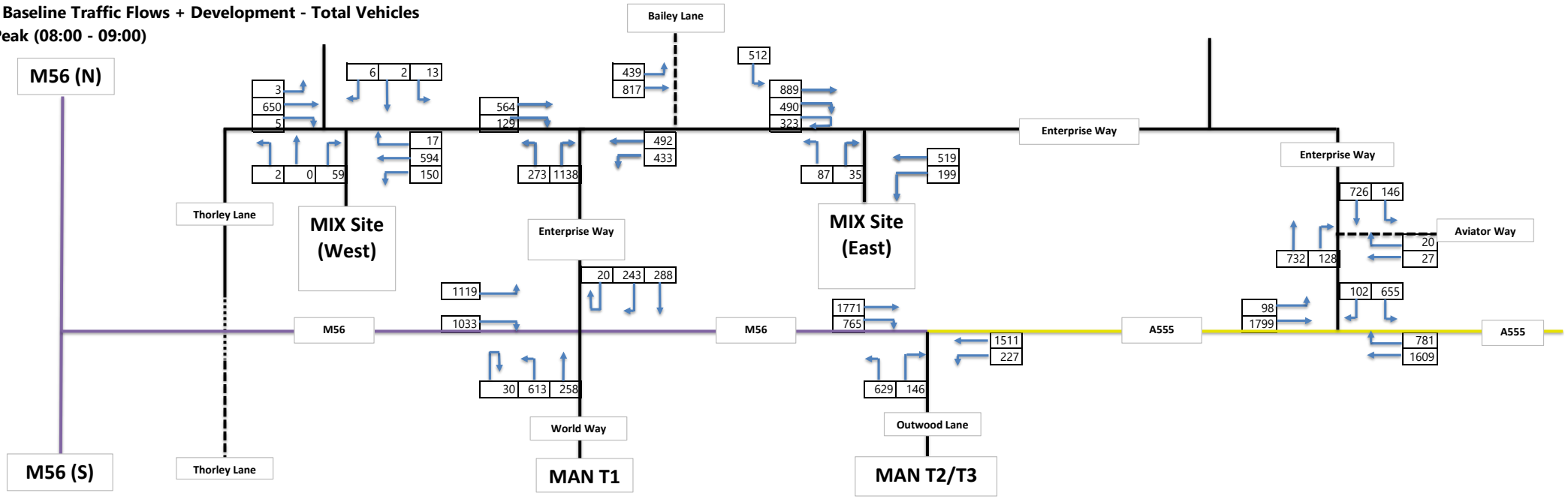
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2040 Baseline Traffic Flows + Development - Total Vehicles

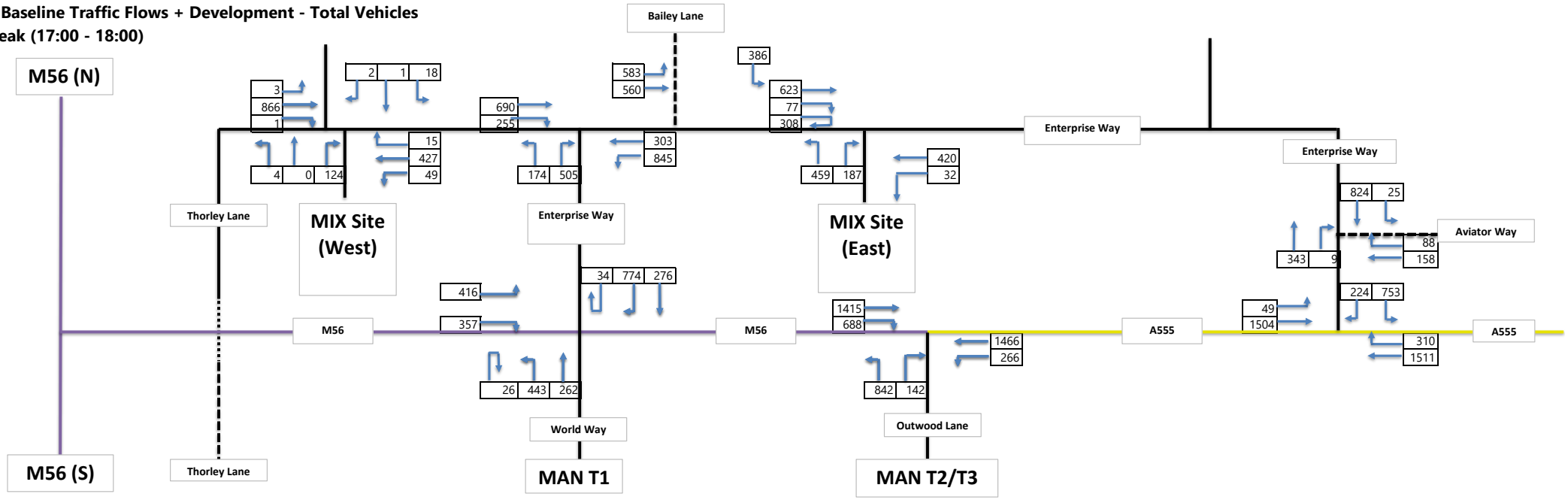
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2040 Baseline Traffic Flows + Development - Total Vehicles

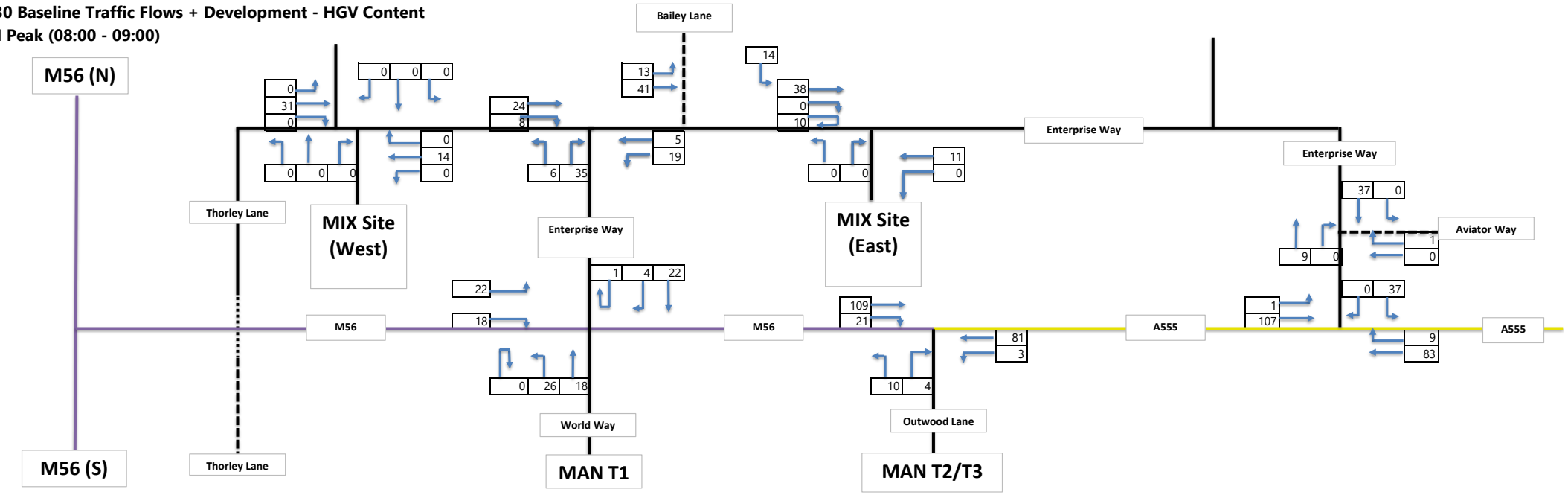
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2030 Development

2030 Baseline Traffic Flows + Development - HGV Content

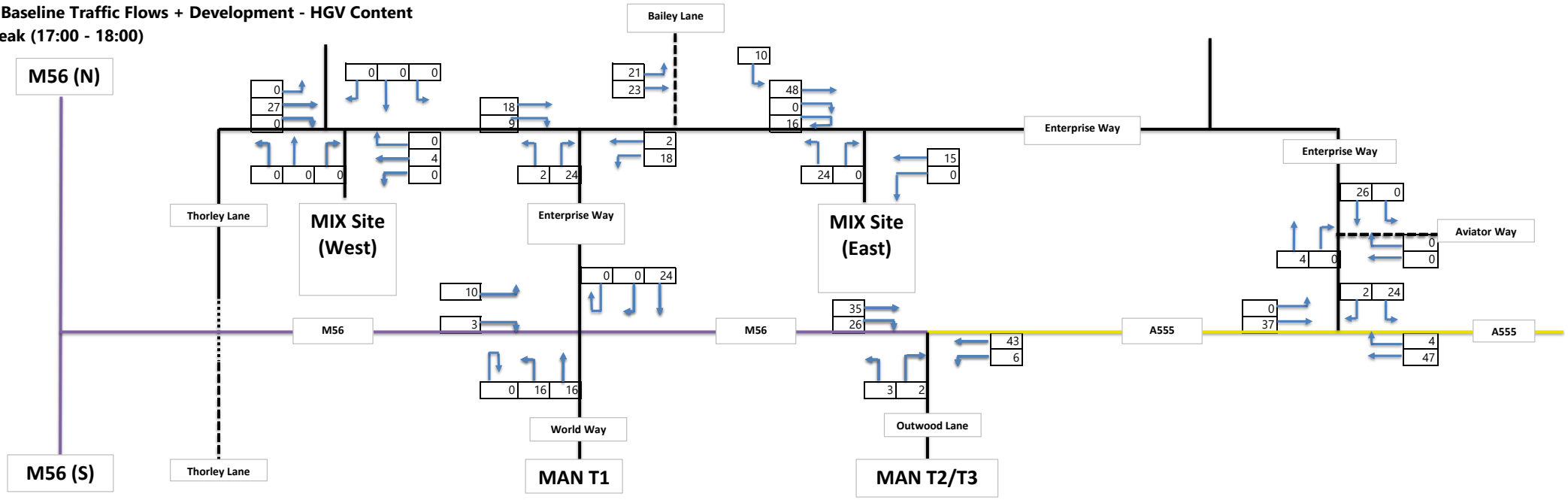
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2030 Development

2030 Baseline Traffic Flows + Development - HGV Content

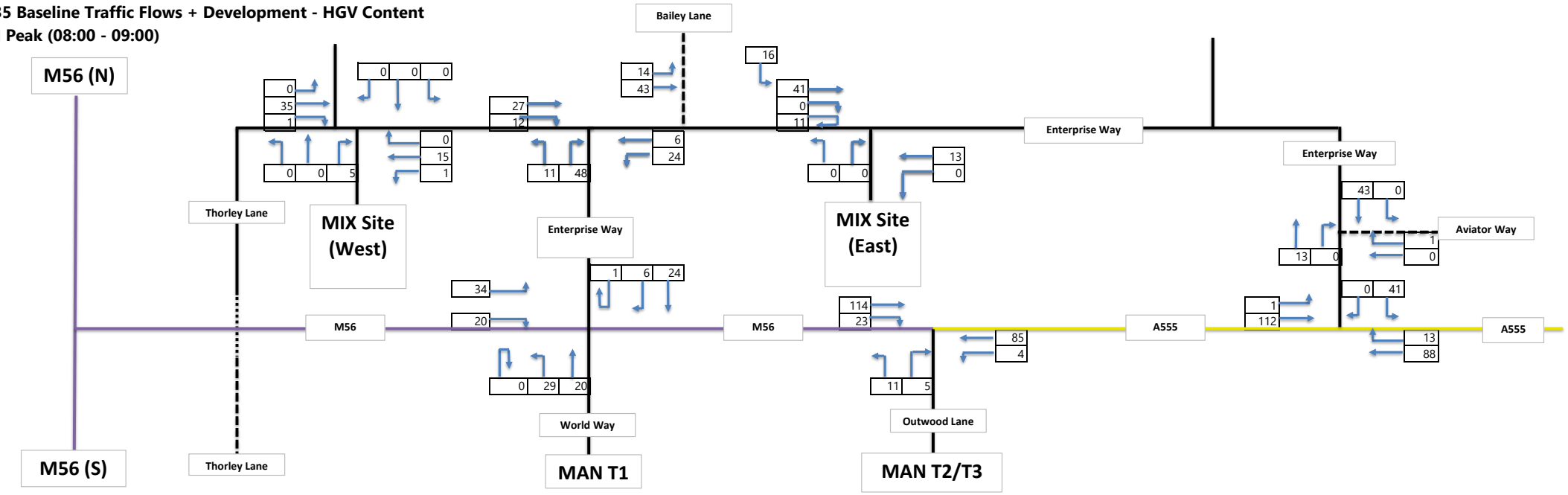
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2035 Baseline Traffic Flows + Development - HGV Content

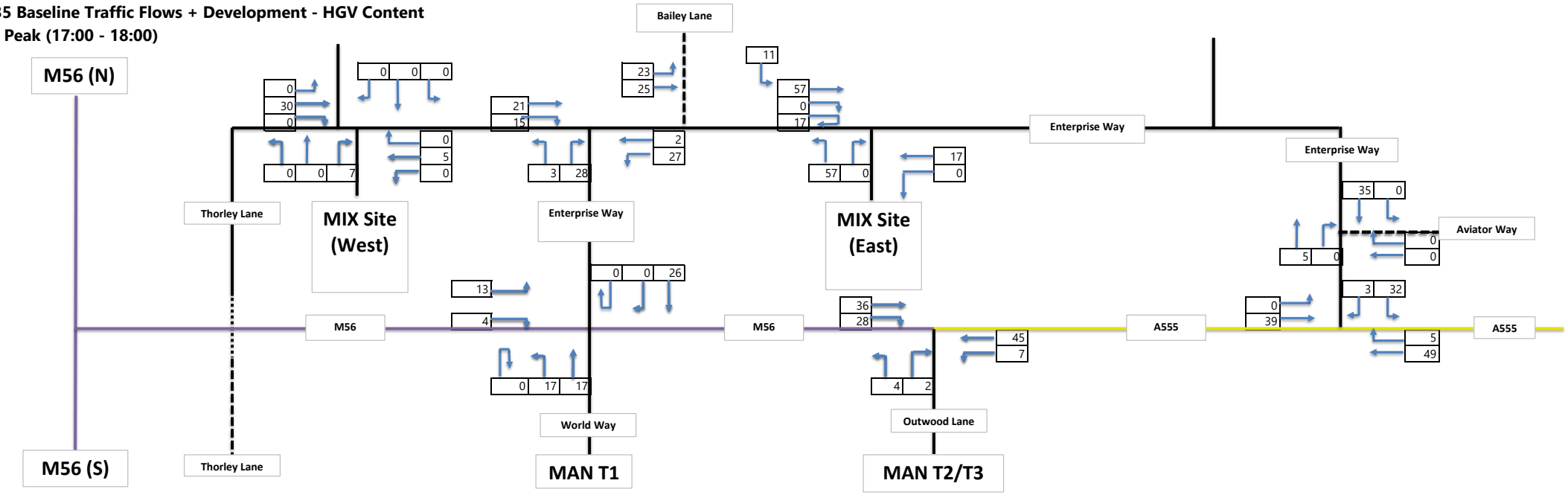
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2035 Baseline Traffic Flows + Development - HGV Content

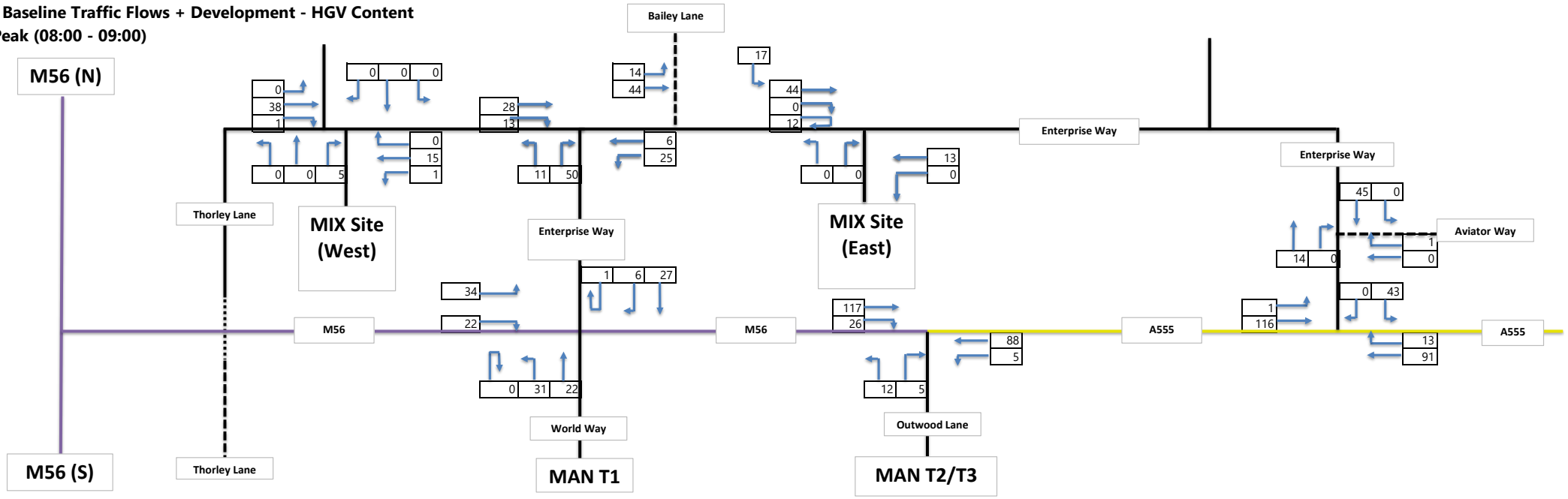
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2040 Baseline Traffic Flows + Development - HGV Content

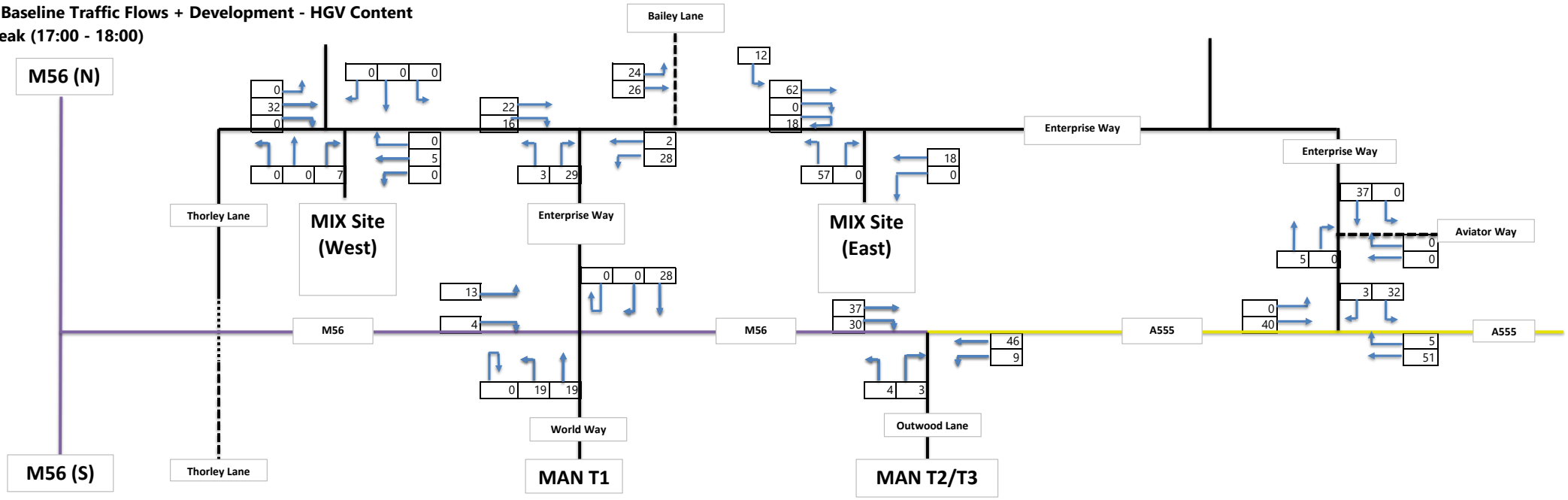
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2040 Baseline Traffic Flows + Development - HGV Content

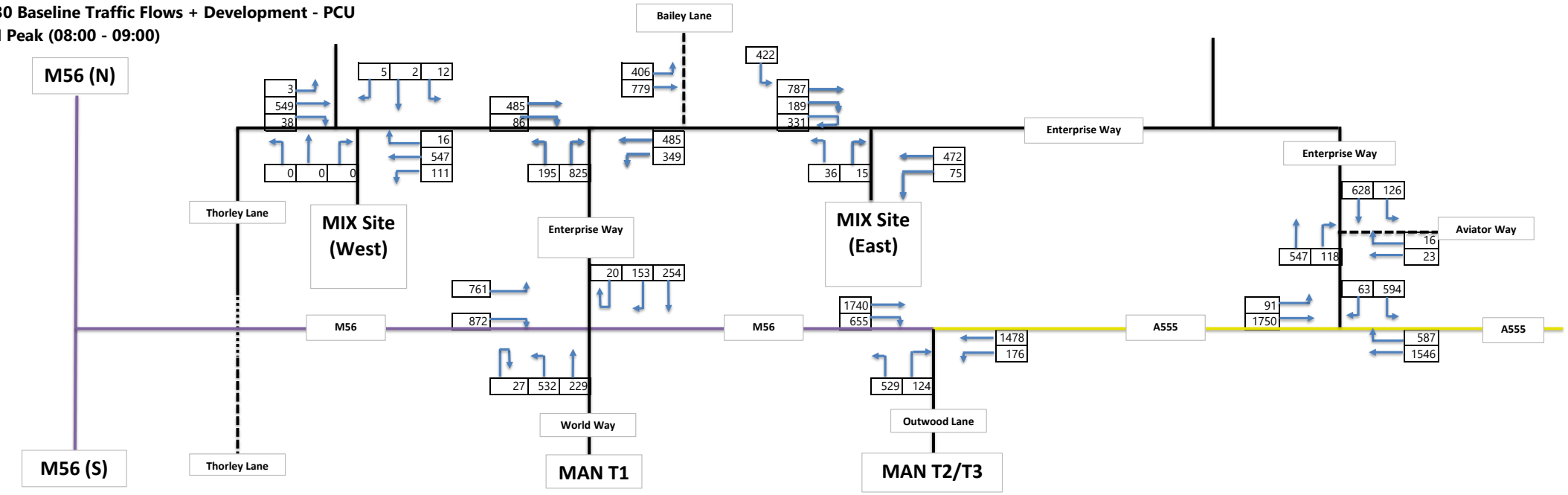
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2030 Development

2030 Baseline Traffic Flows + Development - PCU

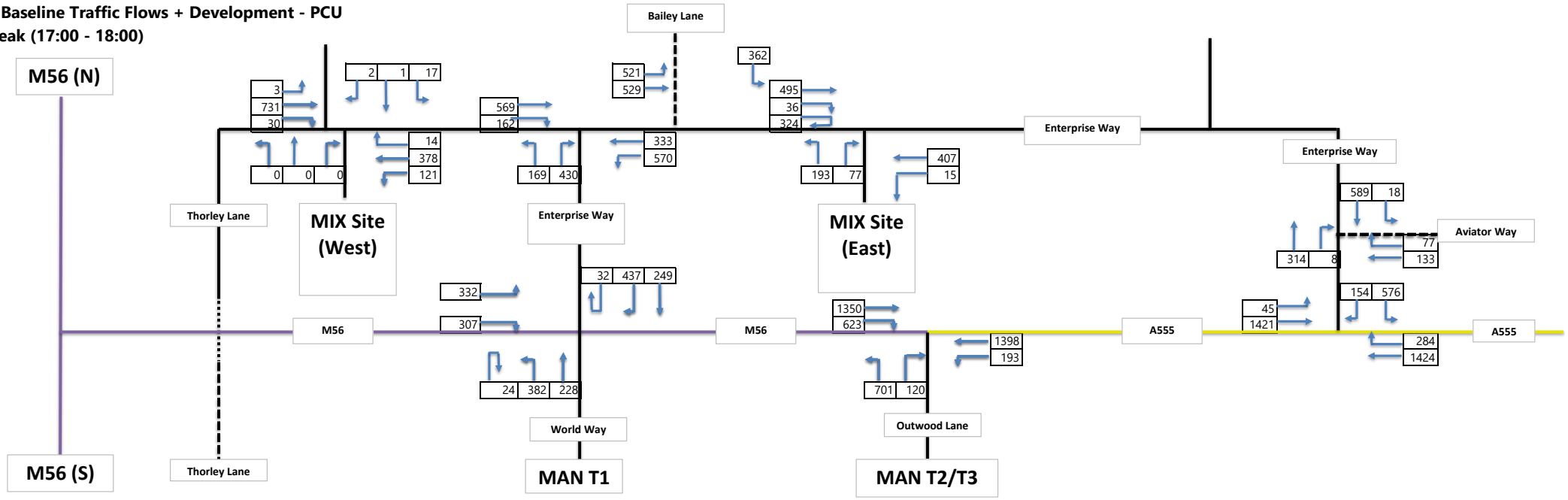
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2030 Development

2030 Baseline Traffic Flows + Development - PCU

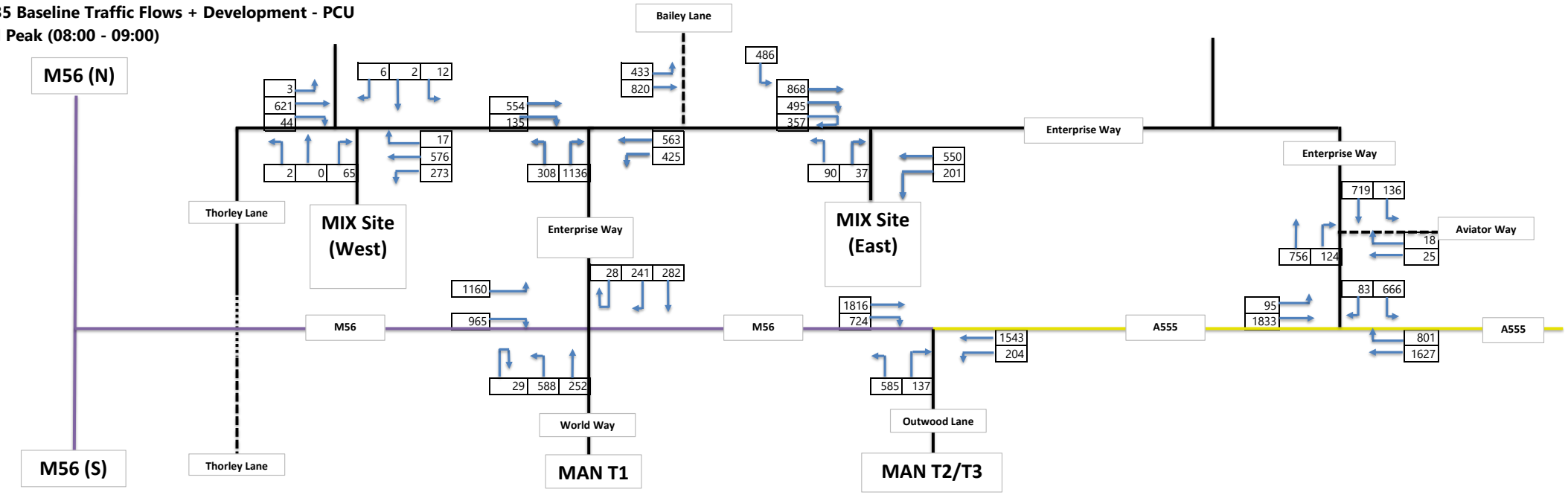
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2035 Baseline Traffic Flows + Development - PCU

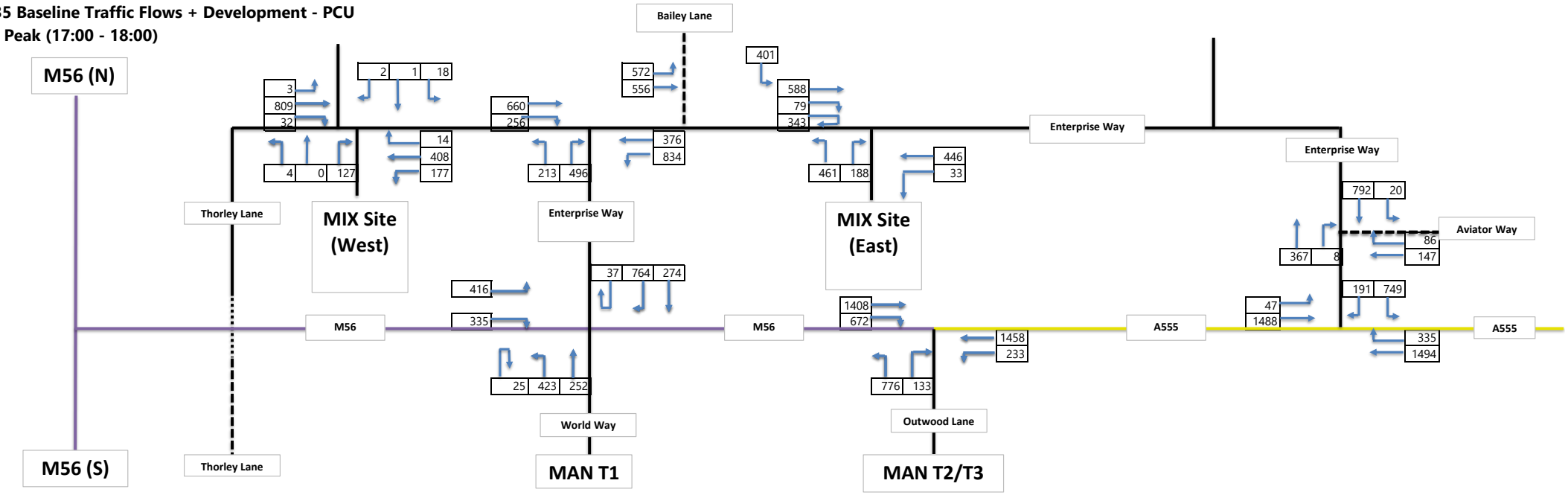
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2035 Baseline Traffic Flows + Development - PCU

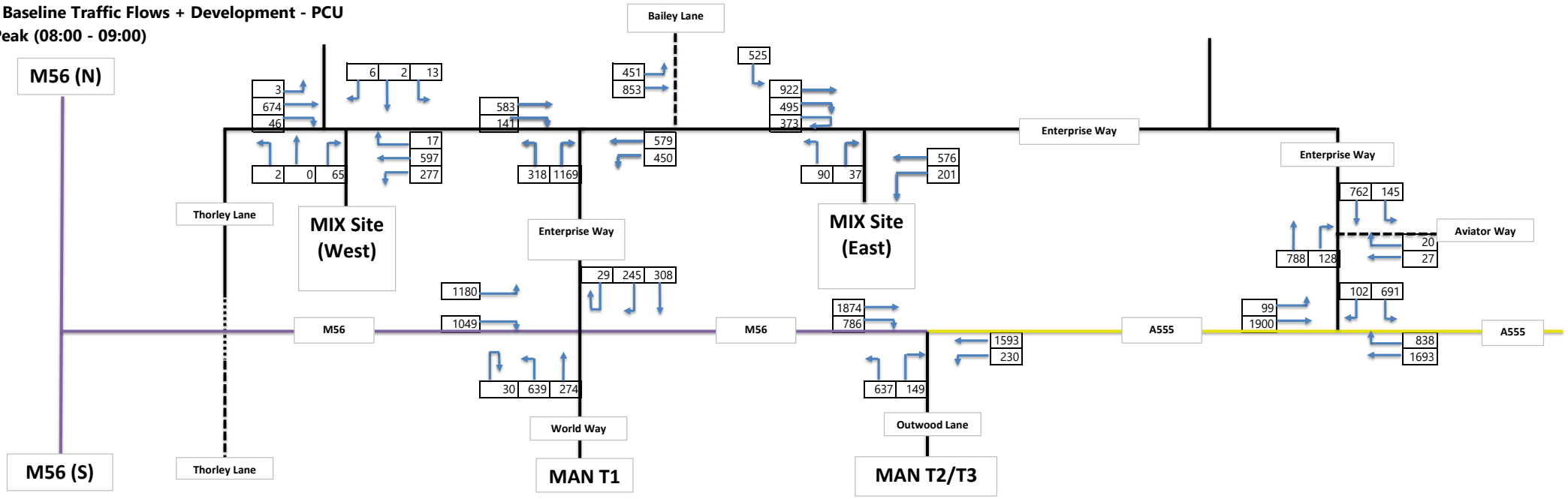
PM Peak (17:00 - 18:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2040 Baseline Traffic Flows + Development - PCU

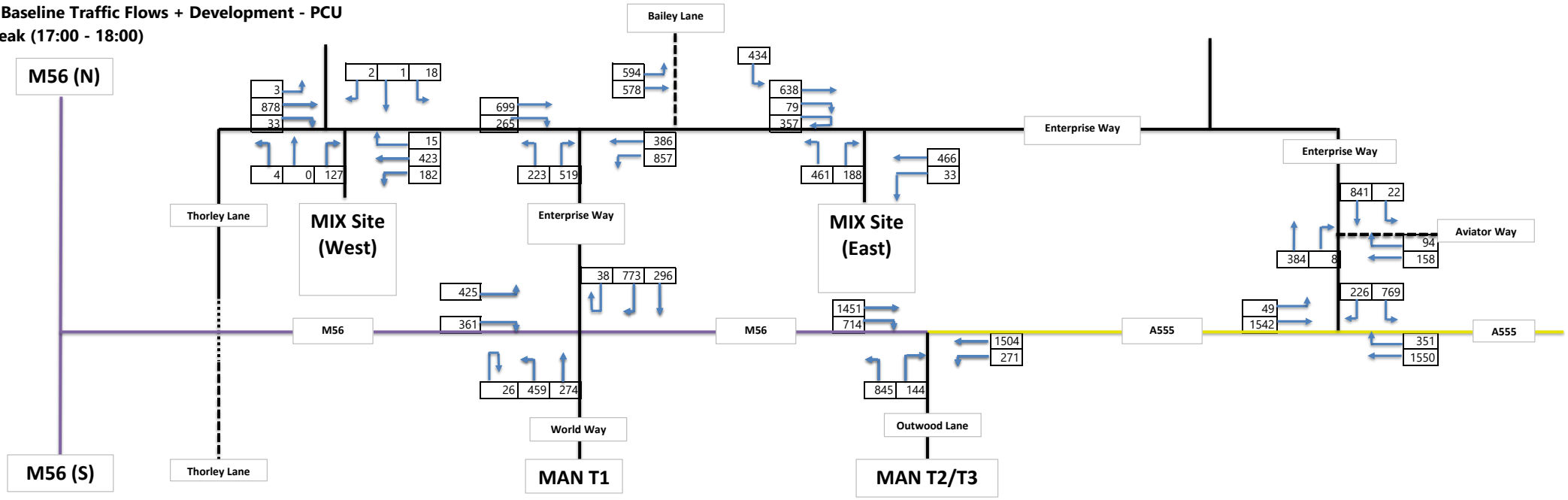
AM Peak (08:00 - 09:00)



2025 Survey + Tempro + Airport Growth + 2035 Development

2040 Baseline Traffic Flows + Development - PCU

PM Peak (17:00 - 18:00)



Appendix F Vehicle Swept Path Analysis

Copyright © 1976 - 2026 Buro Happold. All rights reserved

A1

A2

A3

trucks/vans of 8m or less can use roller shutter access to Mid-Tech units or laybys as required

A5

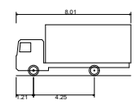
A6

A7

E2

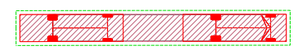
B3

Vehicle profile:



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Tracking colour convention:



Driving forwards



Driving in reverse

Notes:

Based on landscape drawing 3223-PLA-XX-XX-DR-L-0002 Illustrative Masterplan (rev. P06) received 16/03/26

BURO HAPPOLD

Project: MIX Manchester (0068696)		Dwg Number: MIX-BHE-XX-XX-D-TP-0010	Status: For information	
Sketch Title: Swept path analysis (east) - 8m truck (7.5t)		Scale: Not to scale	Date: 17/03/265	Initials: NJH	Revision: 02

Copyright © 1976-2026 Buro Happold. All Rights Reserved.

F4

F3

F1

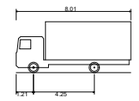
F2

truck is able to turn at provided turning head

deliveries may also take place from dedicated service yard (not shown)

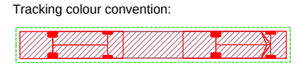
Enterprise Way

Vehicle profile:

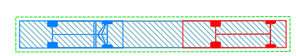


7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Tracking colour convention:



Driving forwards



Driving in reverse

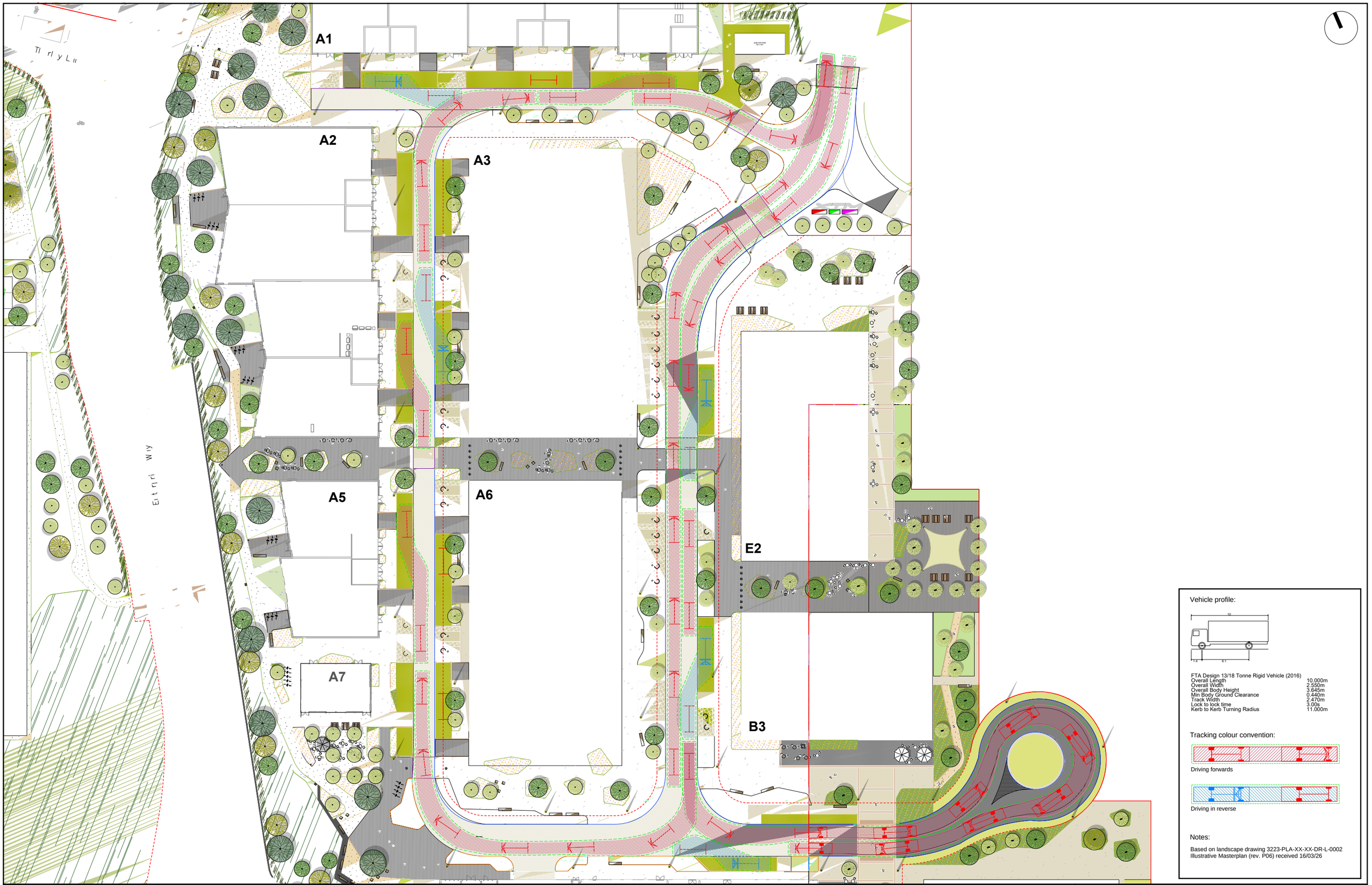
Notes:

Based on landscape drawing 3223-PLA-XX-XX-DR-L-0002 Illustrative Masterplan (rev. P06) received 16/03/26

BURO HAPPOLD

Project:	Dwg Number:	Status:		
MIX Manchester (0068696)	MIX-BHE-XX-XX-D-TP-0015	For information		
Sketch Title:	Scale:	Date:	Initials:	Revision:
Swept path analysis (west) - 8m truck (7.5t)	Not to scale	17/03/265	NJH	02

Copyright © 1976-2026 Buro Happold. All Rights Reserved.



Vehicle profile:

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Tracking colour convention:

Driving forwards

Driving in reverse

Notes:

Based on landscape drawing 3223-PLA-XX-XX-DR-L-0002
Illustrative Masterplan (rev. P06) received 16/03/26

BURO HAPPOLD

Project: MIX Manchester (0068696)		Dwg Number: MIX-BHE-XX-XX-D-TP-0020	Status: For information
Sketch Title: Swept path analysis (east) - 10m truck (18t)	Scale: Not to scale	Date: 17/03/265	Initials: NJH / Revision: 02

Copyright © 1976-2026 Buro Happold. All Rights Reserved.

F4

F3

F1

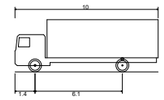
F2

truck is able to turn at provided turning head

deliveries may also take place from dedicated service yard (not shown)

Enterprise Way

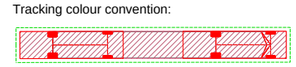
Vehicle profile:



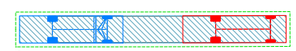
FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Tracking colour convention:



Driving forwards



Driving in reverse

Notes:

Based on landscape drawing 3223-PLA-XX-XX-DR-L-0002 Illustrative Masterplan (rev. P06) received 16/03/26

BURO HAPPOLD

Project: MIX Manchester (0068696)		Dwg Number: MIX-BHE-XX-XX-D-TP-0025	Status: For information	
Sketch Title: Swept path analysis (west) - 10m truck (18t)		Scale: Not to scale	Date: 17/03/265	Initials: NJH	Revision: 02

Copyright © 1976-2026 Buro Happold. All Rights Reserved.

A1

A2

A3

anticipate that only occasional access needed to Mid-Tech units for articulated truck

A5

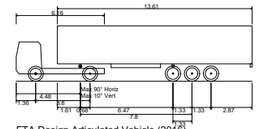
A6

A7

E2

B3

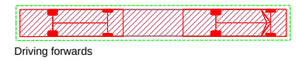
Vehicle profile:



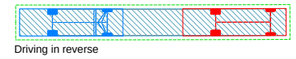
FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Tracking colour convention:



Driving forwards



Driving in reverse

Notes:

Based on landscape drawing 3223-PLA-XX-XX-DR-L-0002 Illustrative Masterplan (rev. P06) received 16/03/26

BURO HAPPOLD

Project: MIX Manchester (0068696)		Dwg Number: MIX-BHE-XX-XX-D-TP-0030	Status: For information	
Sketch Title: Swept path analysis (east) - articulated truck		Scale: Not to scale	Date: 17/03/265	Initials: NJH	Revision: 02

Copyright © 1976-2026 Buro Happold. All Rights Reserved.

F1

F2

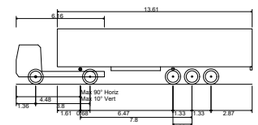
F3

F4

deliveries may also take place from dedicated service yards (shown indicatively only)

Enterprise Way

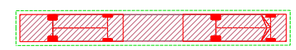
Vehicle profile:



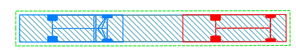
FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

Tracking colour convention:



Driving forwards



Driving in reverse

Notes:

Based on landscape drawing 3223-PLA-XX-XX-DR-L-0002 Illustrative Masterplan (rev. P06) received 16/03/26

BURO HAPPOLD

Project: MIX Manchester (0068696)		Dwg Number: MIX-BHE-XX-XX-D-TP-0035	Status: For information	
Sketch Title: Swept path analysis (west) - articulated truck		Scale: Not to scale	Date: 17/03/265	Initials: NJH	Revision: 02

Copyright © 1976-2026 Buro Happold. All Rights Reserved.

A1

A2

A3

A5

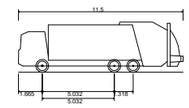
A6

A7

E2

B3

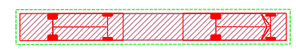
Vehicle profile:



11.5m refuse truck

Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.500m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.940m

Tracking colour convention:



Driving forwards



Driving in reverse

Notes:

Based on landscape drawing 3223-PLA-XX-XX-DR-L-0002 Illustrative Masterplan (rev. P06) received 16/03/26

BURO HAPPOLD

Project: MIX Manchester (0068696)		Dwg Number: MIX-BHE-XX-XX-D-TP-0040	Status: For information	
Sketch Title: Swept path analysis (east) - large refuse truck		Scale: Not to scale	Date: 17/03/265	Initials: NJH	Revision: 02

Copyright © 1976-2026 Buro Happold. All Rights Reserved.

F1

F2

F3

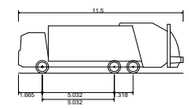
F4

truck is able to turn at provided turning head

refuse collection may also take place from dedicated service yards (shown indicatively only)

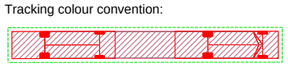
Enterprise Way

Vehicle profile:

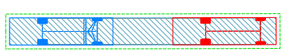


11.5m refuse truck	
Overall Length	11.500m
Overall Width	2.530m
Overall Body Height	3.500m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.940m

Tracking colour convention:



Driving forwards



Driving in reverse

Notes:

Based on landscape drawing 3223-PLA-XX-XX-DR-L-0002 Illustrative Masterplan (rev. P06) received 16/03/26

BURO HAPPOLD

Project:	Dwg Number:	Status:		
MIX Manchester (0068696)	MIX-BHE-XX-XX-D-TP-0045	For information		
Sketch Title:	Scale:	Date:	Initials:	Revision:
Swept path analysis (west) - large refuse truck	Not to scale	17/03/265	NJH	02

Copyright © 1976-2026 Buro Happold. All Rights Reserved.

Appendix G Vehicle Distribution Methodology

Copyright © 1976 - 2026 Buro Happold. All rights reserved

Distribution Methodology

Origin		N	S	E	W
E02001097 : Manchester 053	243	100%			
E02001096 : Manchester 052	209			100%	
E02001093 : Manchester 049	162	100%			
E02001095 : Manchester 051	155				100%
E02003856 : Cheshire East 004	139			100%	
E02001094 : Manchester 050	128	100%			
E02001092 : Manchester 048	117	100%			
E02001226 : Stockport 040	115			100%	
E02001204 : Stockport 018	105	50%		50%	
E02001091 : Manchester 047	102	50%			50%
E02001222 : Stockport 036	94			100%	
E02003857 : Cheshire East 005	87			100%	
E02003859 : Cheshire East 007	84		100%		
E02001280 : Trafford 022	83	50%			50%
E02001088 : Manchester 044	76	100%			
E02001281 : Trafford 023	76	50%			50%
E02001276 : Trafford 018	72	100%			
E02002610 : Warrington 021	67				100%
E02001225 : Stockport 039	65			100%	
E02001279 : Trafford 021	65	50%			50%
E02003864 : Cheshire East 012	64		100%		
E02001207 : Stockport 021	63			100%	
E02003860 : Cheshire East 008	62		100%		
E02001208 : Stockport 022	62	100%			

N	S	E	W
243	0	0	0
0	0	209	0
162	0	0	0
0	0	0	155
0	0	139	0
128	0	0	0
117	0	0	0
0	0	115	0
52.5	0	52.5	0
51	0	0	51
0	0	94	0
0	0	87	0
0	84	0	0
41.5	0	0	41.5
76	0	0	0
38	0	0	38
72	0	0	0
0	0	0	67
0	0	65	0
32.5	0	0	32.5
0	64	0	0
0	0	63	0
0	62	0	0
62	0	0	0
1075.5	210	824.5	385

	N	S	E	W
	1076	210	825	385
Proportion	43%	8%	33%	15%

Used in Assessment:

North via M56	47.7%
North via Bailey Lane	4.8%
South via M56	14.6%
South via Thorley Lane / Runger Lane	3.1%
East via A555	29.7%

Appendix H LinSig Results

Copyright © 1976 - 2026 Buro Happold. All rights reserved

MIX - LINSIG Modelling Results Summary

BURO HAPPOLD

AM Peak

Junction	Link	Name	Assessment Scenario													
			2025 Observed		2030 Baseline		2030 Baseline +Dev		2035 Baseline		2035 Baseline +Dev		2040 Baseline		2040 Baseline +Dev	
			DoS%	Queue	DoS%	Queue	DoS%	Queue	DoS%	Queue	DoS%	Queue	DoS%	Queue	DoS%	Queue
Thorley Lane/ Jetparks 1	J1:6/2	Thorley Lane West RT	28.1%	1	31.2%	1	31.6%	1	34.4%	1	35.7%	1	37.3%	1	38.7%	1
	J1:2/1	North Access	4.0%	0	4.3%	0	4.3%	0	4.8%	0	4.9%	0	5.2%	0	5.3%	0
	J1:5/2	Thorley Lane East RT	30.4%	1	29.5%	1	29.6%	1	31.0%	1	31.3%	1	32.1%	1	32.4%	1
	J1:4/1	Jetparks 1	30.9%	1	0.0%	0	0.0%	0	0.0%	0	30.7%	1	0.0%	0	33.1%	1
		Junction PRC %	191.1%		188.4%		184.5%		161.5%		151.8%		141.2%		132.7%	
Thorley Lane/ Enterprise Way	J2:1/1	Thorley Lane LT	57.2%	8	57.3%	8	62.1%	9	62.6%	10	84.7%	16	66.2%	11	89.1%	18
	J2:1/2	Thorley Lane RT	57.2%	3	57.3%	3	62.1%	3	62.6%	3	84.7%	4	66.2%	4	89.1%	4
	J2:2/1	Enterprise Way (e) Ahead	23.1%	3	25.3%	3	27.1%	3	26.7%	3	27.3%	3	27.8%	3	28.5%	3
	J2:2/2	Enterprise Way (e) RT	74.1%	10	83.8%	13	91.8%	15	88.0%	14	105.3%	29	88.1%	14	106.5%	31
	J2:3/1	Enterprise Way (S) Ahead/LT	81.1%	17	83.4%	18	91.0%	23	85.8%	19	115.3%	135	89.4%	21	119.2%	161
	J2:3/2	Enterprise Way (S) Ahead	81.1%	9	83.4%	9	91.0%	10	85.8%	10	115.3%	11	89.4%	10	119.2%	10
		Junction PRC %	11.0%		7.4%		-2.0%		2.3%		-28.1%		0.6%		-32.4%	
Enterprise Way/Site Access Rbt	J3:1/1	Enterprise Way (W) Ahead/LT	62.5%	1	63.3%	1	68.8%	1	68.3%	1	85.4%	18	72.6%	1	87.9%	18
	J3:1/2	Enterprise Way (W) RT	57.6%	1	59.3%	1	68.8%	1	63.5%	1	85.4%	3	67.1%	1	87.9%	4
	J3:3/1	Enterprise Way (E)	31.5%	1	34.1%	1	41.2%	1	34.7%	1	49.1%	1	34.8%	1	50.0%	1
	J3:4/1	Site Access (S) Ahead/LT	0.2%	0	0.2%	0	6.2%	0	0.2%	0	15.2%	0	0.2%	0	15.4%	0
	J3:4/2	SiteAccess (S) RT	0.0%	0	0.0%	0	6.2%	0	0.0%	0	15.2%	0	0.0%	0	15.4%	0
		Junction PRC %	44.0%		42.1%		30.9%		31.8%		5.4%		23.9%		2.4%	
M56/World Way/Terminal 2 Rbt	J4:1/1	Enterprise Way (N) Ahead	28.4%	1	31.0%	1	34.0%	1	32.3%	1	42.2%	1	34.4%	1	45.2%	1
	J4:1/2	Enterprise Way (N) Ahead/RT	28.4%	1	31.0%	1	34.0%	1	32.3%	1	42.2%	2	34.4%	1	45.2%	2
	J4:2/1	World Way (S) LT	19.2%	1	16.2%	1	16.4%	1	19.1%	1	19.9%	1	21.9%	1	22.8%	1
	J4:2/2	World Way (S) Ahead/LT	27.6%	1	36.4%	1	36.8%	1	38.9%	1	40.6%	1	41.2%	1	43.0%	1
	J4:2/3	World Way (S) Ahead	27.6%	1	36.4%	1	36.8%	1	38.9%	1	40.6%	1	41.2%	1	43.0%	1
	J4:3/1	M56 EB offslip LT/RT	50.5%	1	57.5%	1	68.2%	1	64.8%	1	94.1%	7	71.3%	1	97.5%	12
	J4:3/2	M56 EB offslip RT	37.4%	1	39.6%	1	39.6%	1	41.4%	1	48.2%	1	43.2%	1	53.5%	1
		Junction PRC %	78.3%		56.3%		32.1%		38.8%		-4.5%		26.3%		-8.3%	
M56 Airport Spur/A555 Ringway Rd	J5:1/1	M56 Airport Spur LT	95.9%	22	101.3%	107	101.3%	107	105.6%	144	105.8%	144	109.1%	176	109.1%	176
	J5:1/2	M56 Airport Spur LT	95.9%	23	101.3%	23	101.3%	23	105.6%	23	105.8%	23	109.1%	23	109.1%	23
	J5:1/3	M56 Airport Spur Ahead	77.3%	12	86.5%	14	86.5%	14	95.4%	19	95.4%	19	103.2%	28	103.2%	28
	J5:1/4	M56 Airport Spur Ahead	76.3%	11	84.7%	13	84.7%	13	93.8%	17	93.8%	17	102.2%	26	102.2%	26
	J5:2/1	Ringway Road LT	11.2%	2	13.0%	3	13.0%	3	15.1%	3	15.0%	3	17.0%	3	16.9%	3
	J5:2/2	Ringway Road RT	94.1%	43	98.5%	46	95.3%	43	99.4%	46	81.5%	34	99.8%	44	83.7%	34
	J5:2/3	Ringway Road RT	94.1%	12	98.5%	13	95.3%	13	99.4%	13	81.5%	13	99.8%	13	83.7%	13
	J5:3/1	Outwood Lane Ahead	60.1%	11	67.8%	12	67.8%	14	74.6%	14	74.6%	14	77.6%	15	77.6%	15
	J5:3/2	Outwood Lane Ahead	72.2%	6	80.7%	6	80.7%	6	89.1%	8	89.1%	8	96.9%	12	96.9%	12
	J5:3/3	Outwood Lane RT	72.2%	4	80.7%	5	80.7%	5	89.1%	5	89.1%	5	96.9%	6	96.9%	6
		Junction PRC %	-6.5%		-12.6%		-12.6%		-17.5%		-17.5%		-21.3%		-21.3%	
Enterprise Way/Aviator Way	J6:1/1	Enterprise Way (N) Ahead/LT	49.3%	8	49.6%	8	50.6%	8	53.2%	9	54.1%	9	57.0%	10	58.1%	11
	J6:1/2	Enterprise Way (N) Ahead	49.3%	1	49.6%	1	50.6%	1	53.2%	1	54.1%	1	57.0%	1	58.1%	1
	J6:2/1	Aviator Way LT	12.2%	1	13.3%	1	13.3%	1	14.5%	1	14.5%	1	15.6%	1	15.6%	1
	J6:2/2	Aviator Way RT	12.2%	1	13.3%	1	13.3%	1	14.5%	1	14.5%	1	15.6%	1	15.6%	1
	J6:3/1	Enterprise Way (S) Ahead	35.8%	6	38.7%	5	41.8%	8	39.1%	5	41.4%	7	39.2%	4	39.5%	4
	J6:3/2	Enterprise Way (S) RT	35.8%	2	38.7%	2	41.8%	2	39.1%	2	41.4%	2	39.2%	2	39.5%	2
		Junction PRC %	82.4%		81.4%		77.8%		69.0%		66.5%		57.8%		57.9%	
A555 Ringway Road / Enterprise Way	J7:1/1	Enterprise Way (N) LT	83.0%	13	83.9%	13	84.3%	14	88.4%	15	91.3%	17	93.8%	17	95.8%	16
	J7:1/2	Enterprise Way (N) RT	42.6%	2	54.8%	2	54.8%	2	72.1%	3	68.8%	3	88.6%	4	83.7%	4
	J7:2/1	Ringway Road (e) Ahead	39.1%	7	40.7%	8	40.7%	8	40.7%	8	40.7%	8	40.7%	8	40.7%	8
	J7:2/2	Ringway Road (e) Ahead	91.0%	25	98.4%	53	105.5%	105	106.3%	119	147.8%	399	112.7%	174	158.8%	472
	J7:2/3	Ringway Road (e) RT	91.1%	14	98.4%	15	105.5%	18	106.3%	15	147.8%	20	112.7%	15	158.8%	20
	J7:3/1	Ringway Road (W) LT	92.4%	2	98.5%	2	98.9%	2	97.5%	2	99.7%	2	99.2%	2	97.9%	2
	J7:3/2	Ringway Road (W) Ahead	92.4%	26	98.5%	30	98.9%	30	97.5%	29	99.7%	31	99.2%	31	97.9%	30
	J7:3/3	Ringway Road (W) Ahead	96.4%	30	96.5%	31	99.1%	32	98.7%	32	96.7%	31	95.7%	31	96.8%	32
		Junction PRC %	-7.1%		-9.5%		-17.2%		-18.1%		-64.2%		-25.2%		-76.4%	
Enterprise Way / Bailey Lane	J8: 2/1	Bailey Lane	61.4%	1	69.9%	4	72.2%	2	78.9%	6	82	2	87.1%	11	89.2%	9
		Junction PRC %	46.7%		28.7%		24.7%		14.0%		9.8%		3.3%		0.9%	
Enterprise Way TOUCANs	J9:1/1	Enterprise Way (S)	49.7%	7	53.3%	7	63.4%	10	56.4%	8	90.2%	28	59.0%	9	92.9%	33
	J9:2/1	Enterprise Way (N)	23.3%	2	24.9%	2	26.3%	2	26.2%	2	30.2%	2	27.5%	2	31.1%	2
		Junction PRC %	81.1%		68.8%		41.9%		59.6%		-0.3%		52.4%		-3.2%	

MIX - LINSIG Modelling Results Summary

BURO HAPPOLD

PM Peak

Junction	Link	Name	Assessment Scenario													
			2025 Observed		2030 Baseline		2030 Baseline +Dev		2035 Baseline		2035 Baseline +Dev		2040 Baseline		2040 Baseline +Dev	
			DoS%	Queue	DoS%	Queue	DoS%	Queue	DoS%	Queue	DoS%	Queue	DoS%	Queue	DoS%	Queue
Thorley Lane/ Jetparks 1	J1:6/2	Thorley Lane West RT	36.8%	1	40.9%	1	41.0%	1	45.1%	1	45.3%	1	48.7%	1	48.9%	1
	J1:2/1	North Access	4.1%	0	4.5%	0	4.5%	0	4.9%	0	5.0%	0	5.2%	0	5.2%	0
	J1:5/2	Thorley Lane East RT	21.9%	1	20.2%	1	20.6%	1	21.2%	1	22.4%	1	22.1%	1	23.3%	1
	J1:4/1	Jetparks 1	40.2%	1	0.0%	0	0.0%	0	0.0%	0	50.5%	1	0.0%	0	54.0%	1
	Junction PRC %		123.9%		119.8%		119.5%		99.8%		78.1%		84.7%		66.6%	
Thorley Lane/ Enterprise Way	J2:1/1	Thorley Lane LT	66.4%	10	64.4%	10	63.4%	9	69.4%	11	80.5%	15	73.7%	13	84.8%	18
	J2:1/2	Thorley Lane RT	66.4%	6	64.4%	6	63.4%	6	69.4%	6	80.5%	6	73.7%	6	84.8%	6
	J2:2/1	Enterprise Way (e) Ahead	39.0%	6	42.0%	7	59.0%	10	44.8%	7	81.1%	18	46.4%	7	82.5%	19
	J2:2/2	Enterprise Way (e) RT	71.1%	8	79.0%	9	77.1%	9	82.2%	10	83.1%	11	83.5%	10	83.5%	11
	J2:3/1	Enterprise Way (S) Ahead/LT	69.9%	16	71.7%	17	79.0%	18	76.4%	18	85.1%	21	80.4%	19	88.9%	23
	J2:3/2	Enterprise Way (S) Ahead	69.9%	10	71.7%	10	79.0%	10	76.4%	11	85.1%	11	80.4%	11	88.9%	12
	Junction PRC %		26.6%		13.9%		13.9%		9.5%		5.8%		7.7%		1.2%	
Enterprise Way/Site Access Rbt	J3:1/1	Enterprise Way (W) Ahead/LT	43.3%	1	43.3%	1	45.2%	1	47.0%	1	53.2%	1	50.4%	1	56.5%	1
	J3:1/2	Enterprise Way (W) RT	43.3%	1	43.3%	1	45.2%	1	47.0%	1	53.2%	1	50.4%	1	56.5%	1
	J3:3/1	Enterprise Way (E)	27.2%	1	29.4%	1	30.9%	1	31.3%	1	36.0%	1	32.1%	1	36.3%	1
	J3:4/1	Site Access (S) Ahead/LT	1.3%	0	1.4%	0	32.6%	1	1.6%	0	80.3%	2	1.6%	0	81.0%	2
	J3:4/2	SiteAccess (S) RT	1.3%	0	1.4%	0	32.6%	0	1.6%	0	80.3%	1	1.6%	0	81.0%	1
	Junction PRC %		107.8%		108.0%		99.3%		91.5%		12.1%		78.7%		11.1%	
M56/World Way/Terminal 2 Rbt	J4:1/1	Enterprise Way (N) Ahead	35.8%	1	35.3%	1	49.6%	1	36.4%	1	79.1%	2	37.8%	1	80.9%	2
	J4:1/2	Enterprise Way (N) Ahead/RT	35.8%	2	35.3%	2	49.6%	6	36.4%	2	79.1%	16	37.8%	2	80.9%	17
	J4:2/1	World Way (S) LT	13.6%	1	15.1%	1	16.4%	1	16.0%	1	21.0%	1	17.4%	1	22.8%	1
	J4:2/2	World Way (S) Ahead/LT	25.6%	1	28.4%	1	30.9%	1	32.5%	1	42.7%	1	35.4%	1	46.5%	1
	J4:2/3	World Way (S) Ahead	25.6%	1	28.4%	1	30.9%	1	32.5%	1	42.7%	1	35.4%	1	46.5%	1
	J4:3/1	M56 EB offslip LT/RT	22.1%	1	24.6%	1	26.6%	1	27.0%	1	33.8%	1	29.1%	1	35.9%	1
	J4:3/2	M56 EB offslip RT	14.9%	1	15.8%	1	15.8%	1	16.6%	1	16.7%	1	17.5%	1	17.6%	1
	Junction PRC %		151.3%		155.2%		81.6%		147.5%		13.8%		137.9%		11.3%	
M56 Airport Spur/A555 Ringway Rd	J5:1/1	M56 Airport Spur LT	74.5%	7	78.6%	9	78.6%	9	82.0%	10	82.0%	10	84.5%	11	84.5%	11
	J5:1/2	M56 Airport Spur LT	74.5%	7	78.6%	9	78.6%	9	82.0%	10	82.0%	10	84.5%	11	84.5%	11
	J5:1/3	M56 Airport Spur Ahead	76.7%	11	89.2%	14	89.2%	14	92.1%	16	92.1%	16	94.0%	17	94.0%	17
	J5:1/4	M56 Airport Spur Ahead	78.6%	11	86.6%	13	86.6%	13	89.9%	14	89.9%	14	91.9%	16	91.9%	16
	J5:2/1	Ringway Road LT	11.7%	1	14.0%	2	14.0%	2	17.1%	2	17.1%	2	20.2%	3	20.2%	3
	J5:2/2	Ringway Road RT	86.1%	40	91.6%	42	91.6%	42	95.5%	46	95.5%	44	97.9%	46	97.2%	45
	J5:2/3	Ringway Road RT	86.1%	10	91.6%	11	91.6%	11	95.5%	12	95.5%	12	97.9%	12	97.2%	12
	J5:3/1	Outwood Lane Ahead	66.1%	17	67.2%	11	67.2%	11	71.6%	13	71.6%	13	78.9%	15	78.9%	15
	J5:3/2	Outwood Lane Ahead	59.0%	5	69.6%	11	69.9%	11	72.7%	13	72.7%	13	74.6%	14	74.6%	14
	J5:3/3	Outwood Lane RT	74.2%	4	82.4%	4	82.4%	4	83.1%	5	83.1%	5	89.9%	5	89.9%	5
	Junction PRC %		4.6%		-1.8%		-1.8%		-6.1%		-6.1%		-8.8%		-8.0%	
Enterprise Way/Aviator Way	J6:1/1	Enterprise Way (N) Ahead/LT	45.9%	5	43.4%	5	50.4%	5	46.6%	5	72.9%	10	49.4%	5	81.3%	12
	J6:1/2	Enterprise Way (N) Ahead	45.9%	1	43.4%	1	50.4%	1	46.6%	1	72.9%	1	49.4%	1	81.3%	1
	J6:2/1	Aviator Way LT	33.3%	2	36.9%	2	36.9%	2	40.8%	3	40.8%	3	43.9%	3	42.5%	3
	J6:2/2	Aviator Way RT	33.3%	1	36.9%	1	36.9%	1	40.8%	1	40.8%	1	43.9%	1	42.5%	1
	J6:3/1	Enterprise Way (S) Ahead	26.1%	1	28.1%	1	29.4%	1	29.9%	1	34.3%	10	30.4%	2	34.7%	9
	J6:3/2	Enterprise Way (S) RT	26.1%	0	28.1%	0	29.4%	0	29.9%	0	34.3%	0	30.4%	0	34.7%	0
	Junction PRC %		96.2%		107.5%		78.7%		93.1%		23.5%		82.2%		10.7%	
A555 Ringway Road / Enterprise Way	J7:1/1	Enterprise Way (N) LT	65.2%	10	63.0%	10	72.6%	12	66.1%	11	90.9%	16	68.5%	11	95.1%	17
	J7:1/2	Enterprise Way (N) RT	56.3%	4	64.3%	5	64.3%	5	79.7%	5	85.0%	6	94.3%	8	94.3%	8
	J7:2/1	Ringway Road (e) Ahead	44.5%	9	46.3%	10	46.3%	10	48.1%	10	47.4%	10	48.9%	10	48.9%	10
	J7:2/2	Ringway Road (e) Ahead	82.5%	21	88.8%	28	89.2%	28	93.8%	36	94.2%	36	104.3%	82	105.7%	91
	J7:2/3	Ringway Road (e) RT	82.5%	7	88.8%	8	89.2%	9	93.8%	8	94.2%	10	104.3%	8	105.7%	10
	J7:3/1	Ringway Road (W) LT	85.8%	1	90.3%	1	90.3%	1	94.4%	1	98.0%	1	97.9%	1	99.7%	1
	J7:3/2	Ringway Road (W) Ahead	85.8%	20	90.3%	22	90.3%	22	94.4%	23	98.0%	24	97.9%	25	99.7%	25
	J7:3/3	Ringway Road (W) Ahead	87.1%	22	89.7%	23	89.7%	23	94.1%	25	97.7%	26	97.4%	26	99.3%	27
	Junction PRC %		3.3%		-0.3%		-0.3%		-4.9%		-8.9%		-15.9%		-17.4%	
Enterprise Way / Bailey Lane	J8: 2/1	Bailey Lane	51.9%	1	58.9%	1	59.5%	1	65.8%	1	67.4%	1	72.3%	3	74.0%	3
	Junction PRC %		73.4%		52.7%		51.4%		36.7%		33.5%		24.6%		21.7%	
Enterprise Way TOUCANs	J9:1/1	Enterprise Way (S)	32.9%	4	35.3%	4	37.2%	4	37.7%	4	44.3%	5	39.7%	5	46.3%	6
	J9:2/1	Enterprise Way (N)	33.5%	2	34.8%	2	45.1%	4	37.1%	3	67.5%	11	37.7%	3	69.0%	12
	Junction PRC %		168.3%		154.9%		99.6%		138.8%		33.3%		126.5%		30.5%	

Basic Results Summary

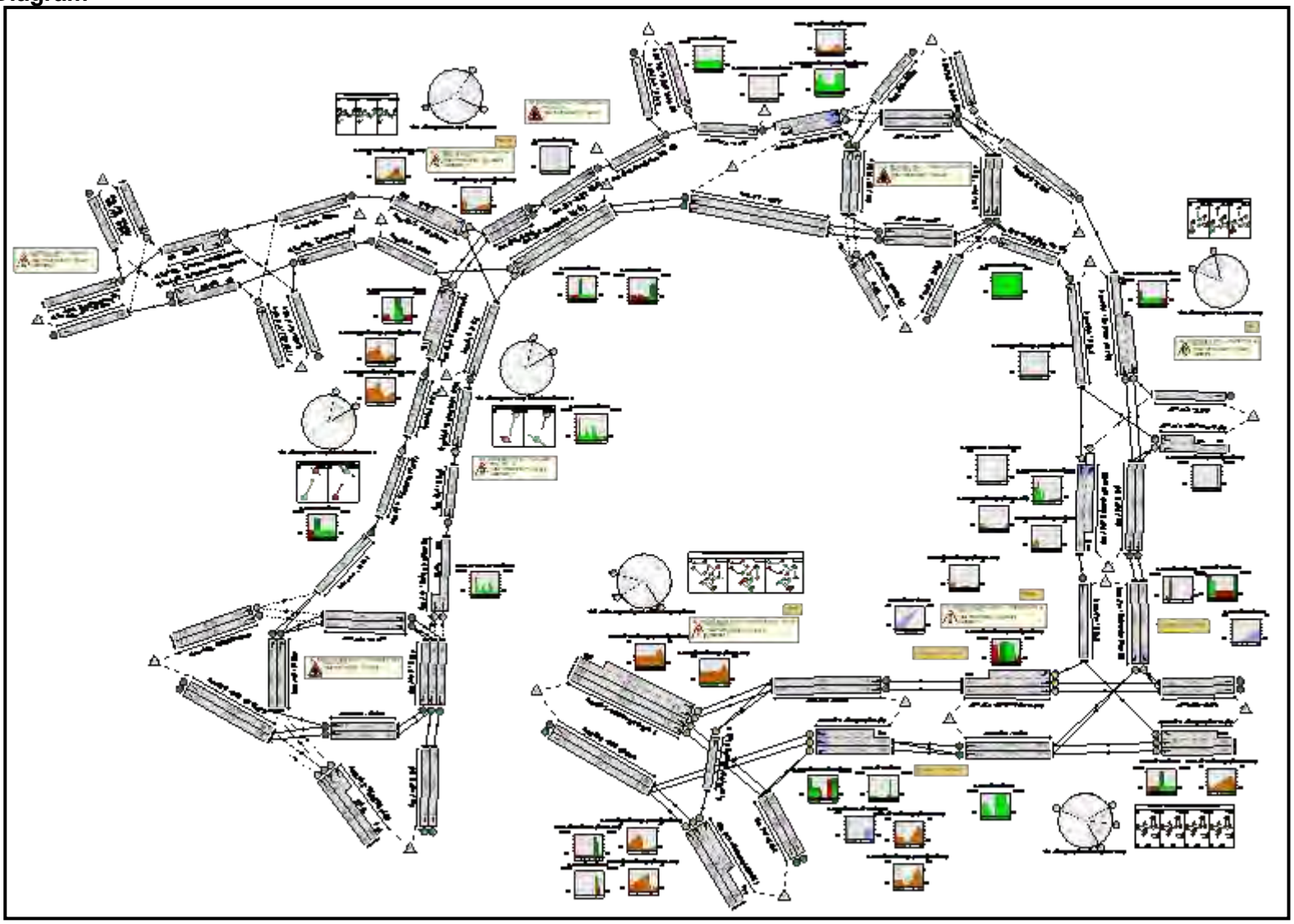
User and Project Details

Project:	
Title:	**Manchester Airport Local Network**
Location:	
Additional detail:	Existing
File name:	Manchester Airport Existing Network.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Observed	AM	08:00 - 09:00	125	-7.1	96.73
2	2	2025 PM Observed	PM	17:00 - 18:00	120	3.3	79.19
3	3	2030 AM Baseline	AM	08:00 - 09:00	125	-12.6	140.36
4	4	2030 PM Baseline	PM	17:00 - 18:00	120	-1.8	91.62
5	5	2035 AM Baseline	AM	08:00 - 09:00	125	-18.1	242.49
6	6	2035 PM Baseline	PM	17:00 - 18:00	120	-6.1	106.09
7	7	2040 AM Baseline	AM	08:00 - 09:00	125	-25.2	356.57
8	8	2040 PM Baseline	PM	17:00 - 18:00	120	-15.9	149.43
9	9	2030 AM Baseline + Dev	AM	08:00 - 09:00	125	-17.2	188.42
10	10	2030 PM Baseline + Dev	PM	17:00 - 18:00	120	-1.8	95.76
11	11	2035 AM Baseline + Dev	AM	08:00 - 09:00	125	-64.2	672.79
12	12	2035 PM Baseline + Dev	PM	17:00 - 18:00	120	-8.9	126.51
13	13	2040 AM Baseline + Dev	AM	08:00 - 09:00	125	-76.4	834.72
14	14	2040 PM Baseline + Dev	PM	17:00 - 18:00	120	-17.4	181.17

Scenario 1: '1' (FG1: '2025 AM Observed', Plan 1: 'AM')
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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**96.4%**	**6560**	**0**	**0**	**96.7**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**30.9%**	**185**	**0**	**0**	**0.7**	-	-
2/1	Access Left Right	O	-		-	-	-	-	18	Inf	454	4.0%	18	0	0	0.0	4.1	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	113	Inf	365	30.9%	113	0	0	0.2	7.1	0.2
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	577	1900:1900	1847+53	30.4 : 30.4%	16	0	0	0.2	1.4	0.2
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	533	1900:1900	1765+135	28.1 : 28.1%	38	0	0	0.2	1.3	0.2
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**81.1%**	**0**	**0**	**0**	**16.7**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	14:46	-	-	585	1748:1748	156+867	57.2 : 57.2%	-	-	-	3.1	18.8	8.2
2/1	Enterprise Way (E) Ahead	U	C2:B		1	60	-	-	290	1748	1254	23.1%	-	-	-	0.5	6.6	2.7
2/2	Enterprise Way (E) Right	U	C2:C		1	29	-	-	457	1748	617	74.1%	-	-	-	4.6	36.2	10.4
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	24	-	-	801	1799:1807	456+531	81.1 : 81.1%	-	-	-	7.6	34.0	16.5
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1115	2105	2105	53.0%	-	-	-	0.9	2.9	9.9

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62.5%**	**2631**	**0**	**0**	**1.0**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1095	1900:1900	1243+552	62.5 : 57.6%	2190	0	0	0.8	2.6	0.8
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	995	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	439	1900	1396	31.5%	439	0	0	0.2	1.9	0.2
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	1	1900:1900	588+0	0.2 : 0.0%	2	0	0	0.0	3.1	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.5%**	**3265**	**0**	**0**	**1.3**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	371	1900:1900	412+895	28.4 : 28.4%	742	0	0	0.2	1.9	0.7
2/1	World Way (S) Ahead	O	-		-	-	-	-	237	1900	1234	19.2%	237	0	0	0.1	1.8	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	468	1900:1900	1234+465	27.6 : 27.6%	936	0	0	0.2	1.5	0.2
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	775	1900	1535	50.5%	775	0	0	0.5	2.4	0.5
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	575	1900	1535	37.4%	575	0	0	0.3	1.9	0.3
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**95.9%**	**0**	**0**	**0**	**39.1**	**-**	**-**

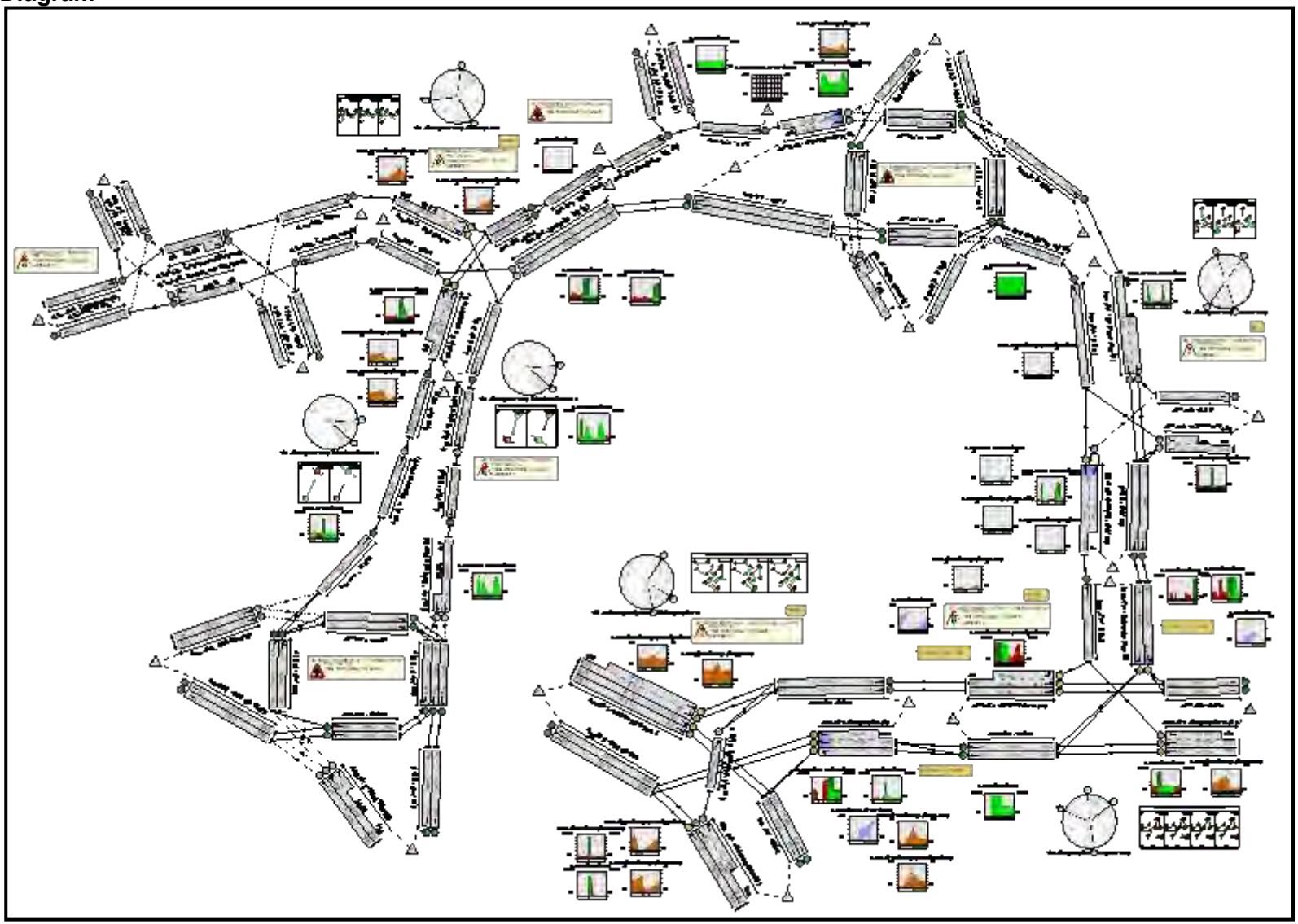
1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	102	-	-	1646	1717:1717	877+840	95.9 : 95.9%	-	-	-	10.9	23.9	19.3
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	296	1772	383	77.3%	-	-	-	5.4	66.1	11.3
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	292	1772	383	76.3%	-	-	-	5.3	65.2	11.0
2/1	Ringway Rd (E) Left	U	C5:E		1	85	-	-	152	1967	1353	11.2%	-	-	-	0.2	3.6	2.0
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	70	-	-	1401	1772:1772	720+769	94.1 : 94.1%	-	-	-	7.6	19.6	42.7
3/1	Outwood Lane (S) Ahead	U	C5:C		1	39	-	-	336	1747	559	60.1%	-	-	-	4.1	43.8	10.5
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	39:10	-	-	246	1902:1747	187+154	72.2 : 72.2%	-	-	-	4.1	60.6	5.0
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	111	2059	165	67.4%	-	-	-	1.5	48.2	1.5
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**49.3%**	**112**	**0**	**0**	**2.3**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		1	100	-	-	731	2000:1797	79+1403	49.3 : 49.3%	-	-	-	1.2	6.1	8.0
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		1	11	-	-	35	1800:1800	173+115	12.2 : 12.2%	-	-	-	0.6	58.8	0.7
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	1	100	0	-	547	1783:1709	1215+313	35.8 : 35.8%	112	0	0	0.5	3.5	5.8
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**96.4%**	**0**	**0**	**0**	**33.5**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	48	-	-	585	1797	704	83.0%	-	-	-	5.0	30.5	13.0

1/2	Enterprise Way (N) Right	U	C4:F		1	7	-	-	49	1797	115	42.6%	-	-	-	0.7	49.7	1.6
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	88	-	-	500	1794	1277	39.1%	-	-	-	1.3	9.5	7.1
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	88:38	-	-	1420	1783:1783	1045+515	91.0 : 91.1%	-	-	-	12.9	32.8	25.2
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	62:73	-	-	839	1719:1881	815+93	92.4 : 92.4%	-	-	-	6.3	26.8	25.7
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	62	-	-	896	1845	930	96.4%	-	-	-	7.3	29.4	30.0
J8: Enterprise Way / Bailey Lane	-	-	-		-	-	-	-	-	-	-	**61.4%**	**367**	**0**	**0**	**0.8**	-	-
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	367	1900	598	61.4%	367	0	0	0.8	7.7	0.8
J9: Enterprise Way TOUCAN	-	-	-		-	-	-	-	-	-	-	**49.7%**	**0**	**0**	**0**	**1.4**	-	-
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	791	1990	1592	49.7%	-	-	-	1.1	5.1	6.6
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	371	1990	1592	23.3%	-	-	-	0.3	2.7	1.4

C1 - Enterprise Way TOUCAN	Stream: 1 PRC for Signalled Lanes (%):	286.2	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s): 85
C1 - Enterprise Way TOUCAN	Stream: 2 PRC for Signalled Lanes (%):	81.1	Total Delay for Signalled Lanes (pcuHr):	1.11	Cycle Time (s): 85
C2 - Enterprise Way / Thorley Lane	PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	15.75	Cycle Time (s): 85
C3 - Enterprise Way / Aviator Way	PRC for Signalled Lanes (%):	82.4	Total Delay for Signalled Lanes (pcuHr):	2.34	Cycle Time (s): 125
C4 - Ringway Rd / Enterprise Way	PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	33.46	Cycle Time (s): 125
C5 - M56 Airport Spur / A555 Ringway Rd W	PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	39.11	Cycle Time (s): 125
	PRC Over All Lanes (%):	-7.1	Total Delay Over All Lanes(pcuHr):	96.73	

Scenario 2: '2' (FG2: '2025 PM Observed', Plan 2: 'PM')

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)	Bonus Green	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: Manchester Airport Local Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**	**5213**	**0**	**0**	**79.2**	**-**	**-**
J1: Thorley Lane / Jetparks1	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**40.2%**	**212**	**0**	**0**	**0.8**	**-**	**-**
2/1	Access Left Right	O	-		-	-	-	-	19	Inf	464	4.1%	19	0	0	0.0	4.0	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	151	Inf	376	40.2%	151	0	0	0.3	8.0	0.3
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	417	1900:1900	1841+59	21.9 : 21.9%	13	0	0	0.1	1.2	0.1
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	700	1900:1900	1821+79	36.8 : 36.8%	29	0	0	0.3	1.5	0.3
J2: Thorley Lane / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.1%**	**0**	**0**	**0**	**14.7**	**-**	**-**
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	28:51	-	-	766	1748:1748	259+895	66.4 : 66.4%	-	-	-	3.6	16.8	10.1
2/1	Enterprise Way (E) Ahead	U	C2:B		1	46	-	-	377	1748	967	39.0%	-	-	-	1.6	15.2	5.9
2/2	Enterprise Way (E) Right	U	C2:C		1	20	-	-	307	1748	432	71.1%	-	-	-	3.9	45.6	7.9
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	19	-	-	530	1799:1807	334+425	69.9 : 69.9%	-	-	-	5.2	35.4	16.2
7/1	E Exit Merge Ahead	U	-		-	-	-	-	967	2105	2105	45.9%	-	-	-	0.4	1.7	0.9

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**43.3%**	**2045**	**0**	**0**	**0.6**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	823	1900:1900	1189+711	43.3 : 43.3%	1646	0	0	0.4	1.7	0.4
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	1171	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	381	1900	1402	27.2%	381	0	0	0.2	1.8	0.2
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	9	1900:1900	606+76	1.3 : 1.3%	18	0	0	0.0	2.7	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**35.8%**	**2626**	**0**	**0**	**0.8**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	534	1900:1900	327+1164	35.8 : 35.8%	1068	0	0	0.3	1.9	2.3
2/1	World Way (S) Ahead	O	-		-	-	-	-	155	1900	1143	13.6%	155	0	0	0.1	1.8	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	419	1900:1900	1143+491	25.6 : 25.6%	838	0	0	0.2	1.5	0.2
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	337	1900	1528	22.1%	337	0	0	0.1	1.5	0.1
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	228	1900	1528	14.9%	228	0	0	0.1	1.4	0.1
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**	**0**	**0**	**0**	**30.9**	**-**	**-**

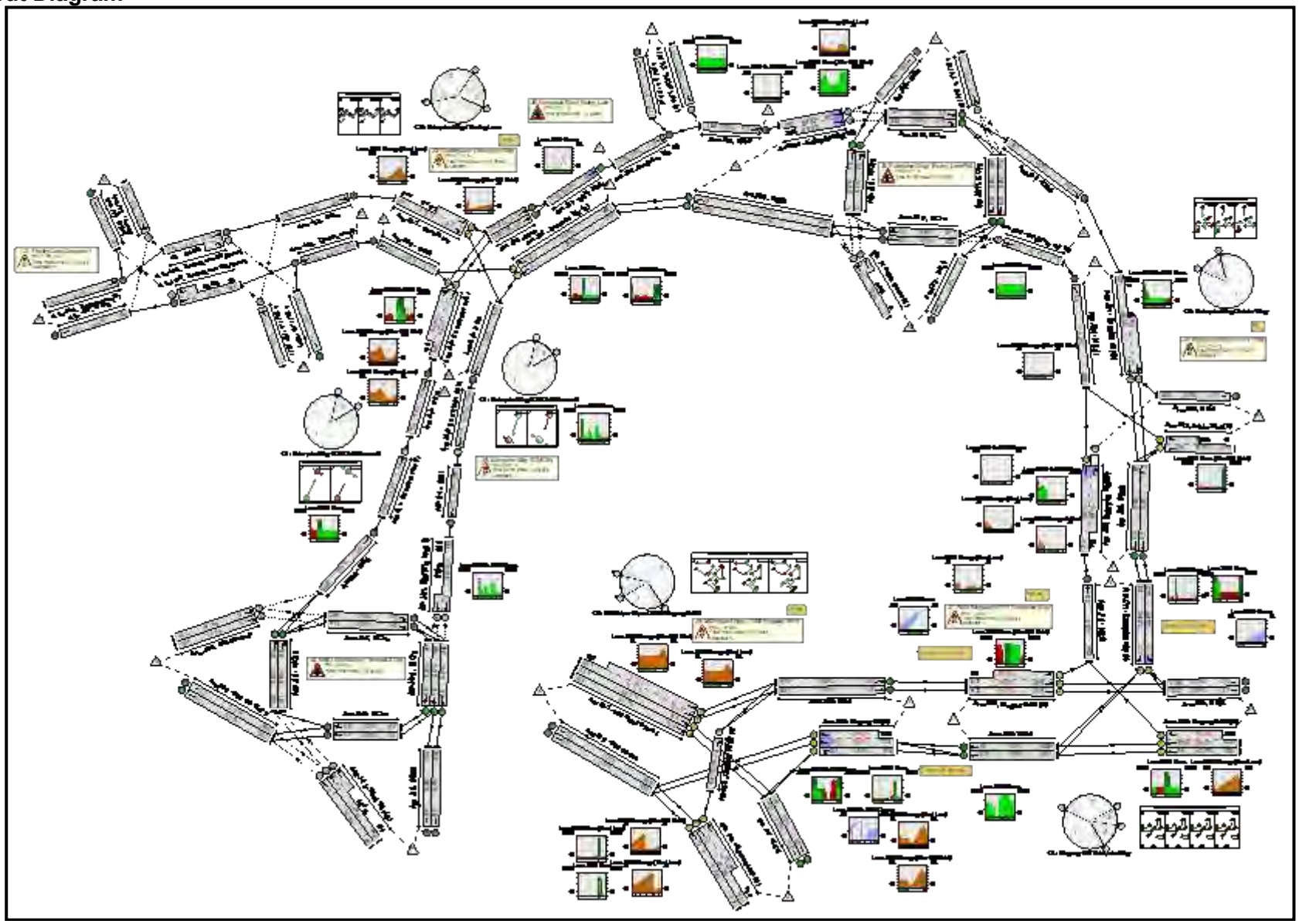
1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	98	-	-	1280	1717:1717	858+858	74.5 : 74.5%	-	-	-	2.5	7.0	7.3
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	24	-	-	283	1772	369	76.7%	-	-	-	5.1	64.9	10.5
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	24	-	-	290	1772	369	78.6%	-	-	-	5.4	66.7	10.9
2/1	Ringway Rd (E) Left	U	C5:E		1	82	-	-	159	1967	1361	11.7%	-	-	-	0.1	2.6	1.3
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	68	-	-	1337	1772:1772	776+777	86.1 : 86.1%	-	-	-	6.5	17.5	40.0
3/1	Outwood Lane (S) Ahead	U	C5:C		1	36	-	-	356	1747	539	66.1%	-	-	-	4.5	45.8	11.2
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	36:9	-	-	383	1902:1747	466+146	59.0 : 74.2%	-	-	-	5.0	47.1	8.2
4/1	Outwood Rd Int RT Right	U	C5:G		1	8	-	-	108	2059	154	69.9%	-	-	-	1.8	58.6	1.8
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**45.9%**	**7**	**0**	**0**	**2.9**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		2	70	-	-	550	2000:1797	166+1033	45.9 : 45.9%	-	-	-	1.4	9.1	4.6
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		2	22	-	-	189	1800:1800	360+207	33.3 : 33.3%	-	-	-	1.3	25.1	1.9
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	2	70	0	-	286	1783:1709	1070+27	26.1 : 26.1%	7	0	0	0.2	2.9	0.9
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**87.1%**	**0**	**0**	**0**	**27.0**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	53	-	-	527	1797	809	65.2%	-	-	-	3.2	21.8	10.4

1/2	Enterprise Way (N) Right	U	C4:F		1	15	-	-	136	1797	240	56.8%	-	-	-	2.0	52.9	4.4
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	75	-	-	506	1794	1136	44.5%	-	-	-	2.0	14.1	9.0
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	75:35	-	-	1085	1783:1783	1012+303	82.5 : 82.5%	-	-	-	8.2	27.2	21.3
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	52:71	-	-	673	1719:1881	735+49	85.8 : 85.8%	-	-	-	5.5	29.4	19.5
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	52	-	-	710	1845	815	87.1%	-	-	-	6.1	30.9	21.7
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**51.9%**	**323**	**0**	**0**	**0.5**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	323	1900	622	51.9%	323	0	0	0.5	6.0	0.5
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**33.5%**	**0**	**0**	**0**	**1.0**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	523	1990	1592	32.9%	-	-	-	0.6	3.9	3.4
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	534	1990	1592	33.5%	-	-	-	0.4	3.0	2.1

C1 - Enterprise Way TOUCAN	Stream: 1 PRC for Signalled Lanes (%):	168.3	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s): 85
C1 - Enterprise Way TOUCAN	Stream: 2 PRC for Signalled Lanes (%):	174.0	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s): 85
C2 - Enterprise Way / Thorley Lane	PRC for Signalled Lanes (%):	26.6	Total Delay for Signalled Lanes (pcuHr):	14.26	Cycle Time (s): 85
C3 - Enterprise Way / Aviator Way	PRC for Signalled Lanes (%):	96.2	Total Delay for Signalled Lanes (pcuHr):	2.94	Cycle Time (s): 120
C4 - Ringway Rd / Enterprise Way	PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	26.99	Cycle Time (s): 120
C5 - M56 Airport Spur / A555 Ringway Rd W	PRC for Signalled Lanes (%):	4.6	Total Delay for Signalled Lanes (pcuHr):	30.88	Cycle Time (s): 120
	PRC Over All Lanes (%):	3.3	Total Delay Over All Lanes(pcuHr):	79.19	

Scenario 3: '3' (FG3: '2030 AM Baseline', Plan 1: 'AM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**101.3%**	**6967**	**0**	**0**	**140.4**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**31.2%**	**75**	**0**	**0**	**0.5**	-	-
2/1	Access Left Right	O	-		-	-	-	-	19	Inf	443	4.3%	19	0	0	0.0	4.2	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	0	Inf	294	0.0%	0	0	0	0.0	0.0	0.0
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	561	1900:1900	1846+54	29.5 : 29.5%	16	0	0	0.2	1.3	0.2
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	593	1900:1900	1772+128	31.2 : 31.2%	40	0	0	0.2	1.4	0.2
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**83.8%**	**0**	**0**	**0**	**18.8**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	14:44	-	-	563	1748:1748	150+832	57.3 : 57.3%	-	-	-	3.1	19.9	8.0
2/1	Enterprise Way (E) Ahead	U	C2:B		1	60	-	-	318	1748	1254	25.3%	-	-	-	0.6	6.8	3.1
2/2	Enterprise Way (E) Right	U	C2:C		1	27	-	-	483	1748	576	83.8%	-	-	-	6.1	45.8	12.7
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	26	-	-	859	1799:1807	455+574	83.4 : 83.4%	-	-	-	8.0	33.5	17.4
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1141	2105	2105	54.2%	-	-	-	1.0	3.1	11.6

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.3%**	**2725**	**0**	**0**	**1.1**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1126	1900:1900	1243+572	63.3 : 59.3%	2252	0	0	0.8	2.6	0.8
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	974	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	472	1900	1382	34.1%	471	0	0	0.3	2.0	0.3
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	1	1900:1900	571+0	0.2 : 0.0%	2	0	0	0.0	3.2	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**57.5%**	**3640**	**0**	**0**	**1.6**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	396	1900:1900	428+847	31.0 : 31.0%	791	0	0	0.2	2.1	0.9
2/1	World Way (S) Ahead	O	-		-	-	-	-	199	1900	1231	16.2%	199	0	0	0.1	1.7	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	589	1900:1900	1231+388	36.4 : 36.4%	1178	0	0	0.3	1.7	0.3
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	872	1900	1515	57.5%	872	0	0	0.7	2.8	0.7
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	600	1900	1515	39.6%	600	0	0	0.3	2.0	0.3
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**	**0**	**0**	**0**	**67.2**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	102	-	-	1740	1717:1717	869+848	101.3 : 101.3%	-	-	-	31.0	64.2	106.5
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	331	1772	383	86.5%	-	-	-	7.2	78.5	13.9
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	324	1772	383	84.7%	-	-	-	6.8	75.2	13.2
2/1	Ringway Rd (E) Left	U	C5:E		1	85	-	-	176	1967	1353	13.0%	-	-	-	0.2	3.9	2.4
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	70	-	-	1478	1772:1772	734+767	98.5 : 98.5%	-	-	-	9.6	23.3	46.8
3/1	Outwood Lane (S) Ahead	U	C5:C		1	39	-	-	379	1747	559	67.8%	-	-	-	4.9	46.8	12.4
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	39:10	-	-	274	1902:1747	186+154	80.7 : 80.7%	-	-	-	5.2	68.4	6.2
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	124	2059	165	75.3%	-	-	-	2.3	66.0	2.4
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**49.6%**	**118**	**0**	**0**	**2.4**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		1	100	-	-	739	2000:1797	105+1385	49.6 : 49.6%	-	-	-	1.2	6.0	7.7
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		1	11	-	-	39	1800:1800	173+120	13.3 : 13.3%	-	-	-	0.6	58.8	0.8
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	1	100	0	-	591	1783:1709	1221+305	38.7 : 38.7%	118	0	0	0.5	3.1	5.2
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**98.5%**	**0**	**0**	**0**	**46.1**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	47	-	-	579	1797	690	83.9%	-	-	-	5.0	31.1	13.1

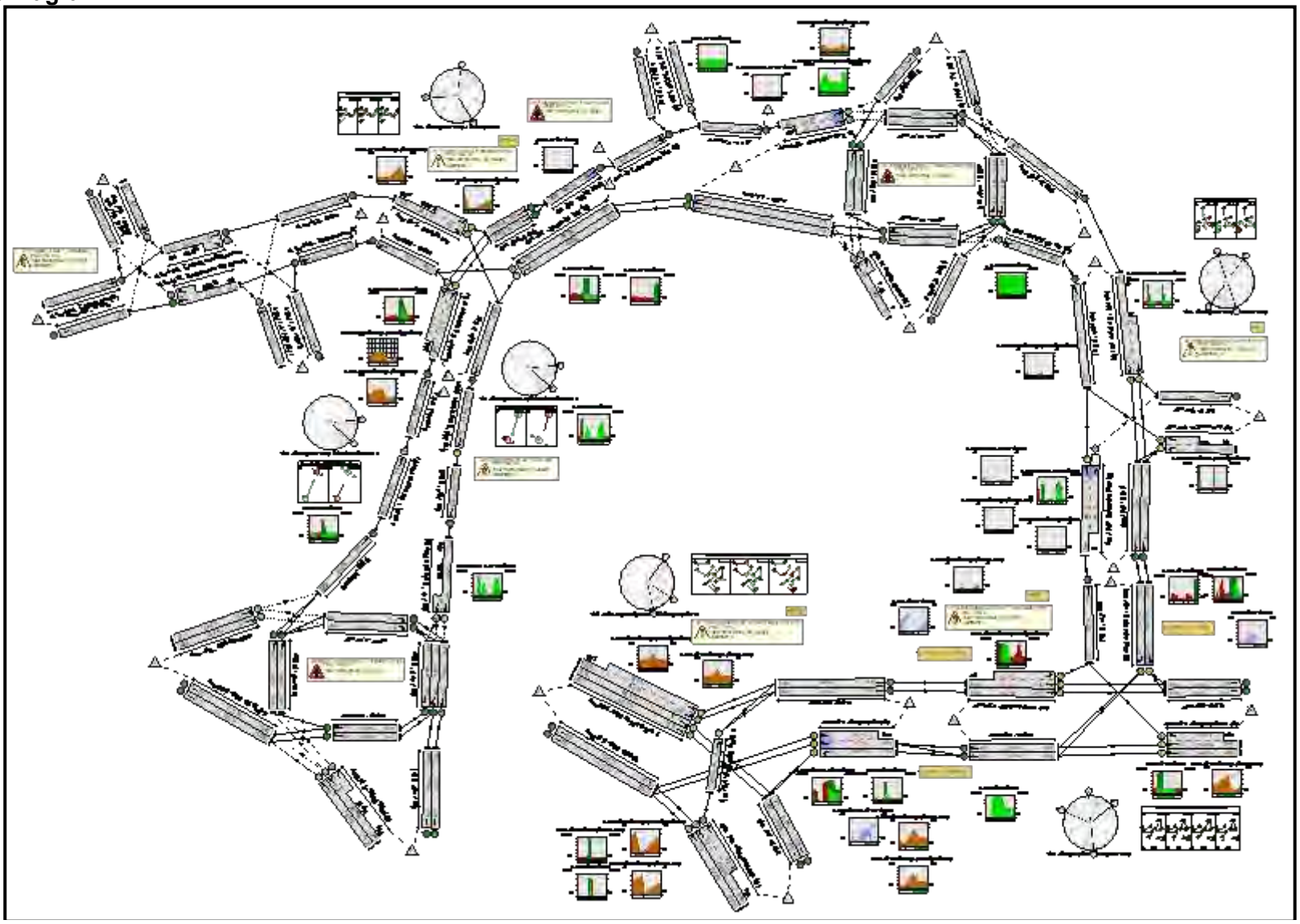
1/2	Enterprise Way (N) Right	U	C4:F		1	7	-	-	63	1797	115	54.8%	-	-	-	0.9	50.7	2.1
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	88	-	-	520	1794	1277	40.7%	-	-	-	1.4	9.7	7.6
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	88:37	-	-	1538	1783:1783	1042+520	98.4 : 98.4%	-	-	-	24.1	56.5	52.8
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	63:74	-	-	918	1719:1881	829+91	98.5 : 98.5%	-	-	-	7.2	28.6	29.9
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	63	-	-	923	1845	945	96.5%	-	-	-	7.5	29.5	30.8
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**69.9%**	**409**	**0**	**0**	**1.1**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	409	1900	585	69.9%	409	0	0	1.1	10.1	3.5
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**53.3%**	**0**	**0**	**0**	**1.6**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	849	1990	1592	53.3%	-	-	-	1.3	5.4	7.4
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	396	1990	1592	24.9%	-	-	-	0.3	2.8	1.6

C1 - Enterprise Way TOUCAN	Stream: 1	PRC for Signalled Lanes (%):	262.1	Total Delay for Signalled Lanes (pcuHr):	0.31
C1 - Enterprise Way TOUCAN	Stream: 2	PRC for Signalled Lanes (%):	68.8	Total Delay for Signalled Lanes (pcuHr):	1.27
C2 - Enterprise Way / Thorley Lane		PRC for Signalled Lanes (%):	7.4	Total Delay for Signalled Lanes (pcuHr):	17.84
C3 - Enterprise Way / Aviator Way		PRC for Signalled Lanes (%):	81.4	Total Delay for Signalled Lanes (pcuHr):	2.38
C4 - Ringway Rd / Enterprise Way		PRC for Signalled Lanes (%):	-9.5	Total Delay for Signalled Lanes (pcuHr):	46.08
C5 - M56 Airport Spur / A555 Ringway Rd W		PRC for Signalled Lanes (%):	-12.6	Total Delay for Signalled Lanes (pcuHr):	67.19
		PRC Over All Lanes (%):	-12.6	Total Delay Over All Lanes(pcuHr):	140.36

Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	125
Cycle Time (s):	125
Cycle Time (s):	125

Scenario 4: '4' (FG4: '2030 PM Baseline', Plan 2: 'PM')

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)	Bonus Green	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: Manchester Airport Local Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.6%**	**5316**	**0**	**0**	**91.6**	**-**	**-**
J1: Thorley Lane / Jetparks1	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**40.9%**	**65**	**0**	**0**	**0.5**	**-**	**-**
2/1	Access Left Right	O	-		-	-	-	-	20	Inf	446	4.5%	20	0	0	0.0	4.2	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	0	Inf	309	0.0%	0	0	0	0.0	0.0	0.0
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	384	1900:1900	1831+69	20.2 : 20.2%	14	0	0	0.1	1.2	0.1
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	778	1900:1900	1824+76	40.9 : 40.9%	31	0	0	0.3	1.6	0.3
J2: Thorley Lane / Enterprise Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**79.0%**	**0**	**0**	**0**	**15.9**	**-**	**-**
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	28:50	-	-	729	1748:1748	252+881	64.4 : 64.4%	-	-	-	3.4	16.8	9.5
2/1	Enterprise Way (E) Ahead	U	C2:B		1	46	-	-	406	1748	967	42.0%	-	-	-	1.8	15.8	6.5
2/2	Enterprise Way (E) Right	U	C2:C		1	19	-	-	325	1748	411	79.0%	-	-	-	4.8	52.9	9.0
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	20	-	-	570	1799:1807	349+446	71.7 : 71.7%	-	-	-	5.5	34.8	16.8
7/1	E Exit Merge Ahead	U	-		-	-	-	-	968	2105	2105	46.0%	-	-	-	0.5	1.7	0.9

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**43.3%**	**2070**	**0**	**0**	**0.6**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	822	1900:1900	1144+756	43.3 : 43.3%	1644	0	0	0.4	1.7	0.4
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	1171	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	408	1900	1390	29.4%	408	0	0	0.2	1.8	0.2
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	9	1900:1900	592+74	1.4 : 1.4%	18	0	0	0.0	2.7	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**35.3%**	**2813**	**0**	**0**	**0.8**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	554	1900:1900	422+1148	35.3 : 35.3%	1108	0	0	0.3	1.8	1.6
2/1	World Way (S) Ahead	O	-		-	-	-	-	172	1900	1140	15.1%	172	0	0	0.1	1.9	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	462	1900:1900	1140+486	28.4 : 28.4%	924	0	0	0.2	1.5	0.2
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	371	1900	1510	24.6%	371	0	0	0.2	1.6	0.2
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	238	1900	1510	15.8%	238	0	0	0.1	1.4	0.1
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.6%**	**0**	**0**	**0**	**38.5**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	98	-	-	1350	1717:1717	876+841	78.6 : 78.6%	-	-	-	3.0	7.9	8.5
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	23	-	-	316	1772	354	89.2%	-	-	-	7.6	86.4	13.7
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	23	-	-	307	1772	354	86.6%	-	-	-	6.8	80.3	12.8
2/1	Ringway Rd (E) Left	U	C5:E		1	83	-	-	193	1967	1377	14.0%	-	-	-	0.1	2.6	1.7
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	69	-	-	1398	1772:1772	729+797	91.6 : 91.6%	-	-	-	7.1	18.4	42.0
3/1	Outwood Lane (S) Ahead	U	C5:C		1	35	-	-	352	1747	524	67.2%	-	-	-	4.6	47.2	11.3
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	35:9	-	-	469	1902:1747	501+146	69.6 : 82.4%	-	-	-	6.6	50.6	11.4
4/1	Outwood Rd Int RT Right	U	C5:G		1	8	-	-	120	2059	154	77.7%	-	-	-	2.6	78.4	2.7
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**43.7%**	**8**	**0**	**0**	**3.0**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		2	70	-	-	531	2000:1797	190+1025	43.7 : 43.7%	-	-	-	1.3	8.8	4.2
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		2	22	-	-	210	1800:1800	360+208	36.9 : 36.9%	-	-	-	1.5	25.5	2.2
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	2	70	0	-	309	1783:1709	1070+28	28.1 : 28.1%	8	0	0	0.2	2.4	0.7
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**90.3%**	**0**	**0**	**0**	**30.5**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	52	-	-	500	1797	794	63.0%	-	-	-	3.1	22.5	10.0

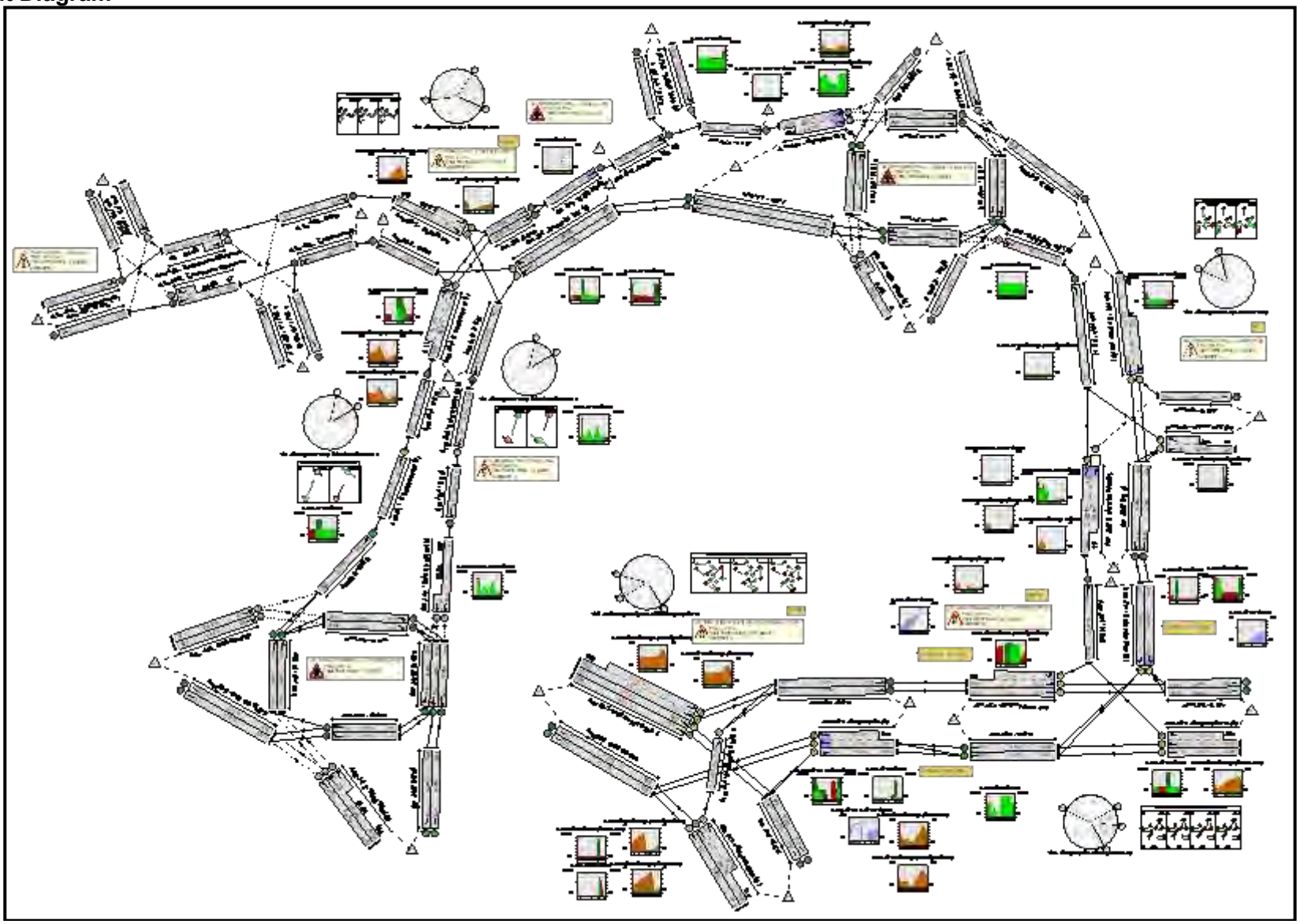
Basic Results Summary

1/2	Enterprise Way (N) Right	U	C4:F		1	15	-	-	154	1797	240	64.3%	-	-	-	2.3	53.4	5.0
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	75	-	-	526	1794	1136	46.3%	-	-	-	2.1	14.4	9.5
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	75:34	-	-	1168	1783:1783	1011+304	88.8 : 88.8%	-	-	-	10.5	32.3	27.7
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	53:72	-	-	721	1719:1881	749+50	90.3 : 90.3%	-	-	-	6.1	30.2	21.6
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	53	-	-	745	1845	830	89.7%	-	-	-	6.4	31.1	23.1
J8: Enterprise Way / Bailey Lane	-	-	-		-	-	-	-	-	-	-	**58.9%**	**360**	**0**	**0**	**0.7**	-	-
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	360	1900	611	58.9%	360	0	0	0.7	7.1	0.7
J9: Enterprise Way TOUCAN	-	-	-		-	-	-	-	-	-	-	**35.3%**	**0**	**0**	**0**	**1.1**	-	-
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	562	1990	1592	35.3%	-	-	-	0.6	4.1	3.8
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	554	1990	1592	34.8%	-	-	-	0.5	3.1	2.2

C1 - Enterprise Way TOUCAN	Stream: 1 PRC for Signalled Lanes (%):	158.6	Total Delay for Signalled Lanes (pcuHr):	0.47	Cycle Time (s): 85
C1 - Enterprise Way TOUCAN	Stream: 2 PRC for Signalled Lanes (%):	154.9	Total Delay for Signalled Lanes (pcuHr):	0.63	Cycle Time (s): 85
C2 - Enterprise Way / Thorley Lane	PRC for Signalled Lanes (%):	13.9	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s): 85
C3 - Enterprise Way / Aviator Way	PRC for Signalled Lanes (%):	106.0	Total Delay for Signalled Lanes (pcuHr):	2.99	Cycle Time (s): 120
C4 - Ringway Rd / Enterprise Way	PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	30.48	Cycle Time (s): 120
C5 - M56 Airport Spur / A555 Ringway Rd W	PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	38.48	Cycle Time (s): 120
	PRC Over All Lanes (%):	-1.8	Total Delay Over All Lanes(pcuHr):	91.62	

Scenario 5: '5' (FG5: '2035 AM Baseline', Plan 1: 'AM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**106.3%**	**7469**	**0**	**0**	**242.5**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**34.4%**	**79**	**0**	**0**	**0.5**	-	-
2/1	Access Left Right	O	-		-	-	-	-	20	Inf	415	4.8%	20	0	0	0.0	4.6	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	0	Inf	275	0.0%	0	0	0	0.0	0.0	0.0
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	589	1900:1900	1845+55	31.0 : 31.0%	17	0	0	0.2	1.4	0.2
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	654	1900:1900	1778+122	34.4 : 34.4%	42	0	0	0.3	1.4	0.3
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**88.0%**	**0**	**0**	**0**	**21.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	14:43	-	-	602	1748:1748	147+814	62.6 : 62.6%	-	-	-	3.6	21.5	9.4
2/1	Enterprise Way (E) Ahead	U	C2:B		1	60	-	-	346	1748	1254	26.7%	-	-	-	0.6	6.8	3.2
2/2	Enterprise Way (E) Right	U	C2:C		1	26	-	-	505	1748	555	88.0%	-	-	-	7.2	53.2	14.1
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	27	-	-	911	1799:1807	466+595	85.8 : 85.8%	-	-	-	8.7	34.2	18.8
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1214	2105	2105	57.6%	-	-	-	1.1	3.4	12.7

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**68.3%**	**2890**	**0**	**0**	**1.3**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1207	1900:1900	1243+564	68.3 : 63.5%	2413	0	0	1.0	3.0	1.0
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	922	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	503	1900	1370	34.7%	475	0	0	0.3	2.0	0.3
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	1	1900:1900	564+0	0.2 : 0.0%	2	0	0	0.0	3.2	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**64.8%**	**3930**	**0**	**0**	**1.9**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	429	1900:1900	498+797	32.3 : 32.3%	836	0	0	0.2	2.1	0.9
2/1	World Way (S) Ahead	O	-		-	-	-	-	235	1900	1231	19.1%	235	0	0	0.1	1.8	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	634	1900:1900	1231+398	38.9 : 38.9%	1268	0	0	0.3	1.8	0.3
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	971	1900	1497	64.8%	971	0	0	0.9	3.4	0.9
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	620	1900	1497	41.4%	620	0	0	0.4	2.0	0.4
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.8%**	**0**	**0**	**0**	**114.0**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	102	-	-	1816	1717:1717	858+858	105.8 : 105.8%	-	-	-	67.0	132.9	143.6
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	365	1772	383	95.4%	-	-	-	11.0	108.5	18.6
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	359	1772	383	93.8%	-	-	-	10.0	100.8	17.4
2/1	Ringway Rd (E) Left	U	C5:E		1	85	-	-	204	1967	1353	15.1%	-	-	-	0.3	4.4	2.9
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	70	-	-	1543	1772:1772	725+768	99.4 : 99.4%	-	-	-	9.4	22.7	46.1
3/1	Outwood Lane (S) Ahead	U	C5:C		1	39	-	-	417	1747	559	74.6%	-	-	-	5.8	50.4	14.3
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	39:10	-	-	305	1902:1747	189+154	89.1 : 89.1%	-	-	-	7.1	83.6	8.1
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	137	2059	165	83.2%	-	-	-	3.4	89.5	3.5
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**53.2%**	**117**	**0**	**0**	**2.7**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		1	100	-	-	798	2000:1797	133+1365	53.2 : 53.2%	-	-	-	1.4	6.3	8.6
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		1	11	-	-	43	1800:1800	173+124	14.5 : 14.5%	-	-	-	0.7	58.8	0.9
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	1	100	0	-	633	1783:1709	1225+298	39.1 : 39.1%	117	0	0	0.6	3.4	4.8
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**106.3%**	**0**	**0**	**0**	**97.2**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	47	-	-	610	1797	690	88.4%	-	-	-	5.4	31.7	14.8

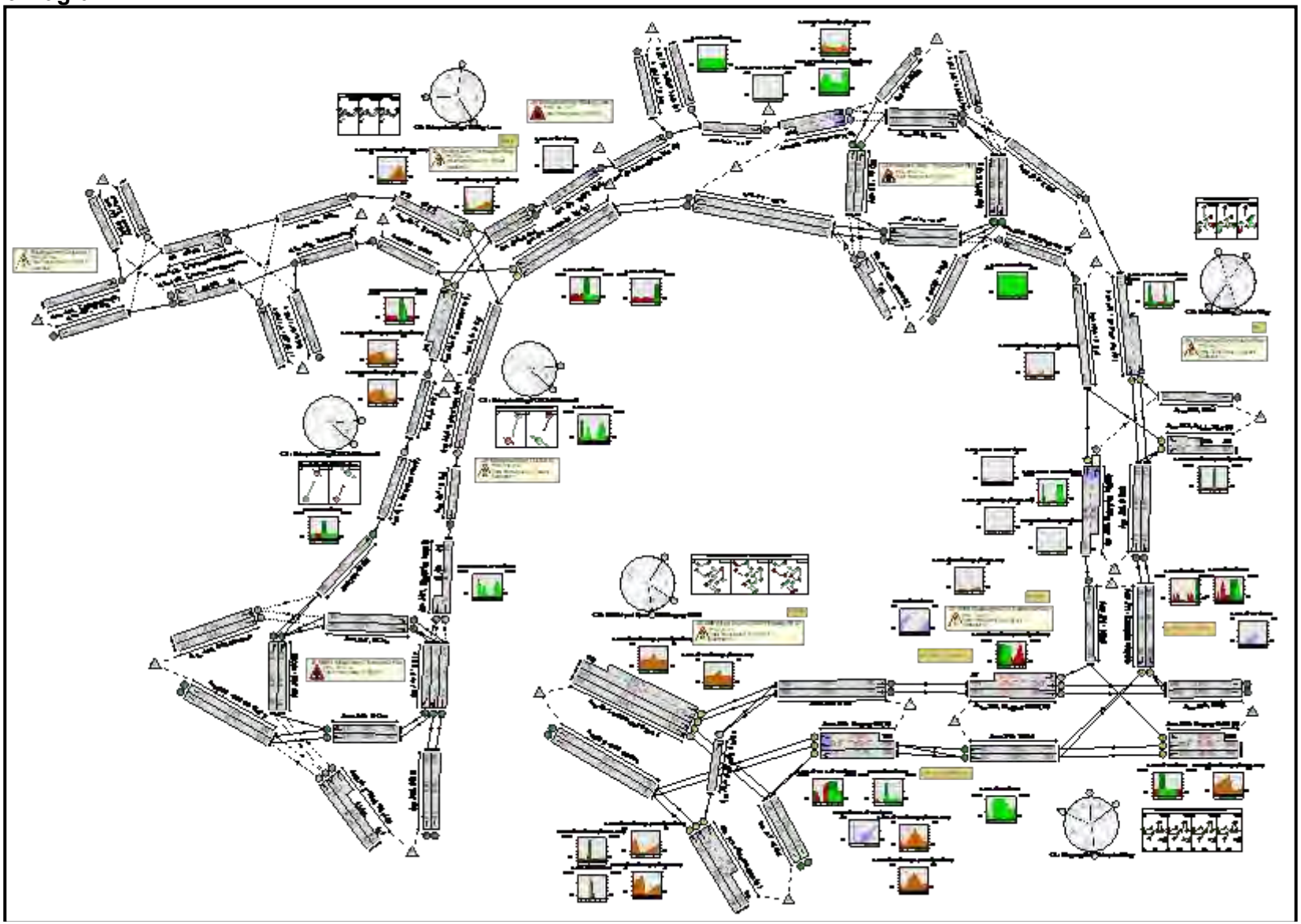
Basic Results Summary

1/2	Enterprise Way (N) Right	U	C4:F		1	7	-	-	83	1797	115	72.1%	-	-	-	1.2	52.0	2.8
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	88	-	-	520	1794	1277	40.7%	-	-	-	1.4	9.7	7.6
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	88:37	-	-	1661	1783:1783	1042+521	106.3 : 106.3%	-	-	-	74.2	160.8	118.8
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	63:74	-	-	946	1719:1881	828+92	97.5 : 97.5%	-	-	-	7.1	28.6	29.4
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	63	-	-	982	1845	945	98.7%	-	-	-	7.9	30.6	32.0
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**78.9%**	**453**	**0**	**0**	**1.9**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	453	1900	574	78.9%	453	0	0	1.9	14.9	5.6
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**56.4%**	**0**	**0**	**0**	**1.7**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	898	1990	1592	56.4%	-	-	-	1.4	5.7	8.1
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	429	1990	1592	26.2%	-	-	-	0.3	2.8	1.6

C1 - Enterprise Way TOUCAN	Stream: 1 PRC for Signalled Lanes (%):	242.9	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s): 85
C1 - Enterprise Way TOUCAN	Stream: 2 PRC for Signalled Lanes (%):	59.6	Total Delay for Signalled Lanes (pcuHr):	1.42	Cycle Time (s): 85
C2 - Enterprise Way / Thorley Lane	PRC for Signalled Lanes (%):	2.3	Total Delay for Signalled Lanes (pcuHr):	20.10	Cycle Time (s): 85
C3 - Enterprise Way / Aviator Way	PRC for Signalled Lanes (%):	69.0	Total Delay for Signalled Lanes (pcuHr):	2.67	Cycle Time (s): 125
C4 - Ringway Rd / Enterprise Way	PRC for Signalled Lanes (%):	-18.1	Total Delay for Signalled Lanes (pcuHr):	97.22	Cycle Time (s): 125
C5 - M56 Airport Spur / A555 Ringway Rd W	PRC for Signalled Lanes (%):	-17.5	Total Delay for Signalled Lanes (pcuHr):	114.02	Cycle Time (s): 125
	PRC Over All Lanes (%):	-18.1	Total Delay Over All Lanes(pcuHr):	242.49	

Scenario 6: '6' (FG6: '2035 PM Baseline', Plan 2: 'PM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**95.5%**	**5760**	**0**	**0**	**106.1**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**45.1%**	**67**	**0**	**0**	**0.6**	-	-
2/1	Access Left Right	O	-		-	-	-	-	21	Inf	426	4.9%	21	0	0	0.0	4.4	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	0	Inf	290	0.0%	0	0	0	0.0	0.0	0.0
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	403	1900:1900	1834+66	21.2 : 21.2%	14	0	0	0.1	1.2	0.1
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	856	1900:1900	1829+71	45.1 : 45.1%	32	0	0	0.4	1.7	0.4
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**82.2%**	**0**	**0**	**0**	**17.8**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	28:50	-	-	785	1748:1748	249+882	69.4 : 69.4%	-	-	-	3.9	17.9	11.2
2/1	Enterprise Way (E) Ahead	U	C2:B		1	46	-	-	433	1748	967	44.8%	-	-	-	1.9	16.1	7.0
2/2	Enterprise Way (E) Right	U	C2:C		1	19	-	-	338	1748	411	82.2%	-	-	-	5.3	56.2	9.7
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	20	-	-	608	1799:1807	350+446	76.4 : 76.4%	-	-	-	6.2	36.6	17.6
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1040	2105	2105	49.4%	-	-	-	0.5	1.8	1.1

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**47.0%**	**2238**	**0**	**0**	**0.7**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	893	1900:1900	1168+732	47.0 : 47.0%	1786	0	0	0.4	1.8	0.4
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	1125	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	432	1900	1379	31.3%	432	0	0	0.2	1.9	0.2
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	10	1900:1900	579+64	1.6 : 1.6%	20	0	0	0.0	2.8	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**36.4%**	**3051**	**0**	**0**	**0.9**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	591	1900:1900	492+1133	36.4 : 36.4%	1182	0	0	0.3	1.7	1.5
2/1	World Way (S) Ahead	O	-		-	-	-	-	181	1900	1133	16.0%	181	0	0	0.1	1.9	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	519	1900:1900	1133+465	32.5 : 32.5%	1038	0	0	0.2	1.7	0.2
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	402	1900	1490	27.0%	402	0	0	0.2	1.7	0.2
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	248	1900	1490	16.6%	248	0	0	0.1	1.4	0.1
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**95.5%**	**0**	**0**	**0**	**44.7**	**-**	**-**

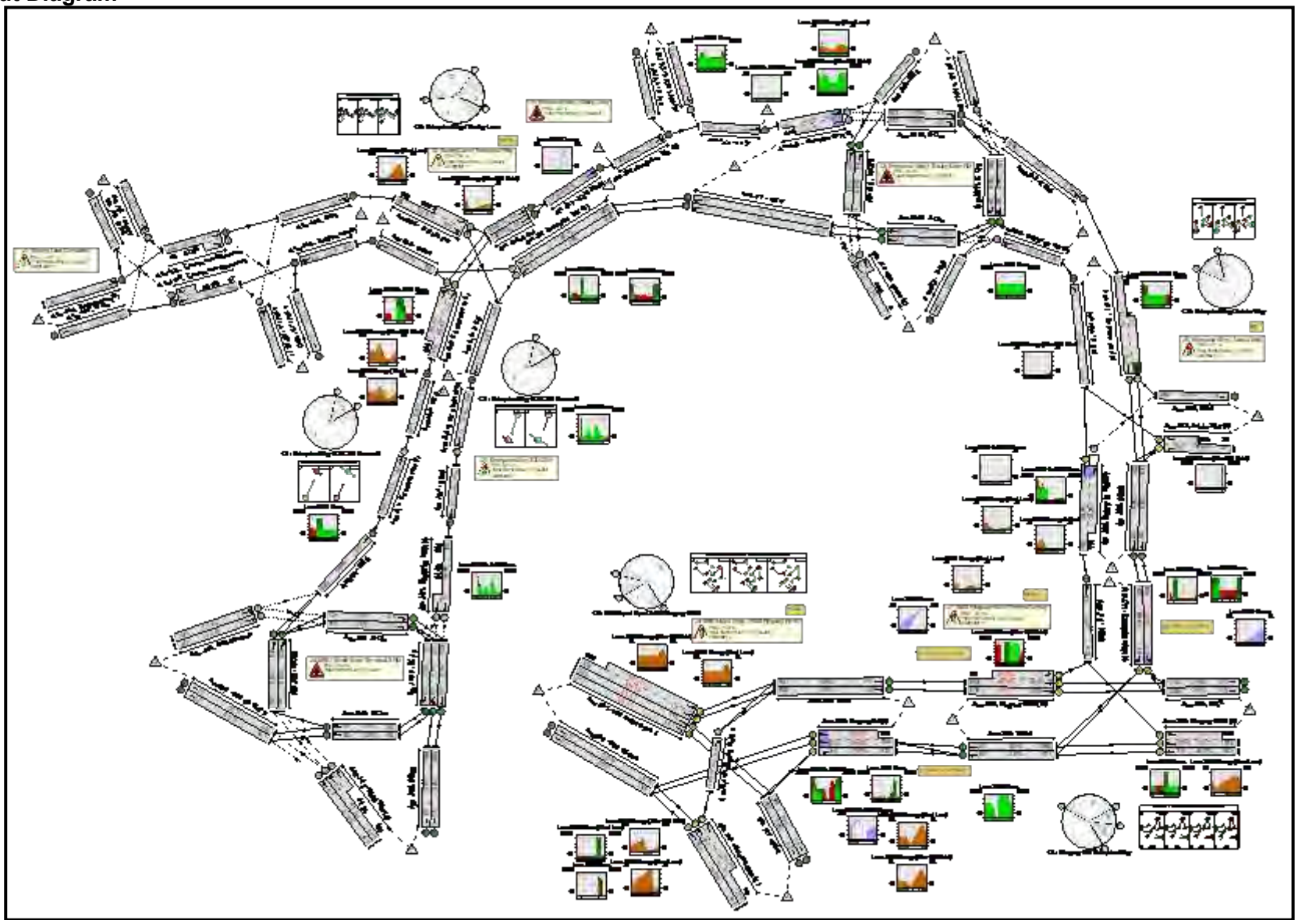
1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	97	-	-	1408	1717:1717	877+840	82.0 : 82.0%	-	-	-	3.6	9.2	9.6
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	24	-	-	340	1772	369	92.1%	-	-	-	8.9	93.8	15.5
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	24	-	-	332	1772	369	89.9%	-	-	-	8.0	86.6	14.4
2/1	Ringway Rd (E) Left	U	C5:E		1	82	-	-	233	1967	1361	17.1%	-	-	-	0.2	3.8	2.3
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	67	-	-	1458	1772:1772	753+774	95.5 : 95.5%	-	-	-	9.1	22.5	46.2
3/1	Outwood Lane (S) Ahead	U	C5:C		1	37	-	-	396	1747	553	71.6%	-	-	-	5.2	47.5	12.9
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	37:10	-	-	513	1902:1747	523+160	72.7 : 83.1%	-	-	-	7.2	50.2	12.8
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	133	2059	172	77.5%	-	-	-	2.6	69.2	2.7
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**46.6%**	**8**	**0**	**0**	**3.4**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		2	70	-	-	587	2000:1797	253+1006	46.6 : 46.6%	-	-	-	1.5	8.9	4.6
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		2	22	-	-	233	1800:1800	360+211	40.8 : 40.8%	-	-	-	1.7	26.0	2.5
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	2	70	0	-	328	1783:1709	1070+27	29.9 : 29.9%	8	0	0	0.2	2.4	0.7
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**94.4%**	**0**	**0**	**0**	**35.8**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	52	-	-	525	1797	794	66.1%	-	-	-	3.3	22.8	10.9

1/2	Enterprise Way (N) Right	U	C4:F		1	15	-	-	191	1797	240	79.7%	-	-	-	2.8	53.2	6.2
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	75	-	-	546	1794	1136	48.1%	-	-	-	2.2	14.6	10.0
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	75:34	-	-	1236	1783:1783	1010+307	93.8 : 93.8%	-	-	-	14.0	40.9	35.8
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	53:72	-	-	754	1719:1881	749+50	94.4 : 94.4%	-	-	-	6.5	31.2	23.3
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	53	-	-	781	1845	830	94.1%	-	-	-	6.9	31.9	24.8
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**65.8%**	**396**	**0**	**0**	**1.0**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	396	1900	601	65.8%	396	0	0	1.0	8.7	1.0
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**37.7%**	**0**	**0**	**0**	**1.2**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	600	1990	1592	37.7%	-	-	-	0.7	4.2	4.2
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	591	1990	1592	37.1%	-	-	-	0.5	3.2	2.4

C1 - Enterprise Way TOUCAN	Stream: 1 PRC for Signalled Lanes (%):	142.4	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s): 85
C1 - Enterprise Way TOUCAN	Stream: 2 PRC for Signalled Lanes (%):	138.8	Total Delay for Signalled Lanes (pcuHr):	0.70	Cycle Time (s): 85
C2 - Enterprise Way / Thorley Lane	PRC for Signalled Lanes (%):	9.5	Total Delay for Signalled Lanes (pcuHr):	17.29	Cycle Time (s): 85
C3 - Enterprise Way / Aviator Way	PRC for Signalled Lanes (%):	93.1	Total Delay for Signalled Lanes (pcuHr):	3.35	Cycle Time (s): 120
C4 - Ringway Rd / Enterprise Way	PRC for Signalled Lanes (%):	-4.9	Total Delay for Signalled Lanes (pcuHr):	35.85	Cycle Time (s): 120
C5 - M56 Airport Spur / A555 Ringway Rd W	PRC for Signalled Lanes (%):	-6.1	Total Delay for Signalled Lanes (pcuHr):	44.73	Cycle Time (s): 120
	PRC Over All Lanes (%):	-6.1	Total Delay Over All Lanes(pcuHr):	106.09	

Scenario 7: '7' (FG7: '2040 AM Baseline', Plan 1: 'AM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**112.7%**	**7901**	**0**	**0**	**356.6**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**37.3%**	**81**	**0**	**0**	**0.6**	-	-
2/1	Access Left Right	O	-		-	-	-	-	21	Inf	402	5.2%	21	0	0	0.0	4.7	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	0	Inf	259	0.0%	0	0	0	0.0	0.0	0.0
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	610	1900:1900	1847+53	32.1 : 32.1%	17	0	0	0.2	1.4	0.2
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	709	1900:1900	1785+115	37.3 : 37.3%	43	0	0	0.3	1.5	0.3
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**89.4%**	**0**	**0**	**0**	**23.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	14:43	-	-	637	1748:1748	148+814	66.2 : 66.2%	-	-	-	4.0	22.3	10.5
2/1	Enterprise Way (E) Ahead	U	C2:B		1	60	-	-	371	1748	1254	27.8%	-	-	-	0.7	6.8	3.4
2/2	Enterprise Way (E) Right	U	C2:C		1	26	-	-	521	1748	555	88.1%	-	-	-	7.3	53.5	14.1
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	27	-	-	953	1799:1807	469+595	89.4 : 89.4%	-	-	-	10.0	38.0	20.5
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1276	2105	2105	60.6%	-	-	-	1.3	3.7	13.8

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.6%**	**3027**	**0**	**0**	**1.5**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1276	1900:1900	1243+555	72.6 : 67.1%	2551	0	0	1.2	3.4	1.2
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	877	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	529	1900	1361	34.8%	474	0	0	0.3	2.0	0.3
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	1	1900:1900	560+0	0.2 : 0.0%	2	0	0	0.0	3.2	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**	**4187**	**0**	**0**	**2.4**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	460	1900:1900	520+752	34.4 : 34.4%	875	0	0	0.3	2.2	1.0
2/1	World Way (S) Ahead	O	-		-	-	-	-	269	1900	1230	21.9%	269	0	0	0.1	1.9	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	674	1900:1900	1230+405	41.2 : 41.2%	1348	0	0	0.4	1.9	0.4
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	1055	1900	1480	71.3%	1055	0	0	1.2	4.2	1.2
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	640	1900	1480	43.2%	640	0	0	0.4	2.1	0.4
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**109.1%**	**0**	**0**	**0**	**167.2**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	102	-	-	1874	1717:1717	851+866	109.1 : 109.1%	-	-	-	98.3	188.8	175.7
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	395	1772	383	103.2%	-	-	-	19.4	177.2	27.6
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	391	1772	383	102.2%	-	-	-	17.9	164.7	26.0
2/1	Ringway Rd (E) Left	U	C5:E		1	85	-	-	230	1967	1353	17.0%	-	-	-	0.3	5.1	3.4
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	70	-	-	1593	1772:1772	706+772	99.8 : 99.8%	-	-	-	8.8	21.4	43.9
3/1	Outwood Lane (S) Ahead	U	C5:C		1	39	-	-	434	1747	559	77.6%	-	-	-	6.3	52.5	15.3
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	39:10	-	-	352	1902:1747	209+154	96.9 : 96.9%	-	-	-	11.2	114.2	12.3
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	149	2059	165	90.5%	-	-	-	5.0	120.3	5.7
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**57.0%**	**114**	**0**	**0**	**3.0**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		1	100	-	-:Y	851	2000:1797	156+1335	57.0 : 57.0%	-	-	-	1.6	6.9	9.8
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		1	11	-	-	47	1800:1800	173+128	15.6 : 15.6%	-	-	-	0.8	58.9	0.9
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	1	100	0	-	668	1783:1709	1230+292	39.2 : 39.2%	114	0	0	0.6	3.7	3.4
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**112.7%**	**0**	**0**	**0**	**153.5**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	46	-	-	634	1797	676	93.8%	-	-	-	5.8	33.0	17.3

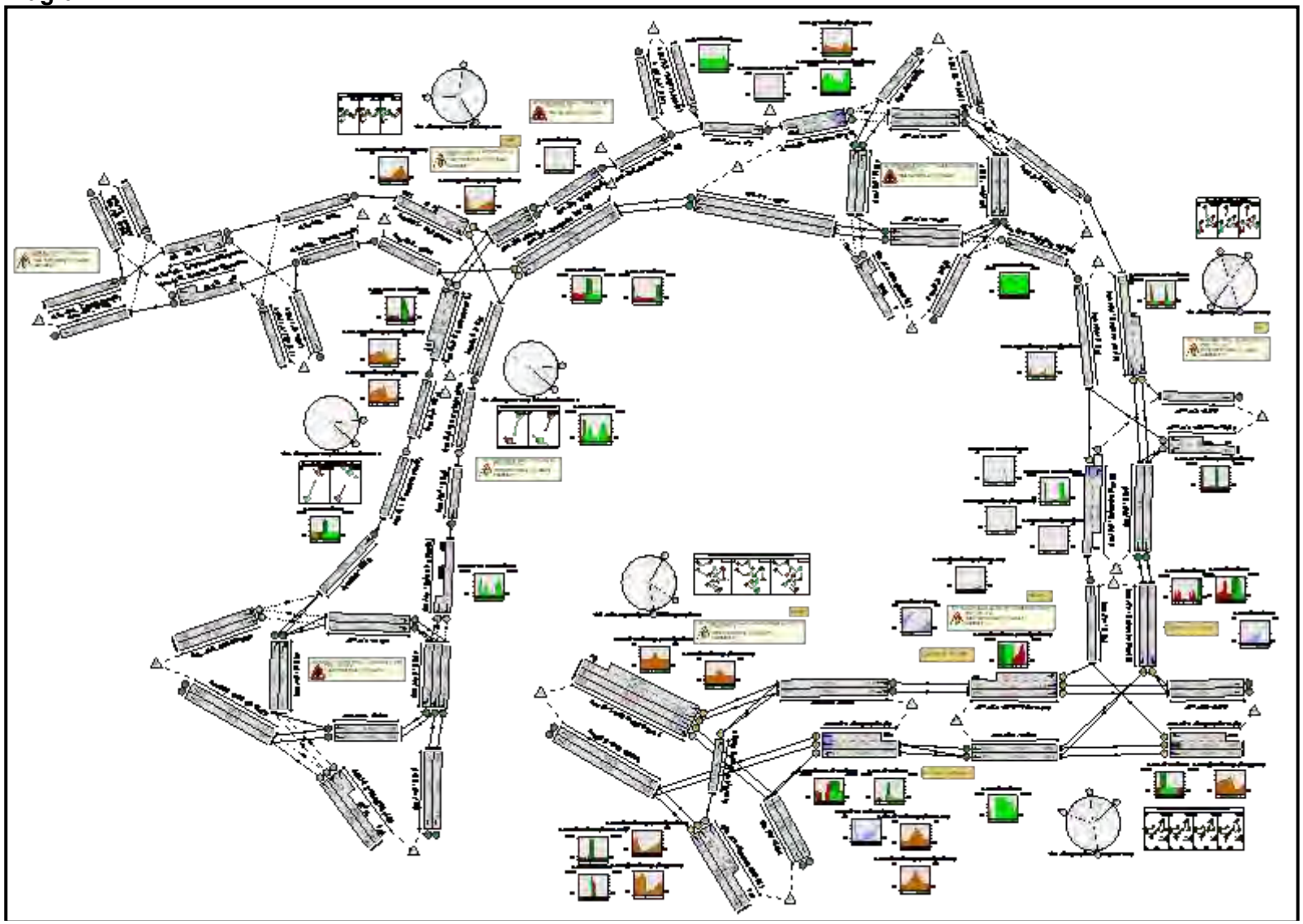
1/2	Enterprise Way (N) Right	U	C4:F		1	7	-	-	102	1797	115	88.6%	-	-	-	1.5	53.0	3.5
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	88	-	-	520	1794	1277	40.7%	-	-	-	1.4	9.7	7.6
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	88:36	-	-	1763	1783:1783	1041+524	112.7 : 112.7%	-	-	-	129.6	264.7	173.6
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	64:75	-	-	1004	1719:1881	842+92	99.2 : 99.2%	-	-	-	7.6	29.4	30.9
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	64	-	-	995	1845	959	95.7%	-	-	-	7.6	29.9	30.9
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.1%**	**492**	**0**	**0**	**3.3**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	492	1900	565	87.1%	492	0	0	3.3	24.2	10.9
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**59.0%**	**0**	**0**	**0**	**1.9**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	941	1990	1592	59.0%	-	-	-	1.6	6.0	9.0
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	460	1990	1592	27.5%	-	-	-	0.3	2.8	1.7

C1 - Enterprise Way TOUCAN	Stream: 1	PRC for Signalled Lanes (%):	227.4	Total Delay for Signalled Lanes (pcuHr):	0.35
C1 - Enterprise Way TOUCAN	Stream: 2	PRC for Signalled Lanes (%):	52.4	Total Delay for Signalled Lanes (pcuHr):	1.56
C2 - Enterprise Way / Thorley Lane		PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	21.92
C3 - Enterprise Way / Aviator Way		PRC for Signalled Lanes (%):	57.8	Total Delay for Signalled Lanes (pcuHr):	3.03
C4 - Ringway Rd / Enterprise Way		PRC for Signalled Lanes (%):	-25.2	Total Delay for Signalled Lanes (pcuHr):	153.53
C5 - M56 Airport Spur / A555 Ringway Rd W		PRC for Signalled Lanes (%):	-21.3	Total Delay for Signalled Lanes (pcuHr):	167.16
		PRC Over All Lanes (%):	-25.2	Total Delay Over All Lanes(pcuHr):	356.57

Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	125
Cycle Time (s):	125
Cycle Time (s):	125

Scenario 8: '8' (FG8: '2040 PM Baseline', Plan 2: 'PM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**104.3%**	**6119**	**0**	**0**	**149.4**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**48.7%**	**69**	**0**	**0**	**0.6**	-	-
2/1	Access Left Right	O	-		-	-	-	-	21	Inf	406	5.2%	21	0	0	0.0	4.7	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	0	Inf	273	0.0%	0	0	0	0.0	0.0	0.0
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	419	1900:1900	1832+68	22.1 : 22.1%	15	0	0	0.1	1.2	0.1
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	926	1900:1900	1832+68	48.7 : 48.7%	33	0	0	0.5	1.8	0.5
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**83.5%**	**0**	**0**	**0**	**19.4**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	28:50	-	-	833	1748:1748	247+884	73.7 : 73.7%	-	-	-	4.4	19.1	12.9
2/1	Enterprise Way (E) Ahead	U	C2:B		1	46	-	-	456	1748	967	46.4%	-	-	-	2.0	16.2	7.4
2/2	Enterprise Way (E) Right	U	C2:C		1	19	-	-	349	1748	411	83.5%	-	-	-	5.5	57.9	10.1
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	20	-	-	641	1799:1807	351+446	80.4 : 80.4%	-	-	-	6.9	38.6	18.4
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1102	2105	2105	52.3%	-	-	-	0.6	2.0	1.2

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**50.4%**	**2373**	**0**	**0**	**0.8**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	957	1900:1900	1189+711	50.4 : 50.4%	1914	0	0	0.5	1.9	0.5
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	1084	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	452	1900	1370	32.1%	439	0	0	0.2	1.9	0.2
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	10	1900:1900	572+64	1.6 : 1.6%	20	0	0	0.0	2.9	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**37.8%**	**3240**	**0**	**0**	**1.0**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	623	1900:1900	510+1119	37.8 : 37.8%	1232	0	0	0.3	1.8	1.6
2/1	World Way (S) Ahead	O	-		-	-	-	-	196	1900	1130	17.4%	196	0	0	0.1	1.9	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	563	1900:1900	1130+460	35.4 : 35.4%	1126	0	0	0.3	1.8	0.3
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	428	1900	1473	29.1%	428	0	0	0.2	1.7	0.2
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	258	1900	1473	17.5%	258	0	0	0.1	1.5	0.1
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**97.9%**	**0**	**0**	**0**	**50.0**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	97	-	-	1451	1717:1717	877+840	84.5 : 84.5%	-	-	-	4.1	10.1	10.5
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	25	-	-	361	1772	384	94.0%	-	-	-	10.0	99.7	17.2
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	25	-	-	353	1772	384	91.9%	-	-	-	8.9	91.2	15.9
2/1	Ringway Rd (E) Left	U	C5:E		1	81	-	-	271	1967	1344	20.2%	-	-	-	0.4	5.0	3.4
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	66	-	-	1504	1772:1772	731+769	97.9 : 97.9%	-	-	-	8.9	21.8	46.6
3/1	Outwood Lane (S) Ahead	U	C5:C		1	38	-	-	448	1747	568	78.9%	-	-	-	6.4	51.4	15.3
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	38:10	-	-	541	1902:1747	532+160	74.6 : 89.9%	-	-	-	7.7	51.4	13.7
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	144	2059	172	83.9%	-	-	-	3.5	88.6	3.7
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**49.4%**	**8**	**0**	**0**	**3.7**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		2	70	-	-	638	2000:1797	297+993	49.4 : 49.4%	-	-	-	1.6	9.0	5.0
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		2	22	-	-	252	1800:1800	360+214	43.9 : 43.9%	-	-	-	1.8	26.4	2.7
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	2	70	0	-	345	1783:1709	1070+25	30.4 : 30.4%	8	0	0	0.3	3.2	2.4
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**104.3%**	**0**	**0**	**0**	**71.3**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	52	-	-	544	1797	794	68.5%	-	-	-	3.5	23.1	11.4

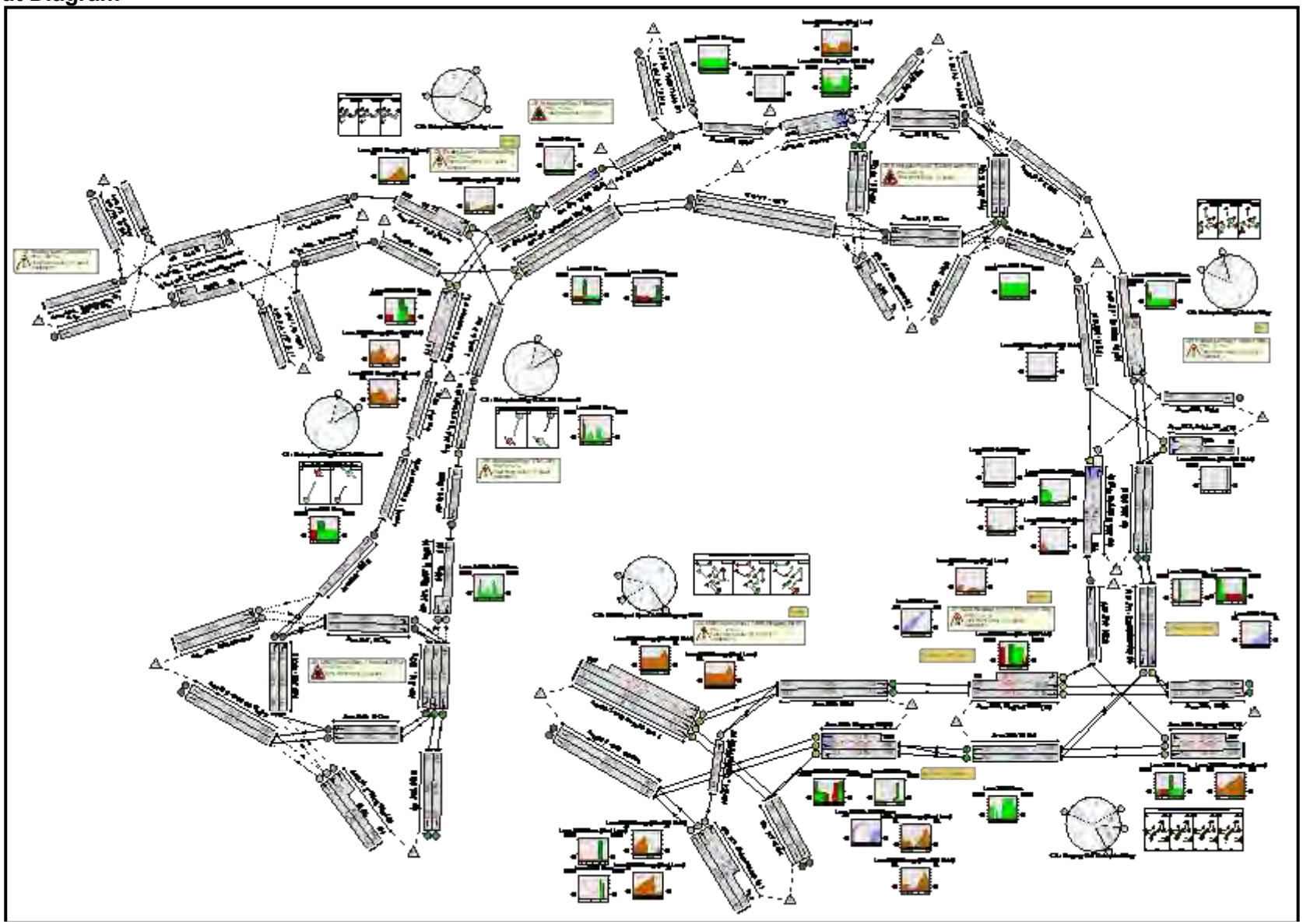
1/2	Enterprise Way (N) Right	U	C4:F		1	15	-	-	226	1797	240	94.3%	-	-	-	3.3	53.2	7.5
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	75	-	-	556	1794	1136	48.9%	-	-	-	2.3	14.8	10.2
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	75:34	-	Y:-	1298	1783:1783	953+291	104.3 : 104.3%	-	-	-	47.8	132.7	82.1
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	53:72	-	-	782	1719:1881	749+50	97.9 : 97.9%	-	-	-	7.0	32.1	24.9
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	53	-	-	809	1845	830	97.4%	-	-	-	7.4	32.8	26.4
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.3%**	**429**	**0**	**0**	**1.3**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	429	1900	594	72.3%	429	0	0	1.3	10.8	3.0
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**39.7%**	**0**	**0**	**0**	**1.3**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	633	1990	1592	39.7%	-	-	-	0.8	4.3	4.5
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	623	1990	1592	38.7%	-	-	-	0.6	3.3	2.6

C1 - Enterprise Way TOUCAN	Stream: 1	PRC for Signalled Lanes (%):	132.6	Total Delay for Signalled Lanes (pcuHr):	0.56
C1 - Enterprise Way TOUCAN	Stream: 2	PRC for Signalled Lanes (%):	126.5	Total Delay for Signalled Lanes (pcuHr):	0.76
C2 - Enterprise Way / Thorley Lane		PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	18.83
C3 - Enterprise Way / Aviator Way		PRC for Signalled Lanes (%):	82.2	Total Delay for Signalled Lanes (pcuHr):	3.74
C4 - Ringway Rd / Enterprise Way		PRC for Signalled Lanes (%):	-15.9	Total Delay for Signalled Lanes (pcuHr):	71.29
C5 - M56 Airport Spur / A555 Ringway Rd W		PRC for Signalled Lanes (%):	-8.8	Total Delay for Signalled Lanes (pcuHr):	49.96
		PRC Over All Lanes (%):	-15.9	Total Delay Over All Lanes(pcuHr):	149.43

Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	120
Cycle Time (s):	120
Cycle Time (s):	120

Scenario 9: '9' (FG9: '2030 AM Baseline + Dev', Plan 1: 'AM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**105.5%**	**7694**	**0**	**0**	**188.4**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**31.6%**	**75**	**0**	**0**	**0.5**	-	-
2/1	Access Left Right	O	-		-	-	-	-	19	Inf	441	4.3%	19	0	0	0.0	4.3	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	0	Inf	292	0.0%	0	0	0	0.0	0.0	0.0
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	563	1900:1900	1846+54	29.6 : 29.6%	16	0	0	0.2	1.3	0.2
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	601	1900:1900	1774+126	31.6 : 31.6%	40	0	0	0.2	1.4	0.2
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**91.8%**	**0**	**0**	**0**	**25.2**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	14:41	-	-	571	1748:1748	138+781	62.1 : 62.1%	-	-	-	3.6	22.5	9.1
2/1	Enterprise Way (E) Ahead	U	C2:B		1	60	-	-	349	1748	1254	27.1%	-	-	-	0.7	6.9	3.3
2/2	Enterprise Way (E) Right	U	C2:C		1	24	-	-	485	1748	514	91.8%	-	-	-	8.6	65.6	15.3
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	29	-	-	1020	1799:1807	494+626	91.0 : 91.0%	-	-	-	10.7	38.0	22.7
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1310	2105	2105	62.2%	-	-	-	1.6	4.4	16.0

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**68.8%**	**3237**	**0**	**0**	**1.5**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1307	1900:1900	1144+756	68.8 : 68.8%	2613	0	0	1.1	3.0	1.1
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	847	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	547	1900	1268	41.2%	522	0	0	0.3	2.4	0.3
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	51	1900:1900	578+241	6.2 : 6.2%	102	0	0	0.0	2.3	0.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**68.2%**	**3847**	**0**	**0**	**2.0**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	427	1900:1900	383+847	34.0 : 34.0%	837	0	0	0.3	2.2	1.1
2/1	World Way (S) Ahead	O	-		-	-	-	-	199	1900	1216	16.4%	199	0	0	0.1	1.8	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	589	1900:1900	1216+383	36.8 : 36.8%	1178	0	0	0.3	1.8	0.3
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	1033	1900	1516	68.2%	1033	0	0	1.1	3.7	1.1
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	600	1900	1516	39.6%	600	0	0	0.3	2.0	0.3
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**	**0**	**0**	**0**	**65.9**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	102	-	-	1740	1717:1717	869+848	101.3 : 101.3%	-	-	-	31.0	64.2	106.5
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	331	1772	383	86.5%	-	-	-	7.2	78.5	13.9
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	324	1772	383	84.7%	-	-	-	6.8	75.2	13.2
2/1	Ringway Rd (E) Left	U	C5:E		1	85	-	-	176	1967	1353	13.0%	-	-	-	0.2	3.9	2.4
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	70	-	-	1478	1772:1772	734+767	95.3 : 95.3%	-	-	-	8.2	20.8	43.3
3/1	Outwood Lane (S) Ahead	U	C5:C		1	39	-	-	379	1747	559	67.8%	-	-	-	4.9	46.8	12.4
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	39:10	-	-	274	1902:1747	186+154	80.7 : 80.7%	-	-	-	5.2	68.4	6.2
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	124	2059	165	75.3%	-	-	-	2.3	66.0	2.4
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**50.6%**	**112**	**0**	**0**	**2.5**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		1	100	-	-	754	2000:1797	103+1386	50.6 : 50.6%	-	-	-	1.3	6.1	8.1
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		1	11	-	-	39	1800:1800	173+120	13.3 : 13.3%	-	-	-	0.6	58.8	0.8
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	1	100	0	-	665	1783:1709	1246+269	41.8 : 41.8%	112	0	0	0.6	3.4	7.8
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**105.5%**	**0**	**0**	**0**	**87.4**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	48	-	-	594	1797	704	84.3%	-	-	-	5.1	30.6	13.5

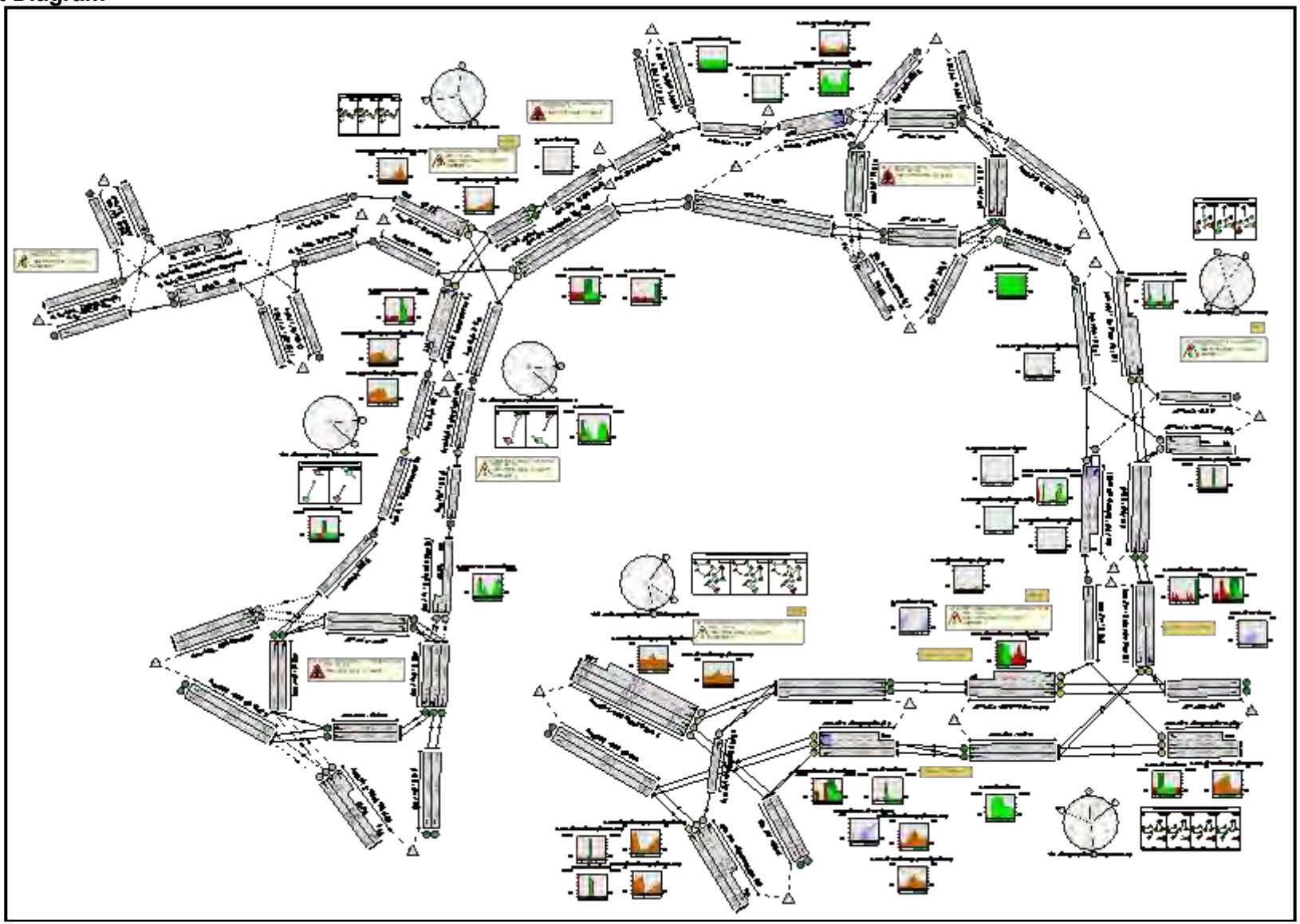
1/2	Enterprise Way (N) Right	U	C4:F		1	7	-	-	63	1797	115	54.8%	-	-	-	0.9	50.7	2.1
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	88	-	-	520	1794	1277	40.7%	-	-	-	1.4	9.7	7.6
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	88:38	-	-	1613	1783:1783	973+556	105.5 : 105.5%	-	-	-	65.1	145.3	105.0
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	62:73	-	-	908	1719:1881	816+91	98.9 : 98.9%	-	-	-	7.2	28.9	29.5
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	62	-	-	933	1845	930	99.1%	-	-	-	7.8	30.4	31.8
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**72.2%**	**422**	**0**	**0**	**1.3**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	422	1900	585	72.2%	422	0	0	1.3	10.9	1.3
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**63.4%**	**0**	**0**	**0**	**2.2**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	1010	1990	1592	63.4%	-	-	-	1.8	6.5	10.4
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	427	1990	1592	26.3%	-	-	-	0.3	2.9	1.7

C1 - Enterprise Way TOUCAN	Stream: 1	PRC for Signalled Lanes (%):	242.3	Total Delay for Signalled Lanes (pcuHr):	0.33
C1 - Enterprise Way TOUCAN	Stream: 2	PRC for Signalled Lanes (%):	41.9	Total Delay for Signalled Lanes (pcuHr):	1.83
C2 - Enterprise Way / Thorley Lane		PRC for Signalled Lanes (%):	-2.0	Total Delay for Signalled Lanes (pcuHr):	23.57
C3 - Enterprise Way / Aviator Way		PRC for Signalled Lanes (%):	77.8	Total Delay for Signalled Lanes (pcuHr):	2.51
C4 - Ringway Rd / Enterprise Way		PRC for Signalled Lanes (%):	-17.2	Total Delay for Signalled Lanes (pcuHr):	87.44
C5 - M56 Airport Spur / A555 Ringway Rd W		PRC for Signalled Lanes (%):	-12.6	Total Delay for Signalled Lanes (pcuHr):	65.87
		PRC Over All Lanes (%):	-17.2	Total Delay Over All Lanes(pcuHr):	188.42

Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	125
Cycle Time (s):	125
Cycle Time (s):	125

Scenario 10: '10' (FG10: '2030 PM Baseline + Dev', Plan 2: 'PM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**91.6%**	**6285**	**0**	**0**	**95.8**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**41.0%**	**65**	**0**	**0**	**0.5**	-	-
2/1	Access Left Right	O	-		-	-	-	-	20	Inf	445	4.5%	20	0	0	0.0	4.2	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	0	Inf	307	0.0%	0	0	0	0.0	0.0	0.0
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	392	1900:1900	1832+68	20.6 : 20.6%	14	0	0	0.1	1.2	0.1
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	779	1900:1900	1824+76	41.0 : 41.0%	31	0	0	0.3	1.6	0.3
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**79.0%**	**0**	**0**	**0**	**17.8**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	28:51	-	-	731	1748:1748	255+897	63.4 : 63.4%	-	-	-	3.3	16.2	9.1
2/1	Enterprise Way (E) Ahead	U	C2:B		1	46	-	-	570	1748	967	59.0%	-	-	-	2.9	18.5	10.1
2/2	Enterprise Way (E) Right	U	C2:C		1	20	-	-	333	1748	432	77.1%	-	-	-	4.6	50.0	9.0
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	19	-	-	599	1799:1807	333+425	79.0 : 79.0%	-	-	-	6.5	38.9	17.9
7/1	E Exit Merge Ahead	U	-		-	-	-	-	999	2105	2105	47.5%	-	-	-	0.5	1.8	1.1

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**45.2%**	**2679**	**0**	**0**	**0.9**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	858	1900:1900	1096+804	45.2 : 45.2%	1716	0	0	0.4	1.7	0.4
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	1099	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	423	1900	1367	30.9%	423	0	0	0.2	1.9	0.2
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	270	1900:1900	592+236	32.6 : 32.6%	540	0	0	0.2	3.2	0.2
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**49.6%**	**3171**	**0**	**0**	**1.2**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	718	1900:1900	301+1148	49.6 : 49.6%	1436	0	0	0.6	2.9	6.2
2/1	World Way (S) Ahead	O	-		-	-	-	-	172	1900	1048	16.4%	172	0	0	0.1	2.1	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	462	1900:1900	1048+446	30.9 : 30.9%	924	0	0	0.2	1.7	0.2
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	401	1900	1510	26.6%	401	0	0	0.2	1.6	0.2
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	238	1900	1510	15.8%	238	0	0	0.1	1.4	0.1
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.6%**	**0**	**0**	**0**	**38.5**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	98	-	-	1350	1717:1717	876+841	78.6 : 78.6%	-	-	-	3.0	7.9	8.5
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	23	-	-	316	1772	354	89.2%	-	-	-	7.6	86.4	13.7
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	23	-	-	307	1772	354	86.6%	-	-	-	6.8	80.3	12.8
2/1	Ringway Rd (E) Left	U	C5:E		1	83	-	-	193	1967	1377	14.0%	-	-	-	0.1	2.6	1.7
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	69	-	-	1398	1772:1772	729+797	91.6 : 91.6%	-	-	-	7.1	18.3	42.0
3/1	Outwood Lane (S) Ahead	U	C5:C		1	35	-	-	352	1747	524	67.2%	-	-	-	4.6	47.2	11.3
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	35:9	-	-	469	1902:1747	501+146	69.6 : 82.4%	-	-	-	6.6	50.6	11.4
4/1	Outwood Rd Int RT Right	U	C5:G		1	8	-	-	120	2059	154	77.7%	-	-	-	2.6	78.4	2.7
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**50.4%**	**8**	**0**	**0**	**3.3**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		2	70	-	-	607	2000:1797	175+1030	50.4 : 50.4%	-	-	-	1.6	9.5	5.3
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		2	22	-	-	210	1800:1800	360+208	36.9 : 36.9%	-	-	-	1.5	25.5	2.2
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	2	70	0	-	322	1783:1709	1070+27	29.4 : 29.4%	8	0	0	0.2	2.3	0.7
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**90.3%**	**0**	**0**	**0**	**31.4**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	52	-	-	576	1797	794	72.6%	-	-	-	3.7	23.2	12.3

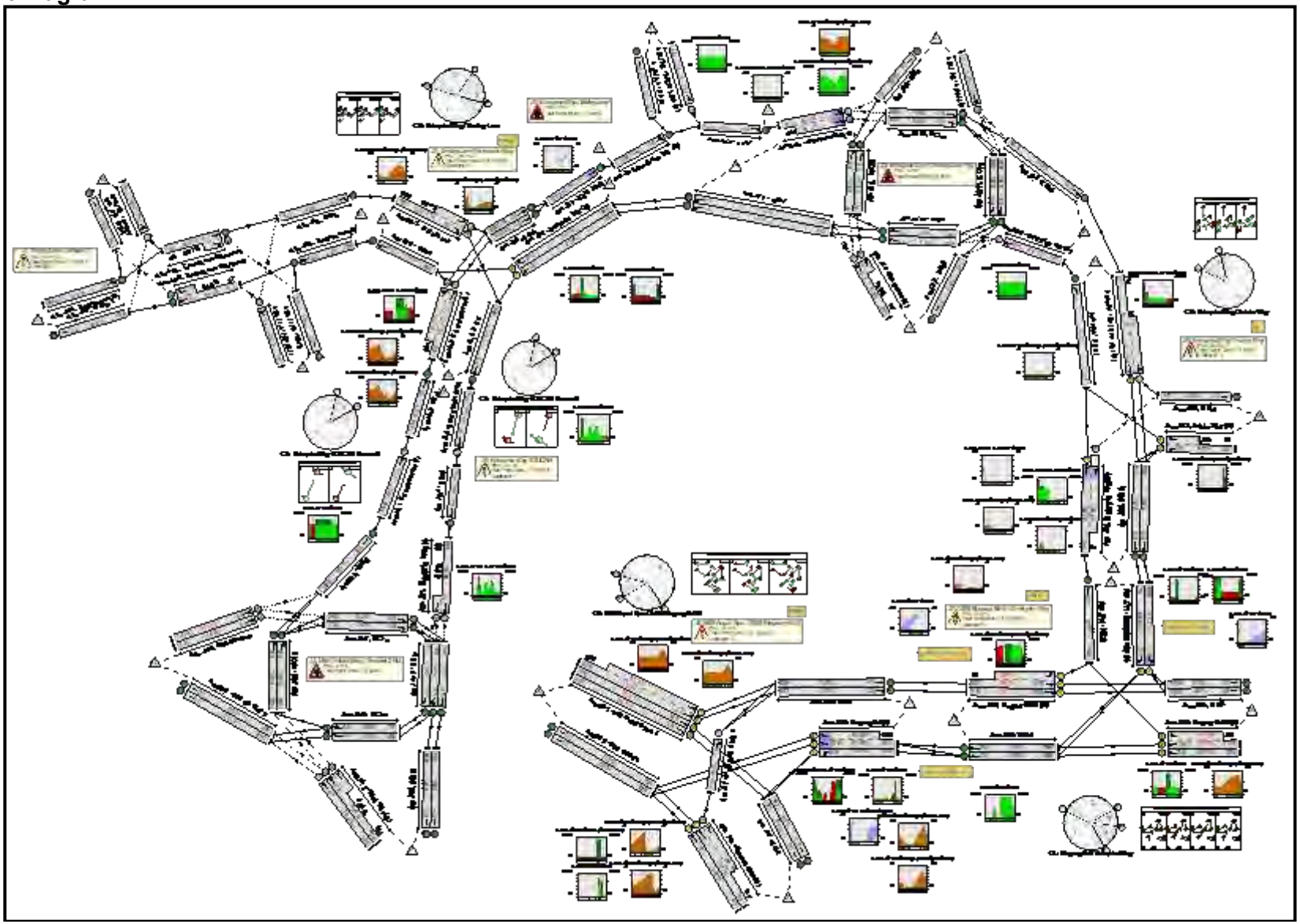
Basic Results Summary

1/2	Enterprise Way (N) Right	U	C4:F		1	15	-	-	154	1797	240	64.3%	-	-	-	2.3	53.1	5.0
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	75	-	-	526	1794	1136	46.3%	-	-	-	2.1	14.4	9.5
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	75:34	-	-	1182	1783:1783	1006+318	89.2 : 89.2%	-	-	-	10.8	32.9	27.9
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	53:72	-	-	721	1719:1881	749+50	90.3 : 90.3%	-	-	-	6.1	30.2	21.6
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	53	-	-	745	1845	830	89.7%	-	-	-	6.4	31.1	23.1
J8: Enterprise Way / Bailey Lane	-	-	-		-	-	-	-	-	-	-	**59.5%**	**362**	**0**	**0**	**0.7**	-	-
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	362	1900	609	59.5%	362	0	0	0.7	7.3	0.7
J9: Enterprise Way TOUCAN	-	-	-		-	-	-	-	-	-	-	**45.1%**	**0**	**0**	**0**	**1.5**	-	-
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	592	1990	1592	37.2%	-	-	-	0.7	4.2	4.2
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	718	1990	1592	45.1%	-	-	-	0.8	4.0	4.0

C1 - Enterprise Way TOUCAN	Stream: 1 PRC for Signalled Lanes (%):	99.6	Total Delay for Signalled Lanes (pcuHr):	0.81	Cycle Time (s): 85
C1 - Enterprise Way TOUCAN	Stream: 2 PRC for Signalled Lanes (%):	142.0	Total Delay for Signalled Lanes (pcuHr):	0.70	Cycle Time (s): 85
C2 - Enterprise Way / Thorley Lane	PRC for Signalled Lanes (%):	13.9	Total Delay for Signalled Lanes (pcuHr):	17.31	Cycle Time (s): 85
C3 - Enterprise Way / Aviator Way	PRC for Signalled Lanes (%):	78.7	Total Delay for Signalled Lanes (pcuHr):	3.30	Cycle Time (s): 120
C4 - Ringway Rd / Enterprise Way	PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	31.39	Cycle Time (s): 120
C5 - M56 Airport Spur / A555 Ringway Rd W	PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	38.48	Cycle Time (s): 120
	PRC Over All Lanes (%):	-1.8	Total Delay Over All Lanes(pcuHr):	95.76	

Scenario 11: '11' (FG11: '2035 AM Baseline + Dev', Plan 1: 'AM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**147.8%**	**9345**	**0**	**0**	**672.8**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**35.7%**	**150**	**0**	**0**	**0.8**	-	-
2/1	Access Left Right	O	-		-	-	-	-	20	Inf	407	4.9%	20	0	0	0.0	4.6	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	67	Inf	218	30.7%	67	0	0	0.2	11.9	0.2
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	595	1900:1900	1846+54	31.3 : 31.3%	17	0	0	0.2	1.4	0.2
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	679	1900:1900	1771+129	35.7 : 35.7%	46	0	0	0.3	1.5	0.3
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**115.3%**	**0**	**0**	**0**	**148.4**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	12:35	-	-	689	1748:1748	159+654	84.7 : 84.7%	-	-	-	7.1	37.3	15.5
2/1	Enterprise Way (E) Ahead	U	C2:B		1	62	-	-	425	1748	1296	27.3%	-	-	-	0.6	5.8	3.1
2/2	Enterprise Way (E) Right	U	C2:C		1	20	-	-	563	1748	432	105.3%	-	-	-	23.0	182.4	29.0
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	35	-	-	1444	1799:1807	552+697	115.3 : 115.3%	-	-	-	115.3	288.1	135.2
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1690	2105	2105	73.0%	-	-	-	2.4	5.5	20.3

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.4%**	**4033**	**0**	**0**	**3.6**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1720	1900:1900	959+941	85.4 : 85.4%	3244	0	0	3.1	6.8	17.6
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	627	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	751	1900	1090	49.1%	535	0	0	0.5	3.2	0.5
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	127	1900:1900	593+244	15.2 : 15.2%	254	0	0	0.1	2.5	0.1
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**94.1%**	**4589**	**0**	**0**	**8.2**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	551	1900:1900	341+797	42.2 : 42.2%	961	0	0	0.4	2.8	1.5
2/1	World Way (S) Ahead	O	-		-	-	-	-	235	1900	1179	19.9%	235	0	0	0.1	1.9	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	634	1900:1900	1179+382	40.6 : 40.6%	1268	0	0	0.3	1.9	0.3
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	1405	1900	1494	94.1%	1405	0	0	6.9	17.6	6.9
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	720	1900	1494	48.2%	720	0	0	0.5	2.3	0.5
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**105.8%**	**0**	**0**	**0**	**111.9**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	102	-	-	1816	1717:1717	858+858	105.8 : 105.8%	-	-	-	67.0	132.9	143.6
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	365	1772	383	95.4%	-	-	-	11.0	108.5	18.6
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	359	1772	383	93.8%	-	-	-	10.0	100.8	17.4
2/1	Ringway Rd (E) Left	U	C5:E		1	85	-	-	204	1967	1353	15.0%	-	-	-	0.2	4.3	2.9
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	70	-	-	1543	1772:1772	725+768	81.5 : 81.5%	-	-	-	7.3	21.6	33.6
3/1	Outwood Lane (S) Ahead	U	C5:C		1	39	-	-	417	1747	559	74.6%	-	-	-	5.8	50.4	14.3
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	39:10	-	-	305	1902:1747	189+154	89.1 : 89.1%	-	-	-	7.1	83.6	8.1
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	137	2059	165	83.2%	-	-	-	3.4	89.5	3.5
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**54.1%**	**87**	**0**	**0**	**2.6**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		1	100	-	-	855	2000:1797	124+1371	54.1 : 54.1%	-	-	-	1.4	6.4	8.8
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		1	11	-	-	43	1800:1800	173+124	14.5 : 14.5%	-	-	-	0.7	58.8	0.9
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	1	100	0	-	880	1783:1709	1287+211	41.4 : 41.4%	87	0	0	0.5	2.9	7.3
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**147.8%**	**0**	**0**	**0**	**387.9**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	47	-	-	666	1797	690	91.3%	-	-	-	5.7	32.3	17.3

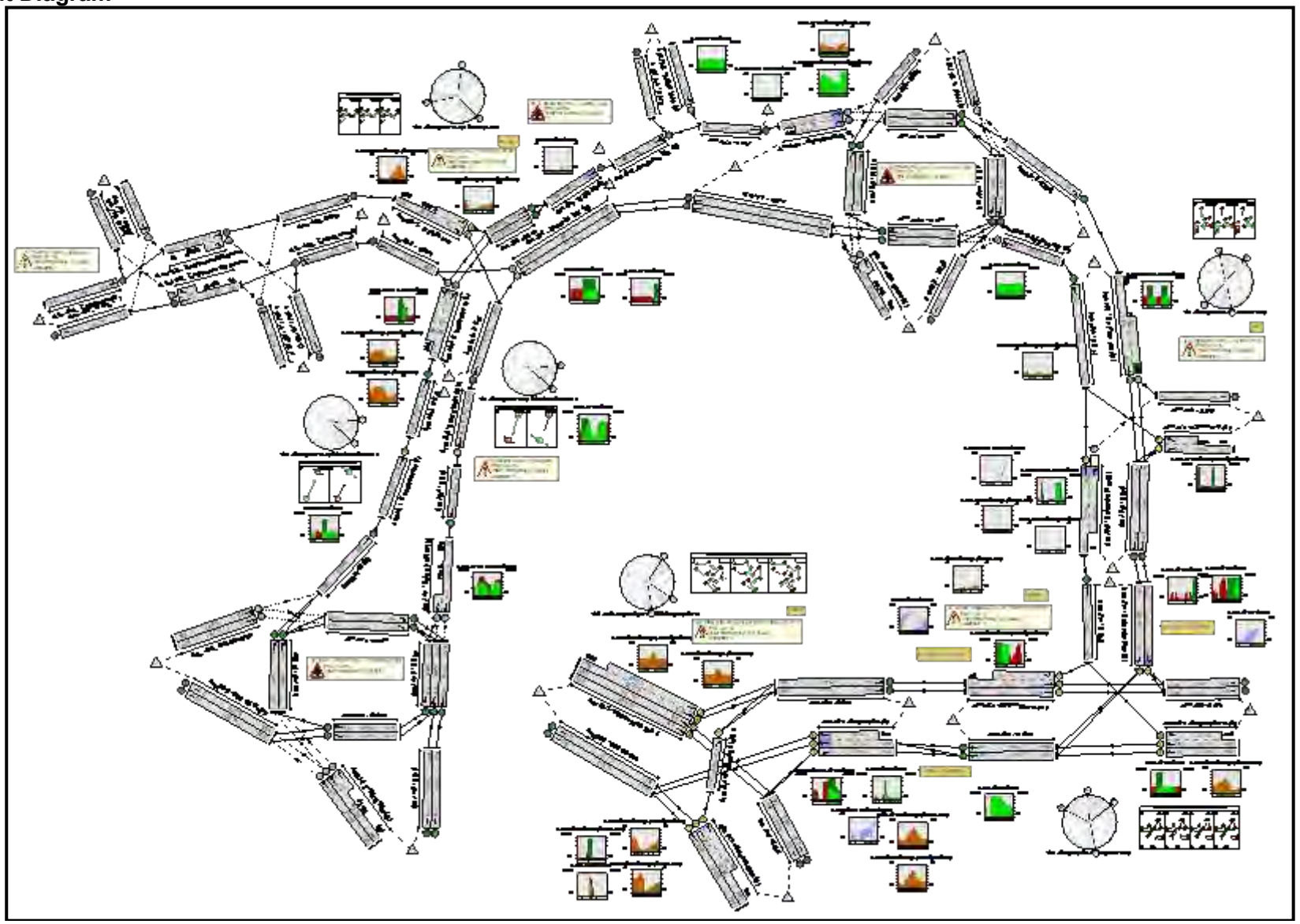
1/2	Enterprise Way (N) Right	U	C4:F		1	7	-	-	83	1797	115	68.8%	-	-	-	1.1	51.7	2.7
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	88	-	-	520	1794	1277	40.7%	-	-	-	1.4	9.7	7.6
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	88:37	-	-	1908	1783:1783	749+542	147.8 : 147.8%	-	-	-	364.7	688.1	398.8
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	63:74	-	-	966	1719:1881	830+90	99.7 : 99.7%	-	-	-	7.5	29.3	30.5
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	63	-	-	962	1845	945	96.7%	-	-	-	7.6	29.9	30.9
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.0%**	**486**	**0**	**0**	**2.2**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	486	1900	593	82.0%	486	0	0	2.2	16.2	2.2
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.2%**	**0**	**0**	**0**	**7.2**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	1440	1990	1592	90.2%	-	-	-	6.8	17.0	28.2
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	551	1990	1592	30.2%	-	-	-	0.4	2.9	1.9

C1 - Enterprise Way TOUCAN	Stream: 1	PRC for Signalled Lanes (%):	198.2	Total Delay for Signalled Lanes (pcuHr):	0.39
C1 - Enterprise Way TOUCAN	Stream: 2	PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	6.78
C2 - Enterprise Way / Thorley Lane		PRC for Signalled Lanes (%):	-28.1	Total Delay for Signalled Lanes (pcuHr):	146.02
C3 - Enterprise Way / Aviator Way		PRC for Signalled Lanes (%):	66.5	Total Delay for Signalled Lanes (pcuHr):	2.64
C4 - Ringway Rd / Enterprise Way		PRC for Signalled Lanes (%):	-64.2	Total Delay for Signalled Lanes (pcuHr):	387.95
C5 - M56 Airport Spur / A555 Ringway Rd W		PRC for Signalled Lanes (%):	-17.5	Total Delay for Signalled Lanes (pcuHr):	111.94
		PRC Over All Lanes (%):	-64.2	Total Delay Over All Lanes(pcuHr):	672.79

Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	125
Cycle Time (s):	125
Cycle Time (s):	125

Scenario 12: '12' (FG12: '2035 PM Baseline + Dev', Plan 2: 'PM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**98.0%**	**8525**	**0**	**0**	**126.5**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**50.5%**	**199**	**0**	**0**	**1.1**	-	-
2/1	Access Left Right	O	-		-	-	-	-	21	Inf	424	5.0%	21	0	0	0.0	4.5	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	131	Inf	259	50.5%	131	0	0	0.5	13.9	0.5
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	426	1900:1900	1838+62	22.4 : 22.4%	14	0	0	0.1	1.2	0.1
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	860	1900:1900	1827+73	45.3 : 45.3%	33	0	0	0.4	1.7	0.4
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**85.1%**	**0**	**0**	**0**	**26.1**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	25:49	-	-	916	1748:1748	318+820	80.5 : 80.5%	-	-	-	5.9	23.3	15.4
2/1	Enterprise Way (E) Ahead	U	C2:B		1	49	-	-	834	1748	1028	81.1%	-	-	-	5.5	23.7	17.8
2/2	Enterprise Way (E) Right	U	C2:C		1	21	-	-	376	1748	452	83.1%	-	-	-	5.6	54.0	10.7
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	21	-	-	709	1799:1807	365+468	85.1 : 85.1%	-	-	-	8.4	42.6	21.4
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1156	2105	2105	54.9%	-	-	-	0.7	2.1	1.5

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.3%**	**3797**	**0**	**0**	**2.8**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1010	1900:1900	1106+794	53.2 : 53.2%	2020	0	0	0.6	2.0	0.6
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	928	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	479	1900	1330	36.0%	479	0	0	0.3	2.1	0.3
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	649	1900:1900	574+234	80.3 : 80.3%	1298	0	0	2.0	11.0	2.0
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**79.1%**	**4120**	**0**	**0**	**3.5**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	1075	1900:1900	226+1133	79.1 : 79.1%	2150	0	0	2.7	9.0	16.0
2/1	World Way (S) Ahead	O	-		-	-	-	-	181	1900	862	21.0%	181	0	0	0.1	2.6	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	519	1900:1900	862+354	42.7 : 42.7%	1038	0	0	0.4	2.6	0.4
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	503	1900	1487	33.8%	503	0	0	0.3	1.8	0.3
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	248	1900	1487	16.7%	248	0	0	0.1	1.5	0.1
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**95.5%**	**0**	**0**	**0**	**44.6**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	97	-	-	1408	1717:1717	877+840	82.0 : 82.0%	-	-	-	3.6	9.2	9.6
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	24	-	-	340	1772	369	92.1%	-	-	-	8.9	93.8	15.5
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	24	-	-	332	1772	369	89.9%	-	-	-	8.0	86.6	14.4
2/1	Ringway Rd (E) Left	U	C5:E		1	82	-	-	233	1967	1361	17.1%	-	-	-	0.3	4.1	2.4
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	67	-	-	1458	1772:1772	753+774	95.5 : 95.5%	-	-	-	9.0	22.1	43.7
3/1	Outwood Lane (S) Ahead	U	C5:C		1	37	-	-	396	1747	553	71.6%	-	-	-	5.2	47.5	12.9
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	37:10	-	-	513	1902:1747	523+160	72.7 : 83.1%	-	-	-	7.2	50.2	12.8
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	133	2059	172	77.5%	-	-	-	2.6	69.2	2.7
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**72.9%**	**8**	**0**	**0**	**5.6**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		2	70	-	-:Y(Y)	812	2000:1797	162+952	72.9 : 72.9%	-	-	-	3.4	15.1	9.6
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		2	22	-	-	233	1800:1800	360+211	40.8 : 40.8%	-	-	-	1.7	26.0	2.5
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	2	70	0	-	375	1783:1709	1070+23	34.3 : 34.3%	8	0	0	0.5	5.1	9.7
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**98.0%**	**0**	**0**	**0**	**38.4**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	54	-	-	749	1797	824	90.9%	-	-	-	4.7	22.6	16.3

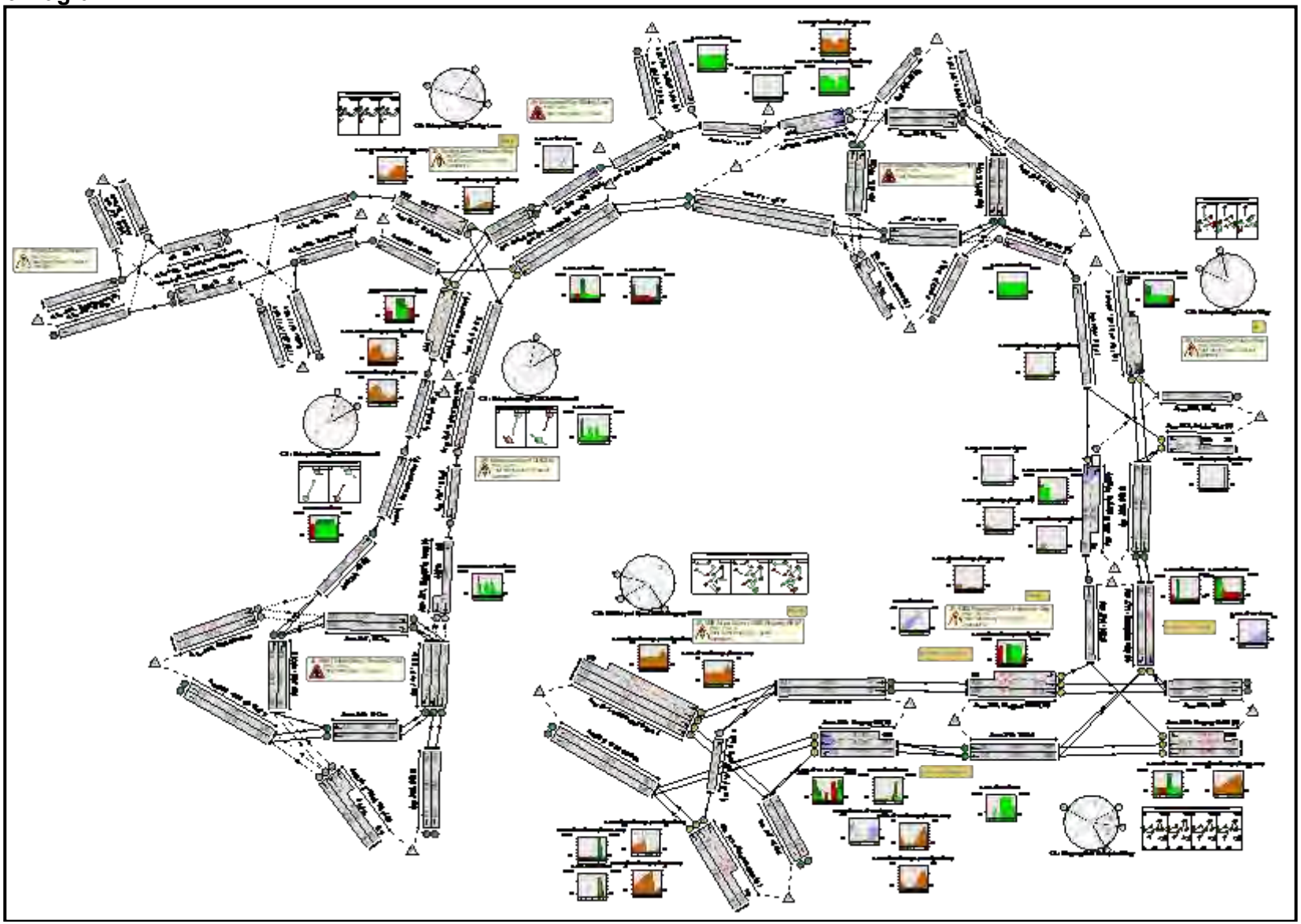
1/2	Enterprise Way (N) Right	U	C4:F		1	14	-	-	191	1797	225	85.0%	-	-	-	2.8	53.4	6.3
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	76	-	-	546	1794	1151	47.4%	-	-	-	2.1	14.0	9.7
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	76:37	-	-	1283	1783:1783	1006+356	94.2 : 94.2%	-	-	-	14.5	40.8	36.2
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	51:69	-	-	754	1719:1881	722+48	98.0 : 98.0%	-	-	-	6.9	33.0	24.0
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	51	-	-	781	1845	799	97.7%	-	-	-	7.3	33.7	25.6
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.4%**	**401**	**0**	**0**	**1.0**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	401	1900	595	67.4%	401	0	0	1.0	9.2	1.0
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**67.5%**	**0**	**0**	**0**	**3.2**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	705	1990	1592	44.3%	-	-	-	0.9	4.6	5.4
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	1075	1990	1592	67.5%	-	-	-	2.3	7.8	10.5

C1 - Enterprise Way TOUCAN	Stream: 1	PRC for Signalled Lanes (%):	33.3	Total Delay for Signalled Lanes (pcuHr):	2.34
C1 - Enterprise Way TOUCAN	Stream: 2	PRC for Signalled Lanes (%):	103.2	Total Delay for Signalled Lanes (pcuHr):	0.91
C2 - Enterprise Way / Thorley Lane		PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	25.46
C3 - Enterprise Way / Aviator Way		PRC for Signalled Lanes (%):	23.5	Total Delay for Signalled Lanes (pcuHr):	5.63
C4 - Ringway Rd / Enterprise Way		PRC for Signalled Lanes (%):	-8.9	Total Delay for Signalled Lanes (pcuHr):	38.41
C5 - M56 Airport Spur / A555 Ringway Rd W		PRC for Signalled Lanes (%):	-6.1	Total Delay for Signalled Lanes (pcuHr):	44.59
		PRC Over All Lanes (%):	-8.9	Total Delay Over All Lanes(pcuHr):	126.51

Cycle Time (s):	85	
Cycle Time (s):	85	
Cycle Time (s):	85	
Cycle Time (s):	120	
Cycle Time (s):	120	
Cycle Time (s):	120	

Scenario 13: '13' (FG13: '2040 AM Baseline + Dev', Plan 1: 'AM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**158.8%**	**9712**	**0**	**0**	**834.7**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**38.7%**	**153**	**0**	**0**	**0.8**	-	-
2/1	Access Left Right	O	-		-	-	-	-	21	Inf	394	5.3%	21	0	0	0.0	4.8	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	67	Inf	202	33.1%	67	0	0	0.2	13.2	0.2
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	616	1900:1900	1848+52	32.4 : 32.4%	17	0	0	0.2	1.4	0.2
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	735	1900:1900	1776+124	38.7 : 38.7%	48	0	0	0.3	1.5	0.3
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**119.2%**	**0**	**0**	**0**	**173.1**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	12:35	-	-	724	1748:1748	158+654	89.1 : 89.1%	-	-	-	8.6	42.6	17.8
2/1	Enterprise Way (E) Ahead	U	C2:B		1	62	-	-	450	1748	1296	27.9%	-	-	-	0.6	5.8	3.2
2/2	Enterprise Way (E) Right	U	C2:C		1	20	-	-	579	1748	432	104.2%	-	-	-	21.0	168.2	27.1
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	35	-	-	1487	1799:1807	546+698	119.2 : 119.2%	-	-	-	140.5	341.2	161.0
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1752	2105	2105	74.2%	-	-	-	2.4	5.6	20.3

J3: Enterprise Way / Thorley Lane Rbt	-	-	-		-	-	-	-	-	-	-	**87.9%**	**4113**	**0**	**0**	**4.3**	-	-
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1790	1900:1900	979+921	87.9 : 87.9%	3338	0	0	3.8	8.1	18.4
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	596	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	777	1900	1086	47.9%	520	0	0	0.5	3.2	0.5
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	127	1900:1900	591+243	15.2 : 15.2%	254	0	0	0.1	2.5	0.1
J4: M56 / World Way / Terminal 2 Rbt	-	-	-		-	-	-	-	-	-	-	**97.5%**	**4836**	**0**	**0**	**13.3**	-	-
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	582	1900:1900	359+752	44.6 : 44.6%	990	0	0	0.4	3.0	1.7
2/1	World Way (S) Ahead	O	-		-	-	-	-	269	1900	1180	22.8%	269	0	0	0.1	2.0	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	674	1900:1900	1180+389	43.0 : 43.0%	1348	0	0	0.4	2.0	0.4
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	1439	1900	1476	97.5%	1439	0	0	11.8	29.5	11.8
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	790	1900	1476	53.5%	790	0	0	0.6	2.6	0.6
J5: M56 Airport Spur / A555 Ringway Rd W	-	-	-		-	-	-	-	-	-	-	**109.1%**	**0**	**0**	**0**	**165.7**	-	-

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	102	-	-	1874	1717:1717	851+866	109.1 : 109.1%	-	-	-	98.3	188.8	175.7
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	395	1772	383	103.2%	-	-	-	19.4	177.2	27.6
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	26	-	-	391	1772	383	102.2%	-	-	-	17.9	164.7	26.0
2/1	Ringway Rd (E) Left	U	C5:E		1	85	-	-	230	1967	1353	16.9%	-	-	-	0.3	4.9	3.4
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	70	-	-	1593	1772:1772	706+772	81.3 : 81.3%	-	-	-	7.3	22.0	32.4
3/1	Outwood Lane (S) Ahead	U	C5:C		1	39	-	-	434	1747	559	77.6%	-	-	-	6.3	52.5	15.3
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	39:10	-	-	352	1902:1747	209+154	96.9 : 96.9%	-	-	-	11.2	114.2	12.3
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	149	2059	165	90.5%	-	-	-	5.0	120.3	5.7
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**58.1%**	**85**	**0**	**0**	**3.0**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		1	100	-	-:Y	907	2000:1797	143+1316	58.1 : 58.1%	-	-	-	1.8	7.8	10.7
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		1	11	-	-	47	1800:1800	173+128	15.6 : 15.6%	-	-	-	0.8	58.9	0.9
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	1	100	0	-	896	1783:1709	1285+214	39.5 : 39.5%	85	0	0	0.4	2.4	4.3
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**158.8%**	**0**	**0**	**0**	**461.8**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	46	-	-	691	1797	676	95.8%	-	-	-	6.0	33.6	15.8

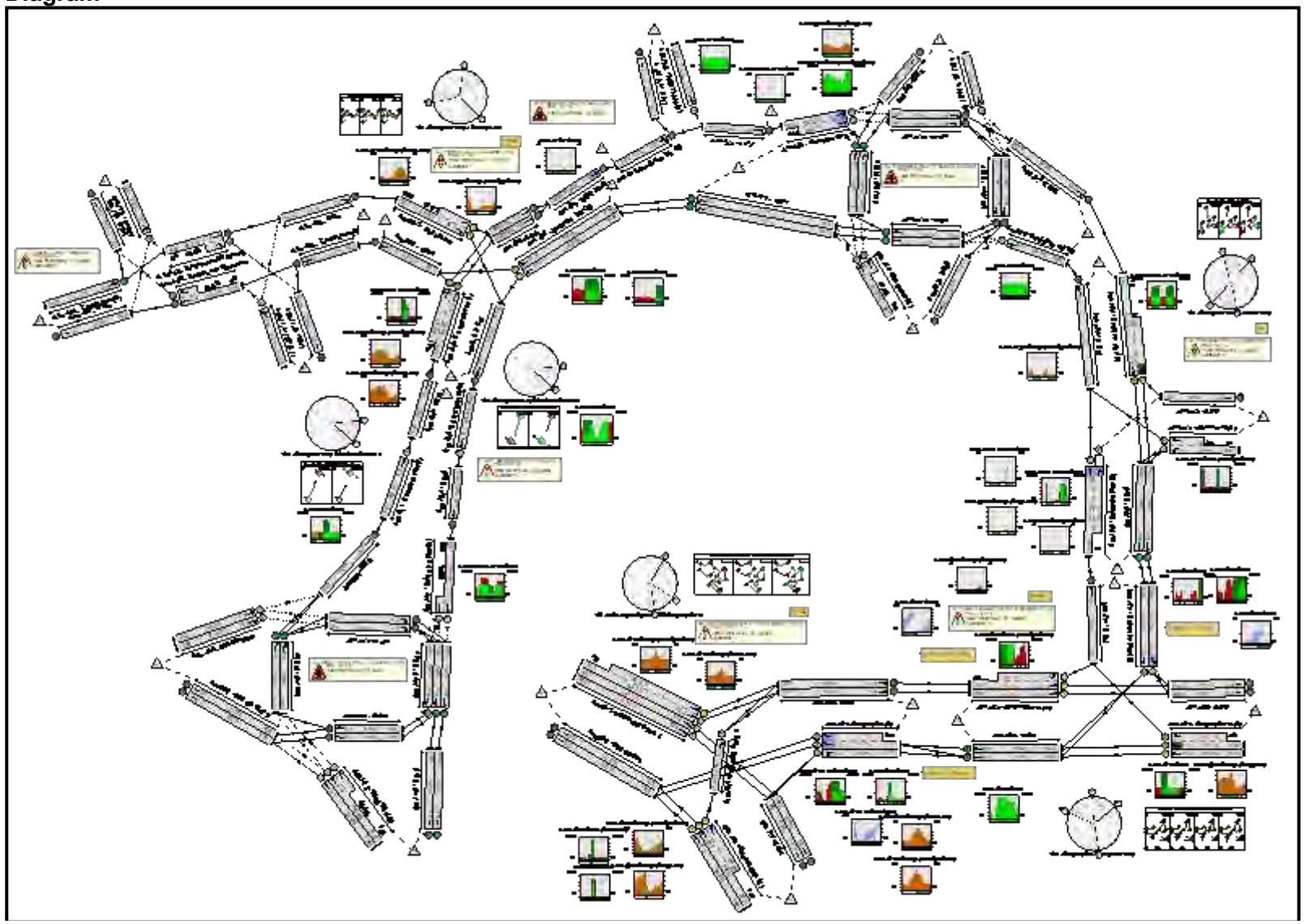
1/2	Enterprise Way (N) Right	U	C4:F		1	7	-	-	102	1797	115	83.7%	-	-	-	1.4	52.6	3.3
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	88	-	-	520	1794	1277	40.7%	-	-	-	1.4	9.7	7.6
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	88:36	-	-	2011	1783:1783	739+528	158.8 : 158.8%	-	-	-	437.8	783.7	471.7
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	64:75	-	-	992	1719:1881	841+93	97.9 : 97.9%	-	-	-	7.4	28.9	30.3
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	64	-	-	1007	1845	959	96.8%	-	-	-	7.8	30.3	31.5
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.2%**	**525**	**0**	**0**	**3.7**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	525	1900	589	89.2%	525	0	0	3.7	25.5	9.2
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**92.9%**	**0**	**0**	**0**	**9.0**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	1483	1990	1592	92.9%	-	-	-	8.6	20.9	32.5
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	582	1990	1592	31.1%	-	-	-	0.4	2.9	2.0

C1 - Enterprise Way TOUCAN	Stream: 1	PRC for Signalled Lanes (%):	189.3	Total Delay for Signalled Lanes (pcuHr):	0.40
C1 - Enterprise Way TOUCAN	Stream: 2	PRC for Signalled Lanes (%):	-3.2	Total Delay for Signalled Lanes (pcuHr):	8.59
C2 - Enterprise Way / Thorley Lane		PRC for Signalled Lanes (%):	-32.4	Total Delay for Signalled Lanes (pcuHr):	170.67
C3 - Enterprise Way / Aviator Way		PRC for Signalled Lanes (%):	54.8	Total Delay for Signalled Lanes (pcuHr):	2.99
C4 - Ringway Rd / Enterprise Way		PRC for Signalled Lanes (%):	-76.4	Total Delay for Signalled Lanes (pcuHr):	461.77
C5 - M56 Airport Spur / A555 Ringway Rd W		PRC for Signalled Lanes (%):	-21.3	Total Delay for Signalled Lanes (pcuHr):	165.72
		PRC Over All Lanes (%):	-76.4	Total Delay Over All Lanes(pcuHr):	834.72

Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	125
Cycle Time (s):	125
Cycle Time (s):	125

Scenario 14: '14' (FG14: '2040 PM Baseline + Dev', Plan 2: 'PM')

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)	Bonus Green	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: Manchester Airport Local Network	-	-	-		-	-	-	-	-	-	-	**105.7%**	**8873**	**0**	**0**	**181.2**	-	-
J1: Thorley Lane / Jetparks1	-	-	-		-	-	-	-	-	-	-	**54.0%**	**201**	**0**	**0**	**1.2**	-	-
2/1	Access Left Right	O	-		-	-	-	-	21	Inf	404	5.2%	21	0	0	0.0	4.7	0.0
4/1	JetParks1 Left Right	O	-		-	-	-	-	131	Inf	242	54.0%	131	0	0	0.6	16.0	0.6
5/1+5/2	Thorley Lane WB internal Ahead Right	U+O	-		-	-	-	-	442	1900:1900	1836+64	23.3 : 23.3%	15	0	0	0.2	1.2	0.2
6/1+6/2	Thorley Lane EB internal Ahead Right	U+O	-		-	-	-	-	930	1900:1900	1831+69	48.9 : 48.9%	34	0	0	0.5	1.9	0.5
J2: Thorley Lane / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**88.9%**	**0**	**0**	**0**	**29.1**	-	-
1/2+1/1	Thorley Lane Left Right	U	C2:E C2:D		1	25:49	-	-	964	1748:1748	312+824	84.8 : 84.8%	-	-	-	7.0	26.0	18.1
2/1	Enterprise Way (E) Ahead	U	C2:B		1	49	-	-	857	1748	1028	82.5%	-	-	-	5.8	24.6	18.5
2/2	Enterprise Way (E) Right	U	C2:C		1	21	-	-	386	1748	452	83.5%	-	-	-	5.7	54.4	10.8
3/2+3/1	Enterprise Way (S) Left Ahead	U	C2:A		1	21	-	-	742	1799:1807	367+468	88.9 : 88.9%	-	-	-	9.9	47.9	22.8
7/1	E Exit Merge Ahead	U	-		-	-	-	-	1218	2105	2105	57.8%	-	-	-	0.8	2.3	1.6

J3: Enterprise Way / Thorley Lane Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.0%**	**3926**	**0**	**0**	**3.0**	**-**	**-**
1/1+1/2	Enterprise Way (W) Ahead Ahead2	O	-		-	-	-	-	1074	1900:1900	1129+771	56.5 : 56.5%	2148	0	0	0.6	2.2	0.6
2/1	Access (N) Ahead Ahead2	O	-		-	-	-	-	0	1900	887	0.0%	0	0	0	0.0	0.0	0.0
3/1	Enterprise Way (E) Left Ahead	O	-		-	-	-	-	499	1900	1321	36.3%	480	0	0	0.3	2.1	0.3
4/1+4/2	Site Access (S) Left Ahead	O	-		-	-	-	-	649	1900:1900	569+232	81.0 : 81.0%	1298	0	0	2.1	11.5	2.1
J4: M56 / World Way / Terminal 2 Rbt	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**80.9%**	**4304**	**0**	**0**	**4.0**	**-**	**-**
1/1+1/2	Enterprise Way (N) Ahead	O	-		-	-	-	-	1107	1900:1900	239+1119	80.9 : 80.9%	2196	0	0	3.0	9.8	17.0
2/1	World Way (S) Ahead	O	-		-	-	-	-	196	1900	860	22.8%	196	0	0	0.1	2.7	0.1
2/2+2/3	World Way (S) Ahead Ahead2	O	-		-	-	-	-	563	1900:1900	860+351	46.5 : 46.5%	1126	0	0	0.4	2.8	0.4
3/1	M56 EB offslip Ahead Ahead2	O	-		-	-	-	-	528	1900	1470	35.9%	528	0	0	0.3	1.9	0.3
3/2	M56 EB offslip Ahead	O	-		-	-	-	-	258	1900	1470	17.6%	258	0	0	0.1	1.5	0.1
J5: M56 Airport Spur / A555 Ringway Rd W	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**97.2%**	**0**	**0**	**0**	**49.7**	**-**	**-**

1/2+1/1	M56 Airport Spur LT Ahead	U	C5:A		1	97	-	-	1451	1717:1717	877+840	84.5 : 84.5%	-	-	-	4.1	10.1	10.5
1/3	M56 Airport Spur LT Ahead	U	C5:B		1	25	-	-	361	1772	384	94.0%	-	-	-	10.0	99.7	17.2
1/4	M56 Airport Spur LT Ahead	U	C5:B		1	25	-	-	353	1772	384	91.9%	-	-	-	8.9	91.2	15.9
2/1	Ringway Rd (E) Left	U	C5:E		1	81	-	-	271	1967	1344	20.2%	-	-	-	0.4	5.0	3.3
2/2+2/3	Ringway Rd (E) Ahead	U	C5:F		1	66	-	-	1504	1772:1772	731+769	97.2 : 97.2%	-	-	-	8.7	21.4	44.7
3/1	Outwood Lane (S) Ahead	U	C5:C		1	38	-	-	448	1747	568	78.9%	-	-	-	6.4	51.4	15.3
3/2+3/3	Outwood Lane (S) Ahead Ahead2	U	C5:C C5:D		1	38:10	-	-	541	1902:1747	532+160	74.6 : 89.9%	-	-	-	7.7	51.4	13.7
4/1	Outwood Rd Int RT Right	U	C5:G		1	9	-	-	144	2059	172	83.9%	-	-	-	3.5	88.6	3.7
J6: Enterprise Way / Aviator Way	-	-	-		-	-	-	-	-	-	-	**81.3%**	**8**	**0**	**0**	**7.0**	-	-
1/2+1/1	Entrprise Way (N) Left Ahead	U	C3:B		2	69	-	-:Y(Y)	863	2000:1797	181+880	81.3 : 81.3%	-	-	-	4.7	19.8	11.9
2/1+2/2	Aviator Way (E) Right Left	U	C3:D C3:E		2	23	-	-	252	1800:1800	372+221	42.5 : 42.5%	-	-	-	1.8	25.6	2.7
3/1+3/2	Enterprise Way (S) Ahead Right	U+O	C3:A	C3:C	2	69	0	-	392	1783:1709	1055+22	34.7 : 34.7%	8	0	0	0.5	4.5	9.0
J7: A555 Ringway Rd W / Enterprise Way	-	-	-		-	-	-	-	-	-	-	**105.7%**	**0**	**0**	**0**	**82.2**	-	-
1/1	Enterprise Way (N) Left	U	C4:E		1	53	-	-	769	1797	809	95.1%	-	-	-	4.8	22.4	16.8

1/2	Enterprise Way (N) Right	U	C4:F		1	15	-	-	226	1797	240	94.3%	-	-	-	3.3	52.9	7.5
2/1	Ringway Rd W (E) Ahead	U	C4:A		1	75	-	-	556	1794	1136	48.9%	-	-	-	2.3	14.8	10.2
2/2+2/3	Ringway Rd W (E) Right Ahead	U	C4:A C4:B		1	75:35	-	Y:-	1345	1783:1783	940+332	105.7 : 105.7%	-	-	-	57.1	152.7	91.2
3/2+3/1	Ringway Rd W (W) Left Ahead	U	C4:C C4:D		1	52:71	-	-	782	1719:1881	735+49	99.7 : 99.7%	-	-	-	7.2	33.1	25.1
3/3	Ringway Rd W (W) Ahead	U	C4:C		1	52	-	-	809	1845	815	99.3%	-	-	-	7.6	33.8	26.8
J8: Enterprise Way / Bailey Lane	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**74.0%**	**434**	**0**	**0**	**1.4**	**-**	**-**
2/1	Bailwy Lane (N) Left	O	-		-	-	-	-	434	1900	587	74.0%	434	0	0	1.4	11.6	2.7
J9: Enterprise Way TOUCAN	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**69.0%**	**0**	**0**	**0**	**3.5**	**-**	**-**
1/1	Enterprise Way (S) Ahead	U	C1:C		1	67	-	-	737	1990	1592	46.3%	-	-	-	1.0	4.8	5.7
2/1	Enterprise Way (N) Ahead	U	C1:A		1	67	-	-	1107	1990	1592	69.0%	-	-	-	2.5	8.2	12.2

C1 - Enterprise Way TOUCAN	Stream: 1	PRC for Signalled Lanes (%):	30.5	Total Delay for Signalled Lanes (pcuHr):	2.51
C1 - Enterprise Way TOUCAN	Stream: 2	PRC for Signalled Lanes (%):	94.5	Total Delay for Signalled Lanes (pcuHr):	0.98
C2 - Enterprise Way / Thorley Lane		PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	28.33
C3 - Enterprise Way / Aviator Way		PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	7.01
C4 - Ringway Rd / Enterprise Way		PRC for Signalled Lanes (%):	-17.4	Total Delay for Signalled Lanes (pcuHr):	82.25
C5 - M56 Airport Spur / A555 Ringway Rd W		PRC for Signalled Lanes (%):	-8.0	Total Delay for Signalled Lanes (pcuHr):	49.73
		PRC Over All Lanes (%):	-17.4	Total Delay Over All Lanes(pcuHr):	181.17

Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	85
Cycle Time (s):	120
Cycle Time (s):	120
Cycle Time (s):	120

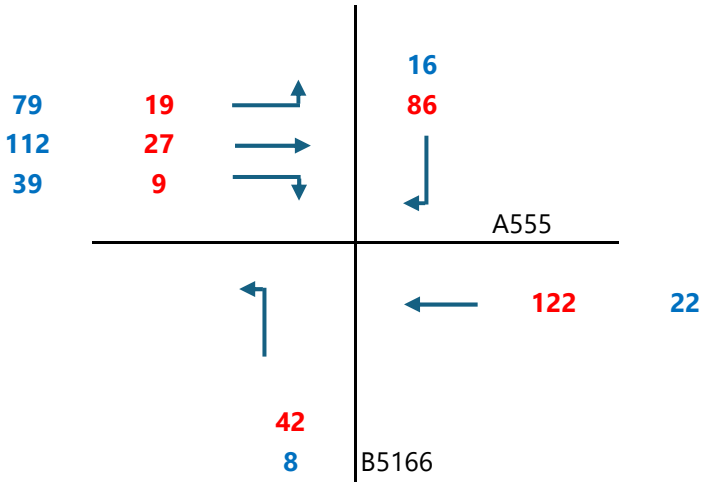
Appendix I Not Used

Copyright © 1976 - 2026 Buro Happold. All rights reserved

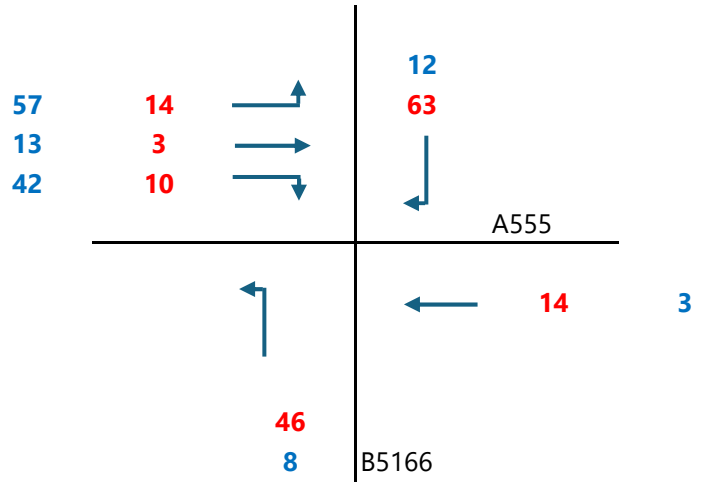
Appendix J Trip Distribution at Key junctions on the A555

Copyright © 1976 - 2026 Buro Happold. All rights reserved

A555 / B5166 Junction AM PM



A555 / Wilmslow Rd Junction AM PM



A555 - Trip Generation

EB	55	229
WB	250	46

Rev A01 18.02.26

Natalie Maynard
Buro Happold Limited
Level 5-8, The Featherstone Building
66 City Road
London, EC1Y 2AL
UK

T: +44 (0)207 927 9700
F: +44 (0)870 787 4145
Email: natalie.maynard@burohappold.com