



TRANSPORT ASSESSMENT

KIRKBY VALLEY GOLF CLUB AND COURSE,
INGOE LANE, KIRKBY

Client: L32 Trading Ltd



Document Control		
Job Number	P18122	
Document Version	Final	
File Reference	N:\Projects 2018\P18122 - Kirkby Valley Golf Club, Knowsley\7.Reports	
Date	September 2021	
Client	L32 Trading Ltd	
	Name	Position
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1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This report considers the highways and transportation implications associated with L32 Trading Ltd's proposal for a redevelopment of Kirkby Valley Golf Club and Course, Ingoe Lane, Kirkby, Liverpool L32 4SS.
- 1.1.2 This document has been prepared in accordance with the Government's Planning Practice Guidance: Transport evidence bases in plan making (October 2014) and Travel Plans, transport assessments and statements in decision-taking (March 2014). It considers the accessibility of the site and safety for all modes of travel.
- 1.1.3 The conclusions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.4 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime Transport Planning ('Prime') accepts no liability for the accuracy or otherwise of this data.
- 1.1.5 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.2.1 As stated above, this report has been prepared in accordance with *Transport evidence bases in plan making* which replaced the DfT's GTA on the 22nd October 2014. However, the new document is not a like-for-like replacement for GTA, providing no guidance on the production of Transport Assessments to accompany developments. The latest guidance instead helps local planning authorities assess strategic transport needs to reflect and, where appropriate, mitigate these in their Local Plan.
- 1.2.2 More relevant information is provided within the PPG under *Travel Plans, Transport Assessments and Statements in Decision-Taking* however this also does not provide the level of detailed guidance that was contained within DfT's GTA.
- 1.2.3 The lack of current detailed guidance places greater emphasis on agreeing the scope of a TA with the highway authority responsible for the location in which the development is proposed and in employing industry best-practice. Given that GTA was in place for 7-years, Prime believes that assessment in-line with the document still represents industry best-practice, particularly for aspects where the current guidance lacks the necessary detail to form a robust assessment.
- 1.2.4 Knowsley Metropolitan Borough Council (KMBC) is both the planning and the highway authority responsible for determining planning applications, and the highway implications of said applications

respectively. A scoping document was sent to KMBC Highways Officers, which highlighted the proposed methodology, in mid-November 2019 with KMBC responding in early December 2019. Given the site's proximity to the strategic road network (SRN), specifically the M57, scoping discussions have also taken place with WSP on behalf of National Highways (NH) (formerly Highways England (HE)). A copy of the scoping correspondence with both authorities is provided in Appendix A.

1.2.5 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national transport policy and guidance;
- Section 3 describes the existing situation in terms of the site, local highway network and traffic conditions in the vicinity of the site, plus a discussion on the existing safety of the local highway network adjacent to the site;
- Section 4 details the development proposal including the access strategy and parking arrangements;
- Section 5 details access to the site by sustainable modes of travel which includes walking, cycling and public transport;
- Section 6 discusses the forecasting methodology and trip generation of the site
- Section 7 provides capacity assessments of key junctions in the vicinity of the site including the proposed main site access; and
- Section 8 concludes the findings of the Transport Assessment.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

- 2.1.1 It is important that any new developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

2.2 National Planning Policy Framework

- 2.2.1 The current *National Planning Policy Framework* (NPPF) was published in July 2021 and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

- 2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 105 that:

'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.'

- 2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

- 2.2.4 Paragraph 110 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) 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;

d) 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.'

2.2.5 In determining planning applications, paragraph 111 states 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 would be severe.'

2.2.6 Paragraph 112 continues:

'Within this context, applications for development should:

a) 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;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) 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;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Paragraph 98 highlights the importance of access to open spaces as well as opportunities for sport and physical activity in the context of the health and well-being of communities.

2.2.8 Paragraph 113 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport Evidence Bases in Plan Making and Decision Taking; and

- Travel Plans, Transport Assessments and Statements in Decision Taking.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.3.3 The core components of the requirements for assessment, as set out in the guidance, can be summarised as:

- ‘The key issues, which should be considered in developing a transport evidence base, include the need to:
- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;
- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- highlight and promote opportunities to reduce the need for travel where appropriate;
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;
- consider the cumulative impacts of existing and proposed development on transport networks;
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands; and
- identify the short, medium and long-term transport proposals across all modes’.

2.3.4 The principles set out in Planning Practice Guidance are consistent with the approach undertaken in the production of this report.

2.4 DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development (2013)

2.4.1 Written by the Department for Transport (DfT) for its executive arm the Highways Agency, now National Highways (NH), the document represents the organisation’s primary development guidance and policy. The Circular acknowledges NH’s role in supporting sustainable development while safeguarding the function and purpose of the strategic road network (SRN).

2.4.2 Several key criteria are outlined in the document including the assessment of development impact, the promotion of sustainable development and Travel Plans.

2.5 The Strategic Road Network Planning for the Future (2015)

- 2.5.1 The Guide to Working with Highways England (now NH) on Planning Matters provides something of an update and an expansion on the planning aspects of Circular 02/2013. It recommends early engagement between developers and NH whilst highlighting NH's regulatory duty to co-operate in the planning process as a statutory consultee. It talks of sharing knowledge and experience as well as collaborative working. The Guide also provides further details on the impact of developments on the SRN in line with NPPF and Circular 02/2013.

2.6 Local Transport Plan and A Transport Plan for Growth

- 2.6.1 The Merseyside Local Transport Plan 3 (LTP3) was adopted in April 2011 and provides the statutory framework for transport strategy and plans across Merseyside.

- 2.6.2 The Merseyside LTP3 is set within the context of the vision of the Liverpool City Region (LCR) with the goal:

'To establish our status as a thriving international city region by 2030'.

- 2.6.3 The LCR vision for transport is:

'A city region committed to a low carbon future, which has a transport network and mobility culture that positively contribute to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice'.

- 2.6.4 In order to support the LCR and achieve the transport vision, LTP3 sets out six goals, as follows:

- One - Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships;
- Two - Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability;
- Three - Ensure the transport system promotes and enables improved health and wellbeing and road safety;
- Four - Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities;
- Five - Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods; and
- Six - Maintain our assets to a high standard.

- 2.6.5 Since LTP3 was published, there has been significant progress in formally bringing together local authorities across Merseyside and Halton to establish the LCR Combined Authority. Recognising the

differences between the respective LTPs for Merseyside and Halton, and the government policy changes since the LTPs were published, *A Transport Plan for Growth* (TPG) was published in March 2015.

2.6.6 TPG sets out three Transport Priorities, as follows:

- ‘Growth’ – supporting economic growth in the City Region, through increasing employment, levels of productivity and investment;
- ‘Low Carbon’ – we want to live and work in a City Region that draws its energy from a range of sustainable energy sources, where travel is in vehicles powered by alternatives to fossil fuels, and with increased active travel opportunities; and
- ‘Access to Opportunity’ – supporting those who wish to access employment, training, education and further learning opportunities, and the wider work in supporting the whole City Region in access to fresh food, leisure and healthcare.

2.7 Knowsley Local Plan Core Strategy and Replacement Unitary Development Plan Policies

2.7.1 Knowsley adopted the Local Plan Core Strategy (CS) in January 2016 and together with the saved policies of the Knowsley Replacement Unitary Development Plan (UDP), adopted June 2006, forms the principal policy requirements for new development within the Borough.

2.7.2 The CS is clear in the need to support a sustainable transport system and pattern of development which minimises the need to travel and will ensure that jobs, shops and services are accessible to all, with the aim of reducing the reliance on the car for travel. This is set out in the Vision, Strategic Objective 6, and under Policy CS2.

2.7.3 CS Policy CS7 (Transport Network) identifies a series of requirements for new development. The policy emphasises the need for development to be located and designed to prioritise accessibility and sustainable modes of transport through a choice of walking, cycling, public transport, and incorporate access for private vehicles; and that it must comply with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development.

2.7.4 The relevant saved policies from the UDP are Policy T7 which aims to ensure the walking and cycling network is at least preserved and where possible enhanced; and Policy T10 which requires that proposals for new developments and change of use of existing buildings have adequate access for the less mobile and people who have sensory impairments.

2.8 Ensuring a Choice of Travel SPD

2.8.1 The *Ensuring a Choice of Travel* Supplementary Planning Document (SPD) was originally developed in partnership with the Merseyside Local Authorities and Merseytravel in order to provide consistent

guidance to developers on access and transport requirements for new developments across the wider Merseyside area. Its overall objectives are:

- *‘Ensure a reasonable choice of access by all modes of transport to new development;*
- *Reduce the environmental impact of travel choices, by reducing pollution, and improving the local environment;*
- *Improving road safety;*
- *Promote healthier lifestyles by providing opportunities for people to walk or cycle for work or leisure purposes;*
- *Reduce the level of traffic growth and congestion on the strategic and local road network; and,*
- *Encourage opportunities to improve the quality of development proposals by better use of space through the provision of less car parking spaces where appropriate.’*

Transport Assessments and Transport Statements

- 2.8.2 Chapter 6 of the SPD details the requirement for Transport Assessments (TAs). The SPD states that a TA is required which examines in detail the demand for travel generated by a development, and how this can be met in a safe and sustainable way - minimising any negative impacts on the surrounding community.

Travel Plans

- 2.8.3 Chapter 7 of the SPD outlines the benefits of and requirements for Travel Plans (TPs). The SPD defines a TP as,

‘A Travel Plan is a plan for managing transport effectively for a specific site. It aims to improve access to the site by many modes of travel, thus improving transport choices for everyone. It is made up of a package of practical measures with the aim of reducing car dependency and encouraging the use of walking, cycling, and public transport..’

Accessibility Standard Assessment

- 2.8.4 Among the transport requirements set out in the SPD are an ‘Accessibility Standard Assessment’ (ASA), which is a scoring system for new developments based on their land use type, scale, location, and facilities provided. The ASA that has been undertaken for the proposed development is detailed in Section 3.

Parking Standards

- 2.8.5 The SPD also sets out parking standards and will be detailed further in Section 4.

2.9 Manual for Streets

2.9.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and was originally intended to provide advice for the design of residential streets in England and Wales.

2.9.2 The guidance contained therein addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria which are not limited to residential situations. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.9.3 In September 2010 a companion document *Manual for Streets 2 – wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.10 Summary

2.10.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

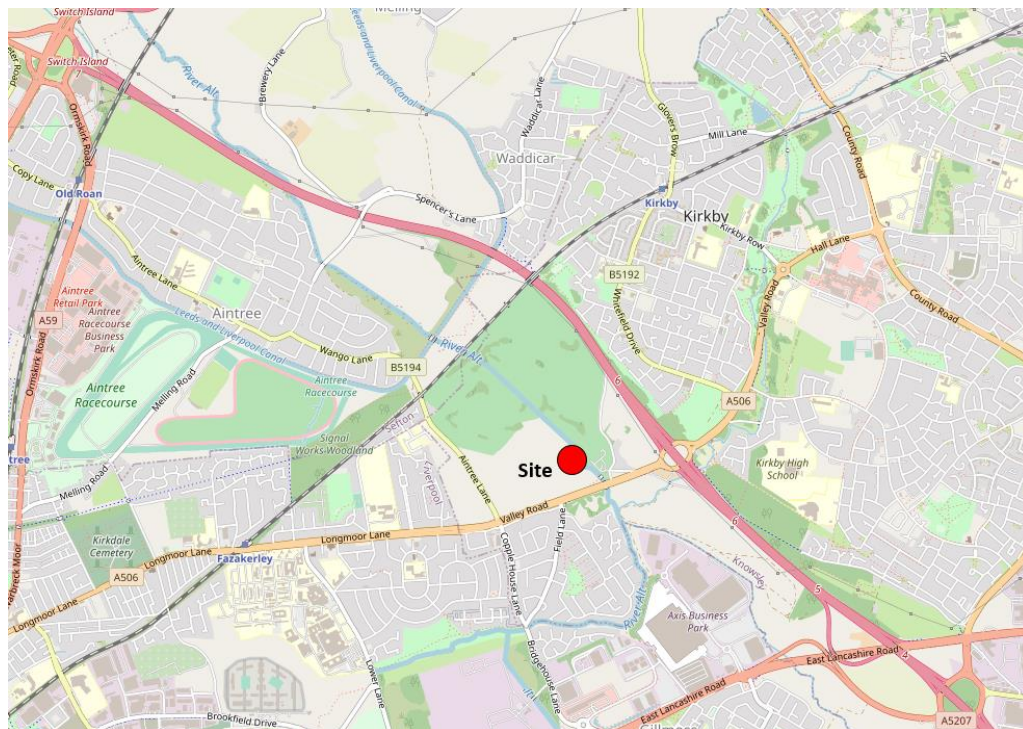
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3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The existing site consists of Kirkby Valley Golf Club and Course, as well as undeveloped land to the south-west of the course. It is located off Ingoe Lane, which itself is off the A506 Valley Road, Kirkby, located circa 2km west of the centre of Kirkby, 2km east of Fazakerley train station and circa 11km north-east of Liverpool city centre.
- 3.1.2 The development site is bound by the A506 Valley Road to the south, Aintree Lane to the west, the Wigan to Liverpool train line to the north and the M57 motorway to the east. The existing golf course, clubhouse, pro shop and car park takes access from a crossroads between Ingoe Lane and Oxtan Close. The River Alt bisects the site with two footbridges provided for golfers and a third bridge linking to the undeveloped south-west parcel.
- 3.1.3 No public rights of way cross the site, however Ingoe Lane is shown on KMBC online Highways Information mapping as being adopted for its length, including the gated section which continues north and passes under the M57 to a residential estate off Whitfield Drive, although it would appear that passage under the M57 is no longer achievable due to overgrown vegetation.
- 3.1.4 The location of the site in the context of Kirkby, Fazakerley and the local highway network is illustrated in **Image 3.1** below.

Image 3.1: Site Location



Source: <https://www.openstreetmap.org/search?query=kirkby#map=14/53.4753/-2.9045>

3.2 Local Highway Network

Ingoe Lane

- 3.2.1 Ingoe Lane is a cul-de-sac which serves the existing golf club and Oxton Close. It forms a priority controlled junction with Valley Road and a gap in the central reserve on the main road is provided to allow all turning movements. To the north of the aforementioned crossroads, it provides access to two dwellings, beyond which it becomes a gated track which runs along the eastern boundary of the golf course. Footway is provided on the eastern side of the developed part of Ingoe Lane. The presence of street lighting would suggest that the developed portion of the road is subject to a 30mph speed limit although there are no speed limit terminal markings at the junction with Valley Road.

A506 Valley Road

- 3.2.2 The A506 Valley Road has a direct frontage to the development's sites southern boundary. The road is dual carriageway, connecting to the M57 at junction 6 to the east and transitioning to Longmoor Lane (A506) to the west beyond the signalised junction with Aintree Lane/Copplehouse Lane. Toucan crossing provision is made to aid in pedestrian movements across the M57 junction 6 roundabout. The road is subject to a 40mph speed enforcement within the vicinity of the development site.
- 3.2.3 Each carriageway comprises of 2 lanes, with each lane being a circa 3.5m width. Laybys are provided for eastbound and westbound bus stops, with these stops providing shelter, seating, raised kerbs and timetable information. Street lighting is available for the length of the road within the vicinity of the development, with a shared walking/cycling path accommodated for within the northern verge of the east bound carriageway and southern verge of the west bound carriageway. Crossing points are provided at the signalised junction to Field Lane and the signalised junction to Aintree Lane and Copplehouse Lane.

Aintree Lane

- 3.2.4 Aintree Lane has a direct frontage to the development sites western boundary. The road is a singular carriageway, connecting at its southern tip to a signalised junction with the A506 before extending northwards to transition to Wango Lane. The road is subject to a national speed enforcement for the first circa 500m north from the A506 signalised junction, before then changing to a 30mph enforcement.
- 3.2.5 Footway at approximately 1-2m in width is provided along the roads eastern edge. Some footway is provided along the roads western edge for a short section, some 650m north from the A506 signalised junction.

Field Lane

- 3.2.6 Field Lane meets with the A506 in a signalised junction at its northern tip before extending south to meet with Copplehouse Lane at a priority junction. The road accommodates two way traffic for the first 300m south from the A506, with the road then becoming one way from this point for circa 100m. The road forms a mini roundabout with Barbara Avenue and Elizabeth Road, before continuing on to meet with Copplehouse Lane.
- 3.2.7 The carriageway is circa 5.5m wide, with speed hump provision in place for much of its length. Street lighting is provided, with footway at circa 2m width also provided along both sides of the carriageway. The road is subject to a 20mph speed enforcement.

3.3 Existing Traffic Conditions

Traffic Surveys

- 3.3.1 A scoping document was sent to KMBC Highways Officers and WSP representing NH in late 2019, which outlined the proposed methodology. It was agreed that capacity assessments would be required at the following junctions:
- A506 Valley Road/Field Lane (plus future site access) (traffic signals);
 - A506 Valley Road/Copplehouse Lane/Aintree Lane (traffic signals);
 - A506 Valley Road/Ingoe Lane (priority with ghost island right turn);
 - M57 Junction 6 westbound off-slip/circulatory (traffic signals); and
 - M57 Junction 6 circulatory/A506 Valley Road (traffic signals).
- 3.3.2 360TSL, a specialist traffic survey and data collection company, was instructed to undertake traffic surveys at the above junctions in order to source data for use in the junction capacity assessments.
- 3.3.3 Classified turning count and queue length surveys were undertaken on Thursday 5th March 2020 and Saturday 7th March 2020. Thursday is considered a typical weekday, with KMBC also requesting a Saturday assessment, while March is considered a neutral month, as defined by DfT's WebTAG guidance. As such, the data is considered appropriate for the purposes of assessment and the raw data is provided in Appendix B.
- 3.3.4 We acknowledge that Liverpool Football Club had a home match on the Saturday surveyed meaning that traffic flows might have been slightly higher than a typical Saturday as some matchday traffic may have chosen to utilise the A506, however more direct routes are available so any such matchday traffic would likely be minimal. The survey date was constrained by project timescales at that time as well as the growing Covid-19 pandemic, however the surveys were undertaken prior to the first 'lockdown' and central government advice to stay at home where possible.

- 3.3.5 The above counts were carried out between 07:30-09:30 and 16:00-18:00 on the Thursday to ensure that both commuter peaks were surveyed, allowing the morning (AM) and evening (PM) peak hours to be determined and used in the capacity assessments. The Saturday surveys took place between the periods 09:00-11:00, 13:00-15:00 and 16:00-18:00 to cover typical Saturday peak periods.
- 3.3.6 The utilisation of the results of these surveys in ascertaining the capacity of the abovementioned junctions is described in Section 7.
- 3.3.7 The traffic survey data has been interrogated to derive the weekday AM and PM peak hours and the Saturday peak hour of the local highway network which were found to be as follows:
- Weekday AM Peak: 07:30 - 08:30;
 - Weekday PM Peak: 16:30 - 17:30; and
 - Saturday Peak: 10:00-11:00.
- 3.3.8 Traffic Flow Diagrams 1, 2 and 3 included at Appendix C, summarise the observed peak hour traffic flows and queue lengths. In order to aid the capacity assessment modelling detailed in Section 7, the three user classes surveyed have been condensed into two, with buses added to the 'Heavy' user class. The queue length surveys recorded the maximum queue lengths every five minutes at the various junctions surveyed. Queues were measured as stationary and/or slow-moving traffic less than 5mph.
- 3.3.9 The traffic survey company provided Prime with the video footage they capture of the junctions during the survey which we have used to aid LinSig model calibration which is detailed in Section 7. We are happy to provide KMBC and/or NH with this footage should they require it.

3.4 Road Safety

- 3.4.1 Personal injury accident data has been obtained from KMBC for the latest 5 years of data available at the time of the request, ranging between October 2015 and October 2020. The data and plot provided can be viewed within Appendix D. The study area covers A506 Valley Road from approximately 200m east of the M57/A506 roundabout to 200m west of the A506/Aintree Lane/Copplehouse Lane junction, as well as approximately 0.6km north and south of M57 junction 6.
- 3.4.2 A summary of the number of accidents and casualties, as well as vulnerable road users and any adverse conditions are shown in Table 3.1.

Table 3.1: Accident and Casualty Summary

Accidents	No.	%	Casualties	No.	%	Accidents involving	No.	%	N %
Fatal	0	0	Fatal	0	0	Right Turns	4	13	18
Serious	5	17	Serious	5	10	Left Turns	0	0	6
Slight	25	83	Slight	45	90	U-Turns	1	3	1
Damage	0	0	TOTAL	50		Overtaking Near/Off	0	0	5
TOTAL	30		Drivers	33	66	Going Ahead	25	83	73
Pedestrian	7	23	Pedestrian	7	14	Going Ahead on Bend	1	3	7
Passengers	7	23	Passengers	10	20	Stopping	3	10	8
P/C Riders	0	0	P/C Riders	0	0	Waiting to go ahead	6	20	13
						Loss of control	4	13	25

Adverse Conditions	No.	%	N %	Accidents involving	No.	%	N %
Dark with lights	6	20	18	Cars/Taxis etc	29	97	91
Dark without lights	0	0	3	Powered Two Wheelers	1	3	6
Adverse Weather	2	7	21	Pedal Cycles	0	0	8
Wet Road Surface	4	13	31	HGV's	1	3	5
Snow/Ice on Road	0	0	2	PSV's	1	3	6
Special Conditions	1	3	3	Others	7	23	10
Cway Hazards	1	3	2				

3.4.3 The results show in total there were 30 accidents within the study area, none of which caused fatal injuries. 25 of the accidents resulted in slight injuries, while 5 accidents resulted in serious injuries. The 30 accidents resulted in a total of 50 casualties, with 45 of these injuries being slight, and 5 serious. Out of the 30 accidents, 7 accidents involved pedestrians and 1 involved a motorcycle.

3.4.4 Many of the accidents are spread across the study area, however the following paragraphs group the accidents into severity and geographic locations to aid in the identification of any common causation factors across the highway network.

Serious Accidents

3.4.5 Over the abovementioned 5-year period, 5 serious accidents occurred, 2 of which occurred near to the A506/Aintree Lane/Copplehouse Lane signalised junction. The first of these accidents occurred close to midnight, December 2019, on the corner of Aintree Lane and the A506 and involved a car and a pedestrian. Whilst dark, the street was lit and the weather conditions were fine and dry. It is understood that the pedestrian was under the influence of alcohol and was seen to attempt to cross the main road without looking and was subsequently struck by an oncoming car travelling along Valley Road.

3.4.6 The second of these accidents occurred on Copplehouse Lane on the approach to the junction. The accident involved a car and a pedestrian and occurred in September 2020, in daylight and in dry and fine conditions. The accident took place when the driver of the car attempted to change lanes on

Copplehouse Lane but failed to see a pedestrian crossing at the dropped kerbs due to a van blocking their view. It is also understood that the pedestrian crossing into the path of the moving car failed to look right when crossing the road.

- 3.4.7 One of the serious accidents took place on A506 Valley Road to the east of the M57/A506 roundabout. This accident took place in June 2019 and involved a motorcycle when the rider joined the dual carriageway from the roundabout and lost control, causing the rider to fall from the vehicle and incur serious injuries. The accident occurred in daylight and the weather conditions were fine and dry.
- 3.4.8 One serious accident took place at the pedestrian crossing at the A506 Valley Road/Field Lane junction. The accident occurred in September 2019, at 21:00, in dry and fine conditions and involved 1 car and 1 pedestrian. It is understood that the vehicle stage was on green and was therefore assumed safe for vehicles to proceed. The pedestrian disobeyed the signalised crossing instructions and proceeded to run out directly into the oncoming traffic causing serious injuries.
- 3.4.9 Another serious accident occurred on the M57, south of the southbound slip road, approximately 0.5km to the south of junction 6. The accident occurred in 2016 at 08:00 in fine and dry conditions, and involved 2 cars, a 7.5 tonnes goods vehicle and a pedestrian. The accident occurred when a car which had been on the hard shoulder pulled out into the offside lane without looking. The car collided with the HGV and spun into a pedestrian and the other car, causing serious injuries to all those involved, other than the driver of the HGV who suffered no injuries. It is not clear why the pedestrian was present but was possibly associated with the car which had been on the hard shoulder.

Slight Accidents

- 3.4.10 Of the 25 slight accidents, 3 caused injuries to pedestrians, with no other vulnerable road users affected. The majority of incidents involved cars/ taxis and mainly caused injuries to the drivers involved. 2 of the accidents were recorded during adverse weather conditions and 4 occurred while the road surface was wet.

Vulnerable Road User Accidents

- 3.4.11 The first slight accident which involved a pedestrian took place in May 2017, in daylight and dry weather conditions. The accident occurred when a pedestrian was crossing Copplehouse Lane with a pushchair. An oncoming car collided with the pram and failed to stop, causing a slight injury to the pedestrian's hand.
- 3.4.12 Another accident involving a pedestrian occurred on Copplehouse Lane, near Moor Lane, in January 2018, at 20:00. Whilst it was dark, the streets were lit, and the weather conditions were fine and dry. Again, the accident involved a car and a pedestrian, when the driver of the vehicle reached the give-way lines and pulled out without stopping and collided with the pedestrian.

- 3.4.13 The latest slight accident which involved a pedestrian took place on Longmoor Lane approximately 150 west of the A506/Copplehouse Lane/Aintree Lane junction. The accident occurred in August 2019 when a car collided with a pedestrian who was crossing the exit of the service station. The accident happened in daylight, however no causation factors were recorded on the report.

Slight Accidents Described by Geographical Location

- 3.4.14 Of the 25 slight accidents, 4 took place on the M57/A506 roundabout, and were either caused by a car shunting into the back of another vehicle by 2 vehicles incorrectly negotiating the roundabout, or by the driver losing control of the vehicle for medical reasons.
- 3.4.15 8 slight accidents occurred on or near to the northbound and southbound slip roads of the M57, with another accident happening slightly further north on the motorway. The accidents were all caused by driver error, generally when entering/leaving the motorway or changing lanes.
- 3.4.16 5 slight accidents occurred at various places on A506 Valley Road within the study area, with the general causation factor being down to driver/pedestrian error, as drivers have either lost control or misjudged stopping times.
- 3.4.17 The remaining 7 slight accidents occurred at the A506/Copplehouse Lane/Aintree Lane junction. 3 of these 7 slight accidents involved a pedestrian as mentioned above, and the other 4 involved vehicles either shunting into the back of another vehicle or crossing paths at the traffic lights.
- 3.4.18 Whilst it is recognised that a total of 9 accidents (7 slight and 2 serious) occurred at or near to the A506/Copplehouse Lane/Aintree Lane signalised junction, and 5 of these accidents involved a pedestrian, the number and severity of accidents are not unusually high based on traffic flows and junction type. The accident data also indicates that the majority of accidents at the signalised junction occurred due to driver or pedestrian error, as shunting into the back of another vehicle or crossing the path of oncoming traffic often occurs as a failure to look properly, or misjudge turning movements and stopping times.

Accident Summary

- 3.4.19 The above explains that within the study area, there have been 30 accidents during the 5-year period between October 2015 and October 2020, 5 of which resulted in serious injuries, with the remaining resulting in slight injuries. No fatal injuries have been recorded in the study area in latest 5 years.
- 3.4.20 The locations and severity proportions of the accidents along the A506 Valley Road and M57 are not unusually high based on traffic flows, link and junction types, with the majority of accidents caused by driver or pedestrian error.

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4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 A summary of the development proposals is as follows:

- Reconfiguration and other improvement works across the entire golf course, including the reshaping of tees/greens/bunkers to provide both an improved 18 hole course and a new 9 hole course;
- New and improved irrigation/drainage works (including irrigation lake), extensive tree and shrub planting, and ecological mitigation measures across the course;
- The erection of a footbridge over the River Alt (to provide improved access around the reconfigured course);
- The erection of a new 2 storey Clubhouse of 2,027.8 sqm GEA with associated operational/management offices, golf shop, café/restaurant, function room, changing and toilet facilities;
- Retention, alteration and 364 sqm (GEA) extension of the existing clubhouse, and its change of use to form a golf-related/grounds maintenance training academy with associated classroom space, cafeteria and overnight accommodation for golf professionals/teachers/trainers (existing access and car park retained/unchanged);
- A new centrally located greenkeeper's compound with associated 720sqm GEA portal frame building to contain welfare facilities, office, training space and equipment storage and maintenance and security fencing;
- An 18-hole adventure golf course and practice putting green;
- A golf driving range with an associated 2 storey building containing 40 driving bays (over two levels), bar/lounge, pro golf shop, training and practice rooms/facilities, and external lighting and safety netting;
- 6 synthetic outdoor 5-a-side football pitches with associated lighting, means of enclosure and car parking;
- 5 synthetic outdoor tennis courts with associated means of enclosure and lighting;
- 1 external bowling green with associated timber players' hut, means of enclosure and lighting;
- Car and cycle parking spaces to serve all of the above facilities;
- Two new accesses created onto Valley Road; and
- The formation of a new gated access via Aintree Lane for the use of construction traffic (during construction phase) and - upon completion of development works - for the sole use of course operatives for the purposes of course management/maintenance.

- 4.1.2 The proposed masterplan should be available for download from the KMBC planning portal. It shows the Ingoe Lane access to the existing clubhouse and associated car park remaining unchanged on the eastern parcel of the site, east of the River Alt, with the majority of the remodelled golf course and proposed uses on the larger western parcel, west of the River Alt. The proposed clubhouse, adventure golf course and driving range are to be located on the eastern half of the western parcel, with the five-aside, tennis courts and bowling green located in the western half of the western parcel. The proposed 'hard' infrastructure elements of the proposals are to be located along the southern edge of the site with the 18 and 9-hole golf courses and the outfield area of the driving range to the north.

4.2 Proposed Vehicular Access Arrangement

Eastern Access (Existing)

- 4.2.1 As mentioned above, the existing Ingoe Lane access to the existing clubhouse, which will have its use changed to a specialist golf academy, will be retained with no changes other than minor improvements such as surfacing and signage including to the existing bridge of the River Alt west of the access to provide improved walking and cycling connection.

Main Access

- 4.2.2 The proposed new elements will be accessed by two new junctions from the A506 Valley Road. The main access will be formed by adding a fourth arm onto the A506/Field Lane signals. The traffic signal control will be retained, and aside from creating a fourth arm to serve the development, a number of improvements will be made to the junction including:

- A right turn flare for movements to the site from the A506 eastern arm;
- Changes to the splitter island on the Field Lane approach and radius on the south-east corner;
- Introduction of 'walk/cycle with traffic' signal controlled toucan crossings on the A506 eastern arm, the proposed site access and split crossing on Field Lane; and
- An upgrade of the traffic signal controller and loop hardware (if required).

- 4.2.3 Further details of the operation of the traffic signals will be provided in Section 7.

Western Access

- 4.2.4 The second junction will be a left-in slip road off the A506 Valley Road in between Aintree Lane and the main site access. The slip will lead to an internal mini-roundabout.
- 4.2.5 The access arrangements are shown in Drawing P18122-001C, with a greater level of detail shown for the main access in Drawing P18122-200C, both in Appendix E.

4.3 Proposed Pedestrian and Cycle Access Arrangement

- 4.3.1 Shared cycleway will be provided at both access junctions to tie into the existing provision. These will be supplemented by two separate shared cycle accesses and the existing foot/cycle bridge over the River Alt which will not be open to motor vehicle traffic. A new footbridge will also be provided further north to better link the two halves of the 18-hole golf course. This is necessary given that Tee 1 and Green 18 will be relocated to the west of the River Alt in front of the new clubhouse. A west to east shared cycleway will be provided to facilitate connection between the golf and non-golf uses.
- 4.3.2 A network of shared cycleways and footways will be provided internally with uncontrolled crossing facilities consisting of dropped kerbs and tactile paving on desire lines. Many of these crossings will be raised to cycleway/footway level to maximise convenience for such users and to traffic calm.

4.4 Internal Layout

- 4.4.1 Two inbound lanes will be provided from the main access. The nearside lane will head left to the non-golf uses (five-a-side soccer, tennis and bowling) as well as the main service area, while the offside lane will head right to the golf uses (new clubhouse, adventure golf and driving range). A short cut-through lane will be provided to cater for the small number of movements who will chose to visit the non-golf uses after visiting the golf uses first, i.e. enabling east to west movements as well as allowing for re-circulation of the main golf parking areas.
- 4.4.2 The non-golf visitors will egress the site by circulating through the main golf use car park, which will have a one-way arrangement, to one of three exit lanes at the main access. These three lanes will consist of a left only (A506 eastbound) nearside lane, a right only (A506 westbound) off-side lane and a shared right and ahead (Field Lane) middle lane. Any surge in exit movements can be accommodated internally to the site, while the two-lane entry arrangement will virtually eliminate the possibility of any blocking-back onto the A506.
- 4.4.3 A second internal mini-roundabout will be provided at the junction between the main golf use car park and the proposed clubhouse car park. The two mini-roundabouts and raised pedestrian/cycle crossings will help to maintain low speeds of circa 10mph which will help to maximise safety for all users, particularly pedestrians and cyclist.
- 4.4.4 Prime have worked along side the architects and wider project team to ensure that the internal highway layout and parking spaces are safe and appropriate for all users.

4.5 Parking

Car Parking

- 4.5.1 The proposed parking arrangements have been carefully considered. Whilst the applicant will aim to maximise the accessibility of the development by sustainable modes of travel, it is important to

recognise that golf clubs typically generate high proportions of car use given the need to transport golf clubs in the boot. Furthermore, the location of the site, being off the A506 and close to the M57, naturally gives it good access to the strategic road network. The above has been given due cognisance when devising the proposed number of parking spaces.

- 4.5.2 KMBC's parking standards do not cover all uses proposed on the site, therefore we have considered the typical parking standards for such uses where available in the standards of other local highway authorities in England alongside TRICS data. Where such sources are not available, a first principles approach has been applied. The indicative car parking requirement and our assumptions/sources are included in Table 4.1. Note we have not applied a cross-visitation factor other than the golf uses also making use of the proposed clubhouse which should be reflected in the sources referenced.

Table 4.1: Car Parking Estimates

Use	KMBC Standards/ TRICS/ Assumptions	Assumptions	Total
Clubhouse change of use	KMBC 1 space per 2 staff + 1 space per 15 students	assumed 10 staff & 50 students	8
18-hole golf course	TRICS Average = 125, other LPA standards average = 100	TRICS 125 worst case	125
9-hole golf course	TRICS Average = 60, other LPA standards average = 50	TRICS 60 worst case	60
Adventure Golf Course	Assumed same as 9-hole given similar course time	Equivalent to 9-hole	60
Golf Driving Range	TRICS = 2 per tee, other LPA standards average = 1.5 per tee	TRICS worst case for 40 tees	80
Five aside pitches - outdoor (x6)	TRICS = 10 per pitch	6 pitches	60
Tennis Court (x5)	TRICS = 6 per court	5 courts	30
Bowling Green	Assumption: green split into 6 rinks	4 players per rink	24
New clubhouse	Parking provision included in course provision	-	-
Putting green	Parking provision included in course provision	-	-
Greenkeeper's compound	Parking provision included in course provision	-	-
Total			447

- 4.5.3 The above suggests that circa 447 car parking spaces will be required to accommodate the development proposals, or 439 excluding the change of use at the existing clubhouse which is located on the eastern half of the site (east of River Alt).

- 4.5.4 The masterplan currently proposes a total of 469 spaces across the western half of the site (west of River Alt), which is just 30 spaces greater than the calculated requirement excluding the change of use. The standards spaces are proposed to be 2.5m x 5.0m wide in accordance with KMBC standards. 46 of the spaces will be for uses by disabled people and will include 1200mm safety zones.

- 4.5.5 The existing 152 space clubhouse car park will not only function as the car park for the change of use element, but it can also be used for overspill should there be any surges in demand or special events such as golf or football tournaments. An appropriate number of electric vehicle charging facilities will be provided following further discussions with KMBC.
- 4.5.6 It can therefore be concluded that adequate car parking will be provided as part of the development proposals.

Cycle & Motorcycle Parking

- 4.5.7 Similar to the car parking, KMBC does not have cycle or motorcycle parking standards for all of the proposed uses. Therefore we have adopted the same approach to calculate this as the car parking. The indicative car parking requirement and our assumptions/sources are included in Table 4.2.

Table 4.2: Cycle and Motorcycle Parking Estimates

Use	LPA Standards/ Assumptions	Assumptions	Total
CYCLE PARKING			
Clubhouse change of use	KMBC 1 space per 5 staff + 1 space per 3 students	assumed 10 staff & 50 students	19
18-hole golf course	Other LPA standards average = 10 x cycle provision	-	10
9-hole golf course	Other LPA standards average = 5 x cycle provision	-	5
Adventure Golf Course	Assumed same as 9-hole given similar course time	Equivalent to 9-hole	5
Golf Driving Range	Other LPA standards average 5 short term spaces per 20/30 tees	Other LPA worst case 5 spaces per 20 tees for 40 tees	10
Five aside pitches - outdoor (x6)	Other LPA standards = 1 short term space per 10 players/ participants	Worst case 16 players per pitch (5 a-side + 3 sub) 6 pitches x 16 players = 96	10
Tennis Court (x5)	Prime assumptions = 1 space per court	5 courts	5
Bowling Green	Other LPA standards = 1 space per 20m ²	1475 sqm / 400 sqm	4
New clubhouse	Parking provision included in course provision	-	-
Putting green	Parking provision included in course provision	-	-
Greenkeeper's compound	Parking provision included in course provision	-	-
General Staff provision	Other LPA standards = 1 space per 8 staff	Team advised 13 long term spaces	13
Total			80
MOTORCYCLE PARKING			
Clubhouse change of use	KMBC 1 space per 12 staff + 1 space per 10 students	assumed 10 staff & 50 students	6
Rest of development	Other LPA standards = 1 space + 1 per 20 car spaces (for 1st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces).	469 car parking spaces	18
Total			24

-
- 4.5.8 The above suggests that a figure of 80 cycle parking and 24 motorcycle parking spaces will be appropriate. The masterplan currently proposes a total of 85 cycle parking spaces inclusive of 13 longer stay cycle lockers for staff.
- 4.5.9 16 motorcycle parking spaces are proposed for the western half of the site which is only 2 spaces short of the above estimate. We believe that the figure to be provided is reasonable as motorcycle could park in car parking spaces should there ever be more than 16 motorcycles parked on site, which we believe will be unlikely given the uses. The existing clubhouse car park should easily be able to accommodate 6 or more motorcycles.
- 4.5.10 It can therefore be concluded that adequate cycle and motorcycle parking will be provided as part of the development proposals.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2019) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes..

5.2 Access on Foot

- 5.2.1 The site is located within the existing residential area of Fazakerley, on the outskirts of the City of Liverpool, near to the town of Kirkby. The existing network provides good access to the surrounding areas. A shared footway/cycleway is in place along Valley Road (A506), with formal signalised crossing infrastructure provided to aid in pedestrian movements. Junction 6 of the M57 provides toucan crossing facilities, with this infrastructure further enhancing permeability to the surrounding area, particularly to the town of Kirkby. Improved crossing facilities will also be provided at the main access.
- 5.2.2 Shared cycleways will be provided at the site accesses to tie in with the existing provision on the A506, along with there being two dedicated pedestrian/cycle accesses and the two crossings of the River Alt. The footways/cycleways provide continuous routes, complete with street lighting, to the various residential areas and other facilities that exist around the site. The internal routes will be safe and lit with raised crossings provided on desire lines.
- 5.2.3 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Acceptable Walking Distances

Criteria	Town Centres (m)	Commuting/School/Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 5.2.4 In order to highlight the site's accessibility on foot, an indicative walking isochrone has been produced using the Geographic Information System (GIS) software Visography TRACC. Figure 1 in Appendix F represents the site's walking catchment with the CIHT's '*Preferred Maximum*' distances of 2000m.
- 5.2.5 In order to provide an accurate representation of the future highway and PRow network, the site's new vehicular and pedestrian access points have been manually added to the network, and then used to generate isochrones. The accessibility distance is based on an origin/destination point at both new access locations to the site, with the individual isochrones generated then merged to form the whole isochrone seen in Figure 1 in Appendix F.
- 5.2.6 From Figure 1 of Appendix F, it can be seen that a large proportion of Fazakerley can be walked to from the development site within a 1200m distance. An even greater proportion of Fazakerley becomes accessible within a 2000m walking distance, with areas of Kirkby becoming accessible to the east and areas of Aintree becoming accessible to the north.
- 5.2.7 All footways, as described within Section 3, are of reasonable width and quality, with street lighting provided to aid in pedestrian movements and contribute towards a conducive walking environment. Given the evidence presented in Figure 1 of Appendix F, walking can be considered to be a realistic and viable method of travel indicating that the site's location is accessible via this sustainable mode.

5.3 Access by Cycle

- 5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.
- 5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:
- 'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'*
- 5.3.3 Local Transport Note 1/20 *Cycle Infrastructure Design* states similar, that '*Two out of every three personal trips are less than five miles [8km] in length – an achievable distance to cycle for most people*'. The National Travel Survey states that in 2019, the average cycling trip took 23-minutes, equivalent to 6,133m (based on an average speed of 16kph), again this being an average with a proportion of respondents cycling a greater distance than this.
- 5.3.4 National Cycle Route 862 (NCR 862) is located to the east of the M57 and runs traffic-free along Valley Road connecting Kirkby train station and town centre to the East Lancs, Knowsley Business Park and Stockbridge Village, with many sections to the south also being traffic-free.
- 5.3.5 A cycling isochrone showing the site's catchment has also been produced using TRACC and is shown as Figure 2 in Appendix F. The figure illustrates 2000m and 5000m catchment ranges which equate to

10 minute and 25-minute journey times respectively which are based on the somewhat conservative or leisurely cycle speed of 12kph. Anecdotally, commuting cyclists (staff) are generally thought to travel at speeds between 15-20kph so a greater catchment may be more realistic.

5.3.6 Figure 2 in Appendix F illustrates that the areas accessible within Figure 1 are similarly accessible within a 2000m cycling distance. The 5000m cycling distance allows for a much greater proportion of the surrounding area to be accessed. It can be seen that the entirety of Fazakerley, Aintree and Kirkby can be accessed, with Croxteth, Orrell Park, Netherton and Norris Green then also becoming accessible, as is much of NCR 862.

5.3.7 The catchment plan suggests that cycling will be a viable mode of travel to access the development from the surrounding residential areas. The good quality infrastructure surrounding the site will mean that travel on foot and by cycle will continue to be realistic and convenient modes of travel for future staff/members of the development.

5.3.8 The proposed new site access points are well positioned to complement the existing infrastructure, such as the shared foot/cycleways along Valley Road (A506) and the signalised crossings.

5.4 Access by Bus

5.4.1 The nearest bus stops to the site are located along the sites frontage to Valley Road (A506), and as such are well within the recommended 400m walking distance. Furthermore, as discussed previously within Section 3, the route towards these bus stops consist of good quality/width footway, with appropriate street lighting provided. The westbound bus stop can be accessed through utilising either of the signalised crossing points across Valley Road (A506), with the eastbound bus stop accessible without the need to cross a carriageway.

5.4.2 The stops are served by a variety of services as shown in Table 5.2. Both directions are provided with waiting facilities including shelters, seating, lighting and timetable information. Tables 5.2 summarise the main higher frequency services that can be accessed at this location. Timetable information has been obtained from 'Traveline' with the timetables reference at the time of writing this report available on request. (<https://www.traveline.info/>).

Table 5.2: Summary of Main High Frequency Bus Services Accessed from Valley Road (A506)

Service	Route	Weekday Frequency	Weekend Frequency	
		Monday - Friday	Saturday	Sunday
17	Liverpool Queens Square – Kirkby Bus Station	6 per hour	6 per hour	4 per hour
20/20X	Liverpool Queens Square – Tower Hill, Kirkby	5 per hour	5 per hour	2 per hour
21	Liverpool Queens Square - Northwood	5 per hour	5 per hour	2 per hour
121	Norris Green - Aintree	5 services/day between circa 1845 - 2045	5 services/day between circa 1845 - 2045	2 per hour
214	Walton Park Circular	2 per hour	2 per hour	No service
217/227	Huyton – Kirkby	4 per hour	2 per hour	2 per hour
X3	Liverpool Queens Square - Knowsley Industrial Park	1 per hour	No service	No service

5.4.3 It can be seen from Table 5.2 that the main high frequency bus services that can be accessed via the stops on Valley Road provide connections between Liverpool city centre and Kirkby including many of the local centres in between, these include Walton, Aintree, Norris Green, Huyton and Bootle.

5.4.4 In order to further encourage bus travel, the applicant is willing to upgrade the nearest pair of bus stops on Valley Road to include shelters and seating.

5.4.5 The NPPF, at paragraph 112, states that developments should ‘*so far as possible*’, facilitate ‘*access to high quality public transport*’. It is our opinion that the existing bus service provision in the vicinity of the development is appropriate and reasonable for its size and nature. The site, by taking advantage of the good quality footway connections to the abovementioned bus stops, does provide ‘*appropriate opportunities to promote sustainable transport modes*’ (paragraph 110 NPPF).

5.5 Accessibility Standard Assessment (ASA)

5.5.1 Table B.1 of Appendix B of KMBC’s Ensuring a Choice of Travel SPD provides details of the minimum levels of accessibility that should be achieved by various modes of transport. These scores are based on the land use type, scale, location, and facilities provided.

5.5.2 The minimum required scores for the development proposed as part of this planning application are provided in Table 5.3 based on the development type being a major/large ‘D2 Assembly & Leisure’, location ‘Other Urban’.

Table 5.3: Minimum Required ASA Scoring

Development Type, Location, Size	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access and parking
D2 Assembly & Leisure	4	5	6	2

- 5.5.3 The ASA undertaken for the site is included in full in Appendix G. However, a summary of the scoring awarded is provided in Table 5.4.

Table 5.4: ASA Scoring Results

Development Type, Location, Size	Score for walking	Score for cycling	Score for public transport	Score for vehicle access and parking
D2 Assembly & Leisure	4	5	6	2

- 5.5.4 It can be seen from Tables 5.3 and 5.4 that the development proposals would meet the minimum scoring requirements of the ASA exercise.

5.6 Travel Plan

- 5.6.1 A Travel Plan has been prepared alongside this TA and will encourage and promote the use of sustainable modes of travel to access the site for both staff and visitors.

5.7 Summary

- 5.7.1 This section of the report has demonstrated that the site is in a sustainable location surrounded by an extensive residential area. The local bus services provide connections to multiple locations in the area making bus travel a viable option for some staff and customers of the development. The applicant is willing to fund the upgrade of the nearest pair of bus stops on Valley Road to include shelters and seating.
- 5.7.2 The degree of accessibility of the site is confirmed by the fact the site meets the ASA requirements set out in KMBC's Ensuring a Choice of Travel SPD.
- 5.7.3 A key theme of national and local transport planning policy is that development should be located where the use of sustainable transport modes can be maximised. As detailed in Section 2 of this report, the NPPF states that *'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'*, as well as providing *'safe and suitable'* access for all.

- 5.7.4 It is therefore felt that, in relation to Paragraph 110 of the NPPF, *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up'*. The development also naturally aligns with paragraph 98 in terms of providing opportunities for sport and physical activity.

6 IMPACT ASSESSMENT

6.1 Introduction

- 6.1.1 This section of the report details the methodology used to predict the demand associated with the development in a future year whilst considering traffic growth and traffic associated with committed developments.

6.2 Traffic Growth & Committed Development

- 6.2.1 Two forecast years have been derived. The first is 2026 which represents the year of application plus five years in accordance with GTA; the second is 2031 which represents the year of application plus ten years in accordance with DfT Circular 2013 given the site's proximity to the M57. It is anticipated that the development will be completed by 2026.
- 6.2.2 The 2020 Observed flows, shown in Traffic Flow Diagrams 1, 2 and 3 in Appendix C, have been factored to the assessment year using the DfT software TEMPro (Trip End Model Presentation Program) version 7.2. This package allows access to data used in the National Trip End Model (NTEM) and can be used to 'provide summaries of traffic growth using data from the National Transport Model (NTM)' (<https://www.gov.uk/government/collections/tempro>).
- 6.2.3 In order to derive local traffic growth factors, the following Mid Layer Super Output Area (MSOA) were selected:
- Knowsley 003;
 - Knowsley 004;
 - Liverpool 001; and
 - Liverpool 002.
- 6.2.4 Trip end growth factors for car drivers were derived and adjusted by NTM dataset AF15 for 'urban' area types and 'principal' road types to reflect the nature of the A506.
- 6.2.5 DfT derived Road Traffic Forecast (RTF) growth factors for the North West region have been applied to heavy vehicles as TEMPro is not applicable to such vehicle classes as detailed in WebTAG guidance. As the RTF values indicate negative growth for heavy vehicles, a factor of 1.00 has been applied.
- 6.2.6 WebTAG also states that TEMPro planning assumptions can be manually adjusted to take into account committed developments in order to avoid double counting traffic growth. Before applying the traffic growth factors derived from the above method, the trips from local committed development have been considered.
- 6.2.7 KMBC requested that the following committed developments should be taken into account:
- 17/00559/FUL: Mixed-use redevelopment in Kirkby town centre; and

- 20/00193/FUL: 266 dwellings off Whitefield Drive.

6.2.8 Liverpool City Council (LCC) was consulted given the proximity of the site to the authority boundary with LCC confirming that there were no committed developments that needed to be taken into account. We believe that it is unlikely that there are any consented developments in Sefton that would generate a demand for significant levels of traffic to use the A506 with Switch Island offering a more direct route to/from the M57 from/to much of Sefton. The TEMPro growth applied will likely serve as a suitable proxy for any such developments.

6.2.9 As TEMPro includes government derived planning forecasts, it is necessary to manually adjust the planning assumptions within the database software to remove the numbers of dwellings associated with the committed development which would otherwise result in double-counting, with this being applicable to the Whitefield Drive development. Whilst the Kirkby town centre development will generate a number of jobs, we do not have information related to this so no adjustment has been made to the job assumptions in TEMPro. As the Whitefield Drive development sits in the Knowsley 004 MSOA, the associated figures have been adjusted as follows:

- 2020 base households = 3863;
- 2026 default households = 3943 (increase of 80);
- 2031 default households = 3984 (increase of 121); and
- 2026 and 2031 households manually adjusted to match 2020 base to remove 266 committed households but without applying negative growth.

6.2.10 The resulting TEMPro growth factors are shown in Table 6.1 below.

Table 6.1: Traffic Growth Factors

Area	AM	PM	Saturday
2020-2026 Growth			
Knowsley 003	1.0679	1.0639	1.0626
Knowsley 004	1.0504	1.0430	1.0387
Liverpool 001	1.0752	1.0719	1.0738
Liverpool 002	1.0712	1.0710	1.0731
Average	1.0662	1.0625	1.0620
2020-2031 Growth			
Knowsley 003	1.1120	1.1049	1.1027
Knowsley 004	1.0829	1.0700	1.0633
Liverpool 001	1.1242	1.1188	1.1225
Liverpool 002	1.1213	1.1205	1.1237
Average	1.1101	1.1036	1.1030

6.2.11 The average growth rates of the four MSOAs listed above have been applied to the 2020 Observed flows resulting in the 2026 and 2031 Base flows shown in Traffic Flow Diagrams 7-12 which are provided in Appendix C.

- 6.2.12 It is however important to note that the level of growth within the current TEMPro and RTF datasets was forecast by the DfT prior to the Covid-19 pandemic, the 2020 recession and Brexit, and therefore are likely to contain higher levels of growth than what will actually occur in the next 5-10 years. Use of these factors should therefore be considered to be particularly robust.
- 6.2.13 The traffic flow diagrams included in the TAs for the two committed developments have been used to derive the associated traffic flows. There is some contradiction between the two TAs despite both being prepared by the same consultant. The TA for the Kirkby town centre scheme shows either a net reduction in traffic flows in our study area or a very slight increase based on the trip generation for the extant use versus the consented use, while the TA for Whitefield Drive shows an increase in traffic associated with the Kirkby town centre redevelopment which it treats as a committed development. In order to be robust, we have used the flows in the Whitefield Drive TA for both developments as this gives higher flows for the town centre redevelopment, with the exception of the Saturday peak for Kirkby town centre which has been taken directly from that TA, and for the Saturday peak of Whitefield Drive we have used the AM peak flows as a proxy given that the residential development did not consider a Saturday peak.
- 6.2.14 The committed development flows are provided in Traffic Flow Diagrams 13-18 (Appendix C). The committed development flows have been distributed using the observed distribution shown in Traffic Flow Diagrams 4-6 (Appendix C). The committed development flows have been added to the base flows to form the 2026 and 2031 Without Development flows shown in Traffic Flow Diagrams 19-24.

6.3 Development Traffic Distribution

- 6.3.1 The development traffic has been distributed across the local network based on the existing turning movements as shown in Traffic Flow Diagrams 4-6 in Appendix C. As the full turning movements were not recorded at M57 junction 6, a gravity model has been derived to distribute trips north and south on the M57 and east on the A506.
- 6.3.2 The DfT's *National Travel Survey 2019* reports that in 2018, the average time spent travelling for sport or entertainment in the North West was 22-minutes. However this includes all modes of travel, and on the basis that people generally travel further by car than by walking or cycling, this figure was rounded up to 30-minutes. A 30-minute drivetime catchment was produced using TRACC as shown as Figure 3 in Appendix F. Census household data was downloaded for this catchment but then filtered by removing the outlying areas of Bolton, Cheshire East, Cheshire West & Chester, Chorley, Salford, South Ribble, Trafford and Wirral on the basis of the distance to the site and there being similar amenities (golf clubs, adventure golf, five-a-side, tennis etc.) within a closer proximity to those areas.
- 6.3.3 Following removal of these areas, the 8 local authority areas below formed the catchment:
- Halton
 - Knowsley

- Liverpool
- Sefton
- St. Helens
- Warrington
- West Lancashire
- Wigan

6.3.4 The Halton, St Helens, Warrington and West Lancashire authorities have clear M57 north or south routes to/from junction 6. Liverpool, Sefton and Knowsley were then split into the MSOA level, as traffic from/to some MSOAs would travel to/from the site via the A506 west of junction 6, while others, specifically several south and east Liverpool MSOAs would travel via the M57 south, several north and west Sefton MSOAs would travel via the M57 north and several Knowsley MSOAs would travel via the A506 east of the M57. A local route interrogation using web based route planning software (Google Maps) was used to determine appropriate routes. Trips from/to Wigan were split 50/50 north and south given that some drivers would likely use the M58 and others the A580.

6.3.5 A distance adjustment was then applied to provide a greater weighting to traffic from/to the more local areas, with a factor of 1 applied to Knowsley, Liverpool, Sefton and St Helens and a factor of 0.5 applied to Halton, Warrington, West Lancashire and Wigan, again, on the basis that similar facilities existing in closer proximity to these areas than the site.

6.3.6 The results of the gravity modelling calculated that traffic utilising M57 junction 6 would be assigned 62.3% M57 south, 34.5% M57 north and 3.2% A506 east. Based on our knowledge of the area and the likely catchment, we believe these figures to be realistic.

6.3.7 The distribution is illustrated in Traffic Flow Diagrams 25-27 and 31-33 in Appendix C.

6.4 Vehicular Trip Generation

6.4.1 In order to determine the traffic generation associated with the proposed development, the TRICS database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Ireland. The TRICS report outputs which contain full details of the site selection process are provided in Appendix H.

6.4.2 For the land uses under consideration, TRICS provides hourly trip rates commencing on the hour, however the weekday AM and PM peaks commence half past the hour. Therefore to best align the TRICS rates with the weekday peaks, an average has been taken of 07:00-09:00 for the AM peak and 16:00-18:00 for the PM peak, except for some of the AM peak non-golf uses as the TRICS survey samples only commence at 08:00, so in those instances the trip rates for 08:00-09:00 have been used. Where the two hour averages have been used, these are shown at the bottom of the respective trip generation tables below. In some instances the averages are higher than if the peak hour either side

was used and in some instances they are lower, but this approach allows for consistency and the most realistic scenario in terms of assessing peak hour impact.

Golf Uses

- 6.4.3 Given that the development proposals for the municipal golf club include a remodelled 18-hole golf course, a new 9-hole golf course, adventure golf, practice putting green, driving range and a new clubhouse, which will have elements of cross-visitation between these uses, the TRICS land use category 'municipal >18 hole courses' category is the most appropriate. However, we have created hybrid rates by combining this category with 'private >18 hole courses' to provide a larger sample and in recognition that some golf course users will be members.
- 6.4.4 On close examination of these land uses, which have fairly limited numbers of sites within them, there is considerable variation in what each of the sites in the sample contains. We have therefore used a selection process in order to select sites which resemble the proposed uses as much as possible. The sites would therefore require the following to be included in the sample:
- 18-hole course;
 - 9-hole course or similar;
 - Driving range; and
 - Restaurant.
- 6.4.5 Several of the sites also included mini-golf, short golf courses or practice courses with several having other ancillary uses such as hotels, wedding venues, gyms or spas. The multiplier for the trip rates for each site was the number of holes which is what we have used in this assessment. We have used a multiplier of 18-holes for the adventure golf, but as not all sites include this in their multipliers, this allows for a particularly robust assessment. The total multiplier used is 45-holes. Due to the limited sample size, sites surveyed on Sundays have been included with Saturday sample.
- 6.4.6 A summary of the trip rates and trip generation for the golf element of the site is provided in Tables 6.2 (weekday) and 6.3 (weekend). As the rates are a hybrid of municipal and private golf courses, the trip rates are an average of the two.

Table 6.2: Golf Trip Generation – Weekday

Hr Beginning	Weekday					
	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00	0.387	0.016	0.403	17	1	18
08:00	0.620	0.086	0.706	28	4	32
09:00	0.712	0.249	0.961	32	11	43
10:00	0.657	0.345	1.001	30	16	46
11:00	0.684	0.561	1.245	31	25	56
12:00	0.602	0.557	1.159	27	25	52
13:00	0.590	0.618	1.207	27	28	55
14:00	0.428	0.739	1.166	19	33	52
15:00	0.632	1.024	1.656	28	46	74
16:00	0.545	0.816	1.360	25	37	62
17:00	0.425	0.723	1.148	19	33	52
18:00	0.399	0.388	0.787	18	17	35
12-hour	6.678	6.119	12.796	301	276	577
AM Peak	0.503	0.051	0.554	23	3	25
PM Peak	0.485	0.769	1.254	22	35	57

Table 6.3: Golf Trip Generation – Weekend

Hr Beginning	Weekend					
	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00	0.952	0.104	1.056	43	5	48
08:00	0.950	0.187	1.137	43	8	51
09:00	1.058	0.382	1.440	48	17	65
10:00	0.943	0.649	1.592	42	29	71
11:00	1.080	0.909	1.989	49	41	90
12:00	1.149	1.258	2.406	52	57	109
13:00	0.794	0.947	1.740	36	43	79
14:00	0.813	1.019	1.832	37	46	83
15:00	0.860	1.103	1.962	39	50	89
16:00	0.906	1.182	2.088	41	53	94
17:00	0.521	1.358	1.879	23	61	84
18:00	0.390	1.020	1.410	18	46	64
12-hour	10.414	10.115	20.529	471	456	927

6.4.7 The distributed golf flows are shown in Traffic Flow Diagrams 28-30 in Appendix C.

6.4.8 The three heavy vehicles observed accessing the site in the AM peak and the single heavy vehicle observed accessing the site in the Saturday peak have been retained but reassigned to the main access as they are likely to still serve the site. These trips may well serve the development, and we note that additional heavy service vehicle trips may be generated, however the numbers will be small and they are likely to access the site outside of the peak hours.

Non-golf Sports Use

5-a-side Soccer

6.4.9 The TRICS derived trip rates per pitch and trip generation for the 6 x 5-a-side pitches are shown in Tables 6.4 (weekday) and 6.5 (weekend).

Table 6.4: 5-a-side Trip Generation – Weekday

Hr Beginning	Weekday					
	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00	0.000	0.000	0.000	0	0	0
08:00	0.630	0.196	0.826	4	1	5
09:00	1.696	0.348	2.044	10	2	12
10:00	0.326	0.174	0.500	2	1	3
11:00	0.543	0.413	0.956	3	2	5
12:00	0.283	0.565	0.848	2	3	5
13:00	0.413	0.457	0.870	2	3	5
14:00	0.913	1.239	2.152	5	7	12
15:00	1.348	1.152	2.500	8	7	15
16:00	1.522	0.652	2.174	9	4	13
17:00	2.761	0.957	3.718	17	6	23
18:00	4.717	2.239	6.956	28	13	41
12-hour	15.152	8.392	23.544	90	49	139

Table 6.5: 5-a-side Trip Generation – Weekend

Hr Beginning	Weekend					
	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00	0.000	0.000	0.000	0	0	0
08:00	0.000	0.000	0.000	0	0	0
09:00	0.000	0.000	0.000	0	0	0
10:00	6.167	2.167	8.334	37	13	50
11:00	6.833	6.000	12.833	41	36	77
12:00	5.000	4.833	9.833	30	29	59
13:00	5.500	5.167	10.667	33	31	64
14:00	4.667	3.333	8.000	28	20	48
15:00	3.167	4.833	8.000	19	29	48
16:00	3.167	3.167	6.334	19	19	38
17:00	2.167	3.500	5.667	13	21	34
18:00	1.667	4.167	5.834	10	25	35
12-hour	38.335	37.167	75.502	230	223	453

Tennis

6.4.10 The TRICS derived trip rates per court and trip generation for the 5 x tennis courts are shown in Tables 6.6 (weekday) and 6.7 (weekend).

Table 6.6: Tennis Trip Generation – Weekday

Hr Beginning	Weekday					
	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00	0.067	0.000	0.067	0	0	0
08:00	0.333	0.133	0.466	2	1	3
09:00	0.733	0.067	0.800	4	0	4
10:00	0.400	0.433	0.833	2	2	4
11:00	0.400	0.567	0.967	2	3	5
12:00	0.167	0.433	0.600	1	2	3
13:00	0.433	0.233	0.666	2	1	3
14:00	0.333	0.167	0.500	2	1	3
15:00	0.800	0.467	1.267	4	2	6
16:00	1.467	0.867	2.334	7	4	11
17:00	1.300	0.867	2.167	7	4	11
18:00	1.667	1.400	3.067	8	7	15
12-hour	8.100	5.634	13.734	41	27	68

Table 6.7: Tennis Trip Generation – Weekend

Hr Beginning	Weekend					
	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00	0.556	0.056	0.612	3	0	3
08:00	0.773	0.182	0.955	4	1	5
09:00	4.409	1.682	6.091	22	8	30
10:00	3.136	2.955	6.091	16	15	31
11:00	2.455	3.409	5.864	12	17	29
12:00	1.591	2.773	4.364	8	14	22
13:00	2.045	2.045	4.090	10	10	20
14:00	1.727	2.273	4.000	9	11	20
15:00	0.864	1.045	1.909	4	5	9
16:00	1.273	1.091	2.364	6	5	11
17:00	1.045	1.091	2.136	5	5	10
18:00	0.444	0.611	1.055	2	3	5
12-hour	20.318	19.213	39.531	101	94	195

Bowling

- 6.4.11 TRICS does not include trip rates for lawn bowls. We have therefore applied a first principles approach of there being 6 rinks on the green, with 2 teams per rink and 2 players per team (pairs). With a car share factor of 1.5 applied, this totals 16 arrival and 16 departure car trips. We appreciate that the number of players could increase for games of triples, fours or sides, however the green is unlikely to be at capacity during all hours of opening, a greater level of car share could take place and some players may travel via other modes. Given that games of lawn bowls tend to last greater than 90-minutes, we have assumed 2 hour games with 16 arrivals and 16 departures every two hours from opening, though in reality there is likely to be a degree of staggering e.g. 8 trip per hour. The assumed

first game and last game times have been chosen to align with the assessment peak hours except for the AM peak as this is likely to be too early for the first game. Summaries of the assumed bowling trips is provided in Tables 6.8 (weekday) and 6.9 (weekend).

Table 6.8: Bowling Trip Generation – Weekday

Time	Arrivals	Departures	Total
07:00	0	0	0
08:00	0	0	0
09:00	16	0	16
10:00	0	0	0
11:00	16	16	32
12:00	0	0	0
13:00	16	16	32
14:00	0	0	0
15:00	16	16	32
16:00	0	0	0
17:00	16	16	32
18:00	0	0	0
12-hour	80	80	160

Table 6.9: Bowling Trip Generation – Weekend

Hr Beginning	Arrivals	Departures	Total
07:00	0	0	0
08:00	0	0	0
09:00	0	0	0
10:00	16	0	16
11:00	0	0	0
12:00	16	16	32
13:00	0	0	0
14:00	16	16	32
15:00	0	0	0
16:00	16	16	32
17:00	0	0	0
18:00	0	16	16
12-hour	64	64	128

Total Non-golf Sports Use

- 6.4.12 The total non-golf sports use trips (5-a-side, tennis and bowling) is provided in Tables 6.10 (weekday) and 6.11 (weekend).

Table 6.10 – Total Non-golf Sports Trip Generation – Weekday

Hr Beginning	Weekday		
	Trip Generation		
	Arrivals	Departures	Total
07:00	0	0	0
08:00	6	2	8
09:00	30	2	32
10:00	4	3	7
11:00	21	21	42
12:00	3	5	8
13:00	20	20	40
14:00	7	8	15
15:00	28	25	53
16:00	16	8	24
17:00	40	26	66
18:00	36	20	56
12-hour	211	140	351
PM Peak	28	17	45

Table 6.11 – Total Non-golf Sports Trip Generation – Weekend

Time	Arrivals	Departures	Total
07:00	3	0	3
08:00	4	1	5
09:00	22	8	30
10:00	69	15	84
11:00	53	39	92
12:00	54	47	101
13:00	43	32	75
14:00	53	37	90
15:00	23	31	54
16:00	41	39	80
17:00	18	25	43
18:00	12	48	60
12-hour	395	322	717

6.4.13 The distributed non-golf flows are shown in Traffic Flow Diagrams 34-36 in Appendix C.

Education Use

6.4.14 As stated in Section 4.1, the existing golf clubhouse (652m²) off Ingoe Lane is to be retained and extended (by 329m²), but converted to a golf-related training academy with associated classroom space, cafeteria and overnight accommodation for golf professionals, teachers and trainers. This will very much be a bespoke use with details of the hours of operation not available at this stage. We believe that most appropriate land use within the TRICS database to estimate the number of trips that such a use could generate in a suburban location would be a college. Trip rates are only available for such uses for weekdays, which is logical as few educational establishments generate traffic at the

weekend. The trip rates per 100m² (existing plus proposed = 981m²) and associated trip generation for the education use are provided in Table 6.12.

Table 6.12: Education Trip Generation – Weekday

Hr Beginning	Weekday					
	Trip Rates			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00	0.251	0.056	0.307	2	1	3
08:00	1.545	0.454	1.999	15	4	19
09:00	0.568	0.269	0.837	6	3	9
10:00	0.298	0.187	0.485	3	2	5
11:00	0.289	0.310	0.599	3	3	6
12:00	0.372	0.444	0.816	4	4	8
13:00	0.370	0.341	0.711	4	3	7
14:00	0.256	0.420	0.676	3	4	7
15:00	0.305	0.592	0.897	3	6	9
16:00	0.303	0.814	1.117	3	8	11
17:00	0.330	0.552	0.882	3	5	8
18:00	0.289	0.214	0.503	3	2	5
12-hour	5.176	4.653	9.829	52	45	97
AM Peak	0.898	0.255	1.153	9	3	11
PM Peak	0.317	0.683	1.000	3	7	10

6.4.15 The distributed education flows are shown in Traffic Flow Diagrams 37-38 in Appendix C.

Total New Development Trips

6.4.16 The total new development trips for the peak hours are shown in Table 6.13 and in Traffic Flow Diagrams 39-41 in Appendix C.

Table 6.13: Total New Development Trips

Hr Beginning	Trip Generation		
	Arrivals	Departures	Total
AM Peak	37	7	44
PM Peak	53	59	112
Weekend Peak	111	44	155

Existing Golf Club Trips

6.4.17 Given that new trip rates have been presented above to forecast the level of golf related trips generated by the development proposals, which includes golf related cross-visitation, the existing trips generated by the club recorded by the traffic surveys have been removed. However, as 7 residential properties also take access from Ingloe Lane (including Oxton Close), TRICS trip rates have been derived for houses privately owned (TRICS report output in Appendix H) and the associated residential trips have been retained, with the remained assumed to be existing golf club trips

extracted from the observed turning movements at Ingoe Lane as summarised in Table 6.14 and shown in Traffic Flow Diagrams 42-44 in Appendix C.

Table 6.14: Existing Golf Club Trip Removal

Peak	Existing Ingoe Ln Trips: Total		
	Arrivals	Departures	Totals
AM	8	9	17
PM	5	11	16
Weekend	3	6	9
Peak	Existing Ingoe Ln Trips: Resi		
	Arrivals	Departures	Totals
AM	1	2	3
PM	2	1	3
Weekend	1	1	2
Peak	Existing Ingoe Ln Trips: Golf		
	Arrivals	Departures	Totals
AM	7	7	14
PM	3	10	13
Weekend	2	5	7

Net Development Trips

- 6.4.18 The net development trips, which are the proposed new trips minus the existing golf club trips are shown in Table 6.15. These have been added to the 2026 and 2031 Without Development Trips to form the 2026 and 2031 With Development Trips as shown in Traffic Flow Diagrams 45-50 in Appendix C.

Table 6.15: Net Development Trips

Hr Beginning	Trip Generation		
	Arrivals	Departures	Total
AM Peak	30	0	30
PM Peak	50	49	99
Weekend Peak	109	39	148

- 6.4.19 The above net figures suggest that the development will generate an additional 30 trips in the AM peak hour, equivalent to 1 new trip every 2-minutes; 99 trips in the PM peak hour, equivalent to less than 2 new trips per minute; and 148 trips in the Saturday peak hour, equivalent to less than 3 new trips per minute.
- 6.4.20 Some of the trips generated by the development will be linked/cross-visitation/internal trips, whereby visitors to one use will also visit another as part of their visit. Internal trips between the different golf uses is accounted for through the trip rates used, however non-golf to non-golf or non-golf to golf trips are not taking into account. We appreciate that the proportions will be relatively small, but

clearly some of the sports users may visit the clubhouse for a meal etc. An adjustment has not been applied to consider this in order to add to the level of robustness applied to the assessment.

- 6.4.21 It is important to note that the popularity of many of the proposed uses, particularly adventure golf, tennis and bowls, as well as to some extent the existing golf use, will vary depending on the weather. The development is likely to be at its busiest during the spring and summer months, particularly during school holidays, and less busy in the winter months. There is therefore a seasonal element to the trip generation meaning that the above figures will not be met every weekday or every weekend.

6.5 Junction Impact

- 6.5.1 Having derived estimated traffic flows for the forecast years in the Without and With Development scenarios it is possible to compare expected traffic flows at the study area junctions.
- 6.5.2 Table 6.16 below provides a comparison of flows in the forecast year for the Without and With Development scenarios summarising the difference in absolute and percentage terms. This exercise has been carried out for all four off-site junctions surveyed.

Table 6.16: Comparison of Traffic Flows through Study Junctions Without and With Development

Junction	2026 AM Peak				2026 PM Peak				2026 Weekend Peak			
	Without Dev	With Dev	Abs Diff	% Diff	Without Dev	With Dev	Abs Diff	% Diff	Without Dev	With Dev	Abs Diff	% Diff
A506/ Aintree Ln/ Copplehouse Ln	3197	3215	18	0.6%	3467	3519	52	1.5%	2355	2435	80	3.4%
A506/ Field Ln	2850	2882	32	1.1%	2944	3027	83	2.8%	1871	1979	108	5.8%
A506/ Ingoe Ln	2774	2787	13	0.5%	2830	2880	50	1.8%	1759	1825	66	3.8%
M57 J6 Western Controller	4678	4692	14	0.3%	5330	5382	52	1.0%	3154	3222	68	2.2%
Junction	2031 AM Peak				2031 PM Peak				2031 Weekend Peak			
	Without Dev	With Dev	Abs Diff	% Diff	Without Dev	With Dev	Abs Diff	% Diff	Without Dev	With Dev	Abs Diff	% Diff
A506/ Aintree Ln/ Copplehouse Ln	3323	3341	18	0.5%	3598	3650	52	1.4%	2444	2524	80	3.3%
A506/ Field Ln	2961	2993	32	1.1%	3054	3137	83	2.7%	1942	2050	108	5.6%
A506/ Ingoe Ln	2883	2896	13	0.5%	2936	2986	50	1.7%	1825	1891	66	3.6%
M57 J6 Western Controller	4860	4874	14	0.3%	5528	5580	52	0.9%	3271	3339	68	2.1%

- 6.5.3 As would be expected, the greatest impact in both absolute and percentage terms will be at the A506/Field Lane junction as this will serve as the main site access. Following this, the A506/ Aintree Lane/Copplehouse Lane junction will experience an increase of 18, 52 and 80 trips in the respective AM, PM and weekend peak hours, which at 2026 ranges from a 0.6% to 3.4% increase. The impact at the two junctions to the east of the site will be similar, ranging from 13 to 68 trips, equivalent to 0.3%

to 3.8% increases. The minor difference in the development trip numbers between the two junctions to the east is due to the reassignment of existing golf club trips to the main access.

- 6.5.4 Given the scale of the junctions in the study area, we do not believe that the above trip numbers will result in a significant impact, however the operational impact has been considered further through a detailed junction capacity assessment, the results of which are provided in the following section.

7 JUNCTION CAPACITY ASSESSMENT

7.1 Scope of Assessment & Background

- 7.1.1 The scope of the assessment was agreed with the highway's officers at KMBC and NH during pre-application discussions. Whilst the AM peak development trip numbers are below the traditional assessment threshold of 30 two-way trips at three of the junctions, we have included them in our assessment for completeness.
- 7.1.2 In order to convert the traffic flows into PCUs, which is the requisite input flow unit required in the modelling software, a factor of 2.0 has been applied to the heavy vehicle user class which includes HGVs and buses/coaches. Cars effectively have a factor of 1.0. These factors are commonly accepted in transport modelling. All model report outputs containing detailed results are included in Appendix I.
- 7.1.3 Junction geometry has been coded into the models based on a mixture of on-site measurements, OS mapping, aerial photography and existing models obtained from KMBC.
- 7.1.4 The traffic signal controlled junctions have been modelled using LinSig V3, which is the industry standard capacity assessment software junction types. Models of the A506/ Aintree Ln/ Copplehouse Ln and A506/ Field Ln were obtained from KMBC, checked and updated/adjusted where necessary. The M57 junction 6 western controller was modelled from scratch. Traffic signal controller information for the junctions was obtained from KMBC/NH.
- 7.1.5 When interpreting the results, the capacity of the junction as a whole is indicated by the practical reserve capacity (PRC) with negative values indicating that the practical capacity threshold has been exceeded and a PRC less than -10% indicating that a junction is operating above the theoretical capacity threshold. Queues are the mean maximum queue (MMQ) over the hour modelled.
- 7.1.6 The A506/ Ingoe Lane junction has been modelled using Junctions 9 (PICADY module) which is the industry standard capacity assessment software for priority controlled junctions. When interpreting the Junctions 9 results, the capacity of each arm or movement is calculated as the Ratio of Flow to Capacity (RFC) with 0.85 representing the practical capacity threshold of the arm and 1.00 representing the theoretical capacity threshold. It is above the practical capacity threshold where capacity problems begin to occur while exceeding the theoretical capacity means that arms are over capacity. Traffic flows have been input based on the 'ONE HOUR' option which synthesises a 'peak within a peak' at the middle of the time period modelled and is generally seen as being the worst-case form of assessment in terms of impact.
- 7.1.7 Modelled queues are shown in passenger car units (PCUs), this being equivalent to a distance of 5.75m which is the length of road space (car length plus gap length) that a typical car will occupy when queuing.

7.2 Model Calibration

- 7.2.1 To aid to the model calibration process, queue length surveys were undertaken as part of the traffic surveys. The maximum queue lengths every five-minutes were recorded with the average peak hour queues provided in Traffic Flow Diagrams 1-3 in Appendix C.
- 7.2.2 To further aid model calibration of the traffic signals, the video footage recorded at the time of surveys was viewed. The peak hour cycle times were noted to derive the average cycle times used in the base models and the frequency of the demand dependent stages was also noted so that the staging could be adjusted appropriately with bonus greens used at the Field Lane junction to model the limited pedestrian crossing and indicative arrow activation. Details of our observations are provided in Appendix J. There was considerable variation in the cycle times which is indicative of the MOVA control which dynamically assigns greentime based on live traffic conditions.
- 7.2.3 Along with minor adjustments to the geometry, use of the average cycle times and modelling of demand dependent stages has led to a good level of queue length replication and model calibration. The models of the existing situation are therefore suitable tools to consider the cumulative traffic impact of the development proposals (with committed developments and traffic growth).
- 7.2.4 This section of the report will describe the results of the capacity assessments addressing each junction in turn.

1. A506/ Aintree Ln/ Copplehouse Ln

- 7.2.5 The average cycle times in the AM and PM peaks were observed to be circa 180 seconds, with the equivalent in the Saturday peak being circa 110 seconds. The longest single cycle time was observed to be over 240 seconds. The average cycle times have been used in the forecast year scenarios. A summary of the results is provided in Table 7.1.

Table 7.1: Capacity Assessment Results – A506/ Aintree Ln/ Coppleshouse Ln

Item	AM Peak		PM Peak		Weekend Peak	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
2020 Observed						
PRC (%)	-7.6		4.0		14.2	
Delay (pcuHr)	86.07		70.82		32.21	
2026 Without Development						
PRC (%)	-14.9		-2.6		7.1	
Delay (pcuHr)	131.74		87.27		36.97	
2026 With Development						
PRC (%)	-16.5		-3.6		11.0	
Delay (pcuHr)	140.52		92.59		37.94	
2031 Without Development						
PRC (%)	-19.5		-6.6		3.5	
Delay (pcuHr)	173.52		106.51		40.21	
2031 With Development						
PRC (%)	-20.0		-9.4		1.2	
Delay (pcuHr)	183.31		112.74		42.93	

- 7.2.6 The results above suggest that in the AM peak hour, the junction is operating above the practical capacity threshold (PRC = 0.0%) and close to the theoretical capacity threshold (PRC = -10.0%). In the PM peak it is shown to operate close to the PRC threshold while in the weekend peak it operates well below the threshold.
- 7.2.7 The addition of the background traffic growth and committed developments reduces the capacity in 2026 by 7.3%, 6.6% and 7.1% in the respective peaks. The additional growth to 2031 results in a further capacity reduction of 4.6%, 4.0% and 3.6%. This results in the AM peak operating above the theoretical capacity threshold in both forecast years and the PM peak operating above the practical capacity threshold in both years.
- 7.2.8 The impact of the development traffic is best described as being negligible. At 2026 it reduces the PRC values by just 1.6%, 1.0% and 3.9% in the respective peaks. At 2031 it reduces the PRC by 0.5%, 2.8% and 2.3%. This level of increase is therefore less than that of the robust level of background traffic growth and traffic generated by committed developments. It is likely to be less than the typical daily fluctuation in traffic flow and should not be considered to be 'severe'.

2. A506/ Field Ln

Existing

- 7.2.9 The average cycle times were observed to be 72, 80 and 60 seconds in the respective AM, PM and Saturday peaks. The junction includes an 'all-red' stage when the three pedestrian crossings are called; only the crossing over the A506 eastbound carriageway has the ability to run with traffic. From our review of the video footage, the all-red phase is called very infrequently, and many pedestrians

were observed to cross without waiting for the green-man signal. The indicative right turn arrow to Field Lane also appears to be triggered infrequently.

- 7.2.10 The AM and PM peaks have been modelled with the full stage sequence (including the all-red) but with bonus greens added to the opposing traffic phases, in line with advice from the software manufacturer, while the Saturday peak has been modelled without the all-red stage as the shorter observed cycle time prevents the use of the calculated bonus green value. Both methods have provided a reasonable level of calibration, although the modelled queues are longer than the observed. A summary of the results is provided in Table 7.2.

Table 7.2: Capacity Assessment Results – A506/ Field Ln Existing

Item	AM Peak		PM Peak		Weekend Peak	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
2020 Observed						
PRC (%)	16.3		40.1		41.6	
Delay (pcuHr)	13.21		10.28		8.71	
2026 Without Development						
PRC (%)	8.0		30.5		30.6	
Delay (pcuHr)	15.82		11.65		9.86	
2031 Without Development						
PRC (%)	4.2		26.0		26.2	
Delay (pcuHr)	17.66		12.45		10.49	

- 7.2.11 The results show that the junction currently operates with spare capacity although by 2031 it is likely to operate close to the PRC threshold in the AM peak hour.

Proposed (With Site Access)

- 7.2.12 It is proposed to upgrade the junction in order to facilitate the main access to the development. A fourth arm will be added to provide access with further adjustments made to provide a walk/cycle with traffic staging, removing the all-red stage, with toucan crossings as per Drawing P18122-200C in Appendix E. The removal of the all-red stage means that more green time can be assigned to traffic, with the walk with traffic staging minimising delay to pedestrians and cyclists. The staging used calls every crossing at every opportunity, but the frequency could be reduced to reduce green time lost to the interstage periods.
- 7.2.13 A second LinSig model has been produced inclusive of the fourth arm and revised staging arrangement. The cycle time has been increased to account for the fourth arm and optimised using the tool in the software. The modelled cycle times are 135, 117 and 90 for the respective AM, PM and Saturday peak hours. These cycle times are well below the average observed at the A506/ Aintree Lane/ Copplehouse Lane junction and increasing the values would give greater capacity than those presented in Table 7.3.

Table 7.3: Capacity Assessment Results – A506/ Field Ln/ Site Access Proposed

Item	AM Peak		PM Peak		Weekend Peak	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
2026 With Development						
PRC (%)	4.2		4.6		5.9	
Delay (pcuHr)	36.20		35.98		24.72	
2031 With Development						
PRC (%)	0.6		1.1		2.2	
Delay (pcuHr)	40.06		39.77		27.08	

- 7.2.14 The results show that, even with conservative cycle times, the junction upgrade will operate with spare capacity in both forecast years. Further tweaks to the traffic signals can be made to fully optimise the operation. The junction could also potentially be linked or coordinated with the A506/ Aintree Lane/ Coplehouse Lane signals to optimise or control traffic flow through the two junctions. The proposed arrangement is therefore suitable to serve as the main access to the proposed development.

3. A506/ Ingoe Ln

- 7.2.15 A summary of the results of the capacity assessment is provided in Table 7.4.

Table 7.4: Capacity Assessment Results – A506/ Ingoe Ln

Arm & Turn	AM Peak		PM Peak		Weekend Peak	
	RFC	Q (PCU)	RFC	Q (PCU)	RFC	Q (PCU)
2020 Observed						
Ingoe Ln Left	0.02	0.0	0.02	0.0	0.01	0.0
Ingoe Ln Right	0.00	0.0	0.01	0.0	0.00	0.0
Valley Rd Right	0.01	0.0	0.00	0.0	0.00	0.0
2026 Without Development						
Ingoe Ln Left	0.02	0.0	0.02	0.0	0.01	0.0
Ingoe Ln Right	0.00	0.0	0.02	0.0	0.00	0.0
Valley Rd Right	0.01	0.0	0.00	0.0	0.00	0.0
2026 With Development						
Ingoe Ln Left	0.01	0.0	0.01	0.0	0.00	0.0
Ingoe Ln Right	0.00	0.0	0.01	0.0	0.00	0.0
Valley Rd Right	0.01	0.0	0.00	0.0	0.00	0.0
2031 Without Development						
Ingoe Ln Left	0.02	0.0	0.02	0.0	0.01	0.0
Ingoe Ln Right	0.00	0.0	0.02	0.0	0.00	0.0
Valley Rd Right	0.01	0.0	0.00	0.0	0.00	0.0
2031 With Development						
Ingoe Ln Left	0.01	0.0	0.02	0.0	0.00	0.0
Ingoe Ln Right	0.00	0.0	0.01	0.0	0.00	0.0
Valley Rd Right	0.01	0.0	0.00	0.0	0.00	0.0

- 7.2.16 The results show that the junction will continue to operate with a considerable level of spare capacity with the development in place, which is logical given the small number of turning movements.

4. M57 Junction 6 Western Controller

- 7.2.17 The existing cycle times were observed to be 50 seconds in the AM peak hour, 60 seconds in the PM peak hour and 40 seconds in the Saturday peak hour. The results are summarised in Table 7.5.

Table 7.5: Capacity Assessment Results – M57 Junction 6 Western Controller

Item	AM Peak		PM Peak		Weekend Peak	
	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)	DoS (%)	MMQ (pcu)
2020 Observed						
PRC (%)	21.8		18.1		90.8	
Delay (pcuHr)	21.21		24.31		10.25	
2026 Without Development						
PRC (%)	12.1		6.0		75.4	
Delay (pcuHr)	25.65		31.11		11.64	
2026 With Development						
PRC (%)	11.5		5.3		68.0	
Delay (pcuHr)	25.62		32.01		12.09	
2031 Without Development						
PRC (%)	8.3		2.7		69.4	
Delay (pcuHr)	27.80		34.60		12.22	
2031 With Development						
PRC (%)	7.7		1.8		62.8	
Delay (pcuHr)	28.12		35.67		12.70	

- 7.2.18 The results show that the western controller of the motorway junction will continue to operate below the PRC threshold with the development traffic in place. The impact of the development is shown to be negligible, reducing the PRC by less than 1% in the weekday peak hours.

7.3 Summary

- 7.3.1 It has been demonstrated that three of the four junctions assessed, including the A506/ Field Lane junction, which will be upgraded to access the development, will operate with spare capacity in both forecast years with the development in place.
- 7.3.2 The A506/ Aintree Lane/Copplehouse Lane is shown to be currently operating close to capacity. The impact of the development traffic will be negligible at the junction and less than the robust level of traffic growth applied without the development. We do not believe that mitigation is required at this junction in planning terms, though there may be an opportunity to coordinate the signals with the upgraded A506/ Field Lane/ Main Site Access junction to aid or control traffic flows through both junctions.

- 7.3.3 The development proposals are unlikely to result in an '*unacceptable impact on highway safety*' and the cumulative impact of the development can certainly not be considered '*severe*' meaning that according to paragraph 111 of the NPPF, as described in Section 2 of this report, the development should not be refused on transport grounds.

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8 SUMMARY AND CONCLUSION

8.1 Summary

- 8.1.1 This report considers the highways and transportation implications associated with the proposed redevelopment of Kirkby Valley Golf Club and Course. The redevelopment includes a reconfigured 18-hole golf course, a new 9-hole golf course, driving range, adventure golf, new club house, 5-a-side football pitches, tennis courts and a bowling green.
- 8.1.2 The existing access off Ingoe Lane will be retained for the existing club house which will be subject to a change of use to a specialist golf training academy. The existing car park will serve this and provide overspill parking for the rest of the development.
- 8.1.3 A new main access will be provided off the A506 Valley Road by upgrading the 3-arm signal controlled junction with Field Lane to include a 4-arm which will serve the site. Further improvements to the junction will enable walk/cycle with traffic toucan crossing facilities across all arms of the junction. A left-in only slip road will also be provided off the A506 between the main access and Aintree Lane.
- 8.1.4 The location of the site has been shown to be sustainable when considering access to and from the site by modes of travel other than the private car, particularly walking, cycling and by bus. The proposed access arrangement will connect with the existing cycleway infrastructure on the A506. In order to encourage bus travel, the applicant is willing to fund the upgrade of the nearest pair of bus stops to the site in Valley Road to include shelters and seating. A Travel Plan has been prepared which will encourage and promote sustainable travel by both staff and visitors.
- 8.1.5 An appropriate level of new car, cycle and motorcycle parking will be provided on the site. The internal layout is safe and suitable for all users, including pedestrians and cyclists.
- 8.1.6 A review of personal injury accidents that have occurred on the local highway network has been undertaken for the most recent five-year period that the data was available for. An analysis of those accidents showed that there does not appear to be a proliferation of accidents at any one location suggesting that highway safety is not an issue that would preclude the development of the site.
- 8.1.7 Detailed junction capacity assessments have been undertaken at four key junctions in the vicinity of the site. The requirement to assess these junctions was agreed with KMBC and NH at the pre-application stage. As part of this assessment, traffic surveys were undertaken on neutral days in March 2020, prior to when travel restrictions were imposed as a result of the Covid-19 pandemic. Following a robust traffic forecasting and trip generation exercise, the impact of the development has been considered on the local highway network weekday AM and PM and Saturday peak hours.
- 8.1.8 The impact of the development has shown to be negligible on the local highway network, as such, mitigation measures should not be required.

8.2 Conclusion

- 8.2.1 It is concluded that the proposed development would not result in an '*unacceptable impact on highway safety*' nor have a '*severe*' impact on the operation of the highway network in terms of capacity. The impact is best described as negligible.
- 8.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted. Should either highway authority have any concerns, we are happy to consult further with them.

APPENDIX A

SCOPING CORRESPONDENCE

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SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: KMBC

DATE PREPARED: 14.11.19

Ref	Item	Intention	LHA Comments
1	Level of planning approval sought e.g. outline, full.	Full Planning Permission	
2	Size and description of development proposals.	• New Golf Club House (2225 m2 GIA) • Multi Sports Hall (5928 m2 GIA) • Golf driving range (24 bays) • Adventure Golf • Five aside pitches outdoor (6) • Tennis courts (5) • Bowling Green (relocation, but trips treated as new) • New Par 3 (9 hole) golf course • Fishing Lake • Short game area (ancillary practice area – therefore no new trips). The Multi sports hall will be configured to house: • 2 multi-use courts (uses include short bowls/gymnastics/table tennis/4x badminton courts each/judo/trampoline/2 x netball courts/2 volleyball courts each/2 x basketball courts. • 1 x Tennis Court • Futsal pitch • Indoor cricket nets • Changing facilities • Fitness room • Changing facilities	
3	Description of existing land uses, existing trip distribution.	Unused land/existing golf course	

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: KMBC

DATE PREPARED: 14.11.19

4	Does the development involve the relocation of an existing use?	Only a bowling green, but for the purposes of this assessment it will be treated as a new use.	
5	What transport based supporting documents will be produced?	Transport Assessment.	Also Travel Plan and Accessibility Assessment System as per SPD Ensuring a Choice of Travel.
6	Traffic surveys undertaken	Traffic surveys to be carried out at the above junctions (see section 6) 18?	Which junctions? Please specify.
7	Details of any other developments to be considered.	Please advise	KMBC – Kirkby Town Centre LCC? Sefton?
8	Details of any adjacent highway improvement proposals by others.	Please advise	Highways England (HE)?
9	When are the critical periods for assessments?	Am and pm peaks – as determined from survey data	The survey period for the am and pm peaks is required to be 7-10am and 4-7pm for weekday and full day for weekend (Saturday) ie 8am-6pm as peak period is unknown.
q	When would the site be fully operational?	To be confirmed.	
11	What are the assessment years?	2020 - Base flows only 2025 - 5 years post submission - Without and With Development.	2030 should be used, rather than 2025 in line with HE Corridor Study, 2015, and to account for the impact on the HE network.
12	Traffic growth factors?	TEMPRO growth for local zone manually adjusted with any committed development removed from planning assumptions to remove double counting. NTM adjustment applied.	Use central growth figures.
13	How will vehicular trip generation be derived for the proposal?	Where possible TRICS trip rates will be used (9 hole golf course, driving range, tennis courts, 5-a-side football). Multi sports hall will be derived using worst-case first principles based on number of participants in most intensive use of space, fully occupied – trip profile to be	

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: KMBC

DATE PREPARED: 14.11.19

		derived from TRICs. Bowling green, fishing lake, adventure golf based on first principles, but likely to generate very little peak traffic. Current combined trip generation (net increase) estimate: <table><tr><th></th><th>Arrivals</th><th>Departures</th><th>Total</th></tr><tr><th>Time</th><th>Trips</th><th>Trips</th><th>Trips</th></tr><tr><td>08:00-09:00</td><td>31</td><td>13</td><td>44</td></tr><tr><td>17:00-18:00</td><td>93</td><td>66</td><td>159</td></tr></table>		Arrivals	Departures	Total	Time	Trips	Trips	Trips	08:00-09:00	31	13	44	17:00-18:00	93	66	159	
	Arrivals	Departures	Total																
Time	Trips	Trips	Trips																
08:00-09:00	31	13	44																
17:00-18:00	93	66	159																
14	How will non-car mode trip generation be derived for the proposal?	TRICS (where possible) for all non-car modes.																	
15	Would traffic from adjacent sites be attracted to the site? Pass-by traffic?	Yes, but limited.	Assume no pass-by traffic in TA.																
16	What is the assumed trip distribution?	Distribution to be based local turning counts to be commissioned for this project. For the purposes of scoping, DfT traffic count data (2017) for A506 Valley Road has been used, adjacent the site frontage, which provides the following splits: <table><tr><th>Time</th><th>Westbound background traffic</th><th>Eastbound background traffic</th></tr><tr><td>08:00-09:00</td><td>43%</td><td>57%</td></tr><tr><td>17:00-18:00</td><td>51%</td><td>49%</td></tr></table> The resulting predicted traffic to/from Coplehouse Lane junction: <table><tr><th></th><th>Arrivals</th><th>Departures</th><th>Total</th></tr></table>	Time	Westbound background traffic	Eastbound background traffic	08:00-09:00	43%	57%	17:00-18:00	51%	49%		Arrivals	Departures	Total	Trip distribution from new traffic counts as suggested, not the other sources listed.			
Time	Westbound background traffic	Eastbound background traffic																	
08:00-09:00	43%	57%																	
17:00-18:00	51%	49%																	
	Arrivals	Departures	Total																

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: KMBC

DATE PREPARED: 14.11.19

		<table> <tr> <th>Time</th><th>Trips</th><th>Trips</th><th>Trips</th></tr> <tr> <td>08:00-09:00</td><td>13</td><td>7</td><td>21</td></tr> <tr> <td>17:00-18:00</td><td>47</td><td>33</td><td>80</td></tr> </table> The resulting predicted traffic to/from M57: <table> <tr> <th></th><th>Arrivals</th><th>Departures</th><th>Total</th></tr> <tr> <th>Time</th><th>Trips</th><th>Trips</th><th>Trips</th></tr> <tr> <td>08:00-09:00</td><td>15</td><td>7</td><td>22</td></tr> <tr> <td>17:00-18:00</td><td>46</td><td>33</td><td>79</td></tr> </table>	Time	Trips	Trips	Trips	08:00-09:00	13	7	21	17:00-18:00	47	33	80		Arrivals	Departures	Total	Time	Trips	Trips	Trips	08:00-09:00	15	7	22	17:00-18:00	46	33	79	
Time	Trips	Trips	Trips																												
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	Arrivals	Departures	Total																												
Time	Trips	Trips	Trips																												
08:00-09:00	15	7	22																												
17:00-18:00	46	33	79																												
17	What is the extent of the accident study area to be considered?	Site frontage	Key Accident should be used, or similar. Not Crashmap which is invariably out of date and limited.																												
18	Capacity tests required for the proposed and following existing junctions	Capacity assessment proposed for - Site access/Field Lane/Valley Road A506 - Copplehouse Lane/Aintree Lane/ Valley Road A506 - M57 westbound offslip/A506 (Junction 6) Circulatory - A506 Valley Road/ A506 (Junction 6) Circulatory + Valley Road/Ingoe Lane	Additional junctions may be required dependent on the results of the capacity/junction assessments. HE Corridor Study, 2015, should be replicated to understand eastbound slip road implications. Please consult HE regarding this and any additional requirement they may have.																												
19	Are adjacent junctions or links likely to become overloaded?	Not expected	To be determined by TA!																												
20	Is a new or modified highway access likely?	Access to be gained from a proposed fourth arm at the Field Lane Valley Road junction. Proposed free flow site access from the eastbound carriageway of Valley Road.	In the Pre-App meeting it was stated that the second new access onto valley road would not be supported. Also, what role is proposed for the existing access to Ingoe Lane ie employees																												

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: KMBC

DATE PREPARED: 14.11.19

			and residents only/servicing and delivery vehicles etc?
21	What are the visibility requirements? Are those requirements met?	All junctions to conform to visibility requirements for prevailing speeds (Manual for Streets below 40mph; DMRB over 40mph)	DMRB standards are required to be utilised for Valley Road.
22	What level of car parking is required?	To be confirmed	To KMBC parking standards and/or justification in the TA with parking accumulation survey - as a mixed use site.
23	Are special provisions required for cyclists, pedestrians, those with a disability or public transport?	To be reviewed as part of the Transport Assessments. Links into existing cycling and pedestrian facilities to be provided.	Isochromes/ and Accessibility Assessment as per SPD Ensuring a Choice of Travel. An assessment of existing sustainable travel infrastructure is required and links to the development site. An improvement scheme for pedestrian/cyclists etc will be required, as per Pre-App meeting at the new entrance junction and also Valley Road/Ingoe Lane due to trip attraction and any other requirements as determined by the TA.
24	What planning policy should the development comply with?	- NPPF; - Knowsley Ensuring a choice of Travel SPD - Merseyside Local Transport Plan 3. Please advise on any others.	
25	Are there any other special circumstances relevant to this proposal?	Please advise.	

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: KMBC

DATE PREPARED: 14.11.19

ATTACHMENTS:

SITE LOCATION PLAN

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: Highways England

DATE PREPARED: 02.12.19

Ref	Item	Intention	LHA Comments
1	Level of planning approval sought e.g. outline, full.	Full Planning Permission	Noted.
2	Size and description of development proposals.	- New Golf Club House (2225 m2 GIA) - Multi Sports Hall (5928 m2 GIA) - Golf driving range (24 bays) - Adventure Golf - Five aside pitches outdoor (6) - Tennis courts (5) - Bowling Green (relocation, but trips treated as new) - New Par 3 (9 hole) golf course - Fishing Lake - Short game area (ancillary practice area – therefore no new trips). The Multi sports hall will be configured to house: 2 multi-use courts (uses include short bowls/gymnastics/table tennis/4x badminton courts each/judo/trampoline/2 x netball courts/2 volleyball courts each/2 x basketball courts. 1 x Tennis Court - Futsal pitch - Indoor cricket nets - Changing facilities - Fitness room - Changing facilities	Noted.
3	Description of existing land uses, existing trip distribution.	Unused land/existing golf course	Noted.

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: Highways England

DATE PREPARED: 02.12.19

4	Does the development involve the relocation of an existing use?	Only a bowling green, but for the purposes of this assessment it will be treated as a new use.	Noted.
5	What transport based supporting documents will be produced?	Transport Assessment.	Noted.
6	Traffic surveys undertaken	Traffic surveys to be carried out at the above junctions (see section 6)	It is assumed that this is actually referring to Section 18. At this stage, based on the trip generation & distribution information provided, WSP are satisfied that surveys undertaken will include the M57 J6 / A506 Circulatory.
7	Details of any other developments to be considered.	Please advise	Committed developments to be included as part of base traffic flows should be confirmed with the Local Planning Authority, Knowsley Council.
8	Details of any adjacent highway improvement proposals by others.	Please advise	No further comments at this stage.
9	When are the critical periods for assessments?	Am and pm peaks – as determined from survey data	Noted.
10	When would the site be fully operational?	To be confirmed.	
11	What are the assessment years?	2020 - Base flows only 2025 - 5 years post submission - Without and With Development.	The assessment years should accord to Highways England's key policy guidance document 'Planning for the Future' (2015). "Assessments should be carried out for: the opening year, assuming full build out and occupation, and

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

HIGHWAY AUTHORITY: Highways England

DATE PREPARED: 02.12.19

			either a date ten years after the date of registration of the associated planning application or the end of the Local Plan period (whichever is the greater)." Both the opening year and future year assessments should include 'Without' and 'With Development' scenarios to enable an analysis of the development impact.																
12	Traffic growth factors?	TEMPRO growth for local zone manually adjusted with any committed development removed from planning assumptions to remove double counting. NTM adjustment applied.	This approach is acceptable in principle. Full details of the parameters input in TEMPRO should be included in the TA to enable the growth factors to be checked. Details of adjustments made to account for committed developments should also be included.																
13	How will vehicular trip generation be derived for the proposal?	Where possible TRICS trip rates will be used (9 hole golf course, driving range, tennis courts, 5-a-side football). Multi sports hall will be derived using worst-case first principles based on number of participants in most intensive use of space, fully occupied – trip profile to be derived from TRICs. Bowling green, fishing lake, adventure golf based on first principles, but likely to generate very little peak traffic. Current combined trip generation (net increase) estimate: <table border="1"> <thead> <tr> <th></th><th>Arrivals</th><th>Departures</th><th>Total</th></tr> <tr> <th>Time</th><th>Trips</th><th>Trips</th><th>Trips</th></tr> </thead> <tbody> <tr> <td>08:00-09:00</td><td>31</td><td>13</td><td>44</td></tr> <tr> <td>17:00-18:00</td><td>93</td><td>66</td><td>159</td></tr> </tbody> </table>		Arrivals	Departures	Total	Time	Trips	Trips	Trips	08:00-09:00	31	13	44	17:00-18:00	93	66	159	This approach is acceptable in principle. Notwithstanding, TRICS outputs will need to be provided, in addition to evidence to support first-principles trip generation assumptions. Upon receipt of this supporting information, Highways England reserve the right to request changes to trip generation approach.
	Arrivals	Departures	Total																
Time	Trips	Trips	Trips																
08:00-09:00	31	13	44																
17:00-18:00	93	66	159																
14	How will non-car mode trip generation be derived for the proposal?	TRICS (where possible) for all non-car modes.	Noted.																

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

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DATE PREPARED: 02.12.19

15	Would traffic from adjacent sites be attracted to the site? Pass-by traffic?	Yes, but limited.	This should be accounted for in the TA with evidence provided in support of any assumptions made.																																					
16	What is the assumed trip distribution?	Distribution to be based local turning counts to be commissioned for this project. For the purposes of scoping, DfT traffic count data (2017) for A506 Valley Road has been used, adjacent the site frontage, which provides the following splits: <table><tr><th>Time</th><th>Westbound background traffic</th><th>Eastbound background traffic</th></tr><tr><td>08:00-09:00</td><td>43%</td><td>57%</td></tr><tr><td>17:00-18:00</td><td>51%</td><td>49%</td></tr></table> The resulting predicted traffic to/from Coplehouse Lane junction: <table><tr><th></th><th>Arrivals</th><th>Departures</th><th>Total</th></tr><tr><th>Time</th><th>Trips</th><th>Trips</th><th>Trips</th></tr><tr><td>08:00-09:00</td><td>13</td><td>7</td><td>21</td></tr><tr><td>17:00-18:00</td><td>47</td><td>33</td><td>80</td></tr></table> The resulting predicted traffic to/from M57: <table><tr><th></th><th>Arrivals</th><th>Departures</th><th>Total</th></tr><tr><th>Time</th><th>Trips</th><th>Trips</th><th>Trips</th></tr><tr><td>08:00-09:00</td><td>15</td><td>7</td><td>22</td></tr></table>	Time	Westbound background traffic	Eastbound background traffic	08:00-09:00	43%	57%	17:00-18:00	51%	49%		Arrivals	Departures	Total	Time	Trips	Trips	Trips	08:00-09:00	13	7	21	17:00-18:00	47	33	80		Arrivals	Departures	Total	Time	Trips	Trips	Trips	08:00-09:00	15	7	22	This approach is acceptable in principle. Further information in the form of turning counts at each junction will be required to support this methodology. Upon receipt of this supporting information, Highways England reserve the right to request changes to trip distribution approach.
Time	Westbound background traffic	Eastbound background traffic																																						
08:00-09:00	43%	57%																																						
17:00-18:00	51%	49%																																						
	Arrivals	Departures	Total																																					
Time	Trips	Trips	Trips																																					
08:00-09:00	13	7	21																																					
17:00-18:00	47	33	80																																					
	Arrivals	Departures	Total																																					
Time	Trips	Trips	Trips																																					
08:00-09:00	15	7	22																																					

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

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		17:00-18:00	46	33	79		
17	What is the extent of the accident study area to be considered?	Site frontage					The accident study area should reflect the junctions where capacity assessments are being undertaken, and therefore analysis of PIC's is required at the M57 J6 circulatory.
18	Capacity tests required for the proposed and following existing junctions	Capacity assessment proposed for • Site access/Field Lane/Valley Road A506 • Copplehouse Lane/Aintree Lane/ Valley Road A506 • M57 westbound offslip/A506 (Junction 6) Circulatory • A506 Valley Road/ A506 (Junction 6) Circulatory					WSP are satisfied that the need to assess M57 J6 circulatory has been recognised. Further information may be required to indicate potential traffic impacts at other nearby SRN junctions, including M57 / M58 Switch Island, and M57 J4.
19	Are adjacent junctions or links likely to become overloaded?	Not expected					Further comment on this will be provided following receipt of capacity assessment results.
20	Is a new or modified highway access likely?	Access to be gained from a proposed fourth arm at the Field Lane Valley Road junction. Proposed free flow site access from the eastbound carriageway of Valley Road.					Scheme drawings of the proposed access will be required in the TA.
21	What are the visibility requirements? Are those requirements met?	All junctions to conform to visibility requirements for prevailing speeds (Manual for Streets below 40mph; DMRB over 40mph)					Noted.
22	What level of car parking is required?	To be confirmed					Evidence supporting the proposed parking provision should be included in the TA.
23	Are special provisions required for cyclists, pedestrians, those with a	To be reviewed as part of the Transport Assessments. Links into existing cycling and pedestrian facilities to be provided.					Noted.

SCOPING CHECKLIST FOR: Kirkby Valley Golf Course

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	disability or public transport?		
24	What planning policy should the development comply with?	• NPPF; • Knowsley Ensuring a choice of Travel SPD • Merseyside Local Transport Plan 3. Please advise on any others.	Reference is made to the National Planning Policy Framework, however, no reference is made to Highways England policy guidance. WSP recommend that any future Transport Assessment pays due cognisance to the following: • DfT Circular 02/2013 The Strategic Road Network and the delivery of sustainable development ('the Circular') and; • The Strategic Road Network Planning for the Future - A guide to working with Highways England on planning matters (2015).
25	Are there any other special circumstances relevant to this proposal?	Please advise.	N/A

ATTACHMENTS:

SITE LOCATION PLAN

APPENDIX B

RAW TRAFFIC SURVEY DATA

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Kirkby, Thursday 5th March 2020

Junction: (1) A506 / Field Lane

Approach: A506 (East)

	Left to Field Lane			
TIME	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	83	0	1	84
0745 - 0800	86	2	1	89
Hourly Total	169	2	2	173
0800 - 0815	82	1	0	83
0815 - 0830	77	1	2	80
0830 - 0845	51	0	0	51
0845 - 0900	65	2	1	68
Hourly Total	275	4	3	282
0900 - 0915	59	1	0	60
0915 - 0930	42	1	0	43
Hourly Total	101	2	0	103

Session Total	545	8	5	558
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1600 - 1615	60	1	0	61
1615 - 1630	73	1	0	74
1630 - 1645	73	0	0	73
1645 - 1700	74	0	0	74
Hourly Total	280	2	0	282
1700 - 1715	76	1	0	77
1715 - 1730	87	0	0	87
1730 - 1745	71	1	0	72
1745 - 1800	75	1	0	76
Hourly Total	309	3	0	312

Session Total	589	5	0	594
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Kirkby, Thursday 5th March 2020

Junction: (1) A506 / Field Lane

Approach: Field Lane

	Left to A506 (West)				Right to A506 (East)			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	12	0	0	12	33	0	0	33
0745 - 0800	12	0	0	12	30	0	0	30
Hourly Total	24	0	0	24	63	0	0	63
0800 - 0815	15	0	0	15	39	0	0	39
0815 - 0830	15	1	0	16	27	0	0	27
0830 - 0845	23	0	0	23	37	0	1	38
0845 - 0900	7	0	0	7	18	0	0	18
Hourly Total	60	1	0	61	121	0	1	122
0900 - 0915	18	0	0	18	14	0	0	14
0915 - 0930	10	0	0	10	16	0	0	16
Hourly Total	28	0	0	28	30	0	0	30

Session Total	112	1	0	113	214	0	1	215
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1600 - 1615	13	0	0	13	12	0	0	12
1615 - 1630	13	0	0	13	11	2	0	13
1630 - 1645	6	0	0	6	18	1	0	19
1645 - 1700	10	0	0	10	37	0	0	37
Hourly Total	42	0	0	42	78	3	0	81
1700 - 1715	11	0	0	11	12	0	0	12
1715 - 1730	12	0	0	12	15	0	0	15
1730 - 1745	17	0	0	17	16	0	0	16
1745 - 1800	7	0	0	7	14	0	0	14
Hourly Total	47	0	0	47	57	0	0	57

Session Total	89	0	0	89	135	3	0	138
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Kirkby, Thursday 5th March 2020

Junction: (1) A506 / Field Lane

Approach: A506 (West)

TIME	Right to Field Lane			
	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	4	0	0	4
0745 - 0800	4	1	0	5
Hourly Total	8	1	0	9
0800 - 0815	12	0	0	12
0815 - 0830	5	0	3	8
0830 - 0845	9	0	1	10
0845 - 0900	7	0	0	7
Hourly Total	33	0	4	37
0900 - 0915	12	0	0	12
0915 - 0930	11	0	0	11
Hourly Total	23	0	0	23

Session Total	64	1	4	69
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1600 - 1615	18	0	0	18
1615 - 1630	21	1	1	23
1630 - 1645	25	0	1	26
1645 - 1700	20	0	0	20
Hourly Total	84	1	2	87
1700 - 1715	12	0	0	12
1715 - 1730	22	0	1	23
1730 - 1745	23	0	1	24
1745 - 1800	32	0	0	32
Hourly Total	89	0	2	91

Session Total	173	1	4	178
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Kirkby, Saturday 7th March 2020

Junction: (1) A506 / Field Lane

Approach: A506 (East)

TIME	Left to Field Lane			TOTAL
	LIGHT	HEAVY	BUS	
0900 - 0915	30	0	0	30
0915 - 0930	30	1	0	31
0930 - 0945	33	0	0	33
0945 - 1000	48	0	0	48
Hourly Total	141	1	0	142
1000 - 1015	35	2	0	37
1015 - 1030	45	1	0	46
1030 - 1045	36	0	0	36
1045 - 1100	51	1	0	52
Hourly Total	167	4	0	171

Session Total	308	5	0	313
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1300 - 1315	53	0	0	53
1315 - 1330	44	1	0	45
1330 - 1345	47	0	0	47
1345 - 1400	46	0	0	46
Hourly Total	190	1	0	191
1400 - 1415	44	0	0	44
1415 - 1430	39	1	0	40
1430 - 1445	44	0	0	44
1445 - 1500	44	0	0	44
Hourly Total	171	1	0	172

Session Total	361	2	0	363
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1600 - 1615	38	0	0	38
1615 - 1630	42	0	0	42
1630 - 1645	44	0	0	44
1645 - 1700	39	0	0	39
Hourly Total	163	0	0	163
1700 - 1715	48	0	0	48
1715 - 1730	40	0	0	40
1730 - 1745	35	0	1	36
1745 - 1800	38	1	0	39
Hourly Total	161	1	1	163

Session Total	324	1	1	326
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Kirkby, Saturday 7th March 2020

Junction: (1) A506 / Field Lane

Approach: Field Lane

TIME	Left to A506 (West)				Right to A506 (East)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0900 - 0915	5	0	0	5	10	0	0	10
0915 - 0930	10	0	0	10	7	0	0	7
0930 - 0945	10	0	0	10	5	0	0	5
0945 - 1000	14	0	0	14	19	0	0	19
Hourly Total	39	0	0	39	41	0	0	41
1000 - 1015	14	1	0	15	13	0	0	13
1015 - 1030	9	0	0	9	13	0	0	13
1030 - 1045	8	0	0	8	23	0	0	23
1045 - 1100	25	0	0	25	16	0	0	16
Hourly Total	56	1	0	57	65	0	0	65

Session Total	95	1	0	96	106	0	0	106
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1300 - 1315	9	0	0	9	13	0	0	13
1315 - 1330	9	0	0	9	12	1	0	13
1330 - 1345	7	0	0	7	16	0	0	16
1345 - 1400	16	0	0	16	11	0	0	11
Hourly Total	41	0	0	41	52	1	0	53
1400 - 1415	12	0	0	12	16	0	0	16
1415 - 1430	4	0	0	4	22	0	0	22
1430 - 1445	13	0	0	13	17	0	0	17
1445 - 1500	0	0	0	0	26	0	0	26
Hourly Total	29	0	0	29	81	0	0	81

Session Total	70	0	0	70	133	1	0	134
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1600 - 1615	15	0	0	15	12	0	0	12
1615 - 1630	10	0	0	10	12	0	0	12
1630 - 1645	15	0	0	15	14	0	0	14
1645 - 1700	7	0	0	7	17	0	0	17
Hourly Total	47	0	0	47	55	0	0	55
1700 - 1715	17	0	0	17	14	0	0	14
1715 - 1730	15	0	0	15	13	0	0	13
1730 - 1745	5	0	0	5	10	0	0	10
1745 - 1800	10	0	0	10	18	0	0	18
Hourly Total	47	0	0	47	55	0	0	55

Session Total	94	0	0	94	110	0	0	110
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Kirkby, Saturday 7th March 2020

Junction: (1) A506 / Field Lane

Approach: A506 (West)

TIME	Right to Field Lane			TOTAL
	LIGHT	HEAVY	BUS	
0900 - 0915	7	0	0	7
0915 - 0930	9	0	1	10
0930 - 0945	5	0	1	6
0945 - 1000	7	0	0	7
Hourly Total	28	0	2	30
1000 - 1015	7	0	1	8
1015 - 1030	18	0	0	18
1030 - 1045	15	0	1	16
1045 - 1100	15	0	0	15
Hourly Total	55	0	2	57

Session Total	83	0	4	87
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1300 - 1315	23	0	0	23
1315 - 1330	13	0	1	14
1330 - 1345	15	0	1	16
1345 - 1400	12	0	0	12
Hourly Total	63	0	2	65
1400 - 1415	11	0	1	12
1415 - 1430	11	0	0	11
1430 - 1445	14	0	1	15
1445 - 1500	14	0	0	14
Hourly Total	50	0	2	52

Session Total	113	0	4	117
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1600 - 1615	20	0	0	20
1615 - 1630	13	0	1	14
1630 - 1645	15	0	1	16
1645 - 1700	23	0	0	23
Hourly Total	71	0	2	73
1700 - 1715	32	0	0	32
1715 - 1730	23	0	1	24
1730 - 1745	14	0	1	15
1745 - 1800	15	0	0	15
Hourly Total	84	0	2	86

Session Total	155	0	4	159
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Kirkby, Thursday 5th March 2020

Junction: (2) Aintree Lane / A506 / Coplehouse Lane

Approach: Aintree Lane

	Left to A506 (East)				Ahead to Coplehouse Lane				Right to A506 (West)			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	51	0	0	51	54	0	0	54	45	0	1	46
0745 - 0800	51	0	0	51	71	1	0	72	30	0	0	30
Hourly Total	102	0	0	102	125	1	0	126	75	0	1	76
0800 - 0815	62	0	0	62	55	0	0	55	29	0	0	29
0815 - 0830	42	0	0	42	58	0	0	58	42	0	0	42
0830 - 0845	46	0	0	46	53	1	0	54	34	0	0	34
0845 - 0900	39	0	0	39	58	0	0	58	30	1	1	32
Hourly Total	189	0	0	189	224	1	0	225	135	1	1	137
0900 - 0915	33	0	1	34	45	0	0	45	29	0	0	29
0915 - 0930	26	0	0	26	33	0	0	33	23	0	1	24
Hourly Total	59	0	1	60	78	0	0	78	52	0	1	53

Session Total	350	0	1	351	427	2	0	429	262	1	3	266
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1600 - 1615	25	0	0	25	38	0	0	38	19	0	2	21
1615 - 1630	28	0	0	28	41	0	1	42	14	0	0	14
1630 - 1645	19	0	0	19	49	0	0	49	7	0	1	8
1645 - 1700	35	1	0	36	38	0	1	39	17	0	0	17
Hourly Total	107	1	0	108	166	0	2	168	57	0	3	60
1700 - 1715	29	1	0	30	29	1	0	30	12	1	1	14
1715 - 1730	33	0	0	33	48	1	0	49	11	0	1	12
1730 - 1745	24	0	0	24	44	0	0	44	18	0	0	18
1745 - 1800	30	1	0	31	32	0	0	32	18	0	0	18
Hourly Total	116	2	0	118	153	2	0	155	59	1	2	62

Session Total	223	3	0	226	319	2	2	323	116	1	5	122
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Kirkby, Thursday 5th March 2020

Junction: (2) Aintree Lane / A506 / Copplehouse Lane

Approach: A506 (East)

	Left to Copplehouse Lane				Ahead to A506 (West)				Right to Aintree Lane				U-Turn			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	19	2	0	21	220	6	4	230	19	1	0	20	0	0	0	0
0745 - 0800	23	0	0	23	261	0	3	264	21	1	1	23	1	0	0	1
Hourly Total	42	2	0	44	481	6	7	494	40	2	1	43	1	0	0	1
0800 - 0815	21	1	0	22	260	6	5	271	11	0	0	11	0	0	0	0
0815 - 0830	20	0	0	20	226	6	2	234	17	0	1	18	0	0	0	0
0830 - 0845	22	1	0	23	221	4	2	227	30	0	0	30	0	0	0	0
0845 - 0900	29	0	0	29	229	3	1	233	22	0	0	22	0	0	0	0
Hourly Total	92	2	0	94	936	19	10	965	80	0	1	81	0	0	0	0
0900 - 0915	29	2	0	31	207	0	4	211	14	0	0	14	0	0	0	0
0915 - 0930	34	2	0	36	172	4	3	179	19	0	0	19	1	0	0	1
Hourly Total	63	4	0	67	379	4	7	390	33	0	0	33	1	0	0	1

Session Total	197	8	0	205	1796	29	24	1849	153	2	2	157	2	0	0	2
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1600 - 1615	54	0	0	54	169	3	3	175	59	0	0	59	0	0	0	0
1615 - 1630	41	1	0	42	168	3	4	175	55	1	0	56	0	0	0	0
1630 - 1645	43	0	0	43	185	4	1	190	61	2	0	63	0	0	0	0
1645 - 1700	37	0	0	37	131	0	2	133	58	2	0	60	0	0	0	0
Hourly Total	175	1	0	176	653	10	10	673	233	5	0	238	0	0	0	0
1700 - 1715	45	1	1	47	181	6	4	191	86	1	0	87	0	0	0	0
1715 - 1730	37	1	0	38	162	0	7	169	72	0	0	72	0	0	0	0
1730 - 1745	37	1	0	38	150	2	2	154	77	0	0	77	1	0	0	1
1745 - 1800	27	0	0	27	137	1	3	141	55	0	0	55	0	0	0	0
Hourly Total	146	3	1	150	630	9	16	655	290	1	0	291	1	0	0	1

Session Total	321	4	1	326	1283	19	26	1328	523	6	0	529	1	0	0	1
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Kirkby, Thursday 5th March 2020

Junction: (2) Aintree Lane / A506 / Copplehouse Lane

Approach: Copplehouse Lane

	Left to A506 (West)				Ahead to Aintree Lane				Right to A506 (East)			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	12	1	0	13	30	0	0	30	64	2	3	69
0745 - 0800	13	0	0	13	33	2	0	35	68	1	0	69
Hourly Total	25	1	0	26	63	2	0	65	132	3	3	138
0800 - 0815	26	1	0	27	40	2	1	43	64	1	0	65
0815 - 0830	27	0	0	27	47	1	2	50	64	1	0	65
0830 - 0845	27	0	1	28	52	0	0	52	57	3	1	61
0845 - 0900	24	1	0	25	36	0	0	36	42	2	0	44
Hourly Total	104	2	1	107	175	3	3	181	227	7	1	235
0900 - 0915	24	0	0	24	35	2	0	37	66	2	0	68
0915 - 0930	21	0	0	21	29	0	0	29	56	1	1	58
Hourly Total	45	0	0	45	64	2	0	66	122	3	1	126

Session Total	174	3	1	178	302	7	3	312	481	13	5	499
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1600 - 1615	21	0	0	21	62	1	0	63	60	2	1	63
1615 - 1630	17	0	0	17	61	1	0	62	71	0	1	72
1630 - 1645	19	1	0	20	61	0	1	62	75	0	1	76
1645 - 1700	18	0	0	18	56	0	0	56	50	2	0	52
Hourly Total	75	1	0	76	240	2	1	243	256	4	3	263
1700 - 1715	10	0	0	10	69	0	0	69	55	0	0	55
1715 - 1730	17	0	0	17	64	0	0	64	63	0	1	64
1730 - 1745	21	0	0	21	57	1	0	58	49	1	1	51
1745 - 1800	25	0	0	25	61	0	0	61	72	1	0	73
Hourly Total	73	0	0	73	251	1	0	252	239	2	2	243

Session Total	148	1	0	149	491	3	1	495	495	6	5	506
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Kirkby, Thursday 5th March 2020

Junction: (2) Aintree Lane / A506 / Copplehouse Lane

Approach: A506 (West)

	Left to Aintree Lane				Ahead to A506 (East)				Right to Copplehouse Lane				U-Turn			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	9	1	0	10	117	7	3	127	11	1	0	12	1	0	0	1
0745 - 0800	16	0	1	17	130	7	3	140	20	0	0	20	3	0	0	3
Hourly Total	25	1	1	27	247	14	6	267	31	1	0	32	4	0	0	4
0800 - 0815	25	0	0	25	130	4	2	136	23	1	0	24	0	0	0	0
0815 - 0830	21	1	1	23	131	6	6	143	31	0	0	31	1	0	0	1
0830 - 0845	12	0	1	13	141	3	4	148	29	0	0	29	1	0	0	1
0845 - 0900	26	0	0	26	91	2	3	96	30	0	0	30	2	1	0	3
Hourly Total	84	1	2	87	493	15	15	523	113	1	0	114	4	1	0	5
0900 - 0915	13	0	1	14	118	3	2	123	30	0	0	30	5	0	0	5
0915 - 0930	16	1	0	17	108	1	4	113	18	2	0	20	1	0	0	1
Hourly Total	29	1	1	31	226	4	6	236	48	2	0	50	6	0	0	6
Session Total	138	3	4	145	966	33	27	1026	192	4	0	196	14	1	0	15
1600 - 1615	42	0	0	42	197	3	3	203	35	2	0	37	4	0	0	4
1615 - 1630	34	0	2	36	193	3	3	199	27	0	0	27	3	0	0	3
1630 - 1645	52	0	0	52	231	4	5	240	27	1	0	28	1	0	0	1
1645 - 1700	56	0	0	56	225	2	1	228	32	0	0	32	4	0	0	4
Hourly Total	184	0	2	186	846	12	12	870	121	3	0	124	12	0	0	12
1700 - 1715	57	0	1	58	181	2	4	187	24	0	0	24	3	0	0	3
1715 - 1730	62	0	0	62	192	1	3	196	23	0	0	23	4	0	0	4
1730 - 1745	48	1	1	50	179	7	0	186	27	1	0	28	2	0	0	2
1745 - 1800	44	0	1	45	183	2	6	191	32	0	0	32	3	0	0	3
Hourly Total	211	1	3	215	735	12	13	760	106	1	0	107	12	0	0	12
Session Total	395	1	5	401	1581	24	25	1630	227	4	0	231	24	0	0	24

Kirkby, Saturday 7th March 2020

Junction: (2) Aintree Lane / A506 / Copplehouse Lane

Approach: Aintree Lane

	Left to A506 (East)				Ahead to Copplehouse Lane				Right to A506 (West)			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0900 - 0915	19	0	0	19	20	0	0	20	9	0	1	10
0915 - 0930	17	1	0	18	27	1	0	28	16	0	0	16
0930 - 0945	26	0	0	26	29	0	0	29	20	0	1	21
0945 - 1000	19	0	0	19	30	1	0	31	23	0	1	24
Hourly Total	81	1	0	82	106	2	0	108	68	0	3	71
1000 - 1015	28	0	0	28	34	0	0	34	16	0	1	17
1015 - 1030	24	0	0	24	41	0	0	41	14	0	0	14
1030 - 1045	22	0	0	22	44	0	0	44	24	0	1	25
1045 - 1100	31	1	0	32	30	2	0	32	21	0	1	22
Hourly Total	105	1	0	106	149	2	0	151	75	0	3	78

Session Total	186	2	0	188	255	4	0	259	143	0	6	149
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1300 - 1315	20	1	0	21	39	0	0	39	10	0	1	11
1315 - 1330	24	0	0	24	33	1	0	34	19	0	0	19
1330 - 1345	22	0	0	22	29	0	0	29	12	0	1	13
1345 - 1400	25	0	0	25	29	0	0	29	21	1	1	23
Hourly Total	91	1	0	92	130	1	0	131	62	1	3	66
1400 - 1415	22	0	0	22	30	1	0	31	11	0	1	12
1415 - 1430	24	0	0	24	45	0	0	45	15	0	0	15
1430 - 1445	45	0	0	45	44	0	0	44	10	0	1	11
1445 - 1500	29	0	0	29	47	0	0	47	13	0	1	14
Hourly Total	120	0	0	120	166	1	0	167	49	0	3	52

Session Total	211	1	0	212	296	2	0	298	111	1	6	118
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1600 - 1615	16	0	0	16	36	1	0	37	10	0	2	12
1615 - 1630	23	0	0	23	37	0	0	37	12	0	0	12
1630 - 1645	24	0	0	24	41	0	0	41	9	0	1	10
1645 - 1700	23	1	0	24	30	0	0	30	21	0	1	22
Hourly Total	86	1	0	87	144	1	0	145	52	0	4	56
1700 - 1715	24	0	0	24	41	0	0	41	17	0	1	18
1715 - 1730	26	0	0	26	27	0	0	27	13	0	0	13
1730 - 1745	19	0	0	19	44	0	0	44	11	0	1	12
1745 - 1800	21	1	0	22	43	0	0	43	11	0	0	11
Hourly Total	90	1	0	91	155	0	0	155	52	0	2	54

Session Total	176	2	0	178	299	1	0	300	104	0	6	110
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Kirkby, Saturday 7th March 2020

Junction: (2) Aintree Lane / A506 / Copplehouse Lane

Approach: A506 (East)

	Left to Copplehouse Lane				Ahead to A506 (West)				Right to Aintree Lane				U-Turn			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0900 - 0915	27	1	0	28	94	2	2	98	23	0	0	23	0	0	0	0
0915 - 0930	26	0	0	26	83	3	2	88	15	0	0	15	0	0	0	0
0930 - 0945	23	0	0	23	104	0	2	106	20	0	0	20	1	0	0	1
0945 - 1000	44	0	0	44	103	2	2	107	18	0	0	18	0	0	0	0
Hourly Total	120	1	0	121	384	7	8	399	76	0	0	76	1	0	0	1
1000 - 1015	32	0	0	32	121	3	2	126	28	1	0	29	0	0	0	0
1015 - 1030	44	0	0	44	110	3	2	115	24	0	0	24	0	0	0	0
1030 - 1045	31	0	0	31	117	1	2	120	25	0	0	25	0	0	0	0
1045 - 1100	48	1	0	49	139	1	2	142	25	1	0	26	0	0	0	0
Hourly Total	155	1	0	156	487	8	8	503	102	2	0	104	0	0	0	0

Session Total	275	2	0	277	871	15	16	902	178	2	0	180	1	0	0	1
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1300 - 1315	28	0	0	28	79	0	2	81	31	0	0	31	0	0	0	0
1315 - 1330	43	0	0	43	112	0	2	114	23	0	0	23	0	0	0	0
1330 - 1345	52	0	0	52	124	4	4	132	27	0	0	27	0	0	0	0
1345 - 1400	34	0	0	34	88	0	1	89	22	1	0	23	0	0	0	0
Hourly Total	157	0	0	157	403	4	9	416	103	1	0	104	0	0	0	0
1400 - 1415	31	0	0	31	100	1	1	102	31	0	0	31	1	0	0	1
1415 - 1430	27	0	0	27	108	3	4	115	25	1	0	26	0	0	0	0
1430 - 1445	35	0	0	35	89	1	2	92	24	0	0	24	0	0	0	0
1445 - 1500	48	0	0	48	132	1	2	135	33	0	0	33	0	0	0	0
Hourly Total	141	0	0	141	429	6	9	444	113	1	0	114	1	0	0	1

Session Total	298	0	0	298	832	10	18	860	216	2	0	218	1	0	0	1
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1600 - 1615	44	0	0	44	100	0	0	100	29	0	0	29	0	0	0	0
1615 - 1630	31	0	0	31	82	2	6	90	26	0	0	26	0	0	0	0
1630 - 1645	44	0	0	44	112	0	1	113	25	0	0	25	0	0	0	0
1645 - 1700	26	0	0	26	100	0	5	105	25	0	0	25	1	0	0	1
Hourly Total	145	0	0	145	394	2	12	408	105	0	0	105	1	0	0	1
1700 - 1715	36	0	0	36	80	2	3	85	29	0	0	29	0	0	0	0
1715 - 1730	28	0	0	28	106	1	1	108	22	0	0	22	0	0	0	0
1730 - 1745	41	0	0	41	100	0	4	104	27	0	0	27	1	0	0	1
1745 - 1800	40	0	0	40	89	0	4	93	22	1	0	23	0	0	0	0
Hourly Total	145	0	0	145	375	3	12	390	100	1	0	101	1	0	0	1

Session Total	290	0	0	290	769	5	24	798	205	1	0	206	2	0	0	2
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Kirkby, Saturday 7th March 2020

Junction: (2) Aintree Lane / A506 / Coplehouse Lane

Approach: Coplehouse Lane

	Left to A506 (West)				Ahead to Aintree Lane				Right to A506 (East)			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0900 - 0915	13	1	0	14	28	0	0	28	51	0	0	51
0915 - 0930	16	0	0	16	31	1	0	32	43	0	1	44
0930 - 0945	16	1	0	17	34	1	0	35	40	2	1	43
0945 - 1000	23	1	0	24	49	0	1	50	57	0	0	57
Hourly Total	68	3	0	71	142	2	1	145	191	2	2	195
1000 - 1015	22	1	0	23	43	0	0	43	48	0	2	50
1015 - 1030	14	0	0	14	38	0	0	38	59	0	0	59
1030 - 1045	35	0	0	35	43	2	0	45	79	0	1	80
1045 - 1100	22	0	0	22	36	0	0	36	54	0	0	54
Hourly Total	93	1	0	94	160	2	0	162	240	0	3	243

Session Total	161	4	0	165	302	4	1	307	431	2	5	438
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1300 - 1315	29	0	0	29	37	1	0	38	70	0	0	70
1315 - 1330	14	0	0	14	45	1	0	46	43	0	1	44
1330 - 1345	16	1	0	17	38	0	0	38	62	0	1	63
1345 - 1400	27	0	0	27	35	0	0	35	59	0	0	59
Hourly Total	86	1	0	87	155	2	0	157	234	0	2	236
1400 - 1415	17	0	0	17	46	0	0	46	59	1	1	61
1415 - 1430	25	0	0	25	53	1	0	54	68	0	0	68
1430 - 1445	20	1	0	21	37	0	1	38	73	0	1	74
1445 - 1500	15	0	0	15	36	0	0	36	62	1	0	63
Hourly Total	77	1	0	78	172	1	1	174	262	2	2	266

Session Total	163	2	0	165	327	3	1	331	496	2	4	502
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1600 - 1615	10	0	0	10	47	0	0	47	93	0	0	93
1615 - 1630	25	0	0	25	42	0	0	42	82	1	1	84
1630 - 1645	22	0	0	22	37	0	0	37	66	0	1	67
1645 - 1700	17	0	0	17	42	0	0	42	71	0	0	71
Hourly Total	74	0	0	74	168	0	0	168	312	1	2	315
1700 - 1715	26	0	0	26	46	0	0	46	80	0	0	80
1715 - 1730	15	0	0	15	44	0	0	44	56	0	1	57
1730 - 1745	30	0	0	30	41	0	0	41	57	1	1	59
1745 - 1800	21	0	0	21	49	0	0	49	67	0	0	67
Hourly Total	92	0	0	92	180	0	0	180	260	1	2	263

Session Total	166	0	0	166	348	0	0	348	572	2	4	578
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Kirkby, Saturday 7th March 2020

Junction: (2) Aintree Lane / A506 / Coplehouse Lane

Approach: A506 (West)

	Left to Aintree Lane				Ahead to A506 (East)				Right to Coplehouse Lane				U-Turn			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0900 - 0915	4	0	0	4	73	4	1	78	13	1	0	14	3	0	0	3
0915 - 0930	23	0	1	24	79	2	3	84	21	0	0	21	4	0	0	4
0930 - 0945	13	0	0	13	56	3	1	60	14	1	0	15	1	0	0	1
0945 - 1000	18	0	1	19	60	3	2	65	26	0	0	26	2	0	0	2
Hourly Total	58	0	2	60	268	12	7	287	74	2	0	76	10	0	0	10
1000 - 1015	23	0	1	24	78	0	2	80	19	0	0	19	5	0	0	5
1015 - 1030	18	0	1	19	92	1	1	94	31	0	0	31	4	0	0	4
1030 - 1045	18	0	0	18	87	3	3	93	19	0	0	19	4	0	0	4
1045 - 1100	25	1	1	27	117	3	2	122	34	0	0	34	1	0	0	1
Hourly Total	84	1	3	88	374	7	8	389	103	0	0	103	14	0	0	14

Session Total	142	1	5	148	642	19	15	676	177	2	0	179	24	0	0	24
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1300 - 1315	16	0	2	18	109	1	3	113	23	0	0	23	4	0	0	4
1315 - 1330	19	0	0	19	89	0	2	91	19	0	0	19	2	0	0	2
1330 - 1345	16	0	0	16	105	1	4	110	23	0	0	23	8	0	0	8
1345 - 1400	23	0	1	24	76	2	2	80	22	0	0	22	1	0	0	1
Hourly Total	74	0	3	77	379	4	11	394	87	0	0	87	15	0	0	15
1400 - 1415	13	0	1	14	110	4	3	117	24	0	0	24	1	0	0	1
1415 - 1430	17	0	1	18	89	0	3	92	21	0	0	21	3	0	0	3
1430 - 1445	18	0	0	18	119	1	2	122	27	1	0	28	2	0	0	2
1445 - 1500	27	0	1	28	133	1	1	135	26	0	0	26	1	0	0	1
Hourly Total	75	0	3	78	451	6	9	466	98	1	0	99	7	0	0	7

Session Total	149	0	6	155	830	10	20	860	185	1	0	186	22	0	0	22
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1600 - 1615	26	1	0	27	125	1	3	129	21	1	0	22	1	0	0	1
1615 - 1630	26	0	1	27	108	3	2	113	19	0	0	19	2	0	0	2
1630 - 1645	27	0	0	27	81	0	1	82	16	0	0	16	2	0	0	2
1645 - 1700	18	0	1	19	96	1	5	102	21	0	0	21	2	0	0	2
Hourly Total	97	1	2	100	410	5	11	426	77	1	0	78	7	0	0	7
1700 - 1715	19	0	0	19	109	1	3	113	31	1	0	32	0	0	0	0
1715 - 1730	16	0	1	17	106	0	2	108	24	0	0	24	3	0	0	3
1730 - 1745	29	0	0	29	102	2	2	106	23	0	0	23	2	0	0	2
1745 - 1800	18	0	0	18	91	0	4	95	19	0	0	19	1	0	0	1
Hourly Total	82	0	1	83	408	3	11	422	97	1	0	98	6	0	0	6

Session Total	179	1	3	183	818	8	22	848	174	2	0	176	13	0	0	13
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Kirkby, Thursday 5th March 2020

Junction: (3) M57 / A506

TIME	MOVE A				MOVE B			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	218	6	2	226	268	7	8	283
0745 - 0800	232	6	0	238	269	5	6	280
Hourly Total	450	12	2	464	537	12	14	563
0800 - 0815	223	11	0	234	262	6	5	273
0815 - 0830	248	5	0	253	238	2	5	245
0830 - 0845	200	11	0	211	217	2	2	221
0845 - 0900	203	8	0	211	262	7	5	274
Hourly Total	874	35	0	909	979	17	17	1013
0900 - 0915	147	7	0	154	290	4	4	298
0915 - 0930	122	4	0	126	211	6	3	220
Hourly Total	269	11	0	280	501	10	7	518

Session Total	1593	58	2	1653	2017	39	38	2094
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1600 - 1615	259	3	0	262	208	3	4	215
1615 - 1630	293	4	0	297	234	4	4	242
1630 - 1645	260	1	0	261	216	5	1	222
1645 - 1700	297	3	1	301	224	0	3	227
Hourly Total	1109	11	1	1121	882	12	12	906
1700 - 1715	360	7	1	368	241	5	5	251
1715 - 1730	302	1	0	303	221	2	7	230
1730 - 1745	308	3	0	311	216	3	2	221
1745 - 1800	267	2	0	269	217	2	5	224
Hourly Total	1237	13	1	1251	895	12	19	926

Session Total	2346	24	2	2372	1777	24	31	1832
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MOVE C			
LIGHT	HEAVY	BUS	TOTAL
329	9	5	343
380	4	5	389
709	13	10	732
359	8	5	372
327	6	5	338
302	7	2	311
339	6	2	347
1327	27	14	1368
291	3	4	298
259	6	3	268
550	9	7	566

2586	49	31	2666
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329	4	3	336
326	6	4	336
355	6	1	362
290	2	2	294
1300	18	10	1328
377	9	5	391
345	1	7	353
320	4	2	326
288	2	3	293
1330	16	17	1363

2630	34	27	2691
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MOVE D			
LIGHT	HEAVY	BUS	TOTAL
157	4	5	166
121	7	1	129
278	11	6	295
126	9	0	135
159	1	0	160
115	6	0	121
126	9	3	138
526	25	3	554
146	8	0	154
74	4	0	78
220	12	0	232

1024	48	9	1081
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138	2	1	141
201	2	0	203
121	0	0	121
231	1	2	234
691	5	3	699
224	3	1	228
178	2	0	180
204	2	0	206
196	2	2	200
802	9	3	814

1493	14	6	1513
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MOVE E			
LIGHT	HEAVY	BUS	TOTAL
260	9	6	275
278	8	3	289
538	17	9	564
283	5	2	290
261	6	3	270
272	7	5	284
183	5	3	191
999	23	13	1035
217	5	3	225
196	2	5	203
413	7	8	428

1950	47	30	2027
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279	4	4	287
280	5	3	288
318	5	5	328
330	5	1	336
1207	19	13	1239
266	3	4	273
281	1	3	285
247	8	0	255
267	4	6	277
1061	16	13	1090

2268	35	26	2329
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MOVE F			
LIGHT	HEAVY	BUS	TOTAL
417	13	11	441
399	15	4	418
816	28	15	859
409	14	2	425
420	7	3	430
387	13	5	405
309	14	6	329
1525	48	16	1589
363	13	3	379
270	6	5	281
633	19	8	660

2974	95	39	3108
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417	6	5	428
481	7	3	491
439	5	5	449
561	6	3	570
1898	24	16	1938
490	6	5	501
459	3	3	465
451	10	0	461
463	6	8	477
1863	25	16	1904

3761	49	32	3842
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Kirkby, Thursday 5th March 2020

Junction: (3) M57 / A506

Lane 1 is nearside lane

TIME	M57 (South)	
	Lane 1	Lane 2
0730	5	7
0735	0	3
0740	0	4
0745	7	10
0750	4	4
0755	4	7
0800	2	10
0805	1	5
0810	4	2
0815	4	2
0820	4	2
0825	5	5
0830	2	3
0835	3	12
0840	5	4
0845	3	1
0850	6	6
0855	0	4
0900	1	1
0905	0	1
0910	1	2
0915	2	2
0920	2	2
0925	3	3
0930	2	3

Queue on Roundabout	
Lane 1	Lane 2
3	6
4	7
6	9
10	14
7	12
3	7
2	12
2	6
4	4
6	8
6	7
6	5
6	6
3	6
2	4
4	6
2	3
1	2
2	7
2	3
1	1
2	2
4	2
2	2
2	2

TIME	M57 (South)	
	Lane 1	Lane 2
1600	2	4
1605	2	12
1610	4	7
1615	4	3
1620	4	3
1625	9	7
1630	5	4
1635	1	0
1640	3	4
1645	3	5
1650	3	4
1655	4	9
1700	4	6
1705	6	5
1710	6	5
1715	7	5
1720	5	3
1725	4	5
1730	3	5
1735	5	3
1740	7	5
1745	12	4
1750	8	7
1755	8	1
1800	4	9

Queue on Roundabout	
Lane 1	Lane 2
4	5
6	7
8	9
1	5
3	9
5	8
7	13
6	5
6	15
4	9
1	2
6	7
10	9
8	5
5	14
3	7
2	13
3	6
3	7
11	15
4	4
7	9
4	6
4	5
1	6

Kirkby, Saturday 7th March 2020

Junction: (3) M57 / A506

TIME	MOVE A				MOVE B			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0900 - 0915	58	3	0	61	180	3	2	185
0915 - 0930	82	7	0	89	158	2	2	162
0930 - 0945	79	2	0	81	175	4	2	181
0945 - 1000	98	2	0	100	202	3	2	207
Hourly Total	317	14	0	331	715	12	8	735
1000 - 1015	89	4	0	93	186	3	2	191
1015 - 1030	106	2	0	108	216	2	2	220
1030 - 1045	110	0	0	110	223	2	2	227
1045 - 1100	107	2	0	109	245	3	2	250
Hourly Total	412	8	0	420	870	10	8	888

Session Total	729	22	0	751	1585	22	16	1623
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1300 - 1315	95	0	0	95	217	1	3	221
1315 - 1330	125	1	0	126	166	1	2	169
1330 - 1345	113	2	0	115	210	3	4	217
1345 - 1400	124	1	0	125	172	1	3	176
Hourly Total	457	4	0	461	765	6	12	783
1400 - 1415	127	2	0	129	163	1	2	166
1415 - 1430	107	3	0	110	180	2	4	186
1430 - 1445	109	1	0	110	205	0	3	208
1445 - 1500	113	0	1	114	215	1	3	219
Hourly Total	456	6	1	463	763	4	12	779

Session Total	913	10	1	924	1528	10	24	1562
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1600 - 1615	123	0	0	123	175	0	3	178
1615 - 1630	115	0	0	115	164	2	6	172
1630 - 1645	118	2	0	120	192	0	3	195
1645 - 1700	109	0	0	109	171	1	5	177
Hourly Total	465	2	0	467	702	3	17	722
1700 - 1715	119	2	1	122	171	1	3	175
1715 - 1730	95	0	0	95	142	1	1	144
1730 - 1745	108	0	0	108	160	0	5	165
1745 - 1800	103	1	0	104	158	1	4	163
Hourly Total	425	3	1	429	631	3	13	647

Session Total	890	5	1	896	1333	6	30	1369
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MOVE C			
LIGHT	HEAVY	BUS	TOTAL
169	3	2	174
144	4	2	150
169	0	2	171
200	3	2	205
682	10	8	700
202	5	2	209
215	4	2	221
200	1	2	203
238	4	2	244
855	14	8	877

1537	24	16	1577
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183	0	2	185
212	1	2	215
243	4	4	251
175	1	1	177
813	6	9	828
195	1	1	197
194	5	4	203
178	1	2	181
255	1	2	258
822	8	9	839

1635	14	18	1667
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195	0	0	195
173	2	6	181
210	0	1	211
184	0	5	189
762	2	12	776
176	2	3	181
182	1	1	184
199	0	5	204
177	2	4	183
734	5	13	752

1496	7	25	1528
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MOVE D			
LIGHT	HEAVY	BUS	TOTAL
69	3	0	72
96	5	0	101
85	6	0	91
100	2	0	102
350	16	0	366
73	2	0	75
107	0	0	107
133	1	0	134
114	1	0	115
427	4	0	431

777	20	0	797
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129	1	1	131
79	1	0	80
80	1	0	81
121	1	2	124
409	4	3	416
95	2	1	98
93	0	0	93
136	0	1	137
73	0	2	75
397	2	4	403

806	6	7	819
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103	0	3	106
106	0	0	106
100	2	2	104
96	1	0	97
405	3	5	413
114	1	1	116
55	0	0	55
69	0	0	69
84	0	0	84
322	1	1	324

727	4	6	737
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MOVE E			
LIGHT	HEAVY	BUS	TOTAL
146	4	1	151
137	3	3	143
121	5	1	127
147	3	2	152
551	15	7	573
161	1	3	165
171	1	1	173
196	3	3	202
204	4	2	210
732	9	9	750

1283	24	16	1323
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189	2	3	194
155	1	2	158
190	1	4	195
157	2	2	161
691	6	11	708
196	5	3	204
193	0	3	196
242	1	2	245
235	2	1	238
866	8	9	883

1557	14	20	1591
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227	1	3	231
212	4	2	218
173	0	1	174
184	2	5	191
796	7	11	814
195	1	3	199
178	0	2	180
177	3	2	182
181	1	4	186
731	5	11	747

1527	12	22	1561
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MOVE F			
LIGHT	HEAVY	BUS	TOTAL
215	7	1	223
233	8	3	244
206	11	1	218
247	5	2	254
901	31	7	939
234	3	3	240
278	1	1	280
329	4	3	336
318	5	2	325
1159	13	9	1181

2060	44	16	2120
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318	3	4	325
234	2	2	238
270	2	4	276
278	3	4	285
1100	10	14	1124
291	7	4	302
286	0	3	289
378	1	3	382
308	2	3	313
1263	10	13	1286

2363	20	27	2410
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330	1	6	337
318	4	2	324
273	2	3	278
280	3	5	288
1201	10	16	1227
309	2	4	315
233	0	2	235
246	3	2	251
265	1	4	270
1053	6	12	1071

2254	16	28	2298
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Kirkby, Saturday 7th March 2020

Junction: (3) M57 / A506

Lane 1 is nearside lane

TIME	M57 (South)		Queue on Roundabout	
	Lane 1	Lane 2	Lane 1	Lane 2
0900	1	0	3	4
0905	3	2	4	2
0910	2	2	0	2
0915	1	1	2	7
0920	3	1	2	2
0925	2	4	1	4
0930	2	1	1	1
0935	1	2	1	1
0940	1	0	1	2
0945	2	1	1	1
0950	1	0	1	3
0955	3	3	2	4
1000	1	2	0	4
1005	2	2	3	3
1010	3	0	0	1
1015	2	1	3	7
1020	1	0	4	6
1025	5	2	0	6
1030	0	5	2	3
1035	1	2	1	5
1040	0	3	0	2
1045	2	2	2	1
1050	1	2	1	4
1055	1	3	2	5
1100	6	2	6	3

TIME	M57 (South)		Queue on Roundabout	
	Lane 1	Lane 2	Lane 1	Lane 2
1300	1	0	1	5
1305	3	0	0	4
1310	2	2	1	1
1315	4	2	2	2
1320	2	1	0	1
1325	3	2	4	9
1330	1	2	2	7
1335	3	0	6	8
1340	2	2	2	2
1345	1	5	0	5
1350	0	4	0	2
1355	3	3	2	3
1400	1	2	1	2
1405	1	1	0	1
1410	0	1	1	1
1415	2	5	3	3
1420	4	0	2	2
1425	1	2	3	5
1430	2	2	0	0
1435	5	2	2	1
1440	4	1	5	6
1445	1	1	0	0
1450	2	4	1	4
1455	1	2	4	6
1500	3	2	5	6

TIME	M57 (South)		Queue on Roundabout	
	Lane 1	Lane 2	Lane 1	Lane 2
1600	1	4	2	3
1605	1	2	1	1
1610	3	1	1	6
1615	2	2	0	0
1620	4	0	0	3
1625	1	3	1	2
1630	2	1	5	7
1635	3	0	2	4
1640	1	2	0	0
1645	0	2	2	7
1650	2	2	1	3
1655	3	2	1	1
1700	1	1	3	3
1705	2	0	3	0
1710	0	4	2	5
1715	1	1	1	0
1720	3	1	1	3
1725	2	4	0	2
1730	2	2	2	2
1735	4	3	0	1
1740	0	3	1	5
1745	0	2	3	4
1750	1	3	2	9
1755	4	2	0	4
1800	2	0	2	6

Kirkby, Thursday 5th March 2020

Junction: (4) Ingoe Lane / A506

Approach: Ingoe Lane

	Left to A506 (East)				Right to A506 (West)			
TIME	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	1	0	0	1	1	0	0	1
0745 - 0800	2	1	0	3	0	0	0	0
Hourly Total	3	1	0	4	1	0	0	1
0800 - 0815	2	0	0	2	0	0	0	0
0815 - 0830	3	0	0	3	0	0	0	0
0830 - 0845	0	1	0	1	0	0	0	0
0845 - 0900	0	1	0	1	0	0	0	0
Hourly Total	5	2	0	7	0	0	0	0
0900 - 0915	0	0	0	0	0	1	0	1
0915 - 0930	0	0	0	0	0	1	0	1
Hourly Total	0	0	0	0	0	2	0	2

Session Total	8	3	0	11	1	2	0	3
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1600 - 1615	4	0	0	4	1	0	0	1
1615 - 1630	0	1	0	1	0	1	0	1
1630 - 1645	3	0	0	3	2	0	0	2
1645 - 1700	3	0	0	3	1	0	0	1
Hourly Total	10	1	0	11	4	1	0	5
1700 - 1715	1	0	0	1	0	0	0	0
1715 - 1730	0	0	0	0	1	0	0	1
1730 - 1745	2	0	0	2	0	0	0	0
1745 - 1800	1	0	0	1	0	0	0	0
Hourly Total	4	0	0	4	1	0	0	1

Session Total	14	1	0	15	5	1	0	6
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Kirkby, Thursday 5th March 2020

Junction: (4) Ingoe Lane / A506

Approach: A506 (East)

	Right to Ingoe Lane			
TIME	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	1	0	0	1
0745 - 0800	0	1	0	1
Hourly Total	1	1	0	2
0800 - 0815	0	0	0	0
0815 - 0830	2	0	0	2
0830 - 0845	1	2	0	3
0845 - 0900	1	1	0	2
Hourly Total	4	3	0	7
0900 - 0915	0	1	0	1
0915 - 0930	1	0	0	1
Hourly Total	1	1	0	2

Session Total	6	5	0	11
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1600 - 1615	1	0	0	1
1615 - 1630	2	1	0	3
1630 - 1645	1	0	0	1
1645 - 1700	1	0	0	1
Hourly Total	5	1	0	6
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	1	0	0	1
1745 - 1800	1	0	0	1
Hourly Total	2	0	0	2

Session Total	7	1	0	8
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Kirkby, Thursday 5th March 2020

Junction: (4) Ingoe Lane / A506

Approach: A506 (West)

	Left to Ingoe Lane			
TIME	LIGHT	HEAVY	BUS	TOTAL
0730 - 0745	2	0	0	2
0745 - 0800	0	0	0	0
Hourly Total	2	0	0	2
0800 - 0815	2	0	0	2
0815 - 0830	1	1	0	2
0830 - 0845	0	0	0	0
0845 - 0900	0	0	0	0
Hourly Total	3	1	0	4
0900 - 0915	2	0	0	2
0915 - 0930	0	0	0	0
Hourly Total	2	0	0	2

Session Total	7	1	0	8
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1600 - 1615	1	1	0	2
1615 - 1630	2	0	0	2
1630 - 1645	3	0	0	3
1645 - 1700	0	0	0	0
Hourly Total	6	1	0	7
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	1	0	0	1
1745 - 1800	1	0	0	1
Hourly Total	2	0	0	2

Session Total	8	1	0	9
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Kirkby, Saturday 7th March 2020

Junction: (4) Ingoe Lane / A506

Approach: Ingoe Lane

TIME	Left to A506 (East)				Right to A506 (West)			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	2	0	0	2
0945 - 1000	1	0	0	1	0	0	0	0
Hourly Total	1	0	0	1	2	0	0	2
1000 - 1015	2	1	0	3	0	0	0	0
1015 - 1030	1	0	0	1	0	0	0	0
1030 - 1045	0	0	0	0	1	0	0	1
1045 - 1100	2	0	0	2	0	0	0	0
Hourly Total	5	1	0	6	1	0	0	1

Session Total	6	1	0	7	3	0	0	3
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1300 - 1315	2	0	0	2	0	0	0	0
1315 - 1330	2	0	0	2	2	0	0	2
1330 - 1345	0	0	0	0	0	0	0	0
1345 - 1400	1	0	0	1	0	0	0	0
Hourly Total	5	0	0	5	2	0	0	2
1400 - 1415	0	0	0	0	0	0	0	0
1415 - 1430	2	0	0	2	1	0	0	1
1430 - 1445	3	0	0	3	1	0	0	1
1445 - 1500	0	0	0	0	3	0	0	3
Hourly Total	5	0	0	5	5	0	0	5

Session Total	10	0	0	10	7	0	0	7
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1600 - 1615	2	0	0	2	1	0	0	1
1615 - 1630	3	0	0	3	0	0	0	0
1630 - 1645	3	0	0	3	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0
Hourly Total	8	0	0	8	1	0	0	1
1700 - 1715	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0
1730 - 1745	2	0	0	2	1	0	0	1
1745 - 1800	1	0	0	1	3	0	0	3
Hourly Total	3	0	0	3	4	0	0	4

Session Total	11	0	0	11	5	0	0	5
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Kirkby, Saturday 7th March 2020

Junction: (4) Ingoe Lane / A506

Approach: A506 (East)

TIME	Right to Ingoe Lane			TOTAL
	LIGHT	HEAVY	BUS	
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	1	1	0	2
Hourly Total	1	1	0	2
1000 - 1015	0	0	0	0
1015 - 1030	1	0	0	1
1030 - 1045	0	0	0	0
1045 - 1100	0	0	0	0
Hourly Total	1	0	0	1

Session Total	2	1	0	3
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1300 - 1315	1	0	0	1
1315 - 1330	1	0	0	1
1330 - 1345	0	0	0	0
1345 - 1400	1	0	0	1
Hourly Total	3	0	0	3
1400 - 1415	0	0	0	0
1415 - 1430	0	0	0	0
1430 - 1445	0	0	0	0
1445 - 1500	1	0	0	1
Hourly Total	1	0	0	1

Session Total	4	0	0	4
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1600 - 1615	0	0	0	0
1615 - 1630	2	0	0	2
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	2	0	0	2
1700 - 1715	0	0	0	0
1715 - 1730	1	0	0	1
1730 - 1745	1	0	0	1
1745 - 1800	1	0	0	1
Hourly Total	3	0	0	3

Session Total	5	0	0	5
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Kirkby, Saturday 7th March 2020

Junction: (4) Ingoe Lane / A506

Approach: A506 (West)

TIME	Left to Ingoe Lane			TOTAL
	LIGHT	HEAVY	BUS	
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	2	0	0	2
0945 - 1000	2	0	0	2
Hourly Total	4	0	0	4
1000 - 1015	1	0	0	1
1015 - 1030	0	0	0	0
1030 - 1045	0	0	0	0
1045 - 1100	1	0	0	1
Hourly Total	2	0	0	2

Session Total	6	0	0	6
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1300 - 1315	2	0	0	2
1315 - 1330	2	0	0	2
1330 - 1345	0	0	0	0
1345 - 1400	3	0	0	3
Hourly Total	7	0	0	7
1400 - 1415	1	0	0	1
1415 - 1430	1	0	0	1
1430 - 1445	1	0	0	1
1445 - 1500	1	0	0	1
Hourly Total	4	0	0	4

Session Total	11	0	0	11
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1600 - 1615	1	0	0	1
1615 - 1630	3	0	0	3
1630 - 1645	0	0	0	0
1645 - 1700	1	0	0	1
Hourly Total	5	0	0	5
1700 - 1715	0	0	0	0
1715 - 1730	0	0	0	0
1730 - 1745	0	0	0	0
1745 - 1800	2	0	0	2
Hourly Total	2	0	0	2

Session Total	7	0	0	7
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Kirkby, Saturday 7th March 2020

Junction: (1) A506 / Field Lane

Queue when approach is 2 lanes *
Queue when approach is single lane **

Lane 1 is nearside lane

TIME	A506 (East)		Field Lane			A506 (West)		
	Lane 1	Lane 2	Lane 1 *	Lane 2 *	Lane 1 **	Lane 1	Lane 2	Right Turn
0900	2	2	0	1	0	0	0	0
0905	6	1	0	0	0	3	2	0
0910	2	1	0	0	0	3	3	0
0915	2	0	0	0	0	0	1	0
0920	8	0	0	1	0	0	0	0
0925	2	0	0	1	0	3	4	0
0930	6	3	0	0	0	1	0	0
0935	0	1	2	0	0	0	1	0
0940	3	1	0	0	0	2	0	0
0945	6	4	0	2	0	8	1	0
0950	4	0	0	1	0	2	3	0
0955	4	3	0	1	0	1	1	0
1000	1	3	2	0	0	4	3	0
1005	2	4	0	1	0	3	1	0
1010	4	2	1	0	0	2	2	0
1015	4	1	1	0	0	4	1	0
1020	8	6	0	1	0	1	1	0
1025	4	0	0	1	0	4	1	2
1030	8	0	0	1	0	0	1	1
1035	2	0	0	2	0	2	0	0
1040	5	3	0	0	0	0	0	0
1045	9	9	3	1	0	0	0	2
1050	1	1	0	1	0	2	2	0
1055	1	2	0	1	0	1	0	0
1100	6	4	1	0	0	1	0	0

Queue when approach is 2 lanes *
Queue when approach is single lane **

Lane 1 is nearside lane

TIME	A506 (East)		Field Lane			A506 (West)		
	Lane 1	Lane 2	Lane 1 *	Lane 2 *	Lane 1 **	Lane 1	Lane 2	Right Turn
1300	3	2	1	1	0	1	1	1
1305	6	1	1	1	0	5	4	0
1310	3	0	0	1	0	4	2	0
1315	1	1	1	0	0	1	0	0
1320	1	1	1	0	0	3	0	1
1325	3	0	0	1	0	5	1	0
1330	7	2	1	0	0	5	5	2
1335	4	0	0	0	0	0	0	0
1340	9	7	0	3	0	0	1	0
1345	3	1	1	2	0	2	0	0
1350	1	2	3	1	1	0	0	0
1355	2	0	0	1	0	4	1	0
1400	0	3	1	1	0	3	1	0
1405	2	2	1	0	0	4	0	1
1410	3	3	0	0	0	2	1	0
1415	5	6	0	2	0	1	2	0
1420	3	4	0	1	0	0	0	0
1425	1	0	0	1	0	3	1	0
1430	8	4	0	0	0	11	8	0
1435	3	2	0	1	0	0	0	0
1440	5	1	0	1	0	7	7	0
1445	4	3	1	1	0	1	0	1
1450	2	1	2	1	0	1	1	2
1455	4	5	3	1	0	6	2	0
1500	2	4	2	1	0	0	0	0

Queue when approach is 2 lanes *
Queue when approach is single lane **

Lane 1 is nearside lane

TIME	A506 (East)		Field Lane			A506 (West)		
	Lane 1	Lane 2	Lane 1 *	Lane 2 *	Lane 1 **	Lane 1	Lane 2	Right Turn
1600	7	5	0	0	0	6	1	0
1605	1	1	1	0	0	3	0	0
1610	2	1	1	0	0	1	0	0
1615	3	4	0	1	0	2	0	1
1620	0	0	2	0	0	1	0	0
1625	2	1	2	0	0	5	3	0
1630	1	3	2	1	0	0	0	0
1635	2	0	1	0	0	2	0	0
1640	3	1	0	0	0	0	0	1
1645	2	2	0	1	0	2	0	3
1650	4	2	0	2	0	5	3	0
1655	2	0	0	1	0	0	0	1
1700	3	2	1	2	0	12	8	4
1705	3	3	0	1	0	2	2	0
1710	6	3	1	0	0	4	1	1
1715	3	2	2	0	0	2	0	0
1720	6	0	0	0	0	6	8	1
1725	2	0	0	2	0	2	0	0
1730	3	1	1	0	0	1	0	0
1735	2	2	0	0	0	1	1	0
1740	0	0	0	1	0	5	8	0
1745	0	1	0	1	0	2	0	0
1750	1	3	1	1	0	0	2	0
1755	6	3	0	0	0	3	2	0
1800	3	3	0	1	0	2	1	0

Kirkby, Thursday 5th March 2020

Junction: (1) A506 / Field Lane

Queue when approach is 2 lanes *
Queue when approach is single lane **

Lane 1 is nearside lane

TIME	A506 (East)		Field Lane			A506 (West)		
	Lane 1	Lane 2	Lane 1 *	Lane 2 *	Lane 1 **	Lane 1	Lane 2	Right Turn
0730	7	4	1	2	0	2	1	0
0735	5	3	0	1	0	14	10	0
0740	7	5	1	3	2	7	4	0
0745	5	5	1	2	0	0	0	0
0750	6	7	0	1	0	9	7	0
0755	14	10	1	2	0	4	5	0
0800	9	5	1	2	0	0	0	0
0805	6	6	0	3	3	3	3	1
0810	2	3	0	3	1	2	0	0
0815	7	6	1	1	0	3	4	0
0820	12	5	3	2	0	9	3	2
0825	8	5	0	1	0	1	2	1
0830	7	5	1	3	3	3	7	0
0835	6	4	3	1	0	1	4	0
0840	1	1	1	3	0	0	0	1
0845	4	3	0	1	0	12	7	0
0850	6	8	1	0	0	8	13	1
0855	4	1	1	2	0	3	1	0
0900	1	0	2	0	0	0	3	0
0905	9	8	2	0	0	1	2	0
0910	6	2	2	0	0	2	2	1
0915	3	5	1	1	0	5	3	0
0920	4	3	1	2	0	18	15	0
0925	0	0	1	1	0	0	0	0
0930	5	3	1	1	0	1	0	0

Queue when approach is 2 lanes *
Queue when approach is single lane **

Lane 1 is nearside lane

TIME	A506 (East)		Field Lane			A506 (West)		
	Lane 1	Lane 2	Lane 1 *	Lane 2 *	Lane 1 **	Lane 1	Lane 2	Right Turn
1600	5	5	0	0	0	23	18	0
1605	0	0	3	0	0	0	1	0
1610	7	5	1	0	0	3	1	0
1615	0	0	0	2	0	8	3	0
1620	9	6	1	0	0	0	0	0
1625	4	5	1	0	0	1	3	0
1630	12	10	0	1	0	1	2	0
1635	5	5	1	0	0	0	0	0
1640	4	3	1	1	0	1	2	0
1645	3	4	0	3	4	0	0	0
1650	10	3	1	0	0	1	0	1
1655	10	7	1	1	0	8	3	3
1700	5	10	0	0	0	14	17	0
1705	11	5	0	0	0	6	2	0
1710	4	6	1	2	0	5	2	1
1715	5	3	0	2	0	3	1	0
1720	3	2	2	1	0	1	1	1
1725	8	5	1	2	0	1	0	1
1730	11	6	1		0	11	24	1
1735	6	3	1	3	0	3	2	0
1740	4	3	0	2	0	0	0	0
1745	3	2	1	2	0	3	1	3
1750	4	2	0	0	0	4	1	0
1755	4	0	1	1	0	2	2	1
1800	2	0	1	3	0	5	1	0

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Junction: (D) Andrew Lane / ASDS / Copplehouse Lane

Queue when approach in 3 lanes +
Queue when approach in 2 lanes +"
Queue when approach in single lane +""
Lane 1 in reversible lane

Time	Andrew Lane					Copplehouse Lane					ASDS (West)		
	Lane 1	Left Turn	Lane 1	Lane 2	Right Turn	Lane 1	Lane 2	Lane 3	Lane 4	Lane 5	Lane 1	Lane 2	Right Turn
0800	5	0	5	5	0	1	0	1	4	4	0	5	1
0805	2	1	4	2	1	0	0	1	2	3	0	4	1
0810	3	0	5	4	0	1	1	1	5	2	0	2	0
0815	7	0	1	1	3	0	0	1	3	0	0	4	2
0820	6	1	3	1	1	0	0	1	0	0	0	4	0
0825	6	1	2	4	1	0	1	1	4	0	4	4	3
0830	6	0	6	6	1	0	1	1	3	5	0	4	2
0835	5	1	10	5	1	1	0	1	0	6	0	1	0
0840	6	3	3	4	1	0	1	1	0	1	0	2	0
0845	10	2	6	4	3	1	1	1	0	1	0	6	3
0850	13	0	3	5	1	1	0	1	2	2	0	0	4
0855	4	1	5	6	3	0	1	1	0	1	0	7	4
0900	8	1	10	7	2	0	1	1	5	1	0	6	4
0905	6	1	6	4	2	0	1	1	5	4	0	5	2
0910	6	1	6	4	2	0	1	1	5	4	0	5	2
0915	6	1	6	4	2	0	1	1	5	4	0	5	2
0920	11	0	5	5	1	0	1	1	5	7	0	5	4
0925	6	3	6	2	5	1	1	1	0	1	0	2	4
0930	15	4	3	0	2	1	1	1	4	10	0	10	4
0935	15	4	11	0	2	1	1	1	0	5	0	7	4
0940	15	6	3	3	3	1	0	1	0	4	0	5	2
0945	7	2	20	11	3	0	1	1	7	11	0	11	10
0950	10	2	20	11	3	0	1	1	0	11	0	3	5
0955	12	1	7	4	0	1	1	1	0	4	0	3	3
1000	12	1	6	3	3	1	1	1	0	4	0	11	7
1005	10	4	6	4	1	1	0	1	3	1	0	4	3

Queue when approach in 3 lanes +
Queue when approach in 2 lanes +"
Queue when approach in single lane +""
Lane 1 in reversible lane

Time	Andrew Lane		ASDS (East)			Copplehouse Lane					ASDS (West)		
	Lane 1	Left Turn	Lane 1	Lane 2	Right Turn	Lane 1	Lane 2	Lane 3	Lane 2	Lane 1	Lane 1	Lane 2	Right Turn
1300	5	0	1	5	2	1	1	1	3	10	0	5	4
1305	2	11	0	4	5	0	1	1	3	5	0	6	1
1310	11	0	3	4	4	0	1	1	10	10	0	10	6
1315	5	1	6	5	2	0	1	1	2	7	0	9	5
1320	6	0	4	4	2	1	0	1	2	4	0	9	3
1325	6	0	6	2	4	0	1	1	3	0	9	3	2
1330	7	4	7	5	3	1	1	1	5	6	0	4	2
1335	11	1	5	0	7	0	1	1	4	5	0	5	5
1340	10	1	5	4	0	1	0	1	5	4	0	6	2
1345	9	1	5	1	5	1	1	1	4	3	0	5	2
1350	7	4	5	5	3	1	1	1	5	4	0	8	1
1355	11	1	5	0	4	1	1	1	5	0	3	0	1
1400	9	4	5	0	3	1	1	1	5	0	3	2	1
1405	10	0	5	0	3	0	1	1	5	3	0	8	6
1410	10	0	5	0	3	0	1	1	5	3	0	8	6
1415	9	4	5	0	3	1	1	1	5	0	3	0	4
1420	6	1	4	0	4	1	1	1	5	0	3	0	3
1425	10	0	5	0	3	0	1	1	5	0	3	0	2
1430	5	2	5	4	2	1	0	1	7	2	0	3	4
1435	7	0	5	4	2	0	1	1	10	5	0	6	7
1440	10	2	2	4	1	0	1	1	0	1	0	13	0
1445	10	2	2	4	1	0	1	1	0	1	0	13	0
1450	10	4	5	7	4	1	0	1	2	4	0	11	3
1455	5	4	4	4	4	0	1	1	8	12	0	14	9
1500	10	1	5	11	1	0	1	1	5	10	0	12	2

Queue when approach in 3 lanes +
Queue when approach in 2 lanes +"
Queue when approach in single lane +""
Lane 1 in reversible lane

Time	Andrew Lane		ASDS (East)			Copplehouse Lane					ASDS (West)		
	Lane 1	Left Turn	Lane 1	Lane 2	Right Turn	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Right Turn	
1600	5	0	8	2	4	0	1	1	1	1	1	7	3
1605	10	2	2	4	1	1	1	1	0	4	0	10	3
1610	5	4	3	3	3	0	1	1	6	0	0	10	1
1615	4	3	6	3	1	0	1	1	1	1	0	9	4
1620	4	2	7	0	1	1	1	1	4	7	0	10	1
1625	6	0	6	2	3	1	0	1	5	0	5	0	4
1630	6	1	6	7	2	1	1	1	5	1	0	7	2
1635	5	4	4	0	0	0	1	1	10	11	0	7	0
1640	11	3	2	5	2	1	1	1	0	4	0	5	2
1645	9	2	3	1	0	1	1	1	0	4	0	6	4
1650	13	3	4	2	3	0	1	1	8	5	0	12	4
1655	10	2	3	2	2	1	1	1	8	5	0	10	4
1700	6	2	4	0	3	1	1	1	6	6	0	7	3
1705	14	2	3	2	0	1	1	1	5	10	0	10	4
1710	3	0	6	0	3	1	1	1	5	5	0	10	1
1715	3	2	5	6	2	1	1	1	2	5	0	6	3
1720	10	0	6	3	1	0	1	1	5	3	0	10	1
1725	0	2	3	0	0	1	1	1	4	5	0	6	0
1730	5	1	7	0	3	0	1	1	5	7	0	7	4
1735	6	1	7	0	3	0	1	1	5	7	0	7	4
1740	9	1	4	1	2	0	1	1	2	4	0	6	5
1745	10	4	1	1	1	0	1	1	3	4	0	10	2
1750	11	1	6	1	2	0	1	1	2	5	0	2	1
1755	3	4	5	0	1	0	1	1	12	12	0	12	0
1800	5	4	5	0	2	0	1	1	3	7	0	4	0

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Junction: (2) Aintree Lane / A506 / Copplehouse Lane

Queue when approach is 3 lanes +
Queue when approach is 2 lanes +*
Queue when approach is single lane +**
Lane 1 is nearside lane

Queue when approach is 3 lanes +
Queue when approach is 2 lanes +*
Queue when approach is single lane +**
Lane 1 is nearside lane

TIME	Aintree Lane				A506 (East)					Copplehouse Lane					A506 (West)		
	Lane 1	Left Turn	Lane 1	Lane 2	Right Turn	Lane 1 *	Lane 2 *	Lane 3 *	Lane 1 **	Lane 2 **	Lane 1 ***	Lane 1	Lane 2	Right Turn	Lane 1	Lane 2	Right Turn
0730	15	0	14	27	1	0	1	1	4	12	3	13	9	6			
0735	24	3	17	30	1	0	1	1	2	12	0	15	12	1			
0740	37	3	16	19	0		1	1	10	12	0	17	14	0			
0745	34	1	29	37	1	0	1	1	12	12	3	13	14	4			
0750	24	0	38	25	1	0	1	1	9	12	0	17	18	6			
0755	19	0	56	52	4	1	1	1	2	12	7	16	10	8			
0800	25	1	56	54	2	1	1	1	4	12	8	10	13	4			
0805	28	1	35	41	0	0	1	1	10	12	7	13	14	6			
0810	33	1	49	42	1	1	1	1	12	12	10	14	15	4			
0815	30	2	33	33	2	0	1	1	11	12	11	22	23	4			
0820	27	0	48	54	3	1	1	1	6	12	7	12	15	7			
0825	35	0	56	55	0	1	1	1	10	12	4	18	12	6			
0830	25	0	39	27	3	1	1	1	11	12	4	20	15	4			
0835	18	0	22	20	5	0	1	1	12	12	8	16	14	7			
0840	26	4	15	10	4	1	1	1	12	12	4	8	9	5			
0845	17	1	18	19	4	1	0	1	9	12	6	13	13	7			
0850	28	1	11	14	3	1	1	1	6	9	0	12	11	7			
0855	25	1	18	20	0	1	0	1	4	5	0	14	12	5			
0900	21	0	16	18	1	1	1	1	5	7	0	11	9	7			
0905	18	2	21	26	2	1	1	0	6	10	0	10	11	7			
0910	12	1	24	24	1	1	1	1	8	12	2	7	11	5			
0915	7	0	16	18	3	0	1	1	4	3	0	12	5	8			
0920	16	1	12	10	1	1	1	1	5	10	0	7	7	6			
0925	14	2	12	5	2	0	1	1	5	9	0	6	9	1			
0930	9	1	15	11	1	0	1	1	9	5	0	12	13	3			

TIME	Aintree Lane				A506 (East)					Copplehouse Lane					A506 (West)		
	Lane 1	Left Turn	Lane 1	Lane 2	Right Turn	Lane 1 *	Lane 2 *	Lane 3 *	Lane 1 **	Lane 2 **	Lane 1 ***	Lane 1	Lane 2	Right Turn	Lane 1	Lane 2	Right Turn
1600	13	4	12	8	9	0	1	1	10	12	7	24	22	6			
1605	8	1	14	12	7	0	1	1	12	12	4	28	26	5			
1610	15	4	2	11	5	0	1	1	12	4	16	34	34	10			
1615	12	2	10	7	5	0	1	1	6	12	16	35	33	4			
1620	16	1	20	13	6	0	1	1	8	12	7	34	35	5			
1625	14	1	14	10	10	0	1	1	12	12	8	38	33	6			
1630	11	1	16	15	4	0	1	1	12	12	11	36	35	6			
1635	16	1	16	11	7	1	0	1	12	12	19	27	23	5			
1640	15	3	16	8	14	0	1	1	12	12	26	30	28	3			
1645	18	2	10	12	8	1	1	1	12	9	27	33	31	8			
1650	16	3	11	14	9	0	1	1	12	12	21	25	27	7			
1655	8	4	15	11	4	1	1	1	12	6	25	34	33	8			
1700	4	4	15	16	5	0	1	0	12	6	31	33	25	6			
1705	16	0	17	12	7	0	1	1	12	5	33	35	31	7			
1710	13	4	19	11	10	0	1	1	12	6	37	34	34	4			
1715	15	1	16	8	14	1	1	1	12	10	30	36	31	6			
1720	5	1	18	9	12	1	1	1	12	9	35	35	29	7			
1725	15	3	17	14	9	0	1	1	12	10	33	36	34	2			
1730	10	0	25	11	10	0	1	1	12	9	23	37	33	5			
1735	14	3	29	12	12	1	1	1	12	12	28	32	30	5			
1740	19	0	8	10	7	1	1	1	12	12	35	25	21	10			
1745	10	1	6	10	4	0	1	1	12	12	11	24	23	7			
1750	20	2	9	8	6	1	0	1	12	12	2	31	28	5			
1755	13	0	12	14	5	1	1	1	9	11	0	23	23	6			
1800	6	2	3	2	4	1	0	1	7	7	0	13	14	3			

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Junction: (4) Ingoe Lane / A506

Lane 1 is nearside lane

TIME	Ingoe Lane	
	Lane 1	Lane 2
0900	0	0
0905	0	0
0910	0	0
0915	0	0
0920	0	0
0925	0	0
0930	0	0
0935	0	0
0940	0	0
0945	0	0
0950	0	0
0955	0	0
1000	0	0
1005	0	0
1010	0	0
1015	0	0
1020	0	0
1025	0	0
1030	0	0
1035	0	0
1040	0	0
1045	0	0
1050	0	0
1055	0	0
1100	0	0

Lane 1 is nearside lane

TIME	Ingoe Lane	
	Lane 1	Lane 2
1300	0	0
1305	0	0
1310	0	0
1315	0	1
1320	0	0
1325	0	0
1330	0	0
1335	0	0
1340	0	0
1345	0	0
1350	0	0
1355	0	0
1400	0	0
1405	0	0
1410	0	0
1415	0	0
1420	0	0
1425	0	0
1430	0	0
1435	0	0
1440	0	0
1445	0	0
1450	0	0
1455	0	0
1500	0	0

Lane 1 is nearside lane

TIME	Ingoe Lane	
	Lane 1	Lane 2
1600	0	0
1605	0	0
1610	0	0
1615	0	0
1620	0	0
1625	0	0
1630	0	0
1635	0	0
1640	0	0
1645	0	0
1650	0	0
1655	0	0
1700	0	0
1705	0	0
1710	0	0
1715	0	0
1720	0	0
1725	0	0
1730	0	0
1735	0	0
1740	0	0
1745	0	0
1750	0	0
1755	0	0
1800	0	0

Note: No right turn queue observed

Kirkby, Thursday 5th March 2020

Junction: (4) Ingoe Lane / A506

Lane 1 is nearside lane

	Ingoe Lane	
TIME	Lane 1	Lane 2
0730	0	0
0735	0	0
0740	0	0
0745	1	3
0750	0	0
0755	0	0
0800	0	0
0805	0	0
0810	0	0
0815	0	0
0820	0	0
0825	0	0
0830	0	0
0835	0	0
0840	0	0
0845	0	0
0850	0	0
0855	0	0
0900	0	0
0905	0	0
0910	0	0
0915	0	0
0920	0	0
0925	0	0
0930	0	0

Lane 1 is nearside lane

	Ingoe Lane	
TIME	Lane 1	Lane 2
1600	0	0
1605	0	0
1610	0	0
1615	0	0
1620	0	0
1625	0	0
1630	0	0
1635	0	0
1640	0	0
1645	0	0
1650	0	0
1655	0	0
1700	0	0
1705	0	0
1710	0	0
1715	0	0
1720	0	0
1725	0	0
1730	0	0
1735	0	0
1740	0	0
1745	0	0
1750	0	0
1755	0	0
1800	0	0

Note: No right turn queue observed

APPENDIX C

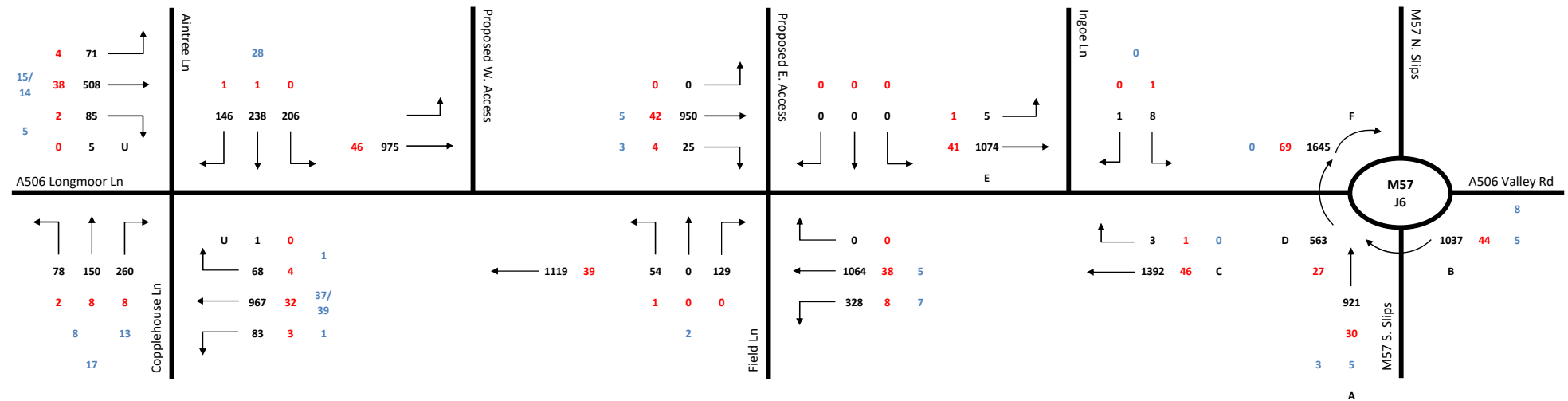
TRAFFIC FLOW DIAGRAMS

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Traffic Flow Diagrams			
Reference	Scenario	Peak	Derivation
1	Traffic Flow Diagram 1 - 2020 Observed Flows	Weekday AM (0730-0830)	Survey Data
2	Traffic Flow Diagram 2 - 2020 Observed Flows	Weekday PM (1630-1730)	Survey Data
3	Traffic Flow Diagram 3 - 2020 Observed Flows	Saturday (1000-1100)	Survey Data
4	Traffic Flow Diagram 4 - Observed Distribution	Weekday AM (0730-0830)	1
5	Traffic Flow Diagram 5 - Observed Distribution	Weekday PM (1630-1730)	2
6	Traffic Flow Diagram 6 - Observed Distribution	Saturday (1000-1100)	3
7	Traffic Flow Diagram 7 - 2026 Base Flows	Weekday AM (0730-0830)	1*TEMPPro
8	Traffic Flow Diagram 8 - 2026 Base Flows	Weekday PM (1630-1730)	2*TEMPPro
9	Traffic Flow Diagram 9 - 2026 Base Flows	Saturday (1000-1100)	3*TEMPPro
10	Traffic Flow Diagram 10 - 2031 Base Flows	Weekday AM (0730-0830)	1*TEMPPro
11	Traffic Flow Diagram 11 - 2031 Base Flows	Weekday PM (1630-1730)	2*TEMPPro
12	Traffic Flow Diagram 12 - 2031 Base Flows	Saturday (1000-1100)	3*TEMPPro
13	Traffic Flow Diagram 13 - Committed Development Flows: Kirkby Town Centre 17/00559/FUL	Weekday AM (0730-0830)	20/00193/FUL
14	Traffic Flow Diagram 14 - Committed Development Flows: Kirkby Town Centre 17/00559/FUL	Weekday PM (1630-1730)	20/00193/FUL
15	Traffic Flow Diagram 15 - Committed Development Flows: Kirkby Town Centre 17/00559/FUL	Saturday (1000-1100)	17/00559/FUL
16	Traffic Flow Diagram 16 - Committed Development Flows: Whitefield Dr 20/00193/FUL	Weekday AM (0730-0830)	20/00193/FUL
17	Traffic Flow Diagram 17 - Committed Development Flows: Whitefield Dr 20/00193/FUL	Weekday PM (1630-1730)	20/00193/FUL
18	Traffic Flow Diagram 18 - Committed Development Flows: Whitefield Dr 20/00193/FUL	Saturday (1000-1100)	20/00193/FUL
19	Traffic Flow Diagram 19 - 2026 Without Development	Weekday AM (0730-0830)	7+13+16
20	Traffic Flow Diagram 20 - 2026 Without Development	Weekday PM (1630-1730)	8+14+17
21	Traffic Flow Diagram 21 - 2026 Without Development	Saturday (1000-1100)	9+15+18
22	Traffic Flow Diagram 22 - 2031 Without Development	Weekday AM (0730-0830)	10+13+16
23	Traffic Flow Diagram 23 - 2031 Without Development	Weekday PM (1630-1730)	11+14+17
24	Traffic Flow Diagram 24 - 2031 Without Development	Saturday (1000-1100)	12+15+18
25	Traffic Flow Diagram 25 - Distribution: Golf Trips	Weekday AM (0730-0830)	1&Gravity
26	Traffic Flow Diagram 26 - Distribution: Golf Trips	Weekday PM (1630-1730)	2&Gravity
27	Traffic Flow Diagram 27 - Distribution: Golf Trips	Saturday (1000-1100)	3&Gravity
28	Traffic Flow Diagram 28 - Development Trips: Golf	Weekday AM (0730-0830)	25*TRICS
29	Traffic Flow Diagram 29 - Development Trips: Golf	Weekday PM (1630-1730)	26*TRICS
30	Traffic Flow Diagram 30 - Development Trips: Golf	Saturday (1000-1100)	27*TRICS
31	Traffic Flow Diagram 31 - Distribution: Non-Golf Sports Based Trips	Weekday AM (0730-0830)	1&Gravity
32	Traffic Flow Diagram 32 - Distribution: Non-Golf Sports Based Trips	Weekday PM (1630-1730)	2&Gravity
33	Traffic Flow Diagram 33 - Distribution: Non-Golf Sports Based Trips	Saturday (1000-1100)	3&Gravity
34	Traffic Flow Diagram 34 - Development Trips: Non-Golf Sports Based	Weekday AM (0730-0830)	31*TRICS
35	Traffic Flow Diagram 35 - Development Trips: Non-Golf Sports Based	Weekday PM (1630-1730)	32*TRICS
36	Traffic Flow Diagram 36 - Development Trips: Non-Golf Sports Based	Saturday (1000-1100)	33*TRICS
37	Traffic Flow Diagram 37 - Development Trips: Education	Weekday AM (0730-0830)	4*TRICS
38	Traffic Flow Diagram 38 - Development Trips: Education	Weekday PM (1630-1730)	5*TRICS
39	Traffic Flow Diagram 39 - Total Development Trips	Weekday AM (0730-0830)	28+34+37
40	Traffic Flow Diagram 40 - Total Development Trips	Weekday PM (1630-1730)	29+35+38
41	Traffic Flow Diagram 41 - Total Development Trips	Saturday (1000-1100)	30+36
42	Traffic Flow Diagram 42 - Existing Golf Club Trips to Remove	Weekday AM (0730-0830)	1,4
43	Traffic Flow Diagram 43 - Existing Golf Club Trips to Remove	Weekday PM (1630-1730)	2,5
44	Traffic Flow Diagram 44 - Existing Golf Club Trips to Remove	Saturday (1000-1100)	3,6
45	Traffic Flow Diagram 45 - 2026 With Development	Weekday AM (0730-0830)	19+39+42
46	Traffic Flow Diagram 46 - 2026 With Development	Weekday PM (1630-1730)	20+40+43
47	Traffic Flow Diagram 47 - 2026 With Development	Saturday (1000-1100)	21+41+44
48	Traffic Flow Diagram 48 - 2031 With Development	Weekday AM (0730-0830)	22+39+42
49	Traffic Flow Diagram 49 - 2031 With Development	Weekday PM (1630-1730)	23+40+43
50	Traffic Flow Diagram 50 - 2031 With Development	Saturday (1000-1100)	24+41+44

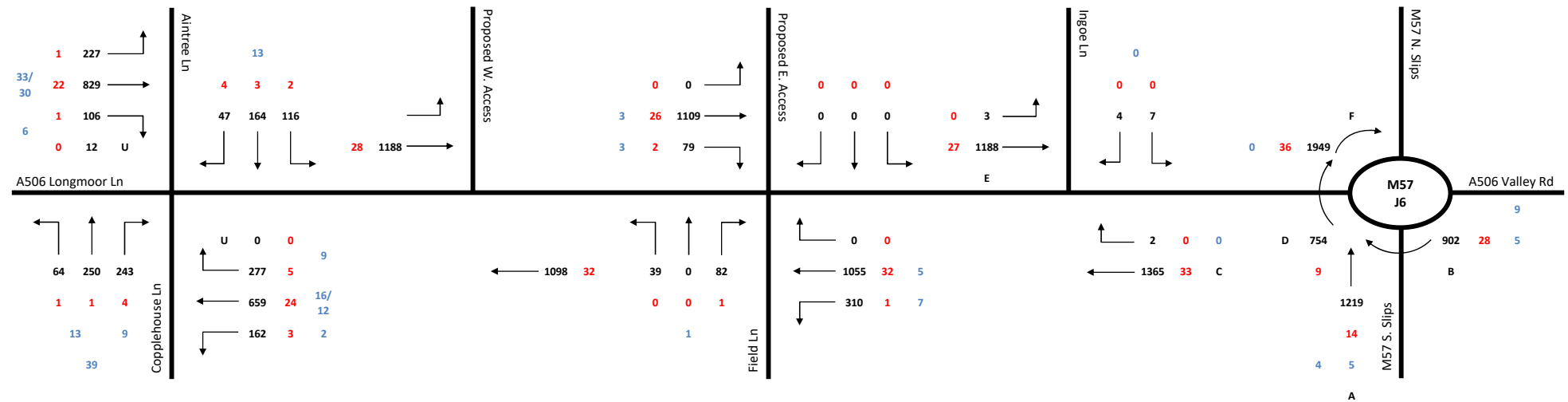
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 1 - 2020 Observed Flows
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red
 Average queues in blue



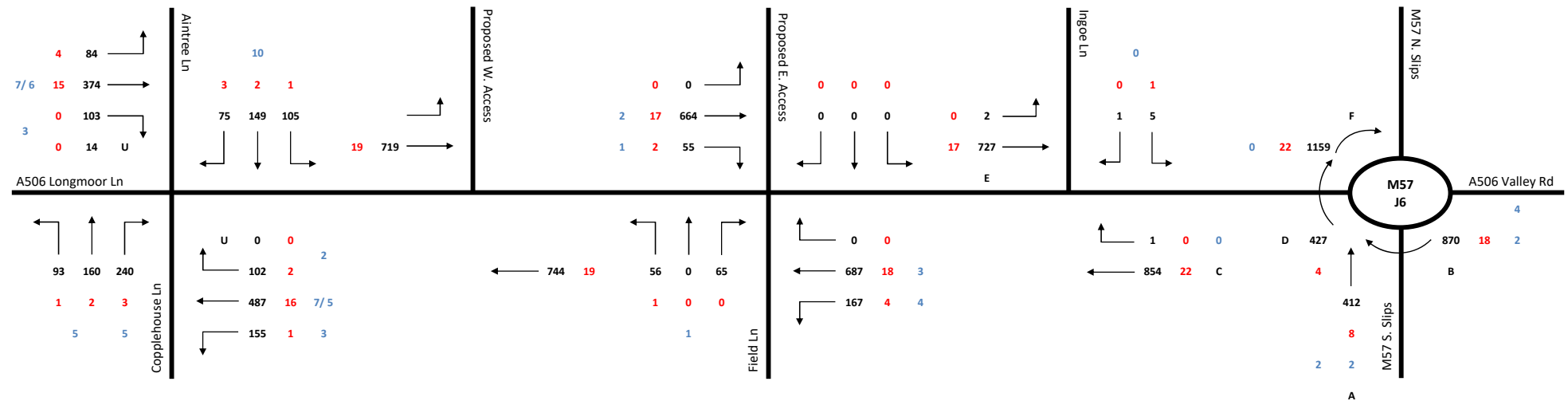
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 2 - 2020 Observed Flows
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red
 Average queues in blue



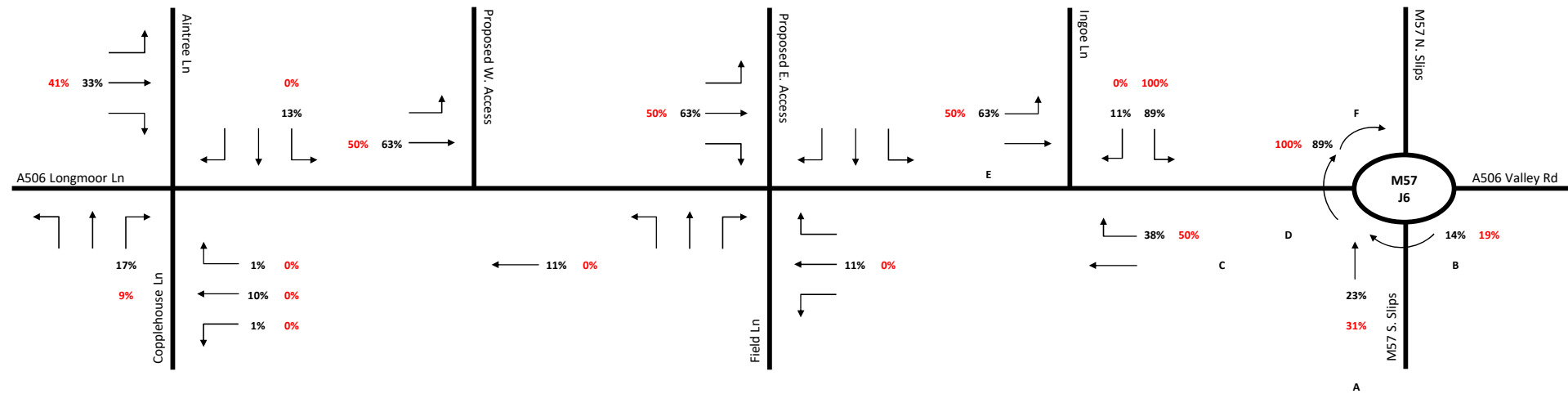
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 3 - 2020 Observed Flows
Peak: Saturday (1000-1100)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red
 Average queues in blue



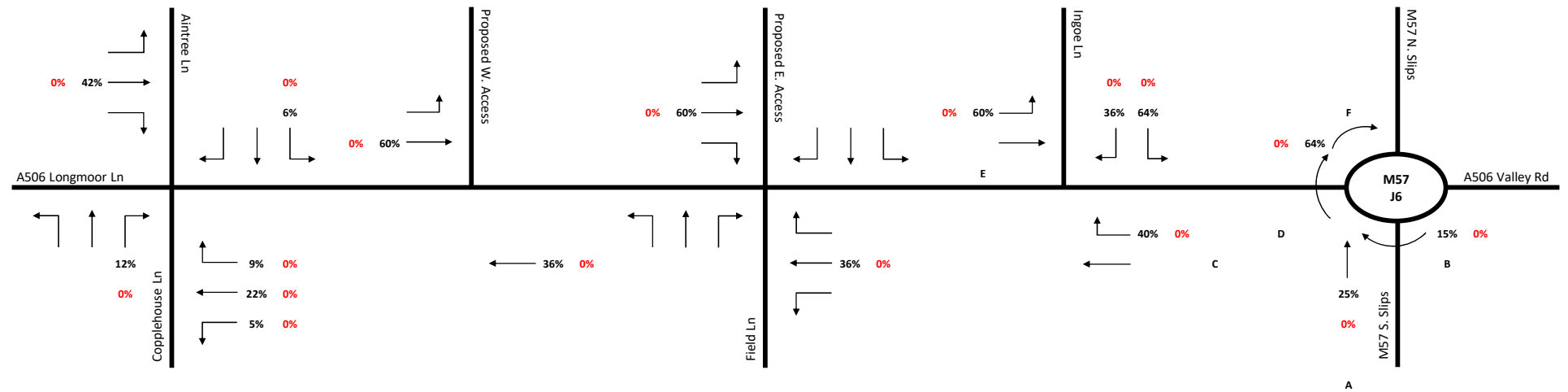
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 4 - Observed Distribution
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
Light vehicles in black
Heavy vehicles in red



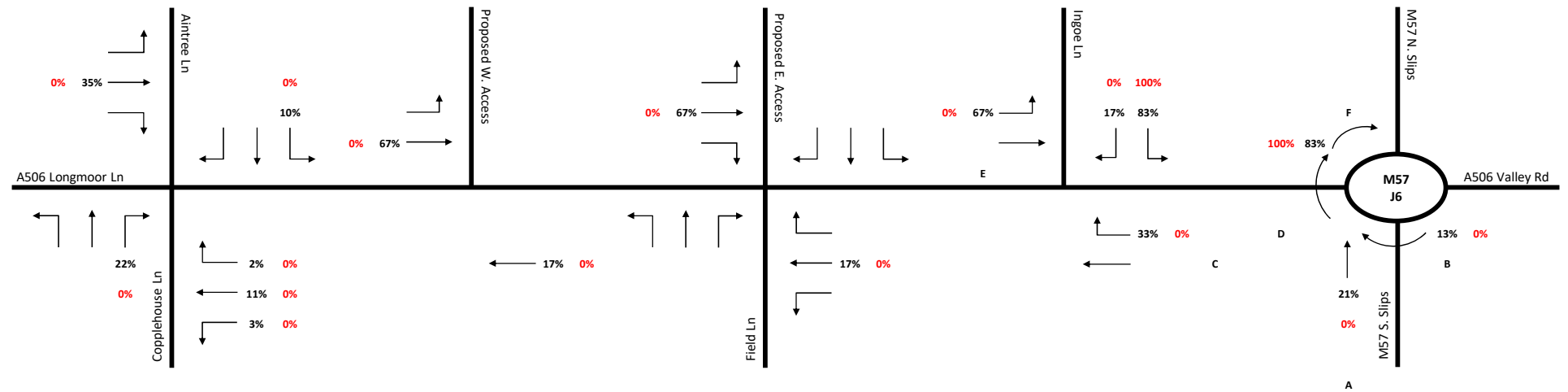
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 5 - Observed Distribution
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles
Light vehicles in black
Heavy vehicles in red



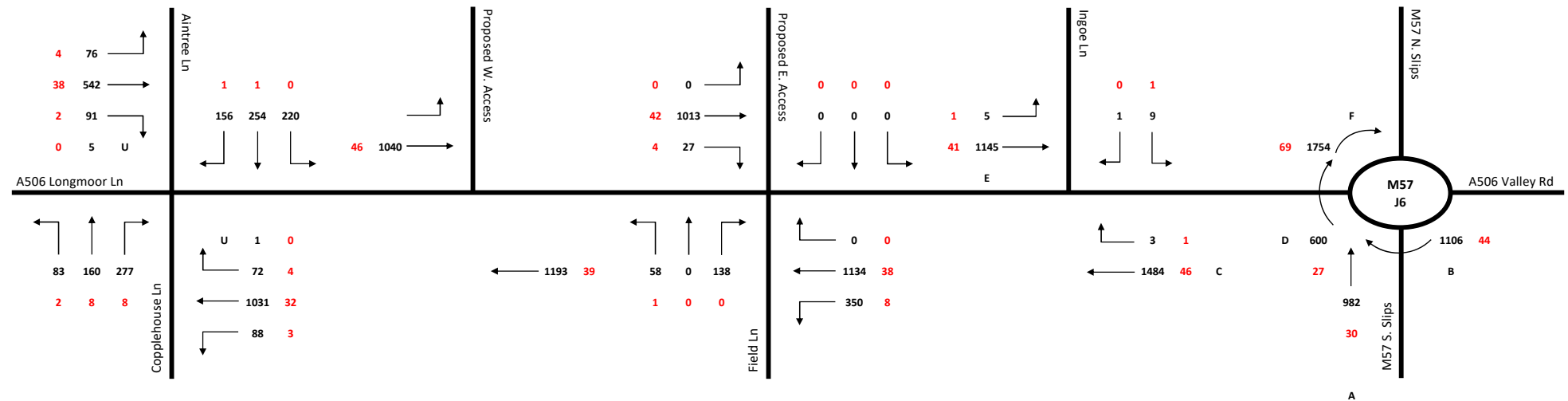
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 6 - Observed Distribution
Peak: Saturday (1000-1100)

Notes: All flows are in vehicles
Light vehicles in black
Heavy vehicles in red



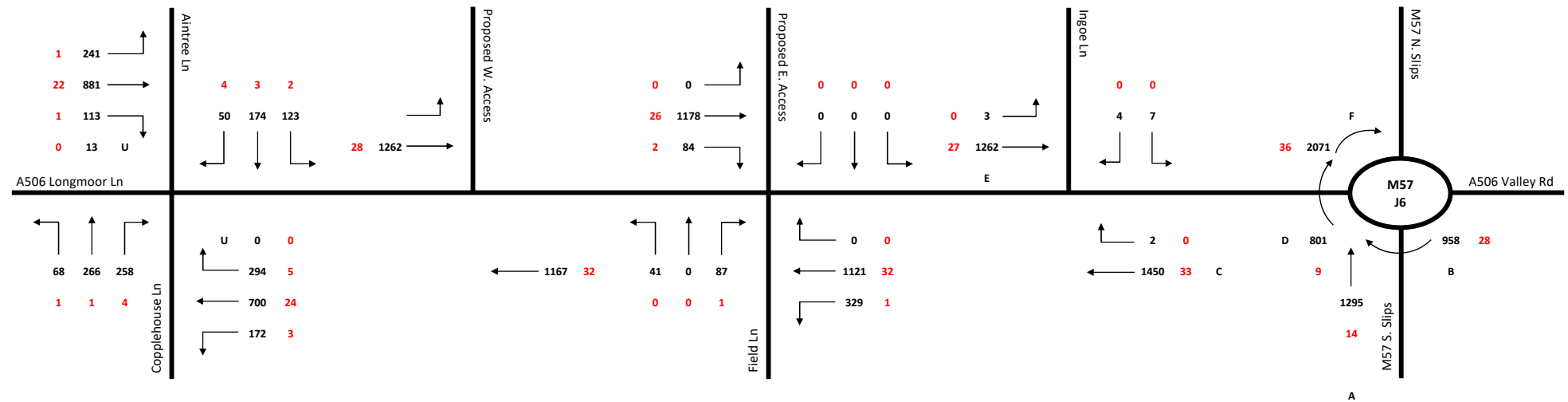
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 7 - 2026 Base Flows
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



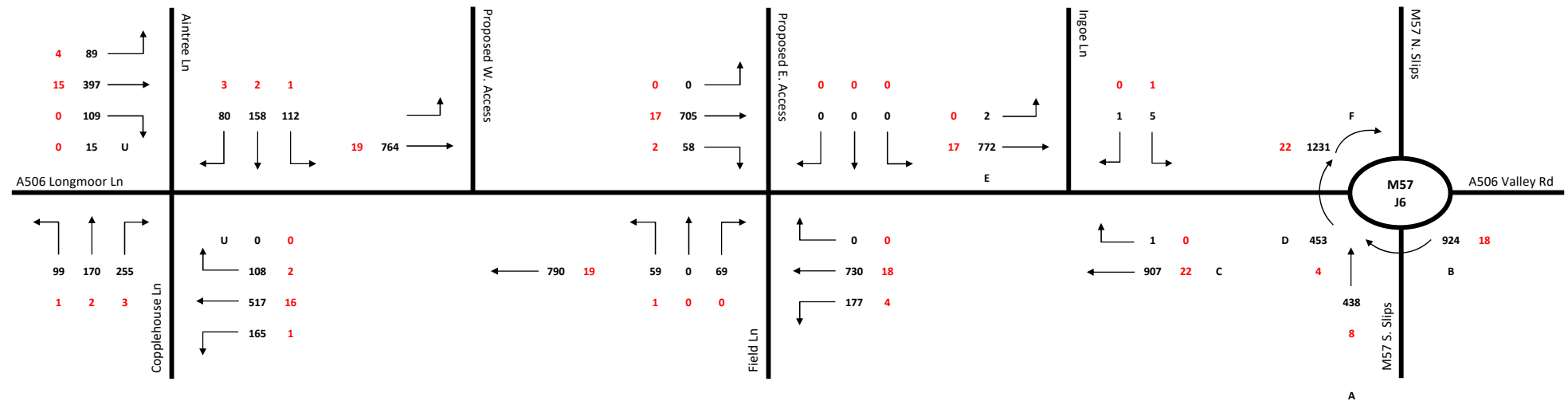
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 8 - 2026 Base Flows
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



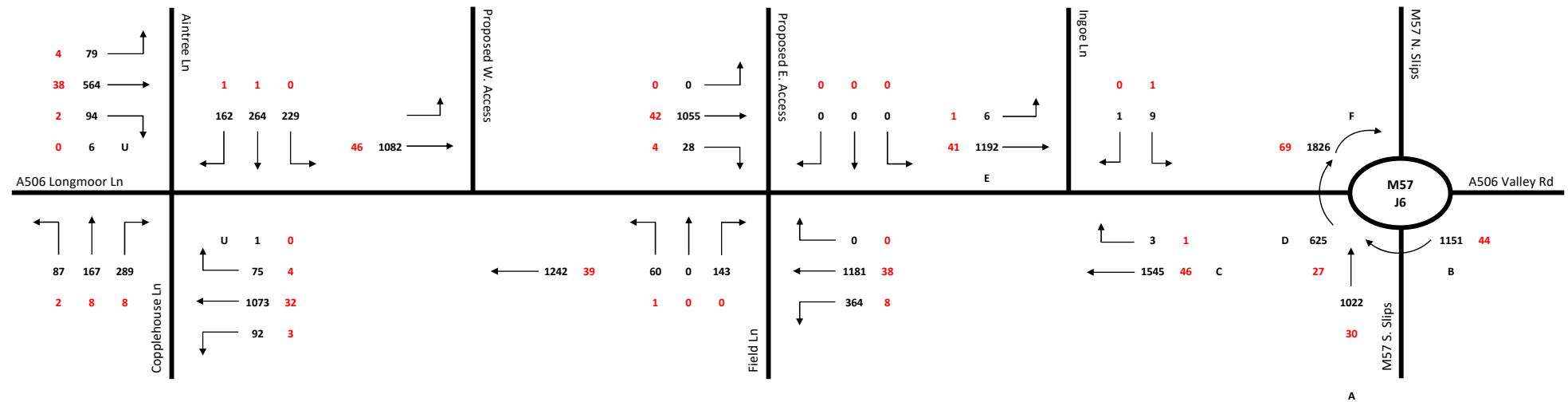
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 9 - 2026 Base Flows
Peak: Saturday (1000-1100)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



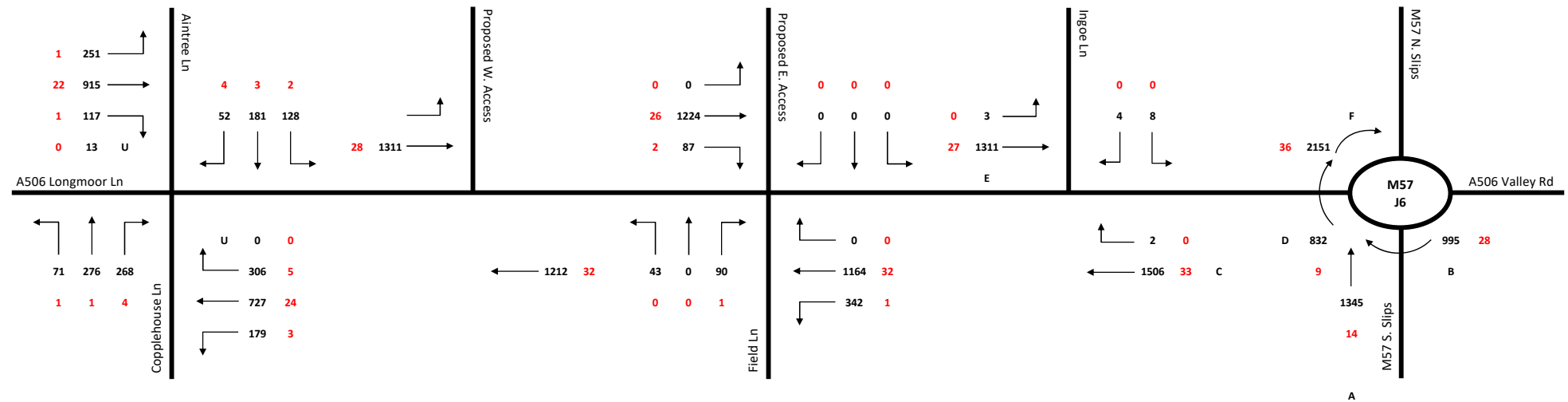
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 10 - 2031 Base Flows
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



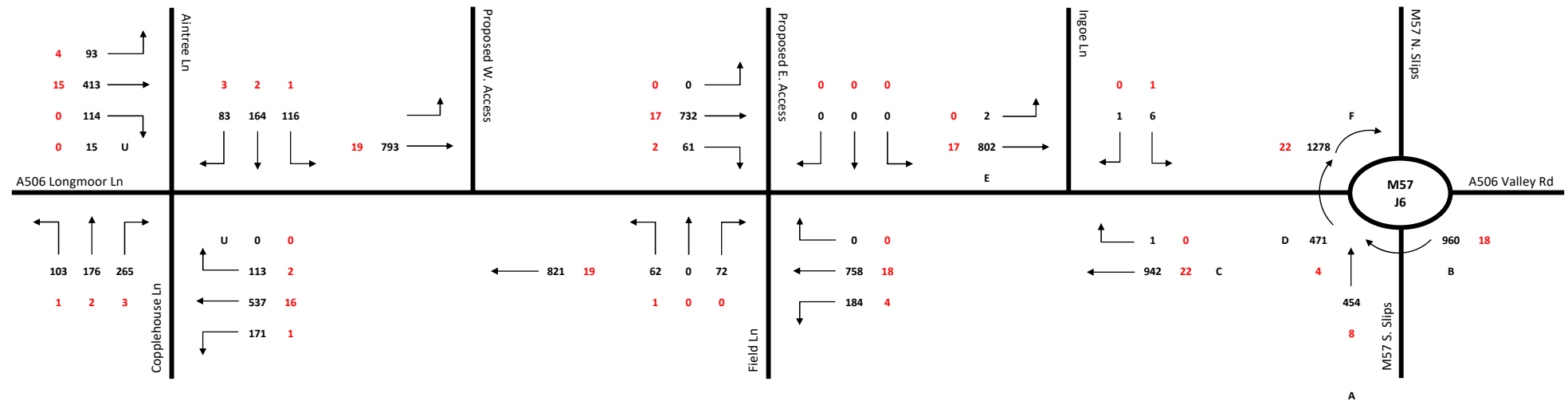
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 11 - 2031 Base Flows
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red

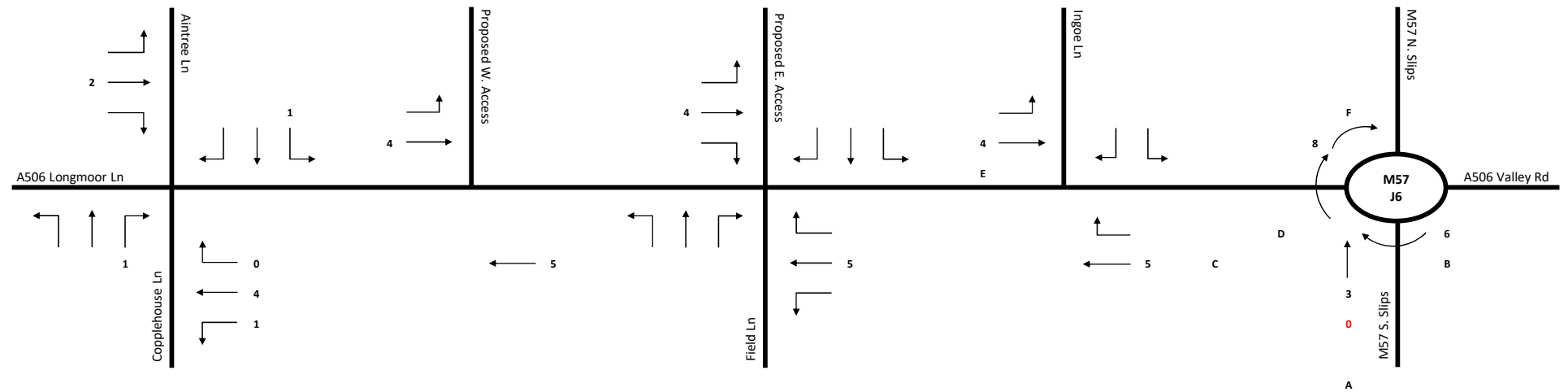


Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 12 - 2031 Base Flows
Peak: Saturday (1000-1100)

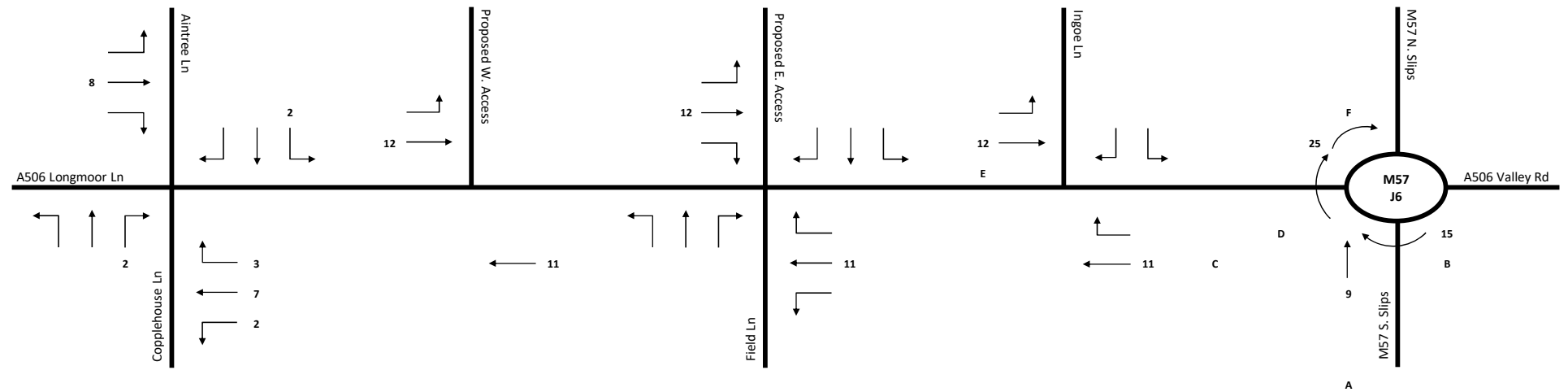
Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



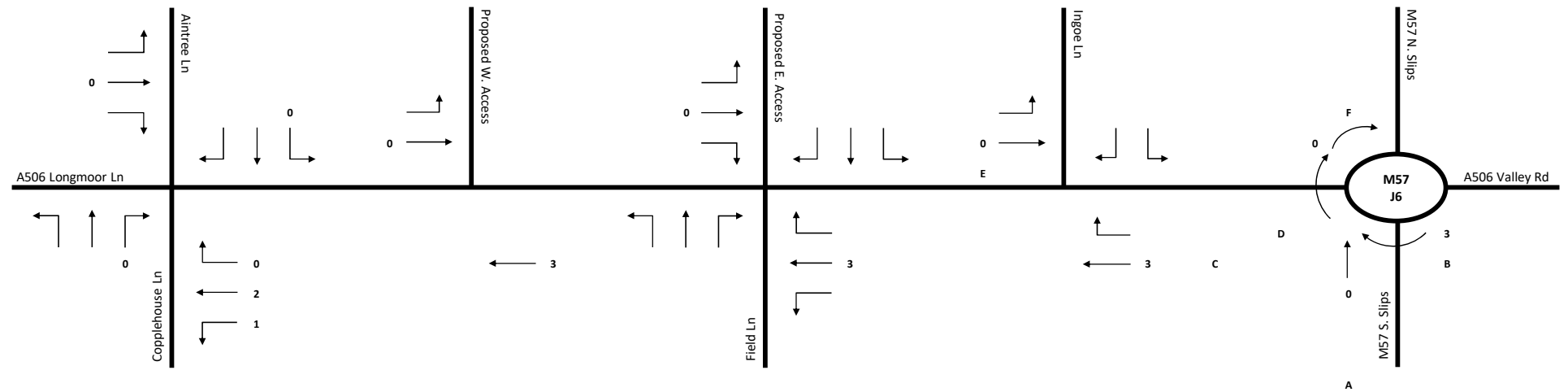
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 13 - Committed Development Flows: Kirkby Town Centre 17/00559/FUL
Peak: Weekday AM (0730-0830)
Notes: All flows are in vehicles
Taken from 20/00193/FUL TA Figure 7



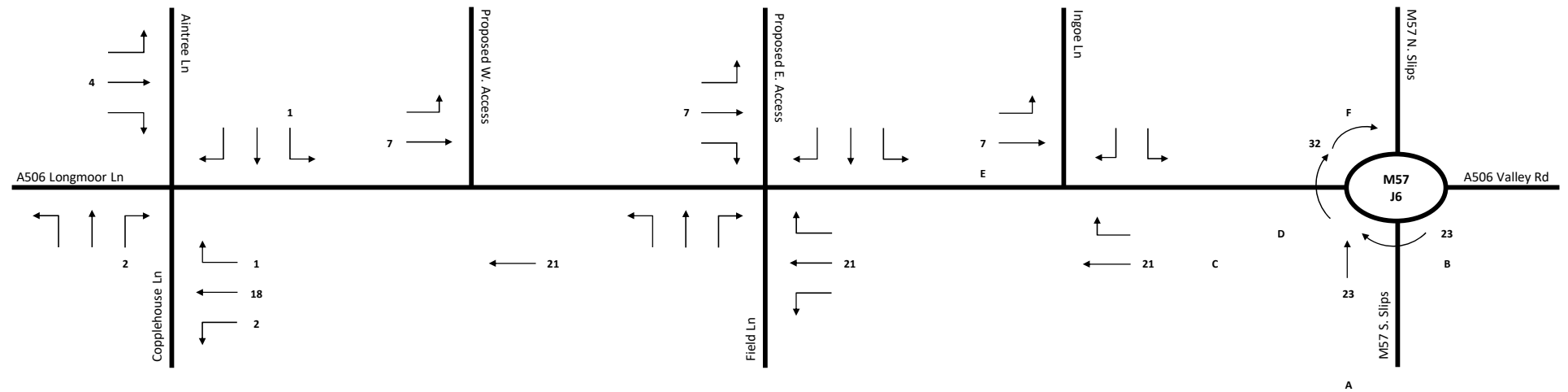
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 14 - Committed Development Flows: Kirkby Town Centre 17/00559/FUL
Peak: Weekday PM (1630-1730)
Notes: All flows are in vehicles
 Taken from 20/00193/FUL TA Figure 8



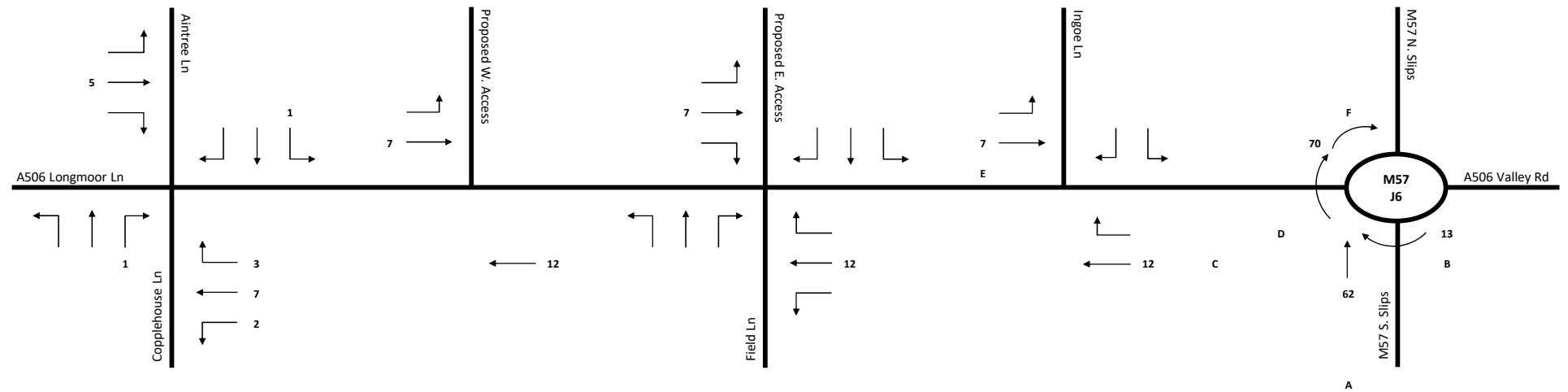
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 15 - Committed Development Flows: Kirkby Town Centre 17/00559/FUL
Peak: Saturday (1000-1100)
Notes: All flows are in vehicles
Taken from 17/00559/FUL TA Figure 50



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 16 - Committed Development Flows: Whitefield Dr 20/00193/FUL
Peak: Weekday AM (0730-0830)
Notes: All flows are in vehicles
Taken from 20/00193/FUL TA Figure 12



Project:	Kirkby Valley Golf Club Redevelopment
Scenario:	Traffic Flow Diagram 17 - Committed Development Flows: Whitefield Dr 20/00193/FUL
Peak:	Weekday PM (1630-1730)
Notes:	All flows are in vehicles
	Taken from 20/00193/FUL TA Figure 13



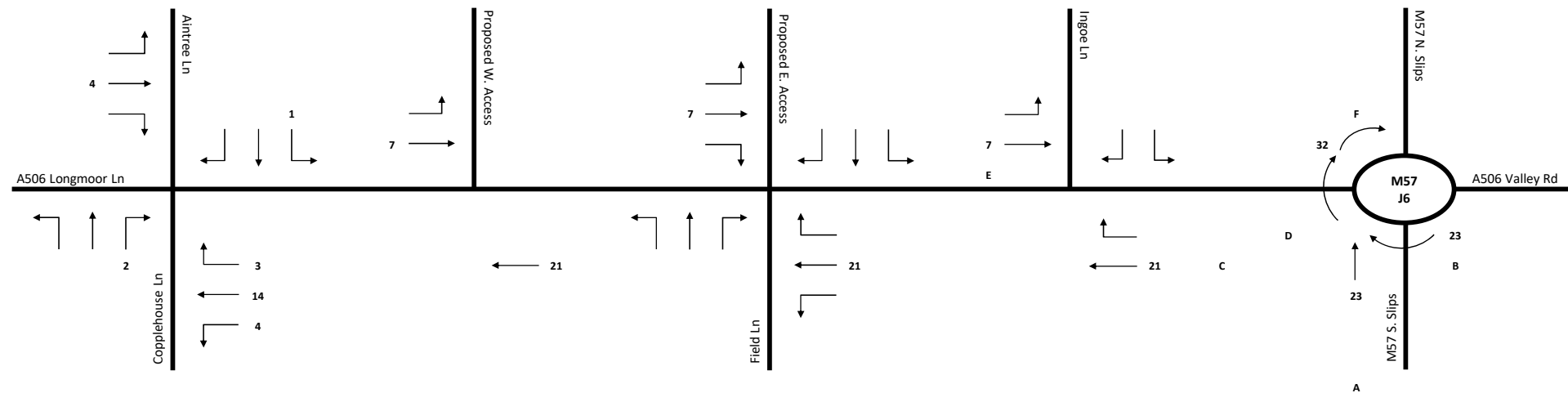
Project: Kirkby Valley Golf Club Redevelopment

Scenario: Traffic Flow Diagram 18 - Committed Development Flows: Whitefield Dr 20/00193/FUL

Peak: Saturday (1000-1100)

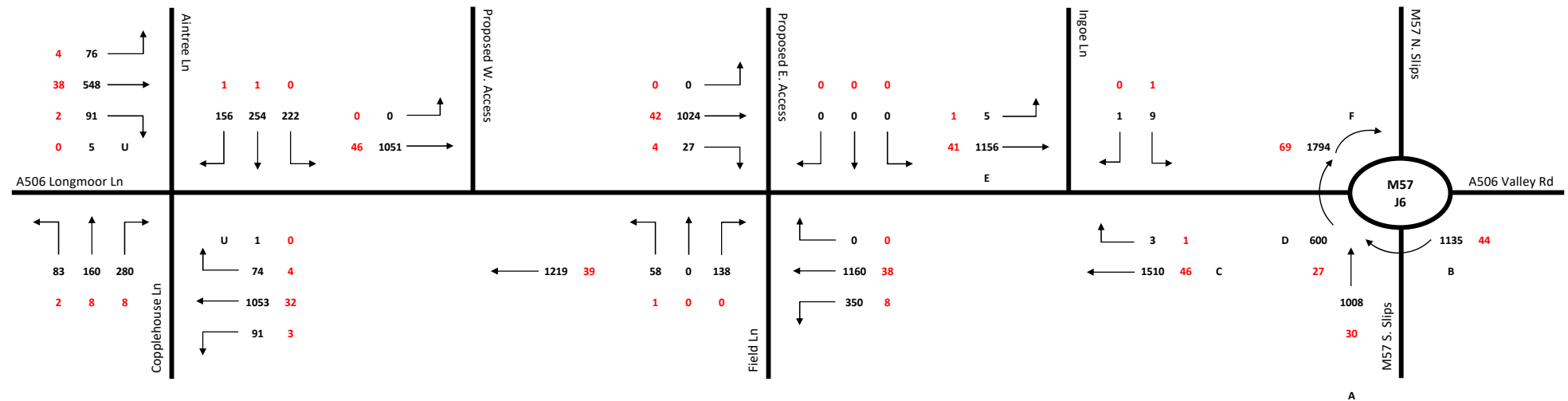
Notes: All flows are in vehicles

Whitefield Drive AM trip gen used as proxy in absence of Saturday assessment in 20/00193/FUL TA. Saturday observed distribution applied



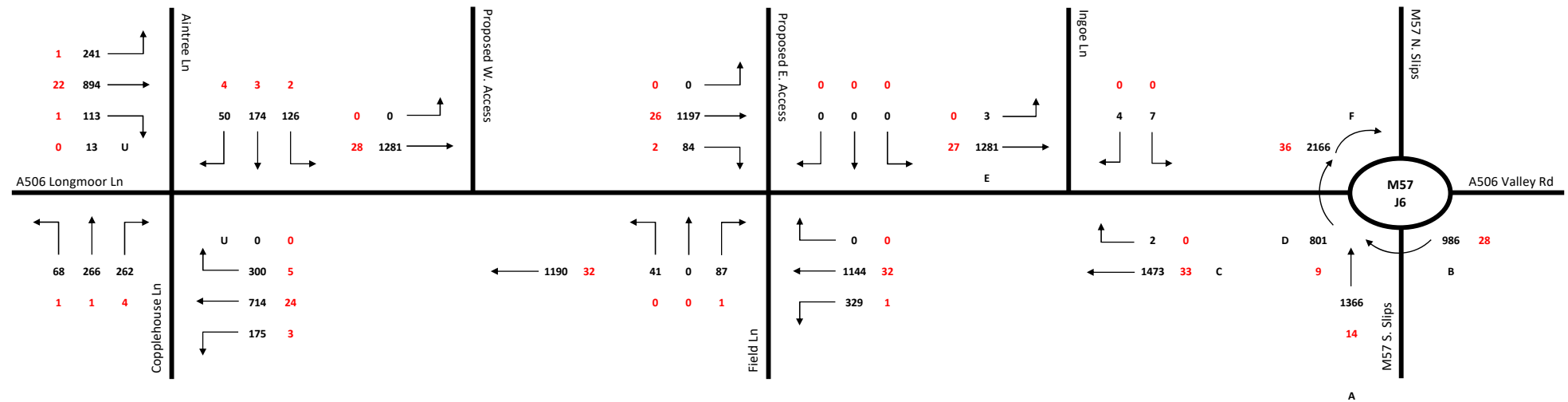
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 19 - 2026 Without Development
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red

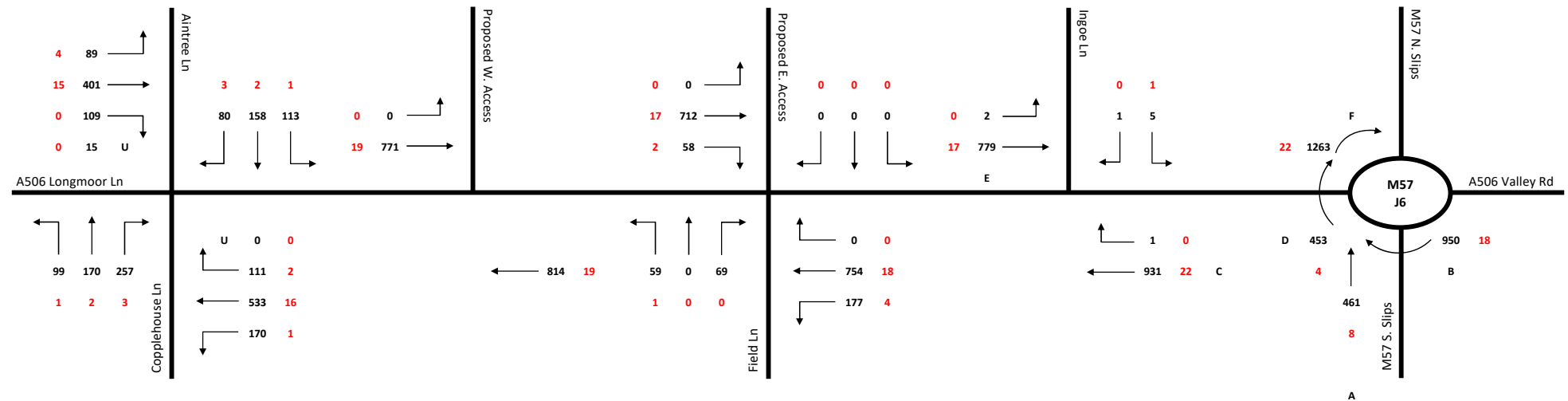


Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 20 - 2026 Without Development
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red

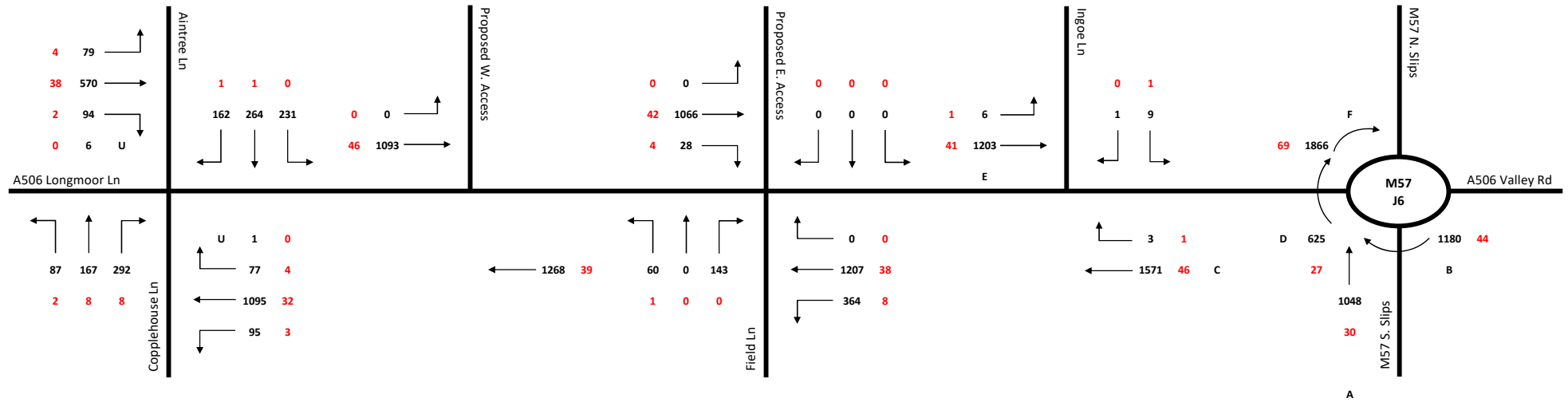


Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 21 - 2026 Without Development
Peak: Saturday (1000-1100)
Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



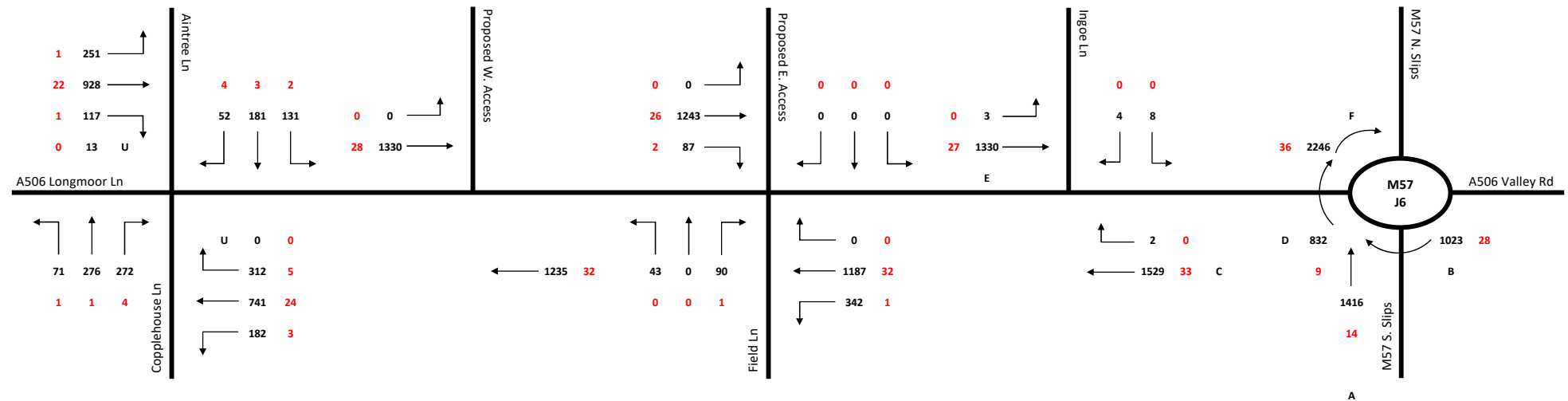
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 22 - 2031 Without Development
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red

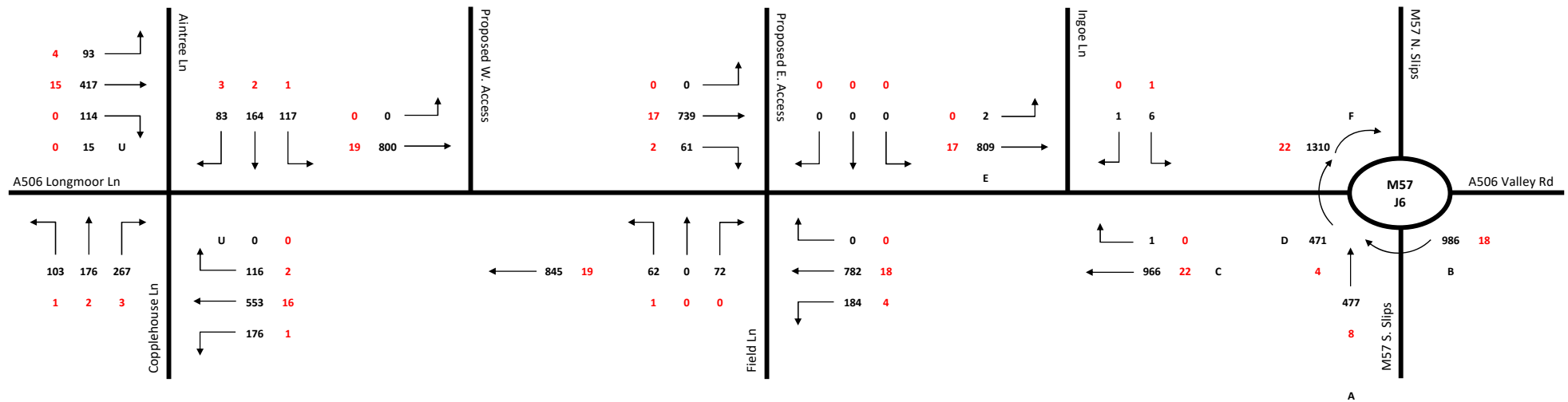


Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 23 - 2031 Without Development
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 24 - 2031 Without Development
Peak: Saturday (1000-1100)
Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



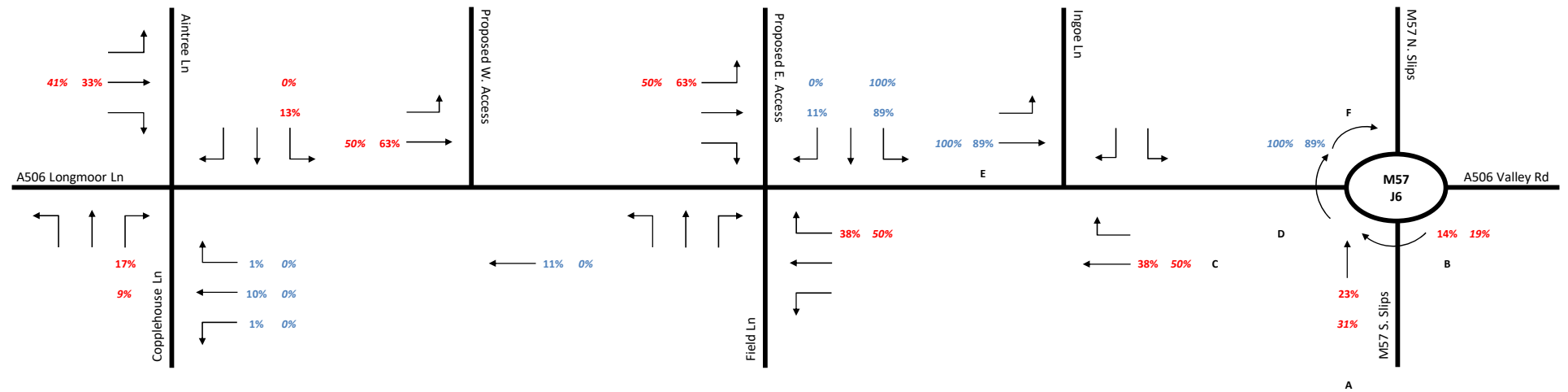
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 25 - Distribution: Golf Trips
Peak: Weekday AM (0730-0830)

Notes: Arrivals in red
Departures in blue

Heavies in italics

Based on existing distribution plus gravity model @ M57

100% arrivals from west to use East Access for assessment purposes



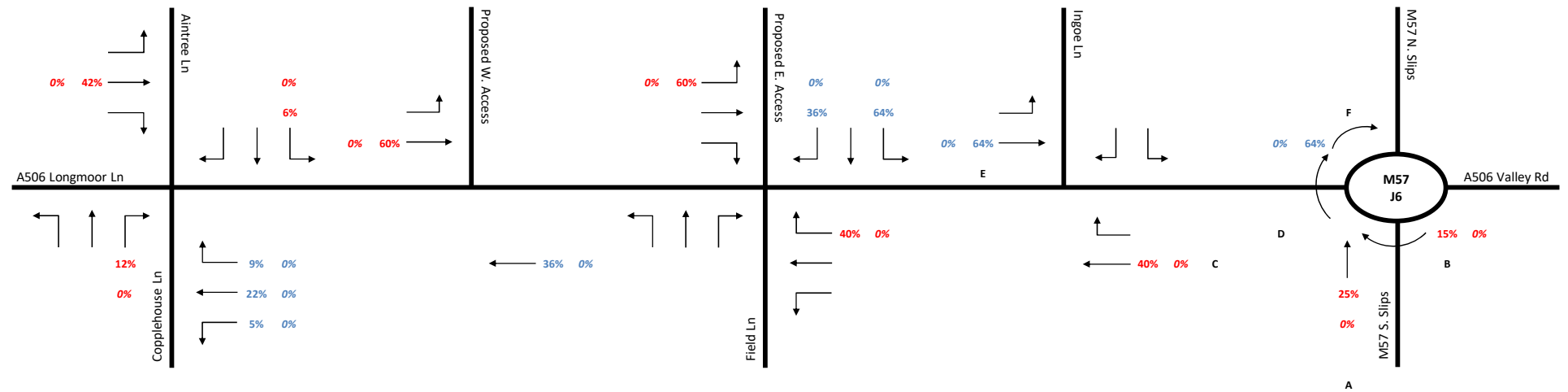
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 26 - Distribution: Golf Trips
Peak: Weekday PM (1630-1730)

Notes: Arrivals in red
Departures in blue

Heavies in italics

Based on existing distribution plus gravity model @ M57

100% arrivals from west to use East Access for assessment purposes



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 27 - Distribution: Golf Trips
Peak: Saturday (1000-1100)

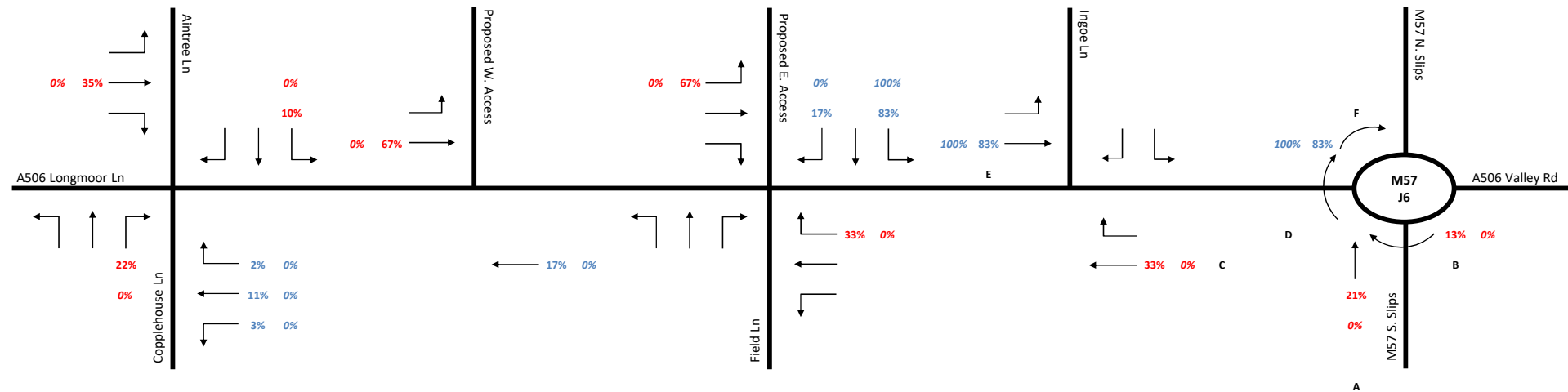
Notes: Arrivals in red

Departures in blue

Heavies in italics

Based on existing distribution plus gravity model @ M57

100% arrivals from west to use East Access for assessment purposes

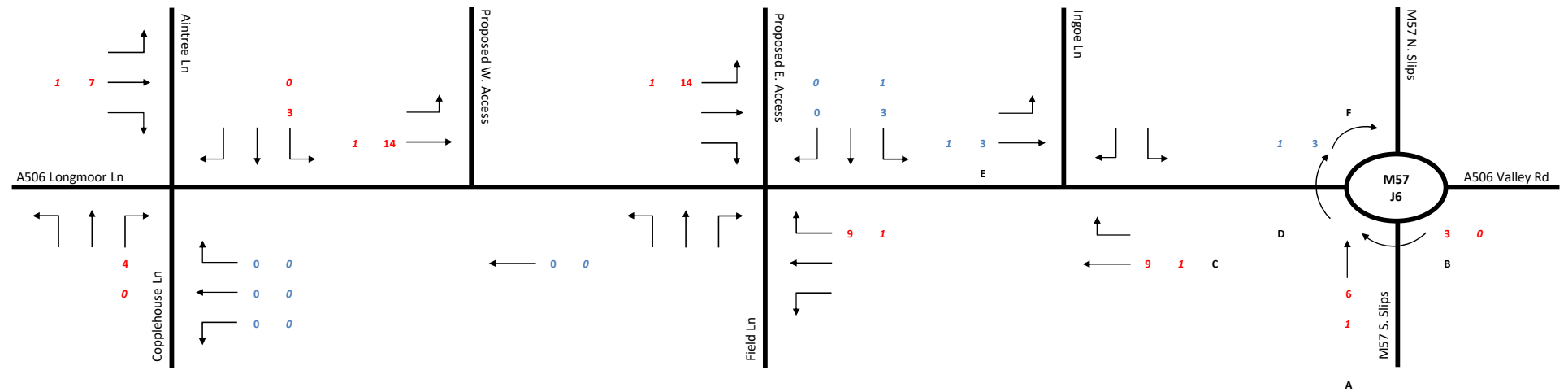


Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 28 - Development Trips: Golf
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles

	LV	HV
Arrivals =	23	2
Departures =	3	1

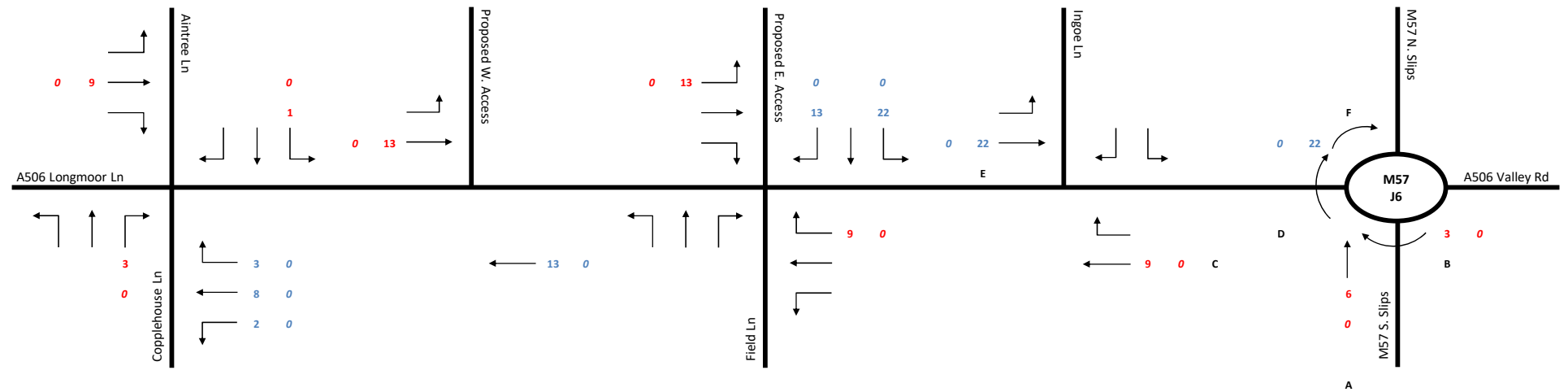
Trips are an average of 0700-0900



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 29 - Development Trips: Golf
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles

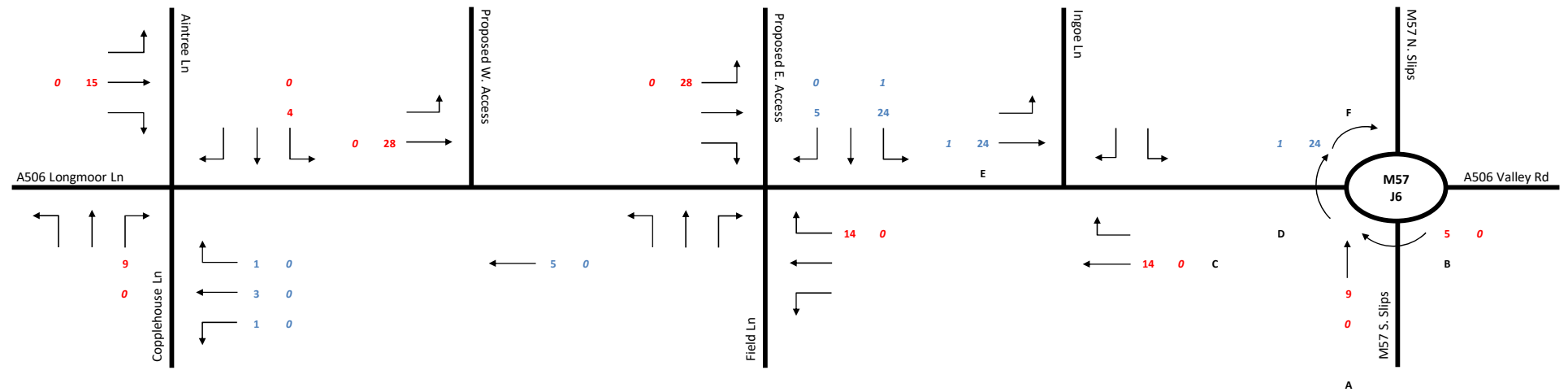
LV HV
Arrivals = 22 0
Departures = 35 0
 Trips are an average of 1600-1800



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 30 - Development Trips: Golf
Peak: Saturday (1000-1100)

Notes: All flows are in vehicles

	LV	HV
Arrivals =	42	0
Departures =	29	1



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 31 - Distribution: Non-Golf Sports Based Trips
Peak: Weekday AM (0730-0830)

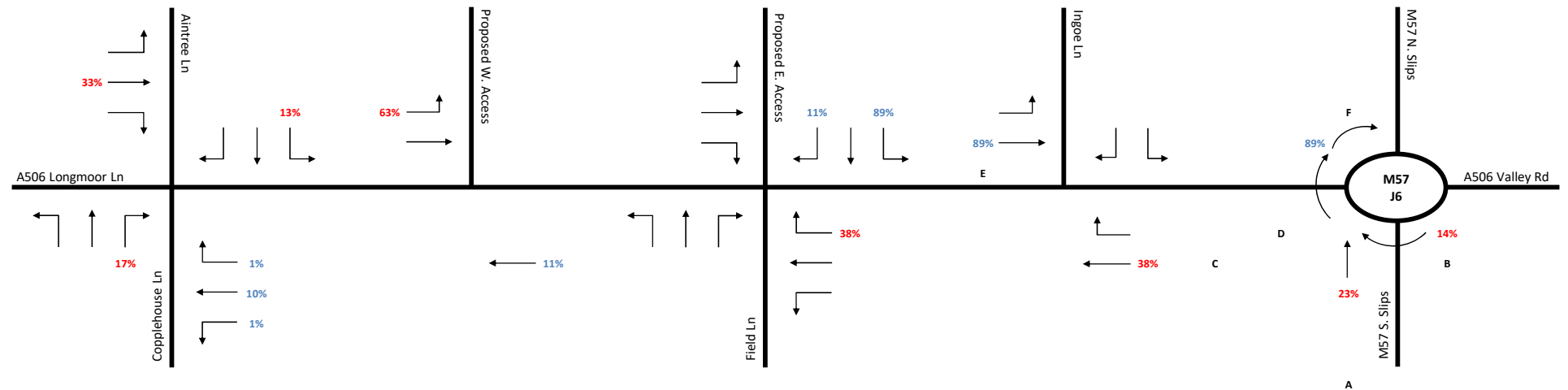
Notes: Arrivals in red

Departures in blue

Heavies included in golf trips

Based on existing distribution plus gravity model @ M57

100% arrivals from west to use West Access



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 32 - Distribution: Non-Golf Sports Based Trips
Peak: Weekday PM (1630-1730)

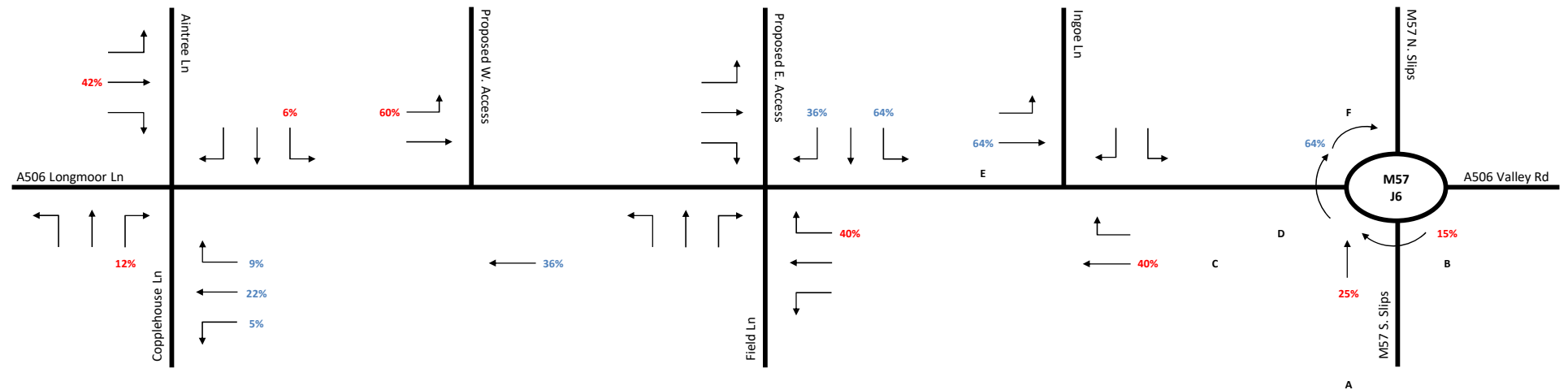
Notes: Arrivals in red

Departures in blue

Heavies included in golf trips

Based on existing distribution plus gravity model @ M57

100% arrivals from west to use West Access



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 33 - Distribution: Non-Golf Sports Based Trips
Peak: Saturday (1000-1100)

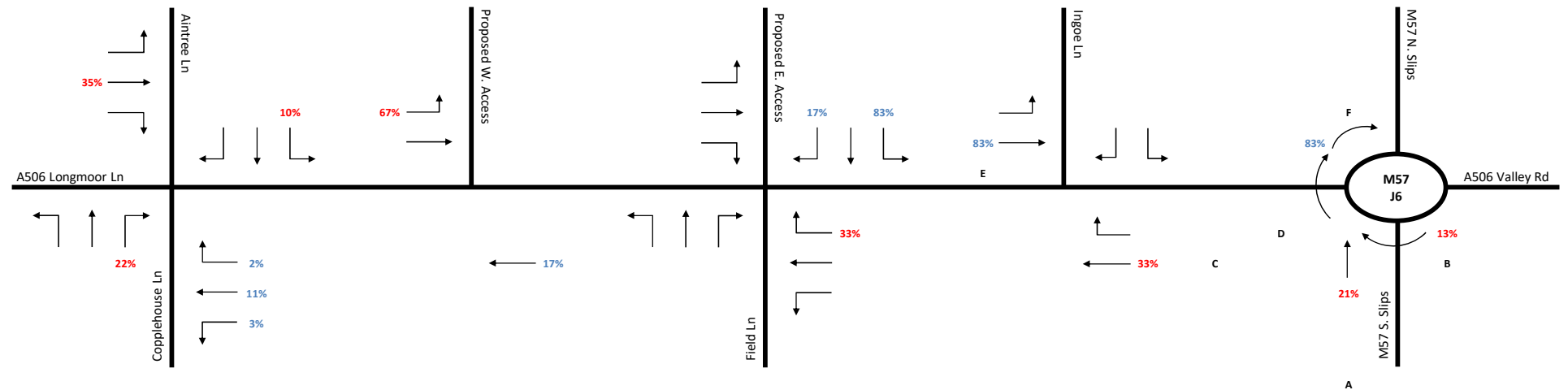
Notes: Arrivals in red

Departures in blue

Heavies included in golf trips

Based on existing distribution plus gravity model @ M57

100% arrivals from west to use West Access



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 34 - Development Trips: Non-Golf Sports Based
Peak: Weekday AM (0730-0830)

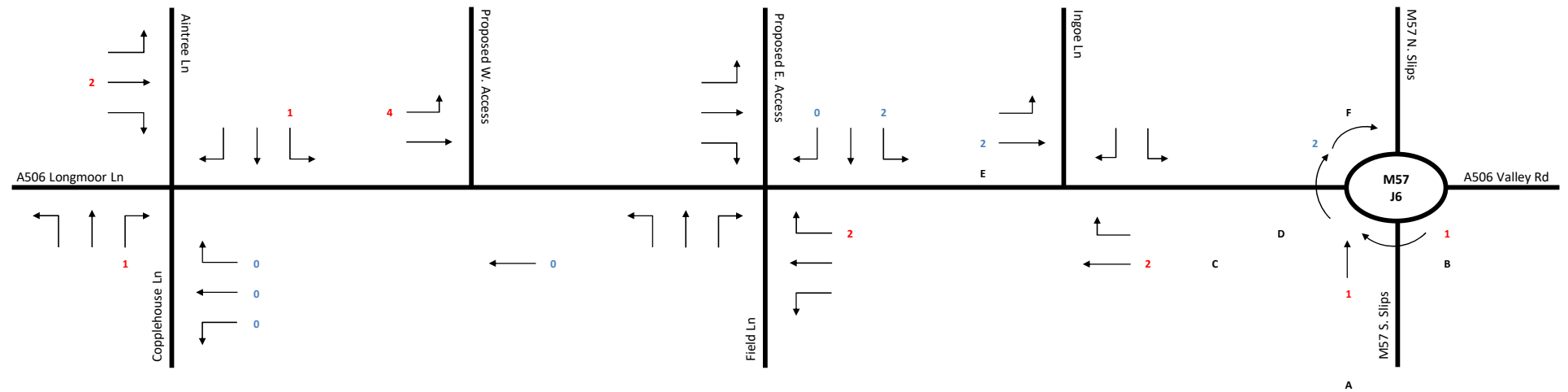
Notes: All flows are in vehicles

LV

Arrivals = 6

Departures = 2

Trips are 0800-0900



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 35 - Development Trips: Non-Golf Sports Based
Peak: Weekday PM (1630-1730)

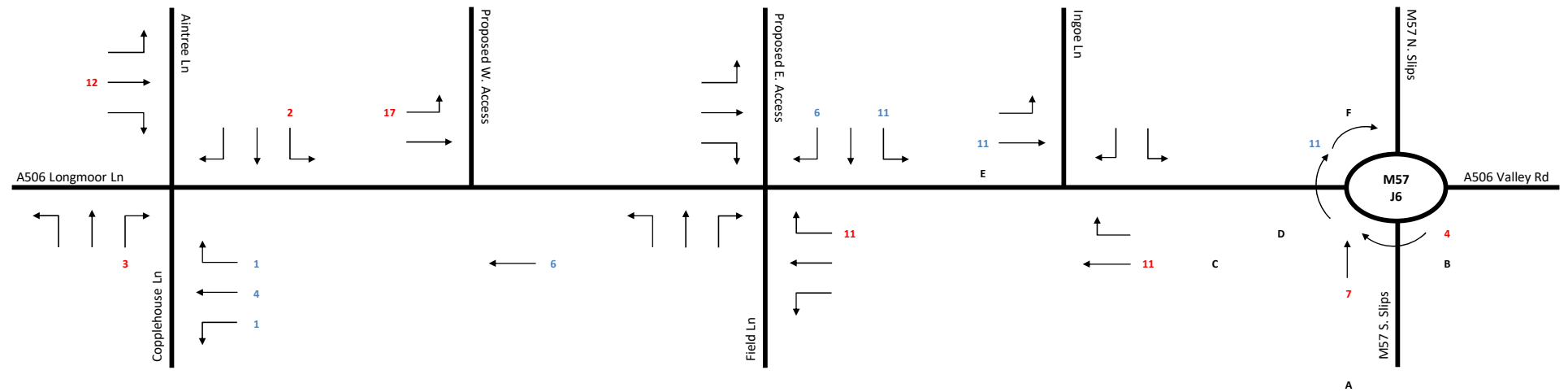
Notes: All flows are in vehicles

LV

Arrivals = 28

Departures = 17

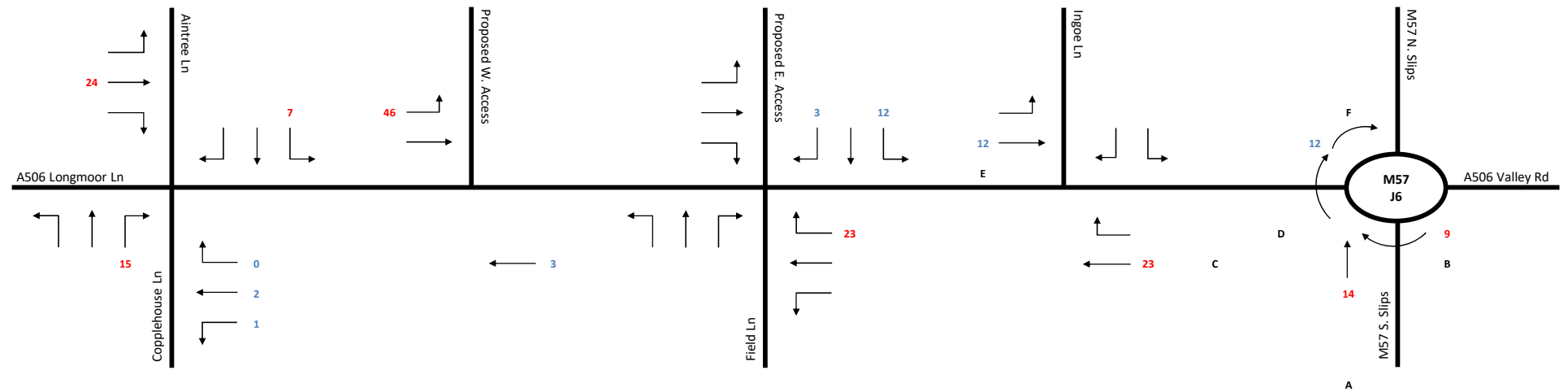
Trips are an average of 1600-1800



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 36 - Development Trips: Non-Golf Sports Based
Peak: Saturday (1000-1100)

Notes: All flows are in vehicles

LV
 Arrivals = 69
 Departures = 15



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 37 - Development Trips: Education
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles

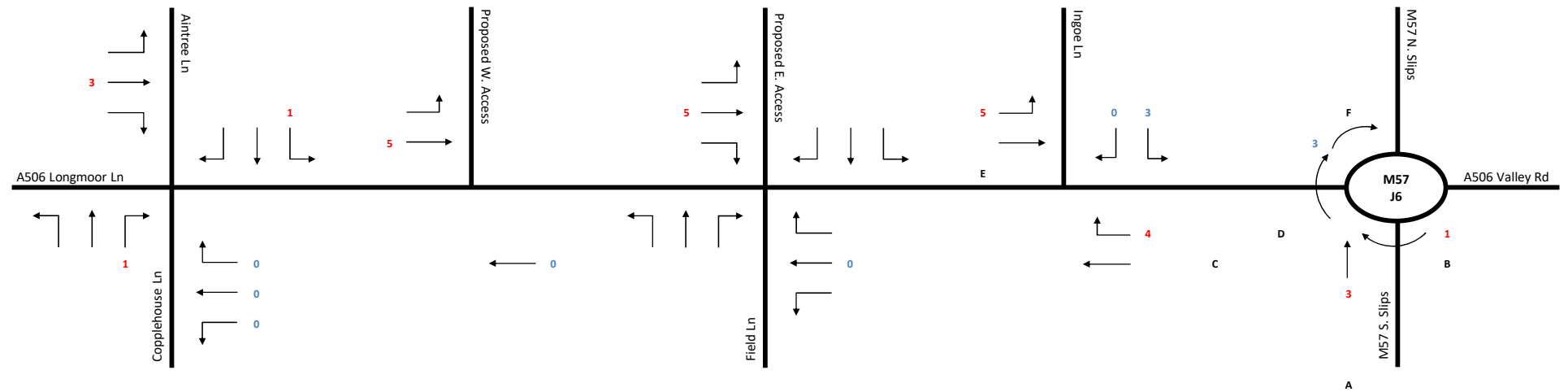
Observed Distribution Used

LV

Arrivals = 8.5

Departures = 2.5

Trips are an average of 0700-0900



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 38 - Development Trips: Education
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles

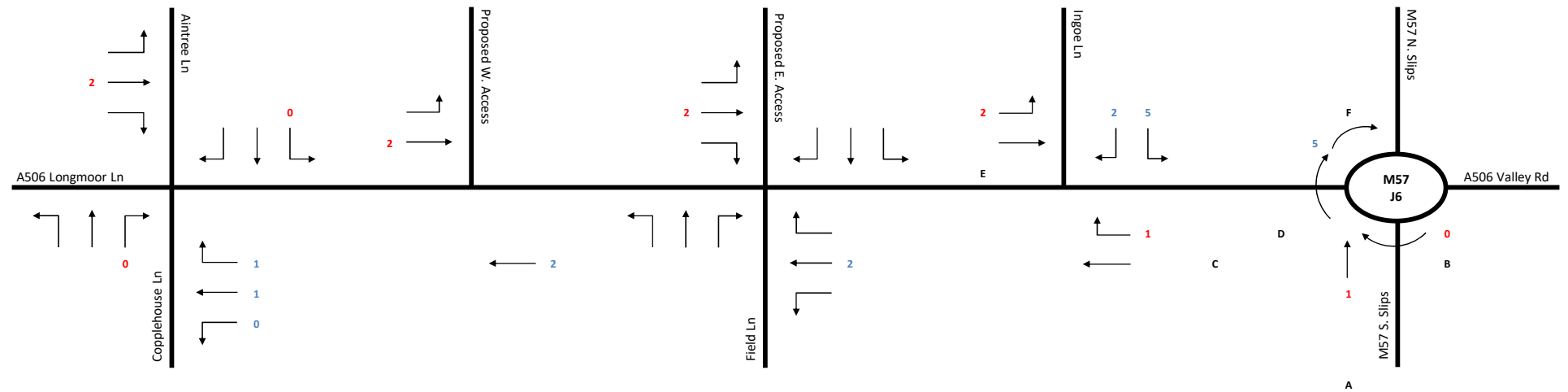
Observed Distribution Used

LV

Arrivals = 3

Departures = 6.5

Trips are an average of 1600-1800



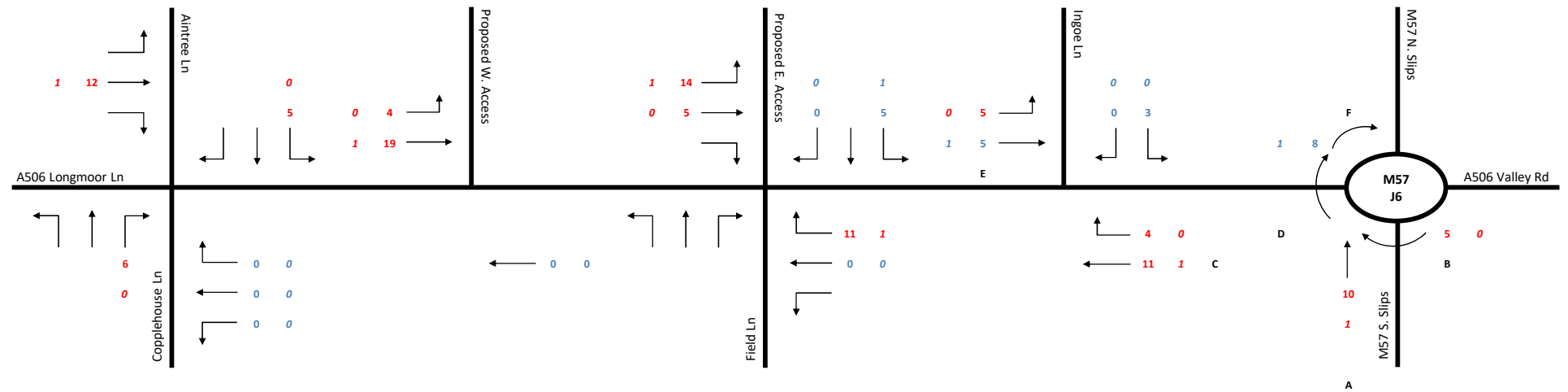
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 39 - Total Development Trips
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles

Arrivals = 38 2

Departures = 8 1

Heavies in italics



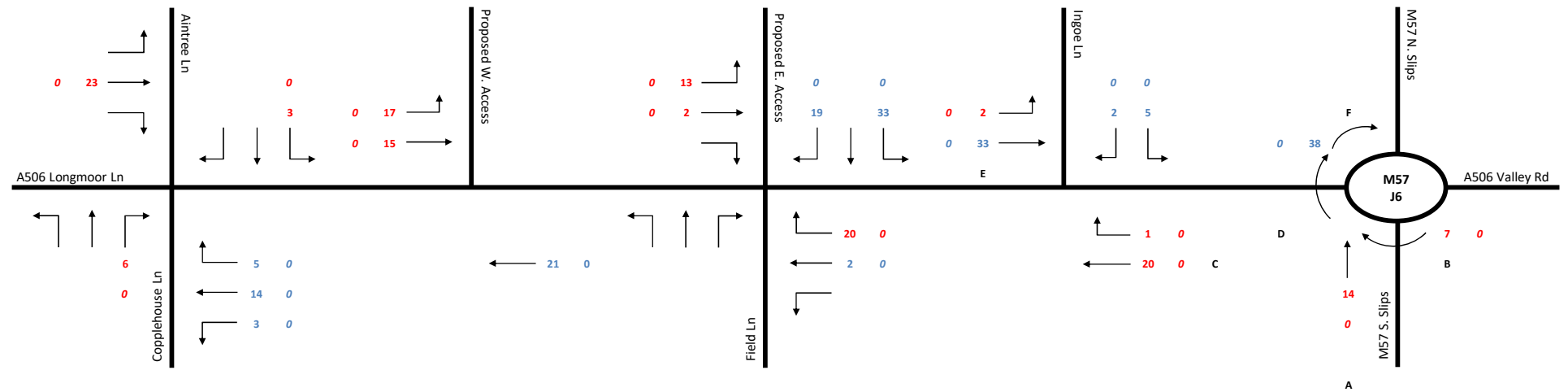
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 40 - Total Development Trips
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles

Arrivals = 53 0

Departures = 59 0

Heavies in italics



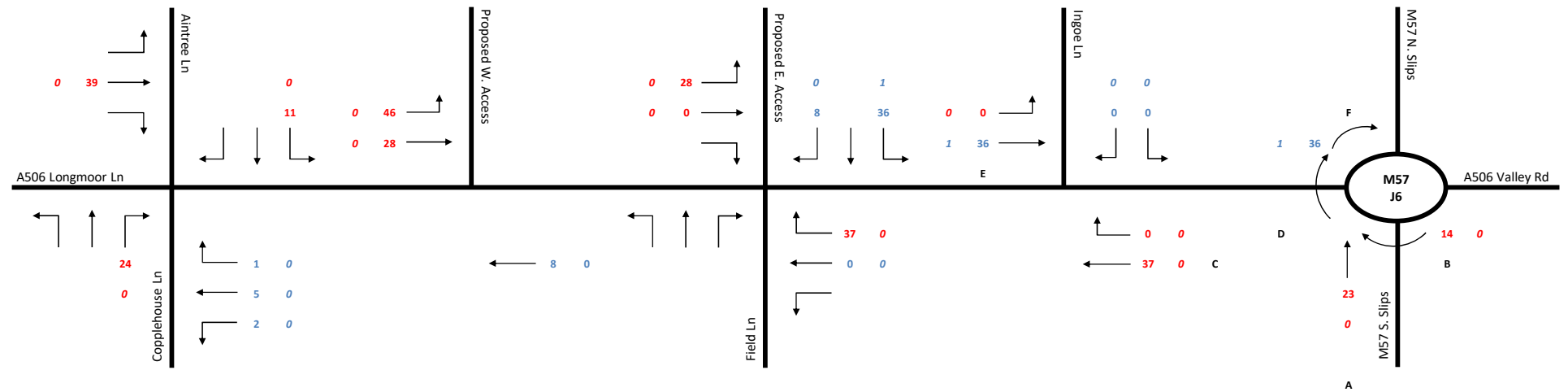
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 41 - Total Development Trips
Peak: Saturday (1000-1100)

Notes: All flows are in vehicles

Arrivals = 111 0

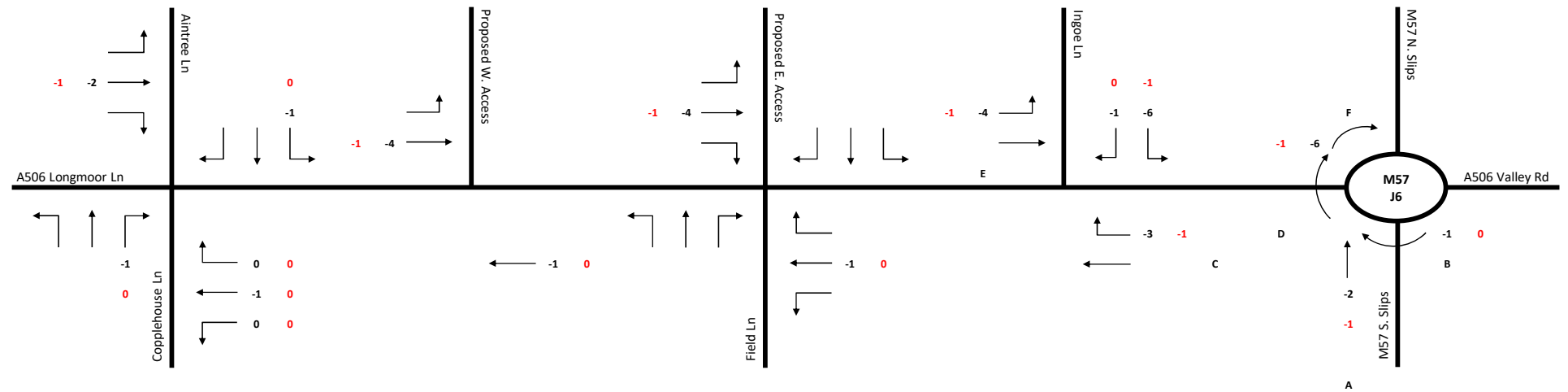
Departures = 44 1

Heavies in italics



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 42 - Existing Golf Club Trips to Remove
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red
 Arrivals = 7
 Departures = 7



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 43 - Existing Golf Club Trips to Remove
Peak: Weekday PM (1630-1730)

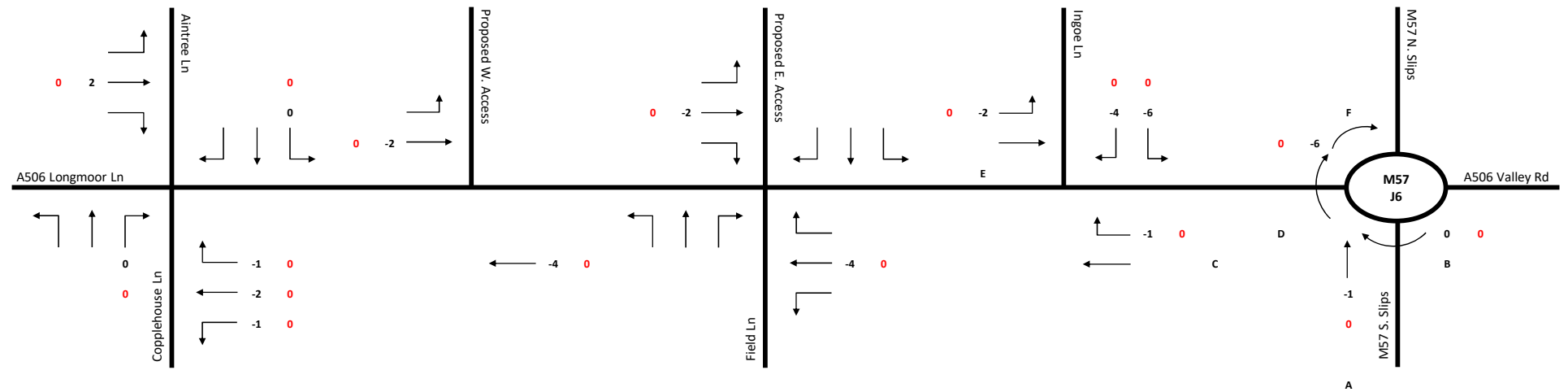
Notes: All flows are in vehicles

Light vehicles in black

Heavy vehicles in red

Arrivals = 3

Departures = 10



Notes:

- All flows are in vehicles
- Light vehicles in black
- Heavy vehicles in red

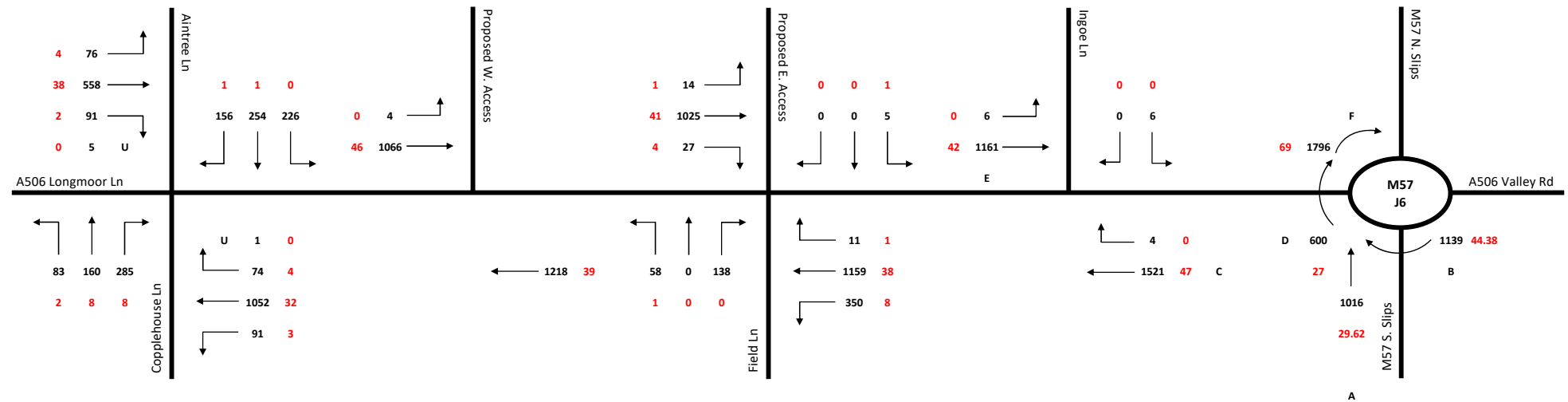
Arrivals = 2

Departures = 5



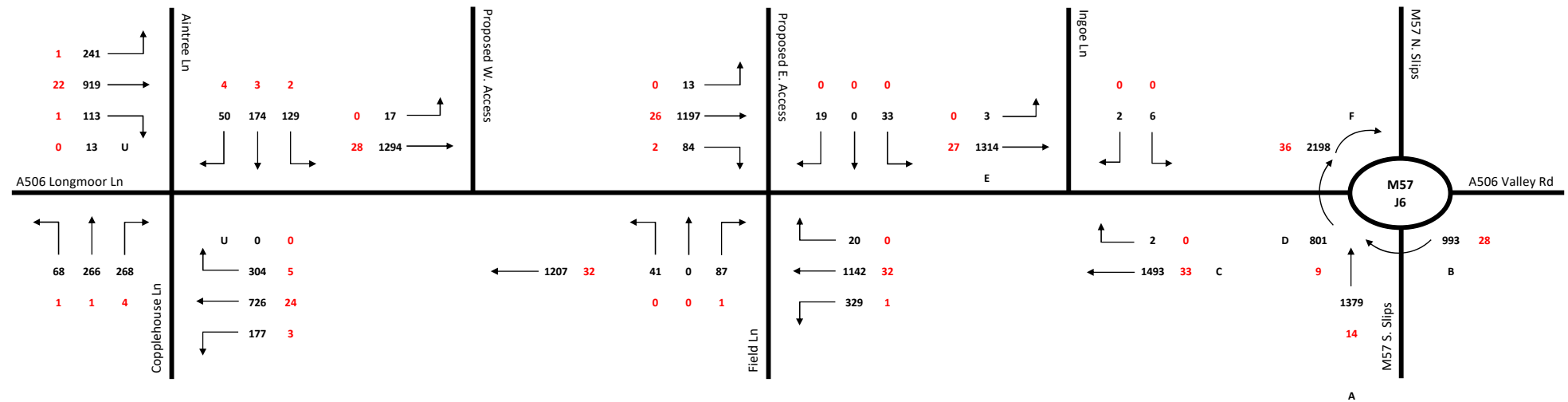
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 45 - 2026 With Development
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
Light vehicles in black
Heavy vehicles in red



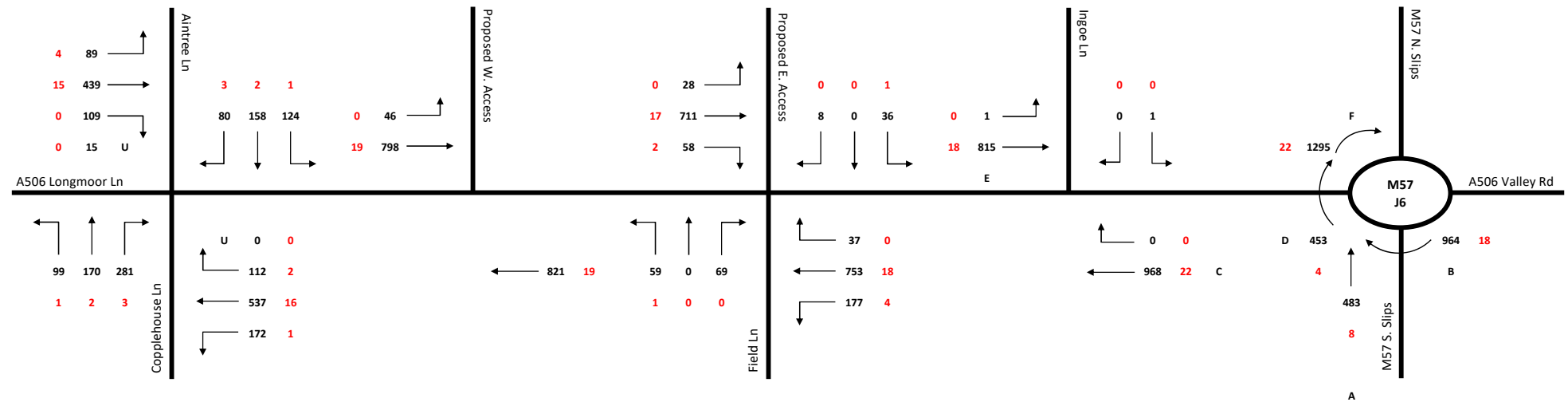
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 46 - 2026 With Development
Peak: Weekday PM (1630-1730)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red



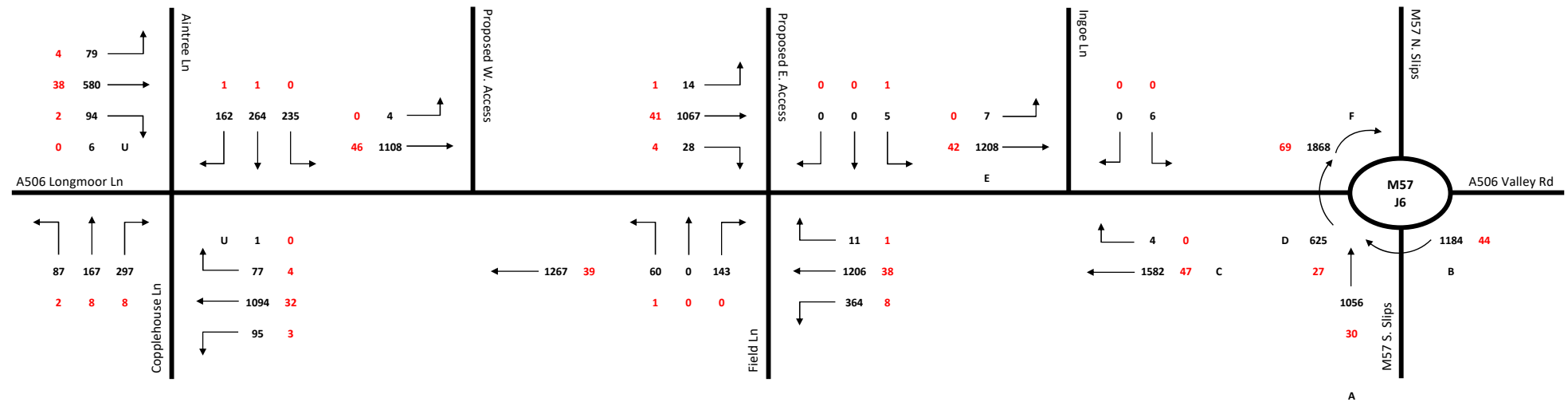
Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 47 - 2026 With Development
Peak: Saturday (1000-1100)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red

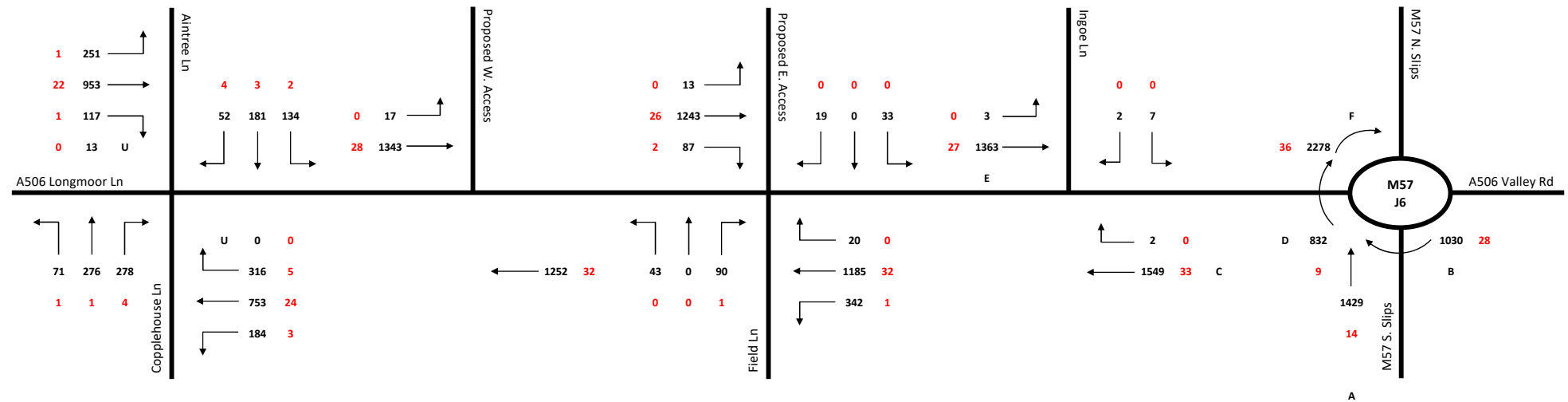


Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 48 - 2031 With Development
Peak: Weekday AM (0730-0830)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red

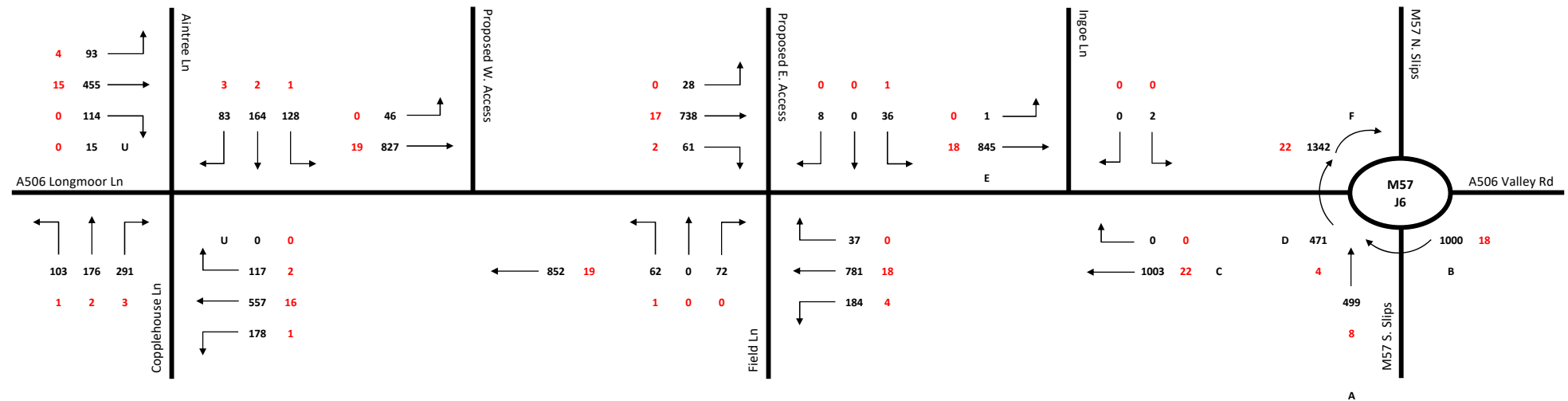


Notes: All flows are in vehicles
Light vehicles in black
Heavy vehicles in red



Project: Kirkby Valley Golf Club Redevelopment
Scenario: Traffic Flow Diagram 50 - 2031 With Development
Peak: Saturday (1000-1100)

Notes: All flows are in vehicles
 Light vehicles in black
 Heavy vehicles in red

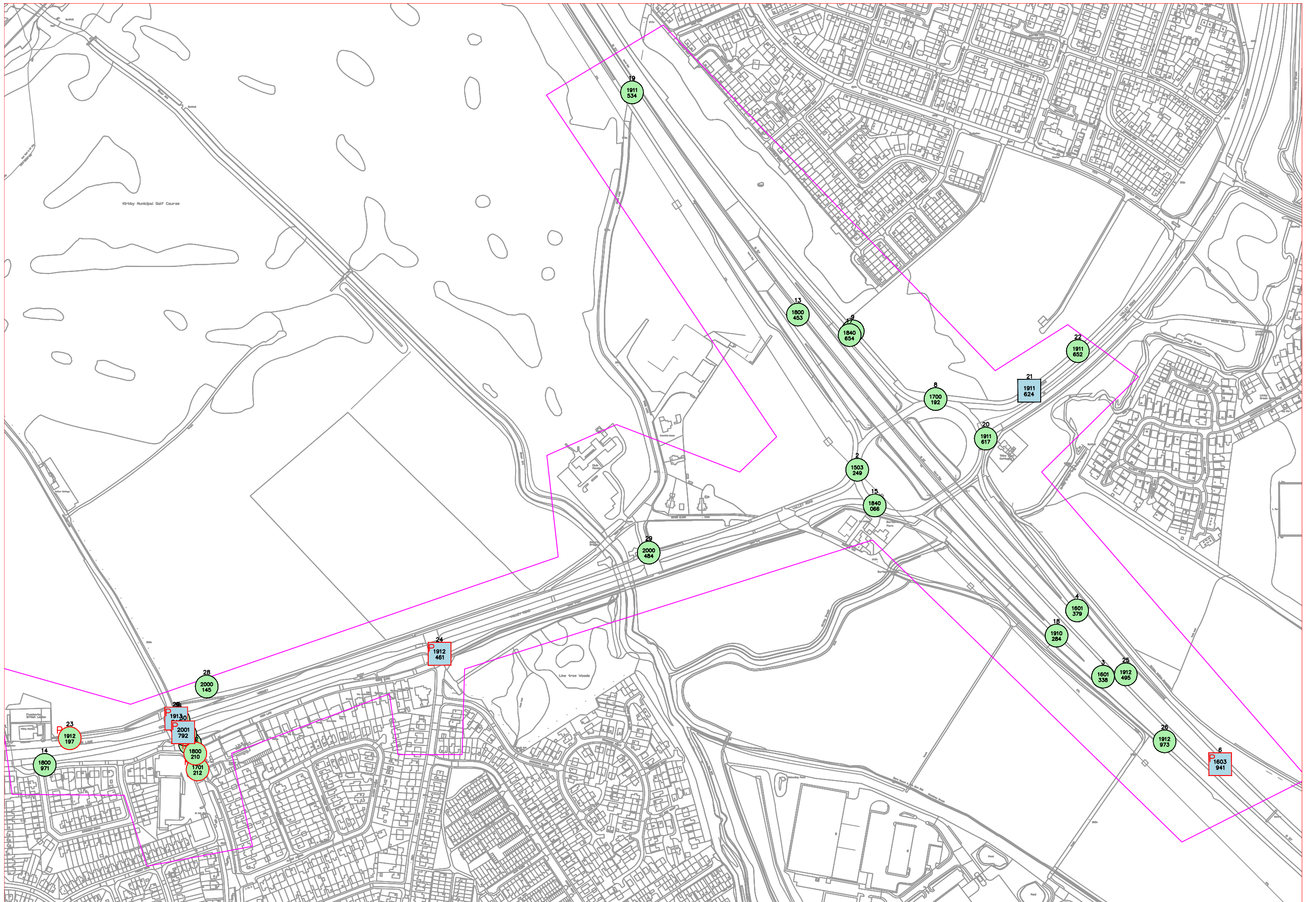


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APPENDIX D

ACCIDENT DATA

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No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
1		E08000011	1502367	Slight	Friday	02/10/2015	16:45	339310/397406					
Location: JUNCTION COPPLE HOUSE LANE and MOOR LANE 1st Rd: U 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting			Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30MPH	Single c'way	T/Stag Give	Daylight			Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	N S	On main	Junt appr	No	None		None	Male	21	N/
2	Car	No	Stop	N S	On main	Junt appr	No	None		None	Female	28	-v
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Female	28	Slight	No	Not ped	Not ped	Not ped	Other			
Description: V002 HAS TURNED ONTO COPPLE HOUSE LANE FROM VALLEY ROAD AND TRAFFIC AHEAD IS STATIONARY AND SO SHE HAS STOPPED JUST SHORT OF THE JUNCTION WITH MOOR LANE TO ALLOW ACCESS AND EGRESS FROM MOOR LANE FOR OTHER ROAD USERS. V001 HAS HIT TH EBACK OF V002 SHUNTING IT FORWARDS AND V0-01 MADE OFF WITHOUT STOPPING ONTO MOOR LANE AND FROM SCENE WITHOUT COMPLYING WITH REQUIREMENTS.													
User Information:													
2		E08000011	1503249	Slight	Monday	07/12/2015	18:30	340187/397766					
Location: JUNCTION A506 and VALLEY ROAD 1st Rd: A506 2nd Rd: A506													
Speed	C'Way	Jct Det/Ctrl	Lighting			Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30MPH	Dual c'way	R'dabt Give	Daylight			Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	W E	On main	Ent r'about	No	None		None	Female	29	N/
2	Car	No	Waiting	W E	On main	Mid junction	No	None		None	Female	69	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Passenger	Male	0	Slight	Rear	Not ped	Not ped	Not ped	Other			
2	1	Passenger	Male	5	Slight	Rear	Not ped	Not ped	Not ped	Other			
Description: VEHICLE 1 ENTERING ROUNDABOUT HIT FROM BEHIND BY VEHICLE 2													
User Information:													
3		E08000011	1601338	Slight	Thursday	21/04/2016	15:55	340510/397494					
Location: M57 JUNCTION 6 M57 1st Rd: M57 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting			Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Slip road	Slip-R Give	Daylight			Fine	Dry	None	None	Rdworks	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Chg lt lane	S N	On main	Junt appr	No	None		None	Male	31	-v
2	Car	No	Waiting	S N	On main	Junt appr	No	None	Nearside	Tree	Male	33	-v
3	Car	No	Waiting	S N	On main	Junt appr	No	None		None	Male	57	-v
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	31	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Male	33	Slight	No	Not ped	Not ped	Not ped	Other			
3	3	Drv/Rider	Male	57	Slight	No	Not ped	Not ped	Not ped	Other			
4	2	Passenger	Male	28	Slight	Front	Not ped	Not ped	Not ped	Other			
Description: V002 AND V003 STATIONARY IN TRAFFIC DUE TO LANE CLOSED ON EXIT SLIP, M57 JUNCTION 6. V001 ENTERS SLIP AND FAILS TO SEE STATIONARY TRAFFIC IN TIME, COLLIDING VEHICLE V002, WHICH SHUNTS INTO V003.													
User Information:													
4		E08000011	1601379	Slight	Friday	15/04/2016	05:25	340476/397581					
Location: M57 JUNCTION 4 M57 1st Rd: M57 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting			Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
70MPH	Dual c'way	NotJCT	Dark/lights lit			Fine	Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	NW SE	On main	Not at	Yes	None		None	Male	47	N/
2	Van/Goods < 3.No	No	Going ahead	NW SE	On main	Not at	No	None		None	Untra.	-1	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	47	Slight	No	Not ped	Not ped	Not ped	Other			
Description: DRIVER OF VEH 002 FAILED TO CONSIDER VEHICLE 001 AND IT POSITION ON ROAD													
User Information:													

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
5		E08000011	1602320	Slight	Saturday	16/07/2016	00:40	339293/397438					
Location: JUNCTION AINTREE LANE/LONGMOOR LANE AINTREE LANE 1st Rd: A506 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Dual c'way	X-Rds ATS	Dark/lights lit	Fine	Dry	None	Ped Phase	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Taxi	No	Right turn	E N	On main	Mid junction	Yes	None		None	Male	56	-\
2	Taxi	No	Going ahead	W E	On main	Mid junction	Yes	None		None	Male	57	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	56	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Drv/Rider	Male	57	Slight	No	Not ped	Not ped	Not ped	Other			
Description: VEHICLE 2 IS TRAVELLING LONGMOOR LANE TOWARDS VALLEY ROAD WHEN VEHICLE 1 TRAVELLING IN OPPOSITE DIRECTION TURNS RIGHT AT JUNCTION WITH AINTREE LANE ACROSS THE PATH OF VEHICLE 2 CAUSING A COLLISION													
User Information:													
6		E08000011	1603941	Serious	Thursday	24/11/2016	08:00	340664/397379					
Location: MARKER POST 12 5B M57 1st Rd: M57 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
70MPH	Dual c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Start	NE S	On main	Not at	No	None		None	Male	20	-\
2	Goods > 7.5t	Art	Going ahead	N S	On main	Not at	No	None		None	Male	54	-\
3	Car	No	Parked	P P	On main	Not at	No	None		None	Male	27	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Male	20	Serious	No	Not ped	Not ped	Not ped	Other			
2	1	Pedestrian	Male	29	Slight	No	North	Walk	c'way not cr	Other			
3	3	Drv/Rider	Male	27	Slight	No	Not ped	Not ped	Not ped	Other			
Description: MV1 HAS BEEN ON THE HARD SHOULDER AND PULLED INTO LANE 1 WITHOUT LOOKING. MV1 HAS COLLIDED WITH MV2 AND SPUN INOT HE PED AND THEN MV3													
User Information:													
7		E08000011	1700091	Slight	Sunday	08/01/2017	16:20	339304/397418					
Location: AINTREE LANE and VALLEY ROAD 1st Rd: B5194 2nd Rd: A506													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Single c'way	X-Rds ATS	Daylight	Fine	Wet	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	N S	On main	Mid junction	No	None		None	Female	27	-\
2	Car	No	Going ahead	E W	On main	Mid junction	No	None		None	Female	21	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	27	Slight	No	Not ped	Not ped	Not ped	Other			
2	1	Passenger	Female	58	Slight	Front	Not ped	Not ped	Not ped	Other			
3	1	Passenger	Male	58	Slight	Rear	Not ped	Not ped	Not ped	Other			
4	2	Drv/Rider	Female	21	Slight	No	Not ped	Not ped	Not ped	Other			
Description: VEH1 CONTRAVENES RED ATS AT THE JUNCTION AS SHOWN ON CCTV AND COLLIDES WITH VEH2 MID JUNCTION. THE LIGHTS ARE RED FOR NEARLY 2MINUTES BEFORE VEHICLE GOES THROUGH.													
User Information:													
8		E08000011	1700192	Slight	Wednesday	18/01/2017	11:15	340290/397859					
Location: M57 JUNCTION VALLEY ROAD M57 1st Rd: A506 2nd Rd: M57													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	SW NE	On main	Mid junction	No	None	Nearside	Lamp	Female	42	-\
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	42	Slight	No	Not ped	Not ped	Not ped	Other			
2	1	Passenger	Male	8	Slight	Front	Not ped	Not ped	Not ped	Other			
Description: DRIVER LOSES CONTROL (MEDICAL EPISODE), MOUNTS VERGE AND COLLIDES WITH STREET LAMP POST.													
User Information:													



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
9		E08000011	1700769	Slight	Friday	24/03/2017	17:19	340181/397948		
Location: M57 JUNCTION 6 M57 1st Rd: M57 2nd Rd: U										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
70MPH	Slip road	Other Give	Daylight	Fine	Dry	None	None	None	Objt	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Going ahead	N S	On main	Leav main	Over	Object	Nearside	Wall or fe
										Male
										72
										-\
Cas	No Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Male	72	Slight	No	Not ped	Not ped	Not ped	Other
Description: VEHICLE 1 TRAVELLING SOUTH ON M57 TOWARDS JUNCTION 6, EXITS ONTO EXIT SLIP ROAD, BRAKES FOR TRAFFIC AHEAD AND HITS DEBRI IN CARRIAGEWAY CAUSING LOSS OF CONTROL RESULTING IN VEHICLE SKIDDING AND TURNING ONTO SIDE										
User Information:										
10		E08000011	1701212	Slight	Friday	19/05/2017	14:45	339320/397372		
Location: COPPLEHOUSE LANE SEGMENT 5 TO 117 COPPLEHOUSE LANE 1st Rd: U 2nd Rd:										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
20MPH	Single c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Going ahead	SE NW	On main	Not at	No	None		None
										Untra.
										-1
										N\
Cas	No Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Pedestrian	Female	25	Slight	No	North west	Nearside	In c'way	Other
Description: PEDESTRIAN CROSSING AT INTERSECTION. VEH 1 COLLIDES WITH PRAM IN FRONT OF PEDESTRIAN CAUSING SLIGHT INJURY TO LEFT HANDAND MAKES OFF										
User Information:										
11		E08000011	1702300	Slight	Saturday	23/09/2017	18:22	339295/397434		
Location: AINTREE LANE and VALLEY ROAD 1st Rd: B5194 2nd Rd: A506										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
40MPH	Single c'way	X-Rds ATS	Daylight	Fine	Dry	None	Ped Phase	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Van/Goods < 3.	No	Right turn	E N	On main	Mid junction	No	None		None
										Male
										51
										-\
2	Car	No	Going ahead	W E	On main	Mid junction	No	None	Nearside	Sign
										Female
										35
										-\
Cas	No Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Passenger	Female	8	Slight	Front	Not ped	Not ped	Not ped	Other
2	2	Drv/Rider	Female	35	Slight	No	Not ped	Not ped	Not ped	Other
3	1	Drv/Rider	Male	51	Slight	No	Not ped	Not ped	Not ped	Other
Description: VEHICLE 001 HAS TURNED RIGHT FROM VALLEY ROAD TO AINTREE LANE AS VEHICLE 002 HAS GONE THROUGH ON AMBER AND COLLIDED IN THE CENTRE OF THE JUNCTION.										
User Information:										
12		E08000011	1800210	Slight	Monday	29/01/2018	19:53	339317/397393		
Location: COPPLE HOUSE LANE and MOOR LANE 1st Rd: U 2nd Rd: U										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30MPH	Single c'way	X-Rds Give	Dark/lights lit	Fine	Dry	None	Refuge	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Right turn	W S	On main	Junt cleared	No	None		None
										Male
										-1
										-\
Cas	No Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Pedestrian	Male	21	Slight	No	West	Nearside	In c'way	Other
Description: PEDESTRIAN INOT ROAD DRIVER REACHES GIVEWAY AND PULLS OUT WIHOTU STOPPING AND COLLIDES WITH PEDESTRIAN.										
User Information:										



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
13	E08000011		1800453	Slight	Tuesday	27/02/2018	11:15	340109/397970		
Location: M57 Junction 6 M57 1st Rd: M57 2nd Rd:										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
70 MPH	Dual c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Going ahead	SE	NW On main	Not at	No	None	O/s rebound	Cent barr
Sex	Age	B/								
Female	42	N/								
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	42	Slight	No	Not ped	Not ped	Not ped	Other
Description: DRIVER TRIES TO CLEAR WINDSCREEN BUT SPRAY DOES NOT WORK. TRIES AGAIN BUT THEN COLLIDES WITH CENTRAL RESERVATION BARRIER. COMES TO A STOP IN LANE 3 WHERE DRIVER COMPLAINS OF NECK AND SPINE PAIN. EXTRACTED FROM VEHICLE BY FIRE SERVICE										
User Information:										
14	E08000011		1800971	Slight	Thursday	29/03/2018	14:43	339119/397378		
Location: EDGE Moor DRIVE and LONGMOOR LANE 1st Rd: U 2nd Rd: U										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30 MPH	Single c'way	T/Stag Give	Daylight	Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	U turn	W	W On main	Mid junction	No	None	Nearside	Wall or fe
2	Car	No	Going ahead	E	W On main	Mid junction	No	None		Female
Sex	Age	B/								
Female	77	N/								
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	1	Drv/Rider	Female	77	Slight	No	Not ped	Not ped	Not ped	Other
2	2	Drv/Rider	Female	55	Slight	No	Not ped	Not ped	Not ped	Other
Description: DRIVER OF VEHICLE 1 HAS BEEN IN THE PROCESS OF MAKING A U TURN IN AN INTERSECTION ON A DUAL CARRIAGEWAY. SHE HAS PRESSED THE ACCELERATOR INSTEAD OF THE BRAKE, LOST CONTROL, COLLIDED WITH A WOODEN POST ON THE CENTRAL RESERVATION AND CONTINUED INTO THE PATH OF VEHICLE 2.										
User Information:										
15	E08000011		1840066	Slight	Friday	19/10/2018	15:30	340210/397719		
Location: A506 and VALLEY ROAD 1st Rd: 2nd Rd:										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30 MPH	0.00	R'dabt Give	Daylight	Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Going ahead	E	W On main	Mid junction	No	None		Untra.
2	Car	No	Going ahead	E	W On main	Leave r'about	No	None		Female
Sex	Age	B/								
-1	N/									
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	21	Slight	No	Not ped	Not ped	Not ped	Other
2	2	Passenger	Female	0	Slight	Front	Not ped	Not ped	Not ped	Other
Description: BOTH VEHICLE NEGOTIATING ROUNDABOUT, COLLISION OCCURRS AS V002 EXITS ROUNDABOUT.										
User Information:										
16	E08000011		1840194	Slight	Monday	29/10/2018	15:20	339295/397437		
Location: COPPLE HOUSE LANE and VALLEY ROAD 1st Rd: U 2nd Rd: A506										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
40 MPH	Single c'way	X-Rds ATS	Daylight	Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Right turn	E	W On main	Mid junction	No	None	Offside	None
2	Car	No	Going ahead	W	E On main	Mid junction	No	None	Nearside	Sign
Sex	Age	B/								
Female	62	N/								
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	27	Slight	No	Not ped	Not ped	Not ped	Other
Description: V001 MOVES OFF FROM JUNCTION TO TURN RIGHT INTO SIDE STREET, WAITING FOR ONCOMING TRAFFIC TO PASS. V001 TURNS RIGHT INTO THE PATH OF V002 AND COLLIDES WITH IT										
User Information:										

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
17	E08000011		1840654	Slight	Monday	10/12/2018	16:40	340177/397943		
Location: M57 JUNCTION VALLEY ROAD M57 1st Rd: M57 2nd Rd: A506										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
70MPH	Dual c'way	R'dabt Give	Dark/lights lit	Fine	Wet	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Going ahead	NW	SE On main	Junt appr	No	None		None
2	Car	No	Waiting	NW	SE On main	Junt appr	No	None		None
3	Car	No	Waiting	NW	SE On main	Junt appr	No	None		None
4	Van/Goods < 3.	No	Waiting	NW	SE On main	Junt appr	No	None		None
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	30	Slight	No	Not ped	Not ped	Not ped	Other
2	3	Drv/Rider	Female	31	Slight	No	Not ped	Not ped	Not ped	Other
Description: VEHICLES 2, 3 AND 4 WERE STATIONARY IN THE OUTSIDE OF THE 2 LANES, WAITING TO DRIVE ONTO THE ROUNDABOUT AT THE END OF THE SLIP ROAD. DRIVER OF VEHICLE 1 UNABLE TO STOP IN TIME AND COLLIDED WITH THE REAR OF VEHICLE 2, PUSHING IT FORWARD INTO VEHICLE 3 PUSHING IT INTO VEHICLE 4.										
User Information:										
18	E08000011		1910284	Slight	Thursday	31/01/2019	14:45	340449/397548		
Location: M57 JUNCTION 6 M57 1st Rd: M57 2nd Rd:										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
70MPH	Dual c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Car	No	Going ahead	S N	On main	Not at	No	None	Nearside	None
2	Car	No	Waiting	S N	On main	Not at	No	None		None
3	Car	No	Waiting	S N	On main	Not at	No	None		None
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	3	Drv/Rider	Male	77	Slight	No	Not ped	Not ped	Not ped	Other
Description: VEHICLE 002 AND 003 WERE STATIONARY IN QUEUING TRAFFIC ON THE EXIT SLIP OF THE M57 NORTH BOUND AT JUNCTION 6. VEHICLE 001 EXITS THE MOTORWAY AT JUNCTION 6 AND FAILS TO SEE THE STANDING TRAFFIC AHEAD AND COLLIDED INTO THE REAR OF VEHICLE 002 AND 003. THE COLLISION RESULTS IN INJURY TO THE DRIVER OF VEHICLE 003.										
User Information:										
19	E08000011		1911534	Slight	Wednesday	12/06/2019	09:30	339891/398262		
Location: M57 6TO7 NB MOTORWAY BEAT MC1 M57 JUNCTION 6 TO BOROUGH BOUNDARY 1st Rd: M57 2nd Rd:										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
50MPH	Dual c'way	NotJCT	Daylight	Rain	Wet	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Van/Goods < 3.	No	Going ahead	S N	On main	Not at	No	None		None
2	Car	No	Stop	S N	On main	Not at	No	None		None
3	Car	No	Stop	S N	On main	Not at	No	None		None
4	Car	No	Stop	S N	On main	Not at	No	None		None
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Male	18	Slight	No	Not ped	Not ped	Not ped	Other
Description: V001 HAS TAKEN HIS EYES FROM THE ROAD IN FRONT AND LOOKED TO THE LEFT TO CHANGE LANES, HE HAS FAILED TO SEE THE VEHICLES IN FRONT STOPPING AND COLLIDED WITH THE REAR OF V002 WHICH HAS IN TURN COLLIDED WITH V003 AND IN TURN V004.										
User Information:										
20	E08000011		1911617	Slight	Wednesday	19/06/2019	20:20	340356/397807		
Location: A506 and VALLEY ROAD 1st Rd: A506 2nd Rd: U										
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
40MPH	Roundabout	R'dabt Give	Daylight	Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off
1	Van/Goods < 3.	No	Rt hand bend	NE SW	On main	Mid junction	No	None		None
2	Car	No	Rt hand bend	NE SW	On main	Mid junction	No	None		None
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil
1	2	Drv/Rider	Female	53	Slight	No	Not ped	Not ped	Not ped	Other
Description: V001 HAS CUT IN FRONT OF V002 CAUSING MINOR DAMAGE. C001, DRIVER OF V002 STATES MINOR INJURY										
User Information:										



No.	Area	I/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street		
21		E08000011	1911624	Serious	Thursday	20/06/2019	21:00	340413/397870				
Location: VALLEY ROAD SEGMENT VALLEY ROAD 1st Rd: A506 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	Dual c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B
1	M/cycle	50 - 1	No	Going ahead	SW NE	On main	Not at	Yes	None	None	Male	50 N
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Drv/Rider	Male	50	Serious	No	Not ped	Not ped	Not ped	Other		
Description: RIDER JOINING DUALL CARRIAGEWAY FROM ROUNDABOUT LOSES CONTROL AND FALLS FROM MACHINE												
User Information:												
22		E08000011	1911652	Slight	Monday	24/06/2019	17:20	340477/397922				
Location: VALLEY ROAD SEGMENT VALLEY ROAD 1st Rd: A506 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	Dual c'way	NotJCT	Daylight	Fine	Dry	None	None	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B
1	Car	No	Parked	P P	On main	Not at	No	None		None	Female	38 -
2	Car	No	Going ahead	W E	On main	Not at	No	None		None	Male	34 -
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	34	Slight	No	Not ped	Not ped	Not ped	Other		
Description: V001 IS AN UNMARKED POLICE VEHICLE, PARKED STATIONARY FOLLOWING A FLAT TYRE. WHILST AWAITING RECOVERY, V002 COLLIDES INTO REAR OFFSIDE WHEEL OF V001. SUGGESTION THAT ANOTHER VEHICLE NFD HAS CUT V002 UP CAUSING DRIVER OF V002 TO SWERVE.												
User Information:												
23		E08000011	1912197	Slight	Monday	19/08/2019	18:30	339152/397413				
Location: LONGMOOR LANE 1st Rd: 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	0.00	NotJCT	Daylight	Unknown	Unknown	None	None	None	Unknown			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B
1	Car	No	Waiting	N E	On main	Not at	No	None		None	Female	-1 N
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Pedestrian	Male	72	Slight	No	West	Unknown	Unknown or o	Other		
Description: P1 CROSSING THE EXIT OF SEVICE STATION. V1 COLIDED WITH P1												
User Information:												
24		E08000011	1912461	Serious	Friday	20/09/2019	21:00	339638/397524				
Location: FIELD LANE and VALLEY ROAD 1st Rd: 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
40MPH	0.00	T/Stag ATS	Dark/lights lit	Fine	Dry	None	Ped Phase	None	None			
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B
1	Car	No	Going ahead	W E	On main	Mid junction	No	None		None	Male	49 -
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Pedestrian	Female	57	Serious	No	North	Offside	Ped x'ing	Other		
Description: PEDESTRIAN HAS RAN OUT FROM THE PEDESTRIAN CROSSING WHEN VEHICLES WERE ONCOMING. VEHICLES WERE ON GREEN LIGHT AND SAFE TO PROCEED, FEMALE PEDESTRIAN HAS DISOBEYED INSTURCTIONS ON PEDESTRIAN CROSSING AND RAN OUT, DIRECTLY INTO V1 RESULTING IN SERIOUS INJURY.												
User Information:												

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street			
25	E08000011		1912495	Slight	Wednesday	02/10/2019	07:32	340540/397497					
Location: MOTORWAY BEAT MWC M57 JUNCTION 6 TO JUNCTION 5 ON SLIP 1st Rd: M57 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
70MPH	Slip road	NotJCT	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	N S	On main	Not at	No	None		None	Male	21	-v
2	Car	No	Going ahead	N S	On main	Not at	No	None		None	Female	35	-v
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Female	35	Slight	No	Not ped	Not ped	Not ped	Other			
Description: X111 BEAT ***RTC - SLIGHT INJURY ***													
VEH002 SLOWS FOR HEAVY TRAFFIC AND APPLIES BRAKES HARD, VEH001 DOESNT REACT IN ENOUGH TIME AND COLLIDES INTO REAR OF VH002.													
DRIVER OF VEH002 TAKEN TO AINTREE HOSPITAL WITH SLIGHT INJURY TO NECK, BACK AND CHEST.													
DRIVER OF VEH001 REPORTED FOR DAC.													
ALL DETAILS CHECKED CORRECT.													
CON 7951 WELDON													
MATRIX RPU.													
User Information:													
26	E08000011		1912973	Slight	Wednesday	20/11/2019	08:10	340591/397409					
Location: M57 6TO5 SB MOTORWAY BEAT MC1 M57 JUNCTION 6 TO JUNCTION 5 1st Rd: 2nd Rd:													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
70MPH	0.00	NotJCT	Daylight	Fine	Dry	None	None	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	N S	On main	Not at	No	None		None	Female	54	-v
2	Car	No	Going ahead	N S	On main	Not at	No	None		None	Male	43	-v
3	Car	No	Going ahead	N S	On main	Not at	No	None		None	Male	55	-v
4	Van/Goods < 3.0	No	Going ahead	N S	On main	Not at	No	None		None	Male	39	-v
5	Car	No	Going ahead	N S	On main	Not at	No	None		None	Female	41	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Drv/Rider	Female	54	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Passenger	Female	40	Slight	Front	Not ped	Not ped	Not ped	Other			
3	3	Drv/Rider	Male	55	Slight	No	Not ped	Not ped	Not ped	Other			
4	3	Passenger	Female	59	Slight	Front	Not ped	Not ped	Not ped	Other			
5	4	Drv/Rider	Male	39	Slight	No	Not ped	Not ped	Not ped	Other			
Description: 5 VEHICLE RTC IN LANE THREE OF THREE													
User Information:													
27	E08000011		1913346	Serious	Friday	20/12/2019	23:30	339292/397439					
Location: AINTREE LANE and LONGMOOR LANE 1st Rd: B5194 2nd Rd: A509													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
40MPH	Single c'way	X-Rds	ATS	Dark/lights lit	Fine	None	Ped Phase	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Car	No	Going ahead	W E	On main	Junt appr	No	None		None	Male	39	-v
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	1	Pedestrian	Male	54	Serious	No	South	Nearside	In centre	Other			
Description: PEDESTRIAN UNDER INFLUENCE OF ALCOHOL SEEN TO ATTEMPT TO CROSS ROAD WITHOUT LOOKING.													
User Information:													
28	E08000011		2000145	Slight	Wednesday	15/01/2020	17:20	339332/397481					
Location: COPPLEHOUSE LANE and LONGMOOR LANE 1st Rd: A506 2nd Rd: U													
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard				
30MPH	Dual c'way	Multi	ATS	Daylight	Fine	None	Ped Phase	None	None				
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/
1	Bus or Coach	No	Going ahead	S N	On main	Junt appr	No	None		None	Male	27	-v
2	Car	No	Waiting	S N	On main	Junt appr	No	None		None	Female	28	N/
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Female	28	Slight	No	Not ped	Not ped	Not ped	Other			
Description: BUS DRIVER HAS COLLIDED AT SLOW SPEED WITH THE VEHICLE INFRONT CAUSING A SMALL AMOUNT OF DAMAGE TO VEHICLE 002													
User Information:													



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street		
29		E08000011	2000484	Slight	Saturday	22/02/2020	13:30	339913/397657				
Location: INGOE LANE and VALLEY ROAD 1st Rd: A506 2nd Rd: U												
Speed	C'Way	Jct Det/Ctrl	Lighting			Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
40MPH	Dual c'way	T/Stag Give	Daylight			Fine Wind	Wet	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B
1	Car	No	Stop	W E	On main	Mid junction	No	None		None	Male	77 N
2	Van/Goods < 3.	No	Stop	W E	On main	Mid junction	No	None		None	Male	41 N
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
2	2	Drv/Rider	Male	41	Slight	No	Not ped	Not ped	Not ped	Other		

Description: AT 13:20 HOURS ON SATURDAY 22ND FEBRUARY 2020 PATROL ATTENDED A GRADE 1 INCIDENT ON VALLEY ROAD, KIRKBY. PATROL ARRIVED AT THE LOCATION, ENTERING INGOE LANE BEFORE HEADING BACK OUT TOWARDS VALLEY ROAD. PATROL STOPPED AT THE JUNCTION WAITING TO CROSS THE DUAL CARRIAGEWAY TO TURN RIGHT ONTO VALLEY ROAD. PATROL VEHICLE IS A MARKED HYUNDAI 130, REGISTRATION NUMBER PE13 GJZ DRIVEN BY CON 5020 FINDLOW.

AT THIS TIME VEH002 (BK61RCZ) WAS TRAVELLING IN LANE 1 OF VALLEY ROAD TOWARDS KIRKBY. VEH001 (KS64VSO) WAS TRAVELLING DIRECTLY BEHIND THIS VEHICLE. VEH002 STOPPED SUDDENLY IN THE CARRIAGEWAY. VEH001 COLLIDED WITH THE REAR OF VEH002.

BOTH DRIVERS STOPPED AT THE SCENE. THERE WERE NO PASSENGERS ON BOARD EITHER VEHICLE AND AIRBAGS HAD NOT

User Information:

30	E08000011	2001792	Serious	Thursday	03/09/2020	11:30	339301/397421					
Location: STREET RECORD COPPLEHOUSE LANE 1st Rd: 2nd Rd:												
Speed	C'Way	Jct Det/Ctrl	Lighting	Weather		Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH	0.00	NotJCT	Daylight	Fine		Dry	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B
1	Car	No	Going ahead	S N	On main	Not at	No	None		None	Male	32 -
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Pedestrian	Male	42	Serious	No	East	Nearside	In c'way	Other		

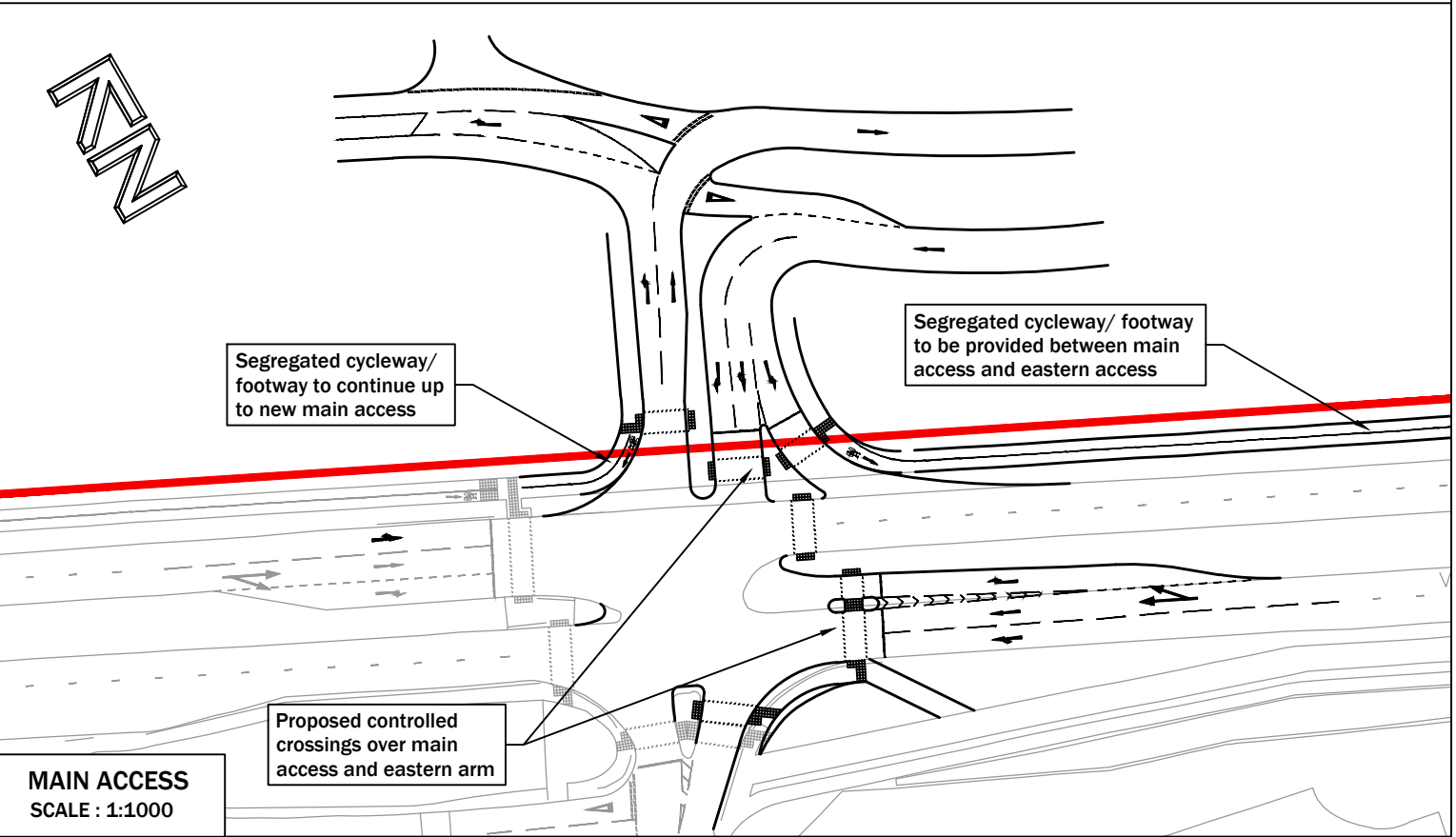
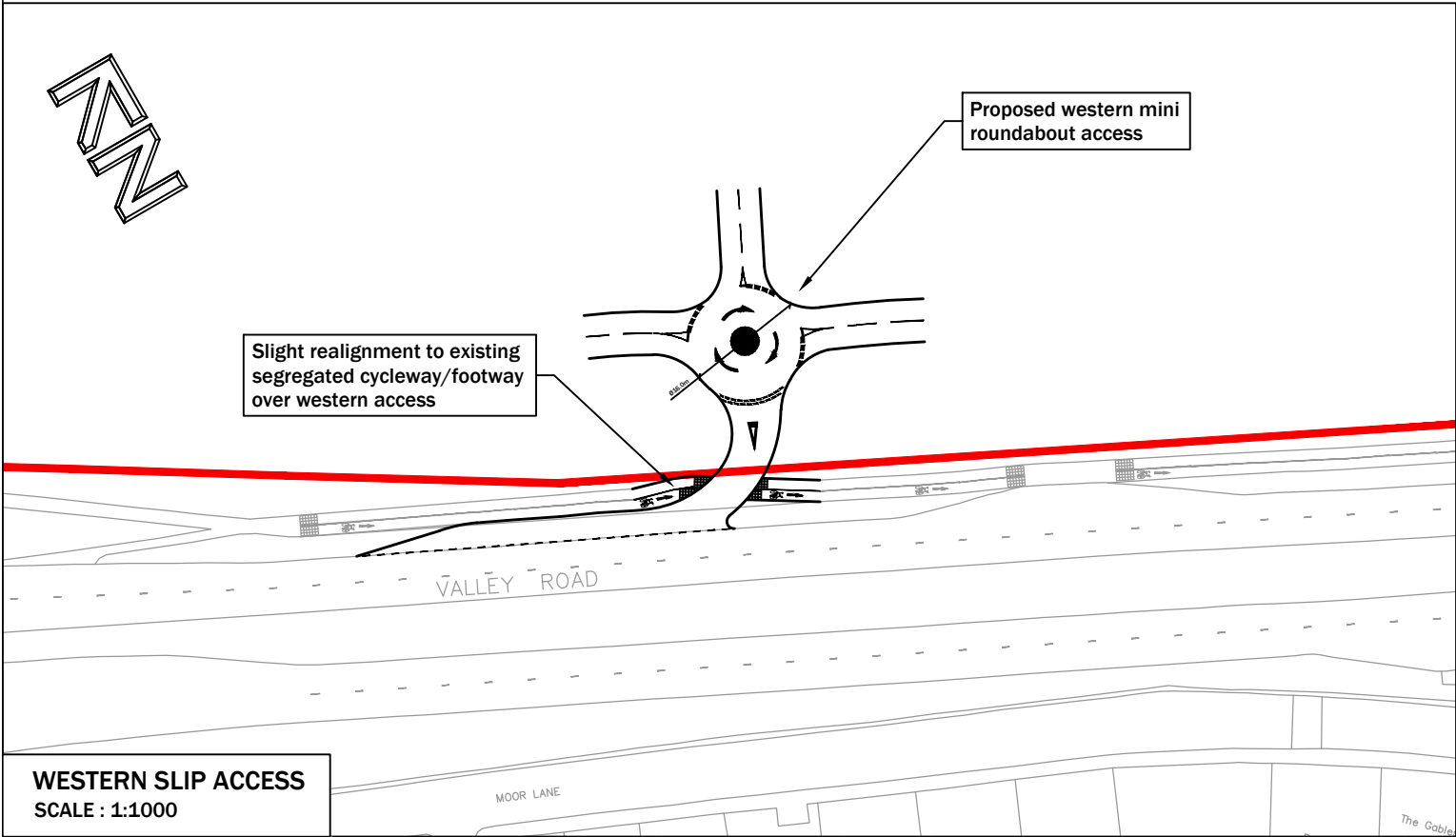
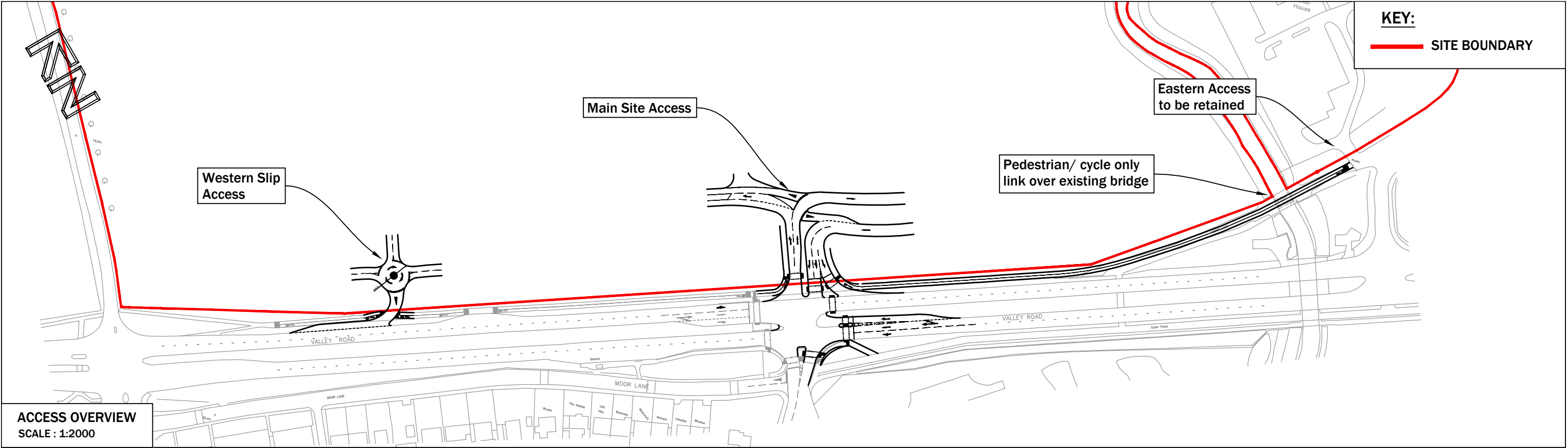
Description: V001 IS DRIVING ALONG COPPLEHOUSE LANE TOWARDS LONGMOORE LANE. LANES GO TO TWO FOR TRAFFIC TURNING RIGHT LEFT AND STRAIGHT AHEAD. STANDING TRAFFIC IN LANE 1 WITH CLEAR SECOND LANE. VAN IN LANE ONE CAUSING DRIVER OF V001 TO HAVE NO VIEW OF PEDESTRIAN CROSSING AT A DROPPED KERB. PEDESTRIAN CROSSES INTO THE PATH OF V001 FAILS TO LOOK RIGHT AND IS STRUCK BY THE VEHICLE AND FALLS TO THE FLOOR.

User Information:

APPENDIX E

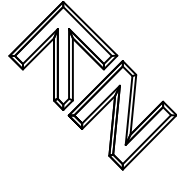
TECHNICAL DRAWINGS

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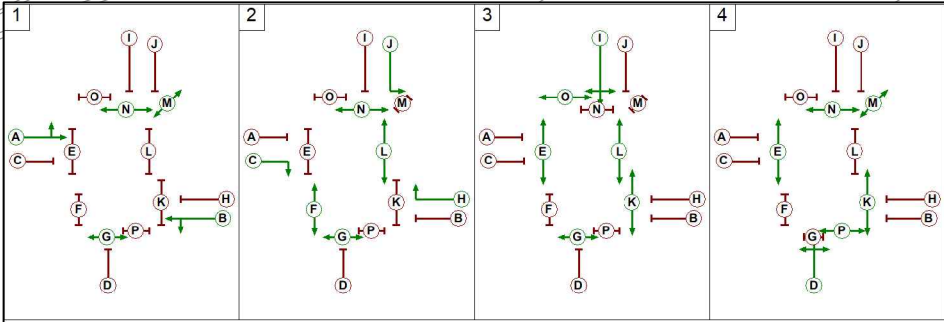
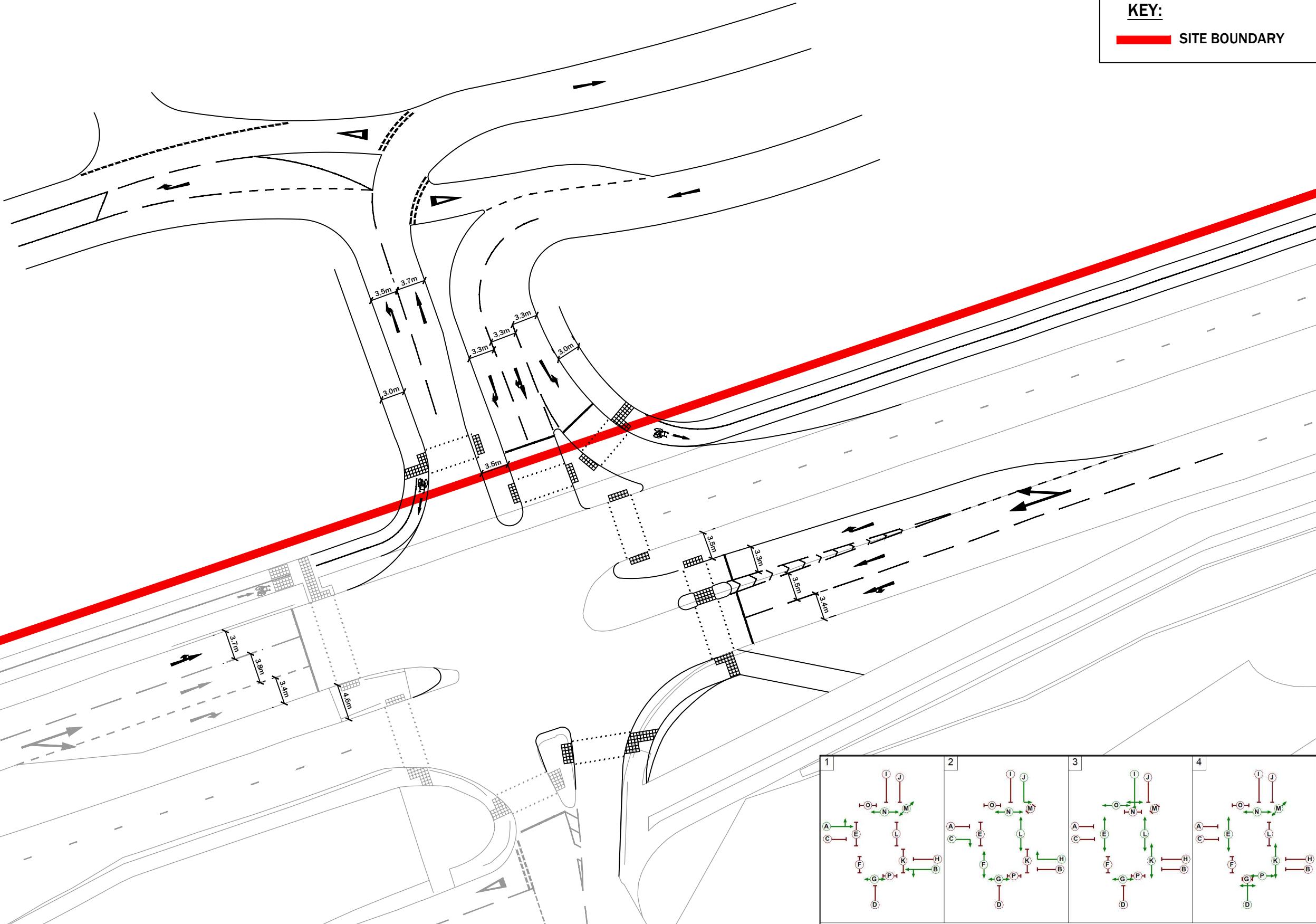
 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	C	06.08.21	VB	MAIN ACCESS IMPROVEMENTS & LATEST RED LINE SIGNALISED JUNCTION IMPROVEMENTS UPDATES TO EASTERN ACCESS	Project	KIRKBY VALLEY GOLF CLUB, KNOWSLEY	Drawn by	Issue date
	B	09.04.20	VB				VB	08 APR 2020
	A	31.01.20	VB				VB	
	Rev	Date	By	Revision notes			Scale(s)	
Status	FINAL				Title	PROPOSED ACCESS STRATEGY	1:2000 @ A3 1:1000 @ A3	
							Drawing No	
							P18122-001C	

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C	06.08.21	VB	DIMENSIONS & STAGING
B	19.03.21	VB	MINOR AMENDMENTS
A	*	VB	AMENDMENTS TO INTERNAL LAYOUT
Rev	Date	By	Revision notes
Status			
FINAL			

Project	KIRKBY VALLEY GOLF CLUB, KNOWSLEY
Title	PROPOSED SIGNALS

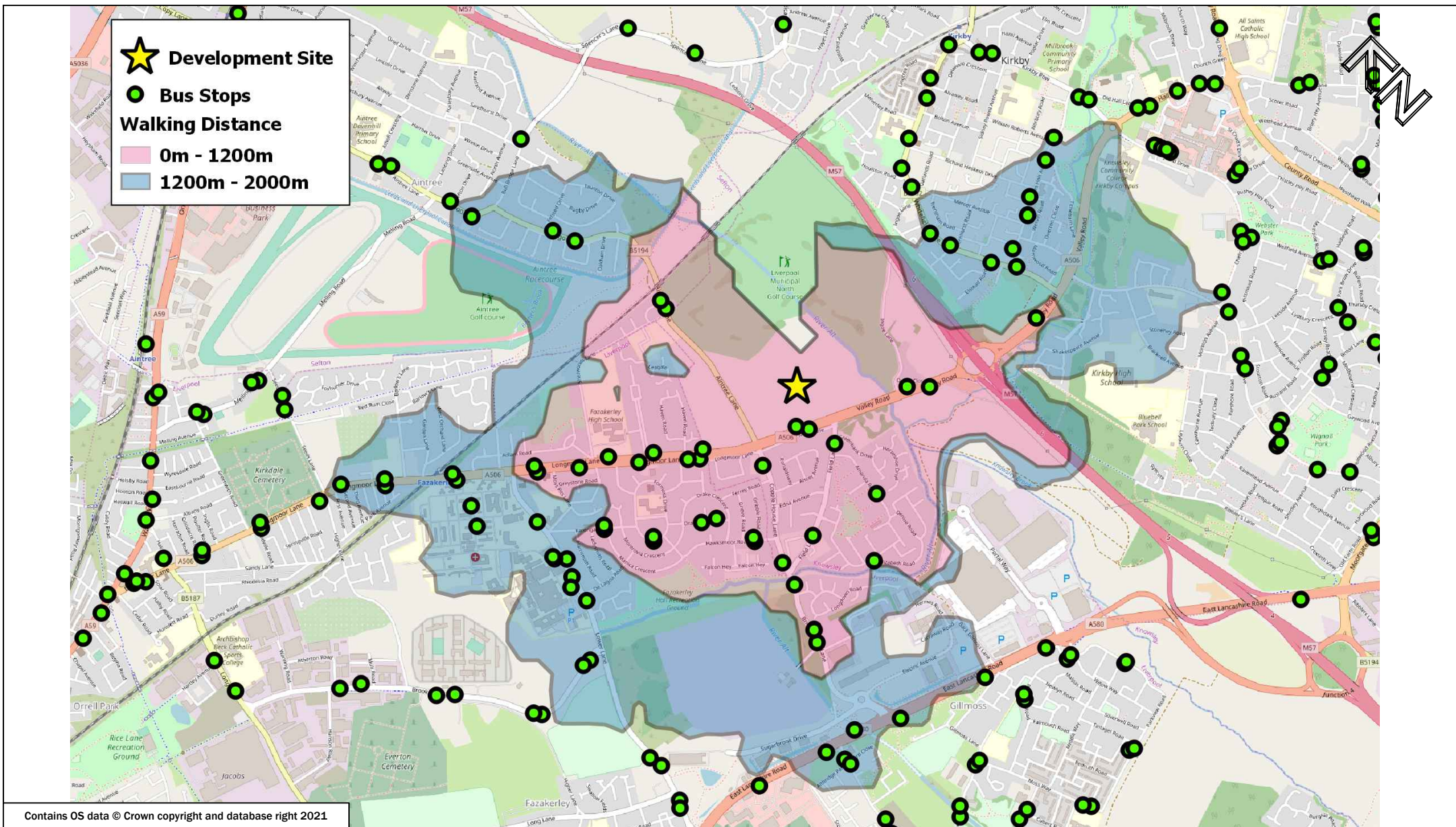
Drawn by VB	Issue date 27 JAN 2021
Scale(s) 1:500 @ A3	
Drawing No P18122-200C	

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APPENDIX F

ISOCHRONE FIGURES

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*	*	*	*
Rev	Date	By	Revision notes
Status			
FINAL			

Project	KIRKBY VALLEY GOLF CLUB AND COURSE, INGOE LANE, KIRKBY	Drawn by VB	Issue date 06 AUG 2021
		Scale(s)	NTS
Title		Drawing No	FIGURE 1
WALKING ISOCHROME			

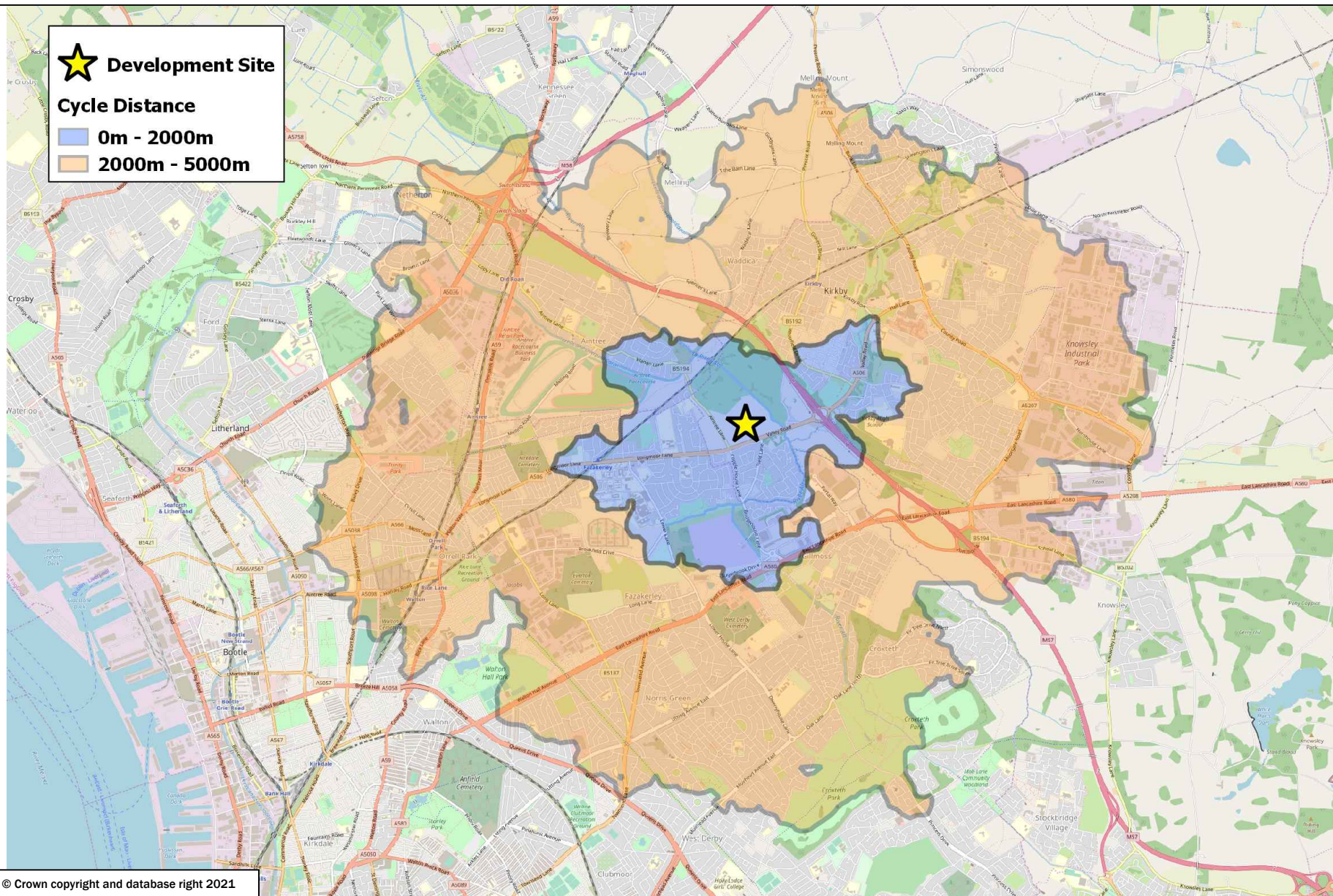
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Cycle Distance

0m - 2000m

2000m - 5000m



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Rev	Date	By	Revision notes
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Status

FINAL

Project

KIRKBY VALLEY GOLF CLUB AND COURSE,
INGOE LANE, KIRKBY

Title

CYCLING ISOCHRONE

Drawn by
VB

Issue date
06 AUG 2021

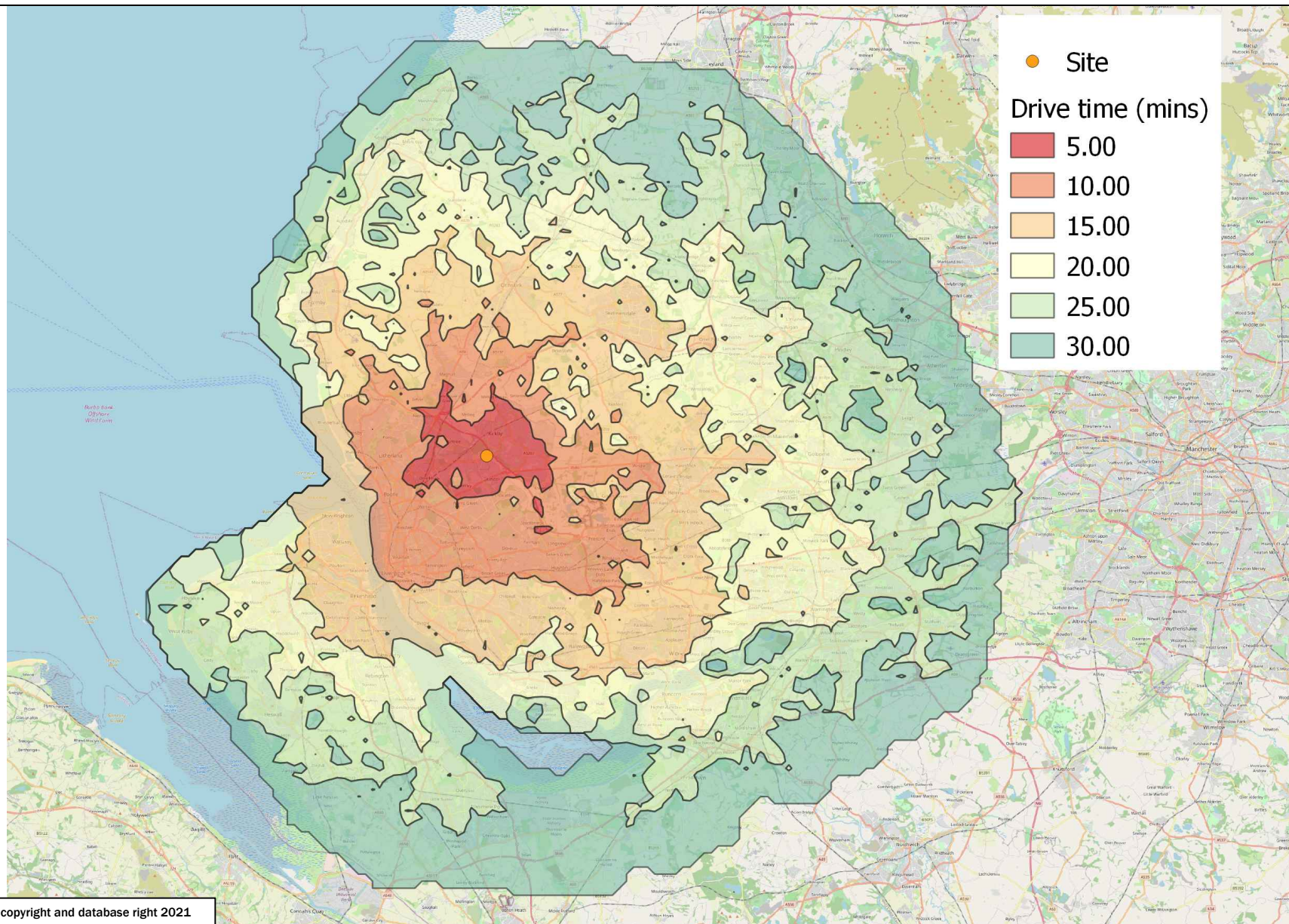
Scale(s)

NTS

Drawing No

FIGURE 2

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*	*	*	*
Rev	Date	By	Revision notes
Status			
FINAL			

Project	KIRKBY VALLEY GOLF CLUB AND COURSE, INGOE LANE, KIRKBY
Title	DRIVETIME CATCHMENT

Drawn by VB	Issue date 06 AUG 2021
Scale(s)	NTS
Drawing No	FIGURE 3

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APPENDIX G

ACCESSIBILITY ASSESSMENT FORM

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Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 800m of a district or local centre (see Accessibility Maps)	Yes	2	2	Residential area off Field Ln located within 800m to the south of the site
	OR <u>Non-residential development:</u> Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)				
Internal layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1	Internal layout provides footways throughout the site connecting all elements of the scheme. Ped crossing points are also provided at key locations
External layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? Examples include no dropped kerbs at crossings or on desire lines; steep gradients; a lack of a formal crossing where there is heavy traffic; security concerns, e.g. lack of lighting			1	Pedestrian crossing facilities to be upgraded as part of the signalised site access arrangements.
		No	1		
	Total Score			4	
	Minimum score required			4	

Comments or action needed to correct any shortfall

N/A

Access by Cycle			Points	Score	Justification for Scoring
Location	<u>Residential Development</u> : Is the site within 1500m of a district or local centre (see Accessibility Maps) Or <u>Non-residential development</u> : Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	Residential area off Field Ln located within 800m to the south of the site. Density is >30dph as per Map 1
Internal layout	Does ‘circulation’ and access inside the site reflect appropriate and direct cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes	1	1	Direct cycle routes provided internally
External Access	Is the development within 400m of an existing or proposed designated cycle route and/ or proposes to create a link to a cycle route, or develop a route.	Yes	1	1	Scheme connects into existing cycle lane on the south side of Valley Road
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	Cycle parking provided at a number of locations within the scheme. Shower facilities provided for staff and players
	Total Score			5	
	Minimum score required			5	
Comments or action needed to correct any shortfall					
N/A					

Access by Public Transport			Points	Score	Justification for Scoring
Location and access to public transport	Is the site within a 200m walk of a bus or tram stop, and/or within 400m of a rail station?	Yes	2	2	Existing bus stops on Valley Road within 200m of site
	Are there barriers on direct pedestrian routes to bus or tram stops or rail stations e.g. a lack of dropped kerbs, footpaths less than 2m wide, a lack of formal crossings and / or bus stop infrastructure.			1	Direct footways provided to bus stops on Valley Road
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	Bus stops on Valley Road provide access to a number of services with a total frequency of over 20 buses per hour
	Medium (two or three bus or tram services or trains an hour)				
	Low (less than two bus or tram services or trains an hour)				
Other	The proposal contributes to bus priority measures serving the site				
		No	0		
	The proposal contributes to bus stops, bus interchange, tram facilities or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	Yes	1	1	Bus shelter to be provided at the existing nearest bus stops on Valley Road.
	The proposal contributes to an existing or new supported bus service	Yes	1		
		No	0		
	Total Score			6	
	Minimum score required			6	

Comments or action needed to correct any shortfall

N/A

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Parking		Points	Score	Justification for Scoring	
Parking	The off-street parking provided is as advised in Section 4 for that development type			N/A for the proposed development	
		N/A			
	The off street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development).	Yes	2	2	Mixed use scheme with shared car parking facilities
	For development in controlled parking zones:				
	Is the proposal for a car free development?				N/A scheme not in a CPZ
		N/A			
	Does it supports the control or removal of on-street parking spaces (inc provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)				
N/A					
	Total Score		2		
	Minimum score required		2		

Comments or action needed to correct any shortfall.

N/A

APPENDIX H

TRICS REPORT OUTPUTS

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Calculation Reference: AUDIT-753001-210428-0452

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : F - MUNICIPAL > 18 HOLE COURSES
TOTAL VEHICLES

Selected regions and areas:

07 YORKSHIRE & NORTH LINCOLNSHIRE
 WY WEST YORKSHIRE 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 holes
 Actual Range: 27 to 27 (units:)
 Range Selected by User: 27 to 54 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/07/04

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

Selected survey days:

Monday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

No Sub Category 1

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

Secondary Filtering selection:

Use Class:

F2(c) 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000

1 days

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

Population within 5 miles:

125,001 to 250,000

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

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:

No

1 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

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

LIST OF SITES relevant to selection parameters

1 WY-09-F-01 GOLF COURSE WEST YORKSHIRE
BRADLEY ROAD
HUDDERSFIELD
BRADLEY
Edge of Town
No Sub Category
Total Number of holes: 27
Survey date: MONDAY 17/03/03 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SA-09-F-02	lacks key criteria
SA-09-F-02	lacks key criteria

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/F - MUNICIPAL > 18 HOLE COURSES

TOTAL VEHICLES

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	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	1	27	0.222	1	27	0.000	1	27	0.222
08:00 - 09:00	1	27	0.593	1	27	0.037	1	27	0.630
09:00 - 10:00	1	27	0.778	1	27	0.185	1	27	0.963
10:00 - 11:00	1	27	0.667	1	27	0.481	1	27	1.148
11:00 - 12:00	1	27	0.889	1	27	0.778	1	27	1.667
12:00 - 13:00	1	27	0.630	1	27	0.593	1	27	1.223
13:00 - 14:00	1	27	0.741	1	27	0.704	1	27	1.445
14:00 - 15:00	1	27	0.407	1	27	0.852	1	27	1.259
15:00 - 16:00	1	27	0.889	1	27	1.370	1	27	2.259
16:00 - 17:00	1	27	0.704	1	27	1.037	1	27	1.741
17:00 - 18:00	1	27	0.370	1	27	0.852	1	27	1.222
18:00 - 19:00	1	27	0.444	1	27	0.296	1	27	0.740
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.334			7.185			14.519

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: 27 - 27 (units:)
 Survey date range: 01/01/00 - 10/07/04
 Number of weekdays (Monday-Friday): 1
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: -1
 Surveys manually removed from selection: 2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-753001-210428-0444

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : C - PRIVATE > 18 HOLE COURSES
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	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 holes
 Actual Range: 27 to 42 (units:)
 Range Selected by User: 18 to 63 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 27/06/00 to 26/06/13

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	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Free Standing (PPS6 Out of Town)	3
----------------------------------	---

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:

Out of Town	3
-------------	---

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

Secondary Filtering selection:

Use Class:

F2(c)	3 days
-------	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
------------	--------

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

Travel Plan:

Not Known	2 days
No	1 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	CA-09-C-01	GOLF CENTRE	CAMBRIDGESHIRE
	FEN ROAD		
	NEAR HUNTINGDON		
	PIDLEY		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of holes:	42	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL
2	DC-09-C-02	GOLF CLUB	DORSET
	OFF PUDDLETOWN ROAD		
	NEAR WAREHAM		
	HYDE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of holes:	27	
	Survey date: TUESDAY	09/07/02	Survey Type: MANUAL
3	NT-09-C-01	GOLF CLUB	NOTTINGHAMSHIRE
	BONDHAY LANE		
	NEAR WORKSOP		
	WHITWELL WOOD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of holes:	27	
	Survey date: WEDNESDAY	26/06/13	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
PK-09-C-01	lacks key criteria
WO-09-C-01	lacks key criteria

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/C - PRIVATE > 18 HOLE COURSES

TOTAL VEHICLES

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	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	3	32	0.552	3	32	0.031	3	32	0.583
08:00 - 09:00	3	32	0.646	3	32	0.135	3	32	0.781
09:00 - 10:00	3	32	0.646	3	32	0.313	3	32	0.958
10:00 - 11:00	3	32	0.646	3	32	0.208	3	32	0.854
11:00 - 12:00	3	32	0.479	3	32	0.344	3	32	0.823
12:00 - 13:00	3	32	0.573	3	32	0.521	3	32	1.094
13:00 - 14:00	3	32	0.438	3	32	0.531	3	32	0.969
14:00 - 15:00	3	32	0.448	3	32	0.625	3	32	1.073
15:00 - 16:00	3	32	0.375	3	32	0.677	3	32	1.052
16:00 - 17:00	3	32	0.385	3	32	0.594	3	32	0.979
17:00 - 18:00	3	32	0.479	3	32	0.594	3	32	1.073
18:00 - 19:00	3	32	0.354	3	32	0.479	3	32	0.833
19:00 - 20:00	1	27	0.074	1	27	0.519	1	27	0.593
20:00 - 21:00	1	27	0.037	1	27	0.259	1	27	0.296
21:00 - 22:00	1	27	0.000	1	27	0.333	1	27	0.333
22:00 - 23:00	1	27	0.037	1	27	0.148	1	27	0.185
23:00 - 24:00									
Total Rates:			6.169			6.310			12.479

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

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

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Parameter summary

Trip rate parameter range selected:	27 - 42 (units:)
Survey date range:	27/06/00 - 26/06/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/C - PRIVATE > 18 HOLE COURSES

OGVS

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	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	3	32	0.000	3	32	0.000	3	32	0.000
08:00 - 09:00	3	32	0.000	3	32	0.000	3	32	0.000
09:00 - 10:00	3	32	0.000	3	32	0.000	3	32	0.000
10:00 - 11:00	3	32	0.021	3	32	0.010	3	32	0.031
11:00 - 12:00	3	32	0.010	3	32	0.010	3	32	0.020
12:00 - 13:00	3	32	0.021	3	32	0.021	3	32	0.042
13:00 - 14:00	3	32	0.000	3	32	0.010	3	32	0.010
14:00 - 15:00	3	32	0.000	3	32	0.000	3	32	0.000
15:00 - 16:00	3	32	0.000	3	32	0.000	3	32	0.000
16:00 - 17:00	3	32	0.000	3	32	0.000	3	32	0.000
17:00 - 18:00	3	32	0.000	3	32	0.000	3	32	0.000
18:00 - 19:00	3	32	0.000	3	32	0.000	3	32	0.000
19:00 - 20:00	1	27	0.000	1	27	0.000	1	27	0.000
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00	1	27	0.000	1	27	0.000	1	27	0.000
22:00 - 23:00	1	27	0.000	1	27	0.000	1	27	0.000
23:00 - 24:00									
Total Rates:			0.052			0.051			0.103

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/C - PRIVATE > 18 HOLE COURSES

CYCLISTS

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	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	3	32	0.000	3	32	0.000	3	32	0.000
08:00 - 09:00	3	32	0.000	3	32	0.000	3	32	0.000
09:00 - 10:00	3	32	0.010	3	32	0.000	3	32	0.010
10:00 - 11:00	3	32	0.000	3	32	0.000	3	32	0.000
11:00 - 12:00	3	32	0.000	3	32	0.000	3	32	0.000
12:00 - 13:00	3	32	0.000	3	32	0.000	3	32	0.000
13:00 - 14:00	3	32	0.000	3	32	0.010	3	32	0.010
14:00 - 15:00	3	32	0.000	3	32	0.010	3	32	0.010
15:00 - 16:00	3	32	0.000	3	32	0.000	3	32	0.000
16:00 - 17:00	3	32	0.000	3	32	0.000	3	32	0.000
17:00 - 18:00	3	32	0.010	3	32	0.010	3	32	0.020
18:00 - 19:00	3	32	0.000	3	32	0.000	3	32	0.000
19:00 - 20:00	1	27	0.000	1	27	0.000	1	27	0.000
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00	1	27	0.000	1	27	0.000	1	27	0.000
22:00 - 23:00	1	27	0.000	1	27	0.000	1	27	0.000
23:00 - 24:00									
Total Rates:			0.020			0.030			0.050

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

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

Calculation Reference: AUDIT-753001-210312-0300

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
10	WALES	
	CF CARDIFF	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 pitches
 Actual Range: 7 to 18 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 28/09/09 to 27/09/19

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:

Wednesday	3 days
Friday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D2	4 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

250,001 to 500,000	3 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	4 days
----	--------

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-07-L-01	GÔL CENTRES	CARDIFF
	LAWRENNY AVENUE		
	CARDIFF		
	LECKWITH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	11	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
2	DV-07-L-01	GOALS	DEVON
	OUTLAND ROAD		
	PLYMOUTH		
	CENTRAL PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pitches:	10	
	Survey date: WEDNESDAY	18/07/12	Survey Type: MANUAL
3	WM-07-L-01	POWERLEAGUE	WEST MIDLANDS
	PARK ROAD		
	HALESOWEN		
	Edge of Town		
	Industrial Zone		
	Total Number of pitches:	7	
	Survey date: WEDNESDAY	29/11/17	Survey Type: MANUAL
4	WY-07-L-02	GOALS	WEST YORKSHIRE
	REDCOTE LANE		
	LEEDS		
	BURLEY		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of pitches:	18	
	Survey date: WEDNESDAY	09/06/10	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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	4	12	0.630	4	12	0.196	4	12	0.826
09:00 - 10:00	4	12	1.696	4	12	0.348	4	12	2.044
10:00 - 11:00	4	12	0.326	4	12	0.174	4	12	0.500
11:00 - 12:00	4	12	0.543	4	12	0.413	4	12	0.956
12:00 - 13:00	4	12	0.283	4	12	0.565	4	12	0.848
13:00 - 14:00	4	12	0.413	4	12	0.457	4	12	0.870
14:00 - 15:00	4	12	0.913	4	12	1.239	4	12	2.152
15:00 - 16:00	4	12	1.348	4	12	1.152	4	12	2.500
16:00 - 17:00	4	12	1.522	4	12	0.652	4	12	2.174
17:00 - 18:00	4	12	2.761	4	12	0.957	4	12	3.718
18:00 - 19:00	4	12	4.717	4	12	2.239	4	12	6.956
19:00 - 20:00	4	12	4.957	4	12	4.783	4	12	9.740
20:00 - 21:00	4	12	3.435	4	12	5.848	4	12	9.283
21:00 - 22:00	4	12	1.000	4	12	3.761	4	12	4.761
22:00 - 23:00	4	12	0.065	4	12	1.652	4	12	1.717
23:00 - 24:00	3	12	0.000	3	12	0.400	3	12	0.400
Total Rates:			24.609			24.836			49.445

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:	7 - 18 (units:)
Survey date range:	28/09/09 - 27/09/19
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TAXIS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	4	12	0.000	4	12	0.000	4	12	0.000
09:00 - 10:00	4	12	0.000	4	12	0.000	4	12	0.000
10:00 - 11:00	4	12	0.043	4	12	0.043	4	12	0.086
11:00 - 12:00	4	12	0.000	4	12	0.000	4	12	0.000
12:00 - 13:00	4	12	0.022	4	12	0.022	4	12	0.044
13:00 - 14:00	4	12	0.022	4	12	0.022	4	12	0.044
14:00 - 15:00	4	12	0.000	4	12	0.000	4	12	0.000
15:00 - 16:00	4	12	0.000	4	12	0.000	4	12	0.000
16:00 - 17:00	4	12	0.022	4	12	0.022	4	12	0.044
17:00 - 18:00	4	12	0.043	4	12	0.043	4	12	0.086
18:00 - 19:00	4	12	0.065	4	12	0.065	4	12	0.130
19:00 - 20:00	4	12	0.152	4	12	0.109	4	12	0.261
20:00 - 21:00	4	12	0.087	4	12	0.130	4	12	0.217
21:00 - 22:00	4	12	0.065	4	12	0.065	4	12	0.130
22:00 - 23:00	4	12	0.043	4	12	0.022	4	12	0.065
23:00 - 24:00	3	12	0.000	3	12	0.029	3	12	0.029
Total Rates:			0.564			0.572			1.136

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

OGVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	4	12	0.043	4	12	0.043	4	12	0.086
09:00 - 10:00	4	12	0.043	4	12	0.022	4	12	0.065
10:00 - 11:00	4	12	0.022	4	12	0.022	4	12	0.044
11:00 - 12:00	4	12	0.022	4	12	0.043	4	12	0.065
12:00 - 13:00	4	12	0.000	4	12	0.022	4	12	0.022
13:00 - 14:00	4	12	0.000	4	12	0.000	4	12	0.000
14:00 - 15:00	4	12	0.000	4	12	0.000	4	12	0.000
15:00 - 16:00	4	12	0.022	4	12	0.000	4	12	0.022
16:00 - 17:00	4	12	0.022	4	12	0.043	4	12	0.065
17:00 - 18:00	4	12	0.000	4	12	0.000	4	12	0.000
18:00 - 19:00	4	12	0.022	4	12	0.022	4	12	0.044
19:00 - 20:00	4	12	0.000	4	12	0.000	4	12	0.000
20:00 - 21:00	4	12	0.000	4	12	0.000	4	12	0.000
21:00 - 22:00	4	12	0.000	4	12	0.000	4	12	0.000
22:00 - 23:00	4	12	0.000	4	12	0.000	4	12	0.000
23:00 - 24:00	3	12	0.000	3	12	0.000	3	12	0.000
Total Rates:			0.196			0.217			0.413

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

PSVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	4	12	0.000	4	12	0.000	4	12	0.000
09:00 - 10:00	4	12	0.000	4	12	0.000	4	12	0.000
10:00 - 11:00	4	12	0.000	4	12	0.000	4	12	0.000
11:00 - 12:00	4	12	0.022	4	12	0.000	4	12	0.022
12:00 - 13:00	4	12	0.000	4	12	0.000	4	12	0.000
13:00 - 14:00	4	12	0.022	4	12	0.043	4	12	0.065
14:00 - 15:00	4	12	0.022	4	12	0.022	4	12	0.044
15:00 - 16:00	4	12	0.000	4	12	0.000	4	12	0.000
16:00 - 17:00	4	12	0.000	4	12	0.000	4	12	0.000
17:00 - 18:00	4	12	0.000	4	12	0.000	4	12	0.000
18:00 - 19:00	4	12	0.000	4	12	0.000	4	12	0.000
19:00 - 20:00	4	12	0.000	4	12	0.000	4	12	0.000
20:00 - 21:00	4	12	0.000	4	12	0.000	4	12	0.000
21:00 - 22:00	4	12	0.000	4	12	0.000	4	12	0.000
22:00 - 23:00	4	12	0.000	4	12	0.000	4	12	0.000
23:00 - 24:00	3	12	0.000	3	12	0.000	3	12	0.000
Total Rates:			0.066			0.065			0.131

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

CYCLISTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00	4	12	0.087	4	12	0.000	4	12	0.087
09:00 - 10:00	4	12	0.022	4	12	0.000	4	12	0.022
10:00 - 11:00	4	12	0.022	4	12	0.000	4	12	0.022
11:00 - 12:00	4	12	0.000	4	12	0.022	4	12	0.022
12:00 - 13:00	4	12	0.022	4	12	0.000	4	12	0.022
13:00 - 14:00	4	12	0.000	4	12	0.022	4	12	0.022
14:00 - 15:00	4	12	0.000	4	12	0.043	4	12	0.043
15:00 - 16:00	4	12	0.022	4	12	0.087	4	12	0.109
16:00 - 17:00	4	12	0.043	4	12	0.022	4	12	0.065
17:00 - 18:00	4	12	0.022	4	12	0.000	4	12	0.022
18:00 - 19:00	4	12	0.261	4	12	0.109	4	12	0.370
19:00 - 20:00	4	12	0.022	4	12	0.130	4	12	0.152
20:00 - 21:00	4	12	0.000	4	12	0.043	4	12	0.043
21:00 - 22:00	4	12	0.000	4	12	0.022	4	12	0.022
22:00 - 23:00	4	12	0.000	4	12	0.000	4	12	0.000
23:00 - 24:00	3	12	0.000	3	12	0.029	3	12	0.029
Total Rates:			0.523			0.529			1.052

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

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

Calculation Reference: AUDIT-753001-210312-0340

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : G - TENNIS CLUBS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	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 courts
 Actual Range: 6 to 12 (units:)
 Range Selected by User: 4 to 13 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 26/10/02 to 25/10/12

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
Thursday	1 days

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
------------------------------------	---

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
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

D2	3 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AD-07-G-01	TENNIS CENTRE	ABERDEEN CITY
	WESTBURN ROAD		
	ABERDEEN		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of courts:	12	
	Survey date: TUESDAY	10/05/05	Survey Type: MANUAL
2	SC-07-G-01	TENNIS CLUB	SURREY
	HILLIER ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	6	
	Survey date: TUESDAY	08/07/08	Survey Type: MANUAL
3	WK-07-G-01	TENNIS & SQUASH CLUB	WARWICKSHIRE
	GUY'S CLIFFE AVENUE		
	LEAMINGTON SPA		
	MILVERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	12	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

TOTAL VEHICLES

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	3	10	0.067	3	10	0.000	3	10	0.067
08:00 - 09:00	3	10	0.333	3	10	0.133	3	10	0.466
09:00 - 10:00	3	10	0.733	3	10	0.067	3	10	0.800
10:00 - 11:00	3	10	0.400	3	10	0.433	3	10	0.833
11:00 - 12:00	3	10	0.400	3	10	0.567	3	10	0.967
12:00 - 13:00	3	10	0.167	3	10	0.433	3	10	0.600
13:00 - 14:00	3	10	0.433	3	10	0.233	3	10	0.666
14:00 - 15:00	3	10	0.333	3	10	0.167	3	10	0.500
15:00 - 16:00	3	10	0.800	3	10	0.467	3	10	1.267
16:00 - 17:00	3	10	1.467	3	10	0.867	3	10	2.334
17:00 - 18:00	3	10	1.300	3	10	0.867	3	10	2.167
18:00 - 19:00	3	10	1.667	3	10	1.400	3	10	3.067
19:00 - 20:00	3	10	0.733	3	10	1.067	3	10	1.800
20:00 - 21:00	3	10	0.333	3	10	1.067	3	10	1.400
21:00 - 22:00	3	10	0.067	3	10	0.900	3	10	0.967
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.233			8.668			17.901

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:	6 - 12 (units:)
Survey date range:	26/10/02 - 25/10/12
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

CYCLISTS

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	3	10	0.000	3	10	0.000	3	10	0.000
08:00 - 09:00	3	10	0.000	3	10	0.000	3	10	0.000
09:00 - 10:00	3	10	0.067	3	10	0.033	3	10	0.100
10:00 - 11:00	3	10	0.033	3	10	0.033	3	10	0.066
11:00 - 12:00	3	10	0.133	3	10	0.133	3	10	0.266
12:00 - 13:00	3	10	0.000	3	10	0.000	3	10	0.000
13:00 - 14:00	3	10	0.000	3	10	0.033	3	10	0.033
14:00 - 15:00	3	10	0.000	3	10	0.000	3	10	0.000
15:00 - 16:00	3	10	0.100	3	10	0.000	3	10	0.100
16:00 - 17:00	3	10	0.033	3	10	0.000	3	10	0.033
17:00 - 18:00	3	10	0.033	3	10	0.000	3	10	0.033
18:00 - 19:00	3	10	0.033	3	10	0.033	3	10	0.066
19:00 - 20:00	3	10	0.100	3	10	0.033	3	10	0.133
20:00 - 21:00	3	10	0.067	3	10	0.067	3	10	0.134
21:00 - 22:00	3	10	0.000	3	10	0.000	3	10	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.599			0.365			0.964

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

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

Calculation Reference: AUDIT-753001-210312-0335

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : C - COLLEGE/UNIVERSITY
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	2 days
	EX ESSEX	1 days
	KC KENT	1 days
03	SOUTH WEST	
	CW CORNWALL	1 days
	GS GLOUCESTERSHIRE	2 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	SW SWANSEA	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: Gross floor area
 Actual Range: 3900 to 55000 (units: sqm)
 Range Selected by User: 2435 to 162000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 14/03/09 to 13/03/19

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

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	4 days
Friday	1 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	9
Built-Up Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

D1

12 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 2 days

10,001 to 15,000 2 days

20,001 to 25,000 3 days

25,001 to 50,000 5 days

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

Population within 5 miles:

25,001 to 50,000 1 days

50,001 to 75,000 2 days

75,001 to 100,000 1 days

100,001 to 125,000 1 days

125,001 to 250,000 7 days

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

Car ownership within 5 miles:

0.6 to 1.0 4 days

1.1 to 1.5 8 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 3 days

No 9 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 12 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-C-03	COLLEGE		CAMBRIDGESHIRE
	PARK CRESCENT			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	55000 sqm		
	Survey date: TUESDAY	18/10/16		Survey Type: MANUAL
2	CW-04-C-03	COLLEGE		CORNWALL
	A3047 TREVENSON ROAD			
	CAMBORNE			
	POOL			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	33161 sqm		
	Survey date: TUESDAY	19/05/09		Survey Type: MANUAL
3	ES-04-C-05	COLLEGE		EAST SUSSEX
	PENLAND ROAD			
	BEXHILL ON SEA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	10125 sqm		
	Survey date: THURSDAY	03/11/11		Survey Type: MANUAL
4	ES-04-C-07	COLLEGE		EAST SUSSEX
	PARKER ROAD			
	HASTINGS			
	ORE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	8402 sqm		
	Survey date: WEDNESDAY	30/05/12		Survey Type: MANUAL
5	EX-04-C-02	COLLEGE		ESSEX
	PRINCES ROAD			
	CHELMSFORD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	11000 sqm		
	Survey date: TUESDAY	15/10/13		Survey Type: MANUAL
6	GS-04-C-01	COLLEGE		GLOUCESTERSHIRE
	PRINCESS ELIZABETH WAY			
	CHELTENHAM			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	12500 sqm		
	Survey date: TUESDAY	27/04/10		Survey Type: MANUAL
7	GS-04-C-02	COLLEGE		GLOUCESTERSHIRE
	HORTON ROAD			
	GLOUCESTER			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:	13204 sqm		
	Survey date: THURSDAY	28/11/13		Survey Type: MANUAL
8	KC-04-C-02	COLLEGE		KENT
	BELLEVUE ROAD			
	WHITSTABLE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	12735 sqm		
	Survey date: TUESDAY	26/09/17		Survey Type: MANUAL
9	LC-04-C-05	COLLEGE		LANCASHIRE
	LANGDALE ROAD			
	LEYLAND			
	Edge of Town			
	Residential Zone			
	Total Gross floor area:	31000 sqm		
	Survey date: FRIDAY	17/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	SW-04-C-02	COLLEGE	SWANSEA
	WALTER ROAD		
	SWANSEA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	3900 sqm	
	Survey date: MONDAY	21/10/13	Survey Type: MANUAL
11	TW-04-C-01	COLLEGE	TYNE & WEAR
	HAWKEY'S LANE		
	NORTH SHIELDS		
	CHIRTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	10505 sqm	
	Survey date: THURSDAY	04/11/10	Survey Type: MANUAL
12	WL-04-C-01	COLLEGE	WILTSHIRE
	NEW COLLEGE DRIVE		
	SWINDON		
	WALCOT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	16600 sqm	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BR-04-C-01	university
CW-04-C-04	university
LC-04-C-04	university
WO-04-C-01	university

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	18178	0.251	12	18178	0.056	12	18178	0.307
08:00 - 09:00	12	18178	1.545	12	18178	0.454	12	18178	1.999
09:00 - 10:00	12	18178	0.568	12	18178	0.269	12	18178	0.837
10:00 - 11:00	12	18178	0.298	12	18178	0.187	12	18178	0.485
11:00 - 12:00	12	18178	0.289	12	18178	0.310	12	18178	0.599
12:00 - 13:00	12	18178	0.372	12	18178	0.444	12	18178	0.816
13:00 - 14:00	12	18178	0.370	12	18178	0.341	12	18178	0.711
14:00 - 15:00	12	18178	0.256	12	18178	0.420	12	18178	0.676
15:00 - 16:00	12	18178	0.305	12	18178	0.592	12	18178	0.897
16:00 - 17:00	12	18178	0.303	12	18178	0.814	12	18178	1.117
17:00 - 18:00	12	18178	0.330	12	18178	0.552	12	18178	0.882
18:00 - 19:00	10	17657	0.289	10	17657	0.214	10	17657	0.503
19:00 - 20:00	9	18494	0.117	9	18494	0.225	9	18494	0.342
20:00 - 21:00	8	19155	0.085	8	19155	0.326	8	19155	0.411
21:00 - 22:00	8	19155	0.010	8	19155	0.218	8	19155	0.228
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.388			5.422			10.810

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:	3900 - 55000 (units: sqm)
Survey date range:	14/03/09 - 13/03/19
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	4

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 shown. 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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	18178	0.001	12	18178	0.001	12	18178	0.002
08:00 - 09:00	12	18178	0.014	12	18178	0.012	12	18178	0.026
09:00 - 10:00	12	18178	0.004	12	18178	0.006	12	18178	0.010
10:00 - 11:00	12	18178	0.003	12	18178	0.002	12	18178	0.005
11:00 - 12:00	12	18178	0.004	12	18178	0.003	12	18178	0.007
12:00 - 13:00	12	18178	0.004	12	18178	0.004	12	18178	0.008
13:00 - 14:00	12	18178	0.001	12	18178	0.002	12	18178	0.003
14:00 - 15:00	12	18178	0.004	12	18178	0.004	12	18178	0.008
15:00 - 16:00	12	18178	0.007	12	18178	0.007	12	18178	0.014
16:00 - 17:00	12	18178	0.003	12	18178	0.004	12	18178	0.007
17:00 - 18:00	12	18178	0.004	12	18178	0.004	12	18178	0.008
18:00 - 19:00	10	17657	0.002	10	17657	0.002	10	17657	0.004
19:00 - 20:00	9	18494	0.001	9	18494	0.001	9	18494	0.002
20:00 - 21:00	8	19155	0.001	8	19155	0.001	8	19155	0.002
21:00 - 22:00	8	19155	0.000	8	19155	0.000	8	19155	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.053			0.053			0.106

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 04 - EDUCATION/C - COLLEGE/UNIVERSITY

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	18178	0.006	12	18178	0.006	12	18178	0.012
08:00 - 09:00	12	18178	0.002	12	18178	0.002	12	18178	0.004
09:00 - 10:00	12	18178	0.001	12	18178	0.001	12	18178	0.002
10:00 - 11:00	12	18178	0.002	12	18178	0.003	12	18178	0.005
11:00 - 12:00	12	18178	0.001	12	18178	0.001	12	18178	0.002
12:00 - 13:00	12	18178	0.001	12	18178	0.001	12	18178	0.002
13:00 - 14:00	12	18178	0.001	12	18178	0.002	12	18178	0.003
14:00 - 15:00	12	18178	0.001	12	18178	0.001	12	18178	0.002
15:00 - 16:00	12	18178	0.001	12	18178	0.000	12	18178	0.001
16:00 - 17:00	12	18178	0.001	12	18178	0.001	12	18178	0.002
17:00 - 18:00	12	18178	0.000	12	18178	0.000	12	18178	0.000
18:00 - 19:00	10	17657	0.001	10	17657	0.001	10	17657	0.002
19:00 - 20:00	9	18494	0.000	9	18494	0.000	9	18494	0.000
20:00 - 21:00	8	19155	0.000	8	19155	0.000	8	19155	0.000
21:00 - 22:00	8	19155	0.000	8	19155	0.000	8	19155	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.019			0.037

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

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

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	18178	0.000	12	18178	0.001	12	18178	0.001
08:00 - 09:00	12	18178	0.038	12	18178	0.033	12	18178	0.071
09:00 - 10:00	12	18178	0.008	12	18178	0.011	12	18178	0.019
10:00 - 11:00	12	18178	0.002	12	18178	0.003	12	18178	0.005
11:00 - 12:00	12	18178	0.002	12	18178	0.003	12	18178	0.005
12:00 - 13:00	12	18178	0.003	12	18178	0.001	12	18178	0.004
13:00 - 14:00	12	18178	0.003	12	18178	0.002	12	18178	0.005
14:00 - 15:00	12	18178	0.003	12	18178	0.003	12	18178	0.006
15:00 - 16:00	12	18178	0.028	12	18178	0.015	12	18178	0.043
16:00 - 17:00	12	18178	0.013	12	18178	0.022	12	18178	0.035
17:00 - 18:00	12	18178	0.000	12	18178	0.006	12	18178	0.006
18:00 - 19:00	10	17657	0.000	10	17657	0.000	10	17657	0.000
19:00 - 20:00	9	18494	0.000	9	18494	0.000	9	18494	0.000
20:00 - 21:00	8	19155	0.000	8	19155	0.000	8	19155	0.000
21:00 - 22:00	8	19155	0.000	8	19155	0.000	8	19155	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.100			0.100			0.200

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	18178	0.025	12	18178	0.004	12	18178	0.029
08:00 - 09:00	12	18178	0.095	12	18178	0.004	12	18178	0.099
09:00 - 10:00	12	18178	0.039	12	18178	0.001	12	18178	0.040
10:00 - 11:00	12	18178	0.018	12	18178	0.012	12	18178	0.030
11:00 - 12:00	12	18178	0.012	12	18178	0.013	12	18178	0.025
12:00 - 13:00	12	18178	0.021	12	18178	0.016	12	18178	0.037
13:00 - 14:00	12	18178	0.012	12	18178	0.010	12	18178	0.022
14:00 - 15:00	12	18178	0.008	12	18178	0.034	12	18178	0.042
15:00 - 16:00	12	18178	0.008	12	18178	0.053	12	18178	0.061
16:00 - 17:00	12	18178	0.007	12	18178	0.060	12	18178	0.067
17:00 - 18:00	12	18178	0.003	12	18178	0.025	12	18178	0.028
18:00 - 19:00	10	17657	0.002	10	17657	0.014	10	17657	0.016
19:00 - 20:00	9	18494	0.002	9	18494	0.007	9	18494	0.009
20:00 - 21:00	8	19155	0.001	8	19155	0.004	8	19155	0.005
21:00 - 22:00	8	19155	0.002	8	19155	0.003	8	19155	0.005
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.255			0.260			0.515

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

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

Calculation Reference: AUDIT-753001-210323-0350

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	NF NORFOLK	3 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	3 days
	GM GREATER MANCHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	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: No of Dwellings
 Actual Range: 6 to 29 (units:)
 Range Selected by User: 5 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 11/09/10 to 10/09/20

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

Selected survey days:

Monday	7 days
Tuesday	6 days
Wednesday	8 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	26 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)

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 27

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

Secondary Filtering selection:

Use Class:

C3 27 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	6 days
10,001 to 15,000	6 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	3 days
50,001 to 75,000	4 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	6 days
250,001 to 500,000	5 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	12 days
1.1 to 1.5	15 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	26 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	27 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS/DET.		ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 Survey date: TUESDAY 22/05/12			
2	CA-03-A-04 DETACHED			Survey Type: MANUAL CAMBRIDGESHIRE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 9 Survey date: TUESDAY 18/10/11			
3	CA-03-A-05 DETACHED HOUSES EASTFIELD ROAD PETERBOROUGH			Survey Type: MANUAL CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 17/10/16			
4	CH-03-A-08 DETACHED WHITCHURCH ROAD CHESTER BOUGHTON HEATH			Survey Type: MANUAL CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 11 Survey date: TUESDAY 22/05/12			
5	CH-03-A-09 TERRACED HOUSES GREYSTOKE ROAD MACCLESFIELD HURDSFIELD			Survey Type: MANUAL CHESHIRE
	Edge of Town Residential Zone Total No of Dwellings: 24 Survey date: MONDAY 24/11/14			
6	CH-03-A-11 TOWN HOUSES LONDON ROAD NORTHWICH LEFTWICH			Survey Type: MANUAL CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 24 Survey date: THURSDAY 06/06/19			
7	DC-03-A-08 BUNGALOWS HURSTDENE ROAD BOURNEMOUTH CASTLE LANE WEST			Survey Type: MANUAL DORSET
	Edge of Town Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 24/03/14			
8	GM-03-A-10 DETACHED/SEMI BUTT HILL DRIVE MANCHESTER PRESTWICH			Survey Type: MANUAL GREATER MANCHESTER
	Edge of Town Residential Zone Total No of Dwellings: 29 Survey date: WEDNESDAY 12/10/11			
9	LN-03-A-03 SEMI DETACHED ROOKERY LANE LINCOLN BOULTHAM			Survey Type: MANUAL LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 22 Survey date: TUESDAY 18/09/12			
				Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	MS-03-A-03 BEMPTON ROAD LIVERPOOL OTTERSPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 15 Survey date: FRIDAY 21/06/13	MERSEYSIDE	Survey Type: MANUAL
11	NF-03-A-01 YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: TUESDAY 16/10/12	NORFOLK	Survey Type: MANUAL
12	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15	NORFOLK	Survey Type: MANUAL
13	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: WEDNESDAY 12/09/18	NORFOLK	Survey Type: MANUAL
14	NY-03-A-08 NICHOLAS STREET YORK Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 Survey date: MONDAY 16/09/13	NORTH YORKSHIRE	Survey Type: DIRECTIONAL ATC COUNT
15	NY-03-A-11 HORSEFAIR BOROUGHBRIDGE Edge of Town Residential Zone Total No of Dwellings: 23 Survey date: WEDNESDAY 18/09/13	NORTH YORKSHIRE	Survey Type: MANUAL
16	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	NORTH YORKSHIRE	Survey Type: MANUAL
17	PS-03-A-02 GUNROG ROAD WELSHPOOL Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 28 Survey date: MONDAY 11/05/15	POWYS	Survey Type: MANUAL
18	SF-03-A-04 NORMANSTON DRIVE LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 7 Survey date: TUESDAY 23/10/12	SUFFOLK	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

19	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	Survey date: WEDNESDAY		09/09/15	Survey Type: MANUAL
20	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	Survey date: THURSDAY		22/05/14	Survey Type: MANUAL
21	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES		STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		26	
	Survey date: WEDNESDAY		22/11/17	Survey Type: MANUAL
22	TW-03-A-02 WEST PARK ROAD GATESHEAD	SEMI-DETACHED		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		16	
	Survey date: MONDAY		07/10/13	Survey Type: MANUAL
23	VG-03-A-01 ARTHUR STREET BARRY	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	Edge of Town Residential Zone Total No of Dwellings:		12	
	Survey date: MONDAY		08/05/17	Survey Type: MANUAL
24	WK-03-A-01 ARLINGTON AVENUE LEAMINGTON SPA	TERRACED / SEMI / DET.		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		6	
	Survey date: FRIDAY		21/10/11	Survey Type: MANUAL
25	WK-03-A-02 NARBERTH WAY COVENTRY POTTERS GREEN	BUNGALOWS		WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		17	
	Survey date: THURSDAY		17/10/13	Survey Type: MANUAL
26	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE	DETACHED HOUSES		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		23	
	Survey date: WEDNESDAY		25/09/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

27 WL-03-A-02 SEMI DETACHED WILTSHIRE
HEADLANDS GROVE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone

Total No of Dwellings: 27

Survey date: THURSDAY

22/09/16

Survey Type: MANUAL

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	19	0.078	27	19	0.261	27	19	0.339
08:00 - 09:00	27	19	0.168	27	19	0.397	27	19	0.565
09:00 - 10:00	27	19	0.132	27	19	0.204	27	19	0.336
10:00 - 11:00	27	19	0.174	27	19	0.162	27	19	0.336
11:00 - 12:00	27	19	0.188	27	19	0.198	27	19	0.386
12:00 - 13:00	27	19	0.214	27	19	0.200	27	19	0.414
13:00 - 14:00	27	19	0.184	27	19	0.188	27	19	0.372
14:00 - 15:00	27	19	0.206	27	19	0.232	27	19	0.438
15:00 - 16:00	27	19	0.291	27	19	0.257	27	19	0.548
16:00 - 17:00	27	19	0.305	27	19	0.198	27	19	0.503
17:00 - 18:00	27	19	0.313	27	19	0.166	27	19	0.479
18:00 - 19:00	27	19	0.244	27	19	0.156	27	19	0.400
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.497			2.619			5.116

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

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

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Parameter summary

Trip rate parameter range selected: 6 - 29 (units:)
 Survey date range: 11/09/10 - 10/09/20
 Number of weekdays (Monday-Friday): 27
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

Calculation Reference: AUDIT-753001-210428-0445

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : F - MUNICIPAL > 18 HOLE COURSES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	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 holes
 Actual Range: 27 to 36 (units:)
 Range Selected by User: 27 to 54 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 10/07/04

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:

Saturday 2 days

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town 2

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:

No Sub Category 2

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

Secondary Filtering selection:

Use Class:

F2(c) 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days

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

Population within 5 miles:

125,001 to 250,000	2 days
--------------------	--------

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

Car ownership within 5 miles:

0.6 to 1.0	1 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:

No	2 days
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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	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BU-09-F-01	GOLF CENTRE	BUCKINGHAMSHIRE
	RAYNERS AVENUE		
	HIGH WYCOMBE		
	LOUDWATER		
	Edge of Town		
	No Sub Category		
	Total Number of holes:	36	
	Survey date: SATURDAY	10/07/04	Survey Type: MANUAL
2	WY-09-F-01	GOLF COURSE	WEST YORKSHIRE
	BRADLEY ROAD		
	HUDDERSFIELD		
	BRADLEY		
	Edge of Town		
	No Sub Category		
	Total Number of holes:	27	
	Survey date: SATURDAY	15/03/03	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SA-09-F-02	lacks key criteria

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/F - MUNICIPAL > 18 HOLE COURSES

TOTAL VEHICLES

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	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	2	32	0.968	2	32	0.016	2	32	0.984
08:00 - 09:00	2	32	0.794	2	32	0.111	2	32	0.905
09:00 - 10:00	2	32	1.143	2	32	0.381	2	32	1.524
10:00 - 11:00	2	32	0.984	2	32	0.603	2	32	1.587
11:00 - 12:00	2	32	1.238	2	32	0.889	2	32	2.127
12:00 - 13:00	2	32	1.460	2	32	1.302	2	32	2.762
13:00 - 14:00	2	32	0.984	2	32	1.063	2	32	2.047
14:00 - 15:00	2	32	0.952	2	32	1.222	2	32	2.174
15:00 - 16:00	2	32	0.889	2	32	1.063	2	32	1.952
16:00 - 17:00	2	32	1.032	2	32	1.413	2	32	2.445
17:00 - 18:00	2	32	0.460	2	32	1.603	2	32	2.063
18:00 - 19:00	2	32	0.397	2	32	1.111	2	32	1.508
19:00 - 20:00	1	36	0.278	1	36	0.528	1	36	0.806
20:00 - 21:00	1	36	0.194	1	36	0.750	1	36	0.944
21:00 - 22:00	1	36	0.028	1	36	0.167	1	36	0.195
22:00 - 23:00	1	36	0.000	1	36	0.028	1	36	0.028
23:00 - 24:00									
Total Rates:			11.801			12.250			24.051

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.

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Parameter summary

Trip rate parameter range selected: 27 - 36 (units:)
 Survey date range: 01/01/00 - 10/07/04
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 1

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/F - MUNICIPAL > 18 HOLE COURSES

OGVS

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	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	2	32	0.000	2	32	0.000	2	32	0.000
08:00 - 09:00	2	32	0.000	2	32	0.000	2	32	0.000
09:00 - 10:00	2	32	0.000	2	32	0.000	2	32	0.000
10:00 - 11:00	2	32	0.016	2	32	0.016	2	32	0.032
11:00 - 12:00	2	32	0.000	2	32	0.000	2	32	0.000
12:00 - 13:00	2	32	0.000	2	32	0.000	2	32	0.000
13:00 - 14:00	2	32	0.016	2	32	0.000	2	32	0.016
14:00 - 15:00	2	32	0.000	2	32	0.000	2	32	0.000
15:00 - 16:00	2	32	0.000	2	32	0.000	2	32	0.000
16:00 - 17:00	2	32	0.000	2	32	0.000	2	32	0.000
17:00 - 18:00	2	32	0.000	2	32	0.000	2	32	0.000
18:00 - 19:00	2	32	0.000	2	32	0.016	2	32	0.016
19:00 - 20:00	1	36	0.000	1	36	0.000	1	36	0.000
20:00 - 21:00	1	36	0.000	1	36	0.000	1	36	0.000
21:00 - 22:00	1	36	0.000	1	36	0.000	1	36	0.000
22:00 - 23:00	1	36	0.000	1	36	0.000	1	36	0.000
23:00 - 24:00									
Total Rates:			0.032			0.032			0.064

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

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

Calculation Reference: AUDIT-753001-210428-0412

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
 Category : C - PRIVATE > 18 HOLE COURSES
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	DC DORSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	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 holes
Actual Range:	27 to 45 (units:)
Range Selected by User:	18 to 63 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 27/06/00 to 26/06/13

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:

Saturday	1 days
Sunday	3 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Free Standing (PPS6 Out of Town)	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:

Out of Town	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.

Secondary Filtering selection:

Use Class:

F2(c)	4 days
-------	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	2 days
1,001 to 5,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
100,001 to 125,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	3 days
1.6 to 2.0	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:

Not Known	2 days
Yes	1 days
No	1 days

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

PTAL Rating:

No PTAL Present	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-09-C-01	GOLF CENTRE	CAMBRIDGESHIRE
	FEN ROAD		
	NEAR HUNTINGDON		
	PIDLEY		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of holes:	42	
	Survey date: SUNDAY	29/09/02	Survey Type: MANUAL
2	DC-09-C-02	GOLF CLUB	DORSET
	OFF PUDDLETOWN ROAD		
	NEAR WAREHAM		
	HYDE		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of holes:	27	
	Survey date: SUNDAY	30/06/02	Survey Type: MANUAL
3	SC-09-C-05	GOLF CLUB	SURREY
	OLD WOKING ROAD		
	WOKING		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of holes:	45	
	Survey date: SATURDAY	16/10/10	Survey Type: MANUAL
4	WS-09-C-01	GOLF CLUB	WEST SUSSEX
	STANE STREET		
	NEAR HORSHAM		
	SLINFOLD		
	Free Standing (PPS6 Out of Town)		
	Out of Town		
	Total Number of holes:	27	
	Survey date: SUNDAY	16/08/09	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GS-09-C-01	lacks key criteria
GW-09-C-01	lacks key criteria
LN-09-C-01	lacks key criteria
LN-09-C-02	lacks key criteria
SY-09-C-01	lacks key criteria
WO-09-C-01	lacks key criteria
WO-09-C-02	lacks key criteria

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/C - PRIVATE > 18 HOLE COURSES

TOTAL VEHICLES

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.936	4	35	0.191	4	35	1.127
08:00 - 09:00	4	35	1.106	4	35	0.262	4	35	1.368
09:00 - 10:00	4	35	0.972	4	35	0.383	4	35	1.355
10:00 - 11:00	4	35	0.901	4	35	0.695	4	35	1.596
11:00 - 12:00	4	35	0.922	4	35	0.929	4	35	1.851
12:00 - 13:00	4	35	0.837	4	35	1.213	4	35	2.050
13:00 - 14:00	4	35	0.603	4	35	0.830	4	35	1.433
14:00 - 15:00	4	35	0.674	4	35	0.816	4	35	1.490
15:00 - 16:00	4	35	0.830	4	35	1.142	4	35	1.972
16:00 - 17:00	4	35	0.780	4	35	0.950	4	35	1.730
17:00 - 18:00	4	35	0.582	4	35	1.113	4	35	1.695
18:00 - 19:00	4	35	0.383	4	35	0.929	4	35	1.312
19:00 - 20:00	1	27	0.333	1	27	0.741	1	27	1.074
20:00 - 21:00	1	27	0.148	1	27	0.630	1	27	0.778
21:00 - 22:00	1	27	0.000	1	27	0.185	1	27	0.185
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.007			11.009			21.016

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

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

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Parameter summary

Trip rate parameter range selected: 27 - 45 (units:)
 Survey date range: 27/06/00 - 26/06/13
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 3
 Number of Sundays: 3
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 7

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/C - PRIVATE > 18 HOLE COURSES

OGVS

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.000	4	35	0.000	4	35	0.000
08:00 - 09:00	4	35	0.021	4	35	0.021	4	35	0.042
09:00 - 10:00	4	35	0.000	4	35	0.000	4	35	0.000
10:00 - 11:00	4	35	0.000	4	35	0.000	4	35	0.000
11:00 - 12:00	4	35	0.000	4	35	0.000	4	35	0.000
12:00 - 13:00	4	35	0.000	4	35	0.000	4	35	0.000
13:00 - 14:00	4	35	0.000	4	35	0.000	4	35	0.000
14:00 - 15:00	4	35	0.000	4	35	0.000	4	35	0.000
15:00 - 16:00	4	35	0.000	4	35	0.000	4	35	0.000
16:00 - 17:00	4	35	0.000	4	35	0.000	4	35	0.000
17:00 - 18:00	4	35	0.000	4	35	0.000	4	35	0.000
18:00 - 19:00	4	35	0.000	4	35	0.000	4	35	0.000
19:00 - 20:00	1	27	0.000	1	27	0.000	1	27	0.000
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00	1	27	0.000	1	27	0.000	1	27	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.021			0.021			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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 09 - GOLF/C - PRIVATE > 18 HOLE COURSES

CYCLISTS

Calculation factor: 1 HOLES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate	No. Days	Ave. HOLES	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	35	0.000	4	35	0.000	4	35	0.000
08:00 - 09:00	4	35	0.007	4	35	0.007	4	35	0.014
09:00 - 10:00	4	35	0.000	4	35	0.000	4	35	0.000
10:00 - 11:00	4	35	0.000	4	35	0.000	4	35	0.000
11:00 - 12:00	4	35	0.000	4	35	0.000	4	35	0.000
12:00 - 13:00	4	35	0.000	4	35	0.000	4	35	0.000
13:00 - 14:00	4	35	0.000	4	35	0.000	4	35	0.000
14:00 - 15:00	4	35	0.000	4	35	0.000	4	35	0.000
15:00 - 16:00	4	35	0.000	4	35	0.007	4	35	0.007
16:00 - 17:00	4	35	0.000	4	35	0.000	4	35	0.000
17:00 - 18:00	4	35	0.000	4	35	0.000	4	35	0.000
18:00 - 19:00	4	35	0.000	4	35	0.000	4	35	0.000
19:00 - 20:00	1	27	0.000	1	27	0.000	1	27	0.000
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00	1	27	0.000	1	27	0.000	1	27	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.014			0.021

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

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

Calculation Reference: AUDIT-753001-210312-0329

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

05 EAST MIDLANDS
 NT NOTTINGHAMSHIRE 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 pitches
 Actual Range: 6 to 6 (units:)
 Range Selected by User: 2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 28/09/09 to 27/09/19

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:

Saturday 1 days

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

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 1

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

Secondary Filtering selection:

Use Class:

D2 1 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000

1 days

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

Population within 5 miles:

500,001 or More

1 days

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

Car ownership within 5 miles:

0.6 to 1.0

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:

No

1 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

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

LIST OF SITES relevant to selection parameters

1	NT-07-L-01	ASTRO KINGS	NOTTINGHAMSHIRE
	WIGMAN ROAD		
	NOTTINGHAM		
	BILBOROUGH		
	Edge of Town		
	Residential Zone		
	Total Number of pitches:	6	
	Survey date: SATURDAY	14/07/18	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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	6	6.167	1	6	2.167	1	6	8.334
11:00 - 12:00	1	6	6.833	1	6	6.000	1	6	12.833
12:00 - 13:00	1	6	5.000	1	6	4.833	1	6	9.833
13:00 - 14:00	1	6	5.500	1	6	5.167	1	6	10.667
14:00 - 15:00	1	6	4.667	1	6	3.333	1	6	8.000
15:00 - 16:00	1	6	3.167	1	6	4.833	1	6	8.000
16:00 - 17:00	1	6	3.167	1	6	3.167	1	6	6.334
17:00 - 18:00	1	6	2.167	1	6	3.500	1	6	5.667
18:00 - 19:00	1	6	1.667	1	6	4.167	1	6	5.834
19:00 - 20:00	1	6	0.167	1	6	1.333	1	6	1.500
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			38.502			38.500			77.002

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.

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Parameter summary

Trip rate parameter range selected: 6 - 6 (units:)
 Survey date range: 28/09/09 - 27/09/19
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 1
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TAXIS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	6	0.167	1	6	0.167	1	6	0.334
11:00 - 12:00	1	6	0.000	1	6	0.000	1	6	0.000
12:00 - 13:00	1	6	0.167	1	6	0.167	1	6	0.334
13:00 - 14:00	1	6	0.000	1	6	0.000	1	6	0.000
14:00 - 15:00	1	6	0.167	1	6	0.000	1	6	0.167
15:00 - 16:00	1	6	0.000	1	6	0.167	1	6	0.167
16:00 - 17:00	1	6	0.000	1	6	0.000	1	6	0.000
17:00 - 18:00	1	6	0.000	1	6	0.000	1	6	0.000
18:00 - 19:00	1	6	0.000	1	6	0.000	1	6	0.000
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.501			0.501			1.002

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

CYCLISTS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	6	0.667	1	6	0.000	1	6	0.667
11:00 - 12:00	1	6	0.167	1	6	0.333	1	6	0.500
12:00 - 13:00	1	6	0.167	1	6	0.333	1	6	0.500
13:00 - 14:00	1	6	0.000	1	6	0.167	1	6	0.167
14:00 - 15:00	1	6	0.167	1	6	0.000	1	6	0.167
15:00 - 16:00	1	6	0.000	1	6	0.333	1	6	0.333
16:00 - 17:00	1	6	0.000	1	6	0.000	1	6	0.000
17:00 - 18:00	1	6	0.167	1	6	0.000	1	6	0.167
18:00 - 19:00	1	6	0.000	1	6	0.167	1	6	0.167
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.335			1.333			2.668

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

CARS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	6	5.667	1	6	1.667	1	6	7.334
11:00 - 12:00	1	6	6.667	1	6	5.833	1	6	12.500
12:00 - 13:00	1	6	4.667	1	6	4.500	1	6	9.167
13:00 - 14:00	1	6	5.167	1	6	5.000	1	6	10.167
14:00 - 15:00	1	6	4.500	1	6	3.333	1	6	7.833
15:00 - 16:00	1	6	3.167	1	6	4.500	1	6	7.667
16:00 - 17:00	1	6	3.000	1	6	3.167	1	6	6.167
17:00 - 18:00	1	6	2.000	1	6	3.333	1	6	5.333
18:00 - 19:00	1	6	1.667	1	6	4.000	1	6	5.667
19:00 - 20:00	1	6	0.167	1	6	1.333	1	6	1.500
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.669			36.666			73.335

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.

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PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

LGVS

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	6	0.167	1	6	0.167	1	6	0.334
11:00 - 12:00	1	6	0.167	1	6	0.167	1	6	0.334
12:00 - 13:00	1	6	0.167	1	6	0.167	1	6	0.334
13:00 - 14:00	1	6	0.333	1	6	0.167	1	6	0.500
14:00 - 15:00	1	6	0.000	1	6	0.000	1	6	0.000
15:00 - 16:00	1	6	0.000	1	6	0.167	1	6	0.167
16:00 - 17:00	1	6	0.167	1	6	0.000	1	6	0.167
17:00 - 18:00	1	6	0.000	1	6	0.000	1	6	0.000
18:00 - 19:00	1	6	0.000	1	6	0.167	1	6	0.167
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	1.001			1.002			2.003		

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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

MOTOR CYCLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	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									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00	1	6	0.167	1	6	0.167	1	6	0.334
11:00 - 12:00	1	6	0.000	1	6	0.000	1	6	0.000
12:00 - 13:00	1	6	0.000	1	6	0.000	1	6	0.000
13:00 - 14:00	1	6	0.000	1	6	0.000	1	6	0.000
14:00 - 15:00	1	6	0.000	1	6	0.000	1	6	0.000
15:00 - 16:00	1	6	0.000	1	6	0.000	1	6	0.000
16:00 - 17:00	1	6	0.000	1	6	0.000	1	6	0.000
17:00 - 18:00	1	6	0.167	1	6	0.167	1	6	0.334
18:00 - 19:00	1	6	0.000	1	6	0.000	1	6	0.000
19:00 - 20:00	1	6	0.000	1	6	0.000	1	6	0.000
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.334			0.334			0.668

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

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

Calculation Reference: AUDIT-753001-210312-0346

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : G - TENNIS CLUBS
 TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
10	WALES	
	WR WREXHAM	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 courts
Actual Range:	4 to 10 (units:)
Range Selected by User:	4 to 13 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 26/10/02 to 25/10/12

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:

Saturday	3 days
----------	--------

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

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Residential Zone	1
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

D2	3 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	2 days

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

PTAL Rating:

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

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

LIST OF SITES relevant to selection parameters

1	CA-07-G-01 PURBECK ROAD CAMBRIDGE	TENNIS CENTRE		CAMBRIDGESHIRE
	Edge of Town No Sub Category Total Number of courts:		10	
	Survey date: SATURDAY		15/05/04	Survey Type: MANUAL
2	LE-07-G-01 HOMEWAY ROAD LEICESTER	TENNIS CLUB		LEICESTERSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of courts:		4	
	Survey date: SATURDAY		20/06/09	Survey Type: MANUAL
3	WR-07-G-01 PLAS COCH ROAD WREXHAM STANSTY Edge of Town No Sub Category Total Number of courts:	TENNIS CLUB		WREXHAM
	Survey date: SATURDAY		8 03/07/04	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.

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

TOTAL VEHICLES

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	2	9	0.556	2	9	0.056	2	9	0.612
08:00 - 09:00	3	7	0.773	3	7	0.182	3	7	0.955
09:00 - 10:00	3	7	4.409	3	7	1.682	3	7	6.091
10:00 - 11:00	3	7	3.136	3	7	2.955	3	7	6.091
11:00 - 12:00	3	7	2.455	3	7	3.409	3	7	5.864
12:00 - 13:00	3	7	1.591	3	7	2.773	3	7	4.364
13:00 - 14:00	3	7	2.045	3	7	2.045	3	7	4.090
14:00 - 15:00	3	7	1.727	3	7	2.273	3	7	4.000
15:00 - 16:00	3	7	0.864	3	7	1.045	3	7	1.909
16:00 - 17:00	3	7	1.273	3	7	1.091	3	7	2.364
17:00 - 18:00	3	7	1.045	3	7	1.091	3	7	2.136
18:00 - 19:00	2	9	0.444	2	9	0.611	2	9	1.055
19:00 - 20:00	2	9	0.333	2	9	1.056	2	9	1.389
20:00 - 21:00	2	9	0.167	2	9	0.444	2	9	0.611
21:00 - 22:00	2	9	0.000	2	9	0.222	2	9	0.222
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			20.818			20.935			41.753

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:	4 - 10 (units:)
Survey date range:	26/10/02 - 25/10/12
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS

CYCLISTS

Calculation factor: 1 COURTS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	2	9	0.056	2	9	0.000	2	9	0.056
08:00 - 09:00	3	7	0.091	3	7	0.000	3	7	0.091
09:00 - 10:00	3	7	0.227	3	7	0.000	3	7	0.227
10:00 - 11:00	3	7	0.273	3	7	0.091	3	7	0.364
11:00 - 12:00	3	7	0.091	3	7	0.182	3	7	0.273
12:00 - 13:00	3	7	0.045	3	7	0.364	3	7	0.409
13:00 - 14:00	3	7	0.000	3	7	0.136	3	7	0.136
14:00 - 15:00	3	7	0.000	3	7	0.000	3	7	0.000
15:00 - 16:00	3	7	0.000	3	7	0.000	3	7	0.000
16:00 - 17:00	3	7	0.000	3	7	0.000	3	7	0.000
17:00 - 18:00	3	7	0.000	3	7	0.000	3	7	0.000
18:00 - 19:00	2	9	0.111	2	9	0.000	2	9	0.111
19:00 - 20:00	2	9	0.000	2	9	0.056	2	9	0.056
20:00 - 21:00	2	9	0.000	2	9	0.000	2	9	0.000
21:00 - 22:00	2	9	0.000	2	9	0.056	2	9	0.056
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.894			0.885			1.779	

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

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

Calculation Reference: AUDIT-753001-210323-0311

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	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: No of Dwellings
 Actual Range: 102 to 297 (units:)
 Range Selected by User: 5 to 4334 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 09/10/10 to 08/10/20

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:

Saturday	2 days
----------	--------

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

Selected survey types:

Manual count	1 days
Directional ATC Count	1 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	1
Out of Town	1

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

Secondary Filtering selection:

Use Class:

C3	2 days
----	--------

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	2 days
------------	--------

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

Travel Plan:

Yes	1 days
No	1 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town		
	Total No of Dwellings:	297	
	Survey date: SATURDAY	21/09/19	Survey Type: DIRECTIONAL ATC COUNT
2	NR-03-A-01 BOUGHTON GREEN ROAD NORTHAMPTON KINGSTHORPE Suburban Area (PPS6 Out of Centre) Residential Zone	HOUSES	NORTHAMPTONSHIRE
	Total No of Dwellings:	102	
	Survey date: SATURDAY	22/09/12	Survey Type: MANUAL

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

PRIME Transport Planning ' Hurricane Court Liverpool

Licence No: 753001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	200	0.055	2	200	0.125	2	200	0.180
08:00 - 09:00	2	200	0.078	2	200	0.221	2	200	0.299
09:00 - 10:00	2	200	0.115	2	200	0.170	2	200	0.285
10:00 - 11:00	2	200	0.153	2	200	0.208	2	200	0.361
11:00 - 12:00	2	200	0.148	2	200	0.216	2	200	0.364
12:00 - 13:00	2	200	0.165	2	200	0.221	2	200	0.386
13:00 - 14:00	2	200	0.178	2	200	0.165	2	200	0.343
14:00 - 15:00	2	200	0.195	2	200	0.168	2	200	0.363
15:00 - 16:00	2	200	0.173	2	200	0.128	2	200	0.301
16:00 - 17:00	2	200	0.231	2	200	0.153	2	200	0.384
17:00 - 18:00	2	200	0.253	2	200	0.155	2	200	0.408
18:00 - 19:00	2	200	0.175	2	200	0.140	2	200	0.315
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.919			2.070			3.989

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: 102 - 297 (units:)
 Survey date range: 09/10/10 - 08/10/20
 Number of weekdays (Monday-Friday): 0
 Number of Saturdays: 2
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

APPENDIX I

CAPACITY ASSESSMENT REPORT OUTPUTS

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Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Kirkby Valley Golf Club
Title:	Aintree Ln/Copplehouse Ln/Valley Rd Existing
Location:	Kirkby
Additional detail:	Original LinSig V1 file provided by KMBC
File name:	Aintree Ln_Copplehouse Ln_Longmoor Ln Existing.lsg3x
Author:	D. Stoddart
Company:	Prime TP
Address:	Liverpool

Basic Results Summary

Network Results

Scenario 1: 'AM Obs 2020' (FG1: 'AM Obs 2020', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	96.8%	12	63	2	86.1	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	96.8%	12	63	2	86.1	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	63	-	663	1926	685	96.8%	-	-	-	19.0	103.3	40.9
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	63:9	-	94	2080:1845	0+102	0.0 : 91.7%	-	-	-	5.4	205.9	7.8
2/1	Aintree Ln Left Right Ahead	U	C		1	58	-	594	1876	615	96.6%	-	-	-	17.9	108.2	37.2
3/1	Valley Rd Ahead Left	U	B		1	58	-	558	1952	640	87.2%	-	-	-	12.0	77.4	29.4
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	58	4	639	2115:1746	631+86	89.0 : 89.0%	12	63	2	14.2	80.0	32.3
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	28	-	248	2055:1764	216+107	77.0 : 77.0%	-	-	-	6.6	95.1	13.0
4/3	Copplehouse Ln Right	U	D		1	28	-	276	1807	291	94.8%	-	-	-	11.1	144.5	19.0
C1 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 86.07 Cycle Time (s): 180 PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 86.07																	

Basic Results Summary

Scenario 2: 'PM Obs 2020' (FG2: 'PM Obs 2020', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	86.5%	20	233	34	70.8	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	86.5%	20	233	34	70.8	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	64	-	554	1893	684	81.0%	-	-	-	10.1	65.4	27.0
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	64:13	-	668	2080:1838	646+143	84.9 : 83.9%	-	-	-	15.2	81.8	30.9
2/1	Aintree Ln Left Right Ahead	U	C		1	38	-	345	1888	409	84.3%	-	-	-	9.0	93.6	19.0
3/1	Valley Rd Ahead Left	U	B		1	70	-	574	1933	762	75.3%	-	-	-	9.0	56.3	26.2
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	70	19	588	2115:1747	349+333	86.3 : 86.3%	20	233	34	12.1	74.0	16.8
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	32	-	318	2055:1764	291+76	86.5 : 86.5%	-	-	-	9.2	103.8	18.0
4/3	Copplehouse Ln Right	U	D		1	32	-	251	1807	331	75.8%	-	-	-	6.4	91.3	13.4
C1			PRC for Signalled Lanes (%):				4.0	Total Delay for Signalled Lanes (pcuHr):				70.82	Cycle Time (s): 180				
			PRC Over All Lanes (%):				4.0	Total Delay Over All Lanes(pcuHr):				70.82					

Basic Results Summary

Scenario 3: 'Sat Obs 2020' (FG3: 'Sat Obs 2020', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	78.8%	92	10	4	32.2	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	78.8%	92	10	4	32.2	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	36	-	496	1919	645	76.8%	-	-	-	6.1	44.5	15.1
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	36:10	-	117	2080:1835	0+183	0.0 : 63.8%	-	-	-	2.4	74.0	4.3
2/1	Aintree Ln Left Right Ahead	U	C		1	25	-	341	1882	445	76.7%	-	-	-	5.3	56.0	11.3
3/1	Valley Rd Ahead Left	U	B		1	30	-	312	1903	536	58.2%	-	-	-	3.6	41.9	8.8
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	30	4	470	2115:1747	546+159	66.6 : 66.6%	92	10	4	5.6	42.7	10.6
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	18	-	259	2055:1764	222+129	73.8 : 73.8%	-	-	-	4.4	61.6	8.2
4/3	Copplehouse Ln Right	U	D		1	18	-	246	1807	312	78.8%	-	-	-	4.7	69.4	8.9
C1			PRC for Signalled Lanes (%):				14.2	Total Delay for Signalled Lanes (pcuHr):				32.21	Cycle Time (s): 110				
			PRC Over All Lanes (%):				14.2	Total Delay Over All Lanes(pcuHr):				32.21					

Basic Results Summary

Scenario 4: 'AM Without Dev 2026' (FG4: 'AM Without Dev 2026', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	103.4%	0	77	6	131.7	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	103.4%	0	77	6	131.7	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	63	-	708	1926	685	103.4%	-	-	-	33.8	171.8	56.9
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	63:9	-	100	2080:1846	0+103	0.0 : 97.5%	-	-	-	6.8	243.3	9.4
2/1	Aintree Ln Left Right Ahead	U	C		1	58	-	636	1876	615	103.4%	-	-	-	31.0	175.7	51.8
3/1	Valley Rd Ahead Left	U	B		1	58	-	608	1952	640	95.0%	-	-	-	16.7	98.8	36.3
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	58	4	689	2115:1746	631+86	96.0 : 96.0%	0	77	6	19.5	101.7	39.8
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	28	-	263	2055:1764	216+107	81.6 : 81.6%	-	-	-	7.4	100.9	14.2
4/3	Copplehouse Ln Right	U	D		1	28	-	296	1807	291	101.7%	-	-	-	16.6	202.1	24.9
C1			PRC for Signalled Lanes (%):				-14.9	Total Delay for Signalled Lanes (pcuHr):				131.74	Cycle Time (s): 180				
			PRC Over All Lanes (%):				-14.9	Total Delay Over All Lanes(pcuHr):				131.74					

Basic Results Summary

Scenario 5: 'PM Without Dev 2026' (FG5: 'PM Without Dev 2026', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	92.4%	8	252	50	87.3	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	92.4%	8	252	50	87.3	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	63	-	599	1894	673	88.9%	-	-	-	12.8	76.7	31.8
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	63:13	-	710	2080:1838	636+143	91.5 : 89.5%	-	-	-	18.5	93.6	36.0
2/1	Aintree Ln Left Right Ahead	U	C		1	37	-	368	1887	398	92.4%	-	-	-	11.8	115.0	22.6
3/1	Valley Rd Ahead Left	U	B		1	71	-	663	1935	774	85.7%	-	-	-	11.9	64.7	33.0
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	71	21	590	2115:1747	307+340	91.2 : 91.2%	8	252	50	13.9	84.5	19.6
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	32	-	338	2055:1764	291+76	92.0 : 92.0%	-	-	-	11.2	119.1	20.7
4/3	Copplehouse Ln Right	U	D		1	32	-	270	1807	331	81.5%	-	-	-	7.4	98.1	15.0
C1					PRC for Signalled Lanes (%):		-2.6	Total Delay for Signalled Lanes (pcuHr):			87.27	Cycle Time (s): 180					
					PRC Over All Lanes (%):		-2.6	Total Delay Over All Lanes(pcuHr):			87.27						

Basic Results Summary

Scenario 6: 'Sat Without Dev 2026' (FG6: 'Sat Without Dev 2026', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	84.1%	62	49	4	37.0	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	84.1%	62	49	4	37.0	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	35	-	528	1919	628	84.1%	-	-	-	7.5	51.5	17.5
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	35:9	-	124	2080:1835	0+167	0.0 : 74.3%	-	-	-	3.0	88.3	5.0
2/1	Aintree Ln Left Right Ahead	U	C		1	25	-	363	1882	445	81.6%	-	-	-	6.1	60.7	12.6
3/1	Valley Rd Ahead Left	U	B		1	30	-	344	1904	537	64.1%	-	-	-	4.2	43.9	10.1
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	30	4	508	2115:1747	546+160	72.0 : 72.0%	62	49	4	6.4	45.3	11.9
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	19	-	275	2055:1764	233+135	74.6 : 74.6%	-	-	-	4.6	60.7	8.7
4/3	Copplehouse Ln Right	U	D		1	19	-	263	1807	329	80.0%	-	-	-	5.0	69.1	9.6
C1			PRC for Signalled Lanes (%):				7.1	Total Delay for Signalled Lanes (pcuHr):				36.97	Cycle Time (s): 110				
			PRC Over All Lanes (%):				7.1	Total Delay Over All Lanes(pcuHr):				36.97					

Basic Results Summary

Scenario 7: 'AM With Dev 2026' (FG7: 'AM With Dev 2026', Plan 1: 'Stage Sequence No. 1')

[illegible]

Basic Results Summary

Scenario 8: 'PM With Dev 2026' (FG8: 'PM With Dev 2026', Plan 1: 'Stage Sequence No. 1')

[illegible]

Basic Results Summary

Scenario 9: 'Sat With Dev 2026' (FG9: 'Sat With Dev 2026', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	81.0%	61	51	4	37.9	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	81.0%	61	51	4	37.9	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	32	-	462	1916	575	80.4%	-	-	-	6.5	50.9	14.9
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	32:9	-	228	2080:1835	140+167	74.3 : 74.3%	-	-	-	3.9	61.5	5.1
2/1	Aintree Ln Left Right Ahead	U	C		1	26	-	374	1880	461	81.0%	-	-	-	6.1	58.8	12.7
3/1	Valley Rd Ahead Left	U	B		1	27	-	347	1903	484	71.6%	-	-	-	4.8	50.3	10.9
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	27	4	512	2115:1747	503+147	78.7 : 78.7%	61	51	4	7.3	51.1	12.8
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	21	-	275	2055:1764	256+148	68.1 : 68.1%	-	-	-	4.1	53.9	8.2
4/3	Copplehouse Ln Right	U	D		1	21	-	287	1807	361	79.4%	-	-	-	5.2	64.9	10.1
C1				PRC for Signalled Lanes (%):			11.0	Total Delay for Signalled Lanes (pcuHr):			37.94	Cycle Time (s): 110					
				PRC Over All Lanes (%):			11.0	Total Delay Over All Lanes(pcuHr):			37.94						

Basic Results Summary

Scenario 10: 'AM Without Dev 2031' (FG10: 'AM Without Dev 2031', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	107.6%	0	80	6	173.5	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	107.6%	0	80	6	173.5	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	63	-	732	1926	685	106.9%	-	-	-	45.7	225.0	68.7
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	63:9	-	105	2080:1845	1+102	101.5 : 101.5%	-	-	-	8.1	278.6	10.8
2/1	Aintree Ln Left Right Ahead	U	C		1	58	-	661	1875	615	107.6%	-	-	-	43.2	235.0	64.3
3/1	Valley Rd Ahead Left	U	B		1	58	-	632	1952	640	98.8%	-	-	-	21.3	121.5	42.0
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	58	4	714	2115:1746	631+86	99.5 : 99.5%	0	80	6	24.9	125.5	46.3
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	28	-	274	2055:1764	215+107	85.0 : 85.0%	-	-	-	8.1	106.7	15.3
4/3	Copplehouse Ln Right	U	D		1	28	-	308	1807	291	105.8%	-	-	-	22.2	259.0	30.8
C1			PRC for Signalled Lanes (%):				-19.5	Total Delay for Signalled Lanes (pcuHr):				173.52	Cycle Time (s): 180				
			PRC Over All Lanes (%):				-19.5	Total Delay Over All Lanes(pcuHr):				173.52					

Basic Results Summary

Scenario 11: 'PM Without Dev 2031' (FG11: 'PM Without Dev 2031', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	96.0%	2	262	58	106.5	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	96.0%	2	262	58	106.5	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	62	-	624	1894	663	94.1%	-	-	-	15.9	91.9	36.3
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	62:13	-	733	2080:1838	627+143	95.9 : 92.3%	-	-	-	21.9	107.7	40.6
2/1	Aintree Ln Left Right Ahead	U	C		1	37	-	382	1887	398	95.9%	-	-	-	14.0	131.5	25.4
3/1	Valley Rd Ahead Left	U	B		1	71	-	730	1938	775	94.2%	-	-	-	16.9	83.1	41.4
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	71	22	569	2115:1747	257+336	96.0 : 96.0%	2	262	58	16.6	105.1	23.2
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	32	-	351	2055:1764	291+76	95.5 : 95.5%	-	-	-	13.2	135.4	23.2
4/3	Copplehouse Ln Right	U	D		1	32	-	280	1807	331	84.5%	-	-	-	8.0	103.0	15.9
C1			PRC for Signalled Lanes (%):				-6.6	Total Delay for Signalled Lanes (pcuHr):				106.51	Cycle Time (s): 180				
			PRC Over All Lanes (%):				-6.6	Total Delay Over All Lanes(pcuHr):				106.51					

Basic Results Summary

Scenario 12: 'Sat Without Dev 2031' (FG12: 'Sat Without Dev 2031', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	86.9%	48	68	4	40.2	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	86.9%	48	68	4	40.2	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	35	-	546	1919	628	86.9%	-	-	-	8.4	55.2	18.7
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	35:10	-	131	2080:1836	3+184	70.3 : 70.3%	-	-	-	2.9	78.8	4.9
2/1	Aintree Ln Left Right Ahead	U	C		1	25	-	376	1882	445	84.5%	-	-	-	6.7	64.4	13.4
3/1	Valley Rd Ahead Left	U	B		1	29	-	358	1904	519	68.9%	-	-	-	4.7	46.8	10.8
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	29	4	525	2115:1747	531+157	76.2 : 76.2%	48	68	4	7.0	48.3	12.6
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	19	-	285	2055:1764	233+136	77.3 : 77.3%	-	-	-	5.0	63.0	9.3
4/3	Copplehouse Ln Right	U	D		1	19	-	273	1807	329	83.1%	-	-	-	5.6	73.3	10.3
C1		PRC for Signalled Lanes (%):					3.5	Total Delay for Signalled Lanes (pcuHr):				40.21	Cycle Time (s): 110				
		PRC Over All Lanes (%):					3.5	Total Delay Over All Lanes(pcuHr):				40.21					

Basic Results Summary

Scenario 13: 'AM With Dev 2031' (FG13: 'AM With Dev 2031', Plan 1: 'Stage Sequence No. 1')

[illegible]

Basic Results Summary

Scenario 14: 'PM With Dev 2031' (FG14: 'PM With Dev 2031', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	98.5%	2	252	72	112.7	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	98.5%	2	252	72	112.7	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	64	-	636	1895	684	92.9%	-	-	-	15.2	85.8	35.9
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	64:13	-	746	2080:1838	647+143	94.8 : 92.3%	-	-	-	21.2	102.5	40.4
2/1	Aintree Ln Left Right Ahead	U	C		1	37	-	385	1887	398	96.6%	-	-	-	14.5	136.0	26.1
3/1	Valley Rd Ahead Left	U	B		1	72	-	758	1939	786	96.4%	-	-	-	19.4	92.1	45.2
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	72	21	559	2115:1747	239+334	97.5 : 97.5%	2	252	72	18.0	115.8	24.9
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	31	-	351	2055:1764	282+74	98.5 : 98.5%	-	-	-	15.3	156.9	25.3
4/3	Copplehouse Ln Right	U	D		1	31	-	286	1807	321	89.0%	-	-	-	9.1	115.1	17.3
C1					PRC for Signalled Lanes (%):		-9.4	Total Delay for Signalled Lanes (pcuHr):				112.74	Cycle Time (s): 180				
					PRC Over All Lanes (%):		-9.4	Total Delay Over All Lanes(pcuHr):				112.74					

Basic Results Summary

Scenario 15: 'Sat With Dev 2031' (FG15: 'Sat With Dev 2031', Plan 1: 'Stage Sequence No. 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Aintree Ln/Copplehouse Ln/Valley Rd Existing	-	-	-		-	-	-	-	-	-	88.9%	36	80	4	42.9	-	-
Aintree Ln/Copplehouse Ln/Longmoor Ln/Valley Rd	-	-	-		-	-	-	-	-	-	88.9%	36	80	4	42.9	-	-
1/1	Longmoor Ln Ahead Left	U	A		1	34	-	543	1919	611	88.9%	-	-	-	9.0	59.7	19.3
1/2+1/3	Longmoor Ln Ahead U-Turn Right	U	A E		1	34:9	-	172	2080:1836	56+167	77.3 : 77.3%	-	-	-	3.7	76.7	5.4
2/1	Aintree Ln Left Right Ahead	U	C		1	25	-	387	1880	444	87.1%	-	-	-	7.4	68.8	14.3
3/1	Valley Rd Ahead Left	U	B		1	29	-	361	1904	519	69.5%	-	-	-	4.7	47.1	11.0
3/2+3/3	Valley Rd U-Turn Right Ahead	U+O	B	F	1	29	4	529	2115:1747	531+158	76.8 : 76.8%	36	80	4	7.2	48.8	12.8
4/2+4/1	Copplehouse Ln Ahead Left	U	D		1	20	-	285	2055:1764	244+142	73.8 : 73.8%	-	-	-	4.6	58.7	8.9
4/3	Copplehouse Ln Right	U	D		1	20	-	297	1807	345	86.1%	-	-	-	6.3	76.7	11.5
C1			PRC for Signalled Lanes (%):				1.2	Total Delay for Signalled Lanes (pcuHr):				42.93	Cycle Time (s): 110				
			PRC Over All Lanes (%):				1.2	Total Delay Over All Lanes(pcuHr):				42.93					

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Kirkby Valley Golf Club
Title:	Valley Rd/Field Ln Existing
Location:	Kirkby
Additional detail:	Original LinSig V1 model file provided by KMBC
File name:	Field Ln_Valley Rd Existing.lsg3x
Author:	D. Stoddart
Company:	Prime TP
Address:	Liverpool

Scenario 1: 'AM Obs 2020' (FG1: 'AM Obs 2020', Plan 1: 'Full Cycle')

Basic Results Summary

Scenario 2: 'PM Obs 2020' (FG2: 'PM Obs 2020', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	64.2%	0	78	5	10.3	-	-
Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	64.2%	0	78	5	10.3	-	-
1/1	Valley Rd W Ahead	U	A		1	30	-	569	1990	1393	40.8%	-	-	-	1.1	7.2	5.6
1/2+1/3	Valley Rd W Ahead Right	U+O	A	C	1	30	4	675	2125:1786	1303+183	45.4 : 45.4%	0	78	5	1.9	10.0	6.0
2/1	Valley Rd E Ahead Left	U	B		1	18	-	675	1961	1079	62.6%	-	-	-	3.1	16.8	11.0
2/2	Valley Rd E Ahead	U	B		1	18	-	756	2140	1177	64.2%	-	-	-	3.5	16.8	12.4
3/2+3/1	Field Ln Right Left	U	D		1	7	-	123	1830:1805	527+245	15.9 : 15.9%	-	-	-	0.6	17.2	1.3
C1				PRC for Signalled Lanes (%):			40.1	Total Delay for Signalled Lanes (pcuHr):				10.28	Cycle Time (s): 80				
				PRC Over All Lanes (%):			40.1	Total Delay Over All Lanes(pcuHr):				10.28					

Basic Results Summary

Scenario 3: 'Sat Obs 2020' (FG3: 'Sat Obs 2020', Plan 2: 'No Peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	63.6%	44	10	5	8.7	-	-
Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	63.6%	44	10	5	8.7	-	-
1/1	Valley Rd W Ahead	U	A		1	32	-	335	1990	1095	30.6%	-	-	-	0.9	9.7	3.2
1/2+1/3	Valley Rd W Ahead Right	U+O	A	C	1	32	4	422	2125:1786	1022+166	35.5 : 35.5%	44	10	5	1.2	10.4	3.5
2/1	Valley Rd E Ahead Left	U	B		1	20	-	422	1965	688	61.4%	-	-	-	2.7	22.9	6.5
2/2	Valley Rd E Ahead	U	B		1	20	-	476	2140	749	63.6%	-	-	-	3.0	22.9	7.5
3/2+3/1	Field Ln Right Left	U	D		1	11	-	123	1830:1805	220+196	29.5 : 29.5%	-	-	-	0.9	26.0	1.1
C1			PRC for Signalled Lanes (%):		41.6		41.6		Total Delay for Signalled Lanes (pcuHr):		8.71		8.71		Cycle Time (s): 60		
			PRC Over All Lanes (%):		41.6				Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 4: 'AM Without Dev 2026' (FG4: 'AM Without Dev 2026', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	83.3%	0	33	2	15.8	-	-
Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	83.3%	0	33	2	15.8	-	-
1/1	Valley Rd W Ahead	U	A		1	22	-	533	1990	1271	41.9%	-	-	-	1.3	8.9	5.5
1/2+1/3	Valley Rd W Ahead Right	U+O	A	C	1	22	4	610	2125:1786	1280+78	44.9 : 44.9%	0	33	2	1.7	9.8	6.1
2/1	Valley Rd E Ahead Left	U	B		1	10	-	760	1960	926	82.1%	-	-	-	5.7	27.0	15.3
2/2	Valley Rd E Ahead	U	B		1	10	-	842	2140	1011	83.3%	-	-	-	6.3	26.9	16.9
3/2+3/1	Field Ln Right Left	U	D		1	7	-	198	1830:1805	562+244	24.6 : 24.6%	-	-	-	0.9	15.6	2.2
		C1		PRC for Signalled Lanes (%):		8.0		Total Delay for Signalled Lanes (pcuHr):		15.82		Cycle Time (s):		72			
				PRC Over All Lanes (%):		8.0		Total Delay Over All Lanes(pcuHr):		15.82							

Basic Results Summary

Scenario 5: 'PM Without Dev 2026' (FG5: 'PM Without Dev 2026', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	69.0%	0	82	5	11.6	-	-
Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	69.0%	0	82	5	11.6	-	-
1/1	Valley Rd W Ahead	U	A		1	30	-	614	1990	1393	44.1%	-	-	-	1.3	7.5	6.2
1/2+1/3	Valley Rd W Ahead Right	U+O	A	C	1	30	4	723	2125:1786	1305+181	48.7 : 48.7%	0	82	5	2.1	10.3	6.7
2/1	Valley Rd E Ahead Left	U	B		1	18	-	727	1962	1079	67.4%	-	-	-	3.6	18.0	12.5
2/2	Valley Rd E Ahead	U	B		1	18	-	812	2140	1177	69.0%	-	-	-	4.0	18.0	14.2
3/2+3/1	Field Ln Right Left	U	D		1	7	-	130	1830:1805	528+243	16.8 : 16.8%	-	-	-	0.6	17.3	1.4
C1				PRC for Signalled Lanes (%):		30.5		Total Delay for Signalled Lanes (pcuHr):				11.65		Cycle Time (s): 80			
				PRC Over All Lanes (%):		30.5		Total Delay Over All Lanes(pcuHr):				11.65					

Basic Results Summary

Scenario 6: 'Sat Without Dev 2026' (FG6: 'Sat Without Dev 2026', Plan 2: 'No Peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	68.9%	46	10	5	9.9	-	-
Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	68.9%	46	10	5	9.9	-	-
1/1	Valley Rd W Ahead	U	A		1	32	-	359	1990	1095	32.8%	-	-	-	1.0	9.9	3.4
1/2+1/3	Valley Rd W Ahead Right	U+O	A	C	1	32	4	449	2125:1786	1024+164	37.8 : 37.8%	46	10	5	1.3	10.7	3.9
2/1	Valley Rd E Ahead Left	U	B		1	20	-	459	1966	688	66.7%	-	-	-	3.1	24.3	7.4
2/2	Valley Rd E Ahead	U	B		1	20	-	516	2140	749	68.9%	-	-	-	3.5	24.4	8.4
3/2+3/1	Field Ln Right Left	U	D		1	11	-	130	1830:1805	221+195	31.2 : 31.2%	-	-	-	0.9	26.2	1.2
C1			PRC for Signalled Lanes (%):		30.6		30.6		Total Delay for Signalled Lanes (pcuHr):		9.86		9.86		Cycle Time (s): 60		
			PRC Over All Lanes (%):		30.6				Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 7: 'AM Without Dev 2031' (FG7: 'AM Without Dev 2031', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	86.4%	0	34	3	17.7	-	-
Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	86.4%	0	34	3	17.7	-	-
1/1	Valley Rd W Ahead	U	A		1	22	-	554	1990	1271	43.6%	-	-	-	1.4	9.0	5.9
1/2+1/3	Valley Rd W Ahead Right	U+O	A	C	1	22	4	632	2125:1786	1281+77	46.5 : 46.5%	0	34	3	1.7	10.0	6.5
2/1	Valley Rd E Ahead Left	U	B		1	10	-	790	1960	926	85.4%	-	-	-	6.5	29.6	16.6
2/2	Valley Rd E Ahead	U	B		1	10	-	873	2140	1011	86.4%	-	-	-	7.1	29.5	18.6
3/2+3/1	Field Ln Right Left	U	D		1	7	-	205	1830:1805	562+244	25.4 : 25.4%	-	-	-	0.9	15.7	2.3
C1				PRC for Signalled Lanes (%):			4.2	Total Delay for Signalled Lanes (pcuHr):				17.66	Cycle Time (s): 72				
				PRC Over All Lanes (%):			4.2	Total Delay Over All Lanes(pcuHr):				17.66					

Basic Results Summary

Scenario 8: 'PM Without Dev 2031' (FG8: 'PM Without Dev 2031', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	71.5%	0	85	6	12.4	-	-	
Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	71.5%	0	85	6	12.4	-	-	
1/1	Valley Rd W Ahead	U	A		1	30	-	639	1990	1393	45.9%	-	-	-	1.4	7.7	6.6	
1/2+1/3	Valley Rd W Ahead Right	U+O	A	C	1	30	4	747	2125:1786	1305+181	50.3 : 50.3%	0	85	6	2.2	10.4	7.2	
2/1	Valley Rd E Ahead Left	U	B		1	18	-	754	1962	1079	69.9%	-	-	-	3.9	18.7	13.3	
2/2	Valley Rd E Ahead	U	B		1	18	-	841	2140	1177	71.5%	-	-	-	4.4	18.7	15.0	
3/2+3/1	Field Ln Right Left	U	D		1	7	-	135	1830:1805	526+246	17.5 : 17.5%	-	-	-	0.6	17.3	1.5	
C1																		
PRC for Signalled Lanes (%):							26.0	Total Delay for Signalled Lanes (pcuHr):					12.45	Cycle Time (s):		80		
PRC Over All Lanes (%):							26.0	Total Delay Over All Lanes(pcuHr):					12.45					

Basic Results Summary

Scenario 9: 'Sat Without Dev 2031' (FG9: 'Sat Without Dev 2031', Plan 2: 'No Peds')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	71.3%	45	15	5	10.5	-	-
Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	71.3%	45	15	5	10.5	-	-
1/1	Valley Rd W Ahead	U	A		1	32	-	373	1990	1095	34.1%	-	-	-	1.0	10.0	3.7
1/2+1/3	Valley Rd W Ahead Right	U+O	A	C	1	32	4	465	2125:1786	1022+166	39.1 : 39.1%	45	15	5	1.4	10.9	4.0
2/1	Valley Rd E Ahead Left	U	B		1	20	-	476	1966	688	69.2%	-	-	-	3.3	25.1	7.9
2/2	Valley Rd E Ahead	U	B		1	20	-	534	2140	749	71.3%	-	-	-	3.7	25.2	8.8
3/2+3/1	Field Ln Right Left	U	D		1	11	-	136	1830:1805	220+196	32.7 : 32.7%	-	-	-	1.0	26.4	1.2
C1			PRC for Signalled Lanes (%):		26.2		26.2		Total Delay for Signalled Lanes (pcuHr):		10.49		10.49		Cycle Time (s): 60		
			PRC Over All Lanes (%):		26.2				Total Delay Over All Lanes(pcuHr):								

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	Kirkby Valley Golf Club
Title:	Valley Rd/Field Ln Existing
Location:	Kirkby
Additional detail:	Original LinSig V1 model file provided by KMBC
File name:	Field Ln_Valley Rd Proposed.lsg3x
Author:	D. Stoddart
Company:	Prime TP
Address:	Liverpool

Basic Results Summary

Network Results**Scenario 1: 'AM With Dev 2026'** (FG1: 'AM With Dev 2026', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	86.3%	0	46	2	36.2	-	-
Valley Rd/Field Ln/KVGC Access Proposed	-	-	-		-	-	-	-	-	-	86.3%	0	46	2	36.2	-	-
1/1	Valley Rd W Ahead Left	U	A		1	62	-	552	1990	929	59.4%	-	-	-	4.8	31.3	15.9
1/2+1/3	Valley Rd W Ahead Right	U+O	A C		1	62:12	-	606	2125:1786	932+57	61.3 : 61.3%	0	34	1	5.6	33.0	17.4
2/1	Valley Rd E Ahead Left	U	B		1	61	-	768	1960	900	85.3%	-	-	-	9.7	45.5	28.4
2/2+2/3	Valley Rd E Ahead Right	U+O	B H		1	61:12	-	846	2140:1805	965+15	86.3 : 86.3%	0	13	0	10.8	45.9	31.1
3/2+3/1	Field Ln Right Left Ahead	U	D		1	16	-	198	1830:1805	168+73	82.2 : 82.2%	-	-	-	5.2	95.4	8.9
7/1	KVGC Access Left	U	I	J	1	28	18	7	1919	412	1.7%	-	-	-	0.1	46.4	0.2
7/3+7/2	KVGC Access Right Ahead	U	I		1	10	-	0	2080:2055	78+155	0.0 : 0.0%	-	-	-	0.0	0.0	0.0
C1			PRC for Signalled Lanes (%):		4.2		4.2		Total Delay for Signalled Lanes (pcuHr):		36.20		36.20		Cycle Time (s): 135		
			PRC Over All Lanes (%):		4.2				Total Delay Over All Lanes(pcuHr):								

Basic Results Summary

Scenario 2: 'PM With Dev 2026' (FG2: 'PM With Dev 2026', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	86.1%	0	103	5	36.0	-	-
Valley Rd/Field Ln/KVGC Access Proposed	-	-	-		-	-	-	-	-	-	86.1%	0	103	5	36.0	-	-
1/1	Valley Rd W Ahead Left	U	A		1	52	-	642	1990	901	71.2%	-	-	-	5.8	32.7	18.0
1/2+1/3	Valley Rd W Ahead Right	U+O	A C		1	52:12	-	708	2125:1786	843+120	73.6 : 73.6%	0	84	4	7.0	35.5	19.4
2/1	Valley Rd E Ahead Left	U	B		1	51	-	740	1962	872	84.9%	-	-	-	8.7	42.1	24.1
2/2+2/3	Valley Rd E Ahead Right	U+O	B H		1	51:12	-	817	2140:1805	926+23	86.1 : 86.1%	0	19	1	9.7	42.6	26.6
3/2+3/1	Field Ln Right Left Ahead	U	D		1	8	-	130	1830:1805	105+49	84.4 : 84.4%	-	-	-	4.2	116.0	6.0
7/1	KVCG Access Left	U	I	J	1	28	18	33	1919	476	6.9%	-	-	-	0.3	37.8	0.9
7/3+7/2	KVCG Access Right Ahead	U	I		1	10	-	19	1981:1957	140+155	6.4 : 6.4%	-	-	-	0.3	55.0	0.3
C1				PRC for Signalled Lanes (%):			4.6	Total Delay for Signalled Lanes (pcuHr):				35.98	Cycle Time (s): 117				
				PRC Over All Lanes (%):			4.6	Total Delay Over All Lanes(pcuHr):				35.98					

Basic Results Summary

Scenario 3: 'Sat With Dev 2026' (FG3: 'Sat With Dev 2026', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	85.0%	0	94	6	24.7	-	-	
Valley Rd/Field Ln/KVGC Access Proposed	-	-	-		-	-	-	-	-	-	85.0%	0	94	6	24.7	-	-	
1/1	Valley Rd W Ahead Left	U	A		1	26	-	389	1990	597	65.2%	-	-	-	3.9	36.0	9.4	
1/2+1/3	Valley Rd W Ahead Right	U+O	A C		1	26:12	-	446	2125:1786	563+91	68.2 : 68.2%	0	59	3	4.5	36.7	10.0	
2/1	Valley Rd E Ahead Left	U	B		1	25	-	476	1967	568	83.8%	-	-	-	6.4	48.6	13.6	
2/2+2/3	Valley Rd E Ahead Right	U+O	B H		1	25:12	-	535	2140:1805	586+44	85.0 : 85.0%	0	35	2	7.2	48.2	14.6	
3/2+3/1	Field Ln Right Left Ahead	U	D		1	7	-	130	1830:1805	104+92	66.1 : 66.1%	-	-	-	2.4	65.3	3.2	
7/1	KVCG Access Left	U	I	J	1	28	18	38	1919	618	6.1%	-	-	-	0.3	24.2	0.7	
7/3+7/2	KVCG Access Right Ahead	U	I		1	10	-	8	1981:1957	199+199	2.0 : 2.0%	-	-	-	0.1	39.7	0.1	
C1				PRC for Signalled Lanes (%):		5.9		Total Delay for Signalled Lanes (pcuHr):				24.72		Cycle Time (s):		90		
				PRC Over All Lanes (%):		5.9		Total Delay Over All Lanes(pcuHr):				24.72						

Basic Results Summary

Scenario 4: 'AM With Dev 2031' (FG4: 'AM With Dev 2031', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	89.5%	0	47	2	40.1	-	-
Valley Rd/Field Ln/KVGC Access Proposed	-	-	-		-	-	-	-	-	-	89.5%	0	47	2	40.1	-	-
1/1	Valley Rd W Ahead Left	U	A		1	62	-	573	1990	929	61.7%	-	-	-	5.1	32.0	16.9
1/2+1/3	Valley Rd W Ahead Right	U+O	A C		1	62:12	-	628	2125:1786	932+57	63.5 : 63.5%	0	35	1	5.9	33.7	18.2
2/1	Valley Rd E Ahead Left	U	B		1	61	-	798	1960	900	88.7%	-	-	-	11.0	49.7	30.9
2/2+2/3	Valley Rd E Ahead Right	U+O	B H		1	61:12	-	877	2140:1805	965+15	89.5 : 89.5%	0	13	0	12.2	50.1	33.8
3/2+3/1	Field Ln Right Left Ahead	U	D		1	16	-	205	1830:1805	168+73	85.2 : 85.2%	-	-	-	5.8	101.5	9.6
7/1	KVCG Access Left	U	I	J	1	28	18	7	1919	412	1.7%	-	-	-	0.1	46.4	0.2
7/3+7/2	KVCG Access Right Ahead	U	I		1	10	-	0	2080:2055	78+155	0.0 : 0.0%	-	-	-	0.0	0.0	0.0
C1				PRC for Signalled Lanes (%):			0.6	Total Delay for Signalled Lanes (pcuHr):				40.06	Cycle Time (s): 135				
				PRC Over All Lanes (%):			0.6	Total Delay Over All Lanes(pcuHr):				40.06					

Basic Results Summary

Scenario 5: 'PM With Dev 2031' (FG5: 'PM With Dev 2031', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	89.0%	0	106	5	39.8	-	-
Valley Rd/Field Ln/KVGC Access Proposed	-	-	-		-	-	-	-	-	-	89.0%	0	106	5	39.8	-	-
1/1	Valley Rd W Ahead Left	U	A		1	52	-	666	1990	901	73.9%	-	-	-	6.3	33.9	19.2
1/2+1/3	Valley Rd W Ahead Right	U+O	A C		1	52:12	-	733	2125:1786	843+119	76.2 : 76.2%	0	87	4	7.5	36.7	20.7
2/1	Valley Rd E Ahead Left	U	B		1	51	-	768	1962	872	88.1%	-	-	-	9.8	45.9	26.1
2/2+2/3	Valley Rd E Ahead Right	U+O	B H		1	51:12	-	845	2140:1805	927+22	89.0 : 89.0%	0	19	1	10.9	46.3	28.7
3/2+3/1	Field Ln Right Left Ahead	U	D		1	8	-	135	1830:1805	105+49	87.6 : 87.6%	-	-	-	4.7	126.1	6.6
7/1	KVCG Access Left	U	I	J	1	28	18	33	1919	476	6.9%	-	-	-	0.3	37.8	0.9
7/3+7/2	KVCG Access Right Ahead	U	I		1	10	-	19	1981:1957	140+155	6.4 : 6.4%	-	-	-	0.3	55.0	0.3
C1				PRC for Signalled Lanes (%):			1.1	Total Delay for Signalled Lanes (pcuHr):				39.77	Cycle Time (s): 117				
				PRC Over All Lanes (%):			1.1	Total Delay Over All Lanes(pcuHr):				39.77					

Basic Results Summary

Scenario 6: 'Sat With Dev 2031' (FG6: 'Sat With Dev 2031', Plan 1: 'Full Cycle')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network: Valley Rd/Field Ln Existing	-	-	-		-	-	-	-	-	-	88.1%	0	96	6	27.1	-	-	
Valley Rd/Field Ln/KVGC Access Proposed	-	-	-		-	-	-	-	-	-	88.1%	0	96	6	27.1	-	-	
1/1	Valley Rd W Ahead Left	U	A		1	26	-	402	1990	597	67.3%	-	-	-	4.1	36.8	9.7	
1/2+1/3	Valley Rd W Ahead Right	U+O	A C		1	26:12	-	463	2125:1786	562+92	70.8 : 70.8%	0	61	4	4.8	37.7	10.7	
2/1	Valley Rd E Ahead Left	U	B		1	25	-	492	1967	568	86.6%	-	-	-	7.1	52.2	14.6	
2/2+2/3	Valley Rd E Ahead Right	U+O	B H		1	25:12	-	554	2140:1805	587+42	88.1 : 88.1%	0	35	2	8.1	52.5	16.0	
3/2+3/1	Field Ln Right Left Ahead	U	D		1	7	-	136	1830:1805	104+93	69.1 : 69.1%	-	-	-	2.6	67.8	3.4	
7/1	KVCG Access Left	U	I	J	1	28	18	38	1919	618	6.1%	-	-	-	0.3	24.2	0.7	
7/3+7/2	KVCG Access Right Ahead	U	I		1	10	-	8	1981:1957	199+199	2.0 : 2.0%	-	-	-	0.1	39.7	0.1	
C1				PRC for Signalled Lanes (%):		2.2		Total Delay for Signalled Lanes (pcuHr):				27.08		Cycle Time (s):		90		
				PRC Over All Lanes (%):		2.2		Total Delay Over All Lanes(pcuHr):				27.08						

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.1.7462 © Copyright TRL Limited, 2019	
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Filename: Ingoe Ln.j9

Path: N:\Projects 2018\P18122 - Kirkby Valley Golf Club, Knowsley\6.Technical\Models

Report generation date: 06/09/2021 14:36:15

- »2020 Observed, AM
- »2020 Observed, PM
- »2020 Observed, Saturday
- »2026 Without Dev, AM
- »2026 Without Dev, PM
- »2026 Without Dev, Saturday
- »2026 With Dev, AM
- »2026 With Dev, PM
- »2026 With Dev, Saturday
- »2031 Without Dev, AM
- »2031 Without Dev, PM
- »2031 Without Dev, Saturday
- »2031 With Dev, AM
- »2031 With Dev, PM
- »2031 With Dev, Saturday

File summary

File Description

Title	Ingoe Ln/Valley Rd
Location	Kirkby
Site number	3
Date	06/08/2021
Version	
Status	Prelim
Identifier	
Client	
Jobnumber	P18122
Enumerator	d.stoddart
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Observed	AM	ONE HOUR	07:15	08:45	15	✓
D2	2020 Observed	PM	ONE HOUR	16:15	17:45	15	✓
D3	2020 Observed	Saturday	ONE HOUR	09:45	11:15	15	✓
D4	2026 Without Dev	AM	ONE HOUR	07:15	08:45	15	✓
D5	2026 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓
D6	2026 Without Dev	Saturday	ONE HOUR	09:45	11:15	15	✓
D7	2026 With Dev	AM	ONE HOUR	07:15	08:45	15	✓
D8	2026 With Dev	PM	ONE HOUR	16:15	17:45	15	✓
D9	2026 With Dev	Saturday	ONE HOUR	09:45	11:15	15	✓
D10	2031 Without Dev	AM	ONE HOUR	07:15	08:45	15	✓
D11	2031 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓
D12	2031 Without Dev	Saturday	ONE HOUR	09:45	11:15	15	✓
D13	2031 With Dev	AM	ONE HOUR	07:15	08:45	15	✓
D14	2031 With Dev	PM	ONE HOUR	16:15	17:45	15	✓
D15	2031 With Dev	Saturday	ONE HOUR	09:45	11:15	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2020 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	untitled		Major
B	untitled		Minor
C	untitled		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	15.10	✓	7.50	✓	5.00	250.0	✓	12.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	10.00	5.70	3.90	3.70	✓	2.00	90	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	653	0.062	0.156	0.098	0.222
B-C	752	0.070	0.176	-	-
C-B	938	0.219	0.219	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2020 Observed	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1163	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	1489	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	7	1156
	B	1	0	10
	C	1484	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	17	4
	B	0	0	11
	C	3	25	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.76	0.0	A	9	14
B-A	0.00	12.32	0.0	B	0.92	1
C-AB	0.01	6.91	0.0	A	5	7
C-A					1362	2043
A-B					6	10
A-C					1061	1591

2020 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2020 Observed	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1245	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	1433	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	3	1242
	B	4	0	7
	C	1431	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.17	0.0	A	6	10
B-A	0.01	12.27	0.0	B	4	6
C-AB	0.00	5.67	0.0	A	2	3
C-A					1313	1970
A-B					3	4
A-C					1140	1710

2020 Observed, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2020 Observed	Saturday	ONE HOUR	09:45	11:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	763	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	899	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	761
	B	1	0	7
	C	898	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	17
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.05	0.0	A	6	10
B-A	0.00	8.48	0.0	A	0.92	1
C-AB	0.00	4.78	0.0	A	0.92	1
C-A					824	1236
A-B					2	3
A-C					698	1047

2026 Without Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026 Without Dev	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1245	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	1607	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	7	1238
	B	1	0	11
	C	1602	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	17	3
	B	0	0	10
	C	3	25	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.94	0.0	A	10	15
B-A	0.00	13.56	0.0	B	0.92	1
C-AB	0.01	7.13	0.0	A	5	7
C-A					1470	2205
A-B					6	10
A-C					1136	1704

2026 Without Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2026 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1338	100.000
B		ONE HOUR	✓	11	100.000
C		ONE HOUR	✓	1541	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	3	1335
	B	4	0	7
	C	1539	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.44	0.0	A	6	10
B-A	0.02	13.60	0.0	B	4	6
C-AB	0.00	5.88	0.0	A	2	3
C-A					1412	2118
A-B					3	4
A-C					1225	1838

2026 Without Dev, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2026 Without Dev	Saturday	ONE HOUR	09:45	11:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	815	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	976	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	813
	B	1	0	7
	C	975	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	17
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.17	0.0	A	6	10
B-A	0.00	8.84	0.0	A	0.92	1
C-AB	0.00	4.87	0.0	A	0.92	1
C-A					895	1342
A-B					2	3
A-C					746	1119

2026 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2026 With Dev	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1251	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	1619	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	6	1245
	B	0	0	6
	C	1615	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.15	0.0	A	6	8
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	5.70	0.0	A	4	6
C-A					1482	2223
A-B					6	8
A-C					1142	1714

2026 With Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2026 With Dev	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1371	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	1561	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	3	1368
	B	2	0	6
	C	1559	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.62	0.0	A	6	8
B-A	0.01	14.20	0.0	B	2	3
C-AB	0.00	5.96	0.0	A	2	3
C-A					1431	2146
A-B					3	4
A-C					1255	1883

2026 With Dev, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2026 With Dev	Saturday	ONE HOUR	09:45	11:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	852	100.000
B		ONE HOUR	✓	1	100.000
C		ONE HOUR	✓	1012	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	1	851
	B	0	0	1
	C	1012	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					929	1393
A-B					0.92	1
A-C					781	1171

2031 Without Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.05	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2031 Without Dev	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1293	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	1668	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	8	1285
	B	1	0	11
	C	1663	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	14	3
	B	0	0	10
	C	3	25	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	8.09	0.0	A	10	15
B-A	0.00	14.35	0.0	B	0.92	1
C-AB	0.01	7.26	0.0	A	5	7
C-A					1526	2289
A-B					7	11
A-C					1179	1769

2031 Without Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D11	2031 Without Dev	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1387	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	1597	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	3	1384
	B	4	0	8
	C	1595	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.57	0.0	A	7	11
B-A	0.02	14.50	0.0	B	4	6
C-AB	0.00	6.00	0.0	A	2	3
C-A					1464	2195
A-B					3	4
A-C					1270	1905

2031 Without Dev, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.04	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D12	2031 Without Dev	Saturday	ONE HOUR	09:45	11:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	845	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	1011	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	843
	B	1	0	8
	C	1010	1	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	14
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.11	0.0	A	7	11
B-A	0.00	9.04	0.0	A	0.92	1
C-AB	0.00	4.91	0.0	A	0.92	1
C-A					927	1390
A-B					2	3
A-C					774	1160

2031 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D13	2031 With Dev	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1299	100.000
B		ONE HOUR	✓	6	100.000
C		ONE HOUR	✓	1680	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	7	1292
	B	0	0	6
	C	1676	4	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	3
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	7.28	0.0	A	6	8
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.01	5.81	0.0	A	4	6
C-A					1538	2307
A-B					6	10
A-C					1186	1778

2031 With Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2031 With Dev	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	1420	100.000
B		ONE HOUR	✓	9	100.000
C		ONE HOUR	✓	1617	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	3	1417
	B	2	0	7
	C	1615	2	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.02	7.77	0.0	A	6	10
B-A	0.01	15.15	0.0	C	2	3
C-AB	0.00	6.08	0.0	A	2	3
C-A					1482	2223
A-B					3	4
A-C					1300	1950

2031 With Dev, Saturday

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D15	2031 With Dev	Saturday	ONE HOUR	09:45	11:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	882	100.000
B		ONE HOUR	✓	2	100.000
C		ONE HOUR	✓	1047	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	881
	B	0	0	2
	C	1047	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	2
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					961	1441
A-B					0.92	1
A-C					808	1213

Basic Results Summary
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	M57 J6 Existing.lsg3x
Author:	
Company:	
Address:	

Scenario 1: 'AM Obs' (FG1: 'AM Obs 2020', Plan 1: 'Network Control Plan 1')

C1	Stream: 1	PRC for Signalled Lanes (%):	21.8	Total Delay for Signalled Lanes (pcuHr):	12.73	Cycle Time (s):	50
C1	Stream: 2	PRC for Signalled Lanes (%):	64.4	Total Delay for Signalled Lanes (pcuHr):	7.48	Cycle Time (s):	50
		PRC Over All Lanes (%):	21.8	Total Delay Over All Lanes (pcuHr):	21.21		

Basic Results Summary

Scenario 2: 'PM Obs' (FG2: 'PM Obs 2020', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	73.4%	0	0	0	24.6	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	73.4%	0	0	0	24.6	-	-
1/1	WB Circulatory Right	U	A		1	20	-	470	1900	665	70.7%	-	-	-	3.4	26.0	7.8
1/2	WB Circulatory Right	U	A		1	20	-	488	1900	665	73.4%	-	-	-	3.7	27.1	8.4
2/1	NB off-slip Ahead	U	B		1	26	-	613	1975	889	69.0%	-	-	-	3.3	19.6	9.1
2/2	NB off-slip Ahead	U	B		1	26	-	634	1975	889	71.3%	-	-	-	3.6	20.4	9.7
3/1	NB Circ Left	U	-		-	-	-	1083	1900	1900	57.0%	-	-	-	0.7	2.2	0.7
3/2	NB Circ Left Ahead	U	-		-	-	-	585	1900	1900	30.8%	-	-	-	0.2	1.4	0.2
3/3	NB Circ Ahead	U	-		-	-	-	537	1900	1900	28.3%	-	-	-	0.2	1.3	0.2
5/1	Valley Rd EB Ahead	U	E		1	31	-	624	1975	1053	59.2%	-	-	-	2.4	13.7	7.7
5/2	Valley Rd EB Ahead	U	E		1	31	-	625	1975	1053	59.3%	-	-	-	2.4	13.7	7.7
6/1	NB Circulatory Right	U	D		1	15	-	235	1900	507	46.4%	-	-	-	1.9	29.1	4.3
6/2	NB Circulatory Right	U	D		1	15	-	268	1900	507	52.9%	-	-	-	1.4	19.2	3.0
6/3	NB Circulatory Right	U	D		1	15	-	269	1900	507	53.1%	-	-	-	1.4	19.3	3.0
			C1	Stream: 1 PRC for Signalled Lanes (%):			22.6	Total Delay for Signalled Lanes (pcuHr):			13.99	Cycle Time (s):		60			
			C1	Stream: 2 PRC for Signalled Lanes (%):			51.7	Total Delay for Signalled Lanes (pcuHr):			9.54	Cycle Time (s):		60			
				PRC Over All Lanes (%):			22.6	Total Delay Over All Lanes(pcuHr):			24.62						

Basic Results Summary

Scenario 3: 'Sat Obs' (FG3: 'Sat Obs 2020', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	51.4%	0	0	0	10.0	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	51.4%	0	0	0	10.0	-	-
1/1	WB Circulatory Right	U	A		1	18	-	442	1900	903	49.0%	-	-	-	1.4	11.1	3.8
1/2	WB Circulatory Right	U	A		1	18	-	464	1900	903	51.4%	-	-	-	1.5	11.4	4.0
2/1	NB off-slip Ahead	U	B		1	8	-	210	1975	444	47.3%	-	-	-	1.2	21.1	2.4
2/2	NB off-slip Ahead	U	B		1	8	-	218	1975	444	49.1%	-	-	-	1.3	21.4	2.5
3/1	NB Circ Left	U	-		-	-	-	652	1900	1900	34.3%	-	-	-	0.3	1.4	0.3
3/2	NB Circ Left Ahead	U	-		-	-	-	305	1900	1900	16.1%	-	-	-	0.1	1.1	0.1
3/3	NB Circ Ahead	U	-		-	-	-	377	1900	1900	19.8%	-	-	-	0.1	1.2	0.1
5/1	Valley Rd EB Ahead	U	E		1	17	-	384	1975	889	43.2%	-	-	-	1.2	11.1	3.3
5/2	Valley Rd EB Ahead	U	E		1	17	-	384	1975	889	43.2%	-	-	-	1.2	11.1	3.3
6/1	NB Circulatory Right	U	D		1	9	-	58	1900	475	12.2%	-	-	-	0.2	12.6	0.3
6/2	NB Circulatory Right	U	D		1	9	-	188	1900	475	39.6%	-	-	-	0.8	15.2	1.7
6/3	NB Circulatory Right	U	D		1	9	-	189	1900	475	39.8%	-	-	-	0.8	15.2	1.7
C1 Stream: 1 PRC for Signalled Lanes (%):					75.1		Total Delay for Signalled Lanes (pcuHr):					5.36	Cycle Time (s): 40				
C1 Stream: 2 PRC for Signalled Lanes (%):					108.3		Total Delay for Signalled Lanes (pcuHr):					4.16	Cycle Time (s): 40				
PRC Over All Lanes (%):					75.1		Total Delay Over All Lanes(pcuHr):					10.00					

Basic Results Summary

Scenario 4: 'AM Without Dev 2026' (FG4: 'AM Without Dev 2026', Plan 1: 'Network Control Plan 1')

Scenario A - Full Network Dot 2020						Scenario B - Partial Network Dot 2020 (Plan 1 - Network Controller Plan 1)											
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	80.3%	0	0	0	25.7	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	80.3%	0	0	0	25.7	-	-
1/1	WB Circulatory Right	U	A		1	20	-	604	1900	798	75.7%	-	-	-	3.6	21.5	8.6
1/2	WB Circulatory Right	U	A		1	20	-	619	1900	798	77.6%	-	-	-	3.8	22.3	9.1
2/1	NB off-slip Ahead	U	B		1	16	-	529	1975	672	78.8%	-	-	-	4.0	27.2	8.4
2/2	NB off-slip Ahead	U	B		1	16	-	539	1975	672	80.3%	-	-	-	4.2	28.2	8.7
3/1	NB Circ Left	U	-		-	-	-	1133	1900	1900	59.6%	-	-	-	0.7	2.3	0.8
3/2	NB Circ Left Ahead	U	-		-	-	-	668	1900	1900	35.2%	-	-	-	0.3	1.5	0.3
3/3	NB Circ Ahead	U	-		-	-	-	490	1900	1900	25.8%	-	-	-	0.2	1.3	0.2
5/1	Valley Rd EB Ahead	U	E		1	24	-	624	1975	987	63.2%	-	-	-	2.4	14.1	7.1
5/2	Valley Rd EB Ahead	U	E		1	24	-	625	1975	987	63.3%	-	-	-	2.4	14.1	7.1
6/1	NB Circulatory Right	U	D		1	12	-	194	1900	494	39.3%	-	-	-	1.4	25.9	3.0
6/2	NB Circulatory Right	U	D		1	12	-	245	1900	494	49.6%	-	-	-	1.3	18.6	2.5
6/3	NB Circulatory Right	U	D		1	12	-	245	1900	494	49.6%	-	-	-	1.3	18.6	2.5
C1 Stream: 1 PRC for Signalled Lanes (%): 12.1 Total Delay for Signalled Lanes (pcuHr): 15.66 Cycle Time (s): 50																	
C1 Stream: 2 PRC for Signalled Lanes (%): 42.2 Total Delay for Signalled Lanes (pcuHr): 8.81 Cycle Time (s): 50																	
PRC Over All Lanes (%): 12.1 Total Delay Over All Lanes(pcuHr): 25.65																	

Basic Results Summary

Scenario 5: 'PM Without Dev 2026' (FG5: 'PM Without Dev 2026', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	79.7%	0	0	0	30.4	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	79.7%	0	0	0	30.4	-	-
1/1	WB Circulatory Right	U	A		1	20	-	512	1900	665	77.0%	-	-	-	4.1	28.9	9.2
1/2	WB Circulatory Right	U	A		1	20	-	530	1900	665	79.7%	-	-	-	4.5	30.5	9.9
2/1	NB off-slip Ahead	U	B		1	26	-	689	1975	889	77.5%	-	-	-	4.4	22.8	11.3
2/2	NB off-slip Ahead	U	B		1	26	-	706	1975	889	79.4%	-	-	-	4.7	23.8	11.9
3/1	NB Circ Left	U	-		-	-	-	1201	1900	1900	63.2%	-	-	-	0.9	2.6	1.0
3/2	NB Circ Left Ahead	U	-		-	-	-	603	1900	1900	31.7%	-	-	-	0.2	1.4	0.2
3/3	NB Circ Ahead	U	-		-	-	-	633	1900	1900	33.3%	-	-	-	0.2	1.4	0.2
5/1	Valley Rd EB Ahead	U	E		1	30	-	672	1975	1020	65.9%	-	-	-	2.9	15.8	9.0
5/2	Valley Rd EB Ahead	U	E		1	30	-	670	1975	1020	65.7%	-	-	-	2.9	15.7	9.0
6/1	NB Circulatory Right	U	D		1	16	-	263	1900	538	48.9%	-	-	-	2.3	31.0	4.9
6/2	NB Circulatory Right	U	D		1	16	-	316	1900	538	58.7%	-	-	-	1.6	18.8	4.0
6/3	NB Circulatory Right	U	D		1	16	-	317	1900	538	58.9%	-	-	-	1.7	18.8	4.0
C1 Stream: 1 PRC for Signalled Lanes (%): 12.9 C1 Stream: 2 PRC for Signalled Lanes (%): 36.7 PRC Over All Lanes (%): 12.9																	
Total Delay for Signalled Lanes (pcuHr): 17.63 Total Delay for Signalled Lanes (pcuHr): 11.43 Total Delay Over All Lanes(pcuHr): 30.41												Cycle Time (s): 60 Cycle Time (s): 60					

Basic Results Summary

Scenario 6: 'Sat Without Dev 2026' (FG6: 'Sat Without Dev 2026', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	55.8%	0	0	0	11.4	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	55.8%	0	0	0	11.4	-	-
1/1	WB Circulatory Right	U	A		1	18	-	487	1900	903	54.0%	-	-	-	1.6	11.7	4.4
1/2	WB Circulatory Right	U	A		1	18	-	499	1900	903	55.3%	-	-	-	1.7	11.9	4.5
2/1	NB off-slip Ahead	U	B		1	8	-	229	1975	444	51.5%	-	-	-	1.4	21.9	2.8
2/2	NB off-slip Ahead	U	B		1	8	-	248	1975	444	55.8%	-	-	-	1.6	22.9	3.0
3/1	NB Circ Left	U	-		-	-	-	716	1900	1900	37.7%	-	-	-	0.3	1.5	0.3
3/2	NB Circ Left Ahead	U	-		-	-	-	357	1900	1900	18.8%	-	-	-	0.1	1.2	0.1
3/3	NB Circ Ahead	U	-		-	-	-	390	1900	1900	20.5%	-	-	-	0.1	1.2	0.1
5/1	Valley Rd EB Ahead	U	E		1	17	-	410	1975	889	46.1%	-	-	-	1.3	11.4	3.5
5/2	Valley Rd EB Ahead	U	E		1	17	-	410	1975	889	46.1%	-	-	-	1.3	11.4	3.5
6/1	NB Circulatory Right	U	D		1	9	-	97	1900	475	20.4%	-	-	-	0.4	13.4	0.5
6/2	NB Circulatory Right	U	D		1	9	-	195	1900	475	41.1%	-	-	-	0.8	15.5	1.8
6/3	NB Circulatory Right	U	D		1	9	-	195	1900	475	41.1%	-	-	-	0.8	15.6	1.8
			C1	Stream: 1 PRC for Signalled Lanes (%):			61.3	Total Delay for Signalled Lanes (pcuHr):				6.21	Cycle Time (s):		40		
			C1	Stream: 2 PRC for Signalled Lanes (%):			95.1	Total Delay for Signalled Lanes (pcuHr):				4.64	Cycle Time (s):		40		
				PRC Over All Lanes (%):			61.3	Total Delay Over All Lanes(pcuHr):				11.40					

Scenario 7: 'AM With Dev 2026' (FG7: 'AM With Dev 2026', Plan 1: 'Network Control Plan 1')

Scenario 7: 'AM With Dev 2026' (FG7: 'AM With Dev 2026', Plan 1: 'Network Control Plan 1')

Scenario 8: 'PM With Dev 2026' (FG8: 'PM With Dev 2026', Plan 1: 'Network Control Plan 1')

Scenario 8: 'PM With Dev 2026' (FG8: 'PM With Dev 2026', Plan 1: 'Network Control Plan 1')

Basic Results Summary

Scenario 9: 'Sat With Dev 2026' (FG9: 'Sat With Dev 2026', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	58.1%	0	0	0	11.9	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	58.1%	0	0	0	11.9	-	-
1/1	WB Circulatory Right	U	A		1	18	-	494	1900	903	54.7%	-	-	-	1.6	11.9	4.4
1/2	WB Circulatory Right	U	A		1	18	-	506	1900	903	56.1%	-	-	-	1.7	12.0	4.6
2/1	NB off-slip Ahead	U	B		1	8	-	241	1975	444	54.2%	-	-	-	1.5	22.5	2.9
2/2	NB off-slip Ahead	U	B		1	8	-	258	1975	444	58.1%	-	-	-	1.7	23.4	3.2
3/1	NB Circ Left	U	-		-	-	-	735	1900	1900	38.7%	-	-	-	0.3	1.5	0.3
3/2	NB Circ Left Ahead	U	-		-	-	-	373	1900	1900	19.6%	-	-	-	0.1	1.2	0.1
3/3	NB Circ Ahead	U	-		-	-	-	391	1900	1900	20.6%	-	-	-	0.1	1.2	0.1
5/1	Valley Rd EB Ahead	U	E		1	17	-	426	1975	889	47.9%	-	-	-	1.4	11.6	3.8
5/2	Valley Rd EB Ahead	U	E		1	17	-	426	1975	889	47.9%	-	-	-	1.4	11.6	3.8
6/1	NB Circulatory Right	U	D		1	9	-	96	1900	475	20.2%	-	-	-	0.4	13.4	0.5
6/2	NB Circulatory Right	U	D		1	9	-	195	1900	475	41.1%	-	-	-	0.8	15.6	1.8
6/3	NB Circulatory Right	U	D		1	9	-	196	1900	475	41.3%	-	-	-	0.9	15.6	1.8
			C1	Stream: 1 PRC for Signalled Lanes (%):			55.0	Total Delay for Signalled Lanes (pcuHr):			6.50	Cycle Time (s):		40			
			C1	Stream: 2 PRC for Signalled Lanes (%):			87.8	Total Delay for Signalled Lanes (pcuHr):			4.80	Cycle Time (s):		40			
				PRC Over All Lanes (%):			55.0	Total Delay Over All Lanes(pcuHr):			11.87						

Basic Results Summary

Scenario 10: 'AM Without Dev 2031' (FG10: 'AM Without Dev 2031', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	83.1%	0	0	0	27.8	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	83.1%	0	0	0	27.8	-	-
1/1	WB Circulatory Right	U	A		1	20	-	627	1900	798	78.6%	-	-	-	4.0	22.9	9.3
1/2	WB Circulatory Right	U	A		1	20	-	641	1900	798	80.3%	-	-	-	4.3	23.9	9.6
2/1	NB off-slip Ahead	U	B		1	16	-	550	1975	672	81.9%	-	-	-	4.5	29.4	9.1
2/2	NB off-slip Ahead	U	B		1	16	-	558	1975	672	83.1%	-	-	-	4.7	30.4	9.3
3/1	NB Circ Left	U	-		-	-	-	1177	1900	1900	61.9%	-	-	-	0.8	2.5	0.9
3/2	NB Circ Left Ahead	U	-		-	-	-	700	1900	1900	36.8%	-	-	-	0.3	1.5	0.3
3/3	NB Circ Ahead	U	-		-	-	-	499	1900	1900	26.3%	-	-	-	0.2	1.3	0.2
5/1	Valley Rd EB Ahead	U	E		1	25	-	648	1975	1027	63.1%	-	-	-	2.4	13.3	7.2
5/2	Valley Rd EB Ahead	U	E		1	25	-	648	1975	1027	63.1%	-	-	-	2.4	13.3	7.2
6/1	NB Circulatory Right	U	D		1	11	-	209	1900	456	45.8%	-	-	-	0.9	15.0	1.7
6/2	NB Circulatory Right	U	D		1	11	-	249	1900	456	54.6%	-	-	-	1.7	24.5	3.6
6/3	NB Circulatory Right	U	D		1	11	-	250	1900	456	54.8%	-	-	-	1.7	24.6	3.6
C1 Stream: 1 PRC for Signalled Lanes (%): 8.3 C1 Stream: 2 PRC for Signalled Lanes (%): 42.6 PRC Over All Lanes (%): 8.3																	
Total Delay for Signalled Lanes (pcuHr): 17.44 Total Delay for Signalled Lanes (pcuHr): 9.06 Total Delay Over All Lanes(pcuHr): 27.78												Cycle Time (s): 50 Cycle Time (s): 50					

Basic Results Summary

Scenario 11: 'PM Without Dev 2031' (FG11: 'PM Without Dev 2031', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	82.4%	0	0	0	33.1	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	82.4%	0	0	0	33.1	-	-
1/1	WB Circulatory Right	U	A		1	20	-	531	1900	665	79.8%	-	-	-	4.5	30.7	9.9
1/2	WB Circulatory Right	U	A		1	20	-	548	1900	665	82.4%	-	-	-	5.0	32.6	10.5
2/1	NB off-slip Ahead	U	B		1	26	-	715	1975	889	80.5%	-	-	-	4.8	24.4	12.1
2/2	NB off-slip Ahead	U	B		1	26	-	729	1975	889	82.0%	-	-	-	5.1	25.4	12.7
3/1	NB Circ Left	U	-		-	-	-	1246	1900	1900	65.6%	-	-	-	1.0	2.8	1.1
3/2	NB Circ Left Ahead	U	-		-	-	-	621	1900	1900	32.7%	-	-	-	0.2	1.4	0.2
3/3	NB Circ Ahead	U	-		-	-	-	656	1900	1900	34.5%	-	-	-	0.3	1.4	0.3
5/1	Valley Rd EB Ahead	U	E		1	30	-	696	1975	1020	68.2%	-	-	-	3.2	16.3	9.6
5/2	Valley Rd EB Ahead	U	E		1	30	-	696	1975	1020	68.2%	-	-	-	3.2	16.3	9.6
6/1	NB Circulatory Right	U	D		1	16	-	270	1900	538	50.2%	-	-	-	2.3	31.0	5.0
6/2	NB Circulatory Right	U	D		1	16	-	328	1900	538	60.9%	-	-	-	1.8	19.6	4.2
6/3	NB Circulatory Right	U	D		1	16	-	328	1900	538	60.9%	-	-	-	1.8	19.6	4.2
			C1	Stream: 1 PRC for Signalled Lanes (%):			9.2	Total Delay for Signalled Lanes (pcuHr):				19.46	Cycle Time (s):		60		
			C1	Stream: 2 PRC for Signalled Lanes (%):			32.0	Total Delay for Signalled Lanes (pcuHr):				12.21	Cycle Time (s):		60		
				PRC Over All Lanes (%):			9.2	Total Delay Over All Lanes(pcuHr):				33.14					

Basic Results Summary

Scenario 12: 'Sat Without Dev 2031' (FG12: 'Sat Without Dev 2031', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.4%	0	0	0	12.0	-	-
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	57.4%	0	0	0	12.0	-	-
1/1	WB Circulatory Right	U	A		1	18	-	506	1900	903	56.1%	-	-	-	1.7	12.0	4.6
1/2	WB Circulatory Right	U	A		1	18	-	516	1900	903	57.2%	-	-	-	1.8	12.2	4.7
2/1	NB off-slip Ahead	U	B		1	8	-	237	1975	444	53.3%	-	-	-	1.5	22.3	2.9
2/2	NB off-slip Ahead	U	B		1	8	-	255	1975	444	57.4%	-	-	-	1.6	23.3	3.1
3/1	NB Circ Left	U	-		-	-	-	743	1900	1900	39.1%	-	-	-	0.3	1.6	0.3
3/2	NB Circ Left Ahead	U	-		-	-	-	372	1900	1900	19.6%	-	-	-	0.1	1.2	0.1
3/3	NB Circ Ahead	U	-		-	-	-	399	1900	1900	21.0%	-	-	-	0.1	1.2	0.1
5/1	Valley Rd EB Ahead	U	E		1	17	-	426	1975	889	47.9%	-	-	-	1.4	11.6	3.8
5/2	Valley Rd EB Ahead	U	E		1	17	-	425	1975	889	47.8%	-	-	-	1.4	11.6	3.8
6/1	NB Circulatory Right	U	D		1	9	-	104	1900	475	21.9%	-	-	-	0.4	13.6	0.6
6/2	NB Circulatory Right	U	D		1	9	-	199	1900	475	41.9%	-	-	-	0.9	15.7	1.8
6/3	NB Circulatory Right	U	D		1	9	-	200	1900	475	42.1%	-	-	-	0.9	15.7	1.9
			C1	Stream: 1 PRC for Signalled Lanes (%):			56.8	Total Delay for Signalled Lanes (pcuHr):			6.56	Cycle Time (s):		40			
			C1	Stream: 2 PRC for Signalled Lanes (%):			87.8	Total Delay for Signalled Lanes (pcuHr):			4.88	Cycle Time (s):		40			
				PRC Over All Lanes (%):			56.8	Total Delay Over All Lanes(pcuHr):			12.01						

Basic Results Summary

Scenario 13: 'AM With Dev 2031' (FG13: 'AM With Dev 2031', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)	
Network	-	-	-		-	-	-	-	-	-	83.5%	0	0	0	28.1	-	-	
M57 J6 West Controller	-	-	-		-	-	-	-	-	-	83.5%	0	0	0	28.1	-	-	
1/1	WB Circulatory Right	U	A		1	20	-	630	1900	798	78.9%	-	-	-	4.0	23.1	9.4	
1/2	WB Circulatory Right	U	A		1	20	-	643	1900	798	80.6%	-	-	-	4.3	24.0	9.7	
2/1	NB off-slip Ahead	U	B		1	16	-	554	1975	672	82.5%	-	-	-	4.6	29.9	9.2	
2/2	NB off-slip Ahead	U	B		1	16	-	561	1975	672	83.5%	-	-	-	4.8	30.8	9.6	
3/1	NB Circ Left	U	-		-	-	-	1184	1900	1900	62.3%	-	-	-	0.8	2.5	0.9	
3/2	NB Circ Left Ahead	U	-		-	-	-	706	1900	1900	37.2%	-	-	-	0.3	1.5	0.3	
3/3	NB Circ Ahead	U	-		-	-	-	498	1900	1900	26.2%	-	-	-	0.2	1.3	0.2	
5/1	Valley Rd EB Ahead	U	E		1	25	-	648	1975	1027	63.1%	-	-	-	2.4	13.3	7.2	
5/2	Valley Rd EB Ahead	U	E		1	25	-	650	1975	1027	63.3%	-	-	-	2.4	13.3	7.2	
6/1	NB Circulatory Right	U	D		1	11	-	210	1900	456	46.1%	-	-	-	0.9	15.0	1.7	
6/2	NB Circulatory Right	U	D		1	11	-	249	1900	456	54.6%	-	-	-	1.7	24.5	3.6	
6/3	NB Circulatory Right	U	D		1	11	-	249	1900	456	54.6%	-	-	-	1.7	24.5	3.6	
C1			Stream: 1		PRC for Signalled Lanes (%):			7.7		Total Delay for Signalled Lanes (pcuHr):			17.73		Cycle Time (s):		50	
C1			Stream: 2		PRC for Signalled Lanes (%):			42.2		Total Delay for Signalled Lanes (pcuHr):			9.08		Cycle Time (s):		50	
					PRC Over All Lanes (%):			7.7		Total Delay Over All Lanes(pcuHr):			28.11					

Scenario 14: 'PM With Dev 2031' (FG14: 'PM With Dev 2031', Plan 1: 'Network Control Plan 1')

Scenario 14: 'PM With Dev 2031' (FG14: 'PM With Dev 2031', Plan 1: 'Network Control Plan 1')

Scenario 15: 'Sat With Dev 2031' (FG15: 'Sat With Dev 2031', Plan 1: 'Network Control Plan 1')

Scenario 15: 'Sat With Dev 2031' (FG15: 'Sat With Dev 2031', Plan 1: 'Network Control Plan 1')

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APPENDIX J

TRAFFIC SIGNAL OBSERVATIONS

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AM Peak				PM Peak				Saturday Peak			
Cycle No.	07:30:11	Cycle Time	Demand Dep	Cycle No.	16:29:59	Cycle Time	Demand Dep	Cycle No.	10:00:01	Cycle Time	Demand Dep
1	07:31:05	00:00:54		1	16:30:58	00:00:59		1	10:00:45	00:00:44	
2	07:32:21	00:01:16		2	16:32:03	00:01:05		2	10:01:26	00:00:41	
3	07:33:28	00:01:07		3	16:33:35	00:01:32		3	10:02:17	00:00:51	
4	07:34:28	00:01:00		4	16:35:23	00:01:48		4	10:03:03	00:00:46	
5	07:35:25	00:00:57		5	16:36:13	00:00:50		5	10:04:15	00:01:12	
6	07:36:53	00:01:28		6	16:37:00	00:00:47		6	10:05:27	00:01:12	no field In
7	07:38:09	00:01:16	peds no field In	7	16:38:33	00:01:33		7	10:06:27	00:01:00	
8	07:39:26	00:01:17	peds	8	16:39:36	00:01:03		8	10:07:18	00:00:51	
9	07:40:26	00:01:00		9	16:41:45	00:02:09	peds	9	10:08:00	00:00:42	
10	07:41:56	00:01:30		10	16:43:12	00:01:27		10	10:09:03	00:01:03	
11	07:43:50	00:01:54		11	16:45:01	00:01:49		11	10:09:56	00:00:53	
12	07:44:56	00:01:06		12	16:46:12	00:01:11		12	10:10:55	00:00:59	
13	07:46:00	00:01:04		13	16:48:13	00:02:01		13	10:11:50	00:00:55	
14	07:47:09	00:01:09		14	16:49:10	00:00:57		14	10:12:34	00:00:44	
15	07:48:15	00:01:06		15	16:50:04	00:00:54		15	10:13:20	00:00:46	
16	07:49:18	00:01:03		16	16:51:27	00:01:23		16	10:14:11	00:00:51	
17	07:50:15	00:00:57		17	16:52:23	00:00:56		17	10:15:00	00:00:49	no field In
18	07:51:34	00:01:19		18	16:53:21	00:00:58		18	10:15:59	00:00:59	
19	07:52:32	00:00:58		19	16:54:37	00:01:16		19	10:17:43	00:01:44	
20	07:53:39	00:01:07		20	16:56:04	00:01:27		20	10:18:32	00:00:49	
21	07:55:13	00:01:34	peds	21	16:57:51	00:01:47		21	10:19:37	00:01:05	
22	07:57:24	00:02:11	peds	22	16:58:58	00:01:07		22	10:20:28	00:00:51	
23	07:58:48	00:01:24		23	16:59:45	00:00:47		23	10:21:15	00:00:47	
24	08:00:05	00:01:17		24	17:02:06	00:02:21		24	10:22:50	00:01:35	
25	08:01:20	00:01:15		25	17:03:14	00:01:08		25	10:23:37	00:00:47	
26	08:02:24	00:01:04		26	17:04:49	00:01:35	peds	26	10:24:30	00:00:53	
27	08:03:21	00:00:57		27	17:06:53	00:02:04		27	10:25:34	00:01:04	
28	08:04:36	00:01:15	peds	28	17:08:18	00:01:25		28	10:26:19	00:00:45	
29	08:05:50	00:01:14		29	17:09:32	00:01:14		29	10:27:18	00:00:59	
30	08:06:49	00:00:59		30	17:10:59	00:01:27	no field In	30	10:28:14	00:00:56	
31	08:08:08	00:01:19		31	17:12:00	00:01:01		31	10:29:30	00:01:16	
32	08:09:38	00:01:30	peds	32	17:12:54	00:00:54		32	10:30:47	00:01:17	no field In
33	08:10:43	00:01:05		33	17:14:25	00:01:31	peds	33	10:31:51	00:01:04	
34	08:11:29	00:00:46		34	17:15:49	00:01:24		34	10:32:49	00:00:58	
35	08:13:17	00:01:48		35	17:16:42	00:00:53		35	10:33:31	00:00:42	
36	08:14:11	00:00:54		36	17:18:41	00:01:59		36	10:34:37	00:01:06	
37	08:15:18	00:01:07		37	17:19:54	00:01:13		37	10:36:16	00:01:39	
38	08:16:24	00:01:06		38	17:20:56	00:01:02		38	10:37:21	00:01:05	
39	08:17:50	00:01:26		39	17:22:29	00:01:33		39	10:38:49	00:01:28	
40	08:18:40	00:00:50		40	17:23:28	00:00:59		40	10:39:38	00:00:49	
41	08:19:49	00:01:09		41	17:24:25	00:00:57		41	10:40:43	00:01:05	
42	08:20:58	00:01:09		42	17:25:33	00:01:08		42	10:41:49	00:01:06	no field In
43	08:22:32	00:01:34	peds	43	17:26:23	00:00:50		43	10:42:36	00:00:47	
44	08:23:47	00:01:15		44	17:27:52	00:01:29		44	10:44:02	00:01:26	peds
45	08:25:06	00:01:19		45	17:28:59	00:01:07		45	10:46:08	00:02:06	peds
46	08:26:17	00:01:11	peds no field In	46	17:30:18	00:01:19		46	10:47:03	00:00:55	
47	08:27:21	00:01:04	peds no field In					47	10:48:18	00:01:15	
48	08:28:10	00:00:49						48	10:49:17	00:00:59	
49	08:28:57	00:00:47						49	10:50:24	00:01:07	
50	08:29:55	00:00:58						50	10:51:28	00:01:04	
3 cycles with peds but no Field Lane. These cancel each other out so cumulative demand dependency = 6 cycles								51	10:52:23	00:00:55	
								52	10:53:15	00:00:52	
								53	10:54:10	00:00:55	
								54	10:54:52	00:00:42	
								55	10:56:03	00:01:11	
								56	10:57:28	00:01:25	peds
								10:59:33	00:01:20		
									00:01:02	1	
										2%	
										98%	
Ped Time	26	22.9		26	24.9			26	25.5		
Observations: many peds cross with traffic can't tell how many times indicative arrow called											

AM Peak				PM Peak				Saturday Peak			
Cycle No.	07:31:18	Cycle Time	Demand Dep	Cycle No.	16:30:26	Cycle Time	Demand Dep	Cycle No.	09:59:37	Cycle Time	Demand Dep
1	07:34:20	00:03:02		1	16:33:23	00:02:57		1	10:01:20	00:01:43	
2	07:37:06	00:02:46		2	16:36:28	00:03:05		2	10:03:09	00:01:49	
3	07:40:04	00:02:58		3	16:39:21	00:02:53		3	10:05:04	00:01:55	
4	07:42:49	00:02:45		4	16:42:20	00:02:59		4	10:06:44	00:01:40	
5	07:45:54	00:03:05		5	16:46:16	00:03:56		5	10:07:59	00:01:15	
6	07:49:21	00:03:27		6	16:49:23	00:03:07		6	10:09:20	00:01:21	
7	07:52:07	00:02:46		7	16:52:39	00:03:16		7	10:11:16	00:01:56	
8	07:55:35	00:03:28		8	16:55:40	00:03:01		8	10:13:13	00:01:57	
9	07:58:23	00:02:48		9	16:58:43	00:03:03		9	10:14:54	00:01:41	
10	08:00:40	00:02:17		10	17:01:39	00:02:56		10	10:16:38	00:01:44	
11	08:03:31	00:02:51		11	17:04:41	00:03:02		11	10:18:38	00:02:00	
12	08:06:16	00:02:45		12	17:07:21	00:02:40		12	10:20:23	00:01:45	
13	08:08:21	00:02:05		13	17:10:24	00:03:03		13	10:22:05	00:01:42	
14	08:12:17	00:03:56		14	17:13:08	00:02:44		14	10:23:52	00:01:47	
15	08:15:48	00:03:31		15	17:16:08	00:03:00		15	10:25:36	00:01:44	
16	08:19:03	00:03:15		16	17:20:13	00:04:05		16	10:27:38	00:02:02	
17	08:21:49	00:02:46		17	17:23:32	00:03:19		17	10:29:18	00:01:40	
18	08:25:24	00:03:35		18	17:26:04	00:02:32		18	10:31:27	00:02:09	
19	08:28:56	00:03:32		19	17:28:52	00:02:48		19	10:33:34	00:02:07	
20	08:32:01	00:03:05		20	17:31:44	00:02:52		20	10:35:25	00:01:51	
		00:03:02				00:03:04		21	10:37:10	00:01:45	
								22	10:38:53	00:01:43	
		00:03:56				00:04:05		23	10:40:33	00:01:40	
								24	10:42:19	00:01:46	
								25	10:44:29	00:02:10	
								26	10:46:58	00:02:29	
								27	10:48:47	00:01:49	
								28	10:50:30	00:01:43	
								29	10:52:16	00:01:46	
								30	10:53:51	00:01:35	
								31	10:55:25	00:01:34	
								32	10:57:16	00:01:51	
								33	10:59:22	00:02:06	
									00:01:49		

AM Peak				PM Peak			
Cycle No.	07:30:10	Cycle Time	Demand Dep	Cycle No.	16:30:31	Cycle Time	Demand Dep
1	07:30:54	00:00:44		1	16:31:30	00:00:59	
2	07:31:34	00:00:40		2	16:32:26	00:00:56	
3	07:32:12	00:00:38		3	16:33:15	00:00:49	
4	07:33:04	00:00:52		4	16:34:27	00:01:12	
5	07:33:43	00:00:39		5	16:35:12	00:00:45	
6	07:34:23	00:00:40		6	16:36:31	00:01:19	
7	07:35:04	00:00:41		7	16:37:12	00:00:41	
8	07:35:49	00:00:45		8	16:38:23	00:01:11	
9	07:36:50	00:01:01		9	16:39:36	00:01:13	
10	07:37:33	00:00:43		10	16:40:47	00:01:11	
11	07:38:13	00:00:40		11	16:41:40	00:00:53	
12	07:38:58	00:00:45		12	16:42:54	00:01:14	
13	07:39:38	00:00:40		13	16:43:48	00:00:54	
14	07:40:19	00:00:41		14	16:44:57	00:01:09	
15	07:41:16	00:00:57		15	16:45:49	00:00:52	
16	07:42:12	00:00:56		16	16:46:49	00:01:00	
17	07:43:07	00:00:55		17	16:47:37	00:00:48	
18	07:43:49	00:00:42		18	16:48:31	00:00:54	
19	07:44:57	00:01:08		19	16:49:24	00:00:53	
20	07:45:50	00:00:53		20	16:50:24	00:01:00	
21	07:46:50	00:01:00		21	16:51:14	00:00:50	
22	07:47:33	00:00:43		22	16:52:15	00:01:01	
23	07:48:35	00:01:02		23	16:53:01	00:00:46	
24	07:49:27	00:00:52		24	16:53:52	00:00:51	
25	07:50:33	00:01:06		25	16:54:43	00:00:51	
26	07:51:17	00:00:44		26	16:55:54	00:01:11	
27	07:51:58	00:00:41		27	16:56:34	00:00:40	
28	07:52:47	00:00:49		28	16:57:33	00:00:59	
29	07:53:33	00:00:46		29	16:58:41	00:01:08	
30	07:54:31	00:00:58		30	16:59:50	00:01:09	
31	07:55:26	00:00:55		31	17:00:46	00:00:56	
32	07:56:17	00:00:51		32	17:01:41	00:00:55	
33	07:57:03	00:00:46		33	17:02:45	00:01:04	
34	07:57:47	00:00:44		34	17:04:00	00:01:15	
35	07:58:27	00:00:40		35	17:05:10	00:01:10	
36	07:59:20	00:00:53		36	17:05:51	00:00:41	
37	08:00:09	00:00:49		37	17:07:05	00:01:14	
38	08:01:03	00:00:54		38	17:08:12	00:01:07	
39	08:02:01	00:00:58		39	17:09:11	00:00:59	
40	08:02:59	00:00:58		40	17:10:23	00:01:12	
41	08:03:45	00:00:46		41	17:11:19	00:00:56	
42	08:04:37	00:00:52		42	17:12:30	00:01:11	
43	08:05:21	00:00:44		43	17:13:16	00:00:46	
44	08:06:09	00:00:48		44	17:14:14	00:00:58	
45	08:06:50	00:00:41		45	17:15:13	00:00:59	
46	08:07:44	00:00:54		46	17:16:25	00:01:12	
47	08:08:34	00:00:50		47	17:17:20	00:00:55	
48	08:09:13	00:00:39		48	17:18:29	00:01:09	
49	08:09:57	00:00:44		49	17:19:25	00:00:56	
50	08:10:43	00:00:46		50	17:20:23	00:00:58	
51	08:11:23	00:00:40		51	17:21:14	00:00:51	
52	08:12:17	00:00:54		52	17:21:58	00:00:44	
53	08:13:20	00:01:03		53	17:22:53	00:00:55	
54	08:14:12	00:00:52		54	17:23:41	00:00:48	
55	08:15:18	00:01:06		55	17:24:47	00:01:06	
56	08:16:11	00:00:53		56	17:25:48	00:01:01	
57	08:17:06	00:00:55		57	17:27:00	00:01:12	
58	08:17:47	00:00:41		58	17:28:12	00:01:12	
59	08:18:29	00:00:42		59	17:29:24	00:01:12	
60	08:19:28	00:00:59		60	17:30:18	00:00:54	
61	08:20:23	00:00:55					
62	08:21:09	00:00:46					
63	08:22:16	00:01:07					
64	08:23:20	00:01:04					
65	08:24:07	00:00:47					
66	08:24:54	00:00:47					
67	08:25:42	00:00:48					
68	08:26:37	00:00:55					
69	08:27:20	00:00:43					
70	08:28:12	00:00:52					
71	08:29:04	00:00:52					
72	08:29:51	00:00:47					
Ave Cyc		00:00:50		Ave Cyc		00:01:00	

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