Plot H, Sister

Transport Assessment

January 2026

PREPARED FOR

RGRE Ltd, ID Manchester Ltd and The University of Manchester

Transport Assessment

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1. Introduction

Civic has been appointed by RGRE Ltd, ID Manchester Ltd and The University of Manchester to provide transport advice for a planning application for Plot H at Sister (also/formerly known as Innovation District Manchester, or IDM). This document is the accompanying Transport Assessment (TA).

The plot sits to the west of the former UMIST Campus and is covered by the IDM Strategic Regeneration Framework 2023 (IDM SRF). The site currently accommodates a vacant multi-storey car park (MSCP) and associated commercial units (retail and sui generis bar uses). The MSCP was closed in October 2024, and a separate planning application (Planning Ref. 143741/FO/2025) has been submitted for the demolition of the MSCP and commercial units to prepare the site for future development.

The proposed development at Plot H is for Purpose Built Student Accommodation (PBSA), comprising 1,041 units and approximately 600sqm of flexible commercial uses (Use Class E) on the ground floor. The proposals include public realm improvements on the western edge of the site adjacent to the Princess Street / Charles Street junction. The provision of a new pedestrian route is also proposed along the northern edge of the site on Altrincham Street, between the proposed building and existing viaduct.

Proposed development plans are included at Appendix A.

1.1. Pre-application discussion with Manchester City Council Highway Officers and Transport for Greater Manchester

This TA has been produced following a scoping meeting with Manchester City Council (MCC) highway officers on 5 September 2025.

A Scoping Note was issued to MCC on 6 October 2025, which was shared with TfGM. Highways officers at MCC provided a response to the Scoping Note. This feedback is included at Appendix B and a summary, with actions taken, provided below:

- The existing conditions should include an extensive audit of the pedestrian and cycle provision in the area using a formal process such as the TfGM Streets for All process – See Section 2.6.
- ATC surveys to be undertaken on Sackville Street and Charles Street. Traffic levels would need to be below the Streets for All and LTN 1/20 threshold for on-carriageway cycling (less than 2,500 vehicles per day) – See Sections 2.10 and 4.2.
- Confirmation of requirement for a controlled crossing on Sackville Street based on traffic count data – See Sections 2.10 and 4.2.3.
- Agreement on the local and transport policy to be considered within the Transport Assessment – See Section 3.
- Confirmation of how cyclists would gain access to future commercial units located within the arches on Altrincham Street – See Section 4.2.
- The TA should consider improvements required along Charles Street and ensure integration with the PBSA scheme in development on the south side of Charles Street – See Section 4.2.
- Access points to the footway that are no longer required should be reinstated. Tactile paving and dropped kerbs should be installed at crossing points within proximity of the site – See Section 4.2.
- Cycle maintenance stand should be provided – See Section 4.3.
- Evidence to support proposed cycle parking provision and additional measures to encourage cycling – See Section 4.3 and supporting Framework Travel Plan.
- Servicing Management Plan and Waste Management Plan to be provided – See Section 4.5.1 and Waste Strategy (Report Ref. 4026-CIV-XX-XX-R-H-40004) submitted under separate cover.
- Provide overview of the Move in / Move Out strategy for PBSA, with full strategy to be conditioned – See Section 4.5.3.
- Details of proposed TROs across the site to reduce inconsiderate parking – See Section 4.5.5
- Agreement on proposed trip generation methodology – See Section 5.1.
- A Construction Management Plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations. – See Section 5.6.

- Vehicle tracking to be undertaken for refuse vehicle and fire tender access – See Appendix G and H.

1.2. Report Structure

This Transport Assessment sets out:

- Section 2: Existing site and its context in the local transport network
- Section 3: Policy context on national, regional and local levels
- Section 4: Development proposals
- Section 5: Trip generation and transport impacts
- Section 6: Summary and conclusions

2. Existing Site and Transport Context

2.1. Site Location

The site is located in the southeast of Manchester city centre, as shown in Figure 1.

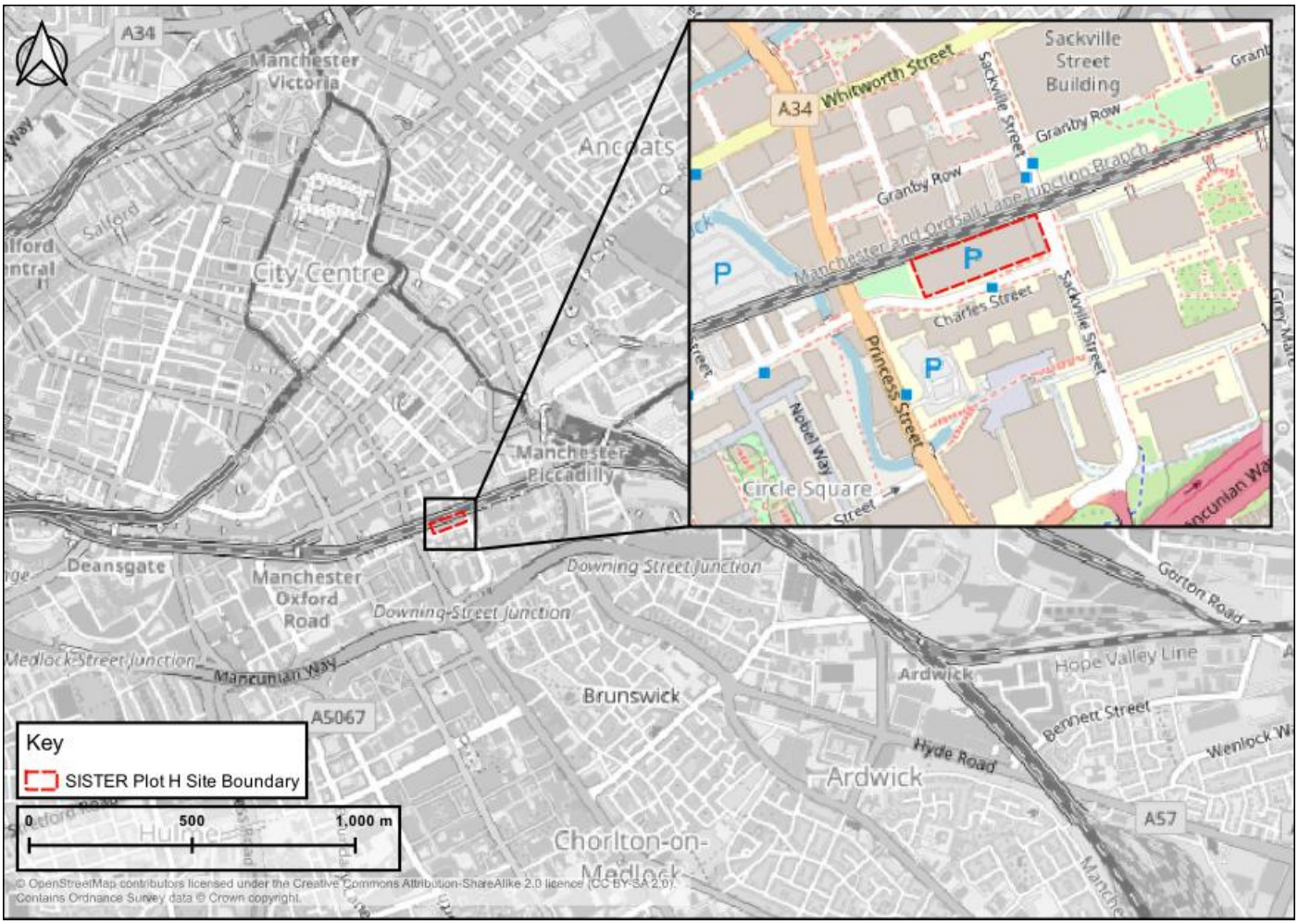


Figure 1: Site location

The site is bound by Princess Street to the west, Charles Street to the south, Sackville Street to the east, and Altrincham Street and the rail viaduct to the north.

2.2. Existing Land Use

The site currently accommodates a vacant multi-storey car park (MSCP) and associated commercial units (retail and sui generis bar uses). The MSCP was closed in October 2024, and a separate planning application (Planning Ref. 143741/FO/2025) has been submitted for the demolition of the MSCP and commercial units to prepare the site for development.

2.3. IDM Strategic Regeneration Framework

The site sits to the west of the former UMIST Campus and is covered by the IDM Strategic Regeneration Framework 2023 (IDM SRF), as shown in Figure 2. The draft SRF for ID Manchester was officially endorsed by Manchester City Council's Executive Committee in October 2023. The location of the site within the wider IDM SRF area is shown in Figure 2.

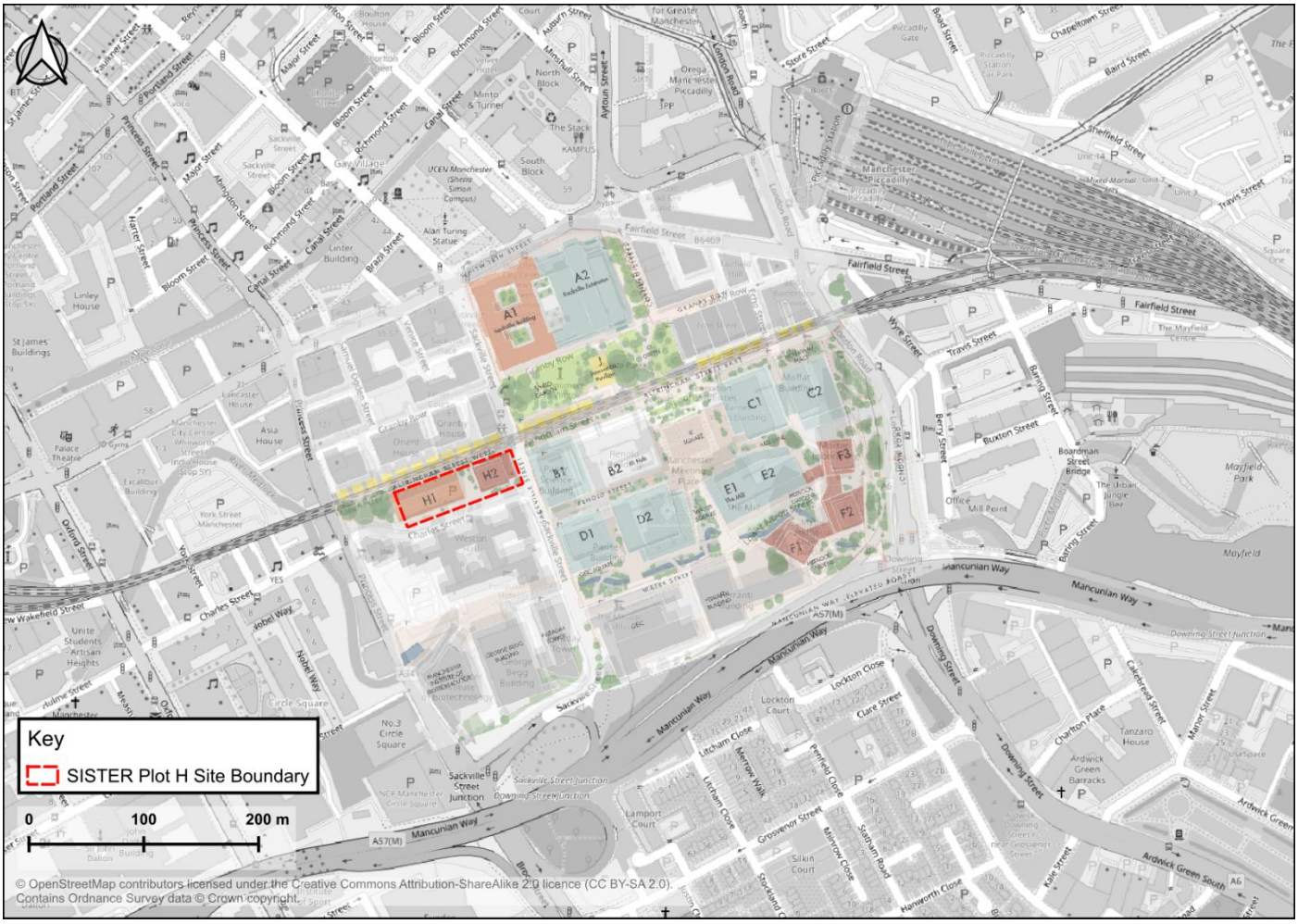


Figure 2: Plot H location within the wider Sister masterplan

Access principles set out in the SRF pertaining to Plot H are as follows:

- Capping and widening of Altrincham Street East to create a generous, safe thoroughfare leading from Piccadilly Station and Mayfield through to the Oxford Road Corridor, enlivened by re-activated railway arches.
- Deliveries and servicing limited to the periphery of the Framework Area. Vehicles (other than maintenance and emergency vehicles) should be restricted from entering the principal areas of public realm wherever possible.
- Altrincham Street and London Road offer the opportunity for wide pathways with cycle lanes off the public road and dwell spaces. Altrincham Street is perfectly positioned to form an extension to Manchester's Bee Network.
- By designing for sustainable modes of transport and linkages to adjacent public transport hubs, developments can seek to minimise use of private cars to travel to or from the Framework Area.

These principles have been considered throughout the design process for the proposed development.

2.4. Walking and Wheeling

2.4.1. Access to Amenities

Walking distances from the site, in 5-minute increments, are shown in Figure 3.

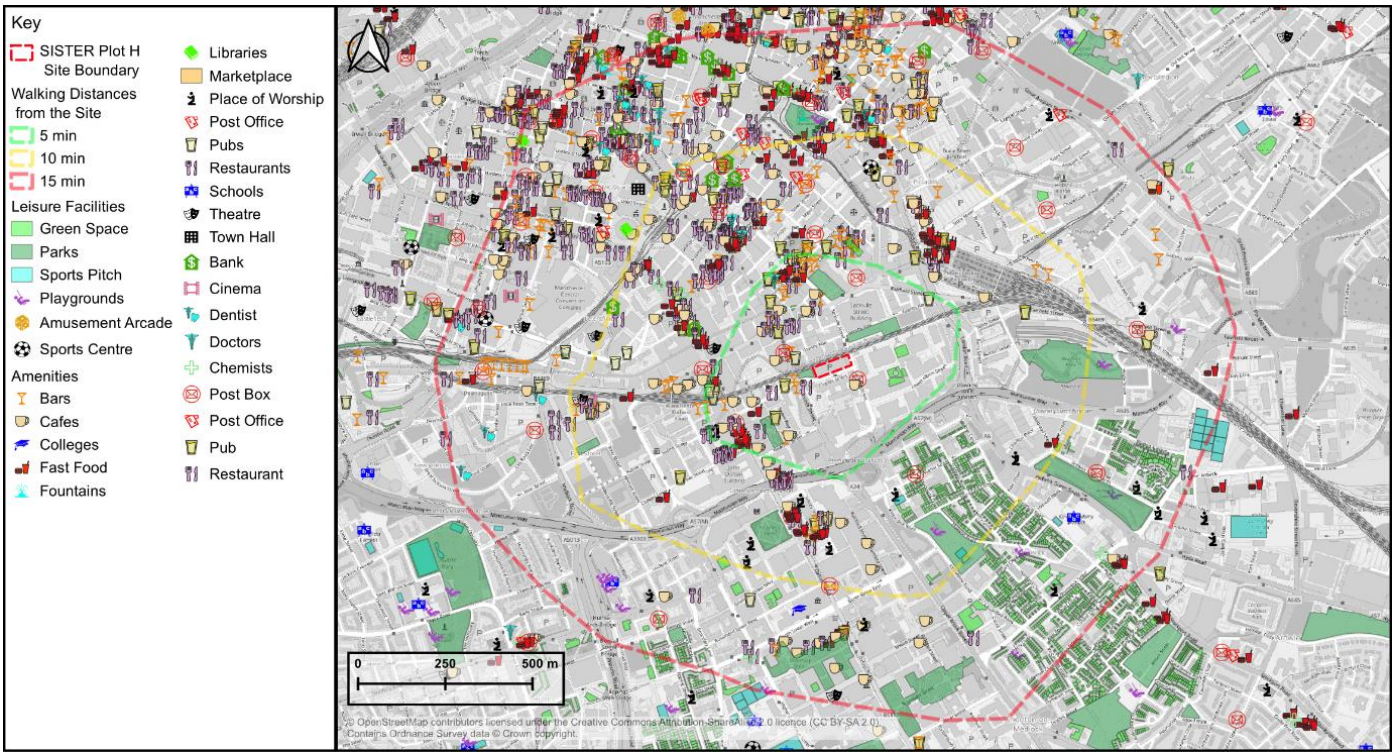


Figure 3: Walking distances with amenities and leisure facilities around the site.

The figure shows that the majority of the city centre is within a 15-minute walking distance of the site, meaning that a range of employment, education, retail, health and leisure opportunities are accessible on foot.

The development is located within 500m and 750m of the main Manchester Metropolitan University and University of Manchester main campuses respectively, making this a highly accessible location for students to live and commute from.

There are a range of amenities within a 5-minute walk of the site, including cafes, restaurants, pubs and bars. Green spaces such as Mayfield Park and Ardwick Green Park can be accessed within a 10-minute walk of the site. Moreover, Manchester Piccadilly and Manchester Oxford Road train stations are within a 5 to 10-minute walk of the development.

Walking is therefore likely to be a popular choice for many residents of the proposed development for their daily journeys.

2.4.2. Pedestrian Accessibility

Pedestrian access directly into the site is currently limited. There is no footway on the northern side of Charles Street adjacent to the site. Footways are in however in place on the southern side of Charles Street, Princess Street to the west, and Sackville Street to the east. Footways in the vicinity are of reasonable quality, and generally of an acceptable width (i.e. more than 2m). Dropped kerbs are provided at key crossing points, although some of these crossing points lack tactile paving. A signalised pedestrian crossing is provided at the Princess Street / Charles Street junction, facilitating access to/from the site from the west. There are no existing formal crossing points along Sackville Street to the east of the site, although this road is subject to significant change as part of the IDM SRF area.

There is an existing path along the northern edge of the site, which follows the alignment of the viaduct, however this access is currently gated to prevent access.

The footway network around the site is shown in Figure 4.



Figure 4: Pedestrian infrastructure immediately surrounding the site.

2.5. Cycling

Cycling infrastructure surrounding the site is shown in Figure 5.

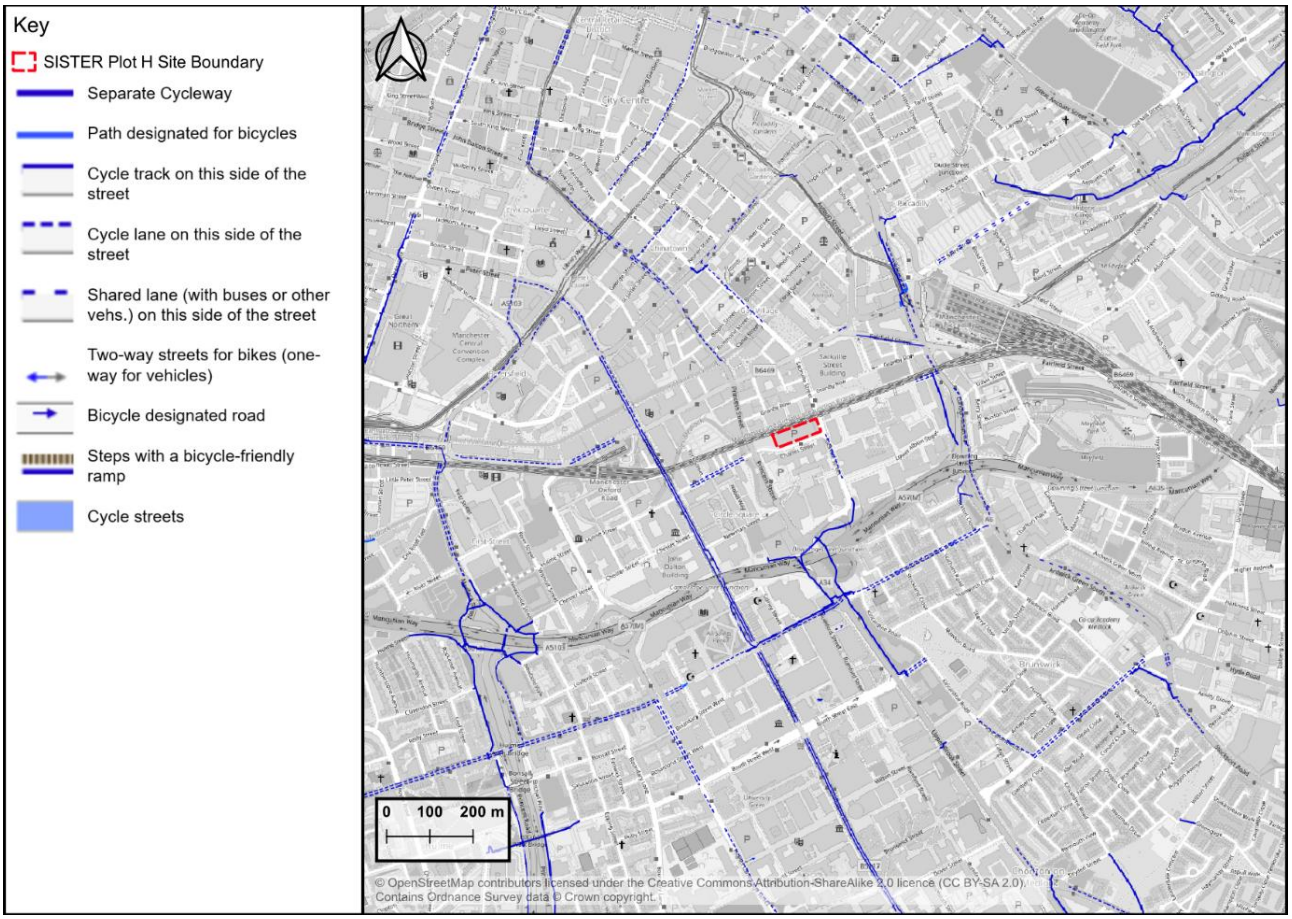


Figure 5: Cycling infrastructure around the site.

The figure shows that there are various cycle routes surrounding the site. Closest to the site boundary are on-street cycle lanes on Sackville Street, to the east of the site and on Charles Street to the west of the site, both of which are short sections of on-carriageway cycle lane. The Oxford Road Corridor to the west is served by high-quality segregated cycleways, providing a safe and pleasant environment for cyclists travelling north-south to/from the city centre and surrounding neighbourhoods. Further to this, the site is also within 500m of cycle routes on an east-west alignment, to the south of A57 along Grosvenor Street and Stretford Road.

Public cycle parking in the form of 8 Sheffield stands is provided at the junction of Princess Street and Charles Street. Adjacent to this, there are 8 Beryl Bike cycle hire docks. This location and other cycle hire locations are shown in Figure 6.

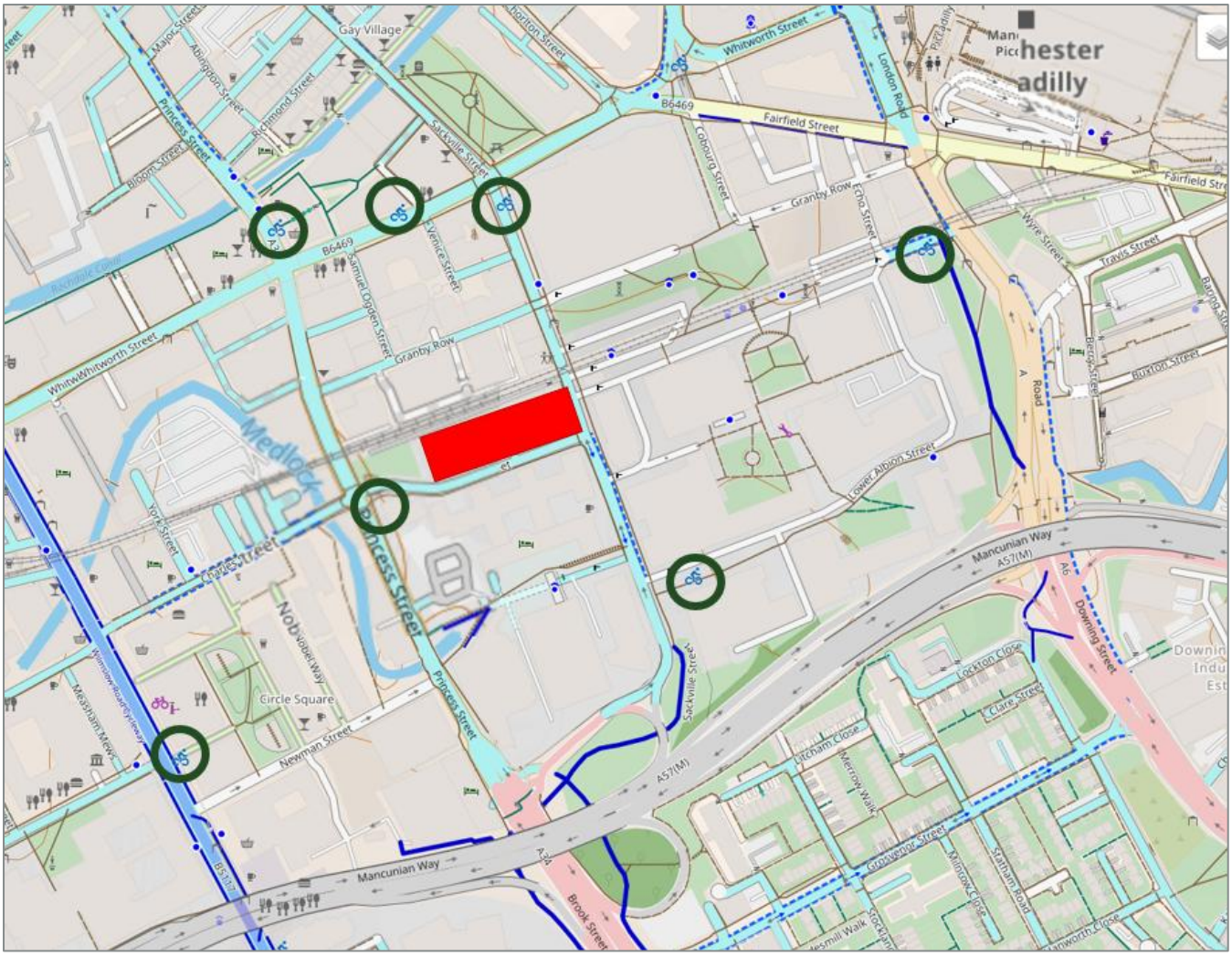


Figure 6: Cycle hire locations

The availability of cycle hire in close proximity of the site will enable residents of the proposed development to conveniently access a hire bike, further encouraging cycling trips.

The highly accessible location of the proposed development, along with recent and ongoing investment in city centre cycle infrastructure, will encourage residents of the site to choose cycling as a mode of transport.

2.6. Streets for All Assessment

Streets for All design checks have been undertaken for key streets surrounding the site including Charles Street, Sackville Street and Princess Street. The assessments show current issues across a number of these streets pertaining to a lack of footways, insufficient footway widths and poor surface quality.

Section 4 sets out how the proposed development will contribute to an enhanced walking and cycling environment on these streets.

Full Streets for All Design Checks can be viewed in Appendix C.

2.7. Public transport

2.7.1. Greater Manchester Accessibility Levels

The Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time and service availability. The accessibility index score is categorised into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site and surrounding area score an 8 on the GMAL scale, which indicates that the site is highly accessible by public transport. Figure 7 shows the GMAL in the area surrounding the site.

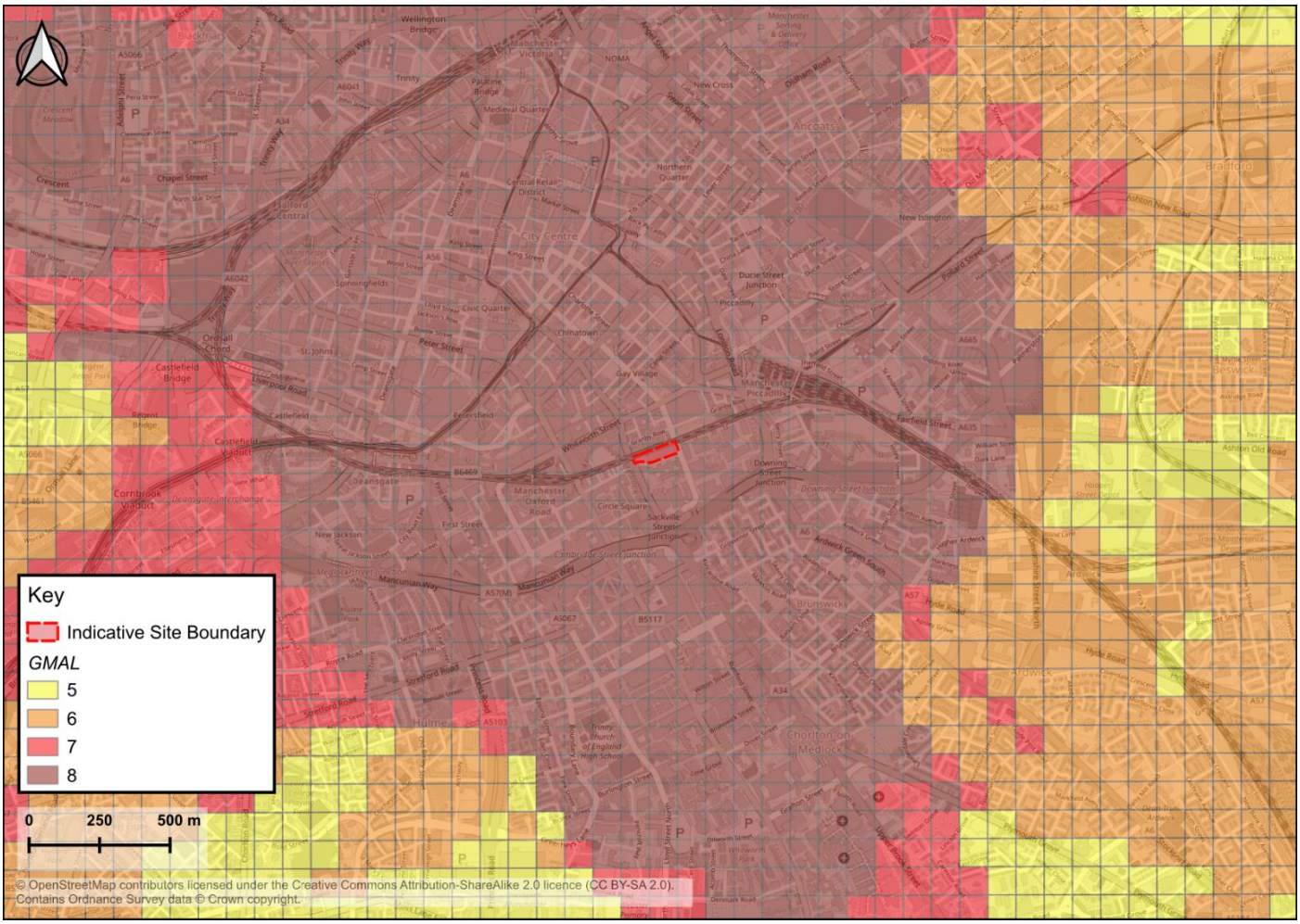


Figure 7: GMAL Levels around the site.

2.7.2. Bus

Public transport infrastructure around the site is shown in Figure 8.

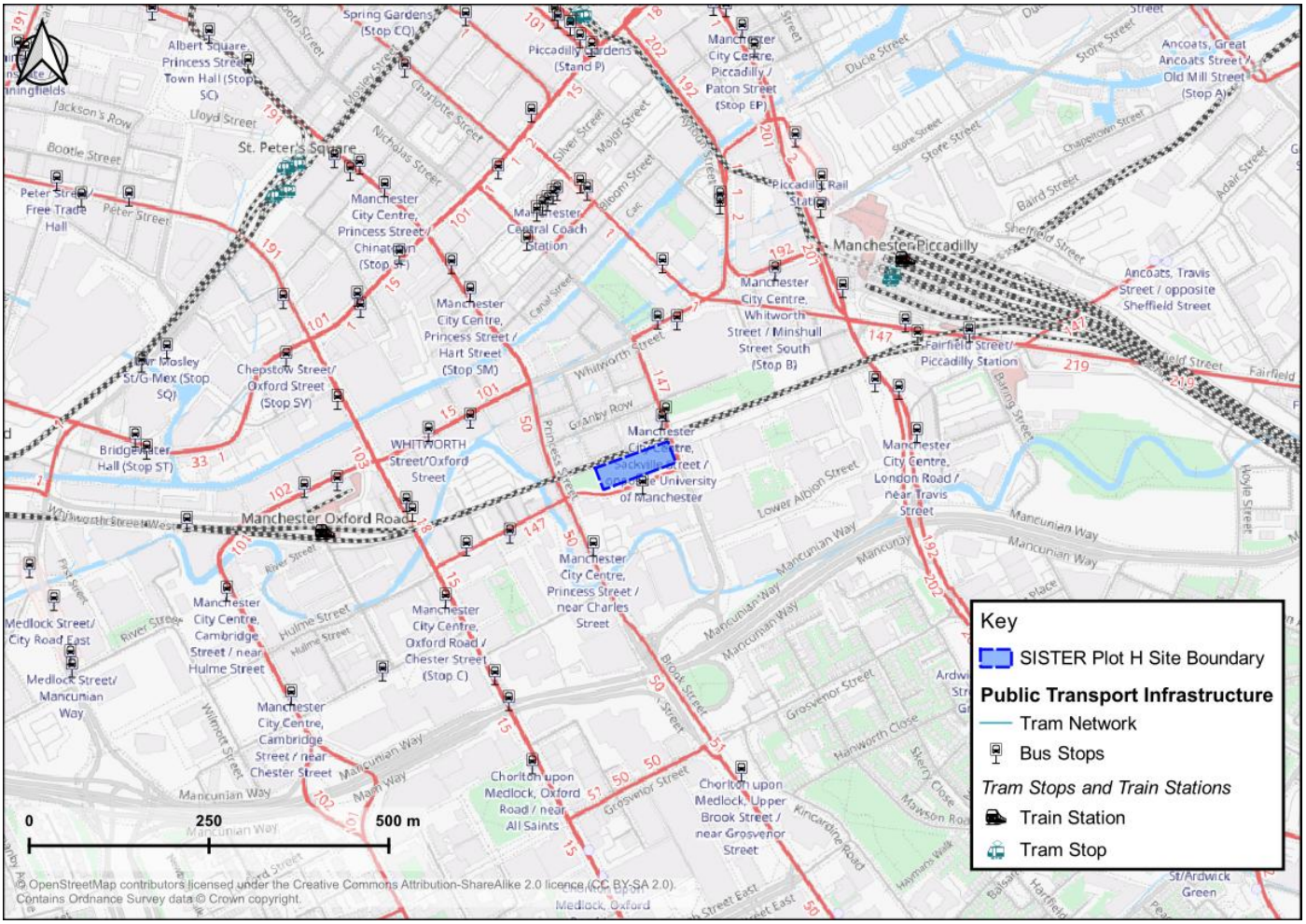


Figure 8: Public transport infrastructure around the site.

As shown in Figure 8, the nearest bus stop to the site is located immediately to the south of the site on Charles Street. Bus stops are also located on Sackville Street, approximately 20m northeast of the site. These stops are served by the 147 bus, which routes between Manchester city centre and West Didsbury. Further stops with additional high-frequency services are located on Princess Street, London Road and Whitworth Street. The Oxford Road Corridor is located a 300m walk from the site, and provides over 30 buses per hour in both directions.

The range of high frequency bus services available within 400m walking distance of the site will make bus an attractive transport options for residents of the proposed development.

2.7.3. Tram

As shown in Figure 8, the nearest tram stops to the site are St Peter's Square and Manchester Piccadilly, both of which are an 800m walk from the site. St Peter's Square is a key interchange stop, served by all nine tram lines, and providing tram services every 1-2 minutes.

The map of the tram network is shown in Figure 9, and demonstrates the range of destinations that can be accessed by tram. The high frequency of service and range of available destinations will make tram an attractive travel option for residents of the site.

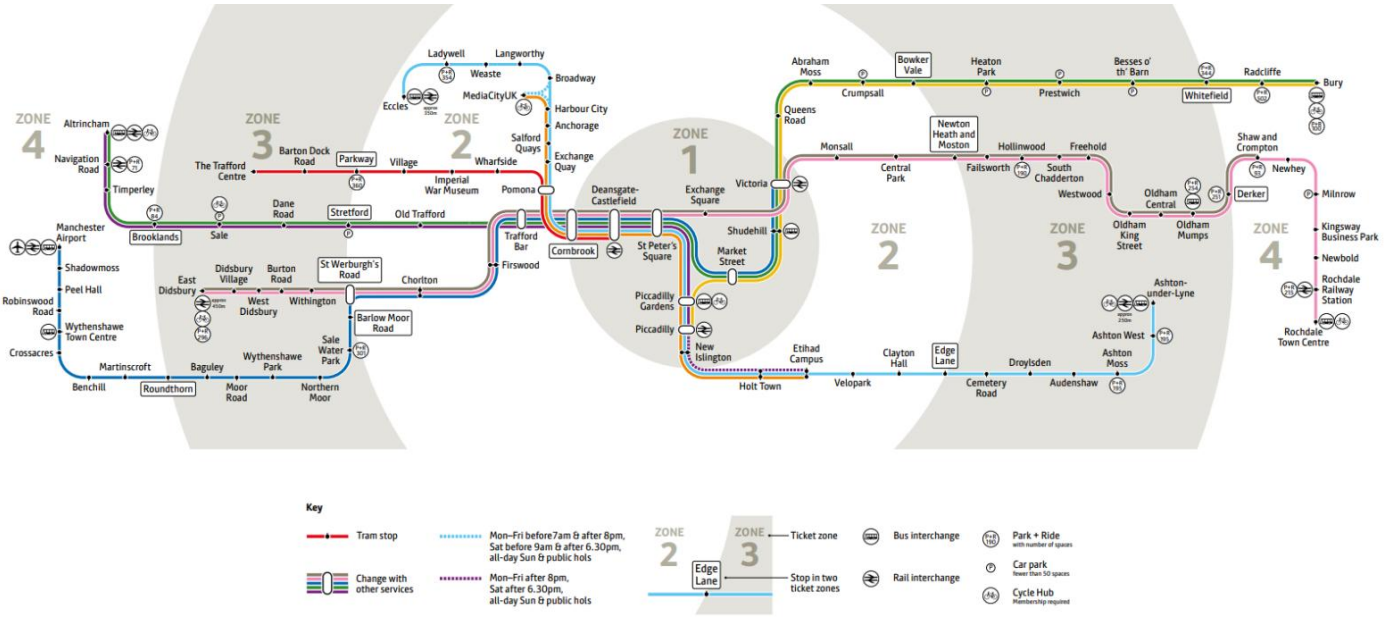


Figure 9: Map of tram network

2.7.4. Train

The closest train station to the site is Oxford Road station, located a 500m walk from the site. Trains are available to Manchester Airport, Wigan, Blackpool, Norwich, Llandudno, Liverpool, Edinburgh, Glasgow and stations within Manchester for connections to destinations around the national rail network. At the time of writing (October 2025) over 18 trains per hour serve this station.

Manchester Piccadilly station is an 800m walking distance from the site. It serves as the principal rail station of Manchester and hosts intercity and cross-country services, connecting various national destinations such as London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Reading, Southampton, and Bournemouth. It also provides regional services to Liverpool, Leeds, Sheffield, Newcastle, and York, and local commuter services within Greater Manchester. Approximately 35-40 trains per hour serve this station.

The proximity of stations, high frequency of service and range of available destinations will make train an attractive travel option for residents of the site.

2.8. Car Club

Enterprise Car Club offers a fixed-point car club service in Manchester. This scheme enables users to hire a vehicle from a fixed location and return it to the same location at the end of the session. A map of the car club car locations is shown in Figure 10.

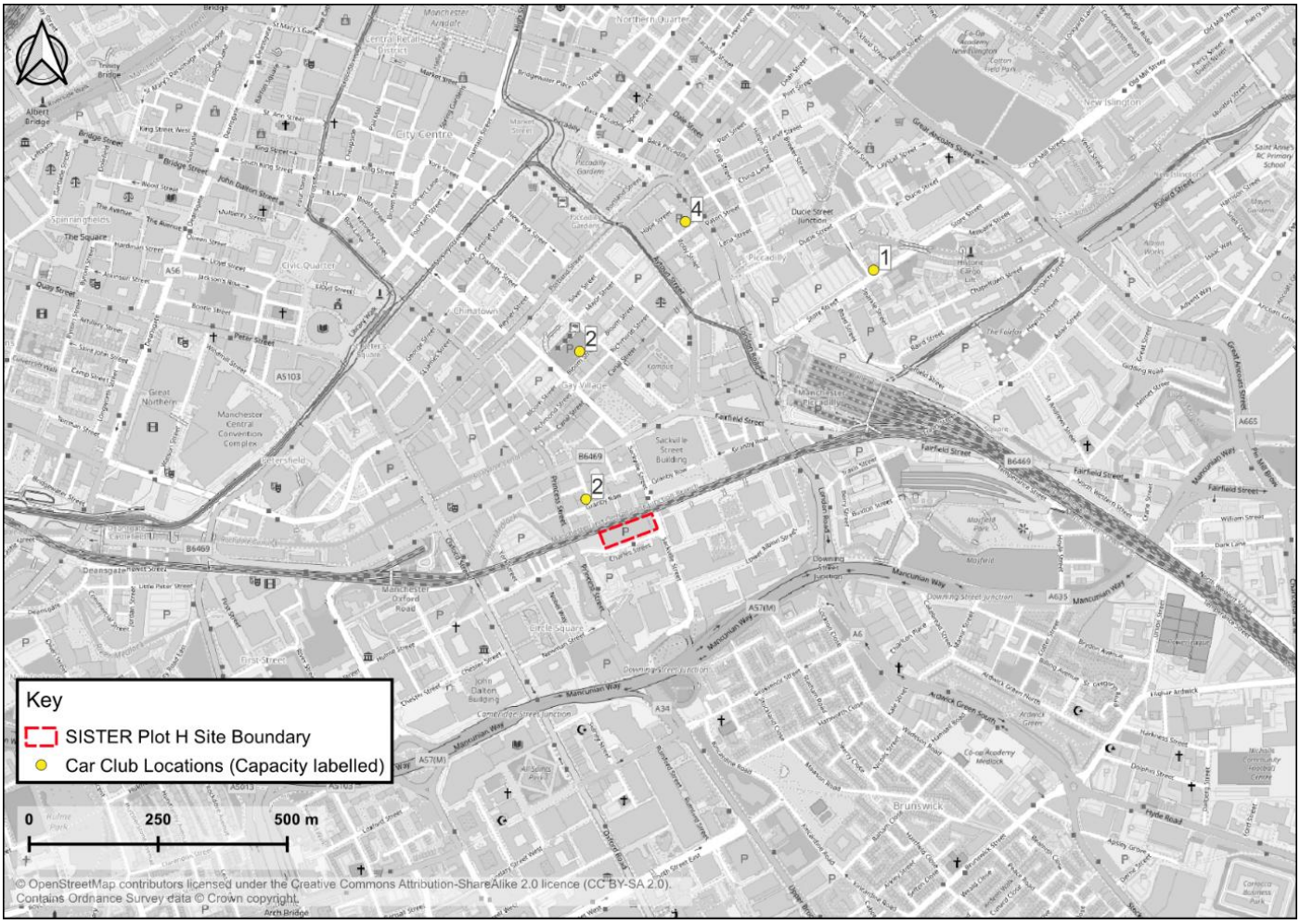


Figure 10: Car club locations

There are 7 car club vehicles within 1km of the site, the closest being on Granby Row which offers two vehicles. The availability of car club vehicles will enable residents of the site to have access to a car or van without the need to own one.

2.9. Highway Network

The site is bound by Charles Street to the south, Sackville Street to the east, Princess Street to the west, and Altrincham Street and the railway viaduct to the north. The highway network around the site is shown in Figure 11.

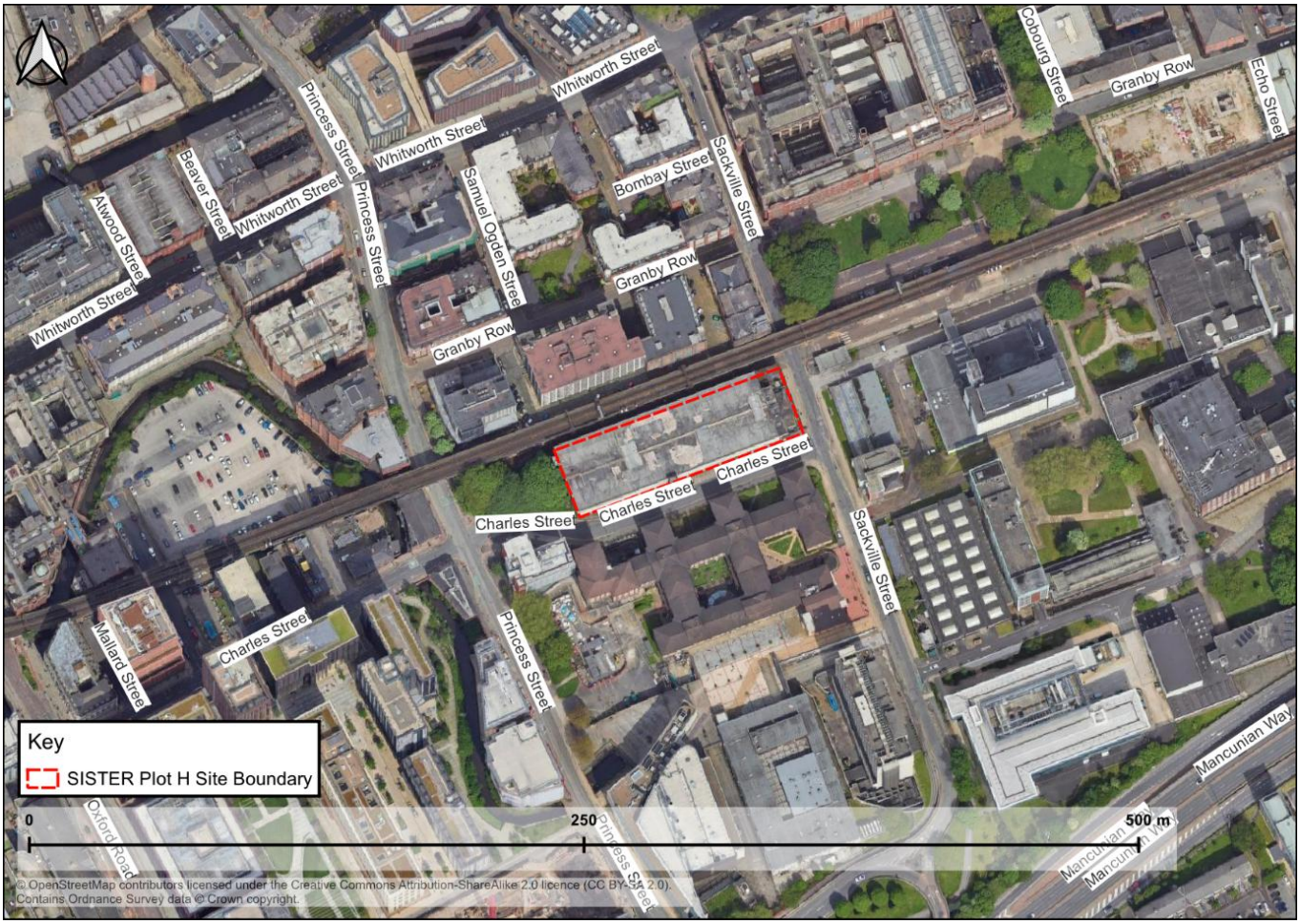


Figure 11: Highway network surrounding the site

Charles Street consists of a two-way carriageway and a footway on the south side of this carriageway. The carriageway width varies between 7-7.5m. The carriageway widths on Sackville Street and Princess Street also vary between 7-7.5m wide.

Sackville Street is a two-way road to the north of its junction with Charles Street. This is a priority-controlled junction with Charles Street being the minor arm. Southbound traffic approaching this junction must turn left onto Charles Street, as the section of Sackville Street to the south of the junction is one-way northbound. To the south, Sackville Street connects to Princess Street and the A57(M). The section of Sackville Street to the south of its junction with Charles Street also features a northbound-only cycle lane, which is a combination of on and off-carriageway.

Princess Street forms a signalised crossroads junction with Charles Street immediately to the west of the site. Each arm at this crossroads has signalised pedestrian crossing points with appropriate tactile paving and dropped kerbs. Princess Street is a two-way road that connects to the A34 (Upper Brook Street) and the A57(M) to the south of the site. It also connects to John Dalton Street and Cross Street to the north.

Following its junction with Princess Street, Charles Street terminates to the west at its junction with Oxford Road, which runs parallel to Princess Street.

The adopted highway boundaries around the site have been provided by Manchester City Council. These are shown in Figure 12.

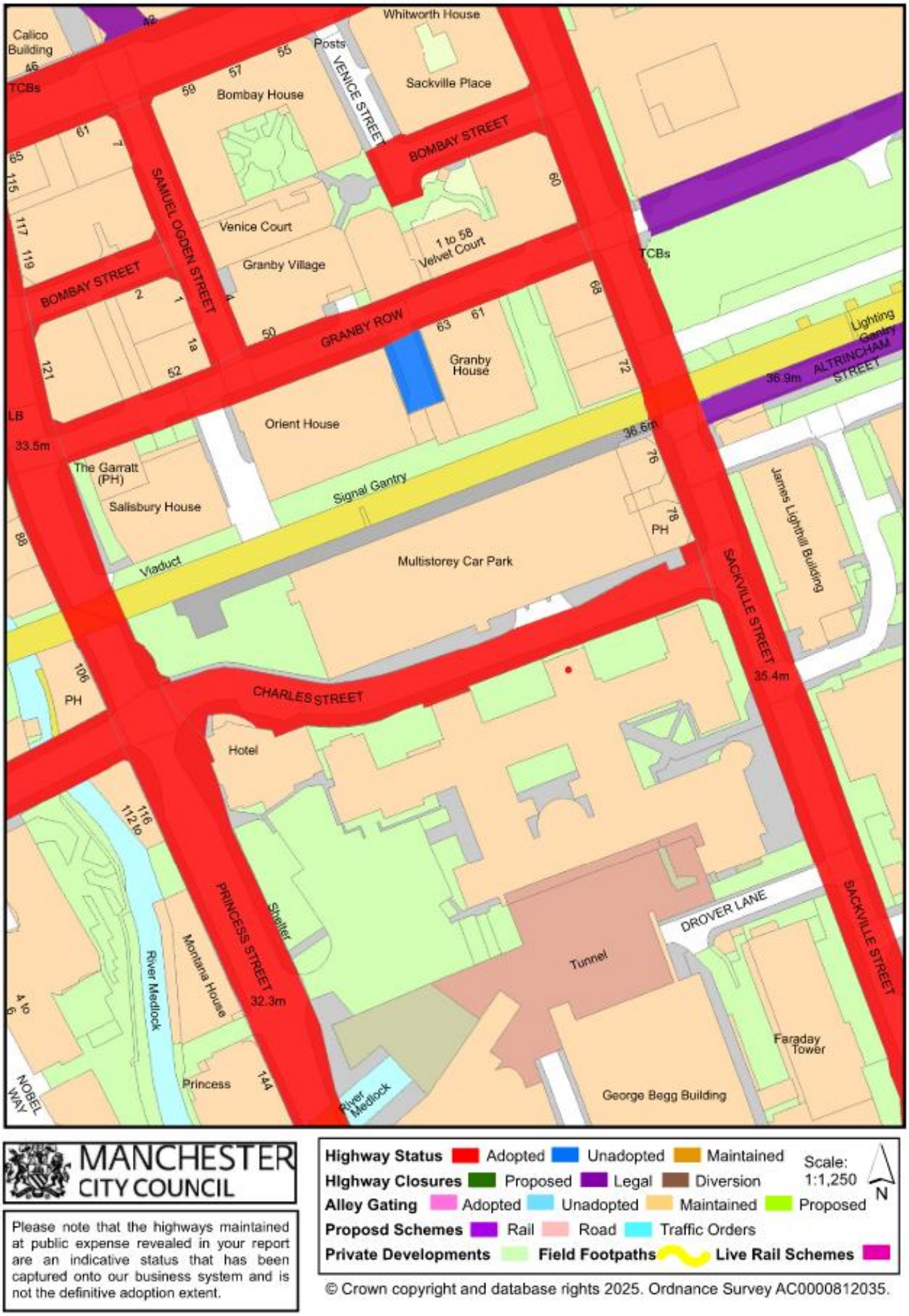


Figure 12: Adopted highway boundary

Figure 12 shows that Charles Street, Sackville Street and Princess Street are all adopted roads maintained by MCC.

The proposed development will provide a new footway on the northern side of Charles Street. The intention is for the new footway to be formally adopted by MCC, as per pre-application discussions. Further detail is provided in Section 4.

2.10. Traffic Count and Speed Surveys

At the request of MCC, Automatic Traffic Count (ATC) surveys were commissioned to be undertaken on Sackville Street and Charles Street for a 7-day period (Thursday 16 October to Wednesday 22 October 2025). The surveys recorded classified vehicle counts and speeds.

Approximate survey locations are shown in Figure 13.

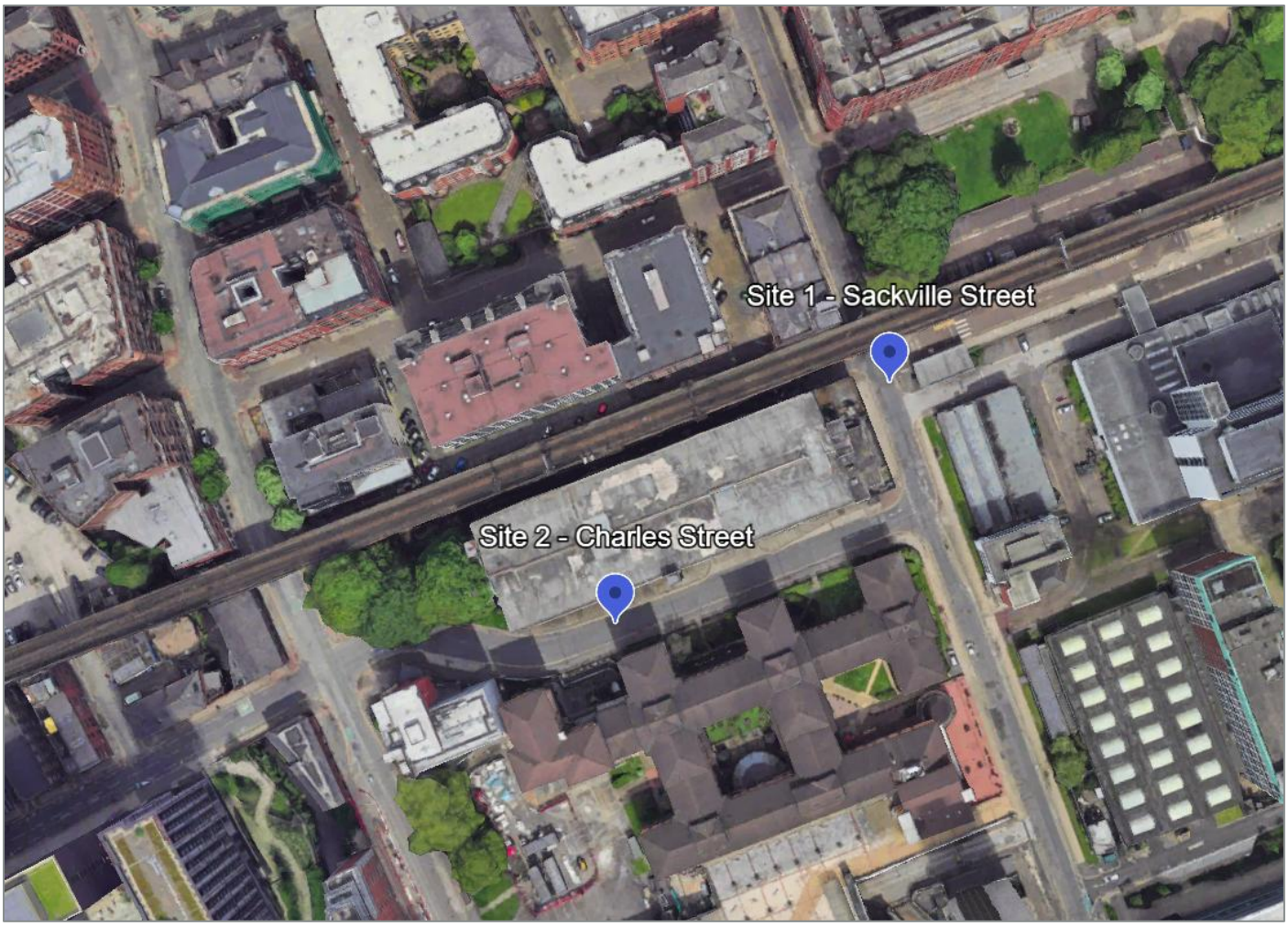


Figure 13: Approximate ATC survey locations

The survey undertaken on Sackville Street was completed with no issues. However, the survey of Charles Street was interrupted on two separate occasions due to vandalism. As such, accurate data is only available for four days (Thursday 16 October-Friday 17 October, and Thursday 23 October-Friday 24 October 2025). To understand the profile of vehicle movements on Charles Street throughout the week, traffic volumes and HGV volumes for the missing days have been estimated using factors obtained from the completed survey on Sackville Street, that have been applied to the available data for Charles Street.

A summary of the results for each road is provided below. The full results of the ATC surveys are provided in Appendix D.

2.10.1. Sackville Street

Traffic Volume

The daily two-way traffic count results for Sackville Street are shown in Figure 14, with flows segregated by direction.

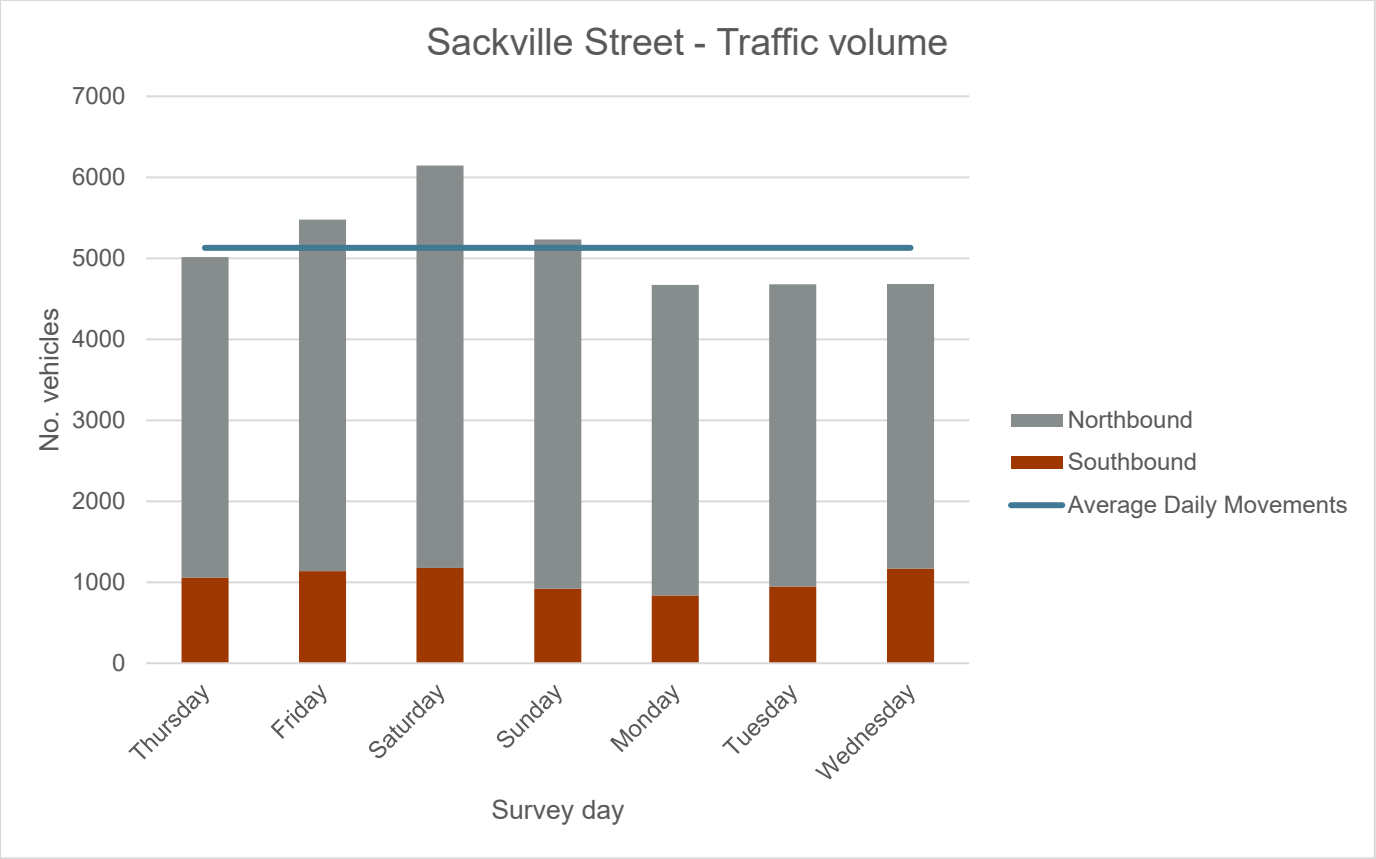


Figure 14: Traffic volume by direction on Sackville Street

The results show that a maximum two-way daily traffic volume of 6,147 was recorded on the Saturday, and a minimum of 4,627 was recorded on the Monday. The average two-way daily movements across the surveyed period was 5,129 vehicles.

80% of all recorded vehicles were travelling northbound, and 20% southbound. This is due to the southern section of Sackville Street operating northbound only for vehicles.

Traffic Composition

The daily traffic count results for Sackville Street segregated by vehicle type, are shown in Figure 15. OGV percentage has been calculated to include all HGVs, buses and other large vehicles.

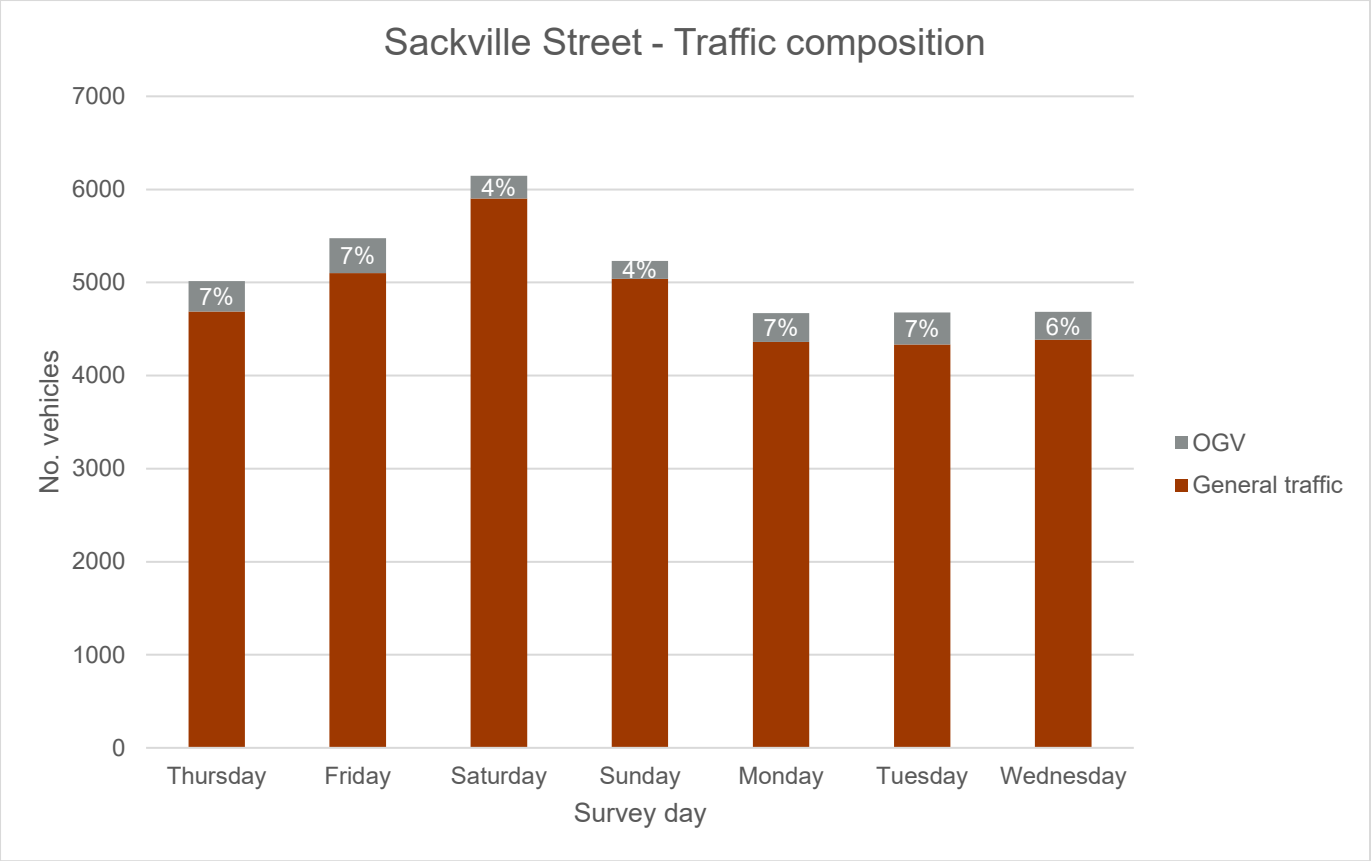


Figure 15: General traffic and OGV volumes on Sackville Street

The results show that a higher proportion of HGVs were recorded on weekdays (6-7%) than on weekends (4%). Across the 7-day survey period, OGVs made up an average of 6% of all traffic.

Traffic Speeds

The daily traffic speed results for Sackville Street, along with the 7-day mean and 7-day 85th percentile speed is shown in Figure 16.

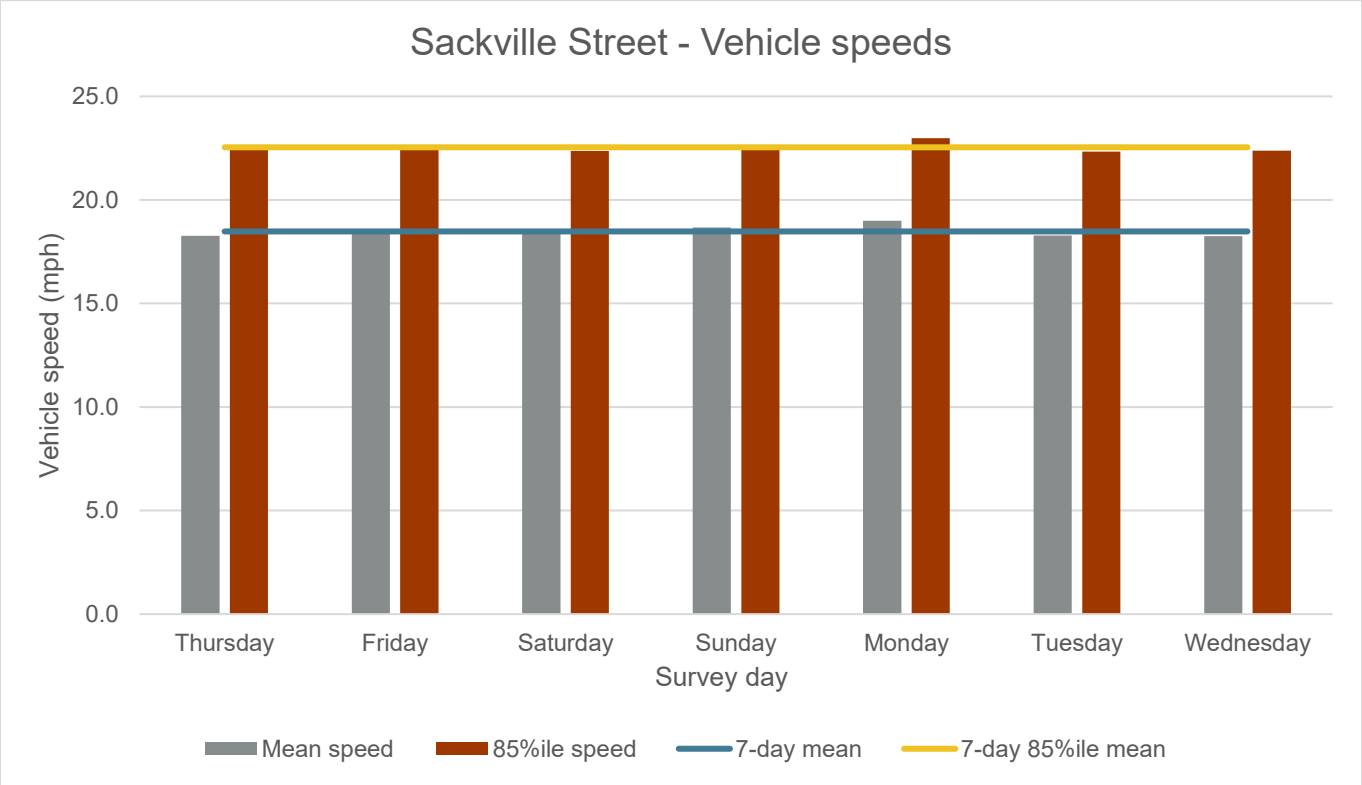


Figure 16: Recorded vehicle speeds on Sackville Street

The speed limit on Sackville Street is 30mph. The results indicate that the recorded vehicle speeds were relatively consistent across all survey days. The mean vehicle speed was 18.5mph and the 85th percentile speed was 22.5mph, indicating that the majority of drivers travel well under the posted speed limit on Sackville Street.

2.10.2. Charles Street

Traffic Volume

The daily two-way traffic count results for Charles Street are shown in Figure 17, with flows segregated by direction.

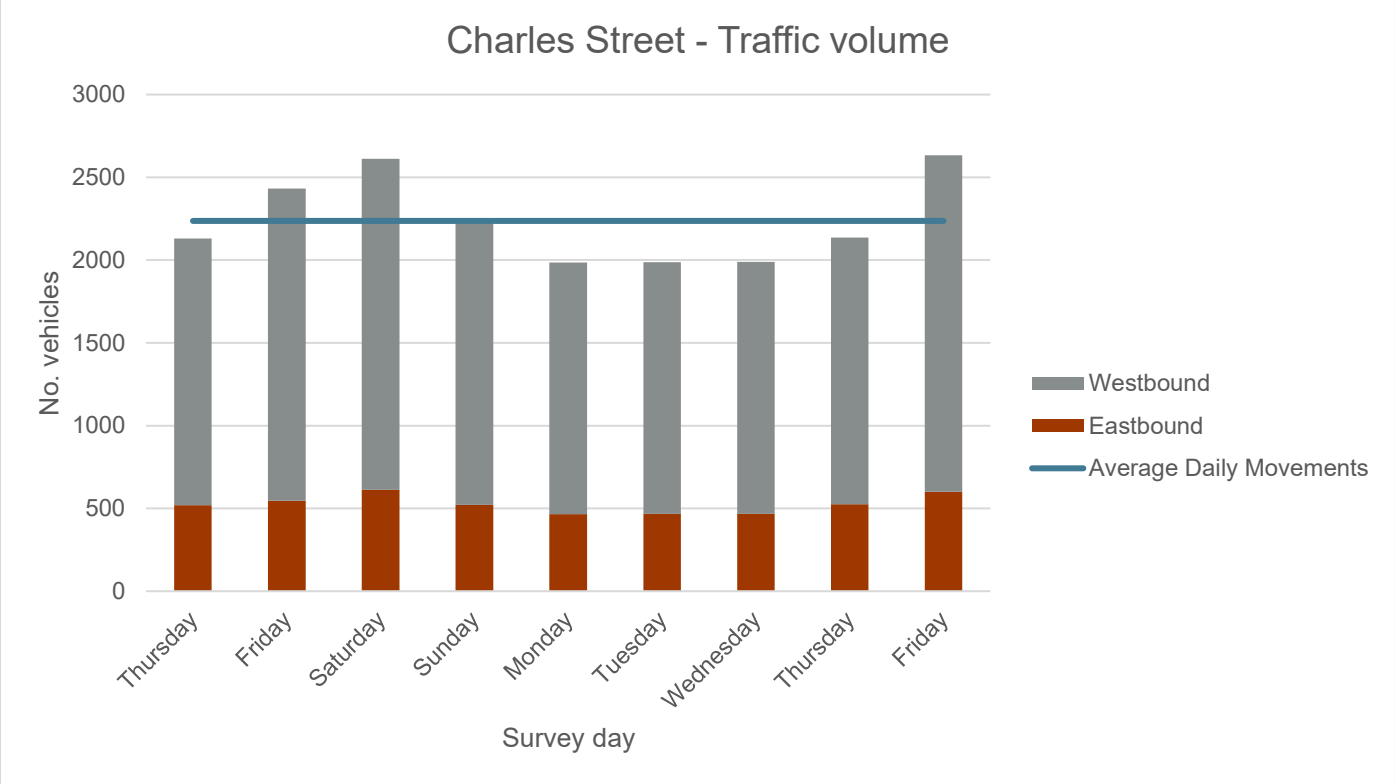


Figure 17: Traffic volume by direction on Charles Street

The results show that a maximum two-way daily traffic volume of 2,633 was recorded on a Friday, and a minimum of 1,985 occurred on the Monday. The average two-way daily movements across the surveyed period was 2,237 vehicles.

77% of all recorded vehicles were travelling westbound, and 23% eastbound. This is due to right-turn and left-turn entry to Charles Street being prohibited from Princess Street.

Traffic Composition

The daily traffic count results for Charles Street segregated by vehicle type, are shown in Figure 18. OGV percentage has been calculated to include all HGVs, buses and other large vehicles.

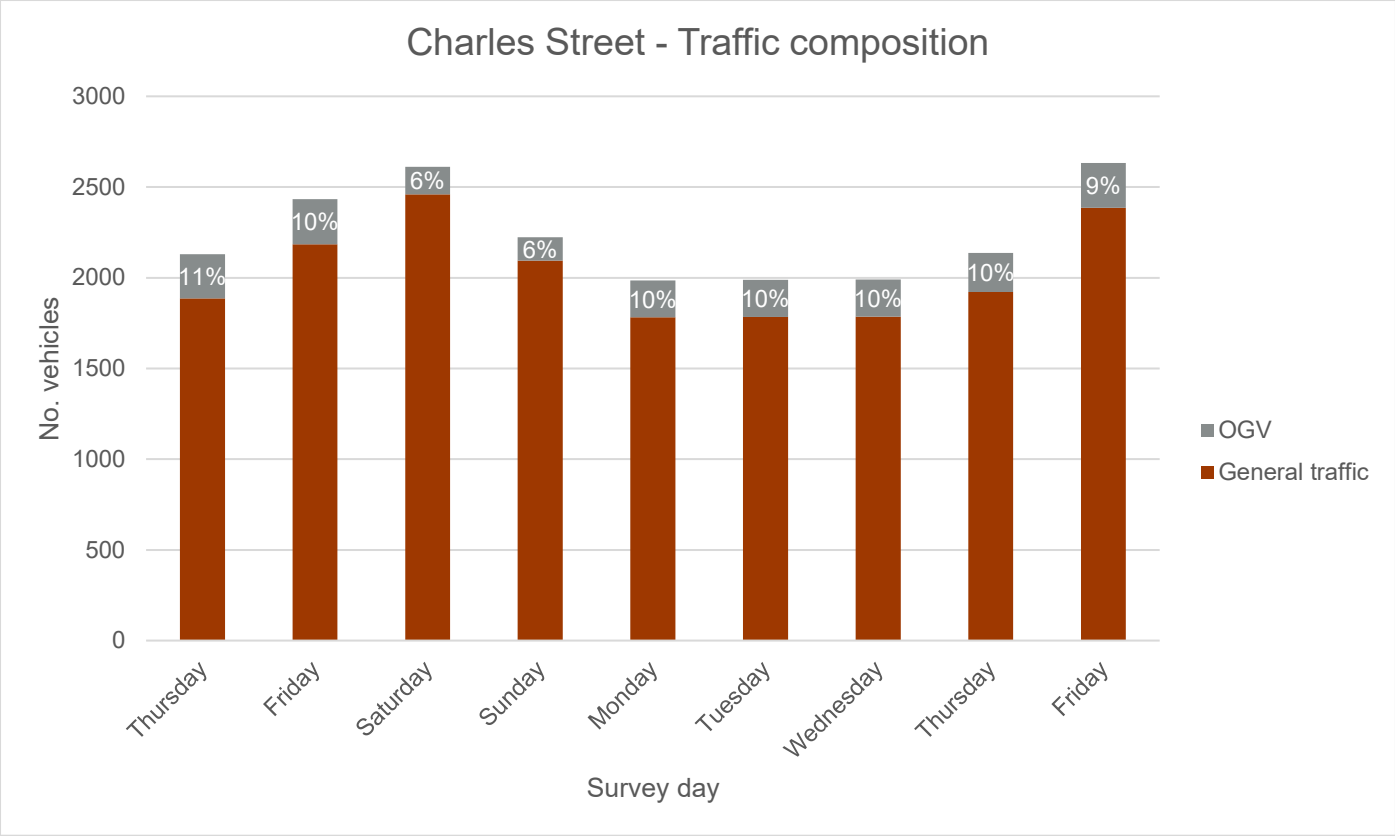


Figure 18: General traffic and OGV volumes on Charles Street

The results show that a higher proportion of HGVs were recorded on weekdays (6%) than on weekends (9-11%). Across the 9-day survey period, OGVs made up an average of 9% of all traffic.

Traffic Speeds

Speed survey results for Charles Street are shown in Figure 19. It was not considered appropriate to derive speed estimates for the missing survey days, therefore, data for the four completed survey days only is shown below.

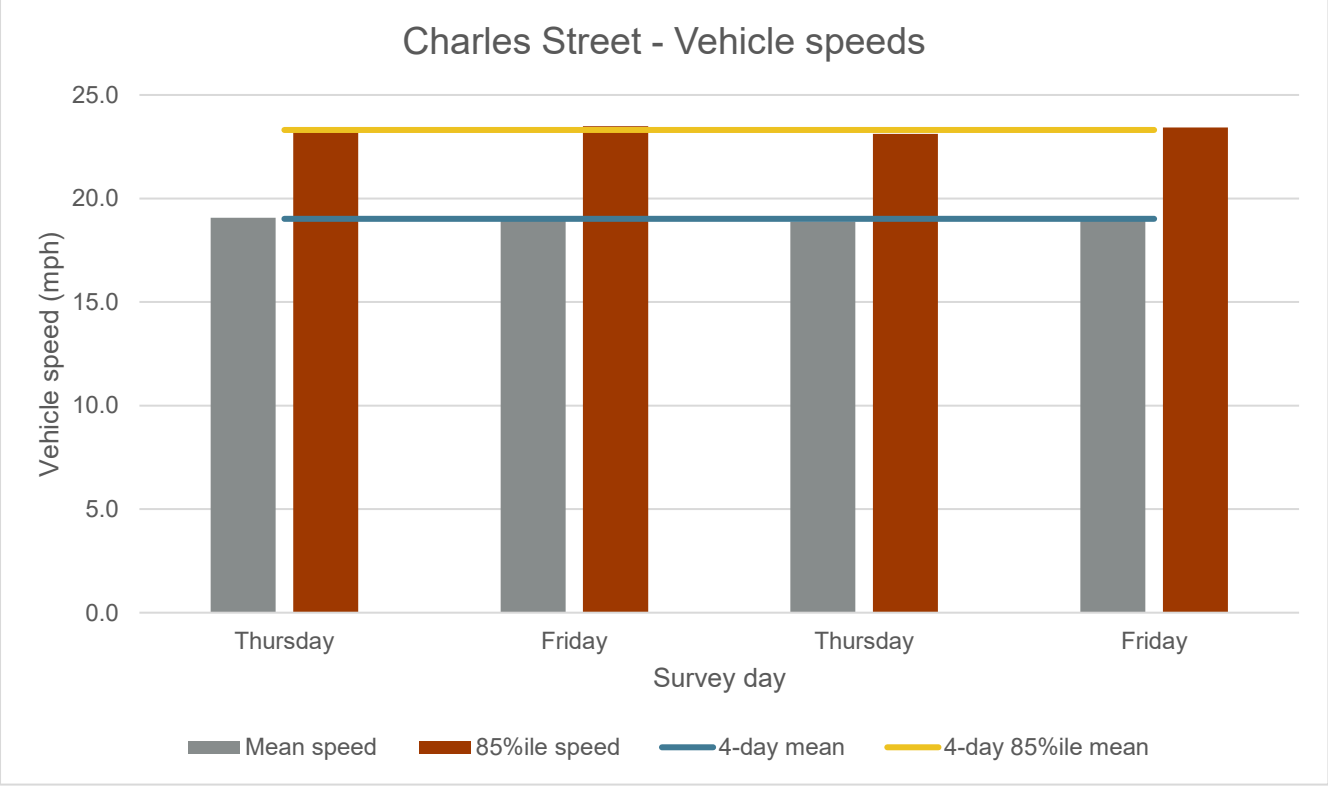


Figure 19: Recorded vehicle speeds on Charles Street

The speed limit on Charles Street is 30mph. The results indicate that the recorded vehicle speeds were relatively consistent across all survey days. The mean vehicle speed was 19mph and the 85th percentile speed was 23.3mph, indicating that the majority of drivers travel under the posted speed limit on Charles Street.

2.11. On-Street Parking and Traffic Regulation Orders (TROs)

As it borders the site, Charles Street is fully restricted to parking, with double yellow lines on both sides of the carriageway. Princess Street and Sackville Street are similarly fully restricted for parking where they abut the site. There are 7 standard parking bays and 1 accessible bay on Sackville Street to the south-east of the site. These are public bays on a pay & display system.

The site is located within Manchester's controlled parking zone (CPZ) area, as shown in Figure 20.

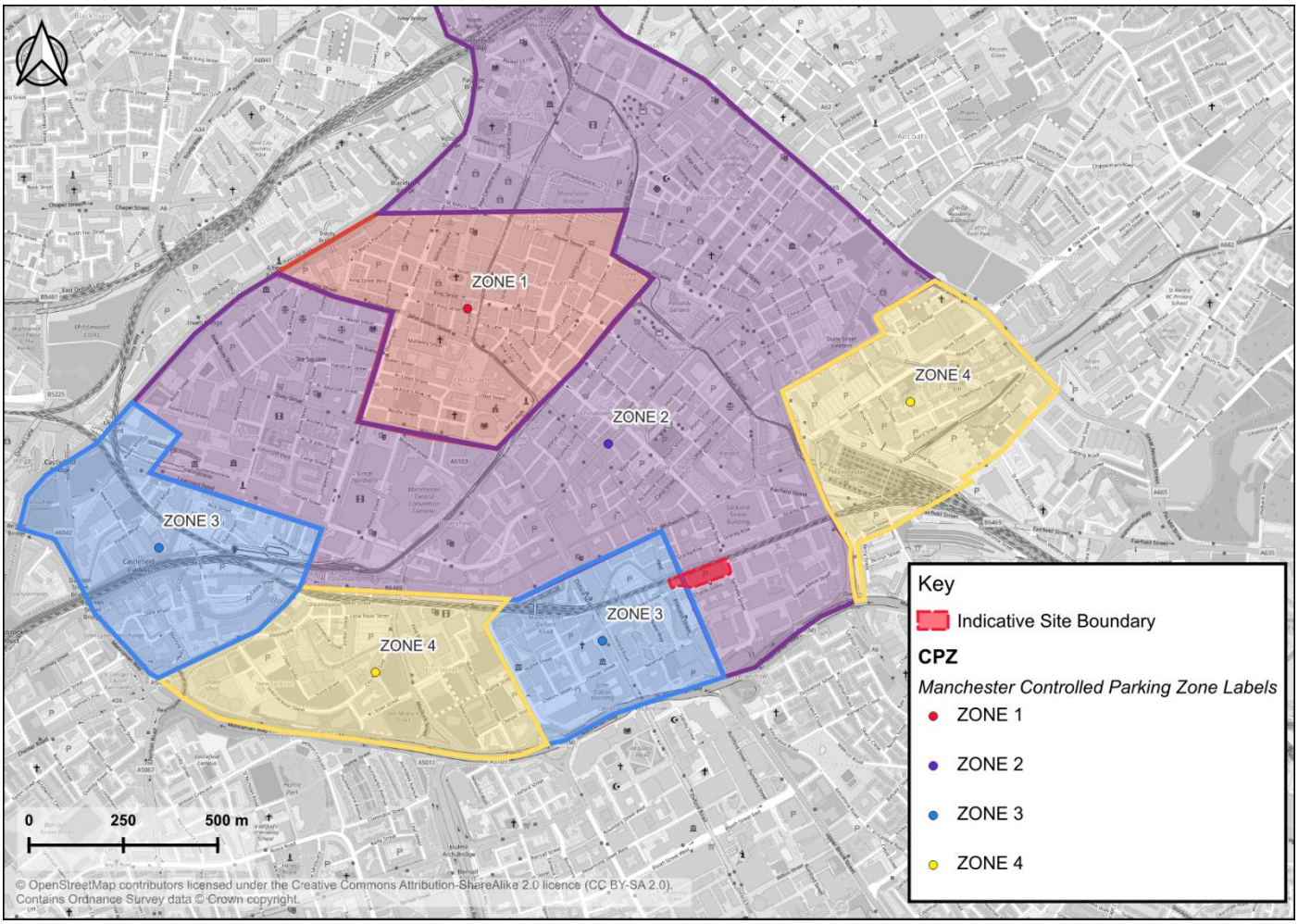


Figure 20: Manchester Controlled Parking Zones (CPZ)

The zones reflect areas where there are charges for on-street parking. In Zones 1 and 2, vehicles can be parked for up to two hours at a charge of £7 for two hours. In Zone 3, vehicles can be parked for up to three hours at a charge of £5 for three hours. The site sits across Zone 2 and Zone 3 of the CPZ, meaning that parking on the streets around the site is available for up to two or three hours.

2.12. Off-Street Parking Supply

Off-street car parking facilities around the site are shown in Figure 21.

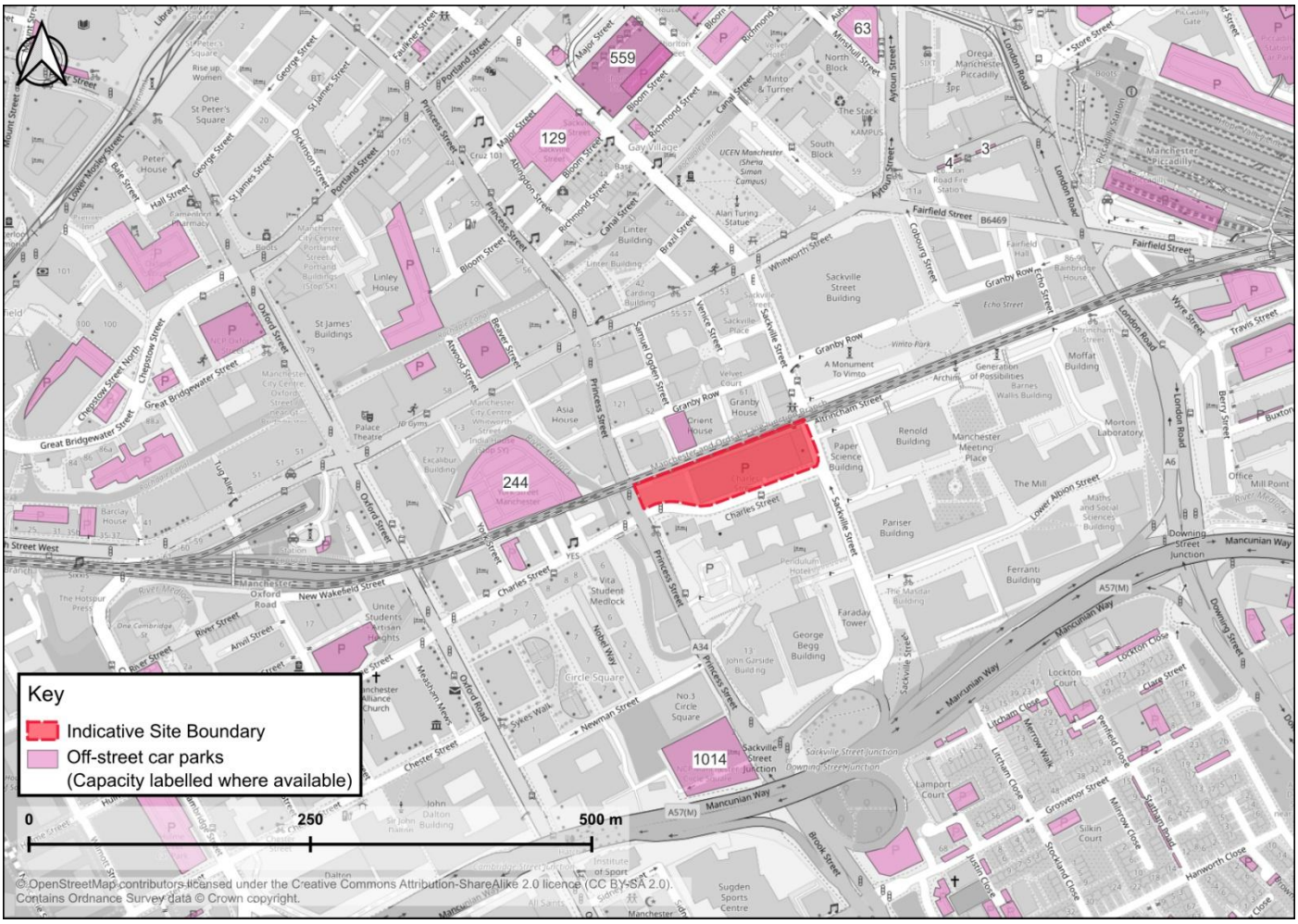


Figure 21: Off-street car parks around the site.

Due to its location within central Manchester, there are several off-street car parking facilities with a high capacity for parking close to the site. To the north of site, there is a large off-street car park that can be accessed from Granby Row.

2.13. Electric vehicle charging

The locations of publicly accessible electric vehicle charge points in the area are shown in Figure 22. There are 7 public EV charging points within 1km of the site.

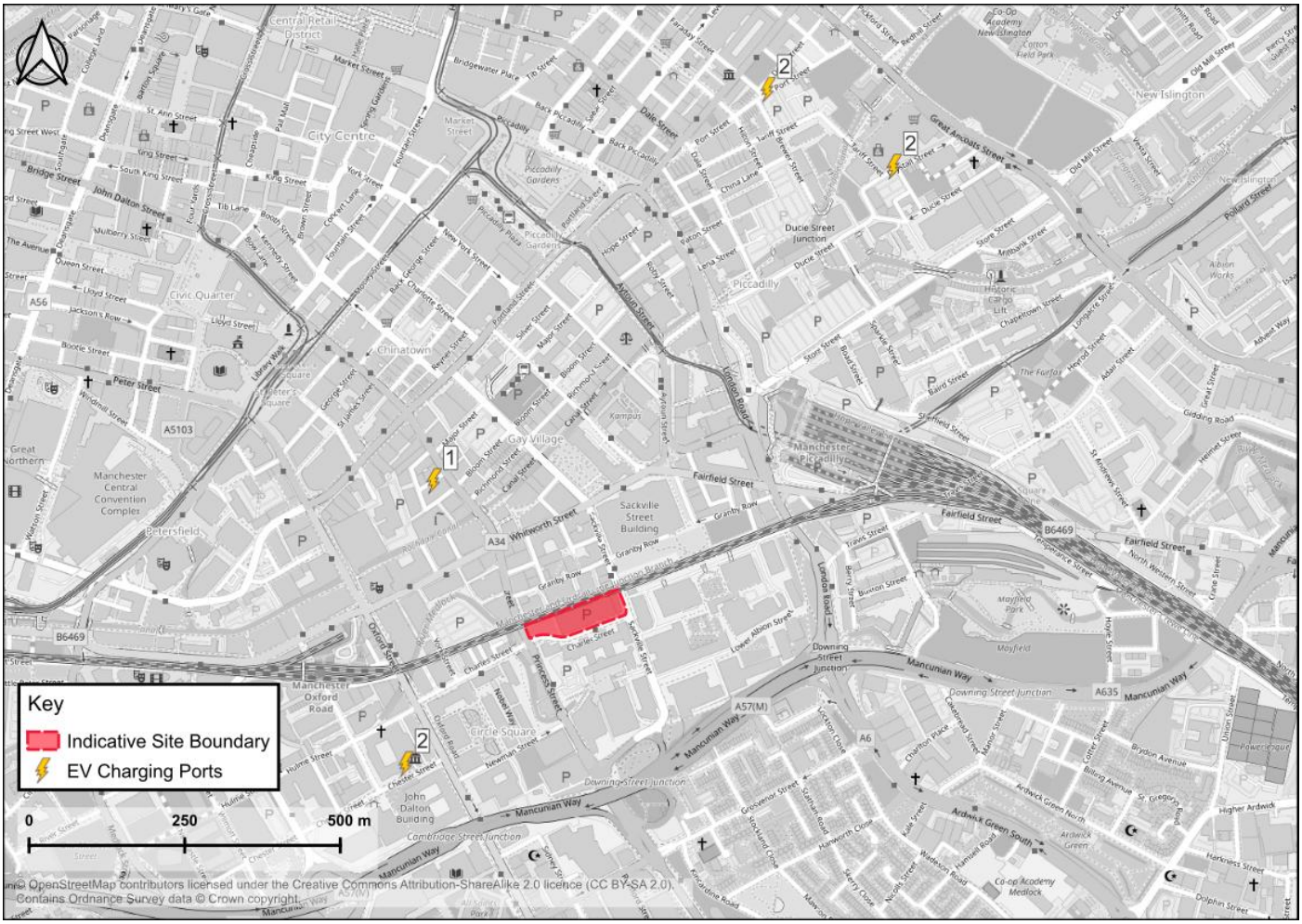


Figure 22: Electric vehicle charging locations

2.14. Collision Data

Collision data has been obtained from Crashmap[1]. Data was examined for road traffic collisions in the vicinity of the site that took place in the 5-year period to 2024, the most recent year for which data is available. The recorded collisions for this period are shown in Figure 23.

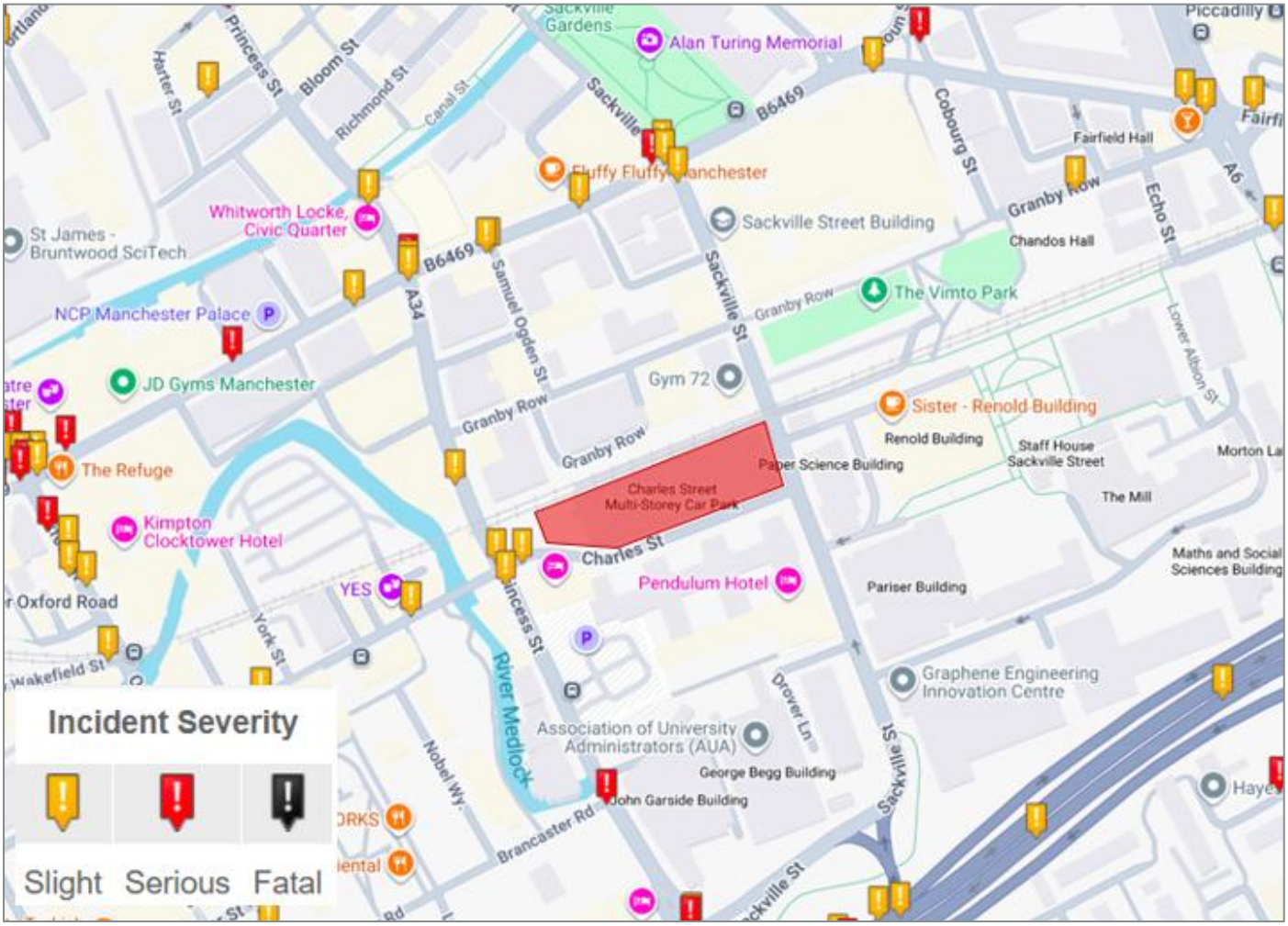


Figure 23: Collision data

The data shows that three collisions occurred at the junction of Princess Street and Charles Street in a five-year period, each classified as having resulted in slight injury. Of these collisions, one included a pedestrian, with the other two including motor vehicles only. No collisions were recorded on Charles Street or Sackville Street in the vicinity of the site.

Following this review of the collision data around the site, it is concluded that there are no patterns suggesting that highway design should be reviewed to improve safety.

[1] https://www.crashmap.co.uk/Search [Accessed 21/10/25]

3. Policy Context

This section of the Transport Assessment includes a review of the following local, regional and national transport policy.

3.1. National Planning Policy Framework (last updated February 2025)

NPPF[2] was originally published in 2012, consolidating a number of planning documents, setting out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The most recent version was produced in February 2025, and places greater emphasis on beauty, place-making, the environment, sustainable development and underlines the importance of local design codes.

Chapter 9 is focused on promoting sustainable transport, and a summary of key paragraphs is provided below.

Paragraph 109 of the NPPF states that "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
- 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."

Paragraph 110 states that "The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

Paragraph 111 states that planning policies should:

- support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
- be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
- identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
- provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
- provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
- recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training

[2] National Planning Policy Framework, December 2024, available online at https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf [accessed 6 October 2025]

and emergency service needs, and the General Aviation Strategy.

Paragraph 112 states that: “If setting local parking standards for residential and non-residential development, policies should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

Paragraph 115 describes that, in considering development proposals, “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.”

Crucially, NPPF states in Paragraph 116 that: “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.”

It outlines within Paragraph 117 that “developments should*:*

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

3.2. The Climate Emergency (2019)

The aspiration to reduce car use and car ownership over time is a common thread running through emerging national and local planning policies, with its links to improved local air quality, reduced impact on global climate change, increased activity levels among residents and reduction in conflict between vehicles and pedestrians/cyclists.

In July 2019, Manchester City Council announced a Climate Emergency, with the target for Manchester to become a zero carbon city by 2038. Manchester has a Climate Change Action Plan 2020-25 which sites alongside a citywide framework produced by Manchester Climate Change Partnership.

3.3. Manchester’s Core Strategy (2012-2027) and Addendum (2024)

The policies within the Core Strategy which are of relevance to this Transport Assessment are set out below.

Policy T1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- Improve choice by developing alternatives to the car.

- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.

- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.

- Improve pedestrian routes and the pedestrian environment. Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).

- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.

- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.

- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.

- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

Policy T2 Accessible areas of opportunity and need

The Council 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 Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections

- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

- Particular priority will be given to providing all residents access to strategic employment sites

- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

    - District Centres
    - Areas not within the City Centre or District Centres

- The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

3.4. Places for Everyone (2024)

Places for Everyone is a long-term plan for jobs, new homes and sustainable growth prepared by Greater Manchester City Authority. The PfE plan was adopted in March 2024 and the following policies are relevant to the application:

Policy JP-Strat14 – A Sustainable and Integrated Transport Network: The transport network will be improved with, amongst others, policy support for the creation of a much larger, integrated, rapid transit network (incorporating bus, Metrolink, tram/train and rail services) as well as focusing new development in locations close to existing and proposed public transport connections. The policy thereafter details that higher densities will typically be appropriate

in locations with good access to rapid transit connections and that new development will have a significant role in delivering the future sustainable and integrated transport network in order to reduce car dependency.

Policy JP-C1 – An Integrated Network: In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, we will support a range of measures, including:

1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;
2. Enabling the provision of high quality digital infrastructure;
3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
4. Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
    - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
    - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
    - provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
    - Pedestrians (and people using mobility aids);
    - Cyclists, powered two-wheelers, and public transport users;
    - People doing business or providing services (such as taxis/private hire, deliveries or waste collection);
    - People in personal motorised vehicles

Policy JP-C3 – Public Transport: In order to help deliver major improvements to public transport, the following range of measures will be supported (not exhaustive list):

- Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
- More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;
- Improved access to rapid transit routes including first/last mile solutions.

Policy JP-C5 – Streets for All: The policy details that streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. The policy details, amongst others, that:

1. The design and management of streets will follow a Streets for All approach, including by:
    a) Understanding the 'movement and place function' of streets as the starting point for improvement;
    b) Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;
    c) Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network
    d) Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;
    e) Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high 'place function';
    f) Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;

g) Incorporating increased levels of greenery including trees where possible;
h) Offering shelter from wind and rain, and shade from the sun;
i) Delivering priority for public transport and facilities for public transport users;
j) Providing appropriate places and routes for servicing, deliveries and 'drop-off';
k) Mitigating the impacts of air and noise pollution and carbon emissions from road transport;
l) Ensuring the efficient movement of people and goods on streets with a high 'movement function' and;
m) Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.

2. Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;
3. Any new infrastructure minimises the negative effects of vehicle traffic; and
4. New infrastructure includes provision for utilities and digital infrastructure where required.

Policy JP-C6 – Walking and Cycling: In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:

- Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
- Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
- Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed; and
- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.

Policy JP-C8 – Transport Requirements of New Development: Requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. This will be achieved by:

Connectivity and Permeability

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C 1 'An Integrated Network', including:
    - Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:
        - be direct, safe and convenient;
        - connect to nearby facilities, employment areas, public transport stops; and
        - improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
    - Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
    - Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment.
2. Ensure appropriate connectivity to the existing highway network.

Design

3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development.
4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development.

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access.
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access.

Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers.
8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand.
9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
    - Showers, changing facilities and lockers for cyclists and walkers
    - Pool or hire bikes for use by occupiers
    - Information in advance about facilities to visitors.
10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces.
11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

Access and Servicing

13. Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls.
14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:
    - meets road safety requirements,
    - reduces transport emissions and other environmental impacts,
    - reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.

Construction Management

15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.

Transport Assessments

16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate.

17. Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any 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.

3.5. Greater Manchester Transport Strategy 2040 (updated 2021)

Adopted in 2017 and updated in 2021, the Greater Manchester Transport Strategy 2040 has the vision 'to make Greater Manchester one of the best places in the world to grow up, get on and grow old'. It sets out how Government funding will be allocated by this devolved authority to address long-term challenges such as a rapidly growing and ageing population, climate change and the need to improve productivity and reduce social inequality in the city region.

It sets the Right Mix vision for 50% of trips to be made by sustainable modes by 2040, with no net increase in motor vehicles.

It highlights the intention to make best use of powers included in the Bus Services Act (as well as GM existing powers) to give effect to the Vision for Bus and provides an overview of plans to establish Greater Manchester as a modern, pedestrian and cycle-friendly city-region, including through the Bee Network for cycling.

3.6. Manchester City Centre Transport Strategy to 2040

Focused on transforming Manchester's city centre into a more sustainable, low-carbon urban core, this strategy prioritizes walking, cycling, and public transport. It sets out bold goals like reducing car trips by 50% and enhancing pedestrian zones, bus routes, and cycling networks. Transportation is framed not only as a mobility issue but as central to improving air quality, health outcomes, economic opportunity, and inclusivity.

3.7. Manchester Active Travel Strategy (2023)

Manchester Active travel strategy published by Manchester City council in 2023 sets the vision 'that everybody in Manchester will be able to walk, wheel or cycle as part of their everyday lives - for school, work, shopping and socialising, in safety, comfort and happiness.'

The four main ambitions that have been set by the Council to measure the success of this plan are:

- Improving access to the city centre, district centres, parks and other key destinations.
- Enabling safe access to schools and colleges.
- Improving citywide health and wellbeing.
- Reflecting the diversity of Manchester and addressing transport inequalities.

Other key ambitions and targets within this strategy up to 2028 include:

- Making walking the natural choice for short journeys.
- Double the mode share for cycling
- Reducing the default speed limit in the city to 20mph, and reduce 40mph speed limits to 30mph by 2028 where justified and consistent with road safety.
- Improvements to 2 local centres per year
- Deliver one school street per ward by 2028.
- Enable at least 70% of primary school and 40% of secondary school pupils to walk or cycle to school by 2028.
- Double the number of people who live within a 10-minute walk or cycle to local green spaces.
- Remove all access barriers to walking and cycling paths which prevent access to non-standard cycles by 2024.

3.8. Alignment of the Proposed Development with Relevant Policies

The proposed development is aligned with national and local planning objectives promoting sustainable, accessible and low-carbon development. In accordance with the National Planning Policy Framework (2024), the scheme is located within Manchester city centre- a highly sustainable urban location that maximises access to public transport, reduces the need to travel by private car, and encourages walking and cycling.

The design integrates new pedestrian routes, including a connection along Altrincham Street, and delivers high-quality public realm improvements, directly supporting NPPF principles relating to sustainable transport, placemaking and active travel. The proposal also responds to the City Council's Climate Emergency declaration and the target for Manchester to become zero carbon by 2038, through its car-free approach and emphasis on sustainable modes.

The proposals contribute directly to Manchester's 2038 zero-carbon target through a low-car approach and the promotion of sustainable modes of transport. In line with Core Strategy Policies T1 and T2, the development capitalises on its highly accessible location, provides enhanced pedestrian connectivity, and includes appropriate cycle facilities, all of which support modal shift away from car dependency. The scheme also embodies the principles of Places for Everyone policies JP-14, JP-C1, and JP-C8, focusing higher-density development in sustainable locations and ensuring permeability, accessibility, and integration with the wider walking, cycling and public transport network.

The proposals further accord with the Greater Manchester Transport Strategy 2040, the City Centre Transport Strategy to 2040, and the Manchester Active Travel Strategy (2023), which collectively seek to reduce car use, enhance air quality, and create a safe, inclusive city centre where walking and cycling are prioritised. Through its location, design, and commitment to active travel and sustainable transport infrastructure, the proposed development exemplifies best practice in delivering compact, accessible and climate-responsive urban growth in line with the city's strategic vision.

4. Development Proposals

This section sets out the development proposals and details of access to the proposed development by all modes.

4.1. Development Overview

The proposed development is for Purpose Built Student Accommodation (PBSA), comprising:

- 1,041 student residential units;
- Approximately 600sqm of flexible commercial uses (Use Class E) on the ground floor;
- 64 resident cycle parking spaces;
- 26 visitor cycle parking spaces within the public realm; and
- Associated landscaping.

Development plans are included at Appendix A.

4.2. Public Realm, Changes to Highway and Pedestrian and Cycle Access

An overview of the proposed public realm, pedestrian and cycle access strategy is shown in

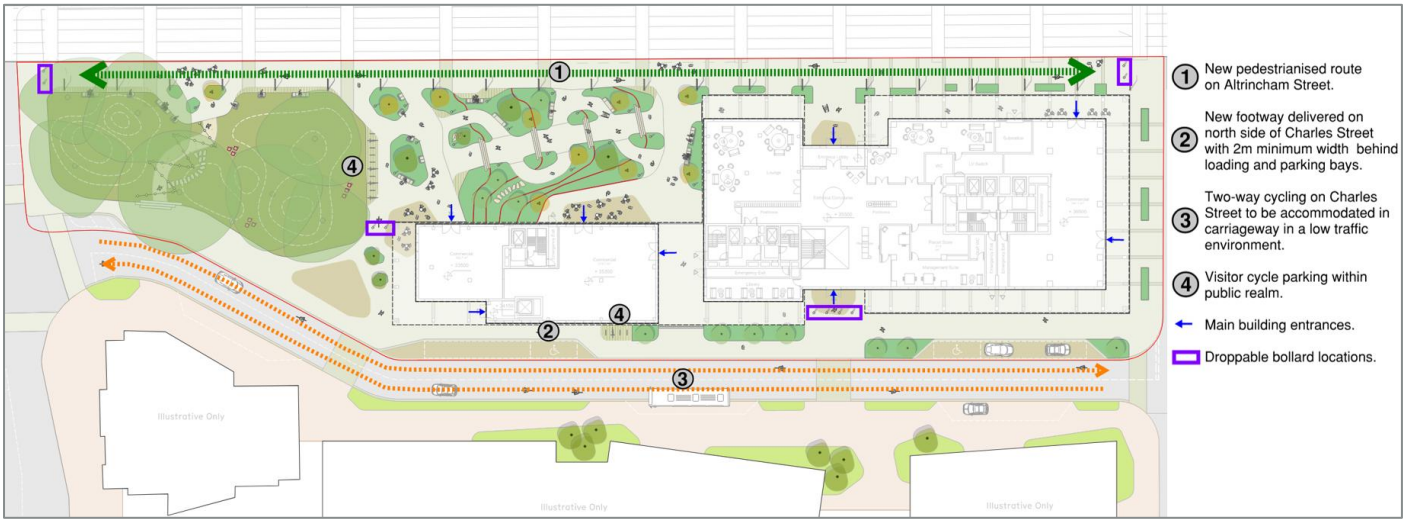


Figure 24.

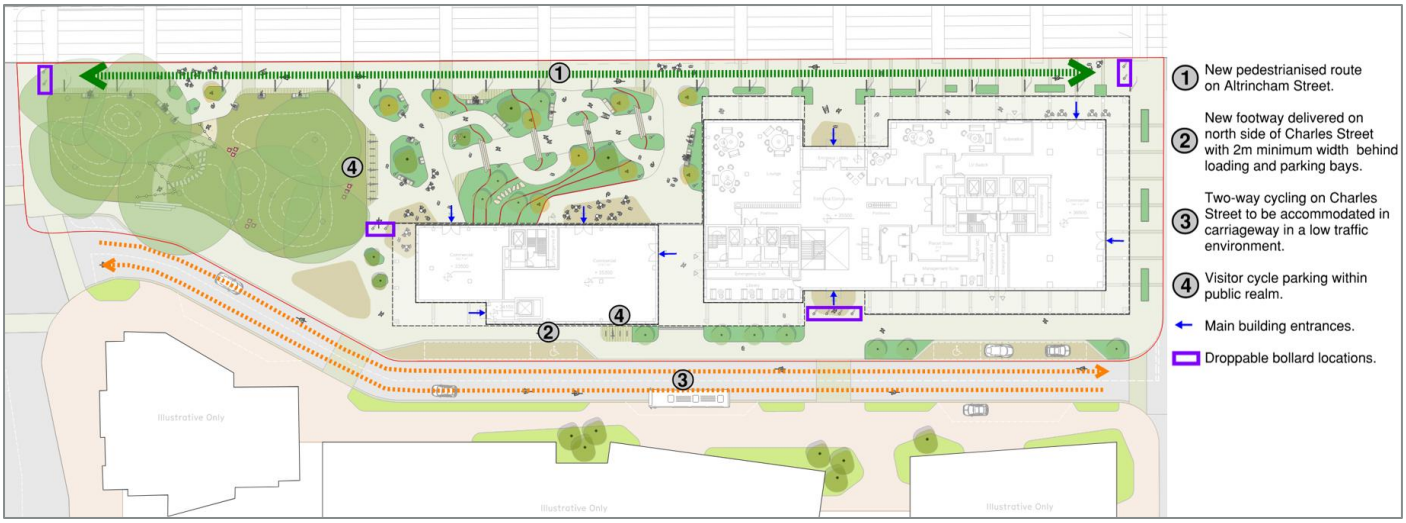


Figure 24: Proposed public realm, pedestrian and cycle access

All footways bounding the site will be resurfaced as part of the proposals. All access points no longer required to the footway will be reinstated, and tactile paving and dropped kerbs provided at all new crossing points.

4.2.1. Altrincham Street

The main entrance to the development will be from Altrincham Street, which runs along the northern edge of the site. Altrincham Street is not currently a publicly accessible route; however, it is proposed to provide a new pedestrianised route (minimum 4m width) through the development, connecting into public realm proposals for the section of Altrincham Street to the east as part of the wider Sister masterplan.

Retractable bollards will be in place at each end of Altrincham Street within the site boundary, in order to provide vehicle access to the railway arches if required in future.

Pedestrian entrances to the three commercial units are also proposed from the north via Altrincham Street and the proposed area of public realm.

Cycling is not proposed on this section of Altrincham Street in order to reduce spatial conflicts between pedestrians and cyclists, and to avoid a complex entry/exit arrangement for cyclists travelling via Princess Street and Charles Street to the west. To discourage use of Altrincham Street as a route by cyclists, the proposed cycle route via Sackville Street and Charles Street will be clearly signed. Bollards at each end of Altrincham Street and design features within the public realm will signal that this is a pedestrianised area, further discouraging cycling. The anticipated level of pedestrian activity in the area will also act as a deterrent. Cyclists accessing the potential future commercial uses in the arches on Altrincham Street would be expected to access the site via Charles Street and park their cycle at one of the blocks of Sheffield stands located within the public realm (See Section 4.3.2 for further details of visitor cycle parking).

4.2.2. Charles Street

The southern edge of the site is bounded by Charles Street, which currently has a wide carriageway with no footway provision on the northern side. It is proposed to narrow the carriageway to a minimum of 6m, although wider where required to allow passage of two buses. Two-way operation of Charles Street will be retained for all vehicle movements. Vehicle tracking has been undertaken to demonstrate the movement of buses on Charles Street, and is provided at Appendix E.

A second pedestrian entrance to the eastern block is proposed from Charles Street, as well as a pedestrian entrance to access the basement lift within the western block (providing access to the cycle store and bin store).

The narrowing of Charles Street from its existing form will enable the delivery of a footway on the northern side of the carriageway. This will be delivered at a minimum of 2m width at pinch points behind loading bays, although the footway will be significantly wider than 2m along most of its length. It is proposed that the newly provided footways are to be adopted. The proposed adopted highway boundary is shown in Appendix F. The building colonnade will provide additional unadopted covered footway width along part of the site frontage.

Charles Street is proposed as an on-carriageway cycle route, as it connects into existing cycle infrastructure on Sackville Street and the section of Charles Street to the west. As shown in Figure 25, the section of Charles Street bordering the site is the most direct route to connect into the existing cycle network in the area.

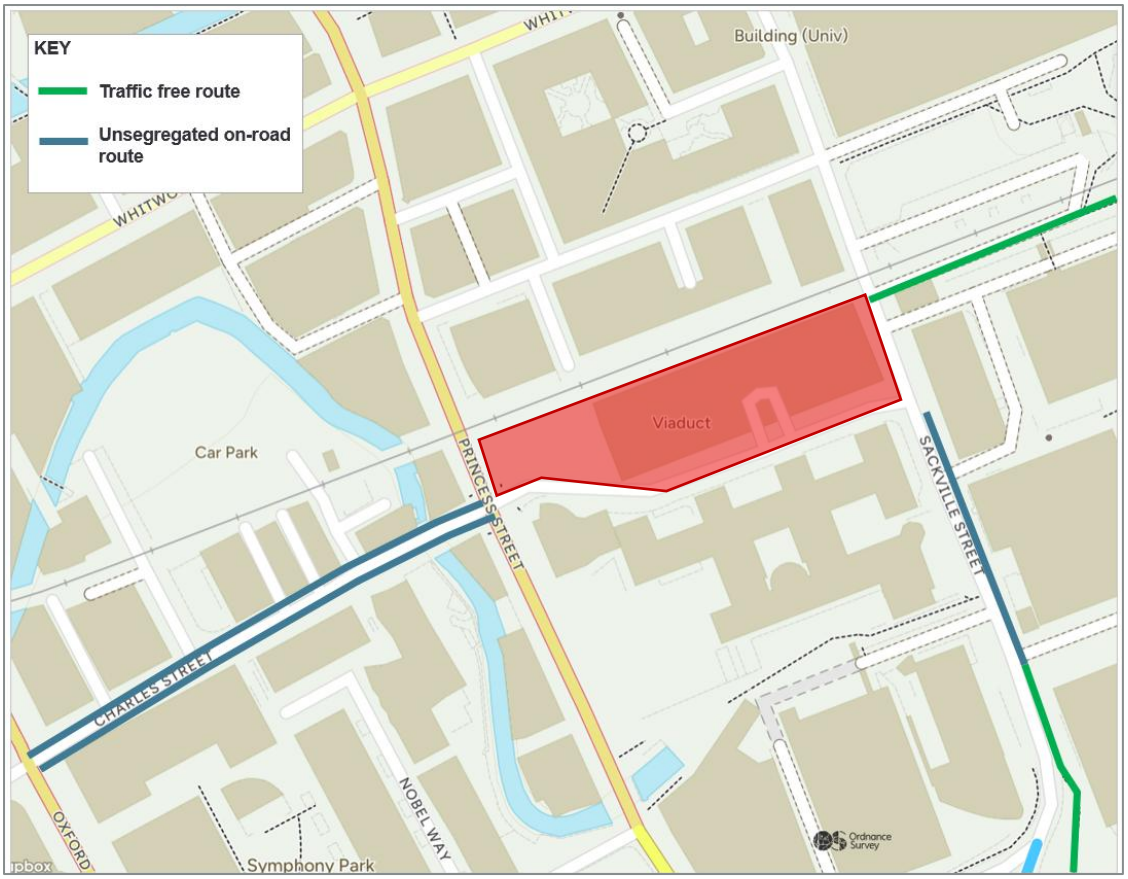


Figure 25: Existing cycle network

Charles Street is currently a low-traffic environment, and the proposed development being car-free will continue to support this. As requested by MCC Highway Officers, ATC surveys have been undertaken on Charles Street to quantify the typical daily vehicle movements and provide assurance that cycling in carriageway is an appropriate approach. The results of the surveys, detailed in Section 2.10.2, demonstrate an average of 2,237 daily two-way vehicle movements. This is below the Streets for All and LTN 1/20 threshold for on carriageway cycling (<2,500 vehicles per day). The speed survey also demonstrated a mean vehicle speed of 19mph and an 85th percentile speed of 23.3mph, indicating that the majority of drivers travel well under the 30mph posted speed limit on Charles Street. This further supports the approach proposed for cycling on Charles Street.

The proposed development will be car-free and will therefore generate relatively few new vehicle trips on Charles Street (See Section 5.1). Traffic volumes on Charles Street will not significantly increase a result of the proposed development, and cycling in carriageway will therefore still be appropriate once the development becomes operational.

Civic and the wider design team have held discussions with the transport planning and development teams working on the adjacent IQ development on the southern side of Charles Street. The proposed approach to the arrangement of Charles Street and retaining two-way vehicle operation has been agreed in principle with the team. The layout of Charles Street has been developed to accommodate the loading requirements for both developments and ensure that both sites work in conjunction.

4.2.3. Sackville Street

As part of their scoping response (See Section 1.1), MCC Highways requested that the requirement for a controlled crossing on Sackville Street should be explored based on traffic count data.

As detailed in Section 2.10.1, traffic count surveys undertaken on Sackville Street showed a maximum two-way daily traffic volume of 6,147 was recorded on the Saturday, and a minimum of 4,627 was recorded on the Monday. The average two-way daily movements across the surveyed period was 5,129 vehicles. In addition, speed surveys showed an 85th percentile speed of 22.5mph, significantly lower than the posted speed limit of 30mph.

Based on the observed traffic flows and vehicle speeds, it is considered that a controlled crossing is not required, and that a courtesy crossing would be appropriate on Sackville Street. This would be located on the Altrincham Street

alignment to connect the new pedestrian routes proposed as part of the Plot H development and adjacent Sister Plot C site to the east.

However, at present, the eastern side of Sackville Street on the Altrincham Street alignment comprises an access road junction at grade with the existing carriageway. It is therefore not possible to deliver a safe, compliant courtesy crossing (eg. dropped kerbs, tactile paving) at this location whilst the access road junction remains. No crossing is therefore proposed as part of this scheme.

Notwithstanding the above, it is proposed that a chamfered kerb is provided on the western side of Sackville Street to provide vehicle access to Altrincham Street and/or the railway arches as needed.

4.3. Cycle Parking

4.3.1. Residential Cycle Parking

Plot H will be served by 64 cycle parking spaces in total, which equates to a ratio of 1 cycle space for every 16 bedrooms (i.e. 6.2% provision). Of the total number of cycle spaces, 6 spaces will be able to accommodate accessible / larger cycles. The remaining spaces will be provided on double height racks.

A cycle maintenance stand will be provided within the basement, just outside the cycle store, clearly visible to residents accessing the cycle store and basement lift.

It is also proposed to provide a bike hire docking station within the public realm of the site for use by residents.

MCC does not have any adopted cycle parking standards for student accommodation, however, it is understood that MCC typically request one cycle parking space for every four bedrooms (ie. a 25% provision). If this ratio were to be applied to the proposed development, a total of 260 cycle parking spaces would be required. This is considered to be a significant over provision when compared against evidence for cycle parking provision at PBSA developments. If this level of cycle parking were to be delivered on site, it is likely that it would be highly underutilised and would have an adverse impact on the areas of useful amenity space that could be provided to residents.

Notwithstanding the above, MCC Highway Officers have requested evidence from comparable PBSA developments to support the proposed level of cycle parking provision. A summary of the evidence is provided below.

University of Manchester Commute Data

The University of Manchester Carbon Emissions Survey Report 2024[3] outlines survey data collated from students. As part of the survey, students were asked about their journeys to university from their term-time residence. The recorded average commuting distance travelled by mode is shown in Table 1.

[3] https://documents.manchester.ac.uk/display.aspx?DocID=6860

Table 1: Average commuting distance (km) to university by mode (2022 and 2024)

Mode	Average Distance (km) 2022	Average Distance (km) 2024
Cycle (inc. scooter)	6.4	7.0
Walk	1.9	2.4

The data above suggests that students walk for shorter commutes and that cycling is used for longer journeys.

As the proposed development is within a 1km walk of the both the main MMU and UoM campuses, it is reasonable to assume that the majority of residents would choose to walk rather than cycle to university.

Cycle parking utilisation surveys of existing PBSA developments in Manchester

A planning application (Planning ref. 142888/FO/2025) was submitted by Unite Students in May 2025 for a PBSA scheme comprising 2,302 bedrooms. As part of the Transport Statement submitted in support of the planning application, a series of overnight cycle parking utilisation surveys were undertaken at nine operational Unite Students sites within central Manchester. The surveys ran for two days during term time in December 2024.

The average recorded cycle parking demand across the sites ranged between 1-3%. The maximum observed demand was on any single day at any site was 3%. The captured demand is significantly lower than the 6.2% being proposed at Plot H.

Cycle hire availability

Cycle hire points in the vicinity of the site are shown in Figure 6. The figure shows that within 400m of the site, there are seven cycle hire points with space for over 60 hire bikes. The closest cycle hire point is adjacent to the southwest corner of the site at the junction of Charles Street and Princess Street, with 8 docks.

It is also proposed to provide a bike hire docking station within the public realm of the site. It is considered that convenient cycle hire would be an attractive alternative to private cycle ownership, particularly for students, as it would remove the need to move a private cycle from their home address to their term time address.

To further encourage use of cycle hire, Beryl Bike hire vouchers will be provided to new residents. Further information on this, and other incentives to encourage walking, wheeling and cycling, is provided within the supporting Framework Travel Plan.

Forecast trip generation

The multi-modal trip generation set out in Section 5.1, and based on surveys undertaken at similar sites, shows an estimated 3 and 4 two-way cycle trips in the weekday morning and evening peak hours respectively. In comparison, the proposed development is anticipated to generate 501 and 68 two-way walking trips in the peak hours. This clearly shows that the majority of students are anticipated to travel on foot, rather than by bike.

Summary

As the proposed development is within a 1km walk of the both the main MMU and UoM campuses, it is reasonable to assume that the majority of residents of the proposed development would walk rather than cycle to university. This assumption is supported by data showing that the average cycle distance to UoM is 7km and the average walking distance is 2km. This is further supported by the multi-modal trip generation set out in Section 5.1, which shows a significantly higher mode share for walking than cycling amongst residents, based on surveys undertaken at similar sites.

Unite student's cycle parking occupancy survey of nine sites in central Manchester showed an average utilisation of 1-3%. The maximum observed cycle parking demand was 3%. This demand is significantly lower than the 6.2% provision proposed at Plot H.

The evidence outlined above suggests a significantly lower demand for cycle parking at PBSA schemes than the 6.2% provision proposed at Plot H. The site is in a highly accessible location within a short walking distance on the university campuses. The proposed level of cycle parking provision, along with nearby cycle hire opportunities, is therefore considered to be appropriate for the proposed development whilst also providing additional capacity to accommodate any future increase in cycle parking demand.

4.3.2. Visitor Cycle Parking

Visitor parking will be accommodated by 14 Sheffield stands in the public realm, providing space for up to 28 cycles. There will be spread across two locations within the public realm (See Figure 24), including close to building entrances for use by cycle couriers.

4.3.3. Cycle Store Access

The cycle store is to be located within the basement, accessible via a lift from a dedicated entrance on Charles Street. The route for residents accessing the cycle store from Charles Street is shown in Figure 26. Note that residents will also be able to access the cycle store from within the building via the basement corridor.

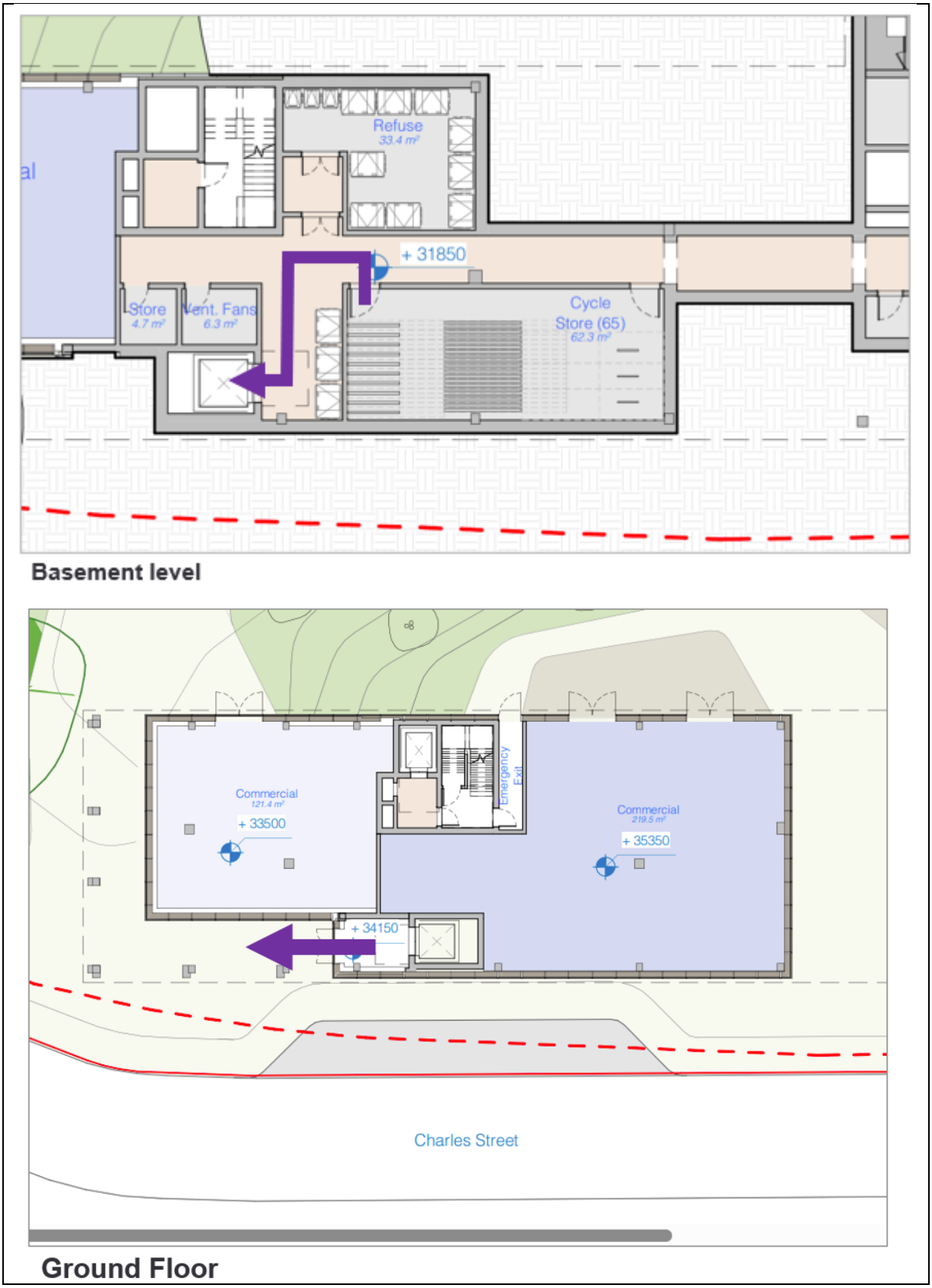


Figure 26: Cycle store access

4.4. Car Parking

4.4.1. Car Free Development

The development will be car free except for disabled parking. This reflects the highly accessible location of the development. It has been agreed with MCC highway officers that this is a sustainable location for a car-free development, as long as disabled parking is included.

4.4.2. Disabled Car Parking

Two disabled parking bays are proposed on Charles Street in a lay-by arrangement. These have been located as close to building entrances as possible (within 50m), whilst optimising the operation of the highway network and servicing arrangements for the proposed development.

4.5. Vehicle Access

4.5.1. Refuse Collection

Refuse collection will take place via the westernmost loading bay proposed on Charles Street. The bin store is to be located within the basement, accessible via a lift from a dedicated entrance on Charles Street. The bin presentation area will be within the public realm, set back from the adopted highway to avoid any obstruction on the footway. The route for accessing the bin store from Charles Street and the bin presentation area, in relation to the servicing bay is shown in Figure 27.

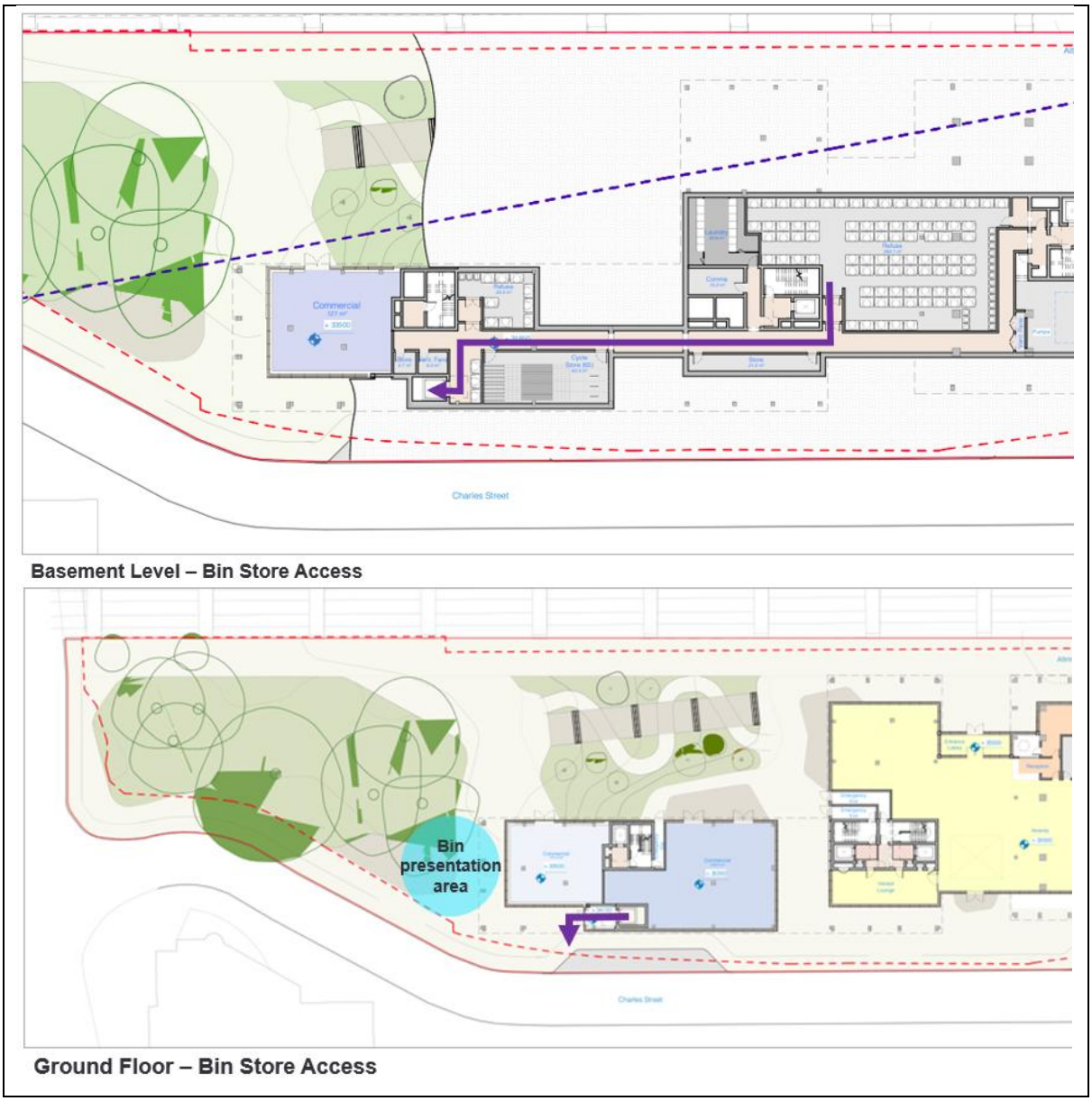


Figure 27: Bin store access

Vehicle tracking has been undertaken to demonstrate the movement of a refuse vehicle into and out of the loading bay, and is provided at Appendix G.

An Operational Waste Strategy has been produced for the proposed development under separate cover (Report Ref. 4026-CIV-XX-XX-R-H-40004).

4.5.2. Taxi and Ad hoc Deliveries

Taxis and deliveries will be able to park in the two loading bays proposed on Charles Street. These loading bays are optimally located for quick access to the reception area of the building. The reception area will be manned and arranged so that deliveries can be dealt with efficiently, allowing drivers to return to their vehicles quickly.

It is understood that a Management Strategy for Food / Parcel Deliveries will be conditioned as part of any planning permission, and will consider the following:

- **Delivery drop-off point** – Work with the development management staff to establish a designated drop-off point for deliveries.
- **Display signage** – If permitted display clear signage in common areas to guide delivery drivers to the drop-off point.
- **Inform residents** – Notify residents of the delivery process. Inform them about the designated drop-off point and any specific guidelines for receiving deliveries.
- **Set delivery hours** – Establish specific delivery hours for residents of the development, where possible, to help manage the flow of deliveries, especially during peak times.
- **Process review** – Periodically review how the drop-off process is working and gather feedback from residents, operational staff and delivery drivers.
- **Delivery holding area** – If feasible, set up a secure delivery holding area within the development.
- **Monitor security concerns** – Ensure the delivery process does not compromise security of residents and collaborate with building management to implement appropriate measures.
- **Encourage Feedback:** Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

4.5.3. Move in / Move Out

Loading associated with move in / move out days at the start and end of term will be accommodated within the loading bays proposed on Charles Street.

It is understood that a move-in / move-out strategy will be required as a planning condition. The operator will engage with neighbouring PBSAs to support the development of the strategy. An overview of the potential strategy is provided below.

The busiest days in terms of transport impact are likely to be when people are moving in. This is a once-a-year event that is not representative of the day-to-day activity at the site and will therefore be well planned to avoid disruption as much as possible. Students will generally arrive at their accommodation during the first week of the rental period at the start of the academic year, with the weekends being the busiest. To facilitate these movements, the management will organise a schedule of time slots for occupants to unload their belongings from the loading bays on Charles Street.

The procedure could be as follows:

- Occupants book a time slot in advance and are provided with details of where to unload, and where to park afterwards if needed.
- On arrival, they will be met by a member of the management team who will check they have arrived at the correct time before allowing them to park and unload.
- Unloading then takes place for the allocated time, it may be appropriate to have a ‘holding area’ for belongings being unloaded to speed up the process, this could be one of the common areas on the ground floor.
- Drivers leave to park in one of the nearby car parks and then belongings can be moved from the holding area to rooms.

A few slots at the end of the day should be kept open for anyone who misses their time slot and is not able to book one for another day.

At the end of term, the process can be reversed, although it may work to be more flexible as occupants may leave as soon as they have finished with their exams. Typically, this is spread out over several weeks.

4.5.4. Fire Tender

Fire tender access will be provided via existing roads, namely Charles Street off the south elevation within 18m and within clear sight of a dry/wet riser inlet.

Swept path assessment of fire tender access is provided at Appendix H.

4.5.5. Traffic Regulation Orders

Traffic Regulation Orders will be provided on Charles Street to regulate use of the loading bays, and to prevent inappropriate waiting/parking on Charles Street which could obstruct vehicles accessing the loading bays and accessible parking spaces.

5. Trip Generation and Impact

This section sets out the methodology for trip generation used in this Transport Assessment. The approach has been agreed with MCC during the pre-application scoping process (See Section 1.1).

Trip generation for the AM (08:00-09:00) and PM (17:00-18:00) peak hours have been calculated, looking at pedestrian, cycle, and public transport users then taxis, cars, vans, and heavy goods vehicles.

5.1. Trip Generation of Proposed Use

5.1.1. Purpose Built Student Accommodation

Although it is understood that TfGM prefer that London sites are removed from TRICS analysis, it is not possible to do this in this instance. In order to obtain relevant surveys outside London, the data range had to be extended to a point at which it was not possible to disaggregate cars, LGVs and OGVs whilst also providing multi-modal data by non-motorised vehicles. This is important for student residential as the scheme is car free, so cars need to be distributed off site; delivery vehicles need to be considered; and, as requested by MCC highway officers at the scoping meeting, an analysis of sustainable transport users is required.

It is also considered that in the context of a student residential building in close proximity to the campus, with no parking, and in a highly accessible location, there is no reason to remove London sites. This approach is supported by TRICS itself which states in the Good Practice Guide that sites should be chosen based on accessibility and site characteristics, rather than simply removing a region.

The TRICS category '03 – RESIDENTIAL/G – STUDENT ACCOMMODATION' was used. Town centre and edge of town centre locations were used, and sites with on-site parking were filtered out. Multi-modal surveys were chosen to be able to consider all modes of sustainable travel to and from the proposed development.

The default date range (2016-present) was used. As mentioned above this ensured trip types could be disaggregated properly, and it was also important to use more recent surveys which were more likely to capture the uptake of food delivery, Uber and online shopping.

Student residential trip rates taken from TRICS are set out in Table 2. The full TRICS output is included at Appendix I.

Table 2: Student residential trip rates from TRICS

Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Trip rates per bedroom						
Pedestrian	0.005	0.043	0.048	0.038	0.027	0.065
Cycle	0.001	0.002	0.003	0.003	0.001	0.004
Public Transport Users	0.005	0.055	0.06	0.049	0.02	0.069
Cars	0.001	0.001	0.002	0	0	0
Taxi	0	0	0	0.001	0.001	0.002
LGV	0	0	0	0	0	0
HGV	0	0	0	0	0	0

The subsequent multi-modal trip generation for the proposed development is set out in Table 3. 1,041 bedrooms are currently proposed.

Table 3: Proposed development trip generation

Mode	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Trip generation for 1,041 bedrooms						
Pedestrian	5	45	50	40	28	68
Cycle	1	2	3	3	1	4
Public Transport Users	5	57	62	51	21	72
Cars	1	1	2	0	0	0
Taxi	0	0	0	1	1	2
LGV	0	0	0	0	0	0
HGV	0	0	0	0	0	0
Total Sustainable Trips	**11**	**104**	**116**	**94**	**50**	**144**
Total Vehicle Trips	**1**	**1**	**2**	**1**	**1**	**2**

A Note on Trip Type, Pass-by Trips and Distribution

The **operational trips** comprise of taxis, deliveries, and waste collection and as such most trips are likely to already be on the city centre network with the vehicles making an additional stop on their route as they pass the development.

All **taxi trips** are assumed to be new trips as they could divert from anywhere in the city, however this is a robust assessment, as taxis usually pick up whoever is closest to them.

LGVs and **HGVs** arriving at the proposed development are likely to already be on the road network rather than making completely new trips to the site because network management by delivery/waste collection companies will seek to reduce extra mileage and will plan routes accordingly. For this trip generation exercise however, the trip generation from TRICS has not been reduced to help provide a robust assessment and account for the trend for increasing online shopping and deliveries since 2016, the default date range used for TRICS surveys.

5.1.2. Commercial Uses

The proposed commercial uses are considered ancillary to the residential development and are therefore not expected to generate any additional trips other than those associated with the residential element.

No car parking is proposed for the commercial units and the proposed floor area is relatively small scale, at approximately 600sqm. Any associated vehicle trips will therefore be limited to operational trips such as delivery and waste collection. As noted above, most vehicles undertaking operational trips are likely to already be on the city centre network with the vehicles making an additional stop on their route as they pass the development. The commercial units will therefore generate a negligible number of daily/weekly vehicle movements.

5.2. Impact on the Highway Network

The maximum estimated impact of the proposed development is 2 two-way vehicle trips in the weekday AM peak hour and 2 in the PM peak hour.

Because the site is car free except disabled parking, most of the vehicle trips generated by the proposed development are not associated with private car ownership.

With a peak hour of 2 vehicle trips associated with the proposed development, no additional analysis of the highway network around the development site is proposed. This approach was agreed with MCC when scoping the TA, see Section 1.1.

Given the low number of vehicle trips generated by the site, there will be no significant change in the number of vehicles using Charles Street. It is therefore concluded that the proposed approach to in-carriageway cycling, as outlined in Section 4.2.2, is appropriate.

A Travel Plan has been produced to accompany the planning application and sets out how people living at the development will be encouraged and enabled to travel by sustainable modes.

5.3. Active Travel Network Impacts

5.3.1. Walking

The pedestrian network in the vicinity of the site will see an increase in people walking because of the proposed development. The estimated two-way walking trips during the AM peak are 50, and 68 during the PM peak. In addition, public transport trips generated by the proposed development will begin / end with walking on the local network, comprising 62 and 72 two-way walking trips in the AM and PM peaks respectively. In total, this equates to 112 walking trips in the AM peak and 140 walking trips in the PM peak.

This equates to around 2-3 additional people on the network every minute during the peak hour. The pedestrian network is unlikely to be adversely impacted because of the additional footfall. The proposed development also includes public realm improvements and provision of a new footway on the northern side of Charles Street, which will enhance the existing network.

5.3.2. Cycle

The cycle network in the vicinity of the site is estimated to see an increase of 3 trips during the AM peak and 4 trips during the PM peak. This equates to one new trip on the network every 15-20 minutes during the peak hours. This is considered to be a negligible impact on the existing cycle network.

5.4. Public Transport Impacts

The public transport network in the vicinity of the site is estimated to see an increase of 62 and 72 trips during the AM and PM peaks respectively. It is considered that the public transport trip generation is relatively high for a PBSA site located within the city centre and in close proximity to the universities. The high number of estimated public transport trips is likely a result of including Greater London sites within the TRICS analysis, as noted in Section 5.1.1, due to students in Greater London being more likely to live further from their university and commute via public transport. It is considered that a number of these public transport trips could be undertaken on foot or by bike for students living at the proposed development, given the proximity of the site to the university campuses. No adjustments have been made to the multi-modal trip generation to reflect this, however, walking trips associated with public transport trips have been considered in Section 5.3.1, which concludes that the pedestrian network is not expected to be adversely impacted because of the additional footfall associated with the proposed development.

Notwithstanding the above, residents of the site that need to travel by public transport will benefit from the excellent public transport network that serves the site, comprising of bus, tram and train services. During the peak hour, there are 4 buses per hour on Charles Street / Sackville Street, 10 buses per hour on Princess Street, and over 30 buses per hour in each direction on the Oxford Road Corridor. All these services are located within a 400m walk of the site.

The nearest tram stops are Piccadilly and St Peter's Square, both of which are an 800m walk from the site. St Peters' Square is served by a tram every 1-2 minutes in the peak hour, and Piccadilly is served by a tram every 3-4 minutes in the peak hour.

Oxford Road station is located 500m walk from the site, and Manchester Piccadilly station is an 800m walk from the site. Many local, regional and national train services arrive or depart from these stations during the peak hour.

It is therefore concluded that the additional trips associated with the proposed development can be accommodated by the existing public transport network. The additional trips on public transport will support investment in the sector in the city which will benefit all.

5.5. Loading Bay Utilisation

In order to demonstrate that the proposed loading bay provision on Charles Street is appropriate for the needs of the proposed development, hourly trip rates and trip generation for taxis, OGVs and LGVs have been reviewed. The same TRICS data used in Section 5.1 has been applied.

The following assumptions have been made to estimate the utilisation of the loading bays and ensure a robust assessment:

- Each loading bay can accommodate one OGV or two taxis/LGVs at any one time.
- **Taxi:** 50% of taxis are dropping off and 50% of taxis are picking up passengers. Taxi drop-off takes 2 minutes, and taxi pick-up takes 5 minutes.
- **LGV:** load / unload takes 10 minutes.
- **OGV**: load / unload takes 20 minutes.

The hourly vehicle trip generation for the proposed development throughout the day for taxis, OGVs and LGVs is presented in Appendix J, alongside the loading bay demand / capacity analysis.

A summary of the key findings of the analysis is as follows:

- The maximum occupancy of the loading bays is 17%, which is predicted to occur between 07:00-08:00. In this period, 4 LGVs and 4 OGVs are predicted to arrive. This is only hour in the day that has an OGV arrival.
- The second highest occupancy of the loading bays is 12%, which is predicted to occur between 11:00-12:00 and 15:00-16:00. In both these periods, 2 LGVs and 2 taxis are predicted to arrive.
- For the remaining hours of the day, occupancy of the loading bays is 0-10%.

The assessment demonstrates that the proposed loading bay provision is sufficient to serve the day-to day demand associated with the proposed development. The proposed provision provides a good amount of spare capacity should demand increase in future, and is therefore considered to be robust.

The above assessment considers day-to-day usage of the loading bays, and does not consider usage on move-in / move-out days when the loading bays are expected to be busier. The proposed approach to management of the loading bays on move-in / move-out days is detailed in Section 4.5.3.

5.6. Construction Impacts

Construction traffic impacts have been assessed as part of the EIA submitted in support of the planning application. The assessment found no significant impacts resulting from the construction or operational phases of the proposed development.

A Construction Management Plan will be submitted to MCC prior to any demolition or construction works commencing on site. It is understood that this will be conditioned as part of any planning permission and will include the following:

- Phasing and quantification / classification of vehicular activity.
- Routing of vehicles both within the site and on the adjacent highway – evidenced with appropriate swept-path assessment.
- Consideration of ongoing construction works and contractor parking in the locality.
- A detailed Traffic Management Plan.
- A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

5.7. Traffic Impact on Holcroft Moss

As noted in Section 3.4, Policy JP-C8 of Places for Everyone states that Transport Assessments for new developments must consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation. Any 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.

Applying the same trip generation methodology outlined in the Section 5.1, daily vehicle trips and HGV trips for the proposed development have been derived as follows:

- Daily two-way vehicle trips (including HGVs) – 78
- Daily two-way HGV trips – 2

On this basis it is concluded that the proposed development would not result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 HGVs per day. No further assessment or mitigation is therefore required.

6. Summary and Conclusions

This Transport Assessment has been produced by Civic to support a planning application for Plot H at Sister (also/formerly known as Innovation District Manchester, or IDM). The proposed development is for Purpose Built Student Accommodation (PBSA) comprising 1,041 bedrooms and approximately 600sqm of flexible commercial uses (Use Class E) on the ground floor. The proposals include public realm improvements on the western edge of the site adjacent to the Princess Street / Charles Street junction. The provision of a new pedestrian route is also proposed along the northern edge of the site on Altrincham Street, between the proposed building and existing viaduct.

The site sits within the highest rating of public transport accessibility (GMAL of 8) as determined by TfGM due to its proximity to frequent bus, tram, and train services. High-frequency bus services are available on Charles Street, Sackville Street, Princess Street and Oxford Road, and rail and tram services are available a short walk or cycle from the site (400-800m). The development is also located within 500m and 750m of the main Manchester Metropolitan University and University of Manchester main campuses respectively, making this a highly accessible location for students to live and commute from.

The development complies with local and national transport planning policy. The building entrances, public realm improvements, and pedestrian routes integrate the buildings with the surrounding area, mainly towards Charles Street and Altrincham Street. Residential cycle parking is provided within a secure store situated in the basement and accessible via elevator. Visitor cycle parking is also proposed in a visible location within the public realm. The development is car free, except for two disabled parking bays, which reflects the highly accessible nature of the development. A Framework Travel Plan has been prepared which sets out how people living at the development will be further encouraged to travel by sustainable modes.

A multi-modal trip generation exercise was carried out to consider the impact of the development on all modes of transport. The modes with the largest increase in users as a result of the development are pedestrians and public transport. Given the extensive pedestrian networks through the city centre and the many options available for public transport, the impact on these networks is not considered to be significant.

The only vehicle trips to the development will be cars accessing disabled parking, servicing, deliveries, and emergency vehicles. The trip generation exercise has demonstrated that the impact of these trips is not significant. Proposed strategies for vehicle access are set out in this document.

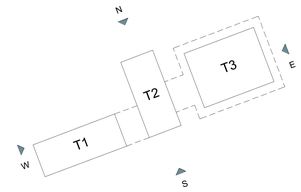
Servicing to the buildings will be via two new loading bays on Charles Street. Part of the applicant's site will be offered for adoption by MCC so that an adopted footway can be provided behind the new loading bays and disabled car parking bays.

A demand / capacity assessment of the loading bays on Charles Street has been undertaken. The assessment demonstrates that the proposed loading bay provision is sufficient to serve the demand associated with the proposed development.

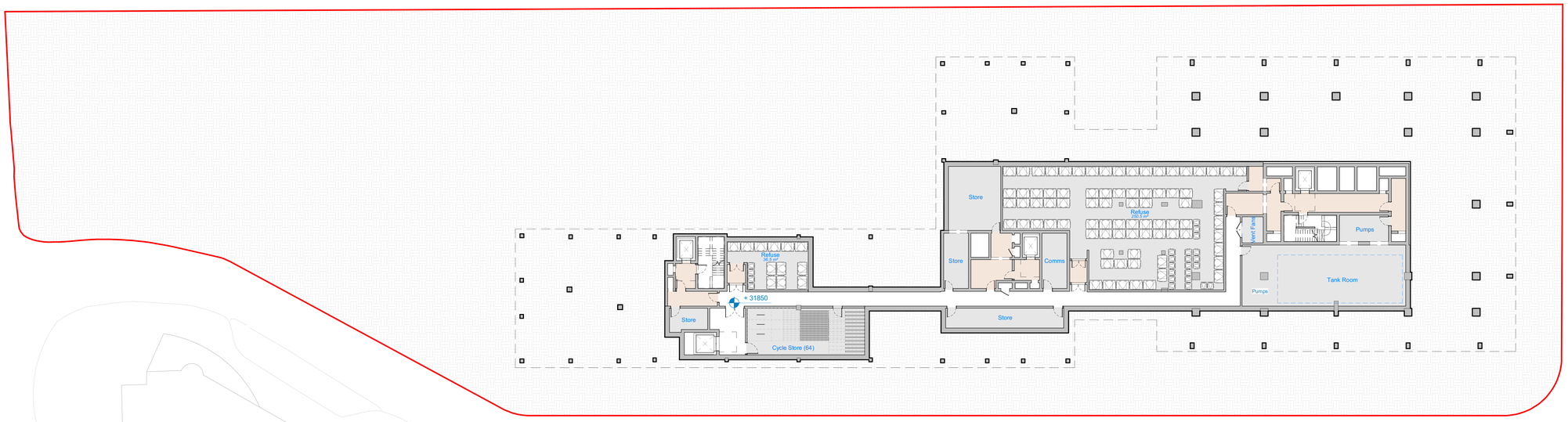
Taking into account the impact on the highway, the creation of new and improved public realm, the car-free development, high quality cycle parking provision and the management of movement and servicing, it is concluded that this development should be supported from a transport perspective.

Appendix A – Development Plans

DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings. Confirm all dimensions before commencement of any work on site or fabrication.



(Railways Arches at Ground Level)



Charles Street

Rev:	Details:	Date:
011	Design Freeze #2 Issue inclusive of: Red line boundary amendment as requested by client. Internal room layout adjustments in Tower 02; roof layout changes; updated landscaping proposals; access door added to level 3 plant for roof access.	01/12/25
010	Tower 2 core updated to fire engineer comments. Ground Floor and Basement layouts updated to suit.	17/10/25
09	Layouts updated with design development and issued for Design Freeze 01	26/09/25
08	Issued for review and comment. Scheme relocated to avoid clash with adopted highway. GF and Basement layouts updated. Cores updated to MEP comments.	20/08/25
07	Cycle spaces reduced following LA comments	17/07/25
06	Basement access & layout updated to client request. Colonnade adjusted to accommodate access. Upper floor layouts adjusted to accommodate structural changes.	07/07/25
05	Layout updated to reduce extent of basement outside of the ground floor boundary.	26/06/25
04	Drawing number revised. Updates to layouts and cores to design team development. Height of Towers 1 & 2 adjusted.	13/06/25
03	Updated layouts to design team comments	06/05/25
02	Layouts & cores updated to align with design team comments. Level changes added in line with external site levels.	01/05/25
01	First Issue for review and comment	20/03/25

client:
RG Group

project:
Plot H

job number:
0667

status:
Planning

title:
GA Plan - Basement Level

scale:
1 : 250
@ A1

drawn by:
RM

drawing number:
0667-HOD-XX-B1-DR-A-(--)199

current revision date:
01/12/25

revision:
011

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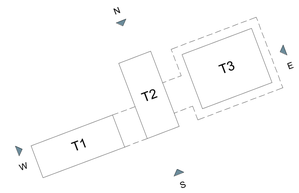
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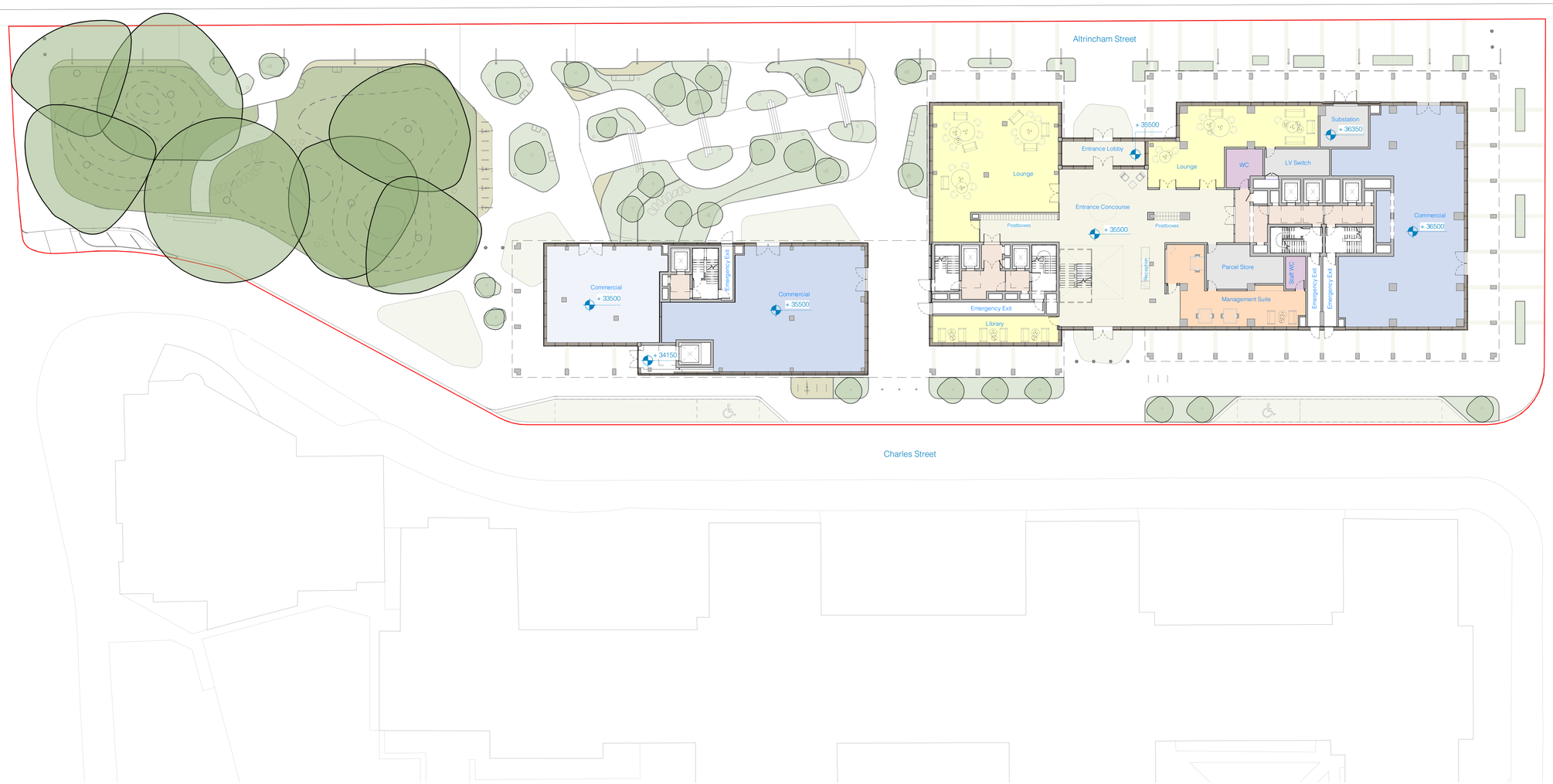
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Rev:	Details:	Date:
011	Design Freeze #2 Issue inclusive of: Red line boundary amendment as requested by client. Internal room layout adjustments in Tower 02; roof layout changes; updated landscaping proposals; access door added to level 3 plant for roof access.	01/12/25
010	Tower 2 core updated to fire engineer comments. Ground Floor and Basement layouts updated to suit.	17/10/25
09	Layouts updated with design development and issued for Design Freeze 01	26/09/25
08	Level 00/01 layout revision.	29/08/25
07	Issued for review and comment. Scheme relocated to avoid clash with adopted highway. GF and Basement layouts updated. Cores updated to MEP comments.	20/08/25
06	Issued for review of planning boundary.	18/07/25
05	Basement access & layout updated to client request. Colonnade adjusted to accommodate access. Upper floor layouts adjusted to accommodate structural changes.	07/07/25
04	Drawing number revised. Updates to layouts and cores to design team development. Height of Towers 1 & 2 adjusted.	13/06/25
03	Updated layouts to design team comments	06/05/25
02	Layouts & cores updated to align with design team comments. Level changes added in line with external site levels.	01/05/25
01	First Issue for review and comment	20/03/25

client:
RG Group

project:
Plot H

job number:
0667

status:
Planning

title:
GA Plan - Level 00

scale:
1 : 250
@ A1

drawn by:
RM

drawing number:
0667-HOD-XX-00-DR-A-(--)200

current revision date:
01/12/25

revision:
011

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13/01/2026

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
18/11/2025	5		Update to Charles Street Kerb Alignment	EP
25/11/2025	6		Design Freeze Issue #2	EP
13/01/2026	7		Planning	CL

KEY

GENERAL INFORMATION

PLANNING APPLICATION BOUNDARY

HARDWORKS

S1.0 SURFACE TYPE A
Natural Stone Paving
To Primary Areas & Routes

S2.0 SURFACE TYPE B
Natural Stone Setts
To Banding

S3.0 SURFACE TYPE C (GREEN GAP)
Green Gap Concrete Block

S4.0 SURFACE TYPE D
Natural Stone Contrasting Paving
To Courtyards and Entrances

S5.0 SURFACE TYPE E
Self-Binding Gravel
To Existing Green Space (no dig construction)

S6.0 STEEL RETAINING EDGING
Terrace Edging

S7.0 TACTILE PAVING
To Crossings and Steps

S8.0 MACADAM
To Vehicular Areas
To Engineer's Detail & Specification

S9.0 NATURAL STEPPING STONE
To Softwork Areas

SOFTWORKS

CLEAR-STEM TREE PLANTING
Extra Heavy Standard (with underground guying)
Refer to Planting Schedule

MULTI-STEM TREE PLANTING
2-3 Metre (with underground guying)
Refer to Planting Schedule

EXISTING RETAINED TREE
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

OPEN MIX
Refer to Planting Schedule

WOODLAND & SHADE MIX
25mm of remedial topsoil
Refer to Planting Schedule

EXISTING TREE ROOT PROTECTION ZONES
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

EXISTING REMOVED TREE
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

GREEN GAP PAVING
Concrete block/grass seed mix

ORIGINATOR
Layer.studio
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W layer.studio T 01625 523 157 E manchester, newcastle or bristol@layer.studio

Client
RG GROUP

Project
Plot H, SISTER
Manchester

Drawing Title
GENERAL ARRANGEMENT

Created By	Checked By	Scale	Sheet Size
CL	MW	1:250	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
451	LYR	XX	ZZ	DWG	L	1001

Work Stage	Status	Revision
2	Planning	7

Appendix B – Scoping Note and MCC Highways Response

Sister Plot H

Transport Assessment Scoping Note v1.0

October 2025

PREPARED FOR

RGRE Limited

Transport Assessment Scoping Note v1.0

Prepared By	Rachel Cornfoot
Reviewed By	Leah Stuart
Report Reference	4026/01
Issued	V1.0 issued on 6 October 2025
Revised	-

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Appendix A – Proposed Development Plans (Work in Progress)

Appendix B – TRICS Outputs

1. Introduction

This scoping note has been written to inform Manchester City Council (MCC) highway officers of the proposed methodology for the Transport Assessment to accompany the planning application for Plot H at Sister (also/formerly known as Innovation District Manchester, or IDM). The plot sits to the west of the former UMIST Campus and is covered by the IDM Strategic Regeneration Framework 2023 (IDM SRF).

The plot currently accommodates a vacant multi-storey car park (MSCP) and associated commercial units (Use Class E). The MSCP was closed in October 2024, and a separate planning application (Planning Ref. 143741/FO/2025) has been submitted for the demolition of the MSCP and commercial units to prepare the site for future development.

The proposed development at Plot H is for Purpose Built Student Accommodation (PBSA), comprising approximately 1,041 units and approximately 600sqm of commercial uses on the ground floor. The proposals include public realm improvements on the western edge of the site adjacent to the Princess Street / Charles Street junction. The provision of a new pedestrian route is also proposed along the northern edge of the plot on Altrincham Street, between the proposed building and existing viaduct.

The site is located to the south of Manchester city centre. Plot H is bounded by the rail viaduct to the north, Sackville Street and the wider Sister masterplan area to the east, Charles Street to the south, and Princess Street (A34) to the west. The site location is shown in Figure 1.

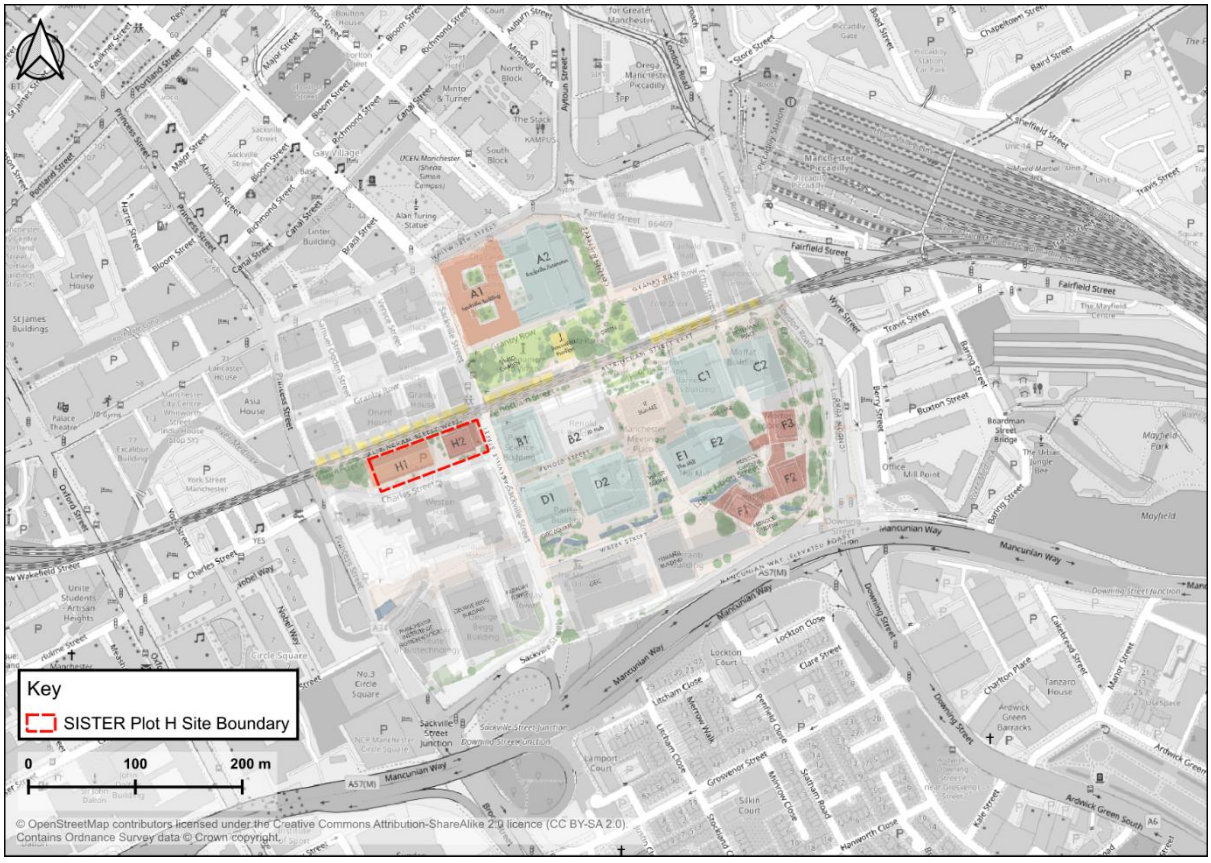


Figure 1: Plot H location within the wider SISTER masterplan area

Work in progress development plans are included at Appendix A.

1.1. IDM Strategic Regeneration Framework

The IDM Strategic Regeneration Framework (SRF) sets out principles of development in the wider masterplan area. An excerpt is shown in Figure 2. Access principles set out in the SRF pertaining to

Plot H are as follows:

- Capping and widening of Altrincham Street East to create a generous, safe thoroughfare leading from Piccadilly Station and Mayfield through to the Corridor, enlivened by re-activated railway arches.
- Deliveries and servicing limited to the periphery of the Framework Area. Vehicles (other than maintenance and emergency vehicles) should be restricted from entering the principal areas of public realm wherever possible.
- Altrincham Street and London Road offer the opportunity for wide pathways with cycle lanes off the public road and dwell spaces. Altrincham Street is perfectly positioned to form an extension to Manchester's Bee Network.
- By designing for sustainable modes of transport and linkages to adjacent public transport hubs, developments can seek to minimise use of private cars to travel to or from the Framework Area.

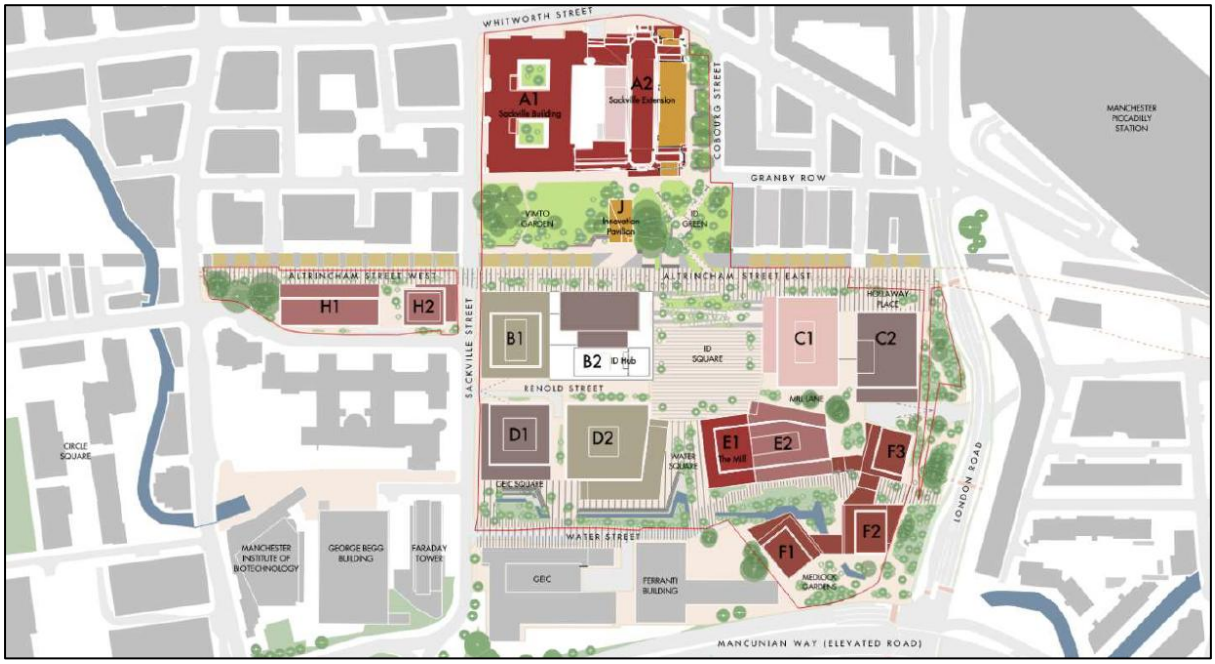


Figure 2: IDM SRF Principles – taken from ID Manchester Masterplan Delivery & Servicing Strategy, Arup, version P02, 11 November 2022

The draft SRF for ID Manchester was officially endorsed by Manchester City Council's Executive Committee in October 2023.

1.2. Liaison with Manchester City Council Highway Officers

This Scoping Note has been produced following an initial meeting with MCC highway officers on 5 September 2025. Feedback on this Scoping note is welcomed, and specific questions are posed throughout the document, with a table for response at Section 7.

1.3. Transport Assessment Scoping Note Content

This Transport Assessment Scoping Note sets out:

- Proposed content of the Transport Assessment document including for the Existing Transport Context review (Section 2) and Policy review (Section 3).
- Principles of access for pedestrians, cyclists, accessible car parking, delivery, servicing (Section 4).

- Trip generation, setting out the proposed methodology which will be carried forward into the Transport Assessment. (Section 5).
- Proposed assessment of transport impact by mode (Section 6)
- Conclusion and questions to MCC (Section 7).

The scoping note includes several questions for MCC highway officer, which are also summarised at Section 7. Responses to these will assist Civic Engineers in continuing with the Transport Assessment, ensuring the methodology is approved by MCC highway officers.

2. Existing Site and Transport Context

This section of the Transport Assessment will include a review of the existing transport context of the site.

Headings for this section will include:

- Site location
- Existing land use
- Pedestrian access (walking, wheeling and accessibility)
- Cycle access, cycle parking, and cycle hire
- Public transport access
- Car club access
- Details of the local highway network
- Review of on-street parking and traffic regulations in the area
- Review of off-street parking supply
- Review of electric vehicle charging points in the vicinity
- Review of traffic collision data for the latest 5-year period available

Question to MCC highway officers: Is the proposed scope of the 'Existing Site and Transport Context' Section of the Transport Assessment acceptable? Is there anything else to include?

3. Policy Context

This section of the Transport Assessment will include a review of the following local and national transport policy, along with a review of how the development will accord with policy:

- National Planning Policy Framework
- The Climate Emergency, as announced by Manchester City Council in July 2019
- Manchester's Core Strategy 2012-2027 including Parking Requirements
- Places for Everyone
- Greater Manchester Transport Strategy 2040
- Manchester City Centre Transport Strategy to 2040

Question to MCC highway officers: Is the proposed list of local and national transport policies sufficient, and are there other documents which can be signposted which are used to make decisions relating to transport development control?

4. Development Proposals

This section sets out the work in progress proposals for the development, for comment from Manchester City Council highway officers.

Work in progress development proposals are included at Appendix A.

4.1. Public Realm, Changes to Highway, and Pedestrian and Cycle Access

4.1.1. Altrincham Street

The main entrance to the development will be from Altrincham Street, which runs along the northern edge of the site. Altrincham Street is not currently a publicly accessible route; however, it is proposed to provide a new pedestrianised route (minimum 4m wide) through the development, connecting into public realm proposals for the section of Altrincham Street to the east as part of the wider Sister masterplan.

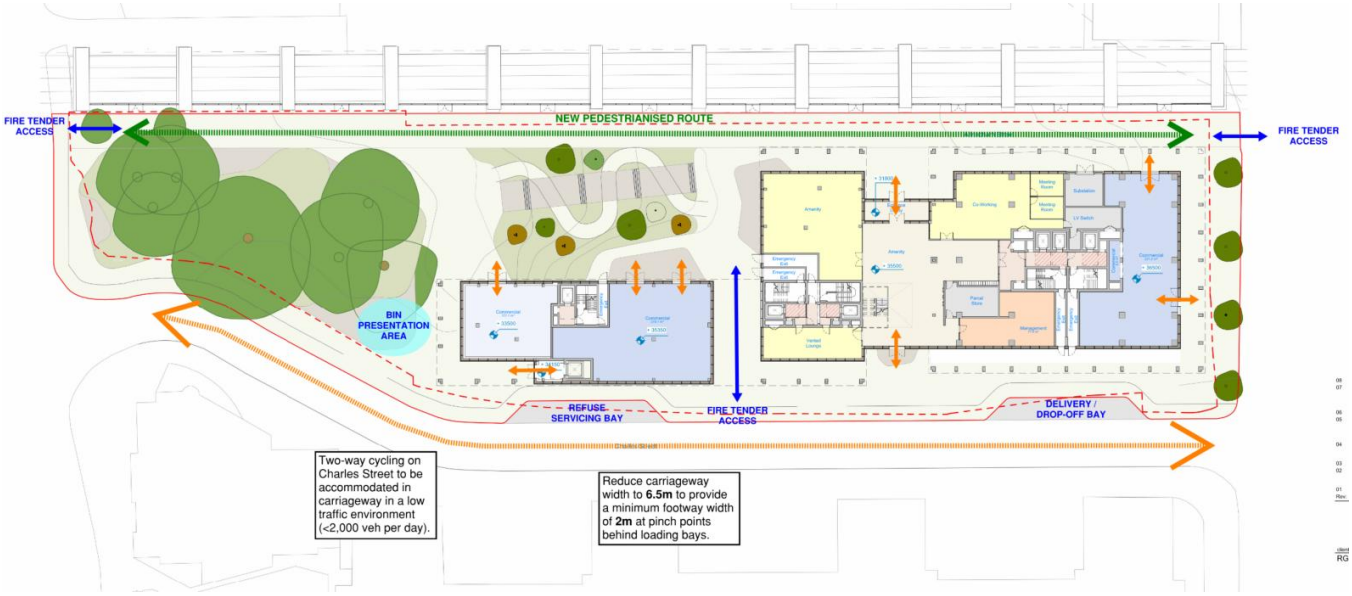


Figure 3: Proposed public realm, pedestrian and cycle access

Retractable bollards will be in place at each end of Altrincham Street within the site boundary, in order to provide emergency vehicle access, as required. This is discussed further in Section 4.4.3.

Pedestrian entrances to the three commercial units are also proposed from the north via Altrincham Street and the proposed area of public realm.

4.1.2. Charles Street

The southern edge of the site is bounded by Charles Street, which currently has a wide carriageway with no footway provision on the northern side. It is proposed to narrow the carriageway to a minimum of 6.5m (albeit wider where required to allow passage of two buses – to be determined through a tracking exercise). Two-way operation of Charles Street will be retained for all vehicles.

The narrowing of Charles Street from its existing form will enable the delivery of a footway on the northern side of the carriageway. This will be delivered at a minimum of 2m width at pinch points behind loading bays, although significantly wider than 2m along most of its length. It is proposed than the newly provided footways are to be adopted. Further detail on this will be provided within the Transport Assessment.

Charles Street is proposed as a cycle route, as it connects into existing cycle infrastructure on Sackville Street and the section of Charles Street to the west. As shown in Figure 4, the section of

Charles Street bordering the site is the most direct route to connect into the existing cycle network in the area.

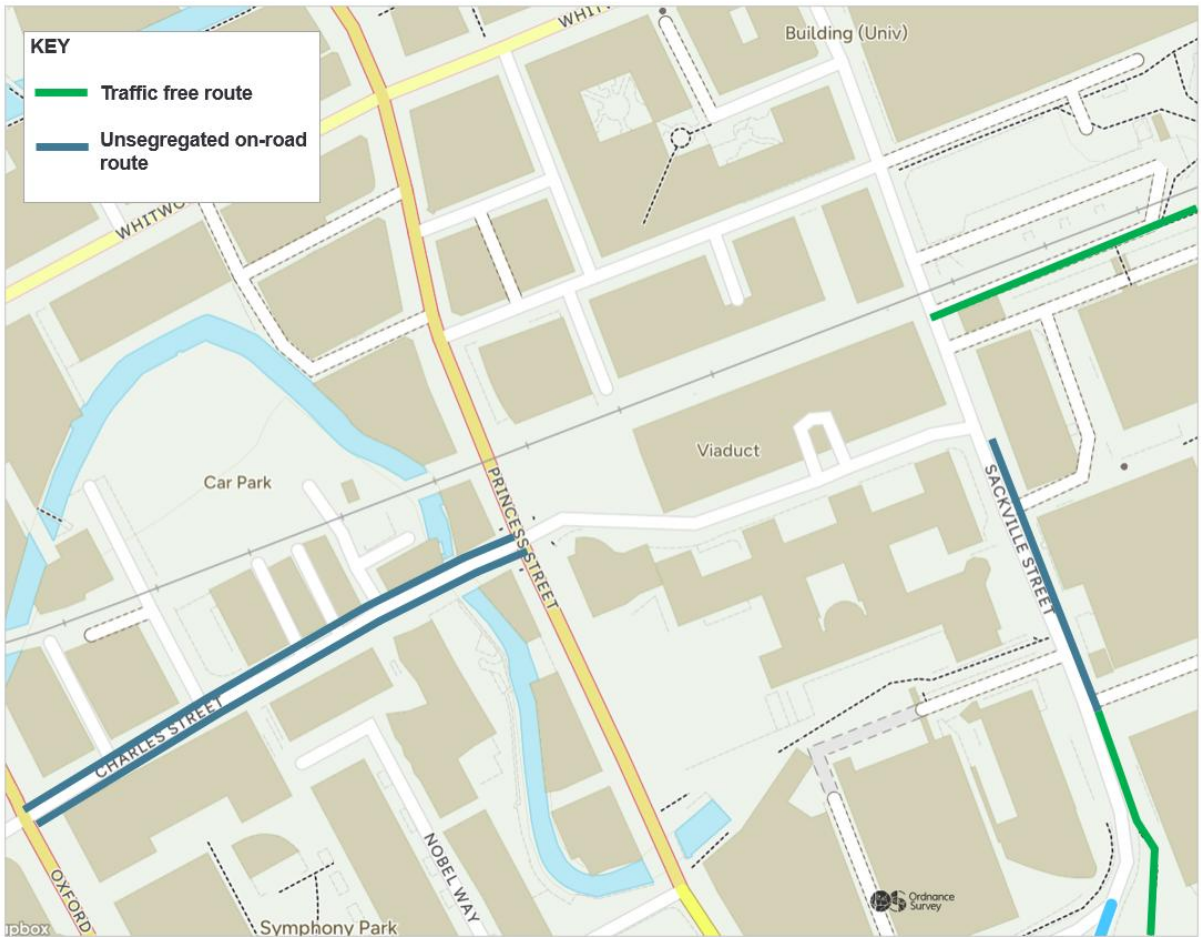


Figure 4: Existing cycle network

Charles Street is currently a low-traffic environment, and the proposed development being car-free will continue to support this. As vehicle movements are anticipated to be under 2,000 vehicles per day, it is proposed that cycling on Charles Street and on Sackville Street (between Altrincham Street and Charles Street) will be in carriageway, with no dedicated cycle infrastructure proposed, other than wayfinding/signage. As requested by MCC Highway Officers, a ATC surveys will be undertaken on Charles Street and Sackville Street to quantify the typical daily vehicle movements and provide assurance that cycling in carriageway is an appropriate approach.

Cycling is not proposed on Altrincham Street in order to reduce spatial conflicts between pedestrians and cyclists, and to avoid a complex entry/exit arrangement for cyclists travelling via Princess Street and Charles Street to the west.

A second pedestrian entrance to the eastern building is proposed from Charles Street, as well as a pedestrian entrance to access the basement lift within the western building (providing access to the cycle store and bin store).

Question to MCC highway officers: Please provide feedback on the pedestrian and cycle access proposals.

4.2. Cycle Parking

Plot H will be served by 64 cycle parking spaces in total, which equates to a ratio of 1 cycle space for every 16 bedrooms (i.e. 6.2% provision).

Of the total number of cycle spaces, 6 spaces will be able to accommodate accessible / larger cycles. The level of cycle parking will be justified by evidence of cycle parking demand in other PBSA developments.

The cycle store is to be located within the basement, accessible via a lift from a dedicated entrance on Charles Street. The route for residents accessing the cycle store from Charles Street is shown in **Error! Reference source not found.**. Note that residents will also be able to access the cycle store from within the building via the basement corridor.

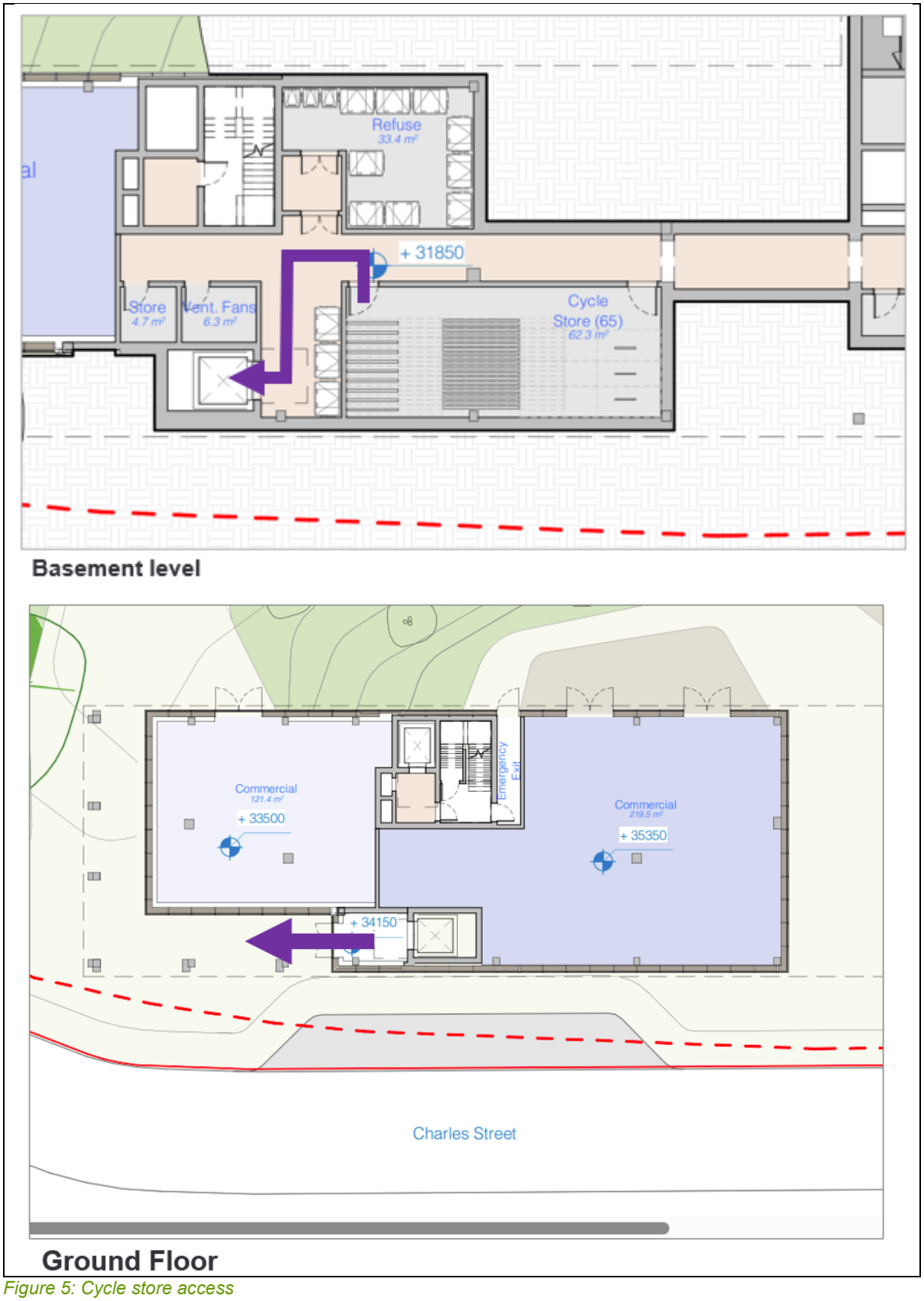


Figure 5: Cycle store access

13 Sheffield stands, providing space for up to 26 cycles, are proposed within the public realm, including close to building entrances for use by cycle couriers.

Question to MCC highway officers: Please provide feedback on the cycle parking proposals.

4.3. Car Parking

4.3.1. Car Free Development

The development will be car free except for disabled parking. This reflects the highly accessible location of the development.

4.3.2. Disabled Car Parking

The current proposal is to locate 2 disabled parking bays on Charles Street in a lay-by arrangement. These have been located as close to building entrances as possible, whilst optimising the operation of the highway network and servicing arrangements for the proposed development.

Question to MCC highway officers: Please provide feedback on the disabled parking proposals.

4.3.3. Impact on Parking on Surrounding Streets

The impact on surrounding streets of the development being car free is considered to be minimal:

- Sackville Street already has TROs.
- Charles Street has TROs.
- Princess Street has TROs.
- Areas to the east will be restricted as part of the wider Sister masterplan development.

There is therefore very limited scope for the development to impact on-street parking in the area, and further assessment is not proposed.

4.4. Vehicle Access

4.4.1. Refuse Collection

Two loading/servicing bays are proposed on Charles Street. Refuse collection will take place via the westernmost loading bay.. The bin store is to be located within the basement, accessible via a lift from a dedicated entrance on Charles Street. The route for accessing the bin store from Charles Street and the bin presentation area, in relation to the servicing bay is shown in Figure 6. Swept path assessment will be undertaken to show the movement of the refuse vehicle into and out of the layby.



Figure 6: Bin store access

4.4.2. Taxi and Ad hoc Deliveries

Taxis and deliveries will be able to park in the two loading bays proposed on Charles Street. These loading bays are optimally located for quick access to the reception area of the building. The reception area will be staffed and arranged so that deliveries can be dealt with quickly, allowing drivers to return to their vehicles quickly.

4.4.3. Fire Tender

Fire tender access will be along Altrincham Street as a through route, controlled by retractable bollards. Tracking will be provided in the Transport Assessment.

4.4.4. Move In / Move Out

Loading associated with move in / move out days at the start and end of term will be accommodated within the two loading bays proposed on Charles Street.

It is understood that a management strategy for term-time pick-up/drop-off will be required as a planning condition.

Question to MCC highway officers: Please provide feedback on the details of vehicle access and confirm that access strategies are acceptable.

Question to MCC highway officers: Confirm that further information on student pick-up/drop-off at start and end of term is not required prior to planning approval.

5. Vehicle Trip Generation

This section sets out the methodology for trip generation which will be carried forward into the Transport Assessment.

Trip generation for the AM (08:00-09:00) and PM (17:00-18:00) peak hours have been calculated, looking at taxis, cars, vans and heavy goods vehicles separately.

5.1. PBSA Vehicle Trip Generation

Although it is understood that TfGM prefer that London sites are removed from TRICS analysis, it is not possible to do this in this instance. In order to obtain relevant surveys outside London, the data range had to be extended to a point at which it was not possible to disaggregate cars, LGVs and OGVs whilst also providing multi-modal data by non-motorised vehicles. This is important for student residential, as delivery vehicles need to be considered and an analysis of sustainable transport users is required.

It is also considered that in the context of a student residential building in close proximity to the campus, with no parking, and in a highly accessible location, there is no reason to remove London sites, and this is supported by TRICS itself which states in the Good Practice Guide that sites should be chosen based on accessibility and site characteristics, rather than simply removing a region.

The TRICS category '03 - RESIDENTIAL/G - STUDENT ACCOMMODATION' was used. Town centre and edge of town centre locations were used, and sites with on-site parking were filtered out.

The default date range (2014-present) was used, as mentioned above this ensured trip types could be disaggregated properly, and it was also important to use more recent surveys which were more likely to capture the uptake of food delivery, uber and online shopping.

Vehicle trip rates are set out in Table 1. The full TRICS output is included at Appendix B.

1,041 bedrooms are currently proposed.

Table 1: PBSA vehicle trip generation

Student Residential	**AM Peak Hour (08:00-09:00)**			**PM Peak Hour (17:00-18:00)**		
	Arr	**Dep**	**Total**	**Arr**	**Dep**	**Total**
Trip rates per bedroom						
Car	0.001	0.001	0.002	0	0	0
Taxi	0	0	0	0.001	0.001	0.002
LGV	0	0	0	0	0	0
HGV	0	0	0	0	0	0
Vehicle trips for 1,041 bedrooms						

Car	1	1	2	0	0	0
Taxi	0	0	0	1	1	2
LGV	0	0	0	0	0	0
HGV	0	0	0	0	0	0
Total	**1**	**1**	**2**	**1**	**1**	**2**

The proposed development is anticipated to generate two additional vehicle trips on the highway network in both the AM and PM peak hours. As this is not significant, no further assessment of impacts on the highway network is proposed as part of the Transport Assessment.

A Framework Travel Plan will be produced to accompany the planning application and will set out how people living at the development will be encouraged and enabled to travel by sustainable modes.

Question to MCC highway officers: Please confirm this trip generation methodology is acceptable and that no further assessment is required within the Transport Assessment.

6. Transport Impact by Mode

The Transport Assessment will include a section on trip generation of sustainable travel modes during the peak hours, including:

- Walking
- Cycling
- Bus
- Tram
- Train

7. Conclusions and Next Steps

This Scoping Note sets out the proposed structure of the Transport Assessment for the proposed PBSA development located at Plot H as part of the wider Sister masterplan.

It details the methodology used to calculate the vehicle trip generation of the proposed development.

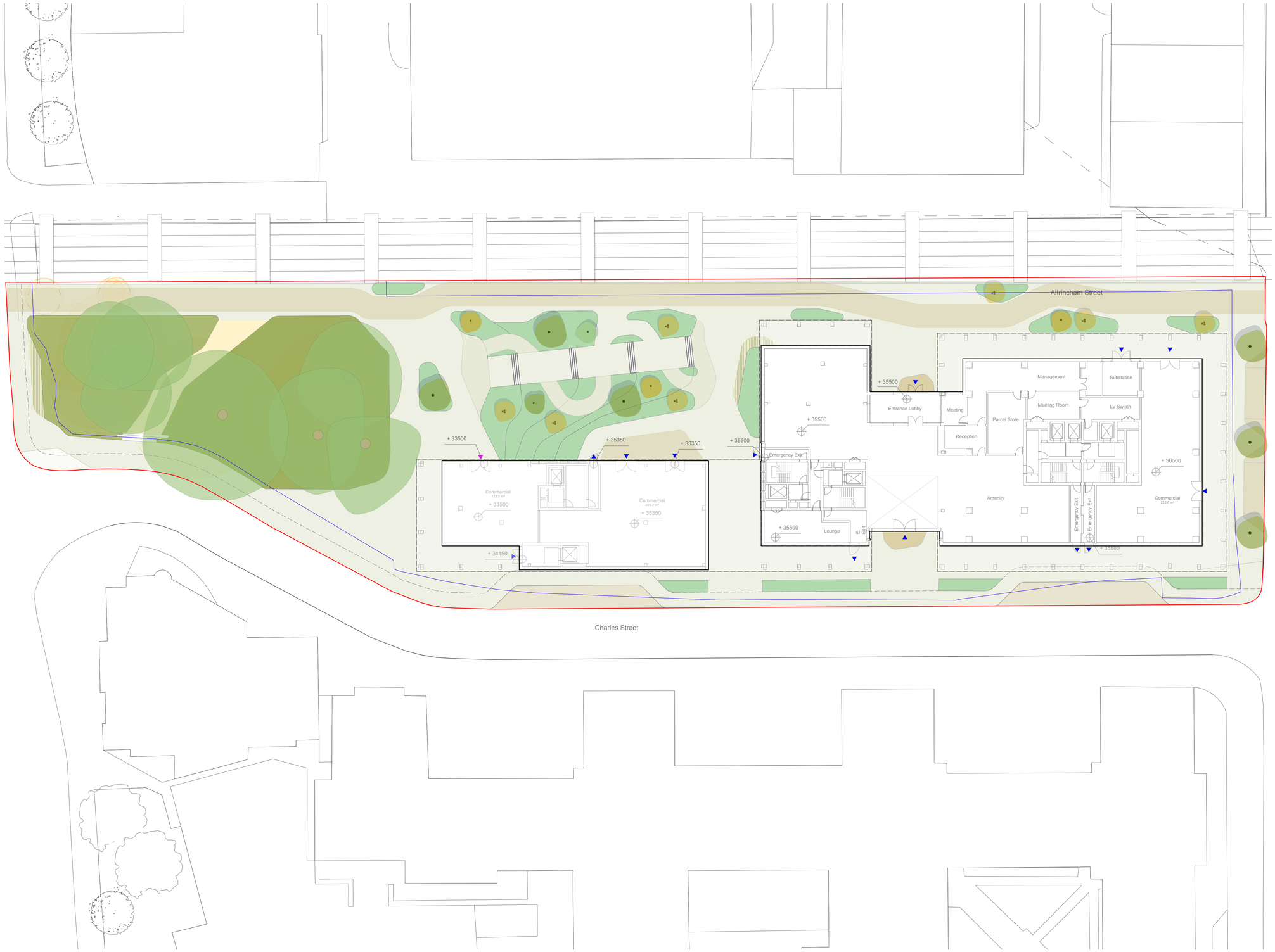
Two vehicle trips to/from the site are anticipated in both the AM and PM peak when the proposed development is in use. Therefore, further detailed analysis is not proposed.

The proposed development will be car free, except for 2 disabled parking spaces for the student residential.

The Scoping Note has set out a number of questions for MCC highway officers to respond to, in order for Civic Engineers to progress with the Transport Assessment. These are summarised below:

Section	Civic Engineers' Question	LHA Response
2	Is the proposed scope of the 'Existing Site and Transport Context' Section of the Transport Assessment acceptable? Is there anything else to include?	
3	Is the proposed list of local and national transport policies sufficient, and are there other documents which can be signposted which are used to make decisions relating to transport development control?	
4.1	Please provide feedback on the pedestrian and cycle access proposals.	
4.2	Please provide feedback on the cycle parking proposals.	
4.3.2	Please provide feedback on the disabled parking proposals.	
4.4	Please provide feedback on the details of vehicle access and confirm that access strategies are acceptable.	
4.4	Confirm that further information on student pick-up/drop-off at start and end of term is not required prior to planning approval.	
5.1	Please confirm the trip generation methodology is acceptable and that no further assessment is required within the Transport Assessment.	

Appendix A - Proposed Development Plans (Work in Progress)



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15/08/2025

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
15/08/2025	1		DRAFT Issue	

KEY

GENERAL INFORMATION

PLANNING APPLICATION BOUNDARY
Subject to coordination with highways and planners

TITLE BOUNDARY

HARDWORKS

S 1.0 SURFACETYPE A
To Primary Routes
Refer to Outline Specification

S2.0 SURFACE TYPE B
To Primary Routes
Refer to Outline Specification

S3.0 SURFACE GREEN GAP
To Primary Routes
Refer to Outline Specification

S4.0 SURFACE TYPE D
To Primary Routes
Refer to Outline Specification

S5.0 SURFACE TYPE E
To Existing Green Space
Refer to Outline Specification

S6.0 SURFACE TYPE E (ADOPTABLE)
Subject to S278 works
Refer to Outline Specification

SOFTWORKS

CLEAR-STEM TREE PLANTING
Refer to Planting Schedule

MULTI-STEM TREE PLANTING
Refer to Planting Schedule

EXISTING RETAINED TREE
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

ORNAMENTAL SHRUBS AND GRASSES MIX
Refer to Planting Schedule

WILDFLOWER AND GRASSES MIX
Refer to Planting Schedule

EXISTING TREE ROOT PROTECTION ZONES
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

EXISTING REMOVED TREE
Refer to drawing 14667_P12_TCP_MSCP_BV_WS

DRAFT

ORIGINATOR
Layer.studio
MANCHESTER NEWCASTLE BRISTOL
W layer.studio T 01625 523 157 E manchester, newcastle or bristol@layer.studio

Client
RG GROUP

Project
Plot H, SISTER
Manchester

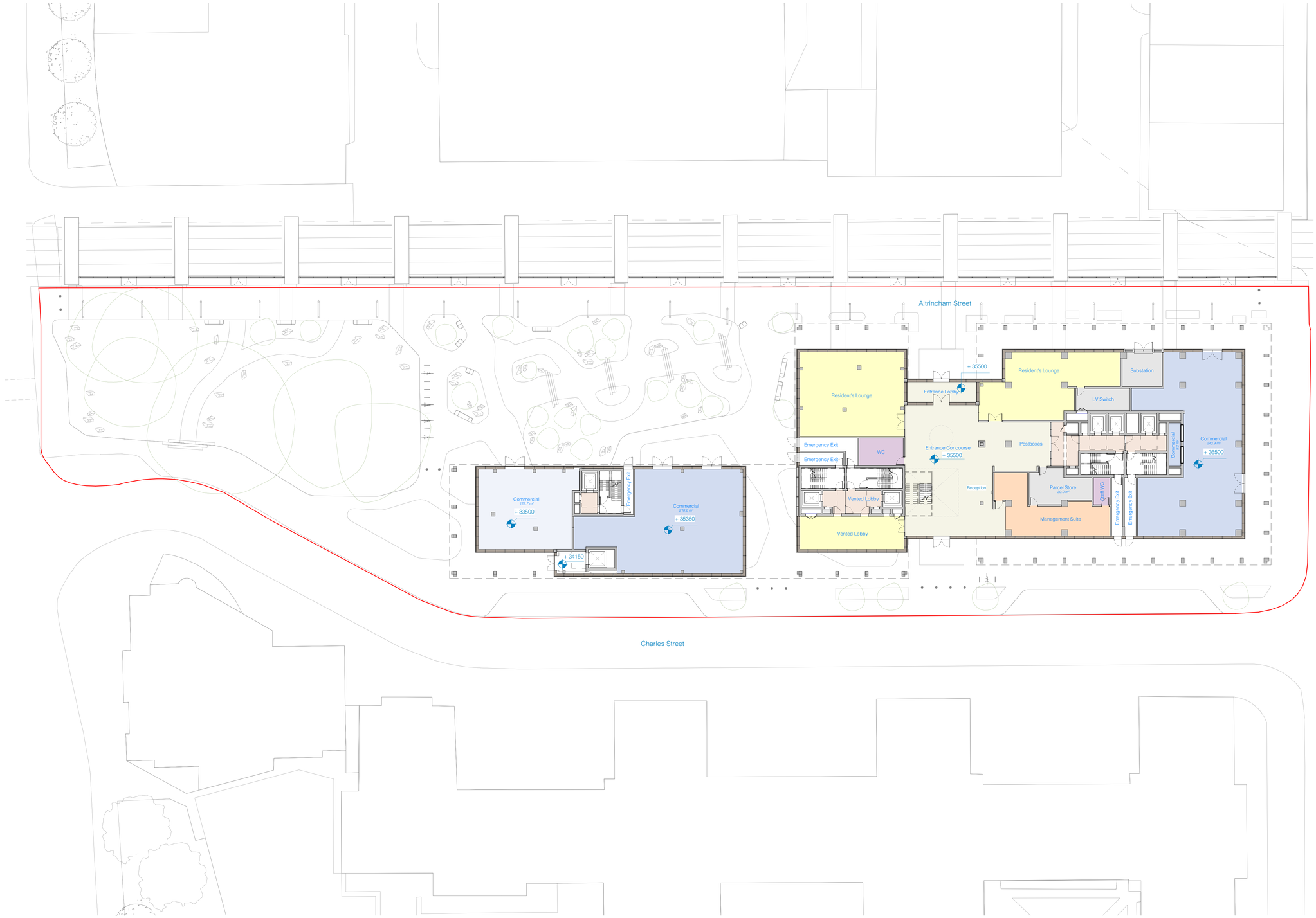
Drawing Title
CONCEPT GENERAL ARRANGEMENT

Created By	Checked By	Scale	Sheet Size
EP	MW	1:250	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
451.1	LYR	XX	ZZ	DWG	L	1003

Work Stage	Status	Revision
2	S1	1

DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings. Confirm all dimensions before commencement of any work on site or fabrication.



Rev:	Details:	Date:
09	Layouts updated with design development and issued for Design Freeze 01	26/09/25
08	Level 00/01 layout revision.	29/08/25
07	Issued for review and comment. Scheme relocated to avoid clash with adopted highway. GF and Basement layouts updated. Cores updated to MEP comments.	20/08/25
06	Issued for review of planning boundary.	18/07/25
05	Basement access & layout updated to client request. Colonnade adjusted to accommodate access. Upper floor layouts adjusted to accommodate structural changes.	07/07/25
04	Drawing number revised. Updates to layouts and cores to design team development. Height of Towers 1 & 2 adjusted.	13/06/25
03	Updated layouts to design team comments	06/05/25
02	Layouts & cores updated to align with design team comments. Level changes added in line with external site levels.	01/05/25
01	First Issue for review and comment	20/03/25

client:
RG Group

project:
Plot H

job number:
0667

status:
Planning

title:
GA Plan - Level 00

scale:
1 : 250
@ A1

drawn by:
RM

drawing number:
0667-HOD-XX-00-DR-A-(--)200

current revision date:
26/09/25

revision:
09

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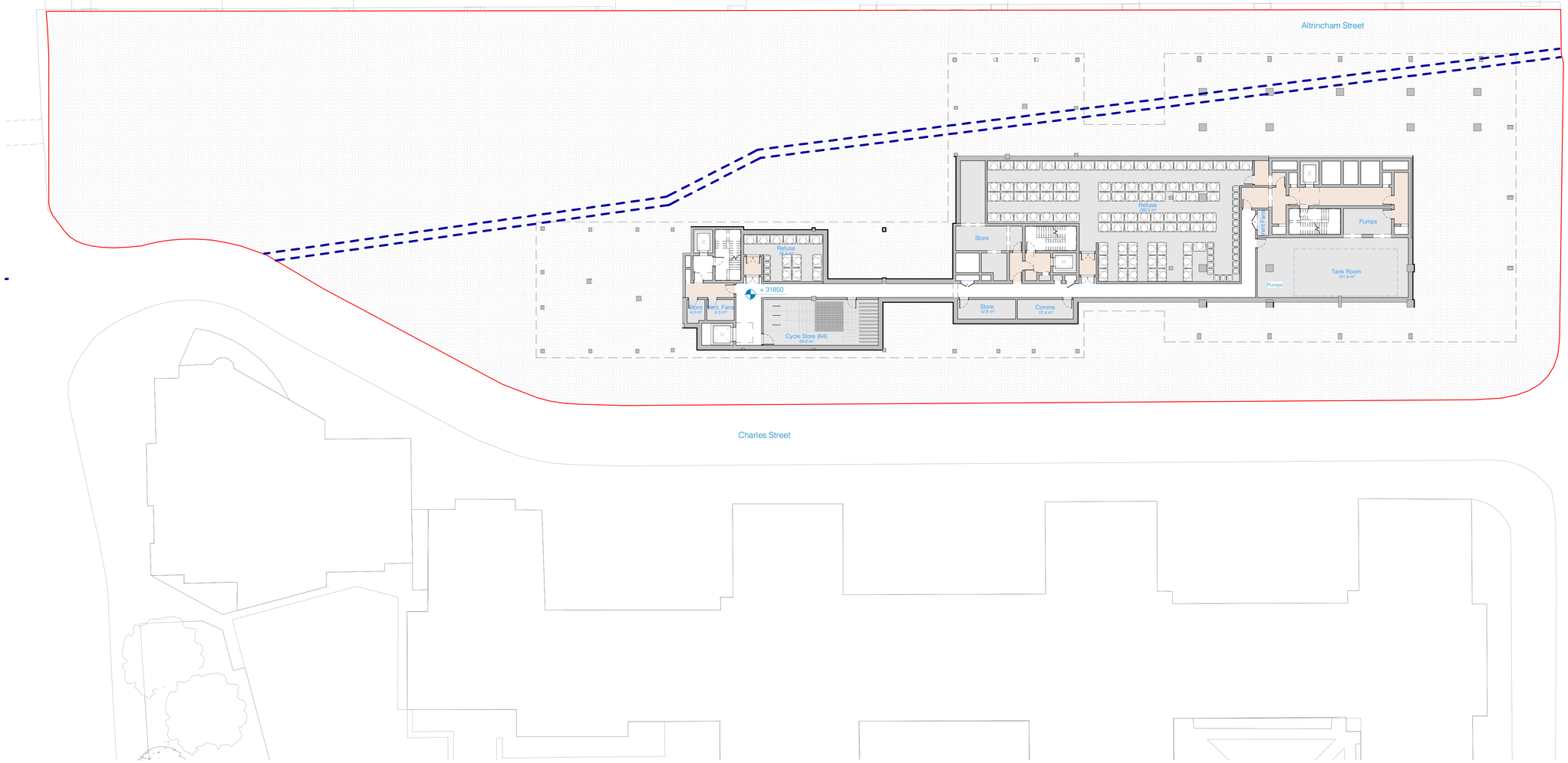
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26/09/2025 17:13:25

DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural Engineers' and Services Engineers' drawings. Confirm all dimensions before commencement of any work on site or fabrication.

(Railways Arches at Ground Level)

Altrincham Street



Charles Street

Rev:	Details:	Date:
09	Layouts updated with design development and issued for Design Freeze 01	26/09/25
08	Issued for review and comment. Scheme relocated to avoid clash with adopted highway. GF and Basement layouts updated. Cores updated to MEP comments.	20/08/25
07	Cycle spaces reduced following LA comments	17/07/25
06	Basement access & layout updated to client request. Colonnade adjusted to accommodate access. Upper floor layouts adjusted to accommodate structural changes.	07/07/25
05	Layout updated to reduce extent of basement outside of the ground floor boundary.	26/06/25
04	Drawing number revised. Updates to layouts and cores to design team development. Height of Towers 1 & 2 adjusted.	13/06/25
03	Updated layouts to design team comments	06/05/25
02	Layouts & cores updated to align with design team comments. Level changes added in line with external site levels.	01/05/25
01	First Issue for review and comment	20/03/25

client:
RG Group

project:
Plot H

job number:
0667

status:
Planning

title:
GA Plan - Basement Level

scale:
1 : 250
@ A1

drawn by:
RM

drawing number:
0667-HOD-XX-B1-DR-A-(--)199

current revision date:
26/09/25

revision:
09

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5m 25m

0 10 50 100 200 300 400 500 600 700

26/09/2025 17:13:18

Appendix B - TRICS Outputs

Calculation Reference: AUDIT-758701-230207-0215

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KI	KINGSTON	2 days
	LB	LAMBETH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days

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

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: Number of residents
Actual Range: 200 to 1100 (units:)
Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 25/06/21

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:

Tuesday	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	4

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 Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

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:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	1 days
4 Good	2 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CN-03-G-01 STUDENT FLATS CAMDEN
SAINT PANCRAS WAY
KING'S CROSS

Edge of Town Centre
Built-Up Zone
Total Number of residents: 571
Survey date: TUESDAY *14/11/17* *Survey Type: MANUAL*

2 DY-03-G-02 STUDENT ACCOMMODATION DERBY
CATHEDRAL ROAD
DERBY

Town Centre
Built-Up Zone
Total Number of residents: 350
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 HM-03-G-02 STUDENT FLATS HAMMERSMITH AND FULHAM
PADDENSWICK ROAD
HAMMERSMITH

Edge of Town Centre
Residential Zone
Total Number of residents: 217
Survey date: FRIDAY *25/06/21* *Survey Type: MANUAL*

4 KI-03-G-01 STUDENT FLATS KINGSTON
PENRHYN ROAD
KINGSTON UPON THAMES

Edge of Town Centre
Built-Up Zone
Total Number of residents: 200
Survey date: WEDNESDAY *12/06/19* *Survey Type: MANUAL*

5 KI-03-G-02 STUDENT FLATS KINGSTON
CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Total Number of residents: 300
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

6 LB-03-G-02 STUDENT FLATS LAMBETH
WESTMINSTER BRIDGE RD
LAMBETH

Town Centre
Built-Up Zone
Total Number of residents: 1100
Survey date: TUESDAY *27/11/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 17.04

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.002	5	488	0.002	5	488	0.004
09:00 - 10:00	5	488	0.003	5	488	0.002	5	488	0.005
10:00 - 11:00	5	488	0.004	5	488	0.004	5	488	0.008
11:00 - 12:00	5	488	0.006	5	488	0.007	5	488	0.013
12:00 - 13:00	5	488	0.002	5	488	0.003	5	488	0.005
13:00 - 14:00	5	488	0.006	5	488	0.005	5	488	0.011
14:00 - 15:00	5	488	0.005	5	488	0.006	5	488	0.011
15:00 - 16:00	5	488	0.004	5	488	0.004	5	488	0.008
16:00 - 17:00	5	488	0.004	5	488	0.004	5	488	0.008
17:00 - 18:00	5	488	0.002	5	488	0.002	5	488	0.004
18:00 - 19:00	5	488	0.003	5	488	0.003	5	488	0.006
19:00 - 20:00	5	488	0.003	5	488	0.003	5	488	0.006
20:00 - 21:00	5	488	0.004	5	488	0.005	5	488	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.052			0.102

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

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

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Parameter summary

Trip rate parameter range selected:	200 - 1100 (units:)
Survey date date range:	01/01/14 - 25/06/21
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.000	5	488	0.000	5	488	0.000
10:00 - 11:00	5	488	0.001	5	488	0.001	5	488	0.002
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.002	5	488	0.002	5	488	0.004
13:00 - 14:00	5	488	0.001	5	488	0.001	5	488	0.002
14:00 - 15:00	5	488	0.000	5	488	0.000	5	488	0.000
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.001	5	488	0.001	5	488	0.002
18:00 - 19:00	5	488	0.002	5	488	0.002	5	488	0.004
19:00 - 20:00	5	488	0.002	5	488	0.002	5	488	0.004
20:00 - 21:00	5	488	0.004	5	488	0.004	5	488	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.001	5	488	0.001	5	488	0.002
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.000	5	488	0.000	5	488	0.000
10:00 - 11:00	5	488	0.000	5	488	0.000	5	488	0.000
11:00 - 12:00	5	488	0.000	5	488	0.000	5	488	0.000
12:00 - 13:00	5	488	0.000	5	488	0.000	5	488	0.000
13:00 - 14:00	5	488	0.000	5	488	0.000	5	488	0.000
14:00 - 15:00	5	488	0.000	5	488	0.000	5	488	0.000
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.000	5	488	0.000	5	488	0.000
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.000	5	488	0.000	5	488	0.000
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.000	6	456	0.000	6	456	0.000
08:00 - 09:00	6	456	0.001	6	456	0.002	6	456	0.003
09:00 - 10:00	6	456	0.001	6	456	0.003	6	456	0.004
10:00 - 11:00	6	456	0.000	6	456	0.002	6	456	0.002
11:00 - 12:00	6	456	0.001	6	456	0.003	6	456	0.004
12:00 - 13:00	6	456	0.001	6	456	0.001	6	456	0.002
13:00 - 14:00	6	456	0.003	6	456	0.002	6	456	0.005
14:00 - 15:00	6	456	0.002	6	456	0.001	6	456	0.003
15:00 - 16:00	6	456	0.003	6	456	0.001	6	456	0.004
16:00 - 17:00	6	456	0.001	6	456	0.000	6	456	0.001
17:00 - 18:00	6	456	0.003	6	456	0.001	6	456	0.004
18:00 - 19:00	6	456	0.004	6	456	0.003	6	456	0.007
19:00 - 20:00	6	456	0.001	6	456	0.000	6	456	0.001
20:00 - 21:00	6	456	0.001	6	456	0.001	6	456	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.020			0.042

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.001	5	488	0.002	5	488	0.003
09:00 - 10:00	5	488	0.003	5	488	0.002	5	488	0.005
10:00 - 11:00	5	488	0.003	5	488	0.004	5	488	0.007
11:00 - 12:00	5	488	0.006	5	488	0.007	5	488	0.013
12:00 - 13:00	5	488	0.002	5	488	0.002	5	488	0.004
13:00 - 14:00	5	488	0.006	5	488	0.005	5	488	0.011
14:00 - 15:00	5	488	0.005	5	488	0.006	5	488	0.011
15:00 - 16:00	5	488	0.005	5	488	0.004	5	488	0.009
16:00 - 17:00	5	488	0.003	5	488	0.004	5	488	0.007
17:00 - 18:00	5	488	0.002	5	488	0.001	5	488	0.003
18:00 - 19:00	5	488	0.003	5	488	0.002	5	488	0.005
19:00 - 20:00	5	488	0.003	5	488	0.001	5	488	0.004
20:00 - 21:00	5	488	0.004	5	488	0.002	5	488	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.044			0.092

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.004	6	456	0.011	6	456	0.015
08:00 - 09:00	6	456	0.005	6	456	0.043	6	456	0.048
09:00 - 10:00	6	456	0.006	6	456	0.033	6	456	0.039
10:00 - 11:00	6	456	0.009	6	456	0.033	6	456	0.042
11:00 - 12:00	6	456	0.016	6	456	0.028	6	456	0.044
12:00 - 13:00	6	456	0.023	6	456	0.031	6	456	0.054
13:00 - 14:00	6	456	0.028	6	456	0.033	6	456	0.061
14:00 - 15:00	6	456	0.024	6	456	0.028	6	456	0.052
15:00 - 16:00	6	456	0.037	6	456	0.025	6	456	0.062
16:00 - 17:00	6	456	0.036	6	456	0.021	6	456	0.057
17:00 - 18:00	6	456	0.038	6	456	0.027	6	456	0.065
18:00 - 19:00	6	456	0.038	6	456	0.022	6	456	0.060
19:00 - 20:00	6	456	0.028	6	456	0.016	6	456	0.044
20:00 - 21:00	6	456	0.034	6	456	0.016	6	456	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.367			0.693

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.001	6	456	0.007	6	456	0.008
08:00 - 09:00	6	456	0.004	6	456	0.036	6	456	0.040
09:00 - 10:00	6	456	0.005	6	456	0.024	6	456	0.029
10:00 - 11:00	6	456	0.006	6	456	0.023	6	456	0.029
11:00 - 12:00	6	456	0.012	6	456	0.018	6	456	0.030
12:00 - 13:00	6	456	0.014	6	456	0.025	6	456	0.039
13:00 - 14:00	6	456	0.015	6	456	0.020	6	456	0.035
14:00 - 15:00	6	456	0.015	6	456	0.015	6	456	0.030
15:00 - 16:00	6	456	0.024	6	456	0.012	6	456	0.036
16:00 - 17:00	6	456	0.021	6	456	0.009	6	456	0.030
17:00 - 18:00	6	456	0.031	6	456	0.012	6	456	0.043
18:00 - 19:00	6	456	0.022	6	456	0.014	6	456	0.036
19:00 - 20:00	6	456	0.023	6	456	0.009	6	456	0.032
20:00 - 21:00	6	456	0.020	6	456	0.007	6	456	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.213			0.231			0.444

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.003	6	456	0.008	6	456	0.011
08:00 - 09:00	6	456	0.001	6	456	0.019	6	456	0.020
09:00 - 10:00	6	456	0.005	6	456	0.016	6	456	0.021
10:00 - 11:00	6	456	0.007	6	456	0.017	6	456	0.024
11:00 - 12:00	6	456	0.006	6	456	0.009	6	456	0.015
12:00 - 13:00	6	456	0.010	6	456	0.010	6	456	0.020
13:00 - 14:00	6	456	0.011	6	456	0.010	6	456	0.021
14:00 - 15:00	6	456	0.008	6	456	0.010	6	456	0.018
15:00 - 16:00	6	456	0.010	6	456	0.008	6	456	0.018
16:00 - 17:00	6	456	0.014	6	456	0.007	6	456	0.021
17:00 - 18:00	6	456	0.018	6	456	0.008	6	456	0.026
18:00 - 19:00	6	456	0.014	6	456	0.006	6	456	0.020
19:00 - 20:00	6	456	0.009	6	456	0.003	6	456	0.012
20:00 - 21:00	6	456	0.016	6	456	0.004	6	456	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.135			0.267

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.005	6	456	0.015	6	456	0.020
08:00 - 09:00	6	456	0.005	6	456	0.055	6	456	0.060
09:00 - 10:00	6	456	0.010	6	456	0.040	6	456	0.050
10:00 - 11:00	6	456	0.013	6	456	0.040	6	456	0.053
11:00 - 12:00	6	456	0.018	6	456	0.026	6	456	0.044
12:00 - 13:00	6	456	0.024	6	456	0.035	6	456	0.059
13:00 - 14:00	6	456	0.026	6	456	0.030	6	456	0.056
14:00 - 15:00	6	456	0.024	6	456	0.025	6	456	0.049
15:00 - 16:00	6	456	0.034	6	456	0.020	6	456	0.054
16:00 - 17:00	6	456	0.035	6	456	0.016	6	456	0.051
17:00 - 18:00	6	456	0.049	6	456	0.020	6	456	0.069
18:00 - 19:00	6	456	0.035	6	456	0.020	6	456	0.055
19:00 - 20:00	6	456	0.032	6	456	0.012	6	456	0.044
20:00 - 21:00	6	456	0.037	6	456	0.012	6	456	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.347			0.366			0.713

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 17.04

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.010	6	456	0.027	6	456	0.037
08:00 - 09:00	6	456	0.012	6	456	0.101	6	456	0.113
09:00 - 10:00	6	456	0.019	6	456	0.079	6	456	0.098
10:00 - 11:00	6	456	0.025	6	456	0.078	6	456	0.103
11:00 - 12:00	6	456	0.041	6	456	0.064	6	456	0.105
12:00 - 13:00	6	456	0.050	6	456	0.069	6	456	0.119
13:00 - 14:00	6	456	0.062	6	456	0.070	6	456	0.132
14:00 - 15:00	6	456	0.054	6	456	0.061	6	456	0.115
15:00 - 16:00	6	456	0.079	6	456	0.050	6	456	0.129
16:00 - 17:00	6	456	0.076	6	456	0.040	6	456	0.116
17:00 - 18:00	6	456	0.092	6	456	0.050	6	456	0.142
18:00 - 19:00	6	456	0.080	6	456	0.047	6	456	0.127
19:00 - 20:00	6	456	0.064	6	456	0.030	6	456	0.094
20:00 - 21:00	6	456	0.075	6	456	0.030	6	456	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.739			0.796			1.535

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.001	5	488	0.001	5	488	0.002
09:00 - 10:00	5	488	0.001	5	488	0.000	5	488	0.001
10:00 - 11:00	5	488	0.000	5	488	0.001	5	488	0.001
11:00 - 12:00	5	488	0.000	5	488	0.001	5	488	0.001
12:00 - 13:00	5	488	0.000	5	488	0.001	5	488	0.001
13:00 - 14:00	5	488	0.001	5	488	0.000	5	488	0.001
14:00 - 15:00	5	488	0.000	5	488	0.001	5	488	0.001
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.000	5	488	0.000	5	488	0.000
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.006			0.010

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.001	5	488	0.001	5	488	0.002
10:00 - 11:00	5	488	0.002	5	488	0.002	5	488	0.004
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.000	5	488	0.001	5	488	0.001
13:00 - 14:00	5	488	0.002	5	488	0.001	5	488	0.003
14:00 - 15:00	5	488	0.002	5	488	0.003	5	488	0.005
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.001	5	488	0.000	5	488	0.001
20:00 - 21:00	5	488	0.000	5	488	0.001	5	488	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.014			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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.001	5	488	0.001	5	488	0.002
10:00 - 11:00	5	488	0.000	5	488	0.000	5	488	0.000
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.000	5	488	0.000	5	488	0.000
13:00 - 14:00	5	488	0.002	5	488	0.002	5	488	0.004
14:00 - 15:00	5	488	0.002	5	488	0.002	5	488	0.004
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.001	5	488	0.001	5	488	0.002
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.001	5	488	0.000	5	488	0.001
09:00 - 10:00	5	488	0.002	5	488	0.002	5	488	0.004
10:00 - 11:00	5	488	0.002	5	488	0.002	5	488	0.004
11:00 - 12:00	5	488	0.004	5	488	0.004	5	488	0.008
12:00 - 13:00	5	488	0.000	5	488	0.002	5	488	0.002
13:00 - 14:00	5	488	0.003	5	488	0.002	5	488	0.005
14:00 - 15:00	5	488	0.003	5	488	0.004	5	488	0.007
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.003	5	488	0.003	5	488	0.006
17:00 - 18:00	5	488	0.001	5	488	0.001	5	488	0.002
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.002	5	488	0.001	5	488	0.003
20:00 - 21:00	5	488	0.000	5	488	0.001	5	488	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.026			0.051

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.*

CIVIC

thriving
together

team-civic.com

From:
Sent: 29 October 2025 11:24
To:
Cc:
Subject: RE: Sister Plot H, Charles St - Transport Assessment Scoping Note

Morning all,

I hope you are well and thank you for your patience in waiting for our response.

Please see Highways response below.

Context:

The proposed development is to be a PBSA site comprising approximately 1,041 units and approximately 600sqm commercial use. The proposals also include public realm improvements on the western edge of the site adjacent to Princess Street / Charles Street junction. A new pedestrian route is proposed along the northern edge of the plot on Altrincham Street between the proposed building and existing viaduct.

Civic Engineers have produced a Transport Scoping Note (Report Reference: 4026/01 V1.0 issued 6th October 202543red).

Highways comments below also incorporate feedback from MCC's Active Travel team and TfGM.

2. Existing Site and Transport Context:

In response to Civic Engineers query:

- The proposed scope of the 'Existing Site and Transport Context' section of the Transport Assessment is deemed acceptable.
- Please ensure that the traffic collision data includes the most recent time period.
- Please ensure that a full audit of existing/proposed sustainable transport modes/infrastructure including active travel provision is included. Connectivity to surrounding facilities/services should also be assessed.
-

3. Policy Context:

In response to Civic Engineering query:

- The proposed list of local and transport policy is acceptable to Highways.

4.1. Development Proposals:

At this stage of the process the following is proposed:

- The main entrance of the development will be from Altrincham Street.
    - A new pedestrian route (minimum 4m wide) will be in place.
    - Noted that Altrincham Road Street is not currently publicly accessible.
- This pedestrian route will connect into public realm proposals for the section of Altrincham Street to the east as part of the wider sister Sister Masterplan.
- Retractable bollards will be in place at each of Altrincham Street to provide access to emergency vehicles only.
- Pedestrian access to the three commercial units is proposed from the north via Altrincham Street and the proposed area of public realm.
- Charles Street
    - Proposals are to narrow the carriageway to a minimum of c. 6.5m.

        - Noted that this may vary where additional space is required to allow two buses to pass / dependent on swept-path assessment.
    - Noted that proposals will allow two-way operation for all vehicles.
    - The narrowing of Charles Street will enable the delivery of a footway on the northern side of Charles Street.
        - This is acceptable to Highways.
    - Proposals suggest that footway behind loading bays will be a minimum of 2m. noted that footways along the rest of the length will be wider than 2m
        - This is acceptable to Highways.
    - Noted that footways will be adopted and further information will be provided in the TA.
- Cycle Provisions
    - Charles Street is proposed as a 'quiet' cycle route.
    - An ATC survey will be undertaken on Charles Street and Sackville Street.
        - This is welcomed by Highways. Traffic levels (in consideration of existing + proposed) would need to be below the Streets for All and LTN 1/20 threshold for on carriageway cycling (less than 2,500 vehicles per day). Assessment would also need to take into consideration traffic associated with the adjacent Western Hall plot.
    - The proposals are for Charles Street to be a carriageway with no dedicated infrastructure proposed other than wayfinding/signage.
    - Cycling is not proposed on Altrincham Street.
        - Confirmation is required how cyclists would gain access to future commercial units located within the Arches.
    - Second pedestrian entrance proposed to the eastern building from Charles Street.
    - Pedestrian access to basement lift at western building also proposed.
        - Provides access to cycle store and bin store.

In response to Civic Engineering query:

- It is noted that the route provides direct connection to Princess Street junction and Charles Street west of Princess Street. The connection via Sackville Street between Charles Street and the planned route along the arches within the ID masterplan will need to meet design standards too. TfGM note that there is an existing sub-standard cycle route from the site to the Universities along Sackville Street. This route should be upgraded to modern LTN1/20 standards. For example, it could be made two-way segregated with full segregation from the traffic lane on Sackville Street.
- The existing and anticipated traffic counts on Sackville Street should direct whether a controlled crossing is required. Furthermore, if traffic volumes on Sackville Street are high, a controlled pedestrian crossing would be recommended between the development and ID/Sister along the arches.
- The junction of Charles St / Princess St could also be improved to enable safer movement across Princess St. This could be an early release green phase for cycling with cycle lane road marking to provide safer movement between both sides of Charles St. Alternatively, if traffic volumes were reduced on Charles St west of Princess St so that they meet low enough levels for on carriageway cycling, then the existing junction arrangement would be suitable for cycling without any further interventions.
- The submitted TS must include details of the proposed TROs across the site to reduce inconsiderate parking at pinch points (to allow the refuse vehicle to manoeuvre around the site) and TROs to reduce inconsiderate parking.

<u>4.2 Cycle Parking</u>

- Scoping Note states that 64 cycle spaces will be provided.
- Noted that this is a provision of 6.2%.
- 13 Sheffield stands will be in place within public realm.
- Noted that this will be close to the building entrances

In response to Civic Engineering query:

- As discussed at the pre-application meeting MCC typically request a provision of 25% for cycle parking at PBSA. Any reduction in this level of provision would need strong justification/evidence and would also need to be supported by alternative measures to encourage and provide for cycle journeys such as Beryl cycle hire stands/measures and Travel Plan monitoring.

4.3 Car Parking

- Development to be car free.
- Disabled parking bays to be provided on Charles Street in lay-by arrangement.

In response to Civic Engineering Query:

- The above is acceptable in principle although further information on additional existing disabled provisions in the vicinity should be provided.
- Please note that a S1 RSA will be required
- Please provide tracking as part of the submitted TA.
- Please ensure that parking bays are tapered.

4.3.3 Impact on parking on surrounding street.

- Noted. Acceptable in principle.

4.4 Vehicle Access, Refuse Collection:

- Two loading / servicing bays are proposed on Charles Street.
- Waste collection via westernmost loading bay.
- Acceptable in principle – subject to swept path analysis to be presented in the Transport Assessment.
- Must ensure that bins do not remain in the adopted highway and impinge upon pedestrian/cycle movements.

4.4 Taxi and Deliveries:

- Taxi and deliveries will have access to the loading bays proposed on Charles Street.
- Further information on resident personal delivery management will be required. Please see below. A full strategy will be conditioned.

4.4. Fire Tender:

- Fire tender access will be along Altrincham Street
    - Retractable bollards in place.
- Noted that tracking will be provided within the Transport Assessment.

4.4 Move in / Move Out:

- To be accommodate within two loading bays.
- Strategy to be in place.
- Highways requests that the management strategy engage with adjacent sites to ensure linked approach.

In response to Civic Engineering query:

- Request that some commentary is provided in the Transport Assessment in relation to the Move-In / Move-Out Strategy. Also request confirmation that the applicant will engage with neighbouring PBSAs and residents during this period.
- A full strategy will be conditioned.

5. PBSA Vehicle Trip Generation:

- It is noted that no parking is proposed for the development, (with the exception of a small amount of disabled parking and two loading bays outside the development). The TS does provide a trip generation assessment which demonstrates very low vehicle trips and as such no further comments from HFAS are required.

Document Submission

The Transport Scoping Note confirms that the proposed development will be supported by a Transport Assessment and Travel Plan.

MCC Highways would also request that the submission is supported by the following, to be conditioned with any approval:

- A Stage 1 Road Safety Audit.
    - Should include assessment of the proposed changes to Charles Street (loading bays, disabled bays, carriageway reduction & footway widening, cycle arrangements), Sackville Street, public realm and internal site layout.
- Commentary on the Move-In / Move-Out Strategy.
- A Personal Delivery Management Plan.
- A Servicing Management Plan and a Waste Management Plan to ensure that all deliveries/servicing vehicles are coordinated to ensure that the development can cater for all requirements internally and to ensure such trips take place outside of busy peak-hour periods.

MCC Highways and Civic Engineering met on 5th September for early pre-application discussions.

As discussed at the pre-application meeting the applicant/consultants should engage with neighbouring sites and ensure a cohesive proposal.

TfGM have been consulted and their comments are included.

General Comments:

Trip Generation:

A multi-modal trip assessment should be undertaken within a Transport Assessment.

The trip assessment should cover all uses on-site.

Junctions / accesses experience 30vph or above will require a junction impact assessment.

It is noted that no parking is proposed for the development, (with the exception of a small amount of disabled parking and two loading bays outside the development). The TS does provide a trip generation assessment which demonstrates very low vehicle trips and as such no further comments from HFAS are required.

Site Accessibility:

The site benefits from good connectivity on the local bus network and tram network which provides regular services across the area.

Transport Assessment should include an audit on pedestrian, cycle and public transport options.

With reference to Section 2.0 the Scoping Note, the existing conditions should include a more extensive audit of the pedestrian and cycle provision in the area using a formal process such as the TfGM streets for all audit process.

Parking Restrictions:

TROs are in place along Charles Street.

It is requested that a review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development is required to determine if any changes are required to ensure potential overflow car parking from the development does not impact highway operation/safety.

Appropriate TROs will be required for the proposed loading bay and disabled parking bays on Charles Street.

Vehicle Parking & Access:

Pedestrian Access:

Pedestrian access to the commercial and PBSA use. This is acceptable in principle.

Vehicle:

The development will be promoted as being 'car-free' with no general car parking to be provided on site. No car parking is being offered as part of the development and this aligns with current city centre transport aspirations. Given the city centre location, the lack of on-site car parking is considered acceptable for the development. This will be subject to robust travel planning strategies and appropriate cycle storage provision to encourage the use of sustainable modes.

The Transport Statement should provide information on the proposed access arrangements to the site for pedestrians and cyclists.

The applicant is requested to note the proposals at the site opposite. The applicant should consider what improvements are required along Charles Street and ensure that both sites work in conjunction.

Mitigation:

The developer should identify appropriate mitigation to accommodate any increased vehicle, pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with TfGM UTC and MCC 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.

Off-Site Highways Works:

Carriageway to be reduced on Charles Street.

Footways will be in place on both sides of Charles Street and will be adopted.

Noted that footways will be a minimum of 2m with some areas being wider.

Proposals to develop Charles Street into a cycle friendly route.

A S278 agreement is required for works to the adopted highway – a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 Statutory Approvals team. Following an assessment of the scope of works, all additional estimated costs are required to be paid in full prior to the expenditure of the initial deposit, or work on the technical approval process will cease and can delay the programme for the start of works on site. **The minimum standard S278 technical approval timescale is between 4-6 months and, if TRO's are included, can take 12 months so please programme this into your timetable.** Please note: you will not be able to start works on the highway until technical approval has been given by the S278 Engineer and the relevant highways permits granted.

Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. This will be funded at the applicant's expense. The following link provides access:
https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

It will also be expected that the Applicant funds the resurfacing of the footways across the site's perimeter. This should also include appropriate dropped kerbs/ tactile paving where required.

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

For the avoidance of doubt, all non-standard materials to be used on the adopted highway will be subject to applicable commuted sums, likewise for the implementation of street trees on the highway.

It is requested that the applicant resurface the footways bounding the site.

It is requested that the applicant reinstate access points no longer required to footway.

It is requested that a 2m adopted highway is retained around the site.

It is requested that tactile paving and dropped kerbs are installed at crossing points within proximity of the site.

There is no footway on the north side of Charles Street up to Princess Street – this should be provided.

Stage One Road Safety Audit:

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- 5 years of accident history
- Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- Audit of key cycling routes (ASLs, cycle lanes etc.)
- Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Cycle Parking:

Highways requested a minimum of 25% student cycle parking.

Cycle parking to be provided in the public realm for the use of visitors and delivery cycles. This is welcomed by Highways.

Staff parking should be in place for any proposed commercial uses and for the use of management staff at the PBSA.

Should ensure that the cycle stores are well lit, secure and covered by CCTV.

It is also requested that Cycle tools and pumps should be provided.

In respect of Section 4.1.1 of the Scoping Note, Highways and TfGM query what measures will be taken to discourage cycling along the pedestrianised Altrincham Street.

Alternatively and/or in addition 'beryl' bike vouchers should be provided to the students – and a beryl bike locking station provided on the site.

Student Move In/Move Out Strategy:

A Student Move In / Move Out Strategy should be prepared for the development. The Strategy should detail arrival arrangements and move-in procedure at the beginning of term and the departure arrangements and move-out procedure at the end of term.

It is noted that there are other PBSA sites within the area and it is recommended that the end user liaise with the other PBSA sites during the move in and move out periods.

It is requested that the applicant work closely with the potential development site opposite to ensure that the move in strategy works closely with similar events.

Delivery Management:

In order to fully understand the potential impacts of this type of pick up / drop off activity, applicants will be expected to follow the below suggested guidance:

- All developments will ideally provide an off-highway location to accommodate all drop off / pick up activity at the site, including vehicular and cycle activity;
- The applicant must justify the numbers of trips associated with Taxi & Food / Parcel Deliveries as part of the planning submission. The methodology of the assessment should be agreed with MCC and utilise industry standard tools i.e. TRICS;
- Whilst it is accepted that current data is limited in terms of this type of activity, any additional justification and evidence from recently occupied sites would also be of benefit;
- Once a robust and agreed trip generation has been established, the applicant will be required to demonstrate how this activity can be accommodated either within the site itself or within the adopted highway. This should account for peak hour activity where the most likely period of conflict will occur.
- In terms of an internal drop off / pick up facility – the applicant will be expected to illustrate that all vehicle / cycle activity can be accommodated within the site. This should not impact on the adopted highway, including footway.
- Should drop off / pick up not be accommodated internally, the applicant will be required to assess the exiting highway layout and Traffic Regulation Orders (TROs) and demonstrate that the parking restrictions can accommodate the peak number of movements associated with Taxi & Food / Parcel Deliveries. This should include surveys of existing on-street parking and loading / unloading activity within the vicinity of the site.
- Where amendments are required to the adopted highway, in order to provide a safe and functional drop off / pick up location, this will be captured as part of a S278 agreement to be fully funded by the applicant.

All developments will be expected to provide a Management Strategy for Food / Parcel Deliveries. This strategy will need to provide clear direction as to how the below considerations are to be brought forward and managed for the duration of the site's occupation:

1. Designate a Delivery Drop-off Point: Work with the management or housing staff of the development to establish a designated drop-off point for deliveries. This could be a specific lobby area or a central location easily accessible to delivery drivers.
2. Display Signage: If permitted, put up clear signage in the development's common areas to guide delivery drivers to the drop-off point. This will help prevent confusion and ensure timely deliveries.
3. Inform Residents: If possible, notify all residents of the new delivery process. Inform them about the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries.
4. Set Delivery Hours: Establish specific delivery hours for residents of the development where possible. This could help manage the flow of deliveries, especially during peak times.
5. Regularly Review the Process: Periodically review how the drop-off process is working. Gather feedback from residents, delivery drivers, and staff to identify any areas for improvement and make necessary adjustments.
6. Consider a Delivery Holding Area: If feasible, set up a secure delivery holding area within the development. This can be especially helpful for residents who may not be immediately available to receive their orders.
7. Monitor Security Concerns: Ensure that the delivery process does not compromise the security and safety of the residents of the development. Address any security concerns promptly and collaborate with building management to implement appropriate measures.

8. Encourage Feedback: Encourage residents to provide feedback on their delivery experiences. This will help you assess the efficiency of the process and identify any potential issues that need to be addressed.

Service Management:

The submitted Transport Assessment should include details on how the site will be serviced. This assessment should cover all site uses.

Request that service management take place outside of the peak hours.

A Service Management Strategy should be in place and cover all uses.

Waste Collection:

The submitted Assessment should include details on the waste forecast, waste vehicle collection points and how the site will be serviced in terms of delivery vehicles.

A Waste Management Strategy will be required for the development site. The Strategy should provide details of the proposed waste storage and waste collection associated with each of the uses at the site.

Bins stores should be located within the red line boundary of the site and not impact upon the adopted highway.

Request that waste collections take place outside of the peak hours.

For the avoidance of doubt Highways can only support a waste strategy proposal if the proposed vehicle is 11.5m. Swept path analysis should demonstrate that the refuse vehicles can enter and exit the road in forward gear. The vehicle should be able to manoeuvre as such that vehicle wheels do not impinge onto the footway.

Manchester City Council GD04 guidance provides detail on the turning space required in a new development. The guidance states that sufficient room should be provided to ensure the vehicle can manoeuvre and load a vehicle to the following dimensions:

- Length – 11.5m (when loading – 13.1m)
- Width – 3m (when loading – 4.1m)
- Height – 4m, 6m including top loader arms
- Turning circle, between kerbs – 17.88m
- Turning circle, between walls – 19.39m

Travel Plan

A Travel Plan will be required at the site and should consider all uses.

If the Travel Plans are to be successful, they will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of Travel Plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plan need to be included in the Framework Travel Plan from the outset. These include:

- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

The development, submission, implementation and monitoring of full Travel Plans should be included in the conditions of any planning consent.

CMP

A construction management plan is required prior to any demolition or construction works commencing on the site which may impact on highway operations.

The CMP should be submitted prior to the start of works. This should include:

- Phasing and quantification / classification of vehicular activity.
- Routeing of vehicles both within the site and on the adjacent highway – evidenced with appropriate swept-path assessment.
- Consideration of ongoing construction works and contractor parking in the locality.
- Include a detailed Traffic Management Plan.
- A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email - highwaylicences@manchester.gov.uk.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Appendix C – Streets for All Assessments

Scheme name

Plot H, Sister

Name of checker

Contact email address

Name of street

Princess Street

Town

Manchester

Scheme start point (building number or name)

Granby Row

Scheme end point (building number or name)

Newman Street

Date of check

20/11/2025

Highway Authority

Manchester City Council

GM Street Type

Multi-lane Connector Street

Scheme objectives (summary)

Is the scheme on-street or off-street?

On-Street

Is there a bus or rail station, tram or BRT stop, or interchange?

Yes

Schemes should support Net Zero travel options. Does the scheme have a Carbon Management Plan?

Are there any bus services running on this street?

Yes

Are there any trams running along or crossing this street?

No

Scoring

*Metrics greyed out are not scored

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers
	Group 1. Junctions (including side road and priority junctions)						**Existing**	**Proposed**	
1	Pedestrian and cyclist safety at minor junctions	Pedestrian and cyclist conflict with motor vehicle at side roads/priority junctions	Heavy streams of turning traffic entering a side road (>100 PCUs in highest turning volume hour) across the main walking, wheeling or cycling stream.	<100 PCUs in highest turning volume hour entering a side road across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	<100 PCUs in highest turning volume hour entering a side road across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that provide a higher level of service for pedestrians and cyclists (e.g. one-way with no entry for motor vehicles turning into the side road, continuous footways or zebra/parallel crossing.	0		Use the hour with the highest turning volume. Consider side road junction treatments that are appropriate to context e.g. continuous footways could be better suited to a High Street context with higher volume of pedestrians, activity on the street, and very low volume of turning vehicles.
2	Pedestrian and cyclist safety at major junctions	Pedestrian and cyclist conflict with motor vehicles at roundabouts, signal controlled junctions and crossing slip roads	Heavy streams of turning/exiting traffic (>2,500 vpd) cut across main walking, wheeling or cycling stream which is uncontrolled.	The principal pedestrian and/or cyclist movements conflict with motor traffic movements at roundabouts and/or signal controlled junctions with <2,500 vpd. Or, slip road with uncontrolled crossing.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions with <2,500 vpd.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junction with <2,500 vpd.	1		See also ATE Junction Assessment Tool
3	Standard of in-line crossing provision at side roads	Pedestrian and cycle continuity, priority, accessibility and legibility across side roads	Side road radii >10m. There are no dropped kerbs/raised tables, or there are dropped kerbs/raised tables with no, or incorrectly installed, tactile paving. Where dropped kerb present, ramp down to crossing point >1:12	Few kerb radii meet requirements. There are dropped kerbs at side roads but they are not flush, or they have no tactile paving. Ramp down to crossing point between 1:20 and 1:12 No continuity for cycles across side roads or unclear priority for all users.	Some kerb radii meet requirements. There are flush dropped kerbs and correctly installed tactile paving. Ramp down to crossing point between 1:20 and 1:12 Clear continuity across side roads for cycles and priority clear for all users.	All kerb radii meet requirements. Side roads closed, or raised table crossings/continuous footways on all side roads with correctly installed tactile paving. Ramp down to crossing point <1:20 Clear continuity across side roads for cycles and priority clear for all users.	1		Kerb radii requirements: From 20mph to 20mph - 0m - 3m From 30mph to 20mph - 0m - 3m From 30mph to 30mph - 3m - 6m Dropped kerbs at crossing points must be flush - upstand tolerance - 0-6mm Ramps down to dropped kerbs >1:12 can be difficult for some users e.g. people using wheeled mobility aids may be at risk of tipping over. To give adequately shallow approach to dropped kerbs the ramp would usually extend beyond the standard depth of tactile paving. See also Guidance on the use of tactile paving surfaces
4	Level of service for cyclists and pedestrians at signalised junctions	Number of opportunities to cross in each signal cycle	Score not applicable for this metric.	Pedestrians and cyclists have one opportunity to cross per signal cycle.	Pedestrians and cyclists have more than one opportunity to cross per cycle.	Pedestrians and cyclists are prioritised over general traffic upon demand (hurry call).	0		Does not apply to mid-link crossings. Score applies to poorest performing crossing point at the junction.
5	Technology to optimise efficiency of movement at traffic signals	Technology to optimise efficiency of movement for all street users	Score not applicable for this metric.	No detection and optimisation technology applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	All appropriate detection and optimisation technology has been applied to traffic signals and technology is used to facilitate longer green times/reduced waiting times for pedestrians and/or buses.	0		All street users include pedestrians, cyclists, buses and general motor traffic. Detection and optimisation technology includes priority for late running buses, pedestrian detection, SCOOT etc.
	Group 1. Junctions						**2/10**	**0/10**	

	Group 2. Pedestrian crossings and vehicle access across footway and/or cycle track						Existing	Proposed	
6	Provision of formal crossing points	Distance between formal crossing points considering PCU's a day	>8000 PCU's a day and more than 400m between controlled crossing points. <8000 PCU's a day no formal crossings provided on desire lines.	>8000 PCU's a day and controlled crossing points are between 200m and 400m. <8000 PCU's a day formal crossing provided for some desire lines.	>8000 PCU's a day and controlled crossing points are between 100m and 200m. <8000 PCU's a day formal crossing provided for most desire lines, including all bus stop pairs.	>8000 PCU's a day and controlled crossing points are less than 100m apart. <8000 PCU's a day formal crossing provided for all desire lines, including all bus stop pairs.	1		A formal crossing point may be controlled or uncontrolled as appropriate for the context. If traffic volumes not known, take a 15 or 30 minute spot count and use locally available traffic count data to factor this up to an estimate of daily flow. Active Travel England Route Check Tool considers any uncontrolled crossing of a road with >1000 vehicles in the busiest hour to be a Critical Issue See also Traffic Signs Manual Chapter 6
7	Type of crossing facility	Type of crossing facility appropriate for street context	Uncontrolled crossing of more than 2 lanes. and/or Any arm of a signalised junction without green man pedestrian facility. Uncontrolled crossings where 85th percentile speed is greater than 30mph.	Uncontrolled crossing of 2 or fewer lanes. Controlled crossings on any arm of signalised junction are more than two stage. and/or Mid-link crossings are two stage.	Controlled crossings on major corridors. All signal junctions to have green man stage(s). Crossings on any arm are two stage. Mid link crossings are single stage.	All signalised junctions have green man stage(s). Zebra or signalised crossings mid-link; signalised crossing with pedestrian countdown at signalised junctions. Mid link and signalised junction crossings are single stage.	2		Active Travel England Route Check Tool considers uncontrolled crossings where 85th percentile speed is greater than 30mph to be a Critical Issue. Where refuge of at least 2m, consider this as two seperate crossing stages when calculating volume of traffic. See also Chapter 3 GM Streets for All Design Guide Traffic Signs Manual Chapter 6
8	Wait time at mid-link signalised crossings	Waiting time for pedestrians (puffin), cycles (sparrow or toucan) and equestrians (pegasus)	Score not applicable for this metric.	Maximum waiting time >60secs.	Maximum waiting time 60-20secs.	Maximum waiting time <20secs or, instant call, or rest on red.	1		Waiting time is the time between pressing the call button and then green man appearing.
9	Assumed walking speed at signal controlled crossings	Walking speed used in calculating pedestrian crossing clearance timings	Score not applicable for this metric.	1.2m/s	1.0m/s	0.8m/s and/or pedestrian detection to lengthen pedestrian phase.	0		See also Traffic Signs Manual Chapter 6
10	Pedestrian routeing and desire lines	Crossings on key pedestrian routes that create cross-street permeability and route continuity	Score not applicable for this metric.	Not met.	Some met.	All met.	1		Desire lines should also be considered across the wider street network to give direct access to schools, healthcare and community facilities, bus stops etc.
11	Vehicle access and footway disrupting footway or cycle track and footway crossfalls	Undulating footways and cycle tracks at vehicle crossovers. Footway crossfalls.	Score not applicable for this metric.	<0.9m 'near level' footway width, including at vehicle crossovers. Cycle track undulates at vehicle access crossovers.	'Near level' footway width =>0.9m. Dutch entrance kerbs, or equivalent, at some dropped vehicle crossovers. Cycle track undulates at vehicle access crossovers but is mitigated e.g. level change over 2 or more standard kerb lengths, does not drop fully to carriageway level.	'Near level' footway width >0.9m, and as wide as practicable. Dutch entrance kerbs, or equivalent, at all dropped vehicle crossovers. Cycle track is level at vehicle access crossovers.	0		'Near level' footway = horizontal gradient/crossfall no greater than 2.5%. When assessing the existing street, this could be determined by observation. It is likely most existing vehicle crossovers will score 0. Standard kerb length = 915mm See also Figure 6.12 Manual for Streets (2007)
	Group 2. Pedestrian Crossings (junction and mid-link)						**5/12**	**0/12**	

	Group 3. Footway (incl. shared use with cycles)						Existing	Proposed	
12	Footway width	Clear pedestrian routes that maintain at least minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.9m	>=3m	1		Minimum widths (other than 1.2m absolute minimum) varies by street type selected in 'Project' tab. No footway is to be classed as <1.2m. Point = over a distance <6m. See also Chapter 3 GM Streets for All Design Guide Transport for London Pedestrian Comfort Guidance
13	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 presenting a level difference of more than 6mm.	C		Active Travel England Route Check tool requirement = 13mm 6mm = flush kerb upstand tolerance at dropped pedestrian crossings. For areas covered by a new scheme there should be no level differences greater than 6mm. Defects include loose/ heavily cracked surfaces.
14	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.	N/A		The steeper the slope, the greater the impact on people, so the priority is to reduce gradients as much as possible. Avoid abrupt changes in gradient and aim for smooth gradual changes.Incorporating level areas and seating is important. See also BS8300:1 (2018) DfT Inclusive Mobility (2021)
15	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		This is important for all users, but particularly important for visually impaired and neurodivergent people. See also PAS 6463 - Design for the mind. Neurodiversity & the built environment
16	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		Consider inclusive seating e.g. at a variety of heights, with/without arm or back rests.
17	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		Comprehensive wayfinding and signage should also take account of regulatory signing required for all on-highway cycling provision.
18	Shared use with cycles	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 e.g. contrasting surfacing. Replacement of shared facility with separate footway and cycle track.	N/A		Shared use should not be used in situations with current, or predicted, high pedestrian or cyclist flows. See also LTN 1/20 Guidance on shared use
	Group 3. Footway (incl. shared use)						**3/10**	**0/14**	

	Group 4. Cycling provision						Existing	Proposed	
19	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		The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a street segment. Posted speed limit should take into account frontage context along the street.
20	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		Volume in PCUs (Passenger Car Units). Metric applies to two-way single-carriageway streets only as it is concerned with interaction between opposing flows. For one-way streets and dual carriageways, set score to not applicable.
21	Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	C		If there is a protected cycle facility, score 2. If most frequently visiting large vehicle is typically a weekly refuse collection vehicle score 2.
22	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 (including if physically protected) Primary: <1,000 PCU's a day	C		See also Chapter 3 GM Streets for All Design Guide
23	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		Design features could include protected cycle facility, design speed 15mph, planting, formalised parking, no centre line, <1,000 PCU a day. Speed cushions can be an issue for cyclists because: ● they may be forced to change their preferred position on the road to fit between the gaps in the cushions. ● some car drivers may drive closer to the kerb or deviate towards the kerb to fully straddle the cushions increasing the liklehood of close passes.
24	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.	C		Kerbside activity includes vehicle parking bays, loading/unloading, bus stops, drop-off, pick-up. Frequent bus service = 5 or more buses per hour See also Chapter 3 GM Streets for All Design Guide
25	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		Where it is not possible to provide dedicated cycle facilities on the most direct route, the amount of additional time or distance where a dedicated alternative route is provided should be minimised.
26	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		This relates directly to the width of the cycle facility. See also Chapter 3 GM Streets for All Design Guide
27	Connectivity of the route to surrounding street and off-road 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		Where there is a transition between the carriageway and cycle track, it must be flush and preferably material continuity maintained e.g. asphalt to asphalt no kerb.
28	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.	C		Defects include non cycle friendly ironworks, raised/ sunken covers/gullies. General maintenance includes overgrown vegetation, loose/ heavily cracked surfaces, potholes. Non-flush kerbs crossing cycle facility. Sharp level changes (>12.5%).
29	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 surface riding quality is essential for cyclist safety and comfort. See also London Cycling Design Standards 7.2 Surfacing
	Group 4. Cycling provision						**5/22**	**0/22**	

	Group 5. Street environment and design						Existing	Proposed	
30	Loading and servicing provision	Consideration of loading and servicing provision	Score not applicable for this metric.	No designated provision where there is a clear requirement.	Inadequate or inappropriate provision. Not enforced.	Well-considered provision appropriate to context. Regular enforcement.	1		Score N/A if no loading or parking provision.
31	Through movement of motor traffic	Measures to reduce impact of through traffic in a street or area	Score not applicable for this metric.	There are no time or movement restrictions.	There are few time or movement restrictions.	There are measures which together work to prevent through movement of vehicles, appropriate to the street or area context.	0		Measures could include banned manoeuvres, modal filter/point closure, traffic cells, bus gate, vehicle restricted areas etc. Potential exemptions include residents, businesses, buses, taxis, blue badge holders and emergency vehicles etc. See also Chapter 4 and 5 GM Streets for All Design Guide
32	Natural surveillance	Street design and frontages	Score not applicable for this metric.	No active frontage. There is little human activity, and no likelihood of human activity e.g. industrial buildings or homes with a significant set back from the street. Poor sense of personal safety both day and night.	Some active frontage. There is some human activity, and some likelihood of human activity e.g. residential front doors open onto the street, GF windows overlook the street. Good sense of personal safety during daylight hours only.	Lots of active frontage. There is regular human activity e.g. retail, busy bus stop, cycle route. Good sense of personal safety both day and night.	2		Natural surveillance can impact people's perception of personal safety when using the street.
33	Lighting	Uniformity and quality of street lighting and its impact on users	No street lighting.	Poor uniformity with many sections of the street poorly illuminated e.g. lack of coverage, obscured by vegetation, poor sense of personal safety.	Moderate uniformity with some sections of the street poorly illuminated e.g. some dark spots.	Continuous street lighting with good uniformity, high level of illumination and coverage both along and across the whole street.	1		To achieve a score of 2, warmer lighting (3000k colour temperature or less) is more welcoming for users and better for wildlife.
34	Cycle parking	Provision of secure cycle parking on-street and off-street	Score not applicable for this metric.	No additional secure cycle parking proposed. Existing cycle parking creates an obstruction for people walking and wheeling.	Minimum levels of cycle parking provided to LTN 1/20 standards, suitable for short or long stay.	Cycle parking is provided to LTN 1/20 standards to meet future demand. Consistent natural surveillance and/ or CCTV, and good level of lighting throughout day and night.	1		If no new cycle parking is proposed, but existing cycle parking already meets the score for 2 prior to scheme intervention, then score 2. Cycle stands must have a tapping rail at 150mm above the ground. Include provision for non-standard and adapted cycles.
35	Quantity and quality of green and blue infrastructure	Quantity/coverage, continuity and quality of green and blue infrastructure to support local nature recovery	Score not applicable for this metric.	No net-loss of green or blue infrastructure. Where existing green and blue infrastructure is removed, it should be replaced on a like-for-like basis, on-site, as an absolute minimum.	The quantity of green or blue infrastructure and the number street trees have been increased by up to 30%. The planned green or blue infrastructure have been designed to help local nature recovery.	The quantity of green or blue infrastructure on the street, and the number of trees, has been increased by 30% or more. The planned green or blue infrastructure has been designed to help local nature recovery.	N/A		Green and blue infrastructure examples include street trees, grass verges, boundary features e.g. hedges, SuDS enabled street trees, ponds, swales. See also Greater Manchester Sustainable Drainage Design Guide
36	Functionality of green and blue infrastructure	Functionality of green and blue infrastructure in providing resilience to extreme weather events	Score not applicable for this metric.	No attenuation or infiltration SuDS are proposed for the scheme.	Attenuation SuDS are proposed for the scheme. Or, no net-loss of permeable surfaces e.g. conversion of verge to cycle track using permeable materials.	Multiple infiltration or attenuation SuDS are proposed throughout the scheme. These may be formed into a linked SuDS train and or enable disconnection of rainwater runoff into a water course. Or, net gain of permeable surfaces.	N/A		SuDs features examples include rain gardens, SuDS enabled street trees, swales etc. See also Greater Manchester Sustainable Drainage Design Guide
37	Type of surfacing	Type of surfacing appropriate to context	Score not applicable for this metric.	Materials are not appropriate to context e.g. asphalt footways in Destination Places with heavy footfall.	Inconsistent use of materials e.g. natural stone and asphalt used intermittently. Materials are not appropriate to context. Utility opening not matched with surrounding materials.	Materials well-considered and appropriate to context. e.g. small aggregate surface dressing used to mitigate noise pollution on Residential Connector Street, or Hot Rolled Asphalt (HRA) on heavily-trafficked Multi-Lane Connector Street, or natural stone in Destination Places.	1		When selecting surface materials consideration should be given to maximising use of low carbon or recycled materials. Also, consider urban heat island effect of surface materials and mitigation e.g. canopy cover reduces heating effect of asphalt. Materials should be chosen to suit the context of the street and whole-life costs and maintenance considered.

38	Street and path network	Permeability and legibility for walking, wheeling and cycling	Score not applicable for this metric.	Poor legibility. No connections other than those used by motor traffic or low quality, secluded routes.	Semi-legible e.g. signed routes. Some connections other than those used by motor traffic which feel safe to use in daylight hours.	Intuitive and direct and attractive routes for people walking, wheeling and cycling including traffic-free routes which feel safe both day and night. Street features and local landmarks serve to create a legible network.	1		A network that encourages walking, wheeling and cycling is: ●Permeable - well-connected and offers a choice of direct routes to destinations, bpth locally and on a wider scale. ●Legible - is structured to provide a comprehensible distribution of distinctive places and spaces, allowing easy, effective orientation and navigation. This is particularly important for people with visual impairments and neurodivergent people.
39	Surface water ponding	Surface water ponding impact on street users and uses	Score not applicable for this metric.	Ponding, however caused, occurs regularly on the footway, cycle track or carriageway or at dropped kerb crossing points, and remains for significant period of time after rainfall event.	Some transient ponding, however caused, occurs on the footway, cycle track or carriageway or at dropped kerb crossing points in heavy rainfall events.	No ponding on the footway, cycle track, or carriageway or at dropped kerb crossing points. No hydraulic surcharge of drainage system in heavy rainfall events. Schemes do not increase flood risk elsewhere.	2		Surface water ponding can act as a barrier e.g. ponding across a dropped crossing, pedestrians splashed by motor traffic. Whole-life costs and maintenance should be considered e.g. kerb drains vs gullies. See also Greater Manchester Sustainable Drainage Design Guide
40	Street scene	Pedestrian guardrail, clutter and street engagement	Pedestrian guardrail used as standard without documented consideration for safety of all users, accessibility and context.	Lots of redundant street furniture, advertising and temporary signage causing obstructions. Signage clutter contributing to visual overload for all users. No street engagement features.	Some redundant street furniture, advertising and temporary advertising. Some signage clutter contributing to visual overload for all users. Occasional greenery, opportunities for play, art etc.	No redundant street furniture, no advertising or temporary signage. Signage is rationalised. Street designed as a place to pass through, stay or play for all. Greenery, opportunities for play, art etc. located regularly along the route.	1		There is a presumption that existing pedestrian guardrail is removed, and no new pedestrian guardrail is introduced, as part of Streets for All schemes, unless there is a strong and documented case for its use. Personal safety needs to be considered as well as traffic safety for **all** users. Examples of street engagement features include play streets, interactive art, murals, green features, drinking fountain, benches.
41	Traffic management and traffic engineering	Context sensitive approach to traffic management and traffic engineering	Score not applicable for this metric.	Street functionality and quality of place is severely impacted by inappropriate approach to traffic, parking and loading management e.g. overuse of lining, bollards, traffic island, delays to buses due to blocking of highway by service vehicles or unmanaged parking. Street is dominated by features to control related to movement of traffic.	Street functionality and quality of place is mildly impacted. Some design features present to mitigate impacts e.g. appropriate use and size of directional signage, time-limited loading.	Street functionality and quality of place is supported by the approach to traffic, parking and loading management e.g. red route to support bus services and drivers, multi-functional on-street parking and loading bays. Traffic management and engineering features are minimised as appropriate to the context.	1		Score N/A if no parking, servicing or loading Consider how traffic management impacts all users. People walking and wheeling should be considered first in the design process, applied in a context sensitive way.
42	Air quality	Exposure to PM10 & NOX concentration	Score not applicable for this metric.	**If assessing existing:** The NO2 concentration is greater than 40µg/m3(legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	0		See also Data Hub | Clean Air Greater Manchester
	Group 5. Street environment and design						**11/22**	**0/26**	

	Group 6. Public transport and shared mobility						Existing	Proposed	
	Access to public transport stations and interchanges								
43	Cycle access and cycle parking	Cycle access to and cycle parking at public transport facility	Score not applicable for this metric.	No direct cycle access. No secure cycle parking or cycle parking is poorly positioned either creating an obstruction or is located away from public transport facility.	No dedicated cycle access to public transport facility. Short dismount required for cyclists (<50m). Some secure cycle parking available.	Safe and direct cycle access. Cyclists not required to dismount to reach cycle parking. Secure cycle parking provided to cater to existing and future demand.	N/A		Cycle acces to, and cycle parking at, public transport facilities enable better integration between transport modes and help embed types of travel behaviour that support trip-chaining. Cycle parking should be accessed via a step-free route.
44	Step free access	Street to platform/boarding point step free access	There is no step-free access to the facility.	Score not applicable for this metric.	The main entry point to the facility is not step-free but step-free alternatives are provided.	All entry points to the facility are step-free. Possible to access platform(s) with a bike, either by ramp or lift.	N/A		Step-free access public transport stations and interchanges have lifts or ramps - or a combination of both - so that passengers don't have to use escalators or stairs to move between the street and the platform/ boarding point.
45	Pedestrian access to public transport facility	Pedestrian crossing(s) and ease of access	Score not applicable for this metric.	No pedestrian crossings and/or pedestrian desire line is obstructed.	Pedestrian crossing within 100 meters.	Pedestrian crossing directly to public transport facility and all pedestrians desire lines are provided for.	1		Direct pedestrian crossings make it safer and easier for people to get to and from bus stops, tram stops and rail stations.
46	Convenience of changing between bus services	Bus stop proximity to other bus services	Score not applicable for this metric.	The bus stop is more than 150m away from another service.	The bus stop is between 50m and 150m away from another service.	The bus stop is within sight of another service - less than 50m away.	1		Bus stops clustered together can create an effective informal interchange.
	Buses								
47	Bus journey time and reliability	Street design influences bus journey time and reliability	Score not applicable for this metric.	There are negative influences on bus journey time and reliability.	Buses are mixed with traffic but not delayed or scheme has neutral impact on bus journey time.	There are positive influences on bus journey time and reliability.	0		Negative influences may include unclear road markings, narrow lane width, parking / loading issues, short cage length, mixing with congested traffic, bus laybys without operational need. Positive influences may include banned turns for vehicles other than bus, late running bus traffic signal priority, bus friendly raised tables, bus clearways that ensure bus stops are clear of vehicles other than buses, to speed up boarding and ensure buses are fully accessible via deployment of access ramp onto footway.
48	Bus stops - Universally accessibility	Degree to which bus stop zone is universally accessible for people using the stop and people passing by	<1.2m width clear pedestrian route passing through stop zone. <1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. No bus stop clearway. <2m clear boarding area length adjacent stop flag or, where present, along raised kerb. <1.5m clear boarding area depth where footway width is >=1.5m. Kerb height at boarding point <125mm. Discretionary street furniture - e.g. bins, located at <2m outside stop zone.	>1.2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway - effective length <23m. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. 1.5m - 2m clear depth at boarding point. Kerb height at boarding point 125mm – 135mm	>1.2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway effective length 23-33m. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. =>2m clear depth at boarding point. Kerb height at boarding point 135 – 160mm	>2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway >=33. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. =>2m clear depth at boarding point. Kerb height at boarding point 135 – 160mm	C		Clear pedestrian route = a clear, unobstructed, legible and detectable pedestrian route along / through / across a street that meets, or exceeds minimum width requirements for use by people walking and wheeling. Universally accessible boarding zone = 2m x 2m Bus stop clearways: • Help the bus align with the kerb to enable better access for disabled passengers and pushchair users; • Ease congestion as a correctly aligned bus will not block the road for other road users; • Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road; • Ensure that bus services operate on time and are not unnecessarily delayed. See also Chapter 3 GM Streets for All Design Guide

49	Bus stops - waiting, seating, shelters	Waiting space, shelter and seating at bus stop	Score not applicable for this metric.	Bus customers wait on the footway without sufficient space to wait. Stop with >40 boarders per day with no shelter and seating provided.	Stop with <40 boarders per day to provide sufficient space for passengers to wait without impacting footway space. Stop with >40 boarders per day to provide accessible seating and adequate rain and sun shelter. There is sufficient space at peak times for passengers to wait without impacting footway space.	Stop with <40 boarders per day to provide sufficient space for passengers to wait without impacting footway space. Litter bin & quality public realm around the stop. Stop with >40 boarders per day has stop has seating, rain and sun protection for 50% of peak customers. Sufficient space to wait at peak times without impacting footway space. Litter bin & improvements to public space around stop provided.	1		The nature of facilities at bus stops on High Streets and High Roads should reflect the patronage, context and any interchange role, both between buses and between modes.
50	Bus stops - information	Customer information at bus stop	Score not applicable for this metric.	No or dated timetable information at stop.	Stop has an information board with an up-to-date timetable. Stops with >40 boarders have passive provision for Real Time Information Board in future (i.e. ducting & electricity connection).	There is an information board with an up-to-date timetable and Real Time Information board or other measure to access information.	1		Providing bus arrival information can make users feel more comfortable and secure.
51	Bus stops - personal safety	Perception of safety at stop	Stop is in unlit area/no lighting is provided at the bus stop	Stop is in well lit area/ basic lighting is provided at bus stop.	Basic lighting provided at stops. Passive provision to upgrade lighting and CCTV in the future (i.e. ducting & electricity connection).	High quality lighting with CCTV and high footfall location. Perception that the stops feels safe at night, particularly for women, children and more vulnerable groups.	0		See also Atkins Get Home Safe toolkit
52	Bus priority	Bus priority measures - bus lanes, bus gates etc.	Score not applicable for this metric.	No bus priority measures present.	Basic measures to improve bus journey time present. e.g. signal priority for bus at junctions, removal of parking that impacts bus journeys, bus stop borders are delivered at stops.	Significant bus priority measures present, e.g. signal priority, bus lanes, bus gates or bus/cycle only streets.	0		See also Chapter 3 GM Streets for All Design Guide
	Trams and cycles								
53	Space for cycling next to tramlines	Effective width next to a tramline on straight or curved section	<2.4m effective width from nearside tramrail on straights; <3.0m effective width from nearside tramrail on curves.	Score not applicable for this metric.	>2.4m effective width from nearside tramrail on straights; >3.0m effective width from nearside tramrail on curves.	Cycle track with horizonal and physical separation from other modes.			See also LTN 1/20
54	Tram line crossing angle for cyclists	Crossing angle	Crossing angle less than 60 degrees and/or turning movement for cyclist whilst crossing track	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees.	Crossing angle is 90 degrees or need to cross track removed.			See also LTN 1/20
	Group 6. Public Transport						**4/16**	**0/20**	

	Group 7. Off-Street						Existing	Proposed	
55	Shared use (between cycles and pedestrians)	Width of shared use path	<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.			See also LTN 1/20 Guidance on shared use Shared use should not be used in situations with current, or predicted, high pedestrian or cyclist flows.
56	Access controls	Degree to which access controls are universally accessible	Bollards or barriers present with <1.5m lateral clearance, or two chicane barriers placed <3.5m apart or with minimum lateral clearance <1.5m.	Bollards or barriers present with minimum 1.5m lateral clearance, or two chicane barriers placed a minimum 3.5m apart with minimum lateral clearance 1.5m.	Score not applicable for this metric.	No access control restrictions.			Examples include barriers, bollards, A-frames, gates.
57	Surface Type	Surface/construction type	Unsealed surfaces (such as gravel or bare earth).	Hand-laid asphalt or unstable blocks/sets.	Smooth and firm blocks or well-laid permeable/semi permeable bound surface.	Smooth, sealed solid surfaces, such as machine laid asphalt or macadam.			See also London Cycling Design Standards 7.2 Surfacing
58	Lighting	Standard of lighting	No lighting (minimum requirement solar road stud lights).	Continuous solar road stud lights or equivalent.	Continuous low-level powered lighting e.g. bollard lighting.	Continuous full ambient street lighting. Bat friendly lighting e.g. 3000k or less.			To achieve a score of 2, warmer lighting (3000k colour temperature or less) is more welcoming for users and better for wildlife.
59	Steps	Existing steps or new/upgraded structures	Steps present and no accessible alternative provided (e.g. a ramp as defined in section 5.2 of Inclusive Mobility) OR ramp not in accordance with section 5.2 of Inclusive Mobility.	No steps but gradient greater than 1 in 20 (but otherwise in accordance with section 5.2 of Inclusive Mobility).	Score not applicable for this metric.	No steps and gradient less than 1 in 20.			See also DfT Inclusive Mobility (2021)
	Group 7. Off-Street						**0/0**	**0/0**	

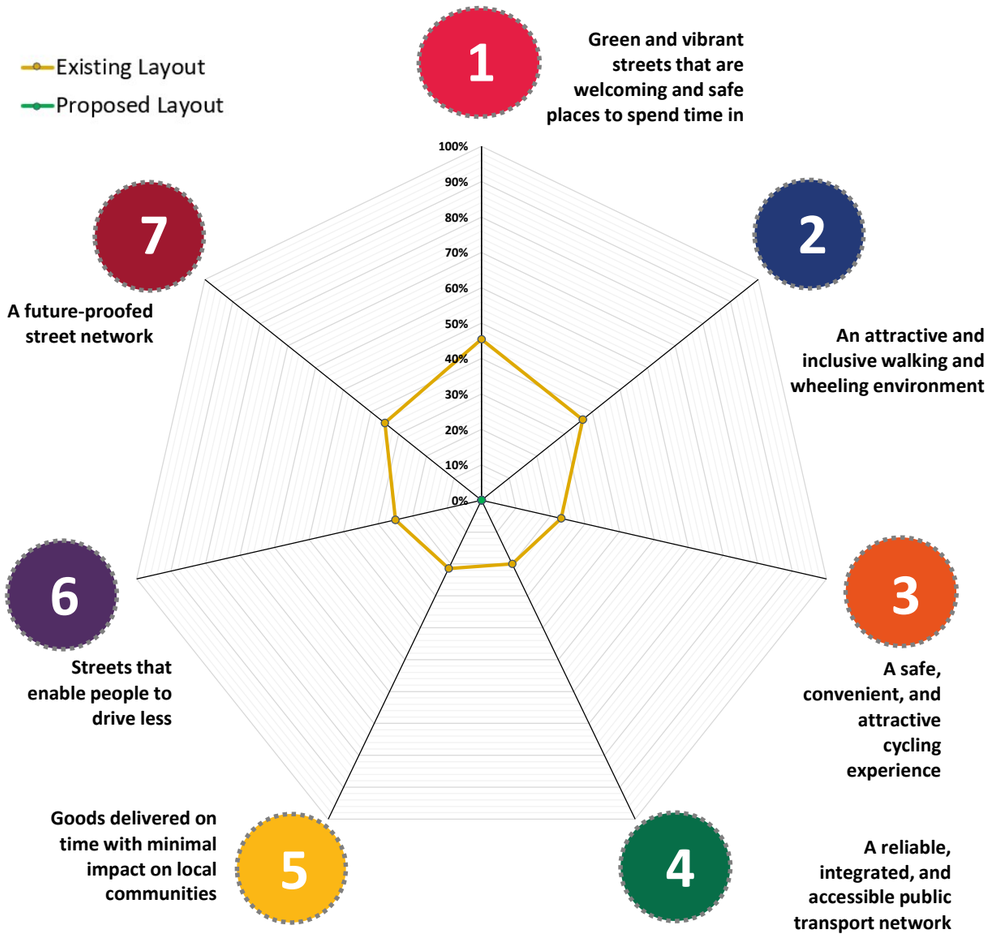
Greater Manchester Streets For All Design Check results

Scores by Streets for All Essential	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
1. Green and vibrant streets that are welcoming places to spend time in	10/18	45%	0/22	0%
2. An attractive and inclusive walking and wheeling environment	19/42	37%	0/52	0%
3. A safe, convenient, and attractive cycling experience	12/44	23%	0/52	0%
4. A reliable, integrated, and accessible public transport network	4/18	20%	0/20	0%
5. Goods delivered on time with minimal impact on local communities	3/14	21%	0/14	0%
6. Streets that enable people to drive less	5/16	25%	0/20	0%
7. A future-proofed street network	7/16	35%	0/20	0%

Summary	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Overall Streets for All score	60/168	30%	0/200	0%
Number of critical items	8		0	

Scores by group	No. Metric Scores				Score / Max. Score	%
	Critical	Basic (0)	Good (1)	Very Good (2)		
	C	0	1	2		
Existing layout						
Group 1. Junctions	0	3	2	0	2/10	20%
Group 2. Pedestrian crossings (junction and mid-link)	0	2	3	1	5/12	42%
Group 3. Footway (incl. shared use)	1	2	1	1	3/10	30%
Group 4. Cycling provision	6	1	3	1	5/22	23%
Group 5. Street environment and design	0	2	7	2	11/22	50%
Group 6. Public transport	1	3	4	0	4/16	25%
Group 7. Off-Street	0	0	0	0	0/0	N/A
Proposed layout						
Group 1. Junctions	0	0	0	0	0/10	0%
Group 2. Pedestrian crossings (junction and mid-link)	0	0	0	0	0/12	0%
Group 3. Footway (incl. shared use)	0	0	0	0	0/14	0%
Group 4. Cycling provision	0	0	0	0	0/22	0%
Group 5. Street environment and design	0	0	0	0	0/26	0%
Group 6. Public transport	0	0	0	0	0/20	0%
Group 7. Off-Street	0	0	0	0	0/0	N/A

Proposed layout - remaining critical item	
1. Pedestrian and cyclist conflict with motor vehicle at side roads/priority junctions	24. Effect of kerbside activity on cyclists
2. Pedestrian and cyclist conflict with motor vehicles at roundabouts, signal controlled junctions	28. Surface condition and general maintenance
3. Pedestrian and cycle continuity, priority, accessibility and legibility across side roads	33. Uniformity and quality of street lighting and its impact on users
6. Distance between formal crossing points considering PCU's a day	40. Pedestrian guardrail, clutter and street engagement
7. Type of crossing facility appropriate for street context	44. Street to platform/boarding point step free access
12. Clear pedestrian routes that maintain at least minimum unobstructed width throughout	48. Degree to which bus stop zone is universally accessible for people using the stop
13. Trip hazards and surface quality	51. Perception of safety at stop
14. Gradient over a specified distance	53. Effective width next to a tramline on straight or curved section
15. Legibility and tonal contrast of surfacing	54. Crossing angle
18. Appropriateness and width of shared use with cycles	55. Width of shared use path
19. Speed at which drivers travel	56. Degree to which access controls are universally accessible
20. Total volume of traffic (PCU's)	57. Surface/construction type
21. Percentage of large vehicles in peak hour	58. Standard of lighting
22. Clear nearside space in secondary position or motor vehicle volume in primary position	59. Existing steps or new/upgraded structures
23. Nearside lane width and configuration	

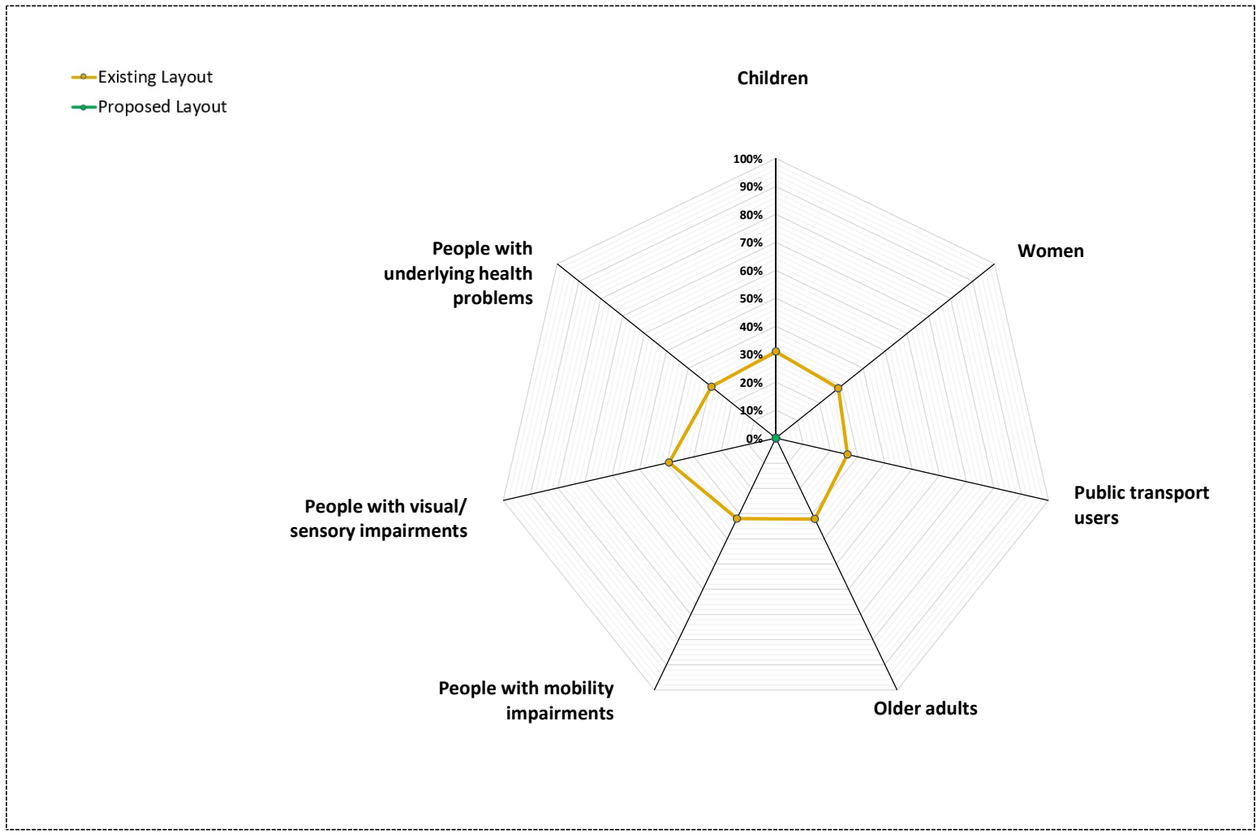


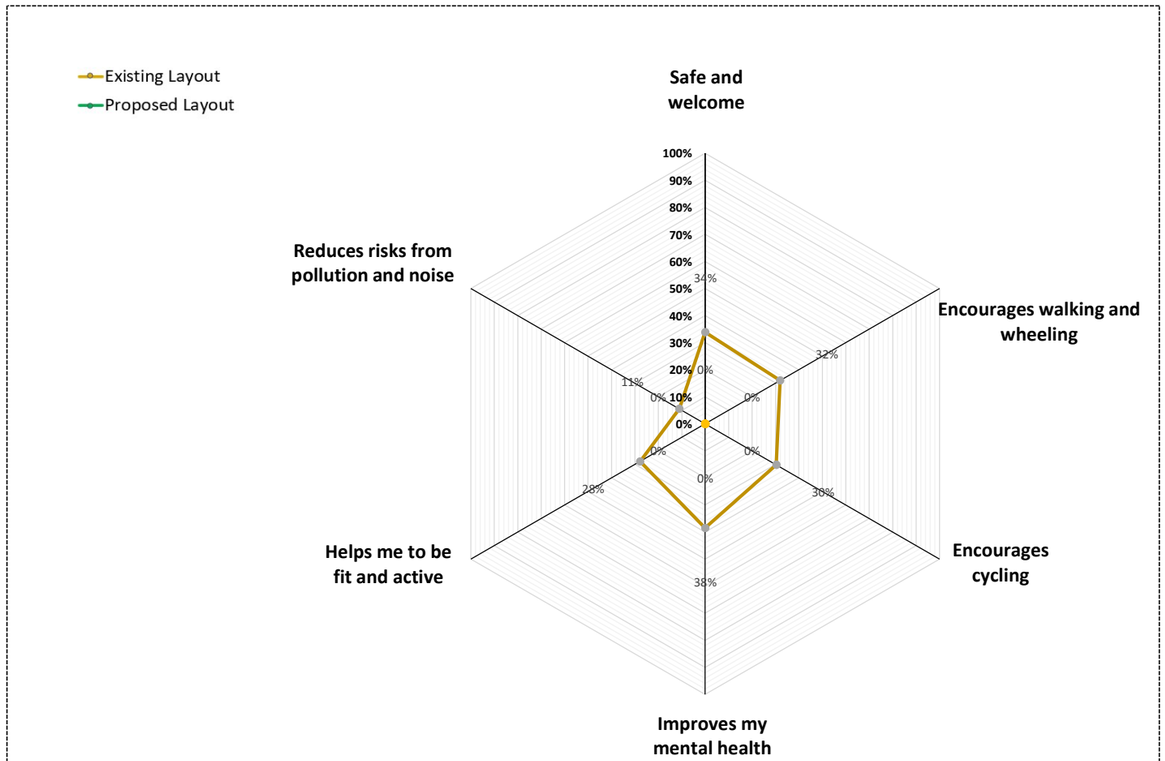
Greater Manchester Streets For All Design Check health results

Health information powered by TRUUD

People	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Children	13/42	31%	0/42	0%
Women	4/14	29%	0/14	0%
Public transport users	10/38	26%	0/38	0%
Older adults	18/56	32%	0/56	0%
People with mobility impairments	16/50	32%	0/50	0%
People with visual/ sensory impairments	18/46	39%	0/46	0%
People with underlying health problems	10/34	29%	0/34	0%

Health	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Makes me feel safe and welcome	21/62	34%	0/62	0%
Encourages walking and wheeling	23/72	32%	0/72	0%
Encourages cycling	20/66	30%	0/66	0%
Improves my mental health	10/26	38%	0/26	0%
Helps me to be fit and active	15/54	28%	0/54	0%
Reduces risks from pollution and noise	2/18	11%	0/18	0%





Scheme name

Plot H, Sister

Name of checker

Contact email address

Name of street

Charles Street

Town

Manchester

Scheme start point (building number or name)

Princess Street

Scheme end point (building number or name)

Sackville Street

Date of check

20/11/2025

Highway Authority

Manchester City Council

GM Street Type

Connector Street

Scheme objectives (summary)

Is the scheme on-street or off-street?

On-Street

Is there a bus or rail station, tram or BRT stop, or interchange?

Yes

Schemes should support Net Zero travel options. Does the scheme have a Carbon Management Plan?

Are there any bus services running on this street?

Yes

Are there any trams running along or crossing this street?

No

Scoring

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers
	*Metrics greyed out are not scored								
	Group 1. Junctions (including side road and priority junctions)						Existing	Proposed	
1	Pedestrian and cyclist safety at minor junctions	Pedestrian and cyclist conflict with motor vehicle at side roads/priority junctions	Heavy streams of turning traffic entering a side road (>100 PCUs in highest turning volume hour) across the main walking, wheeling or cycling stream.	<100 PCUs in highest turning volume hour entering a side road across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	<100 PCUs in highest turning volume hour entering a side road across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that provide a higher level of service for pedestrians and cyclists (e.g. one-way with no entry for motor vehicles turning into the side road, continuous footways or zebra/parallel crossing.	0		Use the hour with the highest turning volume. Consider side road junction treatments that are appropriate to context e.g. continuous footways could be better suited to a High Street context with higher volume of pedestrians, activity on the street, and very low volume of turning vehicles.
2	Pedestrian and cyclist safety at major junctions	Pedestrian and cyclist conflict with motor vehicles at roundabouts, signal controlled junctions and crossing slip roads	Heavy streams of turning/exiting traffic (>2,500 vpd) cut across main walking, wheeling or cycling stream which is uncontrolled.	The principal pedestrian and/or cyclist movements conflict with motor traffic movements at roundabouts and/or signal controlled junctions with <2,500 vpd. Or, slip road with uncontrolled crossing.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions with <2,500 vpd.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junction with <2,500 vpd.	1		See also ATE Junction Assessment Tool
3	Standard of in-line crossing provision at side roads	Pedestrian and cycle continuity, priority, accessibility and legibility across side roads	Side road radii >10m. There are no dropped kerbs/raised tables, or there are dropped kerbs/raised tables with no, or incorrectly installed, tactile paving. Where dropped kerb present, ramp down to crossing point >1:12	Few kerb radii meet requirements. There are dropped kerbs at side roads but they are not flush, or they have no tactile paving. Ramp down to crossing point between 1:20 and 1:12 No continuity for cycles across side roads or unclear priority for all users.	Some kerb radii meet requirements. There are flush dropped kerbs and correctly installed tactile paving. Ramp down to crossing point between 1:20 and 1:12 Clear continuity across side roads for cycles and priority clear for all users.	All kerb radii meet requirements. Side roads closed, or raised table crossings/continuous footways on all side roads with correctly installed tactile paving. Ramp down to crossing point <1:20 Clear continuity across side roads for cycles and priority clear for all users.	0		Kerb radii requirements: From 20mph to 20mph - 0m - 3m From 30mph to 20mph - 0m - 3m From 30mph to 30mph - 3m - 6m Dropped kerbs at crossing points must be flush - upstand tolerance - 0-6mm Ramps down to dropped kerbs >1:12 can be difficult for some users e.g. people using wheeled mobility aids may be at risk of tipping over. To give adequately shallow approach to dropped kerbs the ramp would usually extend beyond the standard depth of tactile paving. See also Guidance on the use of tactile paving surfaces
4	Level of service for cyclists and pedestrians at signalised junctions	Number of opportunities to cross in each signal cycle	Score not applicable for this metric.	Pedestrians and cyclists have one opportunity to cross per signal cycle.	Pedestrians and cyclists have more than one opportunity to cross per cycle.	Pedestrians and cyclists are prioritised over general traffic upon demand (hurry call).	0		Does not apply to mid-link crossings. Score applies to poorest performing crossing point at the junction.
5	Technology to optimise efficiency of movement at traffic signals	Technology to optimise efficiency of movement for all street users	Score not applicable for this metric.	No detection and optimisation technology applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	All appropriate detection and optimisation technology has been applied to traffic signals and technology is used to facilitate longer green times/reduced waiting times for pedestrians and/or buses.	0		All street users include pedestrians, cyclists, buses and general motor traffic. Detection and optimisation technology includes priority for late running buses, pedestrian detection, SCOOT etc.
	Group 1. Junctions						**1/10**	**0/10**	

	Group 2. Pedestrian crossings and vehicle access across footway and/or cycle track						Existing	Proposed	
6	Provision of formal crossing points	Distance between formal crossing points considering PCU's a day	>8000 PCU's a day and more than 400m between controlled crossing points. <8000 PCU's a day no formal crossings provided on desire lines.	>8000 PCU's a day and controlled crossing points are between 200m and 400m. <8000 PCU's a day formal crossing provided for some desire lines.	>8000 PCU's a day and controlled crossing points are between 100m and 200m. <8000 PCU's a day formal crossing provided for most desire lines, including all bus stop pairs.	>8000 PCU's a day and controlled crossing points are less than 100m apart. <8000 PCU's a day formal crossing provided for all desire lines, including all bus stop pairs.	1		A formal crossing point may be controlled or uncontrolled as appropriate for the context. If traffic volumes not known, take a 15 or 30 minute spot count and use locally available traffic count data to factor this up to an estimate of daily flow. Active Travel England Route Check Tool considers any uncontrolled crossing of a road with >1000 vehicles in the busiest hour to be a Critical Issue See also Traffic Signs Manual Chapter 6
7	Type of crossing facility	Type of crossing facility appropriate for street context	Uncontrolled crossing of more than 2 lanes. and/or Any arm of a signalised junction without green man pedestrian facility. Uncontrolled crossings where 85th percentile speed is greater than 30mph.	Uncontrolled crossing of 2 or fewer lanes. Controlled crossings on any arm of signalised junction are more than two stage. and/or Mid-link crossings are two stage.	Controlled crossings on major corridors. All signal junctions to have green man stage(s). Crossings on any arm are two stage. Mid link crossings are single stage.	All signalised junctions have green man stage(s). Zebra or signalised crossings mid-link; signalised crossing with pedestrian countdown at signalised junctions. Mid link and signalised junction crossings are single stage.	2		Active Travel England Route Check Tool considers uncontrolled crossings where 85th percentile speed is greater than 30mph to be a Critical Issue. Where refuge of at least 2m, consider this as two seperate crossing stages when calculating volume of traffic. See also Chapter 3 GM Streets for All Design Guide Traffic Signs Manual Chapter 6
8	Wait time at mid-link signalised crossings	Waiting time for pedestrians (puffin), cycles (sparrow or toucan) and equestrians (pegasus)	Score not applicable for this metric.	Maximum waiting time >60secs.	Maximum waiting time 60-20secs.	Maximum waiting time <20secs or, instant call, or rest on red.	1		Waiting time is the time between pressing the call button and then green man appearing.
9	Assumed walking speed at signal controlled crossings	Walking speed used in calculating pedestrian crossing clearance timings	Score not applicable for this metric.	1.2m/s	1.0m/s	0.8m/s and/or pedestrian detection to lengthen pedestrian phase.	0		See also Traffic Signs Manual Chapter 6
10	Pedestrian routeing and desire lines	Crossings on key pedestrian routes that create cross-street permeability and route continuity	Score not applicable for this metric.	Not met.	Some met.	All met.	1		Desire lines should also be considered across the wider street network to give direct access to schools, healthcare and community facilities, bus stops etc.
11	Vehicle access and footway disrupting footway or cycle track and footway crossfalls	Undulating footways and cycle tracks at vehicle crossovers. Footway crossfalls.	Score not applicable for this metric.	<0.9m 'near level' footway width, including at vehicle crossovers. Cycle track undulates at vehicle access crossovers.	'Near level' footway width =>0.9m. Dutch entrance kerbs, or equivalent, at some dropped vehicle crossovers. Cycle track undulates at vehicle access crossovers but is mitigated e.g. level change over 2 or more standard kerb lengths, does not drop fully to carriageway level.	'Near level' footway width >0.9m, and as wide as practicable. Dutch entrance kerbs, or equivalent, at all dropped vehicle crossovers. Cycle track is level at vehicle access crossovers.	N/A		'Near level' footway = horizontal gradient/crossfall no greater than 2.5%. When assessing the existing street, this could be determined by observation. It is likely most existing vehicle crossovers will score 0. Standard kerb length = 915mm See also Figure 6.12 Manual for Streets (2007)
	Group 2. Pedestrian Crossings (junction and mid-link)						**5/10**	**0/12**	

	Group 3. Footway (incl. shared use with cycles)						Existing	Proposed	
12	Footway width	Clear pedestrian routes that maintain at least minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	C		Minimum widths (other than 1.2m absolute minimum) varies by street type selected in 'Project' tab. No footway is to be classed as <1.2m. Point = over a distance <6m. See also Chapter 3 GM Streets for All Design Guide Transport for London Pedestrian Comfort Guidance
13	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 presenting a level difference of more than 6mm.	C		Active Travel England Route Check tool requirement = 13mm 6mm = flush kerb upstand tolerance at dropped pedestrian crossings. For areas covered by a new scheme there should be no level differences greater than 6mm. Defects include loose/ heavily cracked surfaces.
14	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.	N/A		The steeper the slope, the greater the impact on people, so the priority is to reduce gradients as much as possible. Avoid abrupt changes in gradient and aim for smooth gradual changes.Incorporating level areas and seating is important. See also BS8300:1 (2018) DfT Inclusive Mobility (2021)
15	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		This is important for all users, but particularly important for visually impaired and neurodivergent people. See also PAS 6463 - Design for the mind. Neurodiversity & the built environment
16	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		Consider inclusive seating e.g. at a variety of heights, with/without arm or back rests.
17	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		Comprehensive wayfinding and signage should also take account of regulatory signing required for all on-highway cycling provision.
18	Shared use with cycles	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 e.g. contrasting surfacing. Replacement of shared facility with separate footway and cycle track.	N/A		Shared use should not be used in situations with current, or predicted, high pedestrian or cyclist flows. See also LTN 1/20 Guidance on shared use
	Group 3. Footway (incl. shared use)						**2/10**	**0/14**	

	Group 4. Cycling provision						Existing	Proposed	
19	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		The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a street segment. Posted speed limit should take into account frontage context along the street.
20	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		Volume in PCUs (Passenger Car Units). Metric applies to two-way single-carriageway streets only as it is concerned with interaction between opposing flows. For one-way streets and dual carriageways, set score to not applicable.
21	Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	C		If there is a protected cycle facility, score 2. If most frequently visiting large vehicle is typically a weekly refuse collection vehicle score 2.
22	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 (including if physically protected) Primary: <1,000 PCU's a day	0		See also Chapter 3 GM Streets for All Design Guide
23	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		Design features could include protected cycle facility, design speed 15mph, planting, formalised parking, no centre line, <1,000 PCU a day. Speed cushions can be an issue for cyclists because: ● they may be forced to change their preferred position on the road to fit between the gaps in the cushions. ● some car drivers may drive closer to the kerb or deviate towards the kerb to fully straddle the cushions increasing the liklehood of close passes.
24	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		Kerbside activity includes vehicle parking bays, loading/unloading, bus stops, drop-off, pick-up. Frequent bus service = 5 or more buses per hour See also Chapter 3 GM Streets for All Design Guide
25	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		Where it is not possible to provide dedicated cycle facilities on the most direct route, the amount of additional time or distance where a dedicated alternative route is provided should be minimised.
26	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		This relates directly to the width of the cycle facility. See also Chapter 3 GM Streets for All Design Guide
27	Connectivity of the route to surrounding street and off-road 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		Where there is a transition between the carriageway and cycle track, it must be flush and preferably material continuity maintained e.g. asphalt to asphalt no kerb.
28	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		Defects include non cycle friendly ironworks, raised/ sunken covers/gullies. General maintenance includes overgrown vegetation, loose/ heavily cracked surfaces, potholes. Non-flush kerbs crossing cycle facility. Sharp level changes (>12.5%).
29	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.	2		Good surface riding quality is essential for cyclist safety and comfort. See also London Cycling Design Standards 7.2 Surfacing
	Group 4. Cycling provision						**10/22**	**0/22**	

	Group 5. Street environment and design						Existing	Proposed	
30	Loading and servicing provision	Consideration of loading and servicing provision	Score not applicable for this metric.	No designated provision where there is a clear requirement.	Inadequate or inappropriate provision. Not enforced.	Well-considered provision appropriate to context. Regular enforcement.	2		Score N/A if no loading or parking provision.
31	Through movement of motor traffic	Measures to reduce impact of through traffic in a street or area	Score not applicable for this metric.	There are no time or movement restrictions.	There are few time or movement restrictions.	There are measures which together work to prevent through movement of vehicles, appropriate to the street or area context.	1		Measures could include banned manoeuvres, modal filter/point closure, traffic cells, bus gate, vehicle restricted areas etc. Potential exemptions include residents, businesses, buses, taxis, blue badge holders and emergency vehicles etc. See also Chapter 4 and 5 GM Streets for All Design Guide
32	Natural surveillance	Street design and frontages	Score not applicable for this metric.	No active frontage. There is little human activity, and no likelihood of human activity e.g. industrial buildings or homes with a significant set back from the street. Poor sense of personal safety both day and night.	Some active frontage. There is some human activity, and some likelihood of human activity e.g. residential front doors open onto the street, GF windows overlook the street. Good sense of personal safety during daylight hours only.	Lots of active frontage. There is regular human activity e.g. retail, busy bus stop, cycle route. Good sense of personal safety both day and night.	0		Natural surveillance can impact people's perception of personal safety when using the street.
33	Lighting	Uniformity and quality of street lighting and its impact on users	No street lighting.	Poor uniformity with many sections of the street poorly illuminated e.g. lack of coverage, obscured by vegetation, poor sense of personal safety.	Moderate uniformity with some sections of the street poorly illuminated e.g. some dark spots.	Continuous street lighting with good uniformity, high level of illumination and coverage both along and across the whole street.	1		To achieve a score of 2, warmer lighting (3000k colour temperature or less) is more welcoming for users and better for wildlife.
34	Cycle parking	Provision of secure cycle parking on-street and off-street	Score not applicable for this metric.	No additional secure cycle parking proposed. Existing cycle parking creates an obstruction for people walking and wheeling.	Minimum levels of cycle parking provided to LTN 1/20 standards, suitable for short or long stay.	Cycle parking is provided to LTN 1/20 standards to meet future demand. Consistent natural surveillance and/ or CCTV, and good level of lighting throughout day and night.	1		If no new cycle parking is proposed, but existing cycle parking already meets the score for 2 prior to scheme intervention, then score 2. Cycle stands must have a tapping rail at 150mm above the ground. Include provision for non-standard and adapted cycles.
35	Quantity and quality of green and blue infrastructure	Quantity/coverage, continuity and quality of green and blue infrastructure to support local nature recovery	Score not applicable for this metric.	No net-loss of green or blue infrastructure. Where existing green and blue infrastructure is removed, it should be replaced on a like-for-like basis, on-site, as an absolute minimum.	The quantity of green or blue infrastructure and the number street trees have been increased by up to 30%. The planned green or blue infrastructure have been designed to help local nature recovery.	The quantity of green or blue infrastructure on the street, and the number of trees, has been increased by 30% or more. The planned green or blue infrastructure has been designed to help local nature recovery.	N/A		Green and blue infrastructure examples include street trees, grass verges, boundary features e.g. hedges, SuDS enabled street trees, ponds, swales. See also Greater Manchester Sustainable Drainage Design Guide
36	Functionality of green and blue infrastructure	Functionality of green and blue infrastructure in providing resilience to extreme weather events	Score not applicable for this metric.	No attenuation or infiltration SuDS are proposed for the scheme.	Attenuation SuDS are proposed for the scheme. Or, no net-loss of permeable surfaces e.g. conversion of verge to cycle track using permeable materials.	Multiple infiltration or attenuation SuDS are proposed throughout the scheme. These may be formed into a linked SuDS train and or enable disconnection of rainwater runoff into a water course. Or, net gain of permeable surfaces.	N/A		SuDs features examples include rain gardens, SuDS enabled street trees, swales etc. See also Greater Manchester Sustainable Drainage Design Guide
37	Type of surfacing	Type of surfacing appropriate to context	Score not applicable for this metric.	Materials are not appropriate to context e.g. asphalt footways in Destination Places with heavy footfall.	Inconsistent use of materials e.g. natural stone and asphalt used intermittently. Materials are not appropriate to context. Utility opening not matched with surrounding materials.	Materials well-considered and appropriate to context. e.g. small aggregate surface dressing used to mitigate noise pollution on Residential Connector Street, or Hot Rolled Asphalt (HRA) on heavily-trafficked Multi-Lane Connector Street, or natural stone in Destination Places.	1		When selecting surface materials consideration should be given to maximising use of low carbon or recycled materials. Also, consider urban heat island effect of surface materials and mitigation e.g. canopy cover reduces heating effect of asphalt. Materials should be chosen to suit the context of the street and whole-life costs and maintenance considered.
38	Street and path network	Permeability and legibility for walking, wheeling and cycling	Score not applicable for this metric.	Poor legibility. No connections other than those used by motor traffic or low quality, secluded routes.	Semi-legible e.g. signed routes. Some connections other than those used by motor traffic which feel safe to use in daylight hours.	Intuitive and direct and attractive routes for people walking, wheeling and cycling including traffic-free routes which feel safe both day and night. Street features and local landmarks serve to create a legible network.	0		A network that encourages walking, wheeling and cycling is: ●Permeable - well-connected and offers a choice of direct routes to destinations, bpth locally and on a wider scale. ●Legible - is structured to provide a comprehensible distribution of distinctive places and spaces, allowing easy, effective orientation and navigation. This is particularly important for people with visual impairments and neurodivergent people.

39	Surface water ponding	Surface water ponding impact on street users and uses	Score not applicable for this metric.	Ponding, however caused, occurs regularly on the footway, cycle track or carriageway or at dropped kerb crossing points, and remains for significant period of time after rainfall event.	Some transient ponding, however caused, occurs on the footway, cycle track or carriageway or at dropped kerb crossing points in heavy rainfall events.	No ponding on the footway, cycle track, or carriageway or at dropped kerb crossing points. No hydraulic surcharge of drainage system in heavy rainfall events. Schemes do not increase flood risk elsewhere.	1		Surface water ponding can act as a barrier e.g. ponding across a dropped crossing, pedestrians splashed by motor traffic. Whole-life costs and maintenance should be considered e.g. kerb drains vs gullies. See also Greater Manchester Sustainable Drainage Design Guide
40	Street scene	Pedestrian guardrail, clutter and street engagement	Pedestrian guardrail used as standard without documented consideration for safety of all users, accessibility and context.	Lots of redundant street furniture, advertising and temporary signage causing obstructions. Signage clutter contributing to visual overload for all users. No street engagement features.	Some redundant street furniture, advertising and temporary advertising. Some signage clutter contributing to visual overload for all users. Occasional greenery, opportunities for play, art etc.	No redundant street furniture, no advertising or temporary signage. Signage is rationalised. Street designed as a place to pass through, stay or play for all. Greenery, opportunities for play, art etc. located regularly along the route.	1		There is a presumption that existing pedestrian guardrail is removed, and no new pedestrian guardrail is introduced, as part of Streets for All schemes, unless there is a strong and documented case for its use. Personal safety needs to be considered as well as traffic safety for **all** users. Examples of street engagement features include play streets, interactive art, murals, green features, drinking fountain, benches.
41	Traffic management and traffic engineering	Context sensitive approach to traffic management and traffic engineering	Score not applicable for this metric.	Street functionality and quality of place is severely impacted by inappropriate approach to traffic, parking and loading management e.g. overuse of lining, bollards, traffic island, delays to buses due to blocking of highway by service vehicles or unmanaged parking. Street is dominated by features to control related to movement of traffic.	Street functionality and quality of place is mildly impacted. Some design features present to mitigate impacts e.g. appropriate use and size of directional signage, time-limited loading.	Street functionality and quality of place is supported by the approach to traffic, parking and loading management e.g. red route to support bus services and drivers, multi-functional on-street parking and loading bays. Traffic management and engineering features are minimised as appropriate to the context.	1		Score N/A if no parking, servicing or loading Consider how traffic management impacts all users. People walking and wheeling should be considered first in the design process, applied in a context sensitive way.
42	Air quality	Exposure to PM10 & NOX concentration	Score not applicable for this metric.	**If assessing existing:** The NO2 concentration is greater than 40µg/m3(legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	0		See also Data Hub | Clean Air Greater Manchester
	Group 5. Street environment and design						**9/22**	**0/26**	

	Group 6. Public transport and shared mobility						Existing	Proposed	
	Access to public transport stations and interchanges								
43	Cycle access and cycle parking	Cycle access to and cycle parking at public transport facility	Score not applicable for this metric.	No direct cycle access. No secure cycle parking or cycle parking is poorly positioned either creating an obstruction or is located away from public transport facility.	No dedicated cycle access to public transport facility. Short dismount required for cyclists (<50m). Some secure cycle parking available.	Safe and direct cycle access. Cyclists not required to dismount to reach cycle parking. Secure cycle parking provided to cater to existing and future demand.	N/A		Cycle acces to, and cycle parking at, public transport facilities enable better integration between transport modes and help embed types of travel behaviour that support trip-chaining. Cycle parking should be accessed via a step-free route.
44	Step free access	Street to platform/boarding point step free access	There is no step-free access to the facility.	Score not applicable for this metric.	The main entry point to the facility is not step-free but step-free alternatives are provided.	All entry points to the facility are step-free. Possible to access platform(s) with a bike, either by ramp or lift.	N/A		Step-free access public transport stations and interchanges have lifts or ramps - or a combination of both - so that passengers don't have to use escalators or stairs to move between the street and the platform/ boarding point.
45	Pedestrian access to public transport facility	Pedestrian crossing(s) and ease of access	Score not applicable for this metric.	No pedestrian crossings and/or pedestrian desire line is obstructed.	Pedestrian crossing within 100 meters.	Pedestrian crossing directly to public transport facility and all pedestrians desire lines are provided for.	1		Direct pedestrian crossings make it safer and easier for people to get to and from bus stops, tram stops and rail stations.
46	Convenience of changing between bus services	Bus stop proximity to other bus services	Score not applicable for this metric.	The bus stop is more than 150m away from another service.	The bus stop is between 50m and 150m away from another service.	The bus stop is within sight of another service - less than 50m away.	1		Bus stops clustered together can create an effective informal interchange.
	Buses								
47	Bus journey time and reliability	Street design influences bus journey time and reliability	Score not applicable for this metric.	There are negative influences on bus journey time and reliability.	Buses are mixed with traffic but not delayed or scheme has neutral impact on bus journey time.	There are positive influences on bus journey time and reliability.	1		Negative influences may include unclear road markings, narrow lane width, parking / loading issues, short cage length, mixing with congested traffic, bus laybys without operational need. Positive influences may include banned turns for vehicles other than bus, late running bus traffic signal priority, bus friendly raised tables, bus clearways that ensure bus stops are clear of vehicles other than buses, to speed up boarding and ensure buses are fully accessible via deployment of access ramp onto footway.
48	Bus stops - Universally accessibility	Degree to which bus stop zone is universally accessible for people using the stop and people passing by	<1.2m width clear pedestrian route passing through stop zone. <1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. No bus stop clearway. <2m clear boarding area length adjacent stop flag or, where present, along raised kerb. <1.5m clear boarding area depth where footway width is >=1.5m. Kerb height at boarding point <125mm. Discretionary street furniture - e.g. bins, located at <2m outside stop zone.	>1.2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway - effective length <23m. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. 1.5m - 2m clear depth at boarding point. Kerb height at boarding point 125mm – 135mm	>1.2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway effective length 23-33m. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. =>2m clear depth at boarding point. Kerb height at boarding point 135 – 160mm	>2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway >=33. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. =>2m clear depth at boarding point. Kerb height at boarding point 135 – 160mm	1		Clear pedestrian route = a clear, unobstructed, legible and detectable pedestrian route along / through / across a street that meets, or exceeds minimum width requirements for use by people walking and wheeling. Universally accessible boarding zone = 2m x 2m Bus stop clearways: • Help the bus align with the kerb to enable better access for disabled passengers and pushchair users; • Ease congestion as a correctly aligned bus will not block the road for other road users; • Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road; • Ensure that bus services operate on time and are not unnecessarily delayed. See also Chapter 3 GM Streets for All Design Guide

49	Bus stops - waiting, seating, shelters	Waiting space, shelter and seating at bus stop	Score not applicable for this metric.	Bus customers wait on the footway without sufficient space to wait. Stop with >40 boarders per day with no shelter and seating provided.	Stop with <40 boarders per day to provide sufficient space for passengers to wait without impacting footway space. Stop with >40 boarders per day to provide accessible seating and adequate rain and sun shelter. There is sufficient space at peak times for passengers to wait without impacting footway space.	Stop with <40 boarders per day to provide sufficient space for passengers to wait without impacting footway space. Litter bin & quality public realm around the stop. Stop with >40 boarders per day has stop has seating, rain and sun protection for 50% of peak customers. Sufficient space to wait at peak times without impacting footway space. Litter bin & improvements to public space around stop provided.	0		The nature of facilities at bus stops on High Streets and High Roads should reflect the patronage, context and any interchange role, both between buses and between modes.
50	Bus stops - information	Customer information at bus stop	Score not applicable for this metric.	No or dated timetable information at stop.	Stop has an information board with an up-to-date timetable. Stops with >40 boarders have passive provision for Real Time Information Board in future (i.e. ducting & electricity connection).	There is an information board with an up-to-date timetable and Real Time Information board or other measure to access information.	0		Providing bus arrival information can make users feel more comfortable and secure.
51	Bus stops - personal safety	Perception of safety at stop	Stop is in unlit area/no lighting is provided at the bus stop	Stop is in well lit area/ basic lighting is provided at bus stop.	Basic lighting provided at stops. Passive provision to upgrade lighting and CCTV in the future (i.e. ducting & electricity connection).	High quality lighting with CCTV and high footfall location. Perception that the stops feels safe at night, particularly for women, children and more vulnerable groups.	1		See also Atkins Get Home Safe toolkit
52	Bus priority	Bus priority measures - bus lanes, bus gates etc.	Score not applicable for this metric.	No bus priority measures present.	Basic measures to improve bus journey time present. e.g. signal priority for bus at junctions, removal of parking that impacts bus journeys, bus stop borders are delivered at stops.	Significant bus priority measures present, e.g. signal priority, bus lanes, bus gates or bus/cycle only streets.	1		See also Chapter 3 GM Streets for All Design Guide
	Trams and cycles								
53	Space for cycling next to tramlines	Effective width next to a tramline on straight or curved section	<2.4m effective width from nearside tramrail on straights; <3.0m effective width from nearside tramrail on curves.	Score not applicable for this metric.	>2.4m effective width from nearside tramrail on straights; >3.0m effective width from nearside tramrail on curves.	Cycle track with horizonal and physical separation from other modes.			See also LTN 1/20
54	Tram line crossing angle for cyclists	Crossing angle	Crossing angle less than 60 degrees and/or turning movement for cyclist whilst crossing track	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees.	Crossing angle is 90 degrees or need to cross track removed.			See also LTN 1/20
	Group 6. Public Transport						**6/16**	**0/20**	

	Group 7. Off-Street						Existing	Proposed	
55	Shared use (between cycles and pedestrians)	Width of shared use path	<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.			See also LTN 1/20 Guidance on shared use Shared use should not be used in situations with current, or predicted, high pedestrian or cyclist flows.
56	Access controls	Degree to which access controls are universally accessible	Bollards or barriers present with <1.5m lateral clearance, or two chicane barriers placed <3.5m apart or with minimum lateral clearance <1.5m.	Bollards or barriers present with minimum 1.5m lateral clearance, or two chicane barriers placed a minimum 3.5m apart with minimum lateral clearance 1.5m.	Score not applicable for this metric.	No access control restrictions.			Examples include barriers, bollards, A-frames, gates.
57	Surface Type	Surface/construction type	Unsealed surfaces (such as gravel or bare earth).	Hand-laid asphalt or unstable blocks/sets.	Smooth and firm blocks or well-laid permeable/semi permeable bound surface.	Smooth, sealed solid surfaces, such as machine laid asphalt or macadam.			See also London Cycling Design Standards 7.2 Surfacing
58	Lighting	Standard of lighting	No lighting (minimum requirement solar road stud lights).	Continuous solar road stud lights or equivalent.	Continuous low-level powered lighting e.g. bollard lighting.	Continuous full ambient street lighting. Bat friendly lighting e.g. 3000k or less.			To achieve a score of 2, warmer lighting (3000k colour temperature or less) is more welcoming for users and better for wildlife.
59	Steps	Existing steps or new/upgraded structures	Steps present and no accessible alternative provided (e.g. a ramp as defined in section 5.2 of Inclusive Mobility) OR ramp not in accordance with section 5.2 of Inclusive Mobility.	No steps but gradient greater than 1 in 20 (but otherwise in accordance with section 5.2 of Inclusive Mobility).	Score not applicable for this metric.	No steps and gradient less than 1 in 20.			See also DfT Inclusive Mobility (2021)
	Group 7. Off-Street						**0/0**	**0/0**	

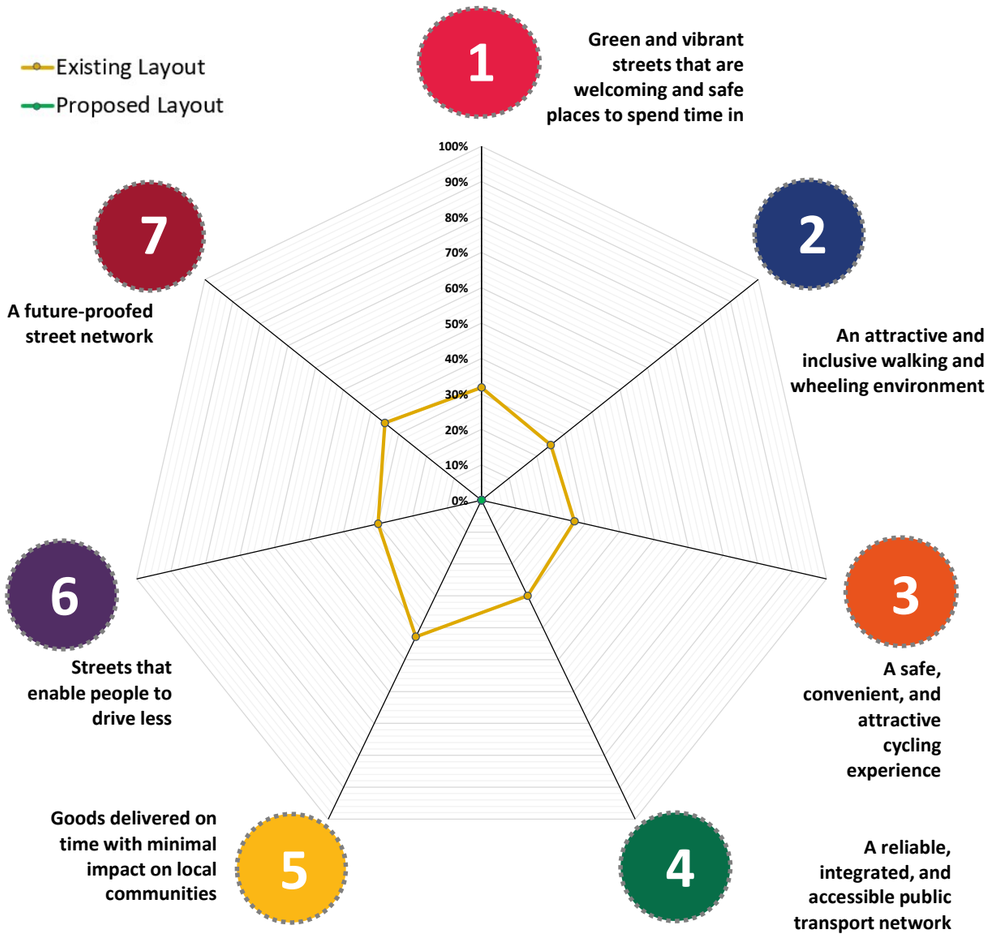
Greater Manchester Streets For All Design Check results

Scores by Streets for All Essential	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
1. Green and vibrant streets that are welcoming places to spend time in	7/18	32%	0/22	0%
2. An attractive and inclusive walking and wheeling environment	13/40	25%	0/52	0%
3. A safe, convenient, and attractive cycling experience	14/44	27%	0/52	0%
4. A reliable, integrated, and accessible public transport network	6/18	30%	0/20	0%
5. Goods delivered on time with minimal impact on local communities	6/14	43%	0/14	0%
6. Streets that enable people to drive less	6/16	30%	0/20	0%
7. A future-proofed street network	7/16	35%	0/20	0%

Summary	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Overall Streets for All score	59/166	30%	0/200	0%
Number of critical items	3		0	

Scores by group	No. Metric Scores				Score / Max. Score	%
	Critical	Basic (0)	Good (1)	Very Good (2)		
	C	0	1	2		
Existing layout						
Group 1. Junctions	0	4	1	0	1/10	10%
Group 2. Pedestrian crossings (junction and mid-link)	0	1	3	1	5/10	50%
Group 3. Footway (incl. shared use)	2	2	0	1	2/10	20%
Group 4. Cycling provision	1	2	6	2	10/22	45%
Group 5. Street environment and design	0	3	7	1	9/22	41%
Group 6. Public transport	0	2	6	0	6/16	38%
Group 7. Off-Street	0	0	0	0	0/0	N/A
Proposed layout						
Group 1. Junctions	0	0	0	0	0/10	0%
Group 2. Pedestrian crossings (junction and mid-link)	0	0	0	0	0/12	0%
Group 3. Footway (incl. shared use)	0	0	0	0	0/14	0%
Group 4. Cycling provision	0	0	0	0	0/22	0%
Group 5. Street environment and design	0	0	0	0	0/26	0%
Group 6. Public transport	0	0	0	0	0/20	0%
Group 7. Off-Street	0	0	0	0	0/0	N/A

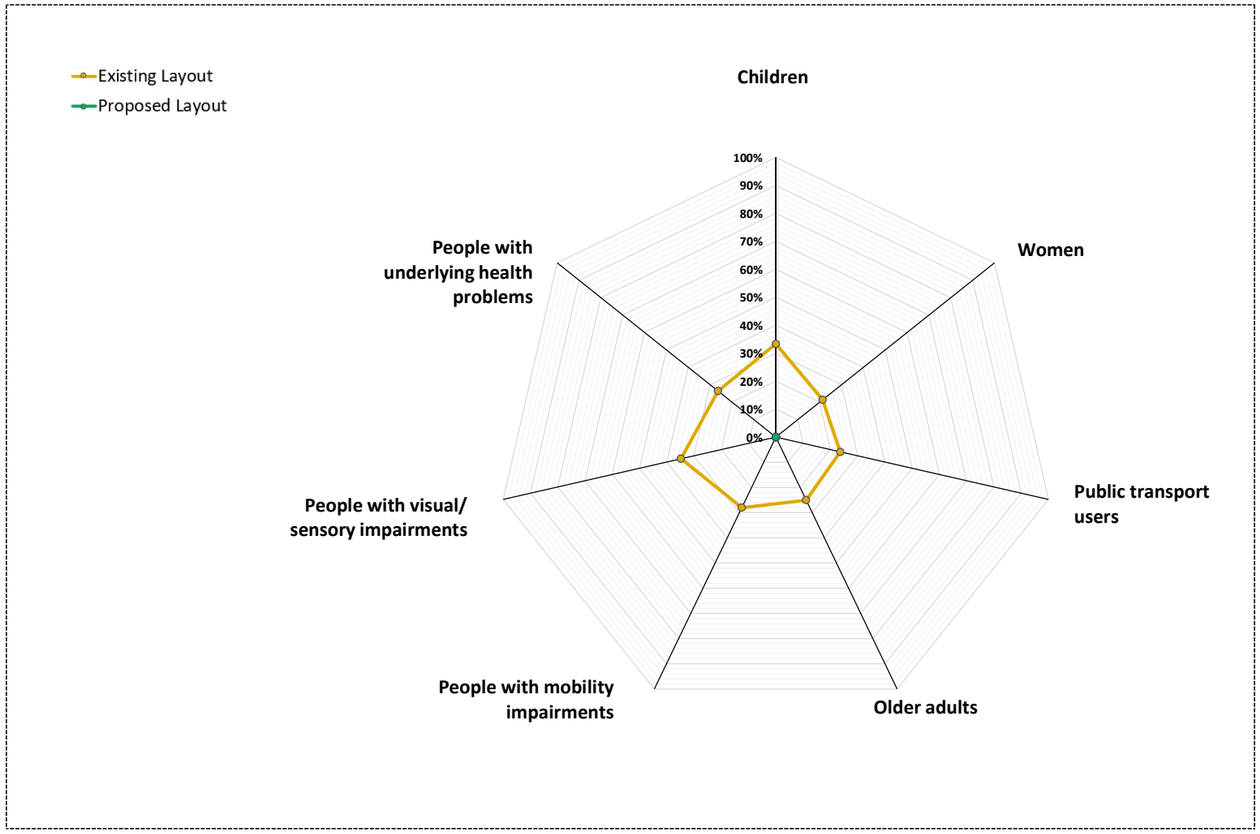
Proposed layout - remaining critical item	
1. Pedestrian and cyclist conflict with motor vehicle at side roads/priority junctions	24. Effect of kerbside activity on cyclists
2. Pedestrian and cyclist conflict with motor vehicles at roundabouts, signal controlled junctions	28. Surface condition and general maintenance
3. Pedestrian and cycle continuity, priority, accessibility and legibility across side roads	33. Uniformity and quality of street lighting and its impact on users
6. Distance between formal crossing points considering PCU's a day	40. Pedestrian guardrail, clutter and street engagement
7. Type of crossing facility appropriate for street context	44. Street to platform/boarding point step free access
12. Clear pedestrian routes that maintain at least minimum unobstructed width throughout	48. Degree to which bus stop zone is universally accessible for people using the stop
13. Trip hazards and surface quality	51. Perception of safety at stop
14. Gradient over a specified distance	53. Effective width next to a tramline on straight or curved section
15. Legibility and tonal contrast of surfacing	54. Crossing angle
18. Appropriateness and width of shared use with cycles	55. Width of shared use path
19. Speed at which drivers travel	56. Degree to which access controls are universally accessible
20. Total volume of traffic (PCU's)	57. Surface/construction type
21. Percentage of large vehicles in peak hour	58. Standard of lighting
22. Clear nearside space in secondary position or motor vehicle volume in primary position	59. Existing steps or new/upgraded structures
23. Nearside lane width and configuration	



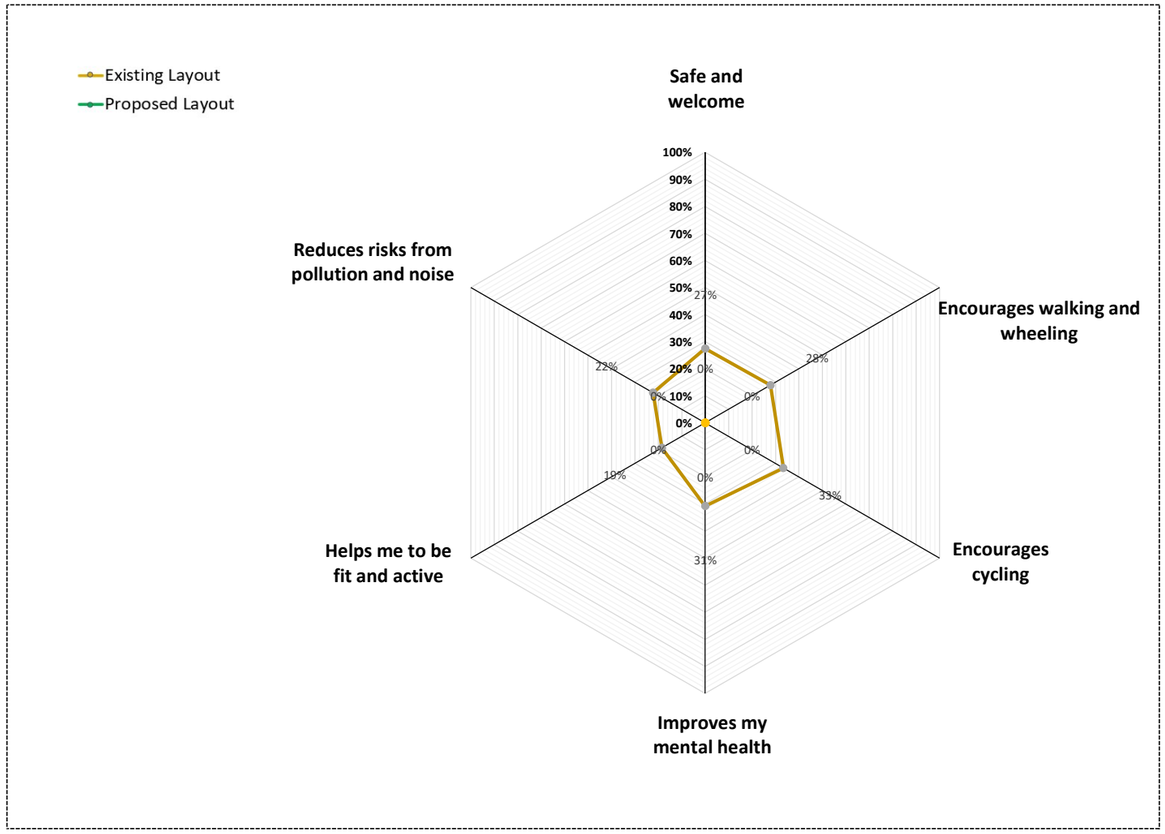
Greater Manchester Streets For All Design Check health results

Health information powered by TRUUD

People	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Children	14/42	33%	0/42	0%
Women	3/14	21%	0/14	0%
Public transport users	9/38	24%	0/38	0%
Older adults	14/56	25%	0/56	0%
People with mobility impairments	14/50	28%	0/50	0%
People with visual/ sensory impairments	16/46	35%	0/46	0%
People with underlying health problems	9/34	26%	0/34	0%



Health	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Makes me feel safe and welcome	17/62	27%	0/62	0%
Encourages walking and wheeling	20/72	28%	0/72	0%
Encourages cycling	22/66	33%	0/66	0%
Improves my mental health	8/26	31%	0/26	0%
Helps me to be fit and active	10/54	19%	0/54	0%
Reduces risks from pollution and noise	4/18	22%	0/18	0%



Scheme name

Plot H, Sister

Name of checker

Contact email address

Name of street

Sakcville Street

Town

Manchester

Scheme start point (building number or name)

Granby Row

Scheme end point (building number or name)

Mancunian Way off-slip

Date of check

20/11/2025

Highway Authority

Manchester City Council

GM Street Type

Connector Street

Scheme objectives (summary)

Is the scheme on-street or off-street?

On-Street

Is there a bus or rail station, tram or BRT stop, or interchange?

Yes

Schemes should support Net Zero travel options. Does the scheme have a Carbon Management Plan?

Are there any bus services running on this street?

Yes

Are there any trams running along or crossing this street?

No

Scoring

*Metrics greyed out are not scored

	Metric	Description	Critical item	0	1	2	Scoring		Guidance notes - for reviewers
	Group 1. Junctions (including side road and priority junctions)						**Existing**	**Proposed**	
1	Pedestrian and cyclist safety at minor junctions	Pedestrian and cyclist conflict with motor vehicle at side roads/priority junctions	Heavy streams of turning traffic entering a side road (>100 PCUs in highest turning volume hour) across the main walking, wheeling or cycling stream.	<100 PCUs in highest turning volume hour entering a side road across main walking, wheeling or cycling streams, but side roads and priority junctions are untreated.	<100 PCUs in highest turning volume hour entering a side road across main walking, wheeling or cycling streams and side roads and priority junctions have entry treatments.	Side roads/priority junctions have entry treatments that provide a higher level of service for pedestrians and cyclists (e.g. one-way with no entry for motor vehicles turning into the side road, continuous footways or zebra/parallel crossing.	0		Use the hour with the highest turning volume. Consider side road junction treatments that are appropriate to context e.g. continuous footways could be better suited to a High Street context with higher volume of pedestrians, activity on the street, and very low volume of turning vehicles.
2	Pedestrian and cyclist safety at major junctions	Pedestrian and cyclist conflict with motor vehicles at roundabouts, signal controlled junctions and crossing slip roads	Heavy streams of turning/exiting traffic (>2,500 vpd) cut across main walking, wheeling or cycling stream which is uncontrolled.	The principal pedestrian and/or cyclist movements conflict with motor traffic movements at roundabouts and/or signal controlled junctions with <2,500 vpd. Or, slip road with uncontrolled crossing.	The principal pedestrian and cyclist movements are separated from motor traffic movements at roundabouts and/or signal controlled junctions with <2,500 vpd.	All pedestrian and cyclist movements are separated from all motor traffic movements at roundabouts and/or signal controlled junction with <2,500 vpd.	N/A		See also ATE Junction Assessment Tool
3	Standard of in-line crossing provision at side roads	Pedestrian and cycle continuity, priority, accessibility and legibility across side roads	Side road radii >10m. There are no dropped kerbs/raised tables, or there are dropped kerbs/raised tables with no, or incorrectly installed, tactile paving. Where dropped kerb present, ramp down to crossing point >1:12	Few kerb radii meet requirements. There are dropped kerbs at side roads but they are not flush, or they have no tactile paving. Ramp down to crossing point between 1:20 and 1:12 No continuity for cycles across side roads or unclear priority for all users.	Some kerb radii meet requirements. There are flush dropped kerbs and correctly installed tactile paving. Ramp down to crossing point between 1:20 and 1:12 Clear continuity across side roads for cycles and priority clear for all users.	All kerb radii meet requirements. Side roads closed, or raised table crossings/continuous footways on all side roads with correctly installed tactile paving. Ramp down to crossing point <1:20 Clear continuity across side roads for cycles and priority clear for all users.	0		Kerb radii requirements: From 20mph to 20mph - 0m - 3m From 30mph to 20mph - 0m - 3m From 30mph to 30mph - 3m - 6m Dropped kerbs at crossing points must be flush - upstand tolerance - 0-6mm Ramps down to dropped kerbs >1:12 can be difficult for some users e.g. people using wheeled mobility aids may be at risk of tipping over. To give adequately shallow approach to dropped kerbs the ramp would usually extend beyond the standard depth of tactile paving. See also Guidance on the use of tactile paving surfaces
4	Level of service for cyclists and pedestrians at signalised junctions	Number of opportunities to cross in each signal cycle	Score not applicable for this metric.	Pedestrians and cyclists have one opportunity to cross per signal cycle.	Pedestrians and cyclists have more than one opportunity to cross per cycle.	Pedestrians and cyclists are prioritised over general traffic upon demand (hurry call).	N/A		Does not apply to mid-link crossings. Score applies to poorest performing crossing point at the junction.
5	Technology to optimise efficiency of movement at traffic signals	Technology to optimise efficiency of movement for all street users	Score not applicable for this metric.	No detection and optimisation technology applied to traffic signals.	Some detection and optimisation technology has been applied to traffic signals.	All appropriate detection and optimisation technology has been applied to traffic signals and technology is used to facilitate longer green times/reduced waiting times for pedestrians and/or buses.	N/A		All street users include pedestrians, cyclists, buses and general motor traffic. Detection and optimisation technology includes priority for late running buses, pedestrian detection, SCOOT etc.
	Group 1. Junctions						**0/4**	**0/10**	

	Group 2. Pedestrian crossings and vehicle access across footway and/or cycle track						Existing	Proposed	
6	Provision of formal crossing points	Distance between formal crossing points considering PCU's a day	>8000 PCU's a day and more than 400m between controlled crossing points. <8000 PCU's a day no formal crossings provided on desire lines.	>8000 PCU's a day and controlled crossing points are between 200m and 400m. <8000 PCU's a day formal crossing provided for some desire lines.	>8000 PCU's a day and controlled crossing points are between 100m and 200m. <8000 PCU's a day formal crossing provided for most desire lines, including all bus stop pairs.	>8000 PCU's a day and controlled crossing points are less than 100m apart. <8000 PCU's a day formal crossing provided for all desire lines, including all bus stop pairs.	0		A formal crossing point may be controlled or uncontrolled as appropriate for the context. If traffic volumes not known, take a 15 or 30 minute spot count and use locally available traffic count data to factor this up to an estimate of daily flow. Active Travel England Route Check Tool considers any uncontrolled crossing of a road with >1000 vehicles in the busiest hour to be a Critical Issue See also Traffic Signs Manual Chapter 6
7	Type of crossing facility	Type of crossing facility appropriate for street context	Uncontrolled crossing of more than 2 lanes. and/or Any arm of a signalised junction without green man pedestrian facility. Uncontrolled crossings where 85th percentile speed is greater than 30mph.	Uncontrolled crossing of 2 or fewer lanes. Controlled crossings on any arm of signalised junction are more than two stage. and/or Mid-link crossings are two stage.	Controlled crossings on major corridors. All signal junctions to have green man stage(s). Crossings on any arm are two stage. Mid link crossings are single stage.	All signalised junctions have green man stage(s). Zebra or signalised crossings mid-link; signalised crossing with pedestrian countdown at signalised junctions. Mid link and signalised junction crossings are single stage.	0		Active Travel England Route Check Tool considers uncontrolled crossings where 85th percentile speed is greater than 30mph to be a Critical Issue. Where refuge of at least 2m, consider this as two seperate crossing stages when calculating volume of traffic. See also Chapter 3 GM Streets for All Design Guide Traffic Signs Manual Chapter 6
8	Wait time at mid-link signalised crossings	Waiting time for pedestrians (puffin), cycles (sparrow or toucan) and equestrians (pegasus)	Score not applicable for this metric.	Maximum waiting time >60secs.	Maximum waiting time 60-20secs.	Maximum waiting time <20secs or, instant call, or rest on red.	N/A		Waiting time is the time between pressing the call button and then green man appearing.
9	Assumed walking speed at signal controlled crossings	Walking speed used in calculating pedestrian crossing clearance timings	Score not applicable for this metric.	1.2m/s	1.0m/s	0.8m/s and/or pedestrian detection to lengthen pedestrian phase.	N/A		See also Traffic Signs Manual Chapter 6
10	Pedestrian routeing and desire lines	Crossings on key pedestrian routes that create cross-street permeability and route continuity	Score not applicable for this metric.	Not met.	Some met.	All met.	1		Desire lines should also be considered across the wider street network to give direct access to schools, healthcare and community facilities, bus stops etc.
11	Vehicle access and footway disrupting footway or cycle track and footway crossfalls	Undulating footways and cycle tracks at vehicle crossovers. Footway crossfalls.	Score not applicable for this metric.	<0.9m 'near level' footway width, including at vehicle crossovers. Cycle track undulates at vehicle access crossovers.	'Near level' footway width =>0.9m. Dutch entrance kerbs, or equivalent, at some dropped vehicle crossovers. Cycle track undulates at vehicle access crossovers but is mitigated e.g. level change over 2 or more standard kerb lengths, does not drop fully to carriageway level.	'Near level' footway width >0.9m, and as wide as practicable. Dutch entrance kerbs, or equivalent, at all dropped vehicle crossovers. Cycle track is level at vehicle access crossovers.	0		'Near level' footway = horizontal gradient/crossfall no greater than 2.5%. When assessing the existing street, this could be determined by observation. It is likely most existing vehicle crossovers will score 0. Standard kerb length = 915mm See also Figure 6.12 Manual for Streets (2007)
	Group 2. Pedestrian Crossings (junction and mid-link)						**1/8**	**0/12**	

	Group 3. Footway (incl. shared use with cycles)						Existing	Proposed	
12	Footway width	Clear pedestrian routes that maintain at least minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	1		Minimum widths (other than 1.2m absolute minimum) varies by street type selected in 'Project' tab. No footway is to be classed as <1.2m. Point = over a distance <6m. See also Chapter 3 GM Streets for All Design Guide Transport for London Pedestrian Comfort Guidance
13	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 presenting a level difference of more than 6mm.	C		Active Travel England Route Check tool requirement = 13mm 6mm = flush kerb upstand tolerance at dropped pedestrian crossings. For areas covered by a new scheme there should be no level differences greater than 6mm. Defects include loose/ heavily cracked surfaces.
14	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.	N/A		The steeper the slope, the greater the impact on people, so the priority is to reduce gradients as much as possible. Avoid abrupt changes in gradient and aim for smooth gradual changes.Incorporating level areas and seating is important. See also BS8300:1 (2018) DfT Inclusive Mobility (2021)
15	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		This is important for all users, but particularly important for visually impaired and neurodivergent people. See also PAS 6463 - Design for the mind. Neurodiversity & the built environment
16	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		Consider inclusive seating e.g. at a variety of heights, with/without arm or back rests.
17	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		Comprehensive wayfinding and signage should also take account of regulatory signing required for all on-highway cycling provision.
18	Shared use with cycles	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 e.g. contrasting surfacing. Replacement of shared facility with separate footway and cycle track.	N/A		Shared use should not be used in situations with current, or predicted, high pedestrian or cyclist flows. See also LTN 1/20 Guidance on shared use
	Group 3. Footway (incl. shared use)						**4/10**	**0/14**	

	Group 4. Cycling provision						Existing	Proposed	
19	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		The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a street segment. Posted speed limit should take into account frontage context along the street.
20	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		Volume in PCUs (Passenger Car Units). Metric applies to two-way single-carriageway streets only as it is concerned with interaction between opposing flows. For one-way streets and dual carriageways, set score to not applicable.
21	Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	C		If there is a protected cycle facility, score 2. If most frequently visiting large vehicle is typically a weekly refuse collection vehicle score 2.
22	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 (including if physically protected) Primary: <1,000 PCU's a day	C		See also Chapter 3 GM Streets for All Design Guide
23	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		Design features could include protected cycle facility, design speed 15mph, planting, formalised parking, no centre line, <1,000 PCU a day. Speed cushions can be an issue for cyclists because: ● they may be forced to change their preferred position on the road to fit between the gaps in the cushions. ● some car drivers may drive closer to the kerb or deviate towards the kerb to fully straddle the cushions increasing the liklehood of close passes.
24	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		Kerbside activity includes vehicle parking bays, loading/unloading, bus stops, drop-off, pick-up. Frequent bus service = 5 or more buses per hour See also Chapter 3 GM Streets for All Design Guide
25	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		Where it is not possible to provide dedicated cycle facilities on the most direct route, the amount of additional time or distance where a dedicated alternative route is provided should be minimised.
26	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		This relates directly to the width of the cycle facility. See also Chapter 3 GM Streets for All Design Guide
27	Connectivity of the route to surrounding street and off-road 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		Where there is a transition between the carriageway and cycle track, it must be flush and preferably material continuity maintained e.g. asphalt to asphalt no kerb.
28	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.	0		Defects include non cycle friendly ironworks, raised/ sunken covers/gullies. General maintenance includes overgrown vegetation, loose/ heavily cracked surfaces, potholes. Non-flush kerbs crossing cycle facility. Sharp level changes (>12.5%).
29	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 surface riding quality is essential for cyclist safety and comfort. See also London Cycling Design Standards 7.2 Surfacing
	Group 4. Cycling provision						**7/22**	**0/22**	

	Group 5. Street environment and design						Existing	Proposed	
30	Loading and servicing provision	Consideration of loading and servicing provision	Score not applicable for this metric.	No designated provision where there is a clear requirement.	Inadequate or inappropriate provision. Not enforced.	Well-considered provision appropriate to context. Regular enforcement.	1		Score N/A if no loading or parking provision.
31	Through movement of motor traffic	Measures to reduce impact of through traffic in a street or area	Score not applicable for this metric.	There are no time or movement restrictions.	There are few time or movement restrictions.	There are measures which together work to prevent through movement of vehicles, appropriate to the street or area context.	1		Measures could include banned manoeuvres, modal filter/point closure, traffic cells, bus gate, vehicle restricted areas etc. Potential exemptions include residents, businesses, buses, taxis, blue badge holders and emergency vehicles etc. See also Chapter 4 and 5 GM Streets for All Design Guide
32	Natural surveillance	Street design and frontages	Score not applicable for this metric.	No active frontage. There is little human activity, and no likelihood of human activity e.g. industrial buildings or homes with a significant set back from the street. Poor sense of personal safety both day and night.	Some active frontage. There is some human activity, and some likelihood of human activity e.g. residential front doors open onto the street, GF windows overlook the street. Good sense of personal safety during daylight hours only.	Lots of active frontage. There is regular human activity e.g. retail, busy bus stop, cycle route. Good sense of personal safety both day and night.	1		Natural surveillance can impact people's perception of personal safety when using the street.
33	Lighting	Uniformity and quality of street lighting and its impact on users	No street lighting.	Poor uniformity with many sections of the street poorly illuminated e.g. lack of coverage, obscured by vegetation, poor sense of personal safety.	Moderate uniformity with some sections of the street poorly illuminated e.g. some dark spots.	Continuous street lighting with good uniformity, high level of illumination and coverage both along and across the whole street.	1		To achieve a score of 2, warmer lighting (3000k colour temperature or less) is more welcoming for users and better for wildlife.
34	Cycle parking	Provision of secure cycle parking on-street and off-street	Score not applicable for this metric.	No additional secure cycle parking proposed. Existing cycle parking creates an obstruction for people walking and wheeling.	Minimum levels of cycle parking provided to LTN 1/20 standards, suitable for short or long stay.	Cycle parking is provided to LTN 1/20 standards to meet future demand. Consistent natural surveillance and/ or CCTV, and good level of lighting throughout day and night.	1		If no new cycle parking is proposed, but existing cycle parking already meets the score for 2 prior to scheme intervention, then score 2. Cycle stands must have a tapping rail at 150mm above the ground. Include provision for non-standard and adapted cycles.
35	Quantity and quality of green and blue infrastructure	Quantity/coverage, continuity and quality of green and blue infrastructure to support local nature recovery	Score not applicable for this metric.	No net-loss of green or blue infrastructure. Where existing green and blue infrastructure is removed, it should be replaced on a like-for-like basis, on-site, as an absolute minimum.	The quantity of green or blue infrastructure and the number street trees have been increased by up to 30%. The planned green or blue infrastructure have been designed to help local nature recovery.	The quantity of green or blue infrastructure on the street, and the number of trees, has been increased by 30% or more. The planned green or blue infrastructure has been designed to help local nature recovery.	N/A		Green and blue infrastructure examples include street trees, grass verges, boundary features e.g. hedges, SuDS enabled street trees, ponds, swales. See also Greater Manchester Sustainable Drainage Design Guide
36	Functionality of green and blue infrastructure	Functionality of green and blue infrastructure in providing resilience to extreme weather events	Score not applicable for this metric.	No attenuation or infiltration SuDS are proposed for the scheme.	Attenuation SuDS are proposed for the scheme. Or, no net-loss of permeable surfaces e.g. conversion of verge to cycle track using permeable materials.	Multiple infiltration or attenuation SuDS are proposed throughout the scheme. These may be formed into a linked SuDS train and or enable disconnection of rainwater runoff into a water course. Or, net gain of permeable surfaces.	N/A		SuDs features examples include rain gardens, SuDS enabled street trees, swales etc. See also Greater Manchester Sustainable Drainage Design Guide
37	Type of surfacing	Type of surfacing appropriate to context	Score not applicable for this metric.	Materials are not appropriate to context e.g. asphalt footways in Destination Places with heavy footfall.	Inconsistent use of materials e.g. natural stone and asphalt used intermittently. Materials are not appropriate to context. Utility opening not matched with surrounding materials.	Materials well-considered and appropriate to context. e.g. small aggregate surface dressing used to mitigate noise pollution on Residential Connector Street, or Hot Rolled Asphalt (HRA) on heavily-trafficked Multi-Lane Connector Street, or natural stone in Destination Places.	1		When selecting surface materials consideration should be given to maximising use of low carbon or recycled materials. Also, consider urban heat island effect of surface materials and mitigation e.g. canopy cover reduces heating effect of asphalt. Materials should be chosen to suit the context of the street and whole-life costs and maintenance considered.
38	Street and path network	Permeability and legibility for walking, wheeling and cycling	Score not applicable for this metric.	Poor legibility. No connections other than those used by motor traffic or low quality, secluded routes.	Semi-legible e.g. signed routes. Some connections other than those used by motor traffic which feel safe to use in daylight hours.	Intuitive and direct and attractive routes for people walking, wheeling and cycling including traffic-free routes which feel safe both day and night. Street features and local landmarks serve to create a legible network.	1		A network that encourages walking, wheeling and cycling is: ●Permeable - well-connected and offers a choice of direct routes to destinations, bpth locally and on a wider scale. ●Legible - is structured to provide a comprehensible distribution of distinctive places and spaces, allowing easy, effective orientation and navigation. This is particularly important for people with visual impairments and neurodivergent people.

39	Surface water ponding	Surface water ponding impact on street users and uses	Score not applicable for this metric.	Ponding, however caused, occurs regularly on the footway, cycle track or carriageway or at dropped kerb crossing points, and remains for significant period of time after rainfall event.	Some transient ponding, however caused, occurs on the footway, cycle track or carriageway or at dropped kerb crossing points in heavy rainfall events.	No ponding on the footway, cycle track, or carriageway or at dropped kerb crossing points. No hydraulic surcharge of drainage system in heavy rainfall events. Schemes do not increase flood risk elsewhere.	1		Surface water ponding can act as a barrier e.g. ponding across a dropped crossing, pedestrians splashed by motor traffic. Whole-life costs and maintenance should be considered e.g. kerb drains vs gullies. See also Greater Manchester Sustainable Drainage Design Guide
40	Street scene	Pedestrian guardrail, clutter and street engagement	Pedestrian guardrail used as standard without documented consideration for safety of all users, accessibility and context.	Lots of redundant street furniture, advertising and temporary signage causing obstructions. Signage clutter contributing to visual overload for all users. No street engagement features.	Some redundant street furniture, advertising and temporary advertising. Some signage clutter contributing to visual overload for all users. Occasional greenery, opportunities for play, art etc.	No redundant street furniture, no advertising or temporary signage. Signage is rationalised. Street designed as a place to pass through, stay or play for all. Greenery, opportunities for play, art etc. located regularly along the route.	1		There is a presumption that existing pedestrian guardrail is removed, and no new pedestrian guardrail is introduced, as part of Streets for All schemes, unless there is a strong and documented case for its use. Personal safety needs to be considered as well as traffic safety for **all** users. Examples of street engagement features include play streets, interactive art, murals, green features, drinking fountain, benches.
41	Traffic management and traffic engineering	Context sensitive approach to traffic management and traffic engineering	Score not applicable for this metric.	Street functionality and quality of place is severely impacted by inappropriate approach to traffic, parking and loading management e.g. overuse of lining, bollards, traffic island, delays to buses due to blocking of highway by service vehicles or unmanaged parking. Street is dominated by features to control related to movement of traffic.	Street functionality and quality of place is mildly impacted. Some design features present to mitigate impacts e.g. appropriate use and size of directional signage, time-limited loading.	Street functionality and quality of place is supported by the approach to traffic, parking and loading management e.g. red route to support bus services and drivers, multi-functional on-street parking and loading bays. Traffic management and engineering features are minimised as appropriate to the context.	1		Score N/A if no parking, servicing or loading Consider how traffic management impacts all users. People walking and wheeling should be considered first in the design process, applied in a context sensitive way.
42	Air quality	Exposure to PM10 & NOX concentration	Score not applicable for this metric.	**If assessing existing:** The NO2 concentration is greater than 40µg/m3(legal limit value). **If assessing proposal:** The existing NO2 concentration is greater than 40µg/m3 with no proposal to reduce local traffic volume.	**If assessing existing:** The NO2 concentration is 32 to 40µg/m3. **If assessing proposal:** The existing NO2 concentration is 32 to 40µg/m3 with no proposal to reduce local traffic volume or the existing NO2 concentration is greater than 40µg/m3 with local traffic volume reduction measures proposed.	**If assessing existing:** The NO2 concentration is less than 32µg/m3. **If assessing proposal:** The existing NO2 concentration is less than 32µg/m3 or the existing concentration is 32 to 40µg/m3 with local traffic volume reduction measures proposed.	0		See also Data Hub | Clean Air Greater Manchester
	Group 5. Street environment and design						**10/22**	**0/26**	

	Group 6. Public transport and shared mobility						Existing	Proposed	
	Access to public transport stations and interchanges								
43	Cycle access and cycle parking	Cycle access to and cycle parking at public transport facility	Score not applicable for this metric.	No direct cycle access. No secure cycle parking or cycle parking is poorly positioned either creating an obstruction or is located away from public transport facility.	No dedicated cycle access to public transport facility. Short dismount required for cyclists (<50m). Some secure cycle parking available.	Safe and direct cycle access. Cyclists not required to dismount to reach cycle parking. Secure cycle parking provided to cater to existing and future demand.	N/A		Cycle acces to, and cycle parking at, public transport facilities enable better integration between transport modes and help embed types of travel behaviour that support trip-chaining. Cycle parking should be accessed via a step-free route.
44	Step free access	Street to platform/boarding point step free access	There is no step-free access to the facility.	Score not applicable for this metric.	The main entry point to the facility is not step-free but step-free alternatives are provided.	All entry points to the facility are step-free. Possible to access platform(s) with a bike, either by ramp or lift.	N/A		Step-free access public transport stations and interchanges have lifts or ramps - or a combination of both - so that passengers don't have to use escalators or stairs to move between the street and the platform/ boarding point.
45	Pedestrian access to public transport facility	Pedestrian crossing(s) and ease of access	Score not applicable for this metric.	No pedestrian crossings and/or pedestrian desire line is obstructed.	Pedestrian crossing within 100 meters.	Pedestrian crossing directly to public transport facility and all pedestrians desire lines are provided for.	1		Direct pedestrian crossings make it safer and easier for people to get to and from bus stops, tram stops and rail stations.
46	Convenience of changing between bus services	Bus stop proximity to other bus services	Score not applicable for this metric.	The bus stop is more than 150m away from another service.	The bus stop is between 50m and 150m away from another service.	The bus stop is within sight of another service - less than 50m away.	1		Bus stops clustered together can create an effective informal interchange.
	Buses								
47	Bus journey time and reliability	Street design influences bus journey time and reliability	Score not applicable for this metric.	There are negative influences on bus journey time and reliability.	Buses are mixed with traffic but not delayed or scheme has neutral impact on bus journey time.	There are positive influences on bus journey time and reliability.	1		Negative influences may include unclear road markings, narrow lane width, parking / loading issues, short cage length, mixing with congested traffic, bus laybys without operational need. Positive influences may include banned turns for vehicles other than bus, late running bus traffic signal priority, bus friendly raised tables, bus clearways that ensure bus stops are clear of vehicles other than buses, to speed up boarding and ensure buses are fully accessible via deployment of access ramp onto footway.
48	Bus stops - Universally accessibility	Degree to which bus stop zone is universally accessible for people using the stop and people passing by	<1.2m width clear pedestrian route passing through stop zone. <1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. No bus stop clearway. <2m clear boarding area length adjacent stop flag or, where present, along raised kerb. <1.5m clear boarding area depth where footway width is >=1.5m. Kerb height at boarding point <125mm. Discretionary street furniture - e.g. bins, located at <2m outside stop zone.	>1.2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway - effective length <23m. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. 1.5m - 2m clear depth at boarding point. Kerb height at boarding point 125mm – 135mm	>1.2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway effective length 23-33m. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. =>2m clear depth at boarding point. Kerb height at boarding point 135 – 160mm	>2m width clear pedestrian route passing through stop zone. >1.2m width circulation around stop area e.g. between shelter, boarding zone and footway. Bus stop clearway >=33. =>2m clear boarding area length adjacent stop flag or, where present, along raised kerb. =>2m clear depth at boarding point. Kerb height at boarding point 135 – 160mm	C		Clear pedestrian route = a clear, unobstructed, legible and detectable pedestrian route along / through / across a street that meets, or exceeds minimum width requirements for use by people walking and wheeling. Universally accessible boarding zone = 2m x 2m Bus stop clearways: • Help the bus align with the kerb to enable better access for disabled passengers and pushchair users; • Ease congestion as a correctly aligned bus will not block the road for other road users; • Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road; • Ensure that bus services operate on time and are not unnecessarily delayed. See also Chapter 3 GM Streets for All Design Guide

49	Bus stops - waiting, seating, shelters	Waiting space, shelter and seating at bus stop	Score not applicable for this metric.	Bus customers wait on the footway without sufficient space to wait. Stop with >40 boarders per day with no shelter and seating provided.	Stop with <40 boarders per day to provide sufficient space for passengers to wait without impacting footway space. Stop with >40 boarders per day to provide accessible seating and adequate rain and sun shelter. There is sufficient space at peak times for passengers to wait without impacting footway space.	Stop with <40 boarders per day to provide sufficient space for passengers to wait without impacting footway space. Litter bin & quality public realm around the stop. Stop with >40 boarders per day has stop has seating, rain and sun protection for 50% of peak customers. Sufficient space to wait at peak times without impacting footway space. Litter bin & improvements to public space around stop provided.	1		The nature of facilities at bus stops on High Streets and High Roads should reflect the patronage, context and any interchange role, both between buses and between modes.
50	Bus stops - information	Customer information at bus stop	Score not applicable for this metric.	No or dated timetable information at stop.	Stop has an information board with an up-to-date timetable. Stops with >40 boarders have passive provision for Real Time Information Board in future (i.e. ducting & electricity connection).	There is an information board with an up-to-date timetable and Real Time Information board or other measure to access information.	0		Providing bus arrival information can make users feel more comfortable and secure.
51	Bus stops - personal safety	Perception of safety at stop	Stop is in unlit area/no lighting is provided at the bus stop	Stop is in well lit area/ basic lighting is provided at bus stop.	Basic lighting provided at stops. Passive provision to upgrade lighting and CCTV in the future (i.e. ducting & electricity connection).	High quality lighting with CCTV and high footfall location. Perception that the stops feels safe at night, particularly for women, children and more vulnerable groups.	0		See also Atkins Get Home Safe toolkit
52	Bus priority	Bus priority measures - bus lanes, bus gates etc.	Score not applicable for this metric.	No bus priority measures present.	Basic measures to improve bus journey time present. e.g. signal priority for bus at junctions, removal of parking that impacts bus journeys, bus stop borders are delivered at stops.	Significant bus priority measures present, e.g. signal priority, bus lanes, bus gates or bus/cycle only streets.	0		See also Chapter 3 GM Streets for All Design Guide
	Trams and cycles								
53	Space for cycling next to tramlines	Effective width next to a tramline on straight or curved section	<2.4m effective width from nearside tramrail on straights; <3.0m effective width from nearside tramrail on curves.	Score not applicable for this metric.	>2.4m effective width from nearside tramrail on straights; >3.0m effective width from nearside tramrail on curves.	Cycle track with horizonal and physical separation from other modes.			See also LTN 1/20
54	Tram line crossing angle for cyclists	Crossing angle	Crossing angle less than 60 degrees and/or turning movement for cyclist whilst crossing track	Crossing angle between 60 and 80 degrees.	Crossing angle between 80 and 90 degrees.	Crossing angle is 90 degrees or need to cross track removed.			See also LTN 1/20
	Group 6. Public Transport						**4/16**	**0/20**	

	Group 7. Off-Street						Existing	Proposed	
55	Shared use (between cycles and pedestrians)	Width of shared use path	<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.			See also LTN 1/20 Guidance on shared use Shared use should not be used in situations with current, or predicted, high pedestrian or cyclist flows.
56	Access controls	Degree to which access controls are universally accessible	Bollards or barriers present with <1.5m lateral clearance, or two chicane barriers placed <3.5m apart or with minimum lateral clearance <1.5m.	Bollards or barriers present with minimum 1.5m lateral clearance, or two chicane barriers placed a minimum 3.5m apart with minimum lateral clearance 1.5m.	Score not applicable for this metric.	No access control restrictions.			Examples include barriers, bollards, A-frames, gates.
57	Surface Type	Surface/construction type	Unsealed surfaces (such as gravel or bare earth).	Hand-laid asphalt or unstable blocks/sets.	Smooth and firm blocks or well-laid permeable/semi permeable bound surface.	Smooth, sealed solid surfaces, such as machine laid asphalt or macadam.			See also London Cycling Design Standards 7.2 Surfacing
58	Lighting	Standard of lighting	No lighting (minimum requirement solar road stud lights).	Continuous solar road stud lights or equivalent.	Continuous low-level powered lighting e.g. bollard lighting.	Continuous full ambient street lighting. Bat friendly lighting e.g. 3000k or less.			To achieve a score of 2, warmer lighting (3000k colour temperature or less) is more welcoming for users and better for wildlife.
59	Steps	Existing steps or new/upgraded structures	Steps present and no accessible alternative provided (e.g. a ramp as defined in section 5.2 of Inclusive Mobility) OR ramp not in accordance with section 5.2 of Inclusive Mobility.	No steps but gradient greater than 1 in 20 (but otherwise in accordance with section 5.2 of Inclusive Mobility).	Score not applicable for this metric.	No steps and gradient less than 1 in 20.			See also DfT Inclusive Mobility (2021)
	Group 7. Off-Street						**0/0**	**0/0**	

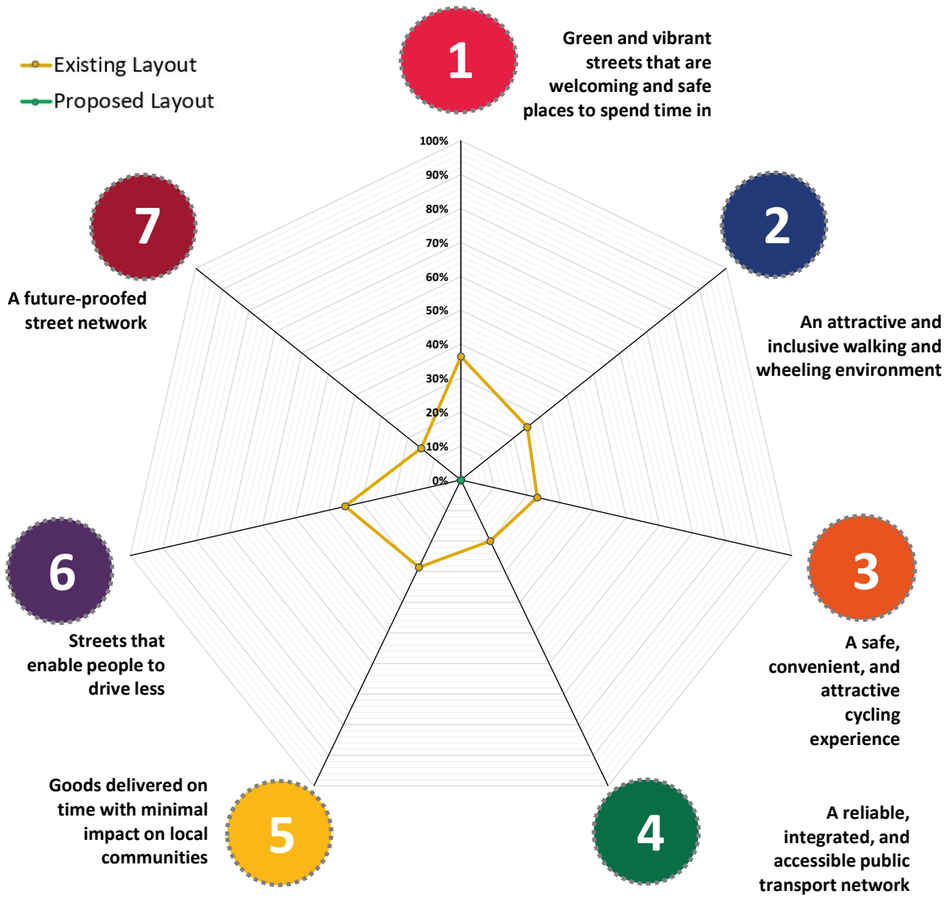
Greater Manchester Streets For All Design Check results

Scores by Streets for All Essential	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
1. Green and vibrant streets that are welcoming places to spend time in	8/18	36%	0/22	0%
2. An attractive and inclusive walking and wheeling environment	13/36	25%	0/52	0%
3. A safe, convenient, and attractive cycling experience	12/38	23%	0/52	0%
4. A reliable, integrated, and accessible public transport network	4/16	20%	0/20	0%
5. Goods delivered on time with minimal impact on local communities	4/12	29%	0/14	0%
6. Streets that enable people to drive less	7/16	35%	0/20	0%
7. A future-proofed street network	3/10	15%	0/20	0%

Summary	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Overall Streets for All score	51/146	26%	0/200	0%
Number of critical items	5		0	

Scores by group	No. Metric Scores				Score / Max. Score	%
	Critical	Basic (0)	Good (1)	Very Good (2)		
	C	0	1	2		
Existing layout						
Group 1. Junctions	0	2	0	0	0/4	0%
Group 2. Pedestrian crossings (junction and mid-link)	0	3	1	0	1/8	13%
Group 3. Footway (incl. shared use)	1	1	2	1	4/10	40%
Group 4. Cycling provision	3	2	5	1	7/22	32%
Group 5. Street environment and design	0	1	10	0	10/22	45%
Group 6. Public transport	1	3	4	0	4/16	25%
Group 7. Off-Street	0	0	0	0	0/0	N/A
Proposed layout						
Group 1. Junctions	0	0	0	0	0/10	0%
Group 2. Pedestrian crossings (junction and mid-link)	0	0	0	0	0/12	0%
Group 3. Footway (incl. shared use)	0	0	0	0	0/14	0%
Group 4. Cycling provision	0	0	0	0	0/22	0%
Group 5. Street environment and design	0	0	0	0	0/26	0%
Group 6. Public transport	0	0	0	0	0/20	0%
Group 7. Off-Street	0	0	0	0	0/0	N/A

Proposed layout - remaining critical item	
1. Pedestrian and cyclist conflict with motor vehicle at side roads/priority junctions	24. Effect of kerbside activity on cyclists
2. Pedestrian and cyclist conflict with motor vehicles at roundabouts, signal controlled junctions	28. Surface condition and general maintenance
3. Pedestrian and cycle continuity, priority, accessibility and legibility across side roads	33. Uniformity and quality of street lighting and its impact on users
6. Distance between formal crossing points considering PCU's a day	40. Pedestrian guardrail, clutter and street engagement
7. Type of crossing facility appropriate for street context	44. Street to platform/boarding point step free access
12. Clear pedestrian routes that maintain at least minimum unobstructed width throughout	48. Degree to which bus stop zone is universally accessible for people using the stop and
13. Trip hazards and surface quality	51. Perception of safety at stop
14. Gradient over a specified distance	53. Effective width next to a tramline on straight or curved section
15. Legibility and tonal contrast of surfacing	54. Crossing angle
18. Appropriateness and width of shared use with cycles	55. Width of shared use path
19. Speed at which drivers travel	56. Degree to which access controls are universally accessible
20. Total volume of traffic (PCU's)	57. Surface/construction type
21. Percentage of large vehicles in peak hour	58. Standard of lighting
22. Clear nearside space in secondary position or motor vehicle volume in primary position	59. Existing steps or new/upgraded structures
23. Nearside lane width and configuration	

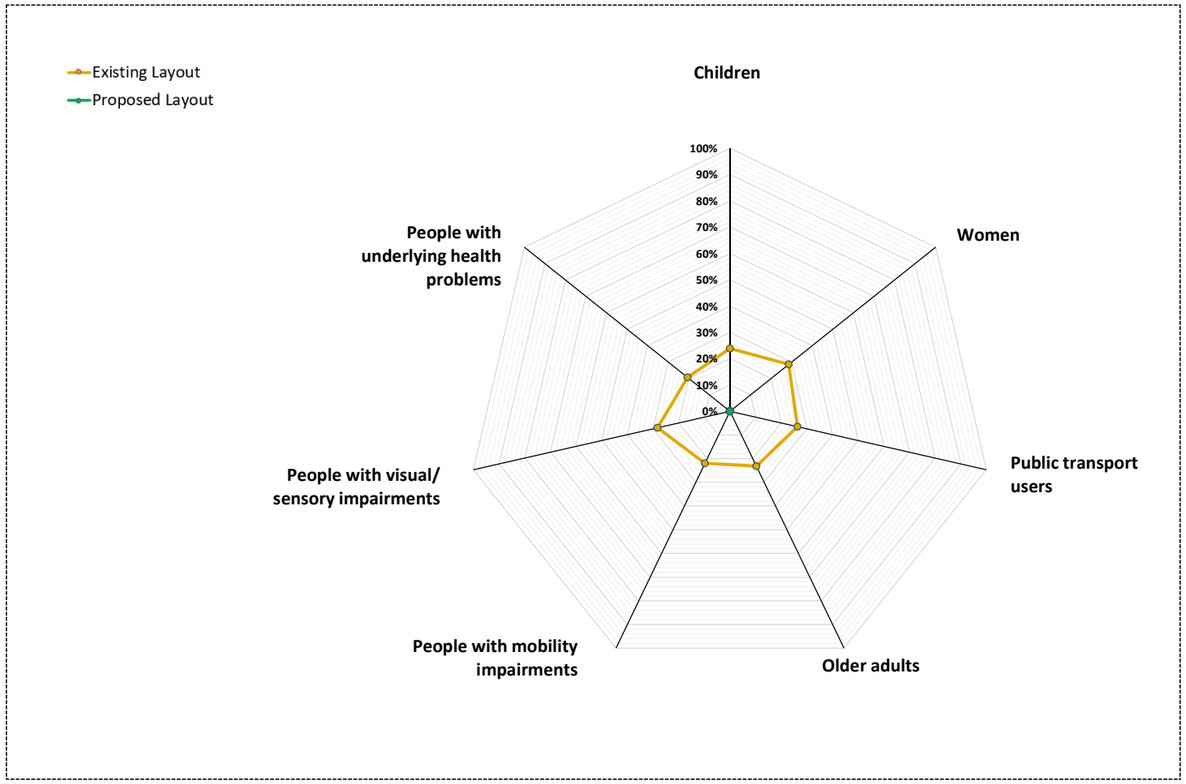


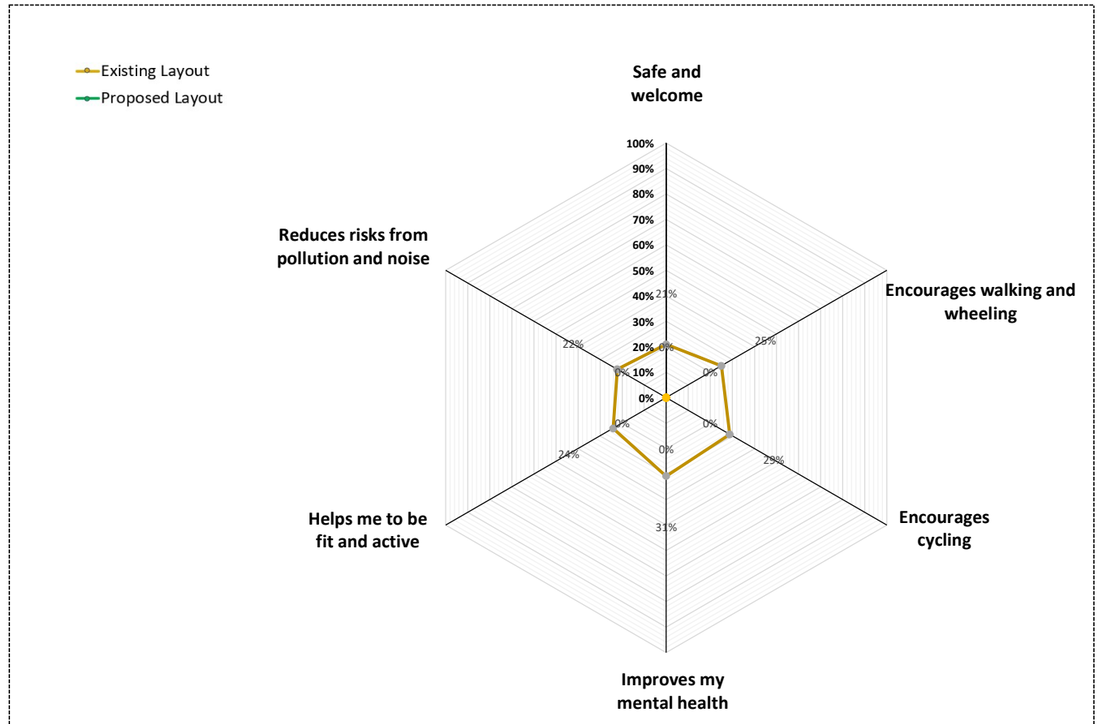
Greater Manchester Streets For All Design Check health results

Health information powered by TRUUD

People	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Children	10/42	24%	0/42	0%
Women	4/14	29%	0/14	0%
Public transport users	10/38	26%	0/38	0%
Older adults	13/56	23%	0/56	0%
People with mobility impairments	11/50	22%	0/50	0%
People with visual/ sensory impairments	13/46	28%	0/46	0%
People with underlying health problems	7/34	21%	0/34	0%

Health	Existing layout		Proposed layout	
	Score / Max. Score	%	Score / Max. Score	%
Makes me feel safe and welcome	13/62	21%	0/62	0%
Encourages walking and wheeling	18/72	25%	0/72	0%
Encourages cycling	19/66	29%	0/66	0%
Improves my mental health	8/26	31%	0/26	0%
Helps me to be fit and active	13/54	24%	0/54	0%
Reduces risks from pollution and noise	4/18	22%	0/18	0%





Appendix D – Traffic Survey Results

Manchester ATC

Report Id 593/25
Site Name Site 1 of 1
Description Sackville Street, 10m south of Altrincham Street
Direction Northbound

Thursday 16 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	55	10	14	16	15	0	0	55	0	0	0	0	0	0	0	0	0	0	1	6	15	27	4	1	0	0	0	1	0	0	0	27.9	21.4	6.3
0100 - 0200	54	17	18	10	9	0	0	49	0	3	1	1	0	0	0	0	0	0	0	7	30	16	1	0	0	0	0	0	0	0	0	22.6	19.0	3.4
0200 - 0300	30	9	5	9	7	0	0	29	0	1	0	0	0	0	0	0	0	0	1	3	14	9	3	0	0	0	0	0	0	0	0	24.4	19.7	4.6
0300 - 0400	22	4	6	5	7	0	0	20	0	0	1	1	0	0	0	0	0	0	0	0	13	9	0	0	0	0	0	0	0	0	0	22.7	20.0	2.5
0400 - 0500	46	3	9	14	20	0	0	45	0	1	0	0	0	0	0	0	0	0	0	3	15	23	4	1	0	0	0	0	0	0	0	25.6	21.4	4.1
0500 - 0600	98	7	27	30	34	0	0	91	0	3	4	0	0	0	0	0	0	0	1	3	32	53	7	2	0	0	0	0	0	0	0	25.5	21.5	3.9
0600 - 0700	207	42	43	57	65	1	0	198	0	4	2	2	0	0	0	0	0	0	0	3	69	116	17	1	1	0	0	0	0	0	0	25.3	21.7	3.4
0700 - 0800	247	72	59	66	50	0	1	223	0	10	7	6	0	0	0	0	0	0	3	19	72	120	28	4	0	1	0	0	0	0	0	26.2	21.4	4.6
0800 - 0900	266	66	62	74	64	4	2	238	0	17	4	1	0	0	0	0	0	0	4	18	108	109	25	2	0	0	0	0	0	0	0	25.0	20.6	4.2
0900 - 1000	250	74	78	45	53	1	0	231	0	15	1	2	0	0	0	0	0	0	89	55	55	44	7	0	0	0	0	0	0	0	0	20.7	14.5	6.0
1000 - 1100	229	65	53	50	61	0	1	208	0	16	4	0	0	0	0	0	0	0	8	44	97	70	10	0	0	0	0	0	0	0	0	23.3	18.7	4.5
1100 - 1200	194	50	49	48	47	1	2	163	1	24	3	0	0	0	0	0	0	0	5	20	85	74	9	1	0	0	0	0	0	0	0	24.0	19.7	4.2
1200 - 1300	204	54	48	55	47	0	1	183	0	18	2	0	0	0	0	0	0	0	5	21	105	62	9	2	0	0	0	0	0	0	0	23.7	19.3	4.2
1300 - 1400	155	40	40	28	47	1	1	137	0	13	3	0	0	0	0	0	0	0	1	9	65	60	18	2	0	0	0	0	0	0	0	25.3	20.9	4.2
1400 - 1500	203	52	55	46	50	0	2	183	0	17	1	0	0	0	0	0	0	0	3	16	70	92	19	3	0	0	0	0	0	0	0	25.4	20.9	4.4
1500 - 1600	230	54	64	47	65	0	2	216	0	10	1	0	0	1	0	0	0	0	7	18	96	80	22	7	0	0	0	0	0	0	0	25.6	20.5	4.9
1600 - 1700	201	73	71	31	26	0	0	189	0	9	2	1	0	0	0	0	0	0	56	25	61	49	8	2	0	0	0	0	0	0	0	23.0	16.4	6.4
1700 - 1800	180	35	50	42	53	5	1	164	0	6	2	1	0	0	1	0	0	0	12	30	81	49	8	0	0	0	0	0	0	0	0	23.2	18.3	4.7
1800 - 1900	195	49	39	57	50	1	0	189	0	5	0	0	0	0	0	0	0	0	0	27	95	61	12	0	0	0	0	0	0	0	0	23.5	19.5	3.9
1900 - 2000	237	69	56	52	60	2	0	215	0	13	6	1	0	0	0	0	0	0	4	26	113	69	22	3	0	0	0	0	0	0	0	24.5	19.9	4.5
2000 - 2100	165	34	45	52	34	0	1	161	0	3	0	0	0	0	0	0	0	0	4	13	65	65	16	2	0	0	0	0	0	0	0	25.2	20.5	4.5
2100 - 2200	154	43	31	45	35	1	0	145	0	5	2	1	0	0	0	0	0	0	1	20	75	45	12	1	0	0	0	0	0	0	0	24.0	19.6	4.2
2200 - 2300	151	44	42	32	33	0	1	146	0	2	2	0	0	0	0	0	0	0	0	13	79	48	10	1	0	0	0	0	0	0	0	23.9	19.9	3.8
2300 - 0000	183	45	54	43	41	1	1	176	0	5	0	0	0	0	0	0	0	0	2	8	89	73	11	0	0	0	0	0	0	0	0	24.0	20.3	3.6
0700 - 1900	**2554**	**684**	**668**	**589**	**613**	**13**	**13**	**2324**	**1**	**160**	**30**	**11**	**0**	**1**	**1**	**0**	**0**	**0**	**193**	**302**	**990**	**870**	**175**	**23**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**24.5**	**19.2**	**5.2**
0600 - 2200	**3317**	**872**	**843**	**795**	**807**	**17**	**14**	**3043**	**1**	**185**	**40**	**15**	**0**	**1**	**1**	**0**	**0**	**0**	**202**	**364**	**1312**	**1165**	**242**	**30**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**24.7**	**19.5**	**5.0**
0600 - 0000	**3651**	**961**	**939**	**870**	**881**	**18**	**16**	**3365**	**1**	**192**	**42**	**15**	**0**	**1**	**1**	**0**	**0**	**0**	**204**	**385**	**1480**	**1286**	**263**	**31**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.5**	**4.9**
0000 - 0000	**3956**	**1011**	**1018**	**954**	**973**	**18**	**16**	**3654**	**1**	**200**	**48**	**17**	**0**	**1**	**1**	**0**	**0**	**0**	**207**	**407**	**1599**	**1423**	**282**	**35**	**1**	**1**	**0**	**1**	**0**	**0**	**0**	**24.7**	**19.6**	**4.9**

Friday 17 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	115	24	36	31	24	0	0	108	0	5	2	0	0	0	0	0	0	0	1	12	51	40	11	0	0	0	0	0	0	0	0	24.4	20.1	4.2
0100 - 0200	68	19	12	19	18	0	0	64	0	3	0	1	0	0	0	0	0	0	1	5	27	26	7	2	0	0	0	0	0	0	0	25.7	20.9	4.7
0200 - 0300	47	11	16	14	6	0	0	45	0	2	0	0	0	0	0	0	0	0	0	8	18	20	1	0	0	0	0	0	0	0	0	23.5	19.5	3.9
0300 - 0400	32	11	8	7	6	0	0	31	0	0	1	0	0	0	0	0	0	0	0	7	11	10	3	1	0	0	0	0	0	0	0	25.3	19.9	5.2
0400 - 0500	53	8	13	17	15	0	0	50	0	3	0	0	0	0	0	0	0	0	2	1	23	21	5	0	1	0	0	0	0	0	0	25.9	20.8	4.9
0500 - 0600	94	11	17	25	41	0	0	87	0	3	4	0	0	0	0	0	0	0	0	2	23	53	16	0	0	0	0	0	0	0	0	26.0	22.4	3.5
0600 - 0700	145	28	32	36	49	0	0	132	0	11	2	0	0	0	0	0	0	0	0	6	36	79	21	2	1	0	0	0	0	0	0	26.5	22.3	4.1
0700 - 0800	214	49	51	54	60	0	1	195	0	13	4	1	0	0	0	0	0	0	2	8	73	110	20	1	0	0	0	0	0	0	0	25.2	21.3	3.8
0800 - 0900	225	52	71	50	52	1	0	205	0	14	5	0	0	0	0	0	0	0	1	19	76	95	33	1	0	0	0	0	0	0	0	25.7	21.2	4.3
0900 - 1000	239	68	53	58	60	0	0	219	1	16	2	1	0	0	0	0	0	0	4	27	118	76	13	1	0	0	0	0	0	0	0	23.7	19.5	4.1
1000 - 1100	201	53	34	58	56	2	0	168	0	29	1	1	0	0	0	0	0	0	5	24	79	76	14	3	0	0	0	0	0	0	0	24.8	20.0	4.6
1100 - 1200	210	39	53	54	64	0	2	190	0	17	0	0	0	1	0	0	0	0	0	11	95	87	17	0	0	0	0	0	0	0	0	24.4	20.6	3.6
1200 - 1300	206	52	53	52	49	3	1	177	0	21	2	1	1	0	0	0	0	0	4	21	75	88	16	2	0	0	0	0	0	0	0	25.0	20.4	4.4
1300 - 1400	200	52	54	48	46	0	0	186	0	14	0	0	0	0	0	0	0	0	2	23	74	82	14	4	1	0	0	0	0	0	0	25.3	20.5	4.6
1400 - 1500	251	62	51	69	69	0	0	226	0	23	2	0	0	0	0	0	0	0	6	29	108	92	15	1	0	0	0	0	0	0	0	24.1	19.7	4.3
1500 - 1600	232	55	62	59	56	1	3	219	0	9	0	0	0	0	0	0	0	0	4	16	87	101	20	1	2	0	1	0	0	0	0	25.9	20.9	4.8
1600 - 1700	234	61	50	54	69	3	1	212	0	17	0	1	0	0	0	0	0	0	2	11	97	104	17	3	0	0	0	0	0	0	0	24.9	20.8	3.9
1700 - 1800	222	58	66	48	50	2	1	208	0	9	2	0	0	0	0	0	0	0	7	65	85	50	14	1	0	0	0	0	0	0	0	23.1	18.0	4.9
1800 - 1900	224	51	51	57	65	2	0	213	0	9	0	0	0	0	0	0	0	0	13	48	98	56	8	1	0	0	0	0	0	0	0	22.9	18.0	4.7
1900 - 2000	261	76	64	69	52	0	0	251	0	7	1	1	1	0	0	0	0	0	9	50	122	70	9	1	0	0	0	0	0	0	0	23.0	18.4	4.4
2000 - 2100	223	48	60	67	48	0	1	209	0	9	4	0	0	0	0	0	0	0	2	38	100	72	11	0	0	0	0	0	0	0	0	23.4	19.2	4.1
2100 - 2200	189	40	49	53	47	1	1	177	0	9	1	0	0	0	0	0	0	0	12	33	84	51	8	1	0	0	0	0	0	0	0	23.3	18.3	4.8
2200 - 2300	238	47	55	62	74	0	2	226	0	10	0	0	0	0	0	0	0	0	3	38	123	66	5	3	0	0	0	0	0	0	0	23.1	18.9	4.1
2300 - 0000	215	55	50	65	45	0	0	195	0	14	5	1	0	0	0	0	0	0	3	13	104	82	12	1	0	0	0	0	0	0	0	24.1	20.1	3.8
0700 - 1900	**2658**	**652**	**649**	**661**	**696**	**14**	**9**	**2418**	**1**	**191**	**18**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**50**	**302**	**1065**	**1017**	**201**	**19**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**24.7**	**20.1**	**4.5**
0600 - 2200	**3476**	**844**	**854**	**886**	**892**	**15**	**11**	**3187**	**1**	**227**	**26**	**6**	**2**	**1**	**0**	**0**	**0**	**0**	**73**	**429**	**1407**	**1289**	**250**	**23**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**24.6**	**19.9**	**4.5**
0600 - 0000	**3929**	**946**	**959**	**1013**	**1011**	**15**	**13**	**3608**	**1**	**251**	**31**	**7**	**2**	**1**	**0**	**0**	**0**	**0**	**79**	**480**	**1634**	**1437**	**267**	**27**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**24.4**	**19.8**	**4.5**
0000 - 0000	**4338**	**1030**	**1061**	**1126**	**1121**	**15**	**13**	**3993**	**1**	**267**	**38**	**8**	**2**	**1**	**0**	**0**	**0**	**0**	**83**	**515**	**1787**	**1607**	**310**	**30**	**5**	**0**	**1**	**0**	**0**	**0**	**0**	**24.5**	**19.9**	**4.5**

Saturday 18 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	215	56	65	41	53	0	0	208	0	5	2	0	0	0	0	0	0	0	1	17	116	73	6	1	1	0	0	0	0	0	0	23.5	19.7	3.7
0100 - 0200	168	50	40	43	35	0	2	160	0	4	2	0	0	0	0	0	0	0	2	14	88	58	6	0	0	0	0	0	0	0	0	23.3	19.5	3.6
0200 - 0300	152	40	37	39	36	0	1	145	0	6	0	0	0	0	0	0	0	0	1	33	72	39	7	0	0	0	0	0	0	0	0	22.8	18.6	4.1
0300 - 0400	166	63	31	34	38	0	0	158	1	6	1	0	0	0	0	0	0	0	1	18	95	46	6	0	0	0	0	0	0	0	0	22.8	19.1	3.6
0400 - 0500	138	27	41	31	39	0	0	134	0	4	0	0	0	0	0	0	0	0	0	13	69	47	8	1	0	0	0	0	0	0	0	23.9	19.9	3.8
0500 - 0600	137	35	32	38	32	0	0	132	0	4	1	0	0	0	0	0	0	0	6	8	48	63	9	3	0	0	0	0	0	0	0	25.5	20.6	4.7
0600 - 0700	128	36	21	27	44	0	0	122	0	5	0	1	0	0	0	0	0	0	0	6	35	66	19	2	0	0	0	0	0	0	0	26.2	22.1	4.0
0700 - 0800	157	23	43	40	51	1	0	149	0	6	1	0	0	0	0	0	0	0	0	6	55	73	22	1	0	0	0	0	0	0	0	25.6	21.6	3.9
0800 - 0900	194	42	42	45	65	1	0	185	0	6	2	0	0	0	0	0	0	0	0	2	67	103	20	2	0	0	0	0	0	0	0	25.4	21.8	3.4
0900 - 1000	185	38	49	52	46	0	0	170	0	13	2	0	0	0	0	0	0	0	1	10	74	77	21	2	0	0	0	0	0	0	0	25.3	21.1	4.1
1000 - 1100	244	48	43	84	69	0	0	228	0	15	1	0	0	0	0	0	0	0	0	8	107	99	29	1	0	0	0	0	0	0	0	25.0	21.1	3.8
1100 - 1200	240	49	65	48	78	0	0	226	0	14	0	0	0	0	0	0	0	0	1	13	92	111	21	2	0	0	0	0	0	0	0	25.0	21.0	3.9
1200 - 1300	218	59	47	42	70	1	0	208	0	7	1	1	0	0	0	0	0	0	2	18	85	93	20	0	0	0	0	0	0	0	0	24.7	20.5	4.1
1300 - 1400	234	63	58	56	57	1	3	224	0	6	0	0	0	0	0	0	0	0	17	27	88	83	17	2	0	0	0	0	0	0	0	24.7	19.3	5.2
1400 - 1500	220	38	51	62	69	1	1	212	0	6	0	0	0	0	0	0	0	0	17	19	99	69	16	0	0	0	0	0	0	0	0	24.2	19.1	4.9
1500 - 1600	225	59	54	53	59	0	0	215	0	10	0	0	0	0	0	0	0	0	0	30	102	71	20	2	0	0	0	0	0	0	0	24.4	19.9	4.3
1600 - 1700	216	42	60	63	51	2	0	210	0	3	1	0	0	0	0	0	0	0	1	22	100	78	12	3	0	0	0	0	0	0	0	24.3	20.0	4.1
1700 - 1800	239	71	48	54	66	0	3	223	0	10	3	0	0	0	0	0	0	0	3	21	115	80	20	0	0	0	0	0	0	0	0	24.2	19.9	4.1
1800 - 1900	300	71	85	72	72	0	0	280	0	16	4	0	0	0	0	0	0	0	33	55	109	83	19	1	0	0	0	0	0	0	0	23.7	18.1	5.4
1900 - 2000	256	61	83	68	44	0	1	247	0	7	1	0	0	0	0	0	0	0	38	68	79	67	4	0	0	0	0	0	0	0	0	22.1	16.7	5.3
2000 - 2100	224	44	61	50	69	0	0	217	0	7	0	0	0	0	0	0	0	0	1	23	115	80	4	1	0	0	0	0	0	0	0	23.2	19.5	3.6
2100 - 2200	224	59	53	61	51	1	0	214	1	7	1	0	0	0	0	0	0	0	2	21	110	78	12	0	0	1	0	0	0	0	0	24.1	19.8	4.1
2200 - 2300	260	52	61	52	95	0	2	247	0	9	2	0	0	0	0	0	0	0	10	42	121	74	12	1	0	0	0	0	0	0	0	23.4	18.8	4.5
2300 - 0000	230	50	52	53	75	0	2	218	0	9	1	0	0	0	0	0	0	0	7	36	116	60	9	1	0	0	1	0	0	0	0	23.6	18.8	4.7
0700 - 1900	**2672**	**603**	**645**	**671**	**753**	**7**	**7**	**2530**	**0**	**112**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**75**	**231**	**1093**	**1020**	**237**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.8**	**20.2**	**4.5**
0600 - 2200	**3504**	**803**	**863**	**877**	**961**	**8**	**8**	**3330**	**1**	**138**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**116**	**349**	**1432**	**1311**	**276**	**19**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.9**	**4.6**
0600 - 0000	**3994**	**905**	**976**	**982**	**1131**	**8**	**12**	**3795**	**1**	**156**	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**133**	**427**	**1669**	**1445**	**297**	**21**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**24.5**	**19.8**	**4.6**
0000 - 0000	**4970**	**1176**	**1222**	**1208**	**1364**	**8**	**15**	**4732**	**2**	**185**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**144**	**530**	**2157**	**1771**	**339**	**26**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**24.4**	**19.7**	**4.5**

Sunday 19 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	188	48	47	51	42	0	0	182	0	6	0	0	0	0	0	0	0	0	4	19	98	57	9	1	0	0	0	0	0	0	0	23.6	19.4	4.1
0100 - 0200	198	39	43	64	52	0	0	187	0	11	0	0	0	0	0	0	0	0	0	30	109	56	3	0	0	0	0	0	0	0	0	22.4	18.8	3.4
0200 - 0300	202	45	56	54	47	1	1	191	0	8	0	1	0	0	0	0	0	0	5	38	98	53	7	1	0	0	0	0	0	0	0	23.0	18.5	4.3
0300 - 0400	199	48	57	52	42	0	0	193	0	5	0	0	1	0	0	0	0	0	8	48	102	37	4	0	0	0	0	0	0	0	0	21.7	17.5	4.1
0400 - 0500	186	57	53	42	34	0	0	176	0	9	1	0	0	0	0	0	0	0	2	40	96	45	2	1	0	0	0	0	0	0	0	22.2	18.2	3.8
0500 - 0600	63	24	20	13	6	0	0	62	0	1	0	0	0	0	0	0	0	0	0	4	29	23	5	1	0	0	29	1	0	0	0	26.5	21.0	5.3
0600 - 0700	62	13	14	14	21	0	0	59	0	3	0	0	0	0	0	0	0	0	0	9	24	20	8	1	0	0	0	0	0	0	0	25.4	20.4	4.8
0700 - 0800	141	27	16	36	62	0	0	123	0	12	4	2	0	0	0	0	0	0	0	6	39	68	23	4	1	0	0	0	0	0	0	27.0	22.4	4.4
0800 - 0900	140	38	27	31	44	0	1	136	0	3	0	0	0	0	0	0	0	0	0	4	45	63	24	4	0	0	0	0	0	0	0	26.6	22.3	4.2
0900 - 1000	194	47	46	40	61	0	0	182	0	11	1	0	0	0	0	0	0	0	0	7	58	102	23	2	0	0	1	1	0	0	0	27.0	22.1	4.7
1000 - 1100	191	57	46	44	44	1	1	179	0	10	0	0	0	0	0	0	0	0	0	9	52	96	30	1	3	0	0	0	0	0	0	26.8	22.2	4.4
1100 - 1200	213	54	49	52	58	0	0	200	0	12	1	0	0	0	0	0	0	0	0	6	74	110	21	2	0	0	0	0	0	0	0	25.3	21.6	3.6
1200 - 1300	246	56	74	71	45	1	1	237	0	6	1	0	0	0	0	0	0	0	35	26	90	81	13	1	0	0	0	0	0	0	0	24.1	18.3	5.6
1300 - 1400	217	52	59	52	54	0	1	206	0	10	0	0	0	0	0	0	0	0	3	12	99	83	19	1	0	0	0	0	0	0	0	24.6	20.4	4.0
1400 - 1500	222	49	62	57	54	0	0	218	0	3	1	0	0	0	0	0	0	0	6	14	97	87	17	1	0	0	0	0	0	0	0	24.6	20.2	4.2
1500 - 1600	224	53	58	54	59	2	0	218	0	3	1	0	0	0	0	0	0	0	0	19	104	82	17	2	0	0	0	0	0	0	0	24.4	20.3	4.0
1600 - 1700	173	29	49	47	48	2	2	168	0	1	0	0	0	0	0	0	0	0	5	21	66	59	19	3	0	0	0	0	0	0	0	25.3	20.2	5.0
1700 - 1800	206	57	49	53	47	0	1	196	0	8	1	0	0	0	0	0	0	0	1	9	93	84	18	1	0	0	0	0	0	0	0	24.6	20.7	3.8
1800 - 1900	228	59	55	58	56	0	1	222	0	5	0	0	0	0	0	0	0	0	5	20	90	97	16	0	0	0	0	0	0	0	0	24.5	20.2	4.2
1900 - 2000	187	52	41	56	38	1	0	183	0	3	0	0	0	0	0	0	0	0	2	27	82	65	10	1	0	0	0	0	0	0	0	23.9	19.5	4.2
2000 - 2100	173	41	46	49	37	0	0	164	0	8	1	0	0	0	0	0	0	0	1	20	87	53	12	0	0	0	0	0	0	0	0	23.7	19.6	4.0
2100 - 2200	142	33	31	41	37	0	1	136	0	4	1	0	0	0	0	0	0	0	2	23	73	34	9	0	1	0	0	0	0	0	0	23.6	19.0	4.4
2200 - 2300	155	33	34	39	49	1	2	150	0	2	0	0	0	0	0	0	0	0	1	17	76	59	1	1	0	0	0	0	0	0	0	23.2	19.5	3.6
2300 - 0000	164	50	35	49	30	0	1	156	0	6	0	0	0	0	1	0	0	0	0	12	77	59	14	1	0	1	0	0	0	0	0	25.0	20.5	4.3
0700 - 1900	**2395**	**578**	**590**	**595**	**632**	**6**	**8**	**2285**	**0**	**84**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**153**	**907**	**1012**	**240**	**22**	**4**	**0**	**1**	**1**	**0**	**0**	**0**	**25.5**	**20.8**	**4.5**
0600 - 2200	**2959**	**717**	**722**	**755**	**765**	**7**	**9**	**2827**	**0**	**102**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**232**	**1173**	**1184**	**279**	**24**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**25.2**	**20.5**	**4.5**
0600 - 0000	**3278**	**800**	**791**	**843**	**844**	**8**	**12**	**3133**	**0**	**110**	**12**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**61**	**261**	**1326**	**1302**	**294**	**26**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**25.1**	**20.5**	**4.5**
0000 - 0000	**4314**	**1061**	**1067**	**1119**	**1067**	**9**	**13**	**4124**	**0**	**150**	**13**	**3**	**0**	**1**	**0**	**1**	**0**	**0**	**80**	**440**	**1858**	**1573**	**324**	**30**	**5**	**1**	**2**	**1**	**0**	**0**	**0**	**24.6**	**20.0**	**4.4**

Monday 20 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	81	16	17	22	26	0	0	78	0	3	0	0	0	0	0	0	0	0	0	4	44	26	6	1	0	0	0	0	0	0	0	24.2	20.3	3.8
0100 - 0200	68	23	20	18	7	0	1	63	0	4	0	0	0	0	0	0	0	0	0	6	36	19	7	0	0	0	0	0	0	0	0	24.1	20.0	4.0
0200 - 0300	30	11	6	6	7	0	0	30	0	0	0	0	0	0	0	0	0	0	0	7	10	10	3	0	0	0	0	0	0	0	0	24.4	19.5	4.8
0300 - 0400	27	10	7	4	6	0	0	26	0	0	1	0	0	0	0	0	0	0	0	2	10	12	3	0	0	0	0	0	0	0	0	25.1	21.0	4.0
0400 - 0500	56	8	11	20	17	0	0	56	0	0	0	0	0	0	0	0	0	0	1	4	11	30	10	0	0	0	0	0	0	0	0	26.5	21.9	4.4
0500 - 0600	124	20	22	35	47	0	0	118	0	3	3	0	0	0	0	0	0	0	0	0	40	72	9	3	0	0	0	0	0	0	0	25.5	22.0	3.4
0600 - 0700	200	54	38	48	60	2	1	186	0	9	1	1	0	0	0	0	0	0	0	7	58	97	32	5	1	0	0	0	0	0	0	26.7	22.3	4.2
0700 - 0800	243	66	63	50	64	1	0	224	0	18	0	0	0	0	0	0	0	0	2	18	89	108	21	5	0	0	0	0	0	0	0	25.4	20.9	4.3
0800 - 0900	239	68	57	50	64	0	1	228	0	10	0	0	0	0	0	0	0	0	1	10	92	107	27	2	0	0	0	0	0	0	0	25.3	21.2	3.9
0900 - 1000	264	72	71	63	58	1	2	232	0	24	4	1	0	0	0	0	0	0	0	22	106	117	16	3	0	0	0	0	0	0	0	24.6	20.6	3.9
1000 - 1100	204	48	68	45	43	0	0	178	0	21	4	0	1	0	0	0	0	0	4	27	87	72	13	1	0	0	0	0	0	0	0	24.1	19.6	4.4
1100 - 1200	209	62	46	51	50	0	1	186	0	21	1	0	0	0	0	0	0	0	2	11	84	95	15	1	1	0	0	0	0	0	0	25.0	20.8	4.0
1200 - 1300	179	51	39	34	55	0	0	161	0	16	2	0	0	0	0	0	0	0	1	10	56	81	26	5	0	0	0	0	0	0	0	26.4	21.8	4.4
1300 - 1400	187	46	51	40	50	1	0	168	0	16	0	2	0	0	0	0	0	0	3	18	76	70	16	4	0	0	0	0	0	0	0	25.2	20.4	4.6
1400 - 1500	176	41	50	35	50	0	2	157	0	16	1	0	0	0	0	0	0	0	1	12	59	81	19	4	0	0	0	0	0	0	0	25.8	21.3	4.3
1500 - 1600	217	48	50	63	56	1	1	193	0	20	1	1	0	0	0	0	0	0	3	21	63	106	22	2	0	0	0	0	0	0	0	25.5	21.0	4.4
1600 - 1700	231	61	51	74	45	0	0	215	0	14	0	1	0	1	0	0	0	0	2	14	100	92	18	4	1	0	0	0	0	0	0	25.2	20.7	4.3
1700 - 1800	187	41	57	37	52	2	3	172	0	9	1	0	0	0	0	0	0	0	4	21	81	68	10	3	0	0	0	0	0	0	0	24.4	19.8	4.4
1800 - 1900	189	69	35	40	45	1	0	175	0	13	0	0	0	0	0	0	0	0	2	16	88	62	19	1	1	0	0	0	0	0	0	24.9	20.3	4.4
1900 - 2000	198	52	58	49	39	0	0	194	0	3	1	0	0	0	0	0	0	0	1	13	106	66	11	1	0	0	0	0	0	0	0	23.7	19.9	3.7
2000 - 2100	171	57	39	37	38	1	0	164	0	6	0	0	0	0	0	0	0	0	0	13	71	65	18	4	0	0	0	0	0	0	0	25.4	20.9	4.3
2100 - 2200	132	33	37	40	22	0	1	126	0	4	1	0	0	0	0	0	0	0	0	16	58	45	12	1	0	0	0	0	0	0	0	24.5	20.1	4.2
2200 - 2300	142	33	37	32	40	0	2	136	0	4	0	0	0	0	0	0	0	0	1	9	71	53	6	2	0	0	0	0	0	0	0	24.1	20.1	3.8
2300 - 0000	83	21	20	19	23	0	0	82	0	0	1	0	0	0	0	0	0	0	0	4	35	35	8	0	0	1	0	0	0	0	0	25.7	21.1	4.4
0700 - 1900	**2525**	**673**	**638**	**582**	**632**	**7**	**10**	**2289**	**0**	**198**	**14**	**5**	**1**	**1**	**0**	**0**	**0**	**0**	**25**	**200**	**981**	**1059**	**222**	**35**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.7**	**4.3**
0600 - 2200	**3226**	**869**	**810**	**756**	**791**	**10**	**12**	**2959**	**0**	**220**	**17**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**26**	**249**	**1274**	**1332**	**295**	**46**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.8**	**4.3**
0600 - 0000	**3451**	**923**	**867**	**807**	**854**	**10**	**14**	**3177**	**0**	**224**	**18**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**27**	**262**	**1380**	**1420**	**309**	**48**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.7**	**4.3**
0000 - 0000	**3837**	**1011**	**950**	**912**	**964**	**10**	**15**	**3548**	**0**	**234**	**22**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**28**	**285**	**1531**	**1589**	**347**	**52**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**25.2**	**20.8**	**4.2**

Tuesday 21 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	52	12	16	13	11	0	0	51	0	1	0	0	0	0	0	0	0	0	0	9	27	12	3	1	0	0	0	0	0	0	0	23.7	19.2	4.4
0100 - 0200	42	7	14	12	9	0	0	40	0	2	0	0	0	0	0	0	0	0	1	3	16	17	2	1	1	1	0	0	0	0	0	27.8	21.3	6.2
0200 - 0300	27	10	7	6	4	0	0	26	0	1	0	0	0	0	0	0	0	0	0	3	13	9	2	0	0	0	0	0	0	0	0	24.0	19.9	4.0
0300 - 0400	24	8	5	3	8	0	0	23	0	1	0	0	0	0	0	0	0	0	0	3	12	9	0	0	0	0	0	0	0	0	0	22.8	19.3	3.4
0400 - 0500	50	5	11	14	20	0	0	50	0	0	0	0	0	0	0	0	0	0	2	2	13	22	10	1	0	0	0	0	0	0	0	27.2	21.9	5.1
0500 - 0600	92	8	14	36	34	0	0	82	0	7	2	1	0	0	0	0	0	0	0	5	27	51	8	1	0	0	0	0	0	0	0	25.4	21.5	3.7
0600 - 0700	225	50	43	64	68	1	0	207	0	14	3	0	0	0	0	0	0	0	2	3	72	117	31	0	0	0	0	0	0	0	0	25.6	21.8	3.7
0700 - 0800	243	61	60	66	56	1	0	227	0	9	5	1	0	0	0	0	0	0	3	12	74	124	27	3	0	0	0	0	0	0	0	25.8	21.5	4.1
0800 - 0900	229	48	42	75	64	0	1	208	0	17	3	0	0	0	0	0	0	0	21	34	78	70	25	1	0	0	0	0	0	0	0	24.8	19.0	5.6
0900 - 1000	272	73	56	70	73	2	0	251	1	17	1	0	0	0	0	0	0	0	19	50	120	79	4	0	0	0	0	0	0	0	0	22.7	18.0	4.5
1000 - 1100	210	55	62	54	39	0	1	174	1	31	2	1	0	0	0	0	0	0	44	37	73	49	6	1	0	0	0	0	0	0	0	22.5	16.5	5.8
1100 - 1200	188	51	36	43	58	0	1	167	0	19	1	0	0	0	0	0	0	0	3	23	74	76	10	2	0	0	0	0	0	0	0	24.4	19.9	4.3
1200 - 1300	186	45	54	33	54	1	1	164	0	20	0	0	0	0	0	0	0	0	2	17	81	68	15	1	2	0	0	0	0	0	0	25.1	20.4	4.5
1300 - 1400	162	37	46	37	42	1	1	144	0	16	0	0	0	0	0	0	0	0	3	27	57	49	18	7	1	0	0	0	0	0	0	26.2	20.4	5.6
1400 - 1500	152	33	39	49	31	0	1	138	0	13	0	0	0	0	0	0	0	0	0	14	52	73	13	0	0	0	0	0	0	0	0	24.8	20.8	3.9
1500 - 1600	242	53	71	62	56	0	1	222	1	15	2	0	0	1	0	0	0	0	2	21	114	87	18	0	0	0	0	0	0	0	0	24.1	20.0	3.9
1600 - 1700	165	48	68	34	15	0	0	154	0	9	1	0	1	0	0	0	0	0	45	18	41	49	12	0	0	0	0	0	0	0	0	23.8	16.9	6.6
1700 - 1800	150	29	37	33	51	0	0	137	1	11	1	0	0	0	0	0	0	0	12	18	60	53	6	1	0	0	0	0	0	0	0	24.0	18.9	5.0
1800 - 1900	219	45	61	64	49	0	1	214	0	4	0	0	0	0	0	0	0	0	2	20	121	60	16	0	0	0	0	0	0	0	0	23.6	19.6	3.9
1900 - 2000	216	55	42	63	56	0	1	197	0	14	3	0	0	0	1	0	0	0	4	17	107	74	13	0	1	0	0	0	0	0	0	24.1	19.8	4.1
2000 - 2100	163	34	41	55	33	0	1	147	0	15	0	0	0	0	0	0	0	0	2	25	86	37	9	4	0	0	0	0	0	0	0	23.9	19.2	4.5
2100 - 2200	139	38	29	36	36	1	0	133	0	4	0	1	0	0	0	0	0	0	0	20	66	43	9	1	0	0	0	0	0	0	0	23.9	19.6	4.1
2200 - 2300	161	37	43	39	42	0	0	155	0	5	1	0	0	0	0	0	0	0	1	12	66	70	11	1	0	0	0	0	0	0	0	24.6	20.5	3.9
2300 - 0000	122	39	45	21	17	0	0	114	0	7	1	0	0	0	0	0	0	0	1	10	64	39	6	2	0	0	0	0	0	0	0	24.0	19.8	4.0
0700 - 1900	**2418**	**578**	**632**	**620**	**588**	**5**	**8**	**2200**	**4**	**181**	**16**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**156**	**291**	**945**	**837**	**170**	**16**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**19.3**	**5.0**
0600 - 2200	**3161**	**755**	**787**	**838**	**781**	**7**	**10**	**2884**	**4**	**228**	**22**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**164**	**356**	**1276**	**1108**	**232**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.5**	**4.9**
0600 - 0000	**3444**	**831**	**875**	**898**	**840**	**7**	**10**	**3153**	**4**	**240**	**24**	**3**	**1**	**1**	**1**	**0**	**0**	**0**	**166**	**378**	**1406**	**1217**	**249**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**19.6**	**4.8**
0000 - 0000	**3731**	**881**	**942**	**982**	**926**	**7**	**10**	**3425**	**4**	**252**	**26**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**169**	**403**	**1514**	**1337**	**274**	**28**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**24.7**	**19.7**	**4.8**

Wednesday 22 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	67	12	19	20	16	0	0	65	0	1	1	0	0	0	0	0	0	0	0	12	31	21	3	0	0	0	0	0	0	0	0	23.2	19.1	4.0
0100 - 0200	40	8	9	8	15	0	0	38	0	1	1	0	0	0	0	0	0	0	0	6	15	17	2	0	0	0	0	0	0	0	0	24.1	19.9	4.0
0200 - 0300	35	10	12	9	4	0	0	33	0	2	0	0	0	0	0	0	0	0	0	2	17	12	2	1	0	0	1	0	0	0	0	28.5	21.4	6.8
0300 - 0400	34	12	9	6	7	0	0	32	0	1	1	0	0	0	0	0	0	0	0	4	12	15	3	0	0	0	0	0	0	0	0	24.8	20.5	4.1
0400 - 0500	48	10	12	18	8	0	0	47	0	1	0	0	0	0	0	0	0	0	0	5	16	22	3	2	0	0	0	0	0	0	0	25.8	21.0	4.6
0500 - 0600	117	10	18	31	58	0	0	113	0	2	2	0	0	0	0	0	0	0	0	3	30	73	10	1	0	0	0	0	0	0	0	25.4	22.0	3.3
0600 - 0700	193	47	46	46	54	0	1	179	0	8	5	0	0	0	0	0	0	0	0	9	73	87	20	4	0	0	0	0	0	0	0	25.5	21.4	4.0
0700 - 0800	221	67	52	58	44	2	0	205	0	8	4	2	0	0	0	0	0	0	3	18	77	98	22	3	0	0	0	0	0	0	0	25.4	20.9	4.4
0800 - 0900	244	68	42	59	75	0	0	232	0	6	6	0	0	0	0	0	0	0	4	38	104	87	11	0	0	0	0	0	0	0	0	23.6	19.3	4.2
0900 - 1000	245	59	58	58	70	0	1	230	0	11	2	1	0	0	0	0	0	0	49	45	72	69	5	3	1	0	0	1	0	0	0	23.9	17.1	6.5
1000 - 1100	177	51	42	46	38	0	1	155	0	18	3	0	0	0	0	0	0	0	7	13	87	59	8	3	0	0	0	0	0	0	0	24.2	19.6	4.5
1100 - 1200	160	52	34	37	37	2	2	141	0	15	0	0	0	0	0	0	0	0	2	12	61	71	11	3	0	0	0	0	0	0	0	25.1	20.7	4.3
1200 - 1300	177	44	48	38	47	1	1	158	0	17	0	0	0	0	0	0	0	0	2	17	61	73	22	1	1	0	0	0	0	0	0	25.7	20.9	4.6
1300 - 1400	191	57	39	50	45	2	1	168	0	15	5	0	0	0	0	0	0	0	5	28	62	74	21	1	0	0	0	0	0	0	0	25.2	20.1	4.9
1400 - 1500	163	41	39	39	44	5	1	141	0	12	4	0	0	0	0	0	0	0	5	19	45	75	16	2	0	0	0	0	0	0	0	25.6	20.6	4.9
1500 - 1600	201	46	42	49	64	0	0	186	0	14	0	0	0	1	0	0	0	0	2	10	71	95	20	3	0	0	0	0	0	0	0	25.5	21.2	4.1
1600 - 1700	98	42	42	1	13	0	0	86	0	9	2	0	1	0	0	0	0	0	29	21	27	12	9	0	0	0	0	0	0	0	0	22.2	15.5	6.4
1700 - 1800	121	28	30	35	28	5	1	111	0	4	0	0	0	0	0	0	0	0	27	34	44	14	1	1	0	0	0	0	0	0	0	20.5	15.1	5.2
1800 - 1900	162	42	38	41	41	2	0	154	0	6	0	0	0	0	0	0	0	0	3	20	78	54	6	1	0	0	0	0	0	0	0	23.6	19.3	4.1
1900 - 2000	208	52	54	58	44	2	2	192	0	8	3	0	0	0	1	0	0	0	2	27	99	67	13	0	0	0	0	0	0	0	0	23.7	19.5	4.0
2000 - 2100	168	46	35	43	44	1	1	159	0	4	3	0	0	0	0	0	0	0	2	21	76	55	9	4	1	0	0	0	0	0	0	24.8	19.9	4.7
2100 - 2200	164	46	51	31	36	0	1	154	0	5	3	1	0	0	0	0	0	0	1	16	89	50	8	0	0	0	0	0	0	0	0	23.3	19.5	3.7
2200 - 2300	162	42	47	37	36	0	0	153	0	4	5	0	0	0	0	0	0	0	1	9	65	64	20	3	0	0	0	0	0	0	0	25.6	21.1	4.3
2300 - 0000	119	39	24	29	27	0	0	115	0	3	1	0	0	0	0	0	0	0	1	8	51	49	10	0	0	0	0	0	0	0	0	24.5	20.5	3.9
0700 - 1900	**2160**	**597**	**506**	**511**	**546**	**19**	**8**	**1967**	**0**	**135**	**26**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**138**	**275**	**790**	**781**	**152**	**21**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**24.8**	**19.4**	**5.2**
0600 - 2200	**2893**	**788**	**692**	**689**	**724**	**22**	**13**	**2651**	**0**	**160**	**40**	**4**	**1**	**1**	**1**	**0**	**0**	**0**	**143**	**348**	**1127**	**1040**	**202**	**29**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**24.7**	**19.6**	**5.0**
0600 - 0000	**3174**	**869**	**763**	**755**	**787**	**22**	**13**	**2919**	**0**	**167**	**46**	**4**	**1**	**1**	**0**	**1**	**0**	**0**	**145**	**365**	**1243**	**1153**	**232**	**32**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**24.8**	**19.7**	**4.9**
0000 - 0000	**3515**	**931**	**842**	**847**	**895**	**22**	**13**	**3247**	**0**	**175**	**51**	**4**	**1**	**1**	**0**	**1**	**0**	**0**	**145**	**397**	**1364**	**1313**	**255**	**36**	**3**	**0**	**0**	**2**	**0**	**0**	**0**	**24.8**	**19.8**	**4.9**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	111	25	31	28	27	0	0	107	0	3	1	0	0	0	0	0	0	0	1	11	55	37	6	1	0	0	0	0	0	0	0	24.4	19.9	4.3
0100 - 0200	91	23	22	25	21	0	0	86	0	4	1	0	0	0	0	0	0	0	1	10	46	30	4	0	0	0	0	0	0	0	0	24.3	19.9	4.2
0200 - 0300	75	19	20	20	16	0	0	71	0	3	0	0	0	0	0	0	0	0	1	13	35	22	4	0	0	0	0	0	0	0	0	24.4	19.6	4.6
0300 - 0400	72	22	18	16	16	0	0	69	0	2	1	0	0	0	0	0	0	0	1	12	36	20	3	0	0	0	0	0	0	0	0	23.6	19.6	3.8
0400 - 0500	82	17	21	22	22	0	0	80	0	3	0	0	0	0	0	0	0	0	1	10	35	30	6	1	0	0	0	0	0	0	0	25.3	20.7	4.4
0500 - 0600	103	16	21	30	36	0	0	98	0	3	2	0	0	0	0	0	0	0	1	4	33	55	9	2	0	0	0	0	0	0	0	25.7	21.6	4
0600 - 0700	167	39	34	42	52	1	0	155	0	8	2	1	0	0	0	0	0	0	0	6	52	83	21	2	0	0	0	0	0	0	0	25.9	21.7	4
0700 - 0800	209	52	49	53	55	1	0	192	0	11	4	2	0	0	0	0	0	0	2	12	68	100	23	3	0	0	0	0	0	0	0	25.8	21.4	4.2
0800 - 0900	220	55	49	55	61	1	1	205	0	10	3	0	0	0	0	0	0	0	4	18	81	91	24	2	0	0	0	0	0	0	0	25.2	20.8	4.3
0900 - 1000	236	62	59	55	60	1	0	216	0	15	2	1	0	0	0	0	0	0	23	31	86	81	13	2	0	0	0	0	0	0	0	24	19	4.8
1000 - 1100	208	54	50	54	50	0	1	184	0	20	2	0	0	0	0	0	0	0	10	23	83	74	16	1	0	0	0	0	0	0	0	24.4	19.7	4.5
1100 - 1200	202	51	47	48	56	0	1	182	0	17	1	0	0	0	0	0	0	0	2	14	81	89	15	2	0	0	0	0	0	0	0	24.7	20.6	4
1200 - 1300	202	52	52	46	52	1	1	184	0	15	1	0	0	0	0	0	0	0	7	19	79	78	17	2	0	0	0	0	0	0	0	25	20.2	4.6
1300 - 1400	193	50	50	44	49	1	1	176	0	13	1	0	0	0	0	0	0	0	5	21	74	72	18	3	0	0	0	0	0	0	0	25.2	20.3	4.7
1400 - 1500	198	45	50	51	52	1	1	182	0	13	1	0	0	0	0	0	0	0	5	18	76	81	16	2	0	0	0	0	0	0	0	24.9	20.4	4.4
1500 - 1600	224	53	57	55	59	1	1	210	0	12	1	0	0	0	0	0	0	0	3	19	91	89	20	2	0	0	0	0	0	0	0	25	20.5	4.3
1600 - 1700	188	51	56	43	38	1	0	176	0	9	1	0	0	0	0	0	0	0	20	19	70	63	14	2	0	0	0	0	0	0	0	24.1	18.6	5.2
1700 - 1800	187	46	48	43	50	2	1	173	0	8	1	0	0	0	0	0	0	0	9	28	80	57	11	1	0	0	0	0	0	0	0	23.4	18.7	4.6
1800 - 1900	217	55	52	56	54	1	0	207	0	8	1	0	0	0	0	0	0	0	8	29	97	68	14	1	0	0	0	0	0	0	0	23.8	19.3	4.4
1900 - 2000	224	60	57	59	48	1	1	211	0	8	2	0	0	0	0	0	0	0	9	33	101	68	12	1	0	0	0	0	0	0	0	23.6	19.1	4.3
2000 - 2100	183	43	47	50	43	0	1	174	0	7	1	0	0	0	0	0	0	0	2	22	86	61	11	2	0	0	0	0	0	0	0	24.2	19.8	4.2
2100 - 2200	164	42	40	44	38	1	1	155	0	5	1	0	0	0	0	0	0	0	3	21	79	49	10	1	0	0	0	0	0	0	0	23.8	19.4	4.2
2200 - 2300	182	41	46	42	53	0	1	173	0	5	1	0	0	0	0	0	0	0	2	20	86	62	9	2	0	0	0	0	0	0	0	24	19.8	4
2300 - 0000	160	43	40	40	37	0	1	151	0	6	1	0	0	0	0	0	0	0	2	13	77	57	10	1	0	0	0	0	0	0	0	24.4	20.2	4.1
0700 - 1900	**2484**	**626**	**619**	**603**	**636**	**11**	**8**	**2287**	**0**	**151**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**98**	**251**	**966**	**943**	**201**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**20.0**	**4.5**
0600 - 2200	**3222**	**810**	**797**	**798**	**817**	**14**	**11**	**2982**	**0**	**179**	**25**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**112**	**333**	**1284**	**1204**	**255**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.6**	**20.0**	**4.4**
0600 - 0000	**3564**	**894**	**883**	**880**	**907**	**14**	**13**	**3306**	**0**	**190**	**27**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**116**	**366**	**1447**	**1323**	**274**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**20.0**	**4.4**
0000 - 0000	**4098**	**1016**	**1016**	**1021**	**1045**	**14**	**13**	**3817**	**0**	**208**	**32**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**122**	**426**	**1687**	**1517**	**306**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.5**	**20.0**	**4.3**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	3837	1011	950	912	964	10	15	3548	0	234	22	6	1	1	0	0	0	0	28	285	1531	1589	347	52	4	1	0	0	0	0	0	25.2	20.8	4.2
Tue	3731	881	942	982	926	7	10	3425	4	252	26	4	1	1	1	0	0	0	169	403	1514	1337	274	28	5	1	0	0	0	0	0	24.7	19.7	4.8
Wed	3515	931	842	847	895	22	13	3247	0	175	51	4	1	1	0	1	0	0	145	397	1364	1313	255	36	3	0	0	2	0	0	0	24.8	19.8	4.9
Thu	3956	1011	1018	954	973	18	16	3654	1	200	48	17	0	1	1	0	0	0	207	407	1599	1423	282	35	1	1	0	1	0	0	0	24.7	19.6	4.9
Fri	4338	1030	1061	1126	1121	15	13	3993	1	267	38	8	2	1	0	0	0	0	83	515	1787	1607	310	30	5	0	1	0	0	0	0	24.5	19.9	4.5
Sat	4970	1176	1222	1208	1364	8	15	4732	2	185	26	2	0	0	0	0	0	0	144	530	2157	1771	339	26	1	1	1	0	0	0	0	24.4	19.7	4.5
Sun	4314	1061	1067	1119	1067	9	13	4124	0	150	13	3	0	1	0	1	0	0	80	440	1858	1573	324	30	5	1	2	1	0	0	0	24.6	20.0	4.4
	28661	**7101**	**7102**	**7148**	**7310**	**89**	**95**	**26723**	**8**	**1463**	**224**	**44**	**5**	**6**	**2**	**2**	**0**	**0**	**856**	**2977**	**11810**	**10613**	**2131**	**237**	**24**	**5**	**4**	**4**	**0**	**0**	**0**	**24.7**	**19.9**	**4.6**

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
	28661	**7101**	**7102**	**7148**	**7310**	**89**	**95**	**26723**	**8**	**1463**	**224**	**44**	**5**	**6**	**2**	**2**	**0**	**0**	**856**	**2977**	**11810**	**10613**	**2131**	**237**	**24**	**5**	**4**	**4**	**0**	**0**	**0**	**24.7**	**19.9**	**4.6**

Manchester ATC

Report Id 593/25
Site Name Site 1 of 1
Description Sackville Street, 10m south of Altrincham Street
Direction Southbound

Thursday 16 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	3	4	2	1	0	0	9	0	0	1	0	0	0	0	0	0	0	0	5	2	2	1	0	0	0	0	0	0	0	0	23.2	17.5	5.5
0100 - 0200	11	2	3	5	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	6	4	1	0	0	0	0	0	0	0	0	0	19.3	15.7	3.4
0200 - 0300	3	1	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	19.3	16.3	2.9
0300 - 0400	8	2	1	3	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	0	0	20.7	17.4	3.2
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.0	-
0500 - 0600	5	0	0	2	3	0	0	4	0	0	1	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	21.7	18.0	3.5
0600 - 0700	20	1	5	5	9	0	0	18	0	0	1	1	0	0	0	0	0	0	0	4	14	2	0	0	0	0	0	0	0	0	0	20.4	17.5	2.8
0700 - 0800	52	17	10	10	15	2	0	49	0	0	0	1	0	0	0	0	0	0	0	2	10	37	3	0	0	0	0	0	0	0	0	20.1	16.9	3.0
0800 - 0900	61	13	13	14	21	3	0	54	0	3	1	0	0	0	0	0	0	0	0	1	13	40	7	0	0	0	0	0	0	0	0	20.5	17.3	3.1
0900 - 1000	99	27	19	26	27	5	0	87	0	5	1	1	0	0	0	0	0	0	0	2	31	59	6	1	0	0	0	0	0	0	0	20.0	16.6	3.3
1000 - 1100	49	17	10	9	13	3	0	39	0	7	0	0	0	0	0	0	0	0	0	0	11	32	6	0	0	0	0	0	0	0	0	20.5	17.5	2.9
1100 - 1200	45	20	7	8	10	2	1	36	1	4	0	1	0	0	0	0	0	0	0	2	13	25	5	0	0	0	0	0	0	0	0	20.4	16.7	3.6
1200 - 1300	58	17	12	17	12	6	0	41	0	9	0	2	0	0	0	0	0	0	0	2	18	33	5	0	0	0	0	0	0	0	0	20.0	16.5	3.4
1300 - 1400	61	21	9	21	10	1	2	54	0	2	2	0	0	0	0	0	0	0	0	5	18	31	7	0	0	0	0	0	0	0	0	20.4	16.3	4.0
1400 - 1500	45	12	14	6	13	0	1	43	0	0	1	0	0	0	0	0	0	0	0	2	8	31	4	0	0	0	0	0	0	0	0	20.5	17.1	3.2
1500 - 1600	59	18	19	6	16	1	1	52	0	4	0	1	0	0	0	0	0	0	0	2	15	30	6	3	0	3	0	0	0	0	0	24.8	18.4	6.2
1600 - 1700	77	16	22	18	21	4	0	68	2	3	0	0	0	0	0	0	0	0	0	3	23	47	4	0	0	0	0	0	0	0	0	19.7	16.4	3.2
1700 - 1800	126	30	27	32	37	10	1	113	1	1	0	0	0	0	0	0	0	0	0	3	44	67	9	0	3	0	0	0	0	0	0	21.0	16.7	4.1
1800 - 1900	82	30	16	20	16	3	2	76	0	0	1	0	0	0	0	0	0	0	0	5	29	43	5	0	0	0	0	0	0	0	0	19.6	15.9	3.5
1900 - 2000	47	13	16	9	9	3	1	43	0	0	0	0	0	0	0	0	0	0	0	2	22	19	4	0	0	0	0	0	0	0	0	19.4	15.7	3.6
2000 - 2100	47	16	14	7	10	4	0	40	0	1	1	1	0	0	0	0	0	0	0	0	16	28	3	0	0	0	0	0	0	0	0	19.6	16.6	2.9
2100 - 2200	47	17	13	7	10	5	0	41	0	1	0	0	0	0	0	0	0	0	0	4	10	26	6	1	0	0	0	0	0	0	0	21.4	16.9	4.3
2200 - 2300	23	2	5	6	10	2	0	20	0	1	0	0	0	0	0	0	0	0	0	1	6	14	2	0	0	0	0	0	0	0	0	20.3	16.7	3.4
2300 - 0000	22	7	5	6	4	1	0	21	0	0	0	0	0	0	0	0	0	0	0	0	7	11	4	0	0	0	0	0	0	0	0	21.0	17.3	3.6
0700 - 1900	**814**	**238**	**178**	**187**	**211**	**40**	**8**	**712**	**4**	**38**	**6**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**233**	**475**	**67**	**4**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**16.8**	**3.8**
0600 - 2200	**975**	**285**	**226**	**215**	**249**	**52**	**9**	**854**	**4**	**40**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**285**	**562**	**82**	**5**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**16.8**	**3.7**
0600 - 0000	**1020**	**294**	**236**	**227**	**263**	**55**	**9**	**895**	**4**	**41**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**298**	**587**	**88**	**5**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**16.8**	**3.7**
0000 - 0000	**1058**	**302**	**246**	**240**	**270**	**55**	**9**	**931**	**4**	**41**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**314**	**603**	**93**	**6**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**16.8**	**3.7**

Friday 17 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	4	3	2	2	0	0	11	0	0	0	0	0	0	0	0	0	0	0	4	5	2	0	0	0	0	0	0	0	0	0	21.0	17.1	3.8
0100 - 0200	10	3	2	3	2	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	7	2	0	0	0	0	0	0	0	0	0	21.4	18.5	2.8
0200 - 0300	9	6	0	1	2	0	0	8	0	0	1	0	0	0	0	0	0	0	0	2	5	1	1	0	0	0	0	0	0	0	0	23.4	18.6	4.6
0300 - 0400	2	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	19.2	15.5	3.5
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.0	-
0500 - 0600	7	1	0	2	4	0	0	6	0	0	1	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	21.0	18.0	2.9
0600 - 0700	17	2	3	4	8	0	0	17	0	0	0	0	0	0	0	0	0	0	0	1	5	10	1	0	0	0	0	0	0	0	0	19.9	16.2	3.5
0700 - 0800	40	7	7	11	15	2	0	33	0	1	4	0	0	0	0	0	0	0	0	6	17	16	1	0	0	0	0	0	0	0	0	18.4	14.5	3.8
0800 - 0900	49	13	9	19	8	3	0	45	0	0	0	1	0	0	0	0	0	0	0	1	7	38	3	0	0	0	0	0	0	0	0	20.1	17.4	2.6
0900 - 1000	55	10	14	15	16	7	0	46	0	2	0	0	0	0	0	0	0	0	0	0	10	37	8	0	0	0	0	0	0	0	0	20.8	17.8	2.9
1000 - 1100	47	12	11	13	11	0	1	42	0	3	0	1	0	0	0	0	0	0	0	0	14	29	4	0	0	0	0	0	0	0	0	20.0	16.9	2.9
1100 - 1200	74	22	18	13	21	2	1	57	0	13	1	0	0	0	0	0	0	0	0	5	27	33	9	0	0	0	0	0	0	0	0	20.2	16.1	3.9
1200 - 1300	49	12	14	9	14	2	1	41	0	4	1	0	0	0	0	0	0	0	0	6	15	24	3	1	0	0	0	0	0	0	0	20.3	15.8	4.3
1300 - 1400	49	10	7	14	18	3	0	43	0	2	1	0	0	0	0	0	0	0	0	1	17	22	9	0	0	0	0	0	0	0	0	20.9	17.0	3.8
1400 - 1500	58	8	16	23	11	2	0	52	0	4	0	0	0	0	0	0	0	0	0	5	10	38	5	0	0	0	0	0	0	0	0	20.5	16.7	3.7
1500 - 1600	48	13	13	12	10	1	0	44	1	2	0	0	0	0	0	0	0	0	0	2	13	29	4	0	0	0	0	0	0	0	0	20.1	16.6	3.4
1600 - 1700	61	17	11	13	20	6	0	52	0	3	0	0	0	0	0	0	0	0	0	5	19	31	6	0	0	0	0	0	0	0	0	20.1	16.1	3.9
1700 - 1800	92	23	17	28	24	7	1	82	0	2	0	0	0	0	0	0	0	0	0	1	22	58	10	1	0	0	0	0	0	0	0	20.7	17.3	3.2
1800 - 1900	77	32	20	16	9	4	0	70	1	2	0	0	0	0	0	0	0	0	0	3	21	39	13	1	0	0	0	0	0	0	0	21.3	17.2	4.0
1900 - 2000	79	9	19	33	18	2	0	76	0	1	0	0	0	0	0	0	0	0	0	0	19	50	10	0	0	0	0	0	0	0	0	20.5	17.4	3.0
2000 - 2100	69	26	15	13	15	1	0	65	0	1	1	1	0	0	0	0	0	0	0	1	25	36	6	1	0	0	0	0	0	0	0	20.3	16.6	3.5
2100 - 2200	103	28	23	17	35	1	1	96	2	2	1	0	0	0	0	0	0	0	0	4	32	61	6	0	0	0	0	0	0	0	0	19.7	16.3	3.2
2200 - 2300	89	24	17	29	19	3	0	86	0	0	0	0	0	0	0	0	0	0	0	3	35	48	3	0	0	0	0	0	0	0	0	19.1	15.9	3.1
2300 - 0000	43	9	5	18	11	0	0	41	0	1	1	0	0	0	0	0	0	0	0	0	9	32	1	1	0	0	0	0	0	0	0	20.2	17.3	2.8
0700 - 1900	**699**	**179**	**157**	**186**	**177**	**39**	**4**	**607**	**2**	**38**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**192**	**394**	**75**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**16.7**	**3.7**
0600 - 2200	**967**	**244**	**217**	**253**	**253**	**43**	**5**	**861**	**4**	**42**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**273**	**551**	**98**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.4**	**16.7**	**3.5**
0600 - 0000	**1099**	**277**	**239**	**300**	**283**	**46**	**5**	**988**	**4**	**43**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**317**	**631**	**102**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.3**	**16.7**	**3.5**
0000 - 0000	**1139**	**291**	**245**	**308**	**295**	**46**	**5**	**1025**	**4**	**44**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**326**	**655**	**108**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.3**	**16.7**	**3.5**

Saturday 18 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	31	4	11	10	6	0	0	31	0	0	0	0	0	0	0	0	0	0	1	7	23	0	0	0	0	0	0	0	0	0	0	19.3	16.5	2.6
0100 - 0200	33	9	3	11	10	2	0	31	0	0	0	0	0	0	0	0	0	0	0	8	21	4	0	0	0	0	0	0	0	0	0	20.5	17.4	3.0
0200 - 0300	28	7	7	10	4	0	0	28	0	0	0	0	0	0	0	0	0	0	1	4	17	6	0	0	0	0	0	0	0	0	0	21.7	18.0	3.6
0300 - 0400	37	9	5	13	10	0	0	35	0	1	1	0	0	0	0	0	0	0	2	13	15	5	2	0	0	0	0	0	0	0	0	21.8	16.9	4.7
0400 - 0500	24	6	6	8	4	0	0	24	0	0	0	0	0	0	0	0	0	0	0	4	17	3	0	0	0	0	0	0	0	0	0	20.6	17.8	2.8
0500 - 0600	16	4	5	1	6	1	0	15	0	0	0	0	0	0	0	0	0	0	1	9	5	1	0	0	0	0	0	0	0	0	0	18.6	14.9	3.6
0600 - 0700	5	4	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	17.8	15.0	2.7
0700 - 0800	10	5	1	2	2	2	0	8	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	19.1	17.5	1.6
0800 - 0900	24	6	5	5	8	0	0	22	1	0	1	0	0	0	0	0	0	0	1	6	16	1	0	0	0	0	0	0	0	0	0	19.8	16.5	3.1
0900 - 1000	22	5	4	10	3	1	0	20	0	0	0	1	0	0	0	0	0	0	1	5	15	1	0	0	0	0	0	0	0	0	0	19.9	16.6	3.2
1000 - 1100	22	5	8	4	5	2	0	19	0	1	0	0	0	0	0	0	0	0	1	3	15	3	0	0	0	0	0	0	0	0	0	21.1	17.5	3.4
1100 - 1200	43	11	15	7	10	0	1	40	0	2	0	0	0	0	0	0	0	0	1	8	32	2	0	0	0	0	0	0	0	0	0	19.9	17.1	2.7
1200 - 1300	46	9	10	9	18	0	0	44	0	2	0	0	0	0	0	0	0	0	1	9	32	3	1	0	0	0	0	0	0	0	0	20.7	17.3	3.3
1300 - 1400	52	12	9	12	19	2	1	49	0	0	0	0	0	0	0	0	0	0	2	13	31	6	0	0	0	0	0	0	0	0	0	20.5	16.9	3.5
1400 - 1500	63	22	16	10	15	1	1	59	0	2	0	0	0	0	0	0	0	0	1	17	41	4	0	0	0	0	0	0	0	0	0	19.9	16.8	2.9
1500 - 1600	42	10	8	12	12	2	1	36	0	2	1	0	0	0	0	0	0	0	0	8	28	6	0	0	0	0	0	0	0	0	0	20.8	17.8	2.9
1600 - 1700	58	13	11	17	17	5	0	49	2	2	0	0	0	0	0	0	0	0	2	13	33	8	0	0	0	0	0	0	2	0	0	28.2	18.8	9.1
1700 - 1800	90	11	20	25	34	2	1	85	1	0	1	0	0	0	0	0	0	0	0	23	58	9	0	0	0	0	0	0	0	0	0	20.2	17.2	2.9
1800 - 1900	112	41	35	20	16	2	1	108	0	1	0	0	0	0	0	0	0	0	1	30	71	10	0	0	0	0	0	0	0	0	0	20.1	17.0	3.0
1900 - 2000	112	26	21	31	34	2	0	102	0	3	3	2	0	0	0	0	0	0	0	45	54	12	1	0	0	0	0	0	0	0	0	20.2	16.6	3.4
2000 - 2100	87	22	27	19	19	2	1	81	0	1	2	0	0	0	0	0	0	0	1	25	53	8	0	0	0	0	0	0	0	0	0	20.1	16.9	3.1
2100 - 2200	103	35	17	32	19	1	0	100	1	1	0	0	0	0	0	0	0	0	1	34	66	2	0	0	0	0	0	0	0	0	0	19.1	16.3	2.7
2200 - 2300	55	9	13	21	12	2	1	52	0	0	0	0	0	0	0	0	0	0	1	19	28	4	2	1	0	0	0	0	0	0	0	21.7	17.1	4.4
2300 - 0000	62	19	12	15	16	0	0	60	1	0	1	0	0	0	0	0	0	0	1	18	31	12	0	0	0	0	0	0	0	0	0	21.2	17.4	3.7
0700 - 1900	**584**	**150**	**142**	**133**	**159**	**19**	**6**	**539**	**4**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**136**	**381**	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**21.5**	**17.3**	**4.1**
0600 - 2200	**891**	**237**	**207**	**216**	**231**	**24**	**7**	**827**	**5**	**17**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**243**	**556**	**75**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**20.9**	**17.0**	**3.8**
0600 - 0000	**1008**	**265**	**232**	**252**	**259**	**26**	**8**	**939**	**6**	**17**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**280**	**615**	**91**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**21.0**	**17.1**	**3.8**
0000 - 0000	**1177**	**304**	**269**	**305**	**299**	**29**	**8**	**1103**	**6**	**18**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**325**	**713**	**110**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**21.0**	**17.1**	**3.8**

Sunday 19 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	45	14	10	10	11	0	0	43	0	2	0	0	0	0	0	0	0	0	0	9	32	4	0	0	0	0	0	0	0	0	0	20.2	17.4	2.7
0100 - 0200	64	10	16	17	21	1	0	62	0	1	0	0	0	0	0	0	0	0	0	9	38	17	0	0	0	0	0	0	0	0	0	21.9	18.6	3.1
0200 - 0300	75	19	15	21	20	0	0	72	0	3	0	0	0	0	0	0	0	0	3	18	47	6	1	0	0	0	0	0	0	0	0	20.6	16.9	3.5
0300 - 0400	94	30	19	27	18	0	0	92	0	1	1	0	0	0	0	0	0	0	0	13	78	3	0	0	0	0	0	0	0	0	0	19.5	17.5	2.0
0400 - 0500	97	30	24	21	22	0	1	95	0	0	1	0	0	0	0	0	0	0	1	31	56	9	0	0	0	0	0	0	0	0	0	20.0	16.8	3.1
0500 - 0600	21	8	5	2	6	1	0	18	0	1	1	0	0	0	0	0	0	0	0	6	11	4	0	0	0	0	0	0	0	0	0	21.2	17.5	3.5
0600 - 0700	8	2	3	2	1	0	1	7	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	19.1	16.8	2.3
0700 - 0800	7	1	1	3	2	1	0	6	0	0	0	0	0	0	0	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	21.0	18.0	2.9
0800 - 0900	16	4	5	2	5	1	0	14	0	0	1	0	0	0	0	0	0	0	0	3	11	2	0	0	0	0	0	0	0	0	0	20.7	17.7	2.9
0900 - 1000	24	11	2	5	6	1	0	23	0	0	0	0	0	0	0	0	0	0	1	6	14	3	0	0	0	0	0	0	0	0	0	20.7	17.0	3.6
1000 - 1100	16	6	3	3	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	2	13	1	0	0	0	0	0	0	0	0	0	20.0	17.7	2.2
1100 - 1200	27	7	4	11	5	1	0	25	0	1	0	0	0	0	0	0	0	0	0	7	17	2	1	0	0	0	0	0	0	0	0	21.1	17.4	3.5
1200 - 1300	52	7	15	15	15	3	0	47	0	2	0	0	0	0	0	0	0	0	4	17	28	3	0	0	0	0	0	0	0	0	0	19.6	15.9	3.6
1300 - 1400	55	19	25	7	4	1	1	50	0	3	0	0	0	0	0	0	0	0	2	15	30	8	0	0	0	0	0	0	0	0	0	20.8	17.0	3.7
1400 - 1500	40	6	15	9	10	2	0	37	0	1	0	0	0	0	0	0	0	0	2	11	24	3	0	0	0	0	0	0	0	0	0	20.1	16.5	3.4
1500 - 1600	53	18	6	13	16	3	0	48	1	1	0	0	0	0	0	0	0	0	5	12	27	8	1	0	0	0	0	0	0	0	0	21.5	16.9	4.5
1600 - 1700	38	12	7	10	9	2	1	34	0	1	0	0	0	0	0	0	0	0	1	8	21	8	0	0	0	0	0	0	0	0	0	21.5	17.7	3.7
1700 - 1800	38	11	10	8	9	4	0	32	0	1	0	1	0	0	0	0	0	0	2	11	19	6	0	0	0	0	0	0	0	0	0	20.9	16.8	3.9
1800 - 1900	37	10	10	7	10	3	0	32	0	1	1	0	0	0	0	0	0	0	0	10	22	2	3	0	0	0	0	0	0	0	0	22.0	17.7	4.1
1900 - 2000	49	15	12	7	15	2	0	47	0	0	0	0	0	0	0	0	0	0	2	13	24	9	1	0	0	0	0	0	0	0	0	21.7	17.4	4.2
2000 - 2100	25	8	6	7	4	0	1	24	0	0	0	0	0	0	0	0	0	0	1	5	15	3	1	0	0	0	0	0	0	0	0	21.8	17.6	4.1
2100 - 2200	14	5	3	6	0	2	1	10	0	1	0	0	0	0	0	0	0	0	1	4	8	1	0	0	0	0	0	0	0	0	0	20.1	16.2	3.7
2200 - 2300	14	4	6	4	0	2	1	11	0	0	0	0	0	0	0	0	0	0	0	4	10	0	0	0	0	0	0	0	0	0	0	19.0	16.6	2.3
2300 - 0000	10	2	2	5	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	0	0	0	0	0	0	19.1	17.5	1.6
0700 - 1900	**403**	**112**	**103**	**93**	**95**	**22**	**2**	**364**	**1**	**11**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**103**	**231**	**47**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.9**	**17.0**	**3.7**
0600 - 2200	**499**	**142**	**127**	**115**	**115**	**26**	**5**	**452**	**1**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**127**	**284**	**60**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.9**	**17.0**	**3.8**
0600 - 0000	**523**	**148**	**135**	**124**	**116**	**28**	**6**	**473**	**1**	**12**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**132**	**303**	**60**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.9**	**17.0**	**3.7**
0000 - 0000	**919**	**259**	**224**	**222**	**214**	**30**	**7**	**855**	**1**	**20**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**25**	**218**	**565**	**103**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**17.2**	**3.4**

Monday 20 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	6	3	1	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	2	6	2	1	0	0	0	0	0	0	0	0	23.4	18.9	4.4
0100 - 0200	6	2	2	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	18.0	18.0	0.0
0200 - 0300	4	1	2	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	19.3	16.8	2.5
0300 - 0400	3	1	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	23.2	18.0	5.0
0400 - 0500	5	1	2	1	1	0	0	4	0	0	1	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	21.7	18.0	3.5
0500 - 0600	10	0	1	4	5	1	0	8	0	0	0	1	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	0	0	17.0	14.5	2.4
0600 - 0700	19	4	4	7	4	0	0	17	0	0	1	0	0	0	0	1	0	0	2	2	11	2	0	1	0	1	0	0	0	0	0	27.3	19.1	7.9
0700 - 0800	55	9	16	9	21	1	0	51	0	1	1	1	0	0	0	0	0	0	1	8	39	7	0	0	0	0	0	0	0	0	0	20.8	17.7	3.0
0800 - 0900	54	20	9	14	11	5	0	48	0	0	1	0	0	0	0	0	0	0	0	16	35	3	0	0	0	0	0	0	0	0	0	19.6	16.8	2.7
0900 - 1000	70	19	27	16	8	4	0	60	0	4	1	1	0	0	0	0	0	0	2	17	46	5	0	0	0	0	0	0	0	0	0	20.1	16.9	3.1
1000 - 1100	33	12	6	8	7	0	0	30	0	1	2	0	0	0	0	0	0	0	0	11	19	3	0	0	0	0	0	0	0	0	0	20.0	16.8	3.1
1100 - 1200	32	13	7	7	5	0	0	30	0	2	0	0	0	0	0	0	0	0	0	7	25	0	0	0	0	0	0	0	0	0	0	19.1	16.9	2.1
1200 - 1300	31	10	5	10	6	2	0	26	0	2	0	0	0	1	0	0	0	0	4	8	16	3	0	0	0	0	0	0	0	0	0	20.3	15.9	4.2
1300 - 1400	37	7	12	8	10	3	0	30	0	3	1	0	0	0	0	0	0	0	3	11	14	9	0	0	0	0	0	0	0	0	0	21.7	16.9	4.6
1400 - 1500	43	14	5	11	13	4	1	35	0	2	1	0	0	0	0	0	0	0	1	9	22	9	2	0	0	0	0	0	0	0	0	22.6	18.2	4.2
1500 - 1600	39	8	5	10	16	2	2	33	0	2	0	0	0	0	0	0	0	0	0	12	21	6	0	0	0	0	0	0	0	0	0	20.7	17.2	3.4
1600 - 1700	110	18	24	34	34	6	0	96	1	4	2	1	0	0	0	0	0	0	0	30	63	16	1	0	0	0	0	0	0	0	0	20.9	17.5	3.3
1700 - 1800	91	25	22	20	24	7	0	83	0	1	0	0	0	0	0	0	0	0	2	21	58	9	1	0	0	0	0	0	0	0	0	20.7	17.2	3.3
1800 - 1900	54	15	15	14	10	6	0	45	0	2	1	0	0	0	0	0	0	0	1	23	24	6	0	0	0	0	0	0	0	0	0	19.9	16.2	3.5
1900 - 2000	31	9	8	3	11	1	0	29	0	1	0	0	0	0	0	0	0	0	0	8	17	6	0	0	0	0	0	0	0	0	0	21.2	17.7	3.4
2000 - 2100	26	5	7	6	8	1	0	25	0	0	0	0	0	0	0	0	0	0	0	10	15	1	0	0	0	0	0	0	0	0	0	19.2	16.3	2.8
2100 - 2200	31	7	8	11	5	3	0	27	0	1	0	0	0	0	0	0	0	0	1	9	20	1	0	0	0	0	0	0	0	0	0	19.5	16.4	3.0
2200 - 2300	25	3	9	7	6	1	1	22	0	1	0	0	0	0	0	0	0	0	1	3	14	5	2	0	0	0	0	0	0	0	0	23.5	18.8	4.5
2300 - 0000	15	6	4	2	3	2	0	13	0	0	0	0	0	0	0	0	0	0	0	6	5	4	0	0	0	0	0	0	0	0	0	21.7	17.3	4.2
0700 - 1900	**649**	**170**	**153**	**161**	**165**	**40**	**3**	**567**	**1**	**24**	**10**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**14**	**173**	**382**	**76**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.6**	**17.1**	**3.4**
0600 - 2200	**756**	**195**	**180**	**188**	**193**	**45**	**3**	**665**	**1**	**26**	**11**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**17**	**202**	**445**	**86**	**4**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**20.8**	**17.1**	**3.6**
0600 - 0000	**796**	**204**	**193**	**197**	**202**	**48**	**4**	**700**	**1**	**27**	**11**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**18**	**211**	**464**	**95**	**6**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**20.9**	**17.2**	**3.6**
0000 - 0000	**835**	**215**	**205**	**205**	**210**	**49**	**4**	**734**	**1**	**27**	**13**	**5**	**0**	**0**	**1**	**1**	**0**	**0**	**18**	**223**	**486**	**99**	**7**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**20.9**	**17.2**	**3.6**

Tuesday 21 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	10	3	5	1	1	0	0	9	0	1	0	0	0	0	0	0	0	0	0	4	4	2	0	0	0	0	0	0	0	0	0	21.1	17.0	3.9
0100 - 0200	14	2	8	2	2	3	0	9	0	1	1	0	0	0	0	0	0	0	0	4	9	1	0	0	0	0	0	0	0	0	0	19.9	16.9	2.9
0200 - 0300	6	0	2	2	2	0	0	6	0	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	19.8	15.5	4.2
0300 - 0400	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	18.0	18.0	0.0
0400 - 0500	2	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	19.2	15.5	3.5
0500 - 0600	3	0	0	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	13.0	13.0	0.0
0600 - 0700	20	9	2	3	6	1	1	16	0	0	2	0	0	0	0	0	0	0	0	4	10	6	0	0	0	0	0	0	0	0	0	22.2	18.5	3.6
0700 - 0800	24	6	4	7	7	5	0	18	0	1	0	0	0	0	0	0	0	0	1	9	12	1	1	0	0	0	0	0	0	0	0	20.6	16.3	4.1
0800 - 0900	72	26	13	19	14	5	0	61	1	4	1	0	0	0	0	0	0	0	4	9	44	12	3	0	0	0	0	0	0	0	0	22.4	18.1	4.2
0900 - 1000	71	16	20	12	23	4	0	59	3	5	0	0	0	0	0	0	0	0	1	29	35	6	0	0	0	0	0	0	0	0	0	19.6	16.2	3.3
1000 - 1100	63	29	13	13	8	4	0	57	0	2	0	0	0	0	0	0	0	0	2	22	35	4	0	0	0	0	0	0	0	0	0	19.6	16.3	3.3
1100 - 1200	58	15	14	11	18	1	1	50	0	6	0	0	0	0	0	0	0	0	0	17	41	0	0	0	0	0	0	0	0	0	0	18.9	16.5	2.3
1200 - 1300	46	15	11	10	10	6	1	35	0	4	0	0	0	0	0	0	0	0	0	12	24	10	0	0	0	0	0	0	0	0	0	21.4	17.8	3.5
1300 - 1400	43	14	10	13	6	1	0	33	0	8	1	0	0	0	0	0	0	0	2	12	25	4	0	0	0	0	0	0	0	0	0	20.2	16.6	3.5
1400 - 1500	43	5	15	10	13	2	2	33	0	4	1	0	0	0	1	0	0	0	1	12	17	13	0	0	0	0	0	0	0	0	0	22.2	17.9	4.2
1500 - 1600	68	10	15	21	22	5	1	60	0	2	0	0	0	0	0	0	0	0	1	27	31	8	1	0	0	0	0	0	0	0	0	20.5	16.6	3.8
1600 - 1700	68	13	17	13	25	2	0	64	0	2	0	0	0	0	0	0	0	0	0	26	34	7	1	0	0	0	0	0	0	0	0	20.4	16.8	3.5
1700 - 1800	113	32	18	29	34	10	1	98	0	4	0	0	0	0	0	0	0	0	2	25	74	8	4	0	0	0	0	0	0	0	0	21.1	17.4	3.5
1800 - 1900	83	21	18	24	20	4	3	71	2	3	0	0	0	0	0	0	0	0	2	15	49	17	0	0	0	0	0	0	0	0	0	21.5	17.9	3.5
1900 - 2000	38	6	9	15	8	0	2	34	0	2	0	0	0	0	0	0	0	0	0	13	23	2	0	0	0	0	0	0	0	0	0	19.5	16.6	2.8
2000 - 2100	29	9	3	5	12	2	0	26	0	1	0	0	0	0	0	0	0	0	2	7	18	2	0	0	0	0	0	0	0	0	0	20.1	16.4	3.6
2100 - 2200	25	8	9	5	3	3	0	20	0	0	2	0	0	0	0	0	0	0	0	7	15	2	1	0	0	0	0	0	0	0	0	21.2	17.4	3.6
2200 - 2300	26	5	5	9	7	1	0	25	0	0	0	0	0	0	0	0	0	0	2	10	11	3	0	0	0	0	0	0	0	0	0	20.1	15.9	4.0
2300 - 0000	20	7	6	5	2	2	0	17	0	0	1	0	0	0	0	0	0	0	1	4	12	3	0	0	0	0	0	0	0	0	0	21.1	17.3	3.7
0700 - 1900	**752**	**202**	**168**	**182**	**200**	**49**	**9**	**639**	**6**	**45**	**3**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**16**	**215**	**421**	**90**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.8**	**17.1**	**3.6**
0600 - 2200	**864**	**234**	**191**	**210**	**229**	**55**	**12**	**735**	**6**	**48**	**7**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**18**	**246**	**487**	**102**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.8**	**17.1**	**3.6**
0600 - 0000	**910**	**246**	**202**	**224**	**238**	**58**	**12**	**777**	**6**	**48**	**8**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**21**	**260**	**510**	**108**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.8**	**17.1**	**3.6**
0000 - 0000	**948**	**251**	**220**	**231**	**246**	**62**	**12**	**808**	**6**	**50**	**9**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**22**	**273**	**531**	**111**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.7**	**17.0**	**3.6**

Wednesday 22 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	11	4	4	3	0	0	0	10	0	0	1	0	0	0	0	0	0	0	0	1	7	3	0	0	0	0	0	0	0	0	0	22.0	18.9	3.0
0100 - 0200	5	0	1	3	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	21.7	18.0	3.5
0200 - 0300	5	1	0	2	2	0	0	4	0	0	1	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	21.3	17.0	4.2
0300 - 0400	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	19.2	15.5	3.5
0400 - 0500	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	-	13.0	-
0500 - 0600	10	1	0	6	3	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	18.0	18.0	0.0
0600 - 0700	21	4	3	5	9	0	0	16	0	2	3	0	0	0	0	0	0	0	0	5	14	2	0	0	0	0	0	0	0	0	0	20.3	17.3	2.9
0700 - 0800	44	4	5	16	19	2	0	38	0	0	1	3	0	0	0	0	0	0	1	13	27	3	0	0	0	0	0	0	0	0	0	19.9	16.6	3.1
0800 - 0900	92	9	34	29	20	7	0	78	0	2	5	0	0	0	0	0	0	0	0	29	59	3	1	0	0	0	0	0	0	0	0	19.7	16.7	2.9
0900 - 1000	101	35	30	21	15	4	0	93	2	1	0	1	0	0	0	0	0	0	4	22	70	5	0	0	0	0	0	0	0	0	0	19.9	16.8	3.0
1000 - 1100	90	31	17	29	13	2	0	78	0	9	1	0	0	0	0	0	0	0	2	27	56	5	0	0	0	0	0	0	0	0	0	19.7	16.6	3.0
1100 - 1200	78	17	26	18	17	4	3	66	0	5	0	0	0	0	0	0	0	0	5	22	47	4	0	0	0	0	0	0	0	0	0	19.7	16.2	3.4
1200 - 1300	59	25	8	17	9	1	1	49	0	7	0	0	0	0	1	0	0	0	0	25	26	8	0	0	0	0	0	0	0	0	0	20.2	16.6	3.5
1300 - 1400	62	16	11	19	16	2	1	53	1	4	0	1	0	0	0	0	0	0	3	16	36	7	0	0	0	0	0	0	0	0	0	20.5	16.8	3.6
1400 - 1500	53	9	18	10	16	1	2	44	1	5	0	0	0	0	0	0	0	0	0	11	35	7	0	0	0	0	0	0	0	0	0	20.6	17.6	2.9
1500 - 1600	76	15	15	26	20	2	1	71	1	1	0	0	0	0	0	0	0	0	1	16	53	6	0	0	0	0	0	0	0	0	0	20.1	17.2	2.8
1600 - 1700	103	24	16	32	31	5	2	92	0	1	2	0	0	0	0	1	0	0	4	57	38	4	0	0	0	0	0	0	0	0	0	18.3	15.0	3.2
1700 - 1800	123	29	30	33	31	12	1	104	1	2	2	1	0	0	0	0	0	0	0	47	74	2	0	0	0	0	0	0	0	0	0	18.8	16.2	2.6
1800 - 1900	103	29	29	22	23	8	1	92	0	2	0	0	0	0	0	0	0	0	4	47	46	6	0	0	0	0	0	0	0	0	0	19.1	15.6	3.3
1900 - 2000	38	18	10	6	4	3	1	34	0	0	0	0	0	0	0	0	0	0	1	13	22	2	0	0	0	0	0	0	0	0	0	19.5	16.3	3.1
2000 - 2100	30	9	4	11	6	1	6	23	0	0	0	0	0	0	0	0	0	0	0	5	21	4	0	0	0	0	0	0	0	0	0	20.7	17.8	2.8
2100 - 2200	28	6	11	4	7	2	0	25	0	0	0	1	0	0	0	0	0	0	0	9	15	4	0	0	0	0	0	0	0	0	0	20.6	17.1	3.3
2200 - 2300	18	4	6	4	4	1	1	16	0	0	0	0	0	0	0	0	0	0	2	5	11	0	0	0	0	0	0	0	0	0	0	19.2	15.5	3.5
2300 - 0000	15	4	3	5	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	2	12	1	0	0	0	0	0	0	0	0	0	20.0	17.7	2.3
0700 - 1900	**984**	**243**	**239**	**272**	**230**	**50**	**12**	**858**	**6**	**39**	**11**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**24**	**332**	**567**	**60**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.6**	**16.4**	**3.1**
0600 - 2200	**1101**	**280**	**267**	**298**	**256**	**56**	**19**	**956**	**6**	**41**	**14**	**7**	**0**	**0**	**0**	**2**	**0**	**0**	**25**	**364**	**639**	**72**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**16.5**	**3.1**
0600 - 0000	**1134**	**288**	**276**	**307**	**263**	**57**	**20**	**987**	**6**	**41**	**14**	**7**	**0**	**0**	**0**	**2**	**0**	**0**	**27**	**371**	**662**	**73**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.7**	**16.5**	**3.1**
0000 - 0000	**1168**	**295**	**282**	**321**	**270**	**57**	**20**	**1019**	**6**	**41**	**16**	**7**	**0**	**0**	**0**	**2**	**0**	**0**	**27**	**377**	**685**	**78**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19.8**	**16.5**	**3.1**

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	18	5	6	4	3	0	0	18	0	0	0	0	0	0	0	0	0	0	0	5	11	2	0	0	0	0	0	0	0	0	0	21.5	17.6	3.7
0100 - 0200	20	4	5	6	5	1	0	19	0	0	0	0	0	0	0	0	0	0	0	4	13	4	0	0	0	0	0	0	0	0	0	20.4	17.6	2.7
0200 - 0300	18	5	4	5	4	0	0	18	0	0	0	0	0	0	0	0	0	0	1	4	11	2	0	0	0	0	0	0	0	0	0	20.8	17	3.6
0300 - 0400	21	6	4	6	5	0	0	20	0	0	0	0	0	0	0	0	0	0	0	4	15	1	0	0	0	0	0	0	0	0	0	20.2	17	3.1
0400 - 0500	18	5	5	4	4	0	0	18	0	0	0	0	0	0	0	0	0	0	0	6	11	2	0	0	0	0	0	0	0	0	0	20.4	16	3.2
0500 - 0600	10	2	2	2	4	1	0	9	0	0	0	0	0	0	0	0	0	0	0	4	5	1	0	0	0	0	0	0	0	0	0	-	-	-
0600 - 0700	16	4	3	4	5	0	0	14	0	0	1	0	0	0	0	0	0	0	0	4	10	2	0	0	0	0	0	0	0	0	0	21	17.2	3.7
0700 - 0800	33	7	6	8	12	2	0	29	0	0	1	1	0	0	0	0	0	0	2	8	21	2	0	0	0	0	0	0	0	0	0	20	16.8	3.1
0800 - 0900	53	13	13	15	12	3	0	46	0	1	1	0	0	0	0	0	0	0	1	12	35	4	1	0	0	0	0	0	0	0	0	20.4	17.2	3.1
0900 - 1000	64	18	17	15	14	4	0	55	1	2	0	1	0	0	0	0	0	0	2	17	39	5	0	0	0	0	0	0	0	0	0	20.1	16.8	3.2
1000 - 1100	46	16	10	11	9	2	0	40	0	3	0	0	0	0	0	0	0	0	1	13	28	4	0	0	0	0	0	0	0	0	0	20.1	17	3
1100 - 1200	51	15	13	11	12	1	1	43	0	5	0	0	0	0	0	0	0	0	2	14	31	3	0	0	0	0	0	0	0	0	0	19.9	16.7	3.1
1200 - 1300	49	14	11	12	12	3	0	40	0	4	0	0	0	0	0	0	0	0	2	15	26	5	0	0	0	0	0	0	0	0	0	20.4	16.5	3.7
1300 - 1400	51	14	12	13	12	2	1	45	0	3	1	0	0	0	0	0	0	0	3	15	27	7	0	0	0	0	0	0	0	0	0	20.7	16.8	3.8
1400 - 1500	49	11	14	11	13	2	1	43	0	3	0	0	0	0	0	0	0	0	2	11	30	6	0	0	0	0	0	0	0	0	0	20.9	17.3	3.5
1500 - 1600	55	13	12	14	16	2	1	49	0	2	0	0	0	0	0	0	0	0	2	15	31	6	1	0	0	0	0	0	0	0	0	21.2	17.2	3.8
1600 - 1700	73	16	15	20	22	4	0	65	1	2	1	0	0	0	0	0	0	0	2	25	38	8	0	0	0	0	0	0	0	0	0	21.3	16.9	4.3
1700 - 1800	97	23	21	25	28	7	1	85	0	2	0	0	0	0	0	0	0	0	1	28	58	8	1	0	0	0	0	0	0	0	0	20.5	17	3.4
1800 - 1900	78	25	20	18	15	4	1	71	0	2	0	0	0	0	0	0	0	0	2	25	42	8	1	0	0	0	0	0	0	0	0	20.5	16.8	3.6
1900 - 2000	57	14	14	15	14	2	1	52	0	1	0	0	0	0	0	0	0	0	1	19	30	6	0	0	0	0	0	0	0	0	0	20.3	16.8	3.4
2000 - 2100	46	14	11	10	11	2	1	41	0	1	1	0	0	0	0	0	0	0	1	13	27	4	0	0	0	0	0	0	0	0	0	20.3	16.9	3.2
2100 - 2200	50	15	12	12	11	2	0	46	0	1	0	0	0	0	0	0	0	0	2	15	30	3	0	0	0	0	0	0	0	0	0	20.2	16.7	3.4
2200 - 2300	35	7	9	11	8	2	1	33	0	0	0	0	0	0	0	0	0	0	1	12	19	2	1	0	0	0	0	0	0	0	0	20.4	16.6	3.6
2300 - 0000	27	8	5	8	6	1	0	25	0	0	0	0	0	0	0	0	0	0	0	7	16	4	0	0	0	0	0	0	0	0	0	20.6	17.4	3.1
0700 - 1900	**699**	**185**	**164**	**173**	**177**	**36**	**6**	**611**	**2**	**29**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**198**	**406**	**66**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**16.9**	**3.5**
0600 - 2200	**868**	**232**	**204**	**214**	**218**	**42**	**8**	**764**	**2**	**32**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**249**	**503**	**81**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**16.9**	**3.5**
0600 - 0000	**930**	**247**	**218**	**233**	**232**	**45**	**9**	**822**	**2**	**32**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	**268**	**538**	**87**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**16.9**	**3.4**
0000 - 0000	**1035**	**274**	**244**	**260**	**257**	**47**	**9**	**924**	**2**	**32**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**295**	**604**	**99**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20.5**	**16.9**	**3.4**

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
Mon	835	215	205	205	210	49	4	734	1	27	13	5	0	0	1	1	0	0	18	223	486	99	7	1	0	1	0	0	0	0	0	20.9	17.2	3.6
Tue	948	251	220	231	246	62	12	808	6	50	9	0	0	0	1	0	0	0	22	273	531	111	11	0	0	0	0	0	0	0	0	20.7	17.0	3.6
Wed	1168	295	282	321	270	57	20	1019	6	41	16	7	0	0	0	2	0	0	27	377	685	78	1	0	0	0	0	0	0	0	0	19.8	16.5	3.1
Thu	1058	302	246	240	270	55	9	931	4	41	10	8	0	0	0	0	0	0	36	314	603	93	6	3	3	0	0	0	0	0	0	20.6	16.8	3.7
Fri	1139	291	245	308	295	46	5	1025	4	44	12	3	0	0	0	0	0	0	44	326	655	108	6	0	0	0	0	0	0	0	0	20.3	16.7	3.5
Sat	1177	304	269	305	299	29	8	1103	6	18	10	3	0	0	0	0	0	0	20	325	713	110	6	1	0	0	0	0	0	2	0	21.0	17.1	3.8
Sun	919	259	224	222	214	30	7	855	1	20	5	1	0	0	0	0	0	0	25	218	565	103	8	0	0	0	0	0	0	0	0	20.7	17.2	3.4
	7244	**1917**	**1691**	**1832**	**1804**	**328**	**65**	**6475**	**28**	**241**	**75**	**27**	**0**	**0**	**1**	**4**	**0**	**0**	**192**	**2056**	**4238**	**702**	**45**	**5**	**3**	**1**	**0**	**0**	**0**	**2**	**0**	**20.6**	**16.9**	**3.5**

Total

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
	7244	**1917**	**1691**	**1832**	**1804**	**328**	**65**	**6475**	**28**	**241**	**75**	**27**	**0**	**0**	**1**	**4**	**0**	**0**	**192**	**2056**	**4238**	**702**	**45**	**5**	**3**	**1**	**0**	**0**	**0**	**2**	**0**	**20.6**	**16.9**	**3.5**

Manchester ATC

Report Id 593/25
Site Name Site 1 of 1
Description Sackville Street, 10m south of Altrincham Street
Direction Northbound

Wednesday 15 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme 3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100																																	
0100 - 0200																																	
0200 - 0300																																	
0300 - 0400																																	
0400 - 0500																																	
0500 - 0600																																	
0600 - 0700																																	
0700 - 0800																																	
0800 - 0900																																	
0900 - 1000																																	
1000 - 1100																																	
1100 - 1200																																	
1200 - 1300																																	
1300 - 1400																																	
1400 - 1500																																	
1500 - 1600	7	0	0	0	7	1	0	5	0	1	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	0	22.2	18.0	4.1
1600 - 1700	30	10	8	1	11	2	1	22	0	5	0	0	0	0	0	0	0	0	2	1	20	6	1	0	0	0	0	0	0	0	0	22.7	18.5	4.0
1700 - 1800	49	15	12	15	7	4	2	41	0	2	0	0	0	0	0	0	0	0	0	15	16	17	1	0	0	0	0	0	0	0	0	22.9	18.4	4.3
1800 - 1900	36	11	7	8	10	2	4	26	0	3	1	0	0	0	0	0	0	0	3	6	13	14	0	0	0	0	0	0	0	0	0	23.2	18.3	4.8
1900 - 2000	32	4	12	10	6	1	2	26	0	3	0	0	0	0	0	0	0	0	1	5	16	10	0	0	0	0	0	0	0	0	0	22.5	18.5	3.9
2000 - 2100	24	7	5	4	8	1	4	15	0	4	0	0	0	0	0	0	0	0	0	9	7	5	2	0	1	0	0	0	0	0	0	25.4	18.8	6.4
2100 - 2200	31	6	7	12	6	0	1	29	0	1	0	0	0	0	0	0	0	0	1	5	17	8	0	0	0	0	0	0	0	0	0	22.1	18.2	3.8
2200 - 2300	32	8	9	9	6	1	1	28	0	2	0	0	0	0	0	0	0	0	0	4	16	9	3	0	0	0	0	0	0	0	0	24.0	19.7	4.1
2300 - 0000	37	12	3	12	10	1	0	34	0	2	0	0	0	0	0	0	0	0	0	2	16	15	4	0	0	0	0	0	0	0	0	24.8	20.8	3.8
0700 - 1900	**122**	**36**	**27**	**24**	**35**	**9**	**7**	**94**	**0**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**24**	**52**	**39**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**18.4**	**4.3**
0600 - 2200	**209**	**53**	**51**	**50**	**55**	**11**	**14**	**164**	**0**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**43**	**92**	**62**	**4**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.0**	**18.4**	**4.4**
0600 - 0000	**278**	**73**	**63**	**71**	**71**	**13**	**15**	**226**	**0**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**49**	**124**	**86**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.9**	**4.4**
0000 - 0000	**278**	**73**	**63**	**71**	**71**	**13**	**15**	**226**	**0**	**23**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**49**	**124**	**86**	**11**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.9**	**4.4**

Thursday 16 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car	Car Van Towing	2 Axle Van Lorry	Number Vehicle Classes ARX Scheme 3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	15	3	2	4	6	1	1	13	0	0	0	0	0	0	0	0	0	0	0	1	4	5	5	0	0	0	0	0	0	0	0	27.6	22.7	4.8
0100 - 0200	14	7	3	2	2	0	1	11	0	2	0	0	0	0	0	0	0	0	0	0	5	8	1	0	0	0	0	0	0	0	0	24.7	21.6	3.1
0200 - 0300	7	2	2	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	1	0	0	0	0	0	0	0	28.2	23.0	5.0
0300 - 0400	10	4	3	1	2	0	1	9	0	0	0	0	0	0	0	0	0	0	0	1	3	4	1	1	0	0	0	0	0	0	0	27.9	22.0	5.7
0400 - 0500	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.0	-
0500 - 0600	4	0	0	3	1	1	0	2	0	1	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	21.7	16.8	4.8
0600 - 0700	8	1	3	1	3	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	24.1	21.8	2.3
0700 - 0800	15	5	3	6	1	5	0	8	0	2	0	0	0	0	0	0	0	0	1	4	3	4	3	0	0	0	0	0	0	0	0	26.0	19.3	6.4
0800 - 0900	22	7	3	2	10	3	0	14	0	5	0	0	0	0	0	0	0	0	2	1	9	10	0	0	0	0	0	0	0	0	0	23.9	19.1	4.6
0900 - 1000	25	6	6	6	7	0	0	20	0	5	0	0	0	0	0	0	0	0	0	2	9	12	2	0	0	0	0	0	0	0	0	24.8	20.8	3.8
1000 - 1100	24	4	4	5	11	0	0	20	0	4	0	0	0	0	0	0	0	0	2	2	14	5	1	0	0	0	0	0	0	0	0	22.9	18.2	4.5
1100 - 1200	21	6	5	2	8	1	0	14	0	6	0	0	0	0	0	0	0	0	3	8	4	6	0	0	0	0	0	0	0	0	0	21.6	16.1	5.4
1200 - 1300	17	4	6	3	4	1	2	11	0	3	0	0	0	0	0	0	0	0	0	2	6	8	1	0	0	0	0	0	0	0	0	24.5	20.4	4.0
1300 - 1400	30	6	8	10	6	3	0	23	0	4	0	0	0	0	0	0	0	0	0	4	18	7	1	0	0	0	0	0	0	0	0	22.5	18.8	3.5
1400 - 1500	11	2	1	3	5	0	0	9	0	2	0	0	0	0	0	0	0	0	0	1	4	6	0	0	0	0	0	0	0	0	0	23.8	20.3	3.4
1500 - 1600	32	7	5	7	13	2	0	27	0	3	0	0	0	0	0	0	0	0	2	7	11	11	1	0	0	0	0	0	0	0	0	23.4	18.3	4.9
1600 - 1700	29	13	8	4	4	4	3	19	0	3	0	0	0	0	0	0	0	0	1	7	15	6	0	0	0	0	0	0	0	0	0	21.5	17.5	3.9
1700 - 1800	32	8	10	8	6	9	0	20	0	3	0	0	0	0	0	0	0	0	2	10	11	7	2	0	0	0	0	0	0	0	0	22.9	17.5	5.1
1800 - 1900	28	4	7	13	4	2	2	22	0	2	0	0	0	0	0	0	0	0	0	2	13	13	0	0	0	0	0	0	0	0	0	23.2	20.0	3.1
1900 - 2000	31	14	7	4	6	1	1	27	0	2	0	0	0	0	0	0	0	0	0	3	15	11	1	1	0	0	0	0	0	0	0	24.5	20.1	4.2
2000 - 2100	33	9	11	7	6	3	2	24	0	4	0	0	0	0	0	0	0	0	2	5	14	11	1	0	0	0	0	0	0	0	0	23.4	18.6	4.6
2100 - 2200	36	12	9	5	10	2	3	30	0	1	0	0	0	0	0	0	0	0	1	4	17	13	1	0	0	0	0	0	0	0	0	23.4	19.3	4.0
2200 - 2300	30	11	8	5	6	2	1	25	0	2	0	0	0	0	0	0	0	0	0	1	11	17	1	0	0	0	0	0	0	0	0	24.2	21.0	3.1
2300 - 0000	44	9	11	9	15	0	2	41	0	1	0	0	0	0	0	0	0	0	0	2	16	21	4	0	1	0	0	0	0	0	0	26.1	21.5	4.4
0700 - 1900	**286**	**72**	**66**	**69**	**79**	**30**	**7**	**207**	**0**	**42**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**50**	**117**	**95**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.7**	**4.5**
0600 - 2200	**394**	**108**	**96**	**86**	**104**	**36**	**13**	**293**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**62**	**165**	**136**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**18.9**	**4.5**
0600 - 0000	**468**	**128**	**115**	**100**	**125**	**38**	**16**	**359**	**0**	**55**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**63**	**192**	**174**	**19**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.9**	**19.3**	**4.5**
0000 - 0000	**519**	**144**	**125**	**113**	**137**	**40**	**19**	**402**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**69**	**208**	**196**	**26**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**19.5**	**4.5**

Friday 17 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	33	6	11	8	8	2	2	27	0	2	0	0	0	0	0	0	0	0	1	6	13	12	1	0	0	0	0	0	0	0	0	23.5	18.9	4.4
0100 - 0200	18	7	4	2	5	0	1	14	0	3	0	0	0	0	0	0	0	0	0	3	4	7	4	0	0	0	0	0	0	0	0	26.7	21.3	5.1
0200 - 0300	12	4	4	3	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	4	6	2	0	0	0	0	0	0	0	0	25.9	22.2	3.6
0300 - 0400	15	3	5	4	3	0	0	15	0	0	0	0	0	0	0	0	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	25.1	20.3	4.6
0400 - 0500	11	3	3	2	3	1	0	10	0	0	0	0	0	0	0	0	0	0	0	2	4	3	2	0	0	0	0	0	0	0	0	25.6	20.3	5.2
0500 - 0600	5	1	1	1	2	0	0	3	0	2	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	26.9	21.0	5.7
0600 - 0700	5	1	2	0	2	0	0	2	0	3	0	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	21.7	18.0	3.5
0700 - 0800	9	3	1	3	2	1	0	5	0	2	1	0	0	0	0	0	0	0	0	1	5	2	1	0	0	0	0	0	0	0	0	24.2	19.7	4.3
0800 - 0900	16	4	5	0	7	2	0	12	0	2	0	0	0	0	0	0	0	0	0	3	6	5	2	0	0	0	0	0	0	0	0	24.8	19.9	4.8
0900 - 1000	18	5	5	3	5	1	0	14	0	3	0	0	0	0	0	0	0	0	0	2	9	5	1	1	0	0	0	0	0	0	0	25.3	20.2	4.9
1000 - 1100	22	6	5	6	5	1	0	16	0	5	0	0	0	0	0	0	0	0	0	4	11	5	2	0	0	0	0	0	0	0	0	23.6	19.1	4.3
1100 - 1200	21	5	5	4	7	1	0	16	0	3	0	0	0	0	1	0	0	0	2	2	10	5	2	0	0	0	0	0	0	0	0	24.2	18.7	5.3
1200 - 1300	28	6	9	8	5	1	1	22	0	4	0	0	0	0	0	0	0	0	0	1	19	6	2	0	0	0	0	0	0	0	0	23.1	19.6	3.3
1300 - 1400	19	6	5	5	3	0	1	14	0	4	0	0	0	0	0	0	0	0	0	0	9	6	2	2	0	0	0	0	0	0	0	27.5	22.2	5.1
1400 - 1500	22	4	4	6	8	0	0	19	0	3	0	0	0	0	0	0	0	0	0	3	12	7	0	0	0	0	0	0	0	0	0	22.4	18.9	3.3
1500 - 1600	30	5	8	9	8	3	0	24	0	3	0	0	0	0	0	0	0	0	1	4	9	15	1	0	0	0	0	0	0	0	0	24.4	19.8	4.4
1600 - 1700	19	5	7	3	4	2	2	12	0	3	0	0	0	0	0	0	0	0	0	2	9	5	2	1	0	0	0	0	0	0	0	25.9	20.6	5.1
1700 - 1800	30	7	9	2	12	3	3	20	0	4	0	0	0	0	0	0	0	0	2	6	17	5	0	0	0	0	0	0	0	0	0	21.3	17.2	4.0
1800 - 1900	33	6	8	8	11	1	4	23	1	4	0	0	0	0	0	0	0	0	0	9	13	10	1	0	0	0	0	0	0	0	0	22.8	18.5	4.2
1900 - 2000	35	11	14	7	3	4	2	25	0	4	0	0	0	0	0	0	0	0	2	5	20	7	1	0	0	0	0	0	0	0	0	22.4	18.0	4.2
2000 - 2100	34	7	9	15	3	1	2	28	0	3	0	0	0	0	0	0	0	0	0	5	14	12	2	1	0	0	0	0	0	0	0	24.9	20.1	4.6
2100 - 2200	43	16	10	8	9	3	3	32	0	5	0	0	0	0	0	0	0	0	3	8	22	8	2	0	0	0	0	0	0	0	0	22.6	17.8	4.6
2200 - 2300	40	8	14	9	9	3	2	31	0	4	0	0	0	0	0	0	0	0	1	7	18	13	1	0	0	0	0	0	0	0	0	23.1	18.8	4.2
2300 - 0000	28	3	10	6	9	1	4	21	0	2	0	0	0	0	0	0	0	0	0	5	12	8	3	0	0	0	0	0	0	0	0	24.3	19.6	4.5
0700 - 1900	**267**	**62**	**71**	**57**	**77**	**16**	**11**	**197**	**1**	**40**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**37**	**129**	**76**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.4**	**4.5**
0600 - 2200	**384**	**97**	**106**	**87**	**94**	**24**	**18**	**284**	**1**	**55**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**10**	**56**	**188**	**104**	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.1**	**4.5**
0600 - 0000	**452**	**108**	**130**	**102**	**112**	**28**	**24**	**336**	**1**	**61**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**11**	**68**	**218**	**125**	**25**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.1**	**4.5**
0000 - 0000	**546**	**132**	**158**	**122**	**134**	**31**	**27**	**417**	**1**	**68**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**82**	**250**	**160**	**37**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.3**	**4.5**

Saturday 18 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	39	7	11	5	16	0	1	36	0	2	0	0	0	0	0	0	0	0	0	3	23	11	2	0	0	0	0	0	0	0	0	23.1	19.5	3.5
0100 - 0200	43	11	7	13	12	0	2	39	0	2	0	0	0	0	0	0	0	0	1	4	15	22	1	0	0	0	0	0	0	0	0	24.2	20.1	4.0
0200 - 0300	40	11	14	5	10	2	0	36	0	2	0	0	0	0	0	0	0	0	1	10	16	10	2	1	0	0	0	0	0	0	0	23.9	18.6	5.1
0300 - 0400	39	10	9	10	10	0	1	35	0	3	0	0	0	0	0	0	0	0	1	7	7	21	3	0	0	0	0	0	0	0	0	25.3	20.3	4.8
0400 - 0500	29	6	9	7	7	0	1	26	0	2	0	0	0	0	0	0	0	0	1	0	16	9	3	0	0	0	0	0	0	0	0	24.5	20.2	4.1
0500 - 0600	10	5	3	1	1	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	26.8	22.0	4.6
0600 - 0700	6	3	1	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	24.0	21.3	2.6
0700 - 0800																																		
0800 - 0900																																		
0900 - 1000																																		
1000 - 1100																																		
1100 - 1200																																		
1200 - 1300																																		
1300 - 1400																																		
1400 - 1500																																		
1500 - 1600																																		
1600 - 1700																																		
1700 - 1800																																		
1800 - 1900																																		
1900 - 2000																																		
2000 - 2100																																		
2100 - 2200																																		
2200 - 2300																																		
2300 - 0000																																		
0700 - 1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
0600 - 2200	**6**	**3**	**1**	**1**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**21.3**	**2.6**
0600 - 0000	**6**	**3**	**1**	**1**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**21.3**	**2.6**
0000 - 0000	**206**	**53**	**54**	**42**	**57**	**2**	**5**	**188**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**25**	**81**	**82**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.4**	**19.9**	**4.3**

Wednesday 22 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100																																		
0100 - 0200																																		
0200 - 0300																																		
0300 - 0400																																		
0400 - 0500																																		
0500 - 0600																																		
0600 - 0700																																		
0700 - 0800																																		
0800 - 0900																																		
0900 - 1000																																		
1000 - 1100																																		
1100 - 1200																																		
1200 - 1300																																		
1300 - 1400																																		
1400 - 1500																																		
1500 - 1600																																		
1600 - 1700																																		
1700 - 1800																																		
1800 - 1900																																		
1900 - 2000	26	1	5	11	9	2	3	18	0	3	0	0	0	0	0	0	0	0	1	3	10	12	0	0	0	0	0	0	0	0	0	23.6	19.3	4.1
2000 - 2100	32	6	5	10	11	0	3	27	0	2	0	0	0	0	0	0	0	0	2	6	13	11	0	0	0	0	0	0	0	0	0	22.8	18.2	4.5
2100 - 2200	36	7	10	10	9	4	3	28	0	1	0	0	0	0	0	0	0	0	0	11	16	6	2	1	0	0	0	0	0	0	0	23.4	18.3	4.9
2200 - 2300	20	4	5	5	6	1	2	17	0	0	0	0	0	0	0	0	0	0	0	2	11	5	2	0	0	0	0	0	0	0	0	24.0	19.8	4.1
2300 - 0000	20	6	4	3	7	1	1	17	0	1	0	0	0	0	0	0	0	0	0	3	7	9	1	0	0	0	0	0	0	0	0	24.3	20.0	4.1
0700 - 1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
0600 - 2200	**94**	**14**	**20**	**31**	**29**	**6**	**9**	**73**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**20**	**39**	**29**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18.5**	**4.5**
0600 - 0000	**134**	**24**	**29**	**39**	**42**	**8**	**12**	**107**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**57**	**43**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.9**	**4.4**
0000 - 0000	**134**	**24**	**29**	**39**	**42**	**8**	**12**	**107**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**25**	**57**	**43**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.9**	**4.4**

Thursday 23 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	21	6	6	6	3	1	1	18	0	1	0	0	0	0	0	0	0	0	0	2	9	10	0	0	0	0	0	0	0	0	0	23.4	19.9	3.3
0100 - 0200	8	1	2	1	4	0	1	7	0	0	0	0	0	0	0	0	0	0	0	1	4	2	0	1	0	0	0	0	0	0	0	26.7	20.5	6.0
0200 - 0300	6	2	2	2	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	29.9	23.8	5.8
0300 - 0400	3	3	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	19.3	16.3	2.9
0400 - 0500	3	0	2	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	23.2	18.0	5.0
0500 - 0600	3	0	0	2	1	1	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	22.3	16.3	5.8
0600 - 0700	7	1	1	2	3	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	2	3	2	0	0	0	0	0	0	0	0	27.2	23.0	4.1
0700 - 0800	18	7	5	4	2	5	0	8	0	5	0	0	0	0	0	0	0	0	0	4	9	5	0	0	0	0	0	0	0	0	0	22.0	18.3	3.6
0800 - 0900	27	6	8	5	8	6	0	19	0	2	0	0	0	0	0	0	0	0	1	9	8	7	2	0	0	0	0	0	0	0	0	23.4	18.0	5.2
0900 - 1000	18	6	4	5	3	4	0	9	0	5	0	0	0	0	0	0	0	0	2	3	7	4	2	0	0	0	0	0	0	0	0	24.3	18.3	5.8
1000 - 1100	14	4	3	4	3	1	0	10	0	3	0	0	0	0	0	0	0	0	0	3	9	1	1	0	0	0	0	0	0	0	0	22.1	18.0	3.9
1100 - 1200	28	4	7	8	9	1	0	22	0	5	0	0	0	0	0	0	0	0	1	4	13	8	2	0	0	0	0	0	0	0	0	23.8	19.1	4.6
1200 - 1300	20	5	8	1	6	1	1	13	0	5	0	0	0	0	0	0	0	0	0	2	10	7	1	0	0	0	0	0	0	0	0	23.6	19.8	3.7
1300 - 1400	33	8	9	6	10	2	2	26	0	3	0	0	0	0	0	0	0	0	0	4	15	13	1	0	0	0	0	0	0	0	0	23.5	19.7	3.7
1400 - 1500	21	6	9	1	5	1	1	14	0	5	0	0	0	0	0	0	0	0	0	2	11	7	1	0	0	0	0	0	0	0	0	23.5	19.7	3.7
1500 - 1600	27	6	10	7	4	2	0	19	0	6	0	0	0	0	0	0	0	0	1	1	9	15	1	0	0	0	0	0	0	0	0	24.8	20.6	4.0
1600 - 1700	32	4	9	12	7	2	4	25	0	1	0	0	0	0	0	0	0	0	2	7	16	6	1	0	0	0	0	0	0	0	0	22.2	17.5	4.5
1700 - 1800	33	8	8	13	4	4	4	22	0	3	0	0	0	0	0	0	0	0	2	8	15	8	0	0	0	0	0	0	0	0	0	21.8	17.4	4.3
1800 - 1900	36	15	11	5	5	3	1	28	0	3	0	1	0	0	0	0	0	0	0	7	18	9	2	0	0	0	0	0	0	0	0	23.0	18.8	4.1
1900 - 2000	31	11	8	8	4	2	6	20	0	3	0	0	0	0	0	0	0	0	1	2	17	8	2	1	0	0	0	0	0	0	0	24.7	19.8	4.8
2000 - 2100	25	7	7	7	4	2	2	17	0	4	0	0	0	0	0	0	0	0	0	5	13	7	0	0	0	0	0	0	0	0	0	22.0	18.4	3.5
2100 - 2200	36	7	7	6	16	2	2	30	0	2	0	0	0	0	0	0	0	0	1	3	20	11	1	0	0	0	0	0	0	0	0	23.1	19.1	3.8
2200 - 2300	44	10	8	13	13	2	2	39	0	1	0	0	0	0	0	0	0	0	0	7	18	15	3	0	1	0	0	0	0	0	0	25.2	20.0	5.0
2300 - 0000	31	4	7	9	11	1	2	28	0	0	0	0	0	0	0	0	0	0	0	4	13	12	2	0	0	0	0	0	0	0	0	24.1	19.9	4.0
0700 - 1900	**307**	**79**	**91**	**71**	**66**	**32**	**13**	**215**	**0**	**46**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**54**	**140**	**90**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.2**	**18.7**	**4.3**
0600 - 2200	**406**	**105**	**114**	**94**	**93**	**38**	**23**	**286**	**0**	**58**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**64**	**192**	**119**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.4**	**18.9**	**4.3**
0600 - 0000	**481**	**119**	**129**	**116**	**117**	**41**	**27**	**353**	**0**	**59**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**75**	**223**	**146**	**24**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**19.1**	**4.4**
0000 - 0000	**525**	**131**	**141**	**128**	**125**	**43**	**32**	**388**	**0**	**61**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**83**	**239**	**162**	**27**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.7**	**19.2**	**4.4**

Friday 24 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	27	9	8	3	7	0	1	25	0	1	0	0	0	0	0	0	0	0	1	0	8	14	2	2	0	0	0	0	0	0	0	27.3	22.1	5.0
0100 - 0200	20	4	3	10	3	0	1	18	0	1	0	0	0	0	0	0	0	0	0	1	5	13	1	0	0	0	0	0	0	0	0	24.9	21.5	3.3
0200 - 0300	13	2	2	5	4	0	1	11	0	1	0	0	0	0	0	0	0	0	1	0	6	5	1	0	0	0	0	0	0	0	0	24.9	19.9	4.8
0300 - 0400	20	5	8	3	4	0	0	20	0	0	0	0	0	0	0	0	0	0	0	6	6	8	0	0	0	0	0	0	0	0	0	22.9	18.5	4.3
0400 - 0500	4	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	25.7	20.5	5.0
0500 - 0600	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	-	18.0	-
0600 - 0700	11	4	2	0	5	0	0	4	0	5	0	2	0	0	0	0	0	0	0	0	5	4	2	0	0	0	0	0	0	0	0	25.7	21.6	3.9
0700 - 0800	18	8	1	4	5	1	1	12	0	4	0	0	0	0	0	0	0	0	0	3	10	4	1	0	0	0	0	0	0	0	0	22.9	18.8	3.9
0800 - 0900	21	6	7	4	4	3	0	15	0	3	0	0	0	0	0	0	0	0	3	2	10	6	0	0	0	0	0	0	0	0	0	22.7	17.5	5.0
0900 - 1000	26	7	6	4	9	5	0	19	0	2	0	0	0	0	0	0	0	0	3	6	12	2	2	1	0	0	0	0	0	0	0	23.7	17.4	6.1
1000 - 1100	20	8	4	3	5	0	1	16	0	3	0	0	0	0	0	0	0	0	0	0	6	13	1	0	0	0	0	0	0	0	0	24.6	21.8	2.8
1100 - 1200	23	3	6	5	9	4	3	11	0	5	0	0	0	0	0	0	0	0	1	7	7	7	1	0	0	0	0	0	0	0	0	23.2	18.0	5.0
1200 - 1300	25	7	4	7	7	2	1	18	0	4	0	0	0	0	0	0	0	0	1	7	9	6	2	0	0	0	0	0	0	0	0	23.5	18.2	5.1
1300 - 1400	25	5	7	7	6	4	1	16	0	4	0	0	0	0	0	0	0	0	2	6	8	8	1	0	0	0	0	0	0	0	0	23.4	18.0	5.2
1400 - 1500	37	5	10	8	14	1	3	28	0	5	0	0	0	0	0	0	0	0	0	2	18	15	2	0	0	0	0	0	0	0	0	23.9	20.3	3.5
1500 - 1600	31	10	5	7	9	2	0	24	0	4	0	1	0	0	0	0	0	0	1	3	16	9	2	0	0	0	0	0	0	0	0	23.7	19.3	4.3
1600 - 1700	26	4	14	4	4	1	0	21	0	4	0	0	0	0	0	0	0	0	0	7	11	8	0	0	0	0	0	0	0	0	0	22.2	18.2	3.9
1700 - 1800	25	9	5	7	4	3	4	16	0	2	0	0	0	0	0	0	0	0	1	6	11	7	0	0	0	0	0	0	0	0	0	22.2	17.8	4.2
1800 - 1900	34	9	5	11	9	4	5	22	0	2	0	1	0	0	0	0	0	0	2	6	10	14	2	0	0	0	0	0	0	0	0	24.4	19.2	5.1
1900 - 2000	34	13	10	7	4	2	8	20	0	4	0	0	0	0	0	0	0	0	0	5	15	9	4	1	0	0	0	0	0	0	0	25.3	20.2	5.0
2000 - 2100	35	13	5	10	7	3	3	27	0	2	0	0	0	0	0	0	0	0	1	6	12	11	5	0	0	0	0	0	0	0	0	25.2	19.9	5.2
2100 - 2200	44	9	13	15	7	4	1	38	0	1	0	0	0	0	0	0	0	0	0	10	24	8	2	0	0	0	0	0	0	0	0	22.2	18.2	3.9
2200 - 2300	40	13	9	5	13	0	1	37	0	2	0	0	0	0	0	0	0	0	2	2	11	21	4	0	0	0	0	0	0	0	0	25.7	20.9	4.7
2300 - 0000	41	11	13	10	7	1	1	39	0	1	0	0	0	0	0	0	0	0	0	4	20	14	3	0	0	0	0	0	0	0	0	23.9	20.0	3.9
0700 - 1900	**311**	**81**	**74**	**71**	**85**	**30**	**19**	**218**	**0**	**42**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**55**	**128**	**99**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.6**	**18.8**	**4.6**
0600 - 2200	**435**	**120**	**104**	**103**	**108**	**39**	**31**	**307**	**0**	**54**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**76**	**184**	**131**	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23.8**	**19.0**	**4.7**
0600 - 0000	**516**	**144**	**126**	**118**	**128**	**39**	**33**	**383**	**0**	**57**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**82**	**215**	**166**	**34**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.0**	**19.2**	**4.6**
0000 - 0000	**601**	**165**	**149**	**140**	**147**	**39**	**36**	**461**	**0**	**61**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**90**	**241**	**209**	**38**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**19.4**	**4.6**

Manchester ATC

Report Id 593/25
Site Name Site 1 of 1
Description Sackville Street, 10m south of Altrincham Street
Direction Southbound

Wednesday 15 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100																																		
0100 - 0200																																		
0200 - 0300																																		
0300 - 0400																																		
0400 - 0500																																		
0500 - 0600																																		
0600 - 0700																																		
0700 - 0800																																		
0800 - 0900																																		
0900 - 1000																																		
1000 - 1100																																		
1100 - 1200																																		
1200 - 1300																																		
1300 - 1400																																		
1400 - 1500																																		
1500 - 1600	28	0	0	8	20	0	0	24	0	4	0	0	0	0	0	0	0	0	0	7	16	5	0	0	0	0	0	0	0	0	21.1	17.6	3.3
1600 - 1700	157	24	45	51	37	12	2	127	0	16	0	0	0	0	0	0	0	0	2	30	90	31	3	0	1	0	0	0	0	0	22.3	18.2	3.9
1700 - 1800	168	43	46	38	41	15	1	145	0	7	0	0	0	0	0	0	0	0	8	58	67	34	1	0	0	0	0	0	0	0	21.3	16.9	4.2
1800 - 1900	97	32	36	13	16	6	1	87	0	2	1	0	0	0	0	0	0	0	3	11	50	27	5	1	0	0	0	0	0	0	23.7	19.2	4.4
1900 - 2000	73	29	17	15	12	3	0	67	0	3	0	0	0	0	0	0	0	0	3	10	42	15	3	0	0	0	0	0	0	0	22.6	18.3	4.1
2000 - 2100	62	24	10	14	14	4	4	53	0	1	0	0	0	0	0	0	0	0	1	7	30	22	2	0	0	0	0	0	0	0	23.4	19.4	3.9
2100 - 2200	48	5	24	11	8	0	1	43	0	3	1	0	0	0	0	0	0	0	2	5	31	9	1	0	0	0	0	0	0	0	22.1	18.2	3.7
2200 - 2300	36	9	11	10	6	4	1	31	0	0	0	0	0	0	0	0	0	0	0	8	16	11	1	0	0	0	0	0	0	0	22.8	18.7	4.0
2300 - 0000	22	7	3	8	4	2	0	19	0	1	0	0	0	0	0	0	0	0	0	2	14	5	1	0	0	0	0	0	0	0	22.7	19.1	3.4
0700 - 1900	**450**	**99**	**127**	**110**	**114**	**33**	**4**	**383**	**0**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**106**	**223**	**97**	**9**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**22.2**	**17.9**	**4.2**
0600 - 2200	**633**	**157**	**178**	**150**	**148**	**40**	**9**	**546**	**0**	**36**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**128**	**326**	**143**	**15**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**22.4**	**18.1**	**4.1**
0600 - 0000	**691**	**173**	**192**	**168**	**158**	**46**	**10**	**596**	**0**	**37**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**138**	**356**	**159**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**22.4**	**18.2**	**4.1**
0000 - 0000	**691**	**173**	**192**	**168**	**158**	**46**	**10**	**596**	**0**	**37**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**138**	**356**	**159**	**17**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**22.4**	**18.2**	**4.1**

Thursday 16 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	18	4	5	7	2	1	0	17	0	0	0	0	0	0	0	0	0	0	0	2	5	11	0	0	0	0	0	0	0	0	24.2	20.5	3.5
0100 - 0200	15	2	4	7	2	0	0	14	0	0	1	0	0	0	0	0	0	0	1	2	9	3	0	0	0	0	0	0	0	0	21.8	17.7	4.0
0200 - 0300	6	2	1	1	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	0	21.1	17.2	3.8
0300 - 0400	9	1	3	2	3	0	0	8	0	0	1	0	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0	23.0	20.2	2.6
0400 - 0500	3	1	1	0	1	1	0	1	0	0	0	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	17.7	14.7	2.9
0500 - 0600	8	1	0	3	4	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	2	5	1	0	0	0	0	0	0	0	25.7	22.4	3.2
0600 - 0700	27	1	7	7	12	1	0	22	0	4	0	0	0	0	0	0	0	0	0	6	13	7	1	0	0	0	0	0	0	0	22.7	18.6	4.0
0700 - 0800	46	17	8	8	13	1	0	39	0	5	1	0	0	0	0	0	0	0	0	6	25	14	1	0	0	0	0	0	0	0	22.7	19.1	3.5
0800 - 0900	99	19	22	23	35	4	0	79	0	14	2	0	0	0	0	0	0	0	0	20	49	28	2	0	0	0	0	0	0	0	22.5	18.6	3.7
0900 - 1000	157	37	38	38	44	6	1	131	0	19	0	0	0	0	0	0	0	0	1	30	81	41	4	0	0	0	0	0	0	0	22.5	18.5	3.8
1000 - 1100	91	26	24	23	18	0	1	70	0	18	1	1	0	0	0	0	0	0	3	20	46	19	3	0	0	0	0	0	0	0	22.3	17.9	4.2
1100 - 1200	74	16	14	20	24	1	0	57	0	14	1	1	0	0	0	0	0	0	4	25	26	16	3	0	0	0	0	0	0	0	22.2	17.3	4.8
1200 - 1300	68	18	19	13	18	4	0	49	0	13	1	1	0	0	0	0	0	0	1	8	37	18	3	1	0	0	0	0	0	0	23.6	19.3	4.2
1300 - 1400	89	27	18	29	15	4	2	69	0	14	0	0	0	0	0	0	0	0	4	13	53	18	1	0	0	0	0	0	0	0	21.9	17.9	3.8
1400 - 1500	60	6	12	14	28	0	1	51	0	8	0	0	0	0	0	0	0	0	1	11	39	9	0	0	0	0	0	0	0	0	21.0	17.7	3.2
1500 - 1600	89	27	19	14	29	4	0	70	0	15	0	0	0	0	0	0	0	0	2	18	49	16	3	1	0	0	0	0	0	0	22.5	18.2	4.2
1600 - 1700	141	24	37	44	36	7	0	119	0	15	0	0	0	0	0	0	0	0	3	29	63	41	5	0	0	0	0	0	0	0	23.0	18.6	4.2
1700 - 1800	173	46	43	40	44	9	1	156	0	7	0	0	0	0	0	0	0	0	4	45	92	30	2	0	0	0	0	0	0	0	21.3	17.5	3.8
1800 - 1900	118	40	30	23	25	3	2	105	0	7	0	1	0	0	0	0	0	0	3	10	62	41	2	0	0	0	0	0	0	0	23.1	19.2	3.7
1900 - 2000	100	32	33	17	18	3	1	87	0	9	0	0	0	0	0	0	0	0	2	19	54	23	2	0	0	0	0	0	0	0	22.2	18.2	3.8
2000 - 2100	64	16	21	17	10	4	0	58	0	2	0	0	0	0	0	0	0	0	1	15	34	13	1	0	0	0	0	0	0	0	21.8	17.8	3.8
2100 - 2200	63	21	21	10	11	9	1	49	0	4	0	0	0	0	0	0	0	0	6	14	21	16	5	0	1	0	0	0	0	0	24.6	18.3	6.0
2200 - 2300	46	7	15	12	12	1	2	41	0	1	1	0	0	0	0	0	0	0	1	6	25	12	2	0	0	0	0	0	0	0	23.0	18.9	4.0
2300 - 0000	47	14	12	12	9	3	2	42	0	0	0	0	0	0	0	0	0	0	1	9	22	13	2	0	0	0	0	0	0	0	23.0	18.6	4.2
0700 - 1900	**1205**	**303**	**284**	**289**	**329**	**43**	**8**	**995**	**0**	**149**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**235**	**622**	**291**	**29**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**18.3**	**4.0**
0600 - 2200	**1459**	**373**	**366**	**340**	**380**	**60**	**10**	**1211**	**0**	**168**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**289**	**744**	**350**	**38**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**22.5**	**18.3**	**4.1**
0600 - 0000	**1552**	**394**	**393**	**394**	**401**	**64**	**14**	**1294**	**0**	**169**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**304**	**791**	**375**	**42**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**22.5**	**18.3**	**4.1**
0000 - 0000	**1611**	**405**	**407**	**384**	**415**	**66**	**14**	**1346**	**0**	**171**	**9**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**38**	**312**	**816**	**399**	**43**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**22.5**	**18.3**	**4.1**

Friday 17 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	21	7	6	6	2	1	0	20	0	0	0	0	0	0	0	0	0	0	1	6	7	6	1	0	0	0	0	0	0	0	0	23.2	18.0	5.0
0100 - 0200	20	6	6	5	3	2	1	17	0	0	0	0	0	0	0	0	0	0	0	8	8	4	0	0	0	0	0	0	0	0	0	21.0	17.0	3.8
0200 - 0300	16	8	2	2	4	0	0	16	0	0	0	0	0	0	0	0	0	0	0	1	12	2	1	0	0	0	0	0	0	0	0	22.3	18.9	3.3
0300 - 0400	6	1	2	0	3	0	0	4	0	2	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	0	0	0	0	0	0	24.8	20.5	4.2
0400 - 0500	6	0	3	0	3	1	0	5	0	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	0	25.7	18.8	6.6
0500 - 0600	8	1	0	3	4	1	0	6	0	1	0	0	0	0	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	0	0	22.9	19.3	3.5
0600 - 0700	21	1	9	3	8	1	0	14	0	6	0	0	0	0	0	0	0	0	0	3	9	7	2	0	0	0	0	0	0	0	0	24.4	19.9	4.3
0700 - 0800	49	12	11	7	19	1	2	38	0	7	1	0	0	0	0	0	0	0	1	15	19	11	2	0	1	0	0	0	0	0	0	23.7	18.2	5.3
0800 - 0900	70	17	16	22	15	4	0	60	0	5	1	0	0	0	0	0	0	0	2	12	34	21	1	0	0	0	0	0	0	0	0	22.7	18.5	4.0
0900 - 1000	105	24	21	33	27	4	0	87	0	14	0	0	0	0	0	0	0	0	2	9	61	28	3	2	0	0	0	0	0	0	0	23.5	19.3	4.0
1000 - 1100	76	18	17	16	25	0	0	60	0	15	0	1	0	0	0	0	0	0	2	16	41	16	1	0	0	0	0	0	0	0	0	21.8	17.9	3.8
1100 - 1200	91	21	31	16	23	1	1	71	0	18	0	0	0	0	0	0	0	0	4	17	36	31	2	1	0	0	0	0	0	0	0	23.6	18.7	4.7
1200 - 1300	72	25	18	16	13	3	1	57	0	11	0	0	0	0	0	0	0	0	2	15	32	22	1	0	0	0	0	0	0	0	0	22.6	18.3	4.1
1300 - 1400	97	24	20	25	28	4	0	75	0	18	0	0	0	0	0	0	0	0	1	14	54	25	3	0	0	0	0	0	0	0	0	22.6	18.8	3.7
1400 - 1500	94	15	21	33	25	4	0	76	0	13	0	1	0	0	0	0	0	0	2	18	54	18	2	0	0	0	0	0	0	0	0	21.9	18.0	3.7
1500 - 1600	88	24	22	20	22	3	0	75	0	10	0	0	0	0	0	0	0	0	4	21	49	13	1	0	0	0	0	0	0	0	0	21.2	17.2	3.9
1600 - 1700	108	25	24	18	41	8	0	86	1	13	0	0	0	0	0	0	0	0	4	28	55	21	0	0	0	0	0	0	0	0	0	21.3	17.3	3.8
1700 - 1800	149	40	36	37	36	11	1	132	0	5	0	0	0	0	0	0	0	0	5	31	74	36	3	0	0	0	0	0	0	0	0	22.3	18.0	4.1
1800 - 1900	163	54	46	34	29	5	3	141	0	14	0	0	0	0	0	0	0	0	9	42	72	37	3	0	0	0	0	0	0	0	0	22.0	17.5	4.4
1900 - 2000	135	24	25	46	40	1	1	126	0	7	0	0	0	0	0	0	0	0	3	13	76	40	3	0	0	0	0	0	0	0	0	22.8	19.0	3.7
2000 - 2100	116	33	27	23	33	2	1	110	1	1	1	0	0	0	0	0	0	0	1	25	61	22	5	2	0	0	0	0	0	0	0	23.0	18.5	4.4
2100 - 2200	157	49	37	27	44	3	1	149	1	3	0	0	0	0	0	0	0	0	5	35	83	30	3	1	0	0	0	0	0	0	0	22.1	17.8	4.1
2200 - 2300	136	37	24	41	34	3	1	126	0	6	0	0	0	0	0	0	0	0	3	26	68	36	2	1	0	0	0	0	0	0	0	22.6	18.4	4.1
2300 - 0000	83	23	21	14	25	0	0	79	0	3	0	1	0	0	0	0	0	0	3	12	53	14	1	0	0	0	0	0	0	0	0	21.6	17.9	3.6
0700 - 1900	**1162**	**299**	**283**	**277**	**303**	**48**	**8**	**958**	**1**	**143**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**38**	**238**	**581**	**279**	**22**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.4**	**18.1**	**4.1**
0600 - 2200	**1591**	**406**	**381**	**376**	**428**	**55**	**11**	**1357**	**3**	**160**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**314**	**810**	**378**	**35**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**18.2**	**4.1**
0600 - 0000	**1810**	**466**	**426**	**431**	**487**	**58**	**12**	**1562**	**3**	**169**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**352**	**931**	**428**	**38**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**18.2**	**4.1**
0000 - 0000	**1887**	**489**	**445**	**447**	**506**	**63**	**13**	**1630**	**3**	**172**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**368**	**969**	**445**	**42**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**18.2**	**4.1**

Saturday 18 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	64	17	12	16	19	2	0	59	0	3	0	0	0	0	0	0	0	0	2	11	33	15	3	0	0	0	0	0	0	0	0	22.9	18.5	4.2
0100 - 0200	47	14	7	13	13	2	0	43	0	2	0	0	0	0	0	0	0	0	2	13	18	11	3	0	0	0	0	0	0	0	0	23.1	18.0	4.9
0200 - 0300	52	14	13	15	10	0	0	52	0	0	0	0	0	0	0	0	0	0	4	7	24	17	0	0	0	0	0	0	0	0	0	22.8	18.2	4.4
0300 - 0400	47	13	5	15	14	1	0	43	1	2	0	0	0	0	0	0	0	0	3	8	20	11	2	2	1	0	0	0	0	0	0	25.6	19.2	6.2
0400 - 0500	30	8	9	7	6	3	0	25	0	2	0	0	0	0	0	0	0	0	0	6	14	9	1	0	0	0	0	0	0	0	0	22.9	18.8	4.0
0500 - 0600	22	4	8	3	7	2	0	19	0	1	0	0	0	0	0	0	0	0	1	2	11	8	0	0	0	0	0	0	0	0	0	23.0	18.9	4.0
0600 - 0700	9	5	1	1	2	0	0	8	0	1	0	0	0	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	0	24.2	19.7	4.3
0700 - 0800																																		
0800 - 0900																																		
0900 - 1000																																		
1000 - 1100																																		
1100 - 1200																																		
1200 - 1300																																		
1300 - 1400																																		
1400 - 1500																																		
1500 - 1600																																		
1600 - 1700																																		
1700 - 1800																																		
1800 - 1900																																		
1900 - 2000																																		
2000 - 2100																																		
2100 - 2200																																		
2200 - 2300																																		
2300 - 0000																																		
0700 - 1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**	**-**
0600 - 2200	**9**	**5**	**1**	**1**	**2**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**19.7**	**4.3**
0600 - 0000	**9**	**5**	**1**	**1**	**2**	**0**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**24.2**	**19.7**	**4.3**
0000 - 0000	**271**	**75**	**55**	**70**	**71**	**10**	**0**	**249**	**1**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**49**	**122**	**76**	**9**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**23.5**	**18.6**	**4.7**

Wednesday 22 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100																																		
0100 - 0200																																		
0200 - 0300																																		
0300 - 0400																																		
0400 - 0500																																		
0500 - 0600																																		
0600 - 0700																																		
0700 - 0800																																		
0800 - 0900																																		
0900 - 1000																																		
1000 - 1100																																		
1100 - 1200																																		
1200 - 1300																																		
1300 - 1400																																		
1400 - 1500																																		
1500 - 1600																																		
1600 - 1700																																		
1700 - 1800																																		
1800 - 1900																																		
1900 - 2000	68	10	16	23	19	6	1	58	0	2	0	1	0	0	0	0	0	0	1	11	37	18	1	0	0	0	0	0	0	0	0	22.3	18.5	3.7
2000 - 2100	67	15	11	24	17	5	0	60	0	2	0	0	0	0	0	0	0	0	3	15	25	21	3	0	0	0	0	0	0	0	0	23.4	18.4	4.7
2100 - 2200	52	14	14	5	19	0	0	51	0	0	1	0	0	0	0	0	0	0	3	10	26	12	1	0	0	0	0	0	0	0	0	22.3	17.8	4.3
2200 - 2300	39	8	3	9	19	2	0	36	0	0	1	0	0	0	0	0	0	0	0	5	21	9	4	0	0	0	0	0	0	0	0	23.9	19.5	4.2
2300 - 0000	31	10	7	8	6	0	1	30	0	0	0	0	0	0	0	0	0	0	0	4	14	13	0	0	0	0	0	0	0	0	0	23.0	19.5	3.5
0700 - 1900	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13.0**	**13.0**	**0.0**
0600 - 2200	**189**	**41**	**41**	**52**	**55**	**11**	**1**	**171**	**0**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**38**	**88**	**51**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**18.2**	**4.3**
0600 - 0000	**259**	**59**	**51**	**69**	**80**	**13**	**2**	**237**	**0**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**47**	**123**	**73**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**18.6**	**4.2**
0000 - 0000	**259**	**59**	**51**	**69**	**80**	**13**	**2**	**237**	**0**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**47**	**123**	**73**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.9**	**18.6**	**4.2**

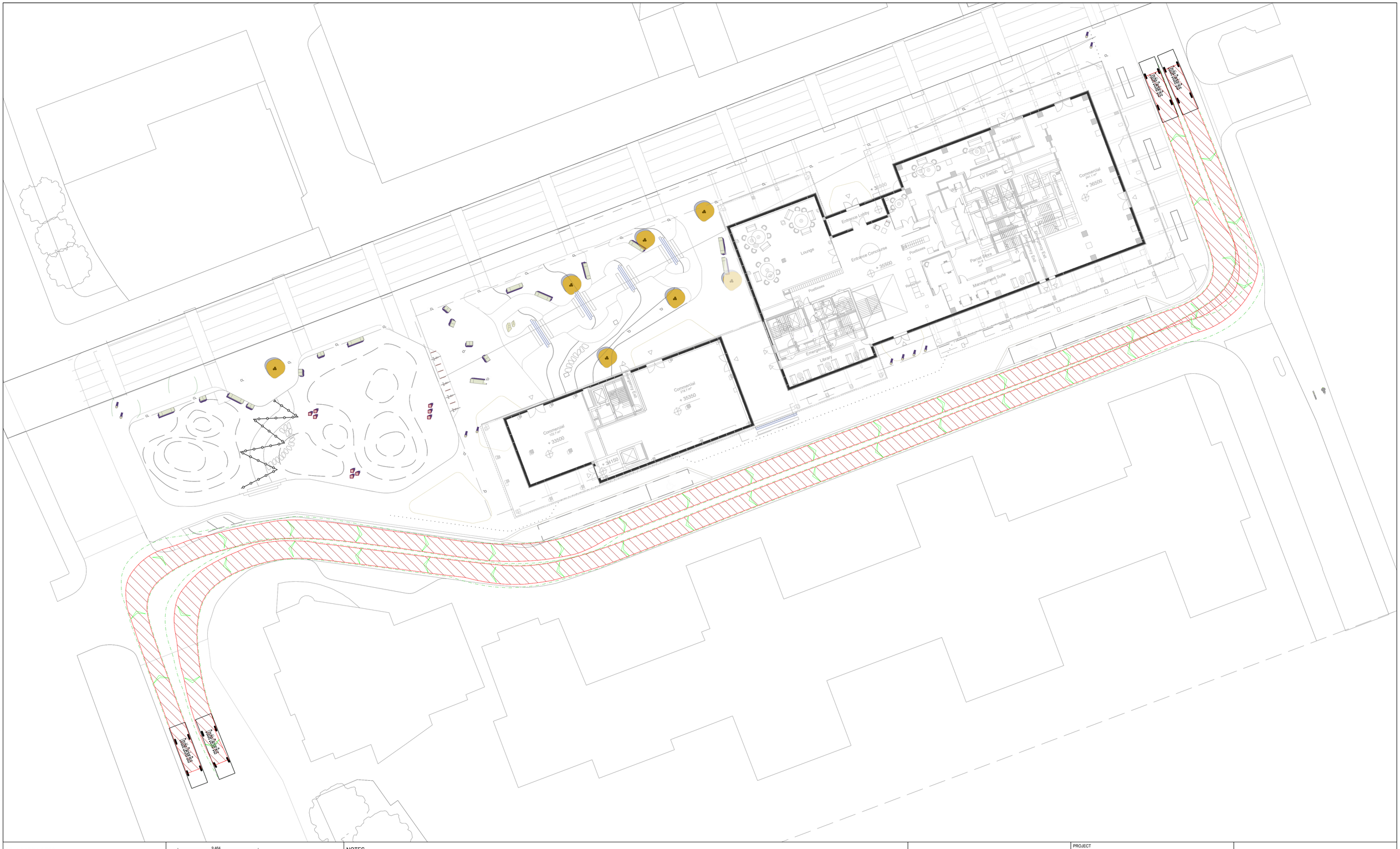
Thursday 23 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	15	3	5	4	3	1	1	13	0	0	0	0	0	0	0	0	0	0	0	2	9	4	0	0	0	0	0	0	0	0	0	22.0	18.7	3.2
0100 - 0200	12	5	5	0	2	1	0	11	0	0	0	0	0	0	0	0	0	0	2	1	3	5	0	1	0	0	0	0	0	0	0	26.6	19.3	7.1
0200 - 0300	6	1	0	1	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	23.9	19.7	4.1
0300 - 0400	7	1	3	1	2	0	0	6	0	0	1	0	0	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	0	0	0	22.3	18.7	3.5
0400 - 0500	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	13.0	13.0	0.0
0500 - 0600	6	3	0	1	2	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	24.0	21.3	2.6
0600 - 0700	22	3	7	6	6	2	0	17	0	3	0	0	0	0	0	0	0	0	1	2	8	11	0	0	0	0	0	0	0	0	0	23.9	19.6	4.2
0700 - 0800	54	19	8	16	11	2	0	45	0	6	1	0	0	0	0	0	0	0	0	7	28	16	3	0	0	0	0	0	0	0	0	23.3	19.4	3.8
0800 - 0900	95	14	17	32	32	4	0	78	0	12	1	0	0	0	0	0	0	0	1	19	34	38	3	0	0	0	0	0	0	0	0	23.6	19.2	4.2
0900 - 1000	126	24	39	32	31	2	0	99	1	23	1	0	0	0	0	0	0	0	0	13	71	38	4	0	0	0	0	0	0	0	0	22.9	19.3	3.4
1000 - 1100	93	41	21	15	16	2	2	76	0	12	1	0	0	0	0	0	0	0	4	17	54	17	1	0	0	0	0	0	0	0	0	21.6	17.7	3.8
1100 - 1200	76	20	24	13	19	2	0	64	0	10	0	0	0	0	0	0	0	0	2	10	41	22	1	0	0	0	0	0	0	0	0	22.6	18.7	3.8
1200 - 1300	67	16	16	13	22	0	1	55	0	11	0	0	0	0	0	0	0	0	1	12	37	17	0	0	0	0	0	0	0	0	0	21.9	18.2	3.5
1300 - 1400	68	20	18	19	11	2	2	53	0	11	0	0	0	0	0	0	0	0	0	7	38	22	1	0	0	0	0	0	0	0	0	22.6	19.3	3.3
1400 - 1500	80	12	26	24	18	4	2	64	0	9	1	0	0	0	0	0	0	0	5	15	40	19	1	0	0	0	0	0	0	0	0	22.2	17.8	4.3
1500 - 1600	98	20	24	21	33	5	1	81	0	10	1	0	0	0	0	0	0	0	2	31	40	21	4	0	0	0	0	0	0	0	0	22.3	17.7	4.4
1600 - 1700	160	30	48	37	45	8	5	131	1	14	0	0	0	1	0	0	0	0	6	43	85	24	2	0	0	0	0	0	0	0	0	21.2	17.2	3.9
1700 - 1800	164	33	49	30	52	13	2	138	0	9	2	0	0	0	0	0	0	0	9	32	81	38	4	0	0	0	0	0	0	0	0	22.4	17.9	4.3
1800 - 1900	133	38	28	34	33	10	3	115	0	4	0	1	0	0	0	0	0	0	1	18	70	38	5	1	0	0	0	0	0	0	0	23.2	19.2	3.9
1900 - 2000	96	26	24	24	22	6	1	88	0	1	0	0	0	0	0	0	0	0	1	23	44	24	4	0	0	0	0	0	0	0	0	22.7	18.4	4.2
2000 - 2100	77	20	17	22	18	1	0	75	1	0	0	0	0	0	0	0	0	0	1	12	32	28	4	0	0	0	0	0	0	0	0	23.8	19.4	4.2
2100 - 2200	54	15	15	16	8	1	2	50	0	1	0	0	0	0	0	0	0	0	1	10	28	15	0	0	0	0	0	0	0	0	0	22.1	18.3	3.7
2200 - 2300	64	11	21	14	18	5	2	54	0	3	0	0	0	0	0	0	0	0	1	9	28	23	3	0	0	0	0	0	0	0	0	23.7	19.4	4.1
2300 - 0000	35	8	6	8	13	1	1	32	0	1	0	0	0	0	0	0	0	0	0	4	19	11	1	0	0	0	0	0	0	0	0	22.9	19.3	3.5
0700 - 1900	**1214**	**287**	**318**	**286**	**323**	**54**	**18**	**999**	**2**	**131**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**31**	**224**	**619**	**310**	**29**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**18.4**	**4.0**
0600 - 2200	**1463**	**351**	**381**	**354**	**377**	**64**	**21**	**1229**	**3**	**136**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**35**	**271**	**731**	**388**	**37**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**18.4**	**4.0**
0600 - 0000	**1562**	**370**	**408**	**376**	**408**	**70**	**24**	**1315**	**3**	**140**	**8**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**36**	**284**	**778**	**422**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.6**	**18.5**	**4.0**
0000 - 0000	**1611**	**383**	**423**	**384**	**421**	**72**	**25**	**1359**	**3**	**141**	**9**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**38**	**292**	**798**	**440**	**41**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**18.5**	**4.0**

Friday 24 October 2025

Time	Hourly Totals	15 Minute Bin Drops 00-15	15-30	30-45	45-00	Number Vehicle Classes ARX Scheme Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	Vehicle Speed MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph	P-Tile 85%	Average Speed	Standard Deviation
0000 - 0100	18	7	2	6	3	0	0	16	0	2	0	0	0	0	0	0	0	0	0	2	9	7	0	0	0	0	0	0	0	0	0	22.9	19.4	3.3
0100 - 0200	17	7	4	3	3	3	1	13	0	0	0	0	0	0	0	0	0	0	1	3	8	5	0	0	0	0	0	0	0	0	0	22.5	18.0	4.3
0200 - 0300	12	6	1	4	1	0	0	12	0	0	0	0	0	0	0	0	0	0	0	2	5	5	0	0	0	0	0	0	0	0	0	23.2	19.3	3.8
0300 - 0400	17	2	5	5	5	0	0	15	0	1	1	0	0	0	0	0	0	0	2	5	4	5	1	0	0	0	0	0	0	0	0	23.5	17.4	5.8
0400 - 0500	6	2	1	3	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	22.3	19.7	2.6
0500 - 0600	12	1	0	2	9	0	0	11	0	1	0	0	0	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	0	0	0	23.7	19.7	3.9
0600 - 0700	21	2	5	9	5	1	0	15	0	5	0	0	0	0	0	0	0	0	0	2	9	9	1	0	0	0	0	0	0	0	0	24.0	20.1	3.7
0700 - 0800	52	8	10	13	21	1	0	43	0	8	0	0	0	0	0	0	0	0	0	7	28	17	0	0	0	0	0	0	0	0	0	22.4	19.0	3.3
0800 - 0900	88	21	20	21	26	5	0	74	0	9	0	0	0	0	0	0	0	0	0	16	39	31	2	0	0	0	0	0	0	0	0	23.0	19.1	3.8
0900 - 1000	119	39	31	19	30	2	0	103	0	14	0	0	0	0	0	0	0	0	0	15	67	34	3	0	0	0	0	0	0	0	0	22.6	19.1	3.4
1000 - 1100	90	24	24	21	21	1	0	69	1	19	0	0	0	0	0	0	0	0	0	8	49	31	2	0	0	0	0	0	0	0	0	22.9	19.5	3.3
1100 - 1200	84	16	17	24	27	2	0	73	0	9	0	0	0	0	0	0	0	0	2	10	36	33	2	1	0	0	0	0	0	0	0	24.0	19.5	4.2
1200 - 1300	93	28	17	25	23	3	0	78	0	12	0	0	0	0	0	0	0	0	3	12	47	30	1	0	0	0	0	0	0	0	0	22.8	18.8	3.9
1300 - 1400	67	18	17	18	14	4	1	45	0	17	0	0	0	0	0	0	0	0	0	12	39	13	3	0	0	0	0	0	0	0	0	22.4	18.5	3.7
1400 - 1500	75	17	20	20	18	1	4	63	0	6	1	0	0	0	0	0	0	0	2	19	33	19	2	0	0	0	0	0	0	0	0	22.4	18.0	4.3
1500 - 1600	117	30	28	25	34	2	3	98	0	13	1	0	0	0	0	0	0	0	6	32	58	19	2	0	0	0	0	0	0	0	0	21.4	17.1	4.1
1600 - 1700	152	30	33	43	46	5	1	131	1	13	0	1	0	0	0	0	0	0	2	41	75	33	1	0	0	0	0	0	0	0	0	21.6	17.7	3.8
1700 - 1800	181	53	54	38	36	6	1	163	0	10	0	0	0	0	1	0	0	0	6	45	85	43	2	0	0	0	0	0	0	0	0	21.9	17.7	4.1
1800 - 1900	125	26	24	32	43	2	1	113	1	8	0	0	0	0	0	0	0	0	1	15	67	38	4	0	0	0	0	0	0	0	0	22.9	19.2	3.7
1900 - 2000	170	34	60	36	40	4	5	151	0	9	0	1	0	0	0	0	0	0	1	20	82	59	7	1	0	0	0	0	0	0	0	23.6	19.6	3.9
2000 - 2100	124	38	27	33	26	1	5	115	0	3	0	0	0	0	0	0	0	0	1	16	68	34	4	0	1	0	0	0	0	0	0	23.3	19.1	4.0
2100 - 2200	150	28	34	36	52	5	4	135	0	3	3	0	0	0	0	0	0	0	1	25	69	51	4	0	0	0	0	0	0	0	0	23.1	19.1	3.9
2200 - 2300	134	33	33	26	42	1	1	126	0	6	0	0	0	0	0	0	0	0	1	19	73	40	1	0	0	0	0	0	0	0	0	22.4	18.8	3.5
2300 - 0000	108	28	24	32	24	1	0	103	0	3	1	0	0	0	0	0	0	0	1	14	65	26	2	0	0	0	0	0	0	0	0	22.2	18.6	3.4
0700 - 1900	**1243**	**310**	**295**	**299**	**339**	**34**	**11**	**1053**	**3**	**138**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**22**	**232**	**623**	**341**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**22.5**	**18.5**	**3.9**
0600 - 2200	**1708**	**412**	**421**	**413**	**462**	**45**	**25**	**1469**	**3**	**158**	**5**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**25**	**295**	**851**	**494**	**40**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.8**	**18.7**	**3.9**
0600 - 0000	**1950**	**473**	**478**	**471**	**528**	**47**	**26**	**1698**	**3**	**167**	**6**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**27**	**328**	**989**	**560**	**43**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**18.7**	**3.9**
0000 - 0000	**2032**	**498**	**491**	**494**	**549**	**50**	**27**	**1770**	**3**	**172**	**7**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**30**	**342**	**1023**	**590**	**44**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**22.7**	**18.7**	**3.9**

Appendix E – Charles Street Vehicle Tracking

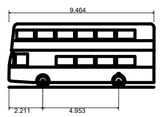


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2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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Double Decker Bus	
Overall Length	9.464m
Overall Width	2.500m
Overall Body Height	4.129m
Min Body Ground Clearance	0.300m
Track Width	2.300m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.972m

NOTES

1. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY.
2. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER VISIBILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

- CHASSIS ENVELOPE
- BODY ENVELOPE
- CHASSIS ENVELOPE (REVERSE)
- BODY ENVELOPE (REVERSE)

DATE	REV	DESCRIPTION	DRAWN	CHKD
07.01.25	P04	UPDATED LAYOUT	JS	RC
04.12.25	P02	UPDATED LAYOUT AND TRACKS	JS	RC
25.11.25	P02	UPDATED LAYOUT	JS	RC
12.11.25	P01	FIRST ISSUE	JS	RC

PROJECT: CHARLES STREET PBSA

TITLE: BUS TRACKING

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DRAWING STATUS	STATUS CODE
FOR INFORMATION	-

CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED	DRAWING No.	REV
4026	1:250	NOV'25	JS	RC	4026-CIV-XX-XX-D-H-40002	P04

FILE LOCATION PATH: \\FS01\PROJECTS DRIVE\PROJECTS HOT\4026 CHARLES STREET PBSA\004 BIM\CIVIL\SDRAWINGS\4026-CIV-XX-XX-D-H-40001.2 TRACKING.DWG

Appendix F – Proposed Adopted Highway Boundary



NOTES:

1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
3. THIS DRAWING MUST BE READ WITH THE RELEVANT SPECIFICATION DOCUMENTS AND DETAIL DRAWINGS. ANY DISCREPANCIES MUST BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
4. THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY.
5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
6. NOTE DRAWING SUITABILITY CODE SHOWN BELOW. DRAWING NOT TO BE USED FOR CONTRACTUAL AGREEMENT WITHOUT A1 STATUS.

THIS DRAWING WAS PLOTTED ON:
13/01/2026

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK

KEY

GENERAL INFORMATION

- PLANNING APPLICATION BOUNDARY
- TITLE BOUNDARY
- EXISTING ADOPTED HIGHWAY
- UNKOWN LAND OWNERSHIP
- LAND PROPOSED FOR ADOPTION
- EXISTING KERB LINE TO CHARLES STREET

ORIGINATOR
Layer.studio
MANCHESTER NEWCASTLE BRISTOL
W layer.studio T 01625 523 157 E manchester, newcastle or bristol@layer.studio

Client
RG GROUP

Project
Plot H, SISTER
Manchester

Drawing Title
PROPOSED ADOPTION ON GA - ALL BOUNDARIES

Created By	Checked By	Scale	Sheet Size
CL	MW	1:250	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
451	LYR	XX	ZZ	DWG	L	1004

Work Stage	Status	Revision
2	Planning	

Appendix G – Refuse Vehicle Tracking

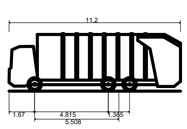


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2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

- DRAWING RECEIVED FROM LAYER ARCHITECTS ON 07.01.26- DRAWING REF. 451-LYR-XX-ZZ-DWG-L-1001 [CONCEPT GENERAL ARRANGEMENT] Rev 6

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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

NOTES
1. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY.
2. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER VISIBILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

- CHASSIS ENVELOPE
- BODY ENVELOPE
- CHASSIS ENVELOPE (REVERSE)
- BODY ENVELOPE (REVERSE)

DATE	REV	DESCRIPTION	DRAWN	CHKD
12.01.25	P04	UPDATED LAYOUT	JS	RC
04.12.25	P03	UPDATED LAYOUT	JS	RC
25.11.25	P02	UPDATED LAYOUT	JS	RC
12.11.25	P01	FIRST ISSUE	JS	RC

PROJECT
CHARLES STREET PBSA

TITLE
REFUSE VEHICLE TRACKING

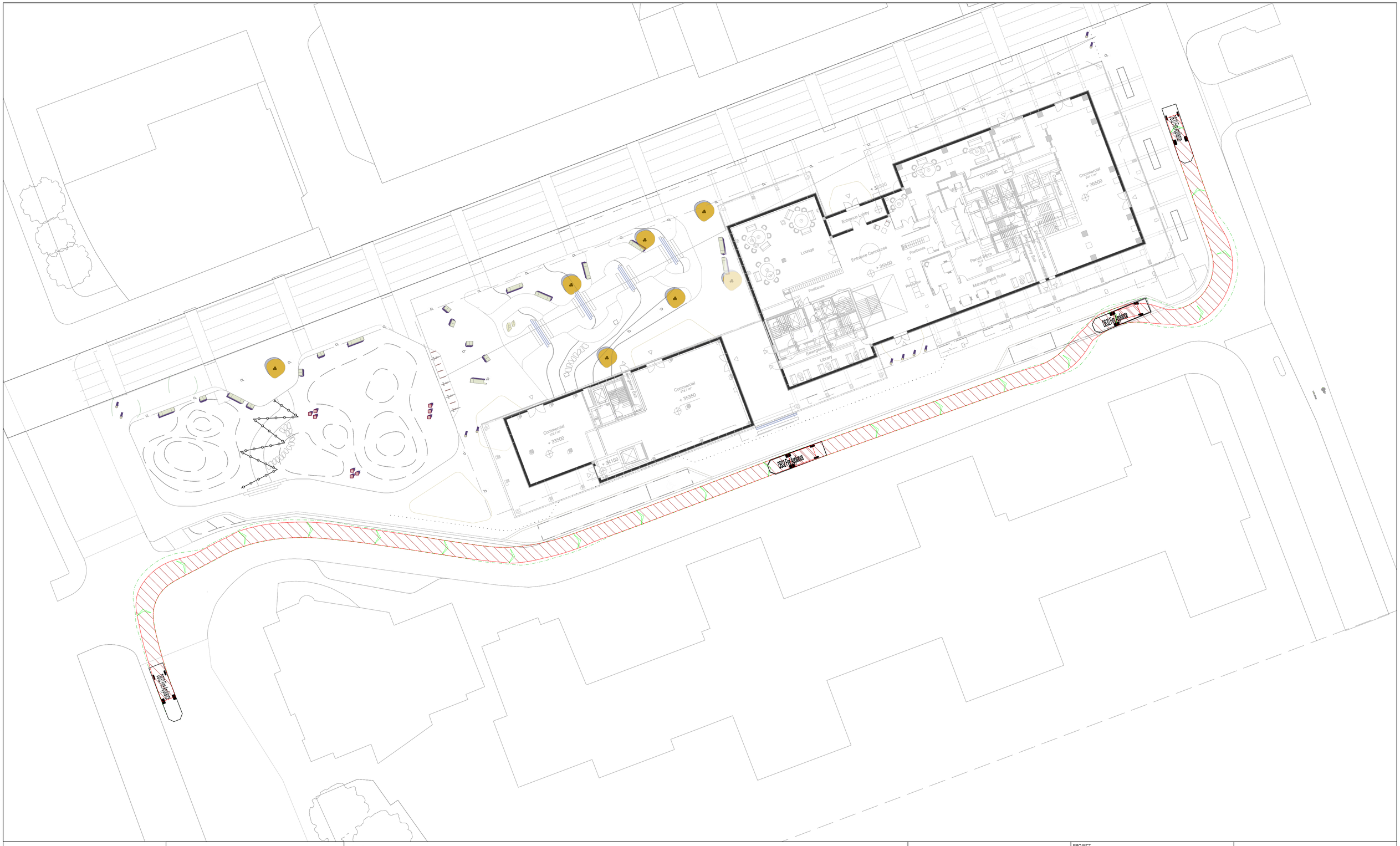
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CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED
4026	1:150	NOV'25	JS	RC

DRAWING STATUS: FOR INFORMATION
STATUS CODE: -
DRAWING No.: 4026-CIV-XX-XX-D-H-40001
REV: P04

FILE LOCATION PATH: P:\PROJECTS HOT\4026 CHARLES STREET PBSA\004 BIM\CIVIL\SIDRAWINGS\4026-CIV-XX-XX-D-H-40001.2 TRACKING.DWG

Appendix H – Fire Tender Vehicle Tracking



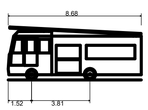
FILE LOCATION PATH: \\FS01\PROJECTS DRIVE\PROJECTS HOT\4026 CHARLES STREET PBSA\004 BIM\CIVILS\DRAWINGS\4026-CIV-XX-XX-D-H-40001.2 TRACKING.DWG

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4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

NOTES
1. THE VEHICLE MOVEMENT ENVELOPES SHOWN ARE GENERATED USING AUTODESK VEHICLE TRACKING SOFTWARE AND ARE INDICATIVE ONLY.
2. THE ENVELOPES SHOWN DO NOT MAKE ALLOWANCE FOR DRIVER VISIBILITY, GRADIENTS AND ALTERNATIVE VEHICLE SPECIFICATIONS.

KEY

- CHASSIS ENVELOPE
- BODY ENVELOPE
- CHASSIS ENVELOPE (REVERSE)
- BODY ENVELOPE (REVERSE)

DATE	REV	DESCRIPTION	DRAWN	CHKD
07.01.25	P02	UPDATED LAYOUT	JS	RC
16.12.25	P01	FIRST ISSUE	JS	RC

PROJECT
CHARLES STREET PBSA

TITLE
FIRE TENDER TRACKING

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CE PROJECT No.	SCALE @ A1	DATE CREATED	DRAWN	CHECKED
4026	1:250	DEC'25	JS	RC

DRAWING STATUS	STATUS CODE
FOR INFORMATION	-

DRAWING No.	REV
4026-CIV-XX-XX-D-H-40003	P02

Appendix I – TRICS Outputs

Calculation Reference: AUDIT-758701-230207-0215

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	HM	HAMMERSMITH AND FULHAM	1 days
	KI	KINGSTON	2 days
	LB	LAMBETH	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days

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

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: Number of residents
Actual Range: 200 to 1100 (units:)
Range Selected by User: 15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/14 to 25/06/21

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:

Tuesday	2 days
Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	2
Edge of Town Centre	4

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

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	4

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 Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

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:

All Surveys Included

Population within 1 mile:

25,001 to 50,000	4 days
50,001 to 100,000	2 days

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

Population within 5 miles:

250,001 to 500,000	3 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

Yes	1 days
No	5 days

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

PTAL Rating:

No PTAL Present	1 days
4 Good	2 days
6a Excellent	2 days
6b (High) Excellent	1 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 CN-03-G-01 STUDENT FLATS CAMDEN
SAINT PANCRAS WAY
KING'S CROSS

Edge of Town Centre
Built-Up Zone
Total Number of residents: 571
Survey date: TUESDAY *14/11/17* *Survey Type: MANUAL*

2 DY-03-G-02 STUDENT ACCOMMODATION DERBY
CATHEDRAL ROAD
DERBY

Town Centre
Built-Up Zone
Total Number of residents: 350
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

3 HM-03-G-02 STUDENT FLATS HAMMERSMITH AND FULHAM
PADDENSWICK ROAD
HAMMERSMITH

Edge of Town Centre
Residential Zone
Total Number of residents: 217
Survey date: FRIDAY *25/06/21* *Survey Type: MANUAL*

4 KI-03-G-01 STUDENT FLATS KINGSTON
PENRHYN ROAD
KINGSTON UPON THAMES

Edge of Town Centre
Built-Up Zone
Total Number of residents: 200
Survey date: WEDNESDAY *12/06/19* *Survey Type: MANUAL*

5 KI-03-G-02 STUDENT FLATS KINGSTON
CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Total Number of residents: 300
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

6 LB-03-G-02 STUDENT FLATS LAMBETH
WESTMINSTER BRIDGE RD
LAMBETH

Town Centre
Built-Up Zone
Total Number of residents: 1100
Survey date: TUESDAY *27/11/18* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 17.04

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.002	5	488	0.002	5	488	0.004
09:00 - 10:00	5	488	0.003	5	488	0.002	5	488	0.005
10:00 - 11:00	5	488	0.004	5	488	0.004	5	488	0.008
11:00 - 12:00	5	488	0.006	5	488	0.007	5	488	0.013
12:00 - 13:00	5	488	0.002	5	488	0.003	5	488	0.005
13:00 - 14:00	5	488	0.006	5	488	0.005	5	488	0.011
14:00 - 15:00	5	488	0.005	5	488	0.006	5	488	0.011
15:00 - 16:00	5	488	0.004	5	488	0.004	5	488	0.008
16:00 - 17:00	5	488	0.004	5	488	0.004	5	488	0.008
17:00 - 18:00	5	488	0.002	5	488	0.002	5	488	0.004
18:00 - 19:00	5	488	0.003	5	488	0.003	5	488	0.006
19:00 - 20:00	5	488	0.003	5	488	0.003	5	488	0.006
20:00 - 21:00	5	488	0.004	5	488	0.005	5	488	0.009
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.052			0.102

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

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

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Parameter summary

Trip rate parameter range selected:	200 - 1100 (units:)
Survey date date range:	01/01/14 - 25/06/21
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.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TAXIS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.000	5	488	0.000	5	488	0.000
10:00 - 11:00	5	488	0.001	5	488	0.001	5	488	0.002
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.002	5	488	0.002	5	488	0.004
13:00 - 14:00	5	488	0.001	5	488	0.001	5	488	0.002
14:00 - 15:00	5	488	0.000	5	488	0.000	5	488	0.000
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.001	5	488	0.001	5	488	0.002
18:00 - 19:00	5	488	0.002	5	488	0.002	5	488	0.004
19:00 - 20:00	5	488	0.002	5	488	0.002	5	488	0.004
20:00 - 21:00	5	488	0.004	5	488	0.004	5	488	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.018			0.036

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL OGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.001	5	488	0.001	5	488	0.002
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.000	5	488	0.000	5	488	0.000
10:00 - 11:00	5	488	0.000	5	488	0.000	5	488	0.000
11:00 - 12:00	5	488	0.000	5	488	0.000	5	488	0.000
12:00 - 13:00	5	488	0.000	5	488	0.000	5	488	0.000
13:00 - 14:00	5	488	0.000	5	488	0.000	5	488	0.000
14:00 - 15:00	5	488	0.000	5	488	0.000	5	488	0.000
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.000	5	488	0.000	5	488	0.000
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.000	5	488	0.000	5	488	0.000
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.000	6	456	0.000	6	456	0.000
08:00 - 09:00	6	456	0.001	6	456	0.002	6	456	0.003
09:00 - 10:00	6	456	0.001	6	456	0.003	6	456	0.004
10:00 - 11:00	6	456	0.000	6	456	0.002	6	456	0.002
11:00 - 12:00	6	456	0.001	6	456	0.003	6	456	0.004
12:00 - 13:00	6	456	0.001	6	456	0.001	6	456	0.002
13:00 - 14:00	6	456	0.003	6	456	0.002	6	456	0.005
14:00 - 15:00	6	456	0.002	6	456	0.001	6	456	0.003
15:00 - 16:00	6	456	0.003	6	456	0.001	6	456	0.004
16:00 - 17:00	6	456	0.001	6	456	0.000	6	456	0.001
17:00 - 18:00	6	456	0.003	6	456	0.001	6	456	0.004
18:00 - 19:00	6	456	0.004	6	456	0.003	6	456	0.007
19:00 - 20:00	6	456	0.001	6	456	0.000	6	456	0.001
20:00 - 21:00	6	456	0.001	6	456	0.001	6	456	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.020			0.042

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.001	5	488	0.002	5	488	0.003
09:00 - 10:00	5	488	0.003	5	488	0.002	5	488	0.005
10:00 - 11:00	5	488	0.003	5	488	0.004	5	488	0.007
11:00 - 12:00	5	488	0.006	5	488	0.007	5	488	0.013
12:00 - 13:00	5	488	0.002	5	488	0.002	5	488	0.004
13:00 - 14:00	5	488	0.006	5	488	0.005	5	488	0.011
14:00 - 15:00	5	488	0.005	5	488	0.006	5	488	0.011
15:00 - 16:00	5	488	0.005	5	488	0.004	5	488	0.009
16:00 - 17:00	5	488	0.003	5	488	0.004	5	488	0.007
17:00 - 18:00	5	488	0.002	5	488	0.001	5	488	0.003
18:00 - 19:00	5	488	0.003	5	488	0.002	5	488	0.005
19:00 - 20:00	5	488	0.003	5	488	0.001	5	488	0.004
20:00 - 21:00	5	488	0.004	5	488	0.002	5	488	0.006
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.044			0.092

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.004	6	456	0.011	6	456	0.015
08:00 - 09:00	6	456	0.005	6	456	0.043	6	456	0.048
09:00 - 10:00	6	456	0.006	6	456	0.033	6	456	0.039
10:00 - 11:00	6	456	0.009	6	456	0.033	6	456	0.042
11:00 - 12:00	6	456	0.016	6	456	0.028	6	456	0.044
12:00 - 13:00	6	456	0.023	6	456	0.031	6	456	0.054
13:00 - 14:00	6	456	0.028	6	456	0.033	6	456	0.061
14:00 - 15:00	6	456	0.024	6	456	0.028	6	456	0.052
15:00 - 16:00	6	456	0.037	6	456	0.025	6	456	0.062
16:00 - 17:00	6	456	0.036	6	456	0.021	6	456	0.057
17:00 - 18:00	6	456	0.038	6	456	0.027	6	456	0.065
18:00 - 19:00	6	456	0.038	6	456	0.022	6	456	0.060
19:00 - 20:00	6	456	0.028	6	456	0.016	6	456	0.044
20:00 - 21:00	6	456	0.034	6	456	0.016	6	456	0.050
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.367			0.693

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.001	6	456	0.007	6	456	0.008
08:00 - 09:00	6	456	0.004	6	456	0.036	6	456	0.040
09:00 - 10:00	6	456	0.005	6	456	0.024	6	456	0.029
10:00 - 11:00	6	456	0.006	6	456	0.023	6	456	0.029
11:00 - 12:00	6	456	0.012	6	456	0.018	6	456	0.030
12:00 - 13:00	6	456	0.014	6	456	0.025	6	456	0.039
13:00 - 14:00	6	456	0.015	6	456	0.020	6	456	0.035
14:00 - 15:00	6	456	0.015	6	456	0.015	6	456	0.030
15:00 - 16:00	6	456	0.024	6	456	0.012	6	456	0.036
16:00 - 17:00	6	456	0.021	6	456	0.009	6	456	0.030
17:00 - 18:00	6	456	0.031	6	456	0.012	6	456	0.043
18:00 - 19:00	6	456	0.022	6	456	0.014	6	456	0.036
19:00 - 20:00	6	456	0.023	6	456	0.009	6	456	0.032
20:00 - 21:00	6	456	0.020	6	456	0.007	6	456	0.027
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.213			0.231			0.444

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.003	6	456	0.008	6	456	0.011
08:00 - 09:00	6	456	0.001	6	456	0.019	6	456	0.020
09:00 - 10:00	6	456	0.005	6	456	0.016	6	456	0.021
10:00 - 11:00	6	456	0.007	6	456	0.017	6	456	0.024
11:00 - 12:00	6	456	0.006	6	456	0.009	6	456	0.015
12:00 - 13:00	6	456	0.010	6	456	0.010	6	456	0.020
13:00 - 14:00	6	456	0.011	6	456	0.010	6	456	0.021
14:00 - 15:00	6	456	0.008	6	456	0.010	6	456	0.018
15:00 - 16:00	6	456	0.010	6	456	0.008	6	456	0.018
16:00 - 17:00	6	456	0.014	6	456	0.007	6	456	0.021
17:00 - 18:00	6	456	0.018	6	456	0.008	6	456	0.026
18:00 - 19:00	6	456	0.014	6	456	0.006	6	456	0.020
19:00 - 20:00	6	456	0.009	6	456	0.003	6	456	0.012
20:00 - 21:00	6	456	0.016	6	456	0.004	6	456	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.132			0.135			0.267

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.005	6	456	0.015	6	456	0.020
08:00 - 09:00	6	456	0.005	6	456	0.055	6	456	0.060
09:00 - 10:00	6	456	0.010	6	456	0.040	6	456	0.050
10:00 - 11:00	6	456	0.013	6	456	0.040	6	456	0.053
11:00 - 12:00	6	456	0.018	6	456	0.026	6	456	0.044
12:00 - 13:00	6	456	0.024	6	456	0.035	6	456	0.059
13:00 - 14:00	6	456	0.026	6	456	0.030	6	456	0.056
14:00 - 15:00	6	456	0.024	6	456	0.025	6	456	0.049
15:00 - 16:00	6	456	0.034	6	456	0.020	6	456	0.054
16:00 - 17:00	6	456	0.035	6	456	0.016	6	456	0.051
17:00 - 18:00	6	456	0.049	6	456	0.020	6	456	0.069
18:00 - 19:00	6	456	0.035	6	456	0.020	6	456	0.055
19:00 - 20:00	6	456	0.032	6	456	0.012	6	456	0.044
20:00 - 21:00	6	456	0.037	6	456	0.012	6	456	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.347			0.366			0.713

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 17.04

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	456	0.010	6	456	0.027	6	456	0.037
08:00 - 09:00	6	456	0.012	6	456	0.101	6	456	0.113
09:00 - 10:00	6	456	0.019	6	456	0.079	6	456	0.098
10:00 - 11:00	6	456	0.025	6	456	0.078	6	456	0.103
11:00 - 12:00	6	456	0.041	6	456	0.064	6	456	0.105
12:00 - 13:00	6	456	0.050	6	456	0.069	6	456	0.119
13:00 - 14:00	6	456	0.062	6	456	0.070	6	456	0.132
14:00 - 15:00	6	456	0.054	6	456	0.061	6	456	0.115
15:00 - 16:00	6	456	0.079	6	456	0.050	6	456	0.129
16:00 - 17:00	6	456	0.076	6	456	0.040	6	456	0.116
17:00 - 18:00	6	456	0.092	6	456	0.050	6	456	0.142
18:00 - 19:00	6	456	0.080	6	456	0.047	6	456	0.127
19:00 - 20:00	6	456	0.064	6	456	0.030	6	456	0.094
20:00 - 21:00	6	456	0.075	6	456	0.030	6	456	0.105
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.739			0.796			1.535

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL CARS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.001	5	488	0.001	5	488	0.002
09:00 - 10:00	5	488	0.001	5	488	0.000	5	488	0.001
10:00 - 11:00	5	488	0.000	5	488	0.001	5	488	0.001
11:00 - 12:00	5	488	0.000	5	488	0.001	5	488	0.001
12:00 - 13:00	5	488	0.000	5	488	0.001	5	488	0.001
13:00 - 14:00	5	488	0.001	5	488	0.000	5	488	0.001
14:00 - 15:00	5	488	0.000	5	488	0.001	5	488	0.001
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.000	5	488	0.000	5	488	0.000
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.006			0.010

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL LGVS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.001	5	488	0.001	5	488	0.002
10:00 - 11:00	5	488	0.002	5	488	0.002	5	488	0.004
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.000	5	488	0.001	5	488	0.001
13:00 - 14:00	5	488	0.002	5	488	0.001	5	488	0.003
14:00 - 15:00	5	488	0.002	5	488	0.003	5	488	0.005
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.001	5	488	0.000	5	488	0.001
20:00 - 21:00	5	488	0.000	5	488	0.001	5	488	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.014			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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.000	5	488	0.000	5	488	0.000
08:00 - 09:00	5	488	0.000	5	488	0.000	5	488	0.000
09:00 - 10:00	5	488	0.001	5	488	0.001	5	488	0.002
10:00 - 11:00	5	488	0.000	5	488	0.000	5	488	0.000
11:00 - 12:00	5	488	0.002	5	488	0.002	5	488	0.004
12:00 - 13:00	5	488	0.000	5	488	0.000	5	488	0.000
13:00 - 14:00	5	488	0.002	5	488	0.002	5	488	0.004
14:00 - 15:00	5	488	0.002	5	488	0.002	5	488	0.004
15:00 - 16:00	5	488	0.000	5	488	0.000	5	488	0.000
16:00 - 17:00	5	488	0.001	5	488	0.001	5	488	0.002
17:00 - 18:00	5	488	0.000	5	488	0.000	5	488	0.000
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.001	5	488	0.001	5	488	0.002
20:00 - 21:00	5	488	0.000	5	488	0.000	5	488	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	488	0.002	5	488	0.002	5	488	0.004
08:00 - 09:00	5	488	0.001	5	488	0.000	5	488	0.001
09:00 - 10:00	5	488	0.002	5	488	0.002	5	488	0.004
10:00 - 11:00	5	488	0.002	5	488	0.002	5	488	0.004
11:00 - 12:00	5	488	0.004	5	488	0.004	5	488	0.008
12:00 - 13:00	5	488	0.000	5	488	0.002	5	488	0.002
13:00 - 14:00	5	488	0.003	5	488	0.002	5	488	0.005
14:00 - 15:00	5	488	0.003	5	488	0.004	5	488	0.007
15:00 - 16:00	5	488	0.002	5	488	0.002	5	488	0.004
16:00 - 17:00	5	488	0.003	5	488	0.003	5	488	0.006
17:00 - 18:00	5	488	0.001	5	488	0.001	5	488	0.002
18:00 - 19:00	5	488	0.000	5	488	0.000	5	488	0.000
19:00 - 20:00	5	488	0.002	5	488	0.001	5	488	0.003
20:00 - 21:00	5	488	0.000	5	488	0.001	5	488	0.001
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.026			0.051

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.*

Appendix J – Loading Bay Demand / Capacity Assessment

Loading Bay Demand / Capacity Assessment

Time Range	*Trip Rates*									*Trip Generation*				*Utilisation of loading bays*	
	TAXI			LGV			OGV			TAXI	LGV	OGV	Total		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total	Arr	Arr	Arr	Arr	Minutes in use	Utilisation
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	0	0	0	0	0	0	0.001	0.001	0.002	0	0	1	1	42	17%
08:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
09:00-10:00	0	0	0	0.001	0.001	0.002	0	0	0	0	1	0	1	10	4%
10:00-11:00	0.001	0.001	0.002	0.002	0.002	0.004	0	0	0	1	2	0	3	24	10%
11:00-12:00	0.002	0.002	0.004	0.002	0.002	0.004	0	0	0	2	2	0	4	28	12%
12:00-13:00	0.002	0.002	0.004	0	0.001	0.001	0	0	0	2	0	0	2	7	3%
13:00-14:00	0.001	0.001	0.002	0.002	0.001	0.003	0	0	0	1	2	0	3	24	10%
14:00-15:00	0	0	0	0.002	0.003	0.005	0	0	0	0	2	0	2	21	9%
15:00-16:00	0.002	0.002	0.004	0.002	0.002	0.004	0	0	0	2	2	0	4	28	12%
16:00-17:00	0.001	0.001	0.002	0.001	0.001	0.002	0	0	0	1	1	0	2	14	6%
17:00-18:00	0.001	0.001	0.002	0	0	0	0	0	0	1	0	0	1	4	2%
18:00-19:00	0.002	0.002	0.004	0	0	0	0	0	0	2	0	0	2	7	3%
19:00-20:00	0.002	0.002	0.004	0.001	0	0.001	0	0	0	2	1	0	3	18	7%
20:00-21:00	0.004	0.004	0.008	0	0.001	0.001	0	0	0	4	0	0	4	15	6%
21:00-22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
22:00-23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
23:00-24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
									Maximum	**4**	**2**	**1**	**4**		

Parameters

50%	taxi dropping off
50%	taxi picking up
2	min taxi drop off
5	min taxi pick up
10	min LGV load/unload
20	min OGV servicing
60	mins in hour
2	Loading bays
2	spaces in the loading bay that a OGV takes up
4	How many half loading bays in this area

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