TRANSPORT ASSESSMENT

Proposed Residential Development

Land at Halsnead Garden Village,

Phase 3

March 2026

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1 Introduction

1.1 Preamble

1.1.1 BTG Eddisons has been instructed by Taylor Wimpey to advise on the traffic and transport issues relating to a planning application for a residential development on land at Halsnead Garden Village, Knowsley, known as Phase 3 [the Site], to the South Whiston area of Knowsley.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the Hybrid application for the erection of up to 190no. residential dwellings comprising:

1.1.3 Phase A – Full planning application for the erection of 93 dwellings with associated works (including access, public open space, landscaping, sustainable urban drainage systems and other associated works); and

1.1.4 Phase B – Outline planning application for up to 97 dwellings (with all matters reserved for future approval).

1.2 Structure of Report

1.2.1 Following this introduction, **Section 2** of the report details the existing site conditions and describes the adjacent highway network.

1.2.2 **Section 3** provides details of the proposed development including vehicular access and car parking provision.

1.2.3 **Section 4** of the report considers the aspects of national and local planning policy which are relevant to the development.

1.2.4 **Section 5** will provide a summary of the Sustainable Transport Strategy for the site whilst **Section 6** considers the accessibility of the site by non-car modes.

1.2.5 **Section 7** contains details of the Framework Travel Plan.

1.2.6 **Section 8** considers the trip generation and traffic impact assessment on the highway network, whilst Section 9 consider historical accident statistics.

1.2.7 Finally, **Section 10** draws together the report's findings and conclusions.

2 Existing Site and Conditions

2.1.1 The site is situated in Whiston around 1-kilometre to the south of Whiston town centre. The site forms the southern (Phase 3) portion of the site known as 'Fox Wood Garden Village'. The location of the site is shown in Plan 1.

2.1.2 The application site will be accessed via an extension to the Phase 1 spine road and site access junction off Fox's Bank Lane. In the vicinity of the proposed site access, Fox's Bank Lane is approximately 6.5-metres-wide, with no footways or street lighting.

2.1.3 Fox's Bank Lane follows a roughly north-south alignment, connecting with the A5080 Cronton Road and Prescot Road approximately 1.5-kilometres to the south of the proposed site access. Fox's Bank Lane continues north for around 450-metres from the proposed site access, becoming Cumber Lane and continuing northwards for a further 1.1-kilometres to its signalised junction with Stoney Lane in Whiston.

3 Development Proposals

3.1.1 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the Hybrid application for the erection of up to 190no. residential dwellings comprising:

- Phase A –93no. dwellings, and
- Phase B –up to 97no. dwellings (with all matters reserved for future approval).

3.1.2 The 93no. dwellings proposed within the full application will consist of:

- 4no. 5-bedroom dwelling,
- 35no. 4-bedroom dwellings, and
- 54no. 3-bedroom dwellings.

3.1.3 The site layout is shown in **Plan 2.**

3.2 Car Parking

3.2.1 Parking will be provided in accordance with the Knowsley Council 'Ensuring a Choice of travel SPD, Appendix B: Car Parking Standards specify a maximum parking provision of 225-no. spaces consisting of:

- 4+ -Bedroom dwellings, 3-spaces per dwelling, equating to 117-spaces, and
- 2 to 3-Bedroom dwellings, 2-spaces per dwelling, equating to 108-spaces.

3.2.2 As shown in **Plan 2**, it is proposed to provide a total of 207-spaces, equating to 92% of the maximum number of spaces required by the Local Plan parking standards.

3.2.3 As will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for the needs of the development's residents and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car. It is therefore considered that the proposed parking provision is appropriate.

3.3 Vehicle Access

3.3.1 Vehicle access will be via an extension to the Phase 1 development spine road 'The Street', from the existing Phase 1 development site access along Fox's Bank Lane.

3.3.2 The forward visibility throughout the site, from the Phase 1 development, complies with the forward visibility splay requirements for a 20mph estate road, as specified in Manual for Streets (MfS), as shown in **Plan 3**.

3.4 Cycle and Pedestrian Access

3.4.1 Cycle and pedestrian access will principally be via the site access from the Phase 1 development. Additional cycle and pedestrian access will be available via links to Big Water and Halsnead Park to the south and to Lickers Lane, via development phases to the north of the sites, as shown in Plan 6, and discussed in **Section 4** of this report.

3.5 Servicing and Emergency Access

3.5.1 Servicing access for both development areas will be via the site access from the Phase 1 development site as shown in **Plan 2**.

3.5.2 The swept path tracking analysis shown in **Plan 4** and **Plan 5** respectively, demonstrate the application site can be serviced by a standard Knowsley refuse collection and emergency vehicles.

4 Relevant Planning Policy

4.1 Introduction

4.1.1 This section of the TA reviews the relevant national and local transport planning policy and guidance documents in the context of the proposed development.

4.1.2 It will focus on the National Planning Policy Framework (NPPF), which was first published in March 2012 and last updated in December 2023 and sets out the Government's planning policies for achieving sustainable development. It will also refer to National Planning Practice Guidance.

4.1.3 Local planning policy is taken from the Knowsley Local Plan Core Strategy, which covers the period 2016 up to 2028, Ensuring a Choice of Travel SPD, Adopted Halsnead Garden Village Masterplan SPD and the Merseyside Local Transport Plan.

4.2 National Planning Policy Framework (NPPF)

4.2.1 The Department for Communities and Local Government (now the Department for Levelling Up, Housing and Communities) updated its National Planning Policy Framework (NPPF) in December 2023.The NPPF replaces previous Planning Policy Guidance (PPG) Notes and Planning Policy Statements (PPS) with a single document.

4.2.2 The updated version of the NPPF continues to provide guidance on the same key themes for Local Authorities when preparing Development Plans and associated Policies, with a presumption in favour of approval unless the proposals entail impacts that outweigh the benefits of the development.

4.2.3 The 2023 revised NPPF provides more guidance on how Local Authorities should form Development Plans, policies and the decision-making process compared to the original NPPF published in 2012. Greater emphasis is placed on early consultation and the addressing of location, provision, and design issues during the planning stages in order to ensure high-quality sustainable developments are brought forward, rather than applying numerous planning conditions to planning decisions.

4.2.4 The same principles are also emphasised to ensure new developments are brought forward with minimal delay through the planning process.

4.2.5 Local authorities are expected to grant permission where the proposals accord with an up-to-date development plan or where the Local Plan is absent, silent, indeterminate, or where relevant policies are out of date, unless the adverse effects of granting planning permission significantly and demonstrably outweigh the benefits of the scheme.

4.2.6 At the heart of NPPF is '*a presumption in favour of sustainable development*' (Paragraph 11).

4.2.7 Regarding sustainable transport the NPPF states in paragraph 109 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*'

4.2.8 The NPPF goes on to consider parking provision, stating in paragraph 112 '*Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.*'

4.2.9 In determining planning proposals, paragraph 114 of the NPPF states:

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

- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*

- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree or development.'*

4.2.10 Whilst paragraph 115 advises 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.*'

4.2.11 Developments are required to provide and promote pedestrian and cyclist movements as a priority, facilitate access to public transport services and maximise the catchment areas for bus and other public transport services.

4.2.12 It is demonstrated in the subsequent sections of this TA that the site is located close to good pedestrian links and public transport networks and is therefore ideally situated to encourage trips by sustainable modes of travel.

4.2.13 Furthermore, the report also demonstrates that the proposals will not have a material impact on the adjoining highway network.

4.2.14 It is therefore clear from the NPPF that development:

- Should be assessed with a presumption in favour of approval,
- Should be capable of being accessed satisfactorily with safe and suitable access provided for all,
- Should be sustainable, with preference given to accessibility by sustainable modes of transport,
- Should only be refused on highways grounds if there is an unacceptable impact on safety, or the cumulative impacts on the road network are severe.

4.2.15 Therefore, developments should be located and designed where practical to:

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

4.2.16 The location of the proposed development close to several local amenities (as described in Section 4 of this TA), in accordance with the guidance contained within paragraph 20, which states that:

'*Strategic policies should set out an overall strategy for the pattern, scale and quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for:*

- *housing (including affordable housing), employment, retail, leisure, and other commercial development;*
- *infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *community facilities (such as health, education, and cultural infrastructure); and*

- *conservation and enhancement of the natural, built, and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.'*

4.2.17 It is therefore concluded that as the development is located a short distance from a range of local amenities, is accessible by public transport and has been designed in accordance with the guidance contained within Manual for Streets, it is considered that the proposed development accords with the aims and objectives of the Framework.

4.2.18 Paragraph 117 of the NPPF states:

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

4.2.19 To satisfy this policy requirement, this TA is accompanied by a Travel Plan Framework which provides commitment to produce a full Travel Plan upon completion of the development.

4.3 National Planning Practice Guidance

4.3.1 The Government has produced the National Planning Practice Guidance to supplement the NPPF. Within the guidance, there is a specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

4.3.2 The guidance advises that in determining whether a Transport Assessment or Statement will be needed for a proposed development, the local planning authority should take into account a number of considerations. It is considered that the size and nature of this development require a full Transport Assessment.

4.3.3 It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The guidance has been considered in the preparation of this TA.

4.3.4 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The guidance has been considered in the production of the accompanying Framework Travel Plan.

4.3.5 It is therefore concluded that the content of this Transport Assessment and accompanying Framework Travel Plan meet the guidance provided within the Planning Practice Guidance.

4.4 Local Policy

Knowsley Local Plan Core Strategy

4.4.1 The Knowsley Local Plan Core Strategy was adopted in January 2016, setting the strategic framework for the growth and development of Knowsley up to 2028 and beyond.

4.4.2 Strategic Objective 6 Sustainable Transport states:

'To ensure new development in Knowsley encourages a reduction in the overall need to travel, and prioritises sustainable transport such as walking, cycling and public transport. This will help to ensure accessibility and linkage between housing areas and employment locations, shopping, leisure, culture, health care, education, community and sporting facilities, green spaces and other services.'

4.4.3 As discussed in **Sections 4 and 5** of this report, the application site is considered to be highly accessible by non-car modes of transport, which will be further promoted through the Travel Plan, included within the application planning submission, meeting this policy objective.

4.4.4 Policy CS7-Transport Networks, goes on to specify how local planning powers will be used to support the economy by facilitating the efficient movement of people and goods throughout the borough to Liverpool City Centre and other destinations in the surrounding area and also ensure people can travel to destinations by a choice of walking, cycling and public transport. Again, as discussed in Section 4 of this report, existing bus services connect the site with Liverpool city centre and other key destinations. Furthermore, the site is accessible by foot, cycle, bus and rail, meeting these policy requirements.

4.4.5 Policy SUE2 'Sustainable Urban Extensions – Development Principles, Application of the Development Principles' advises extensions must:

'f) include appropriate provision for public open space (POS), walking and cycling routes as part of the Green Infrastructure network integrating with existing POS, recreational assets and areas of ecological value (see Policy CS8: Green Infrastructure and Policy CS21: Greenspaces and Trees);

g) provide good transport linkages within the relevant Sustainable Urban Extension and with surrounding areas (see Policy CS7: Transport Networks);'

4.4.6 Again, as discussed in Section 4 of this report, the application sites are accessible by foot, providing good linkages with employment, education, retail, health and leisure facilities in the surrounding area, meeting this policy requirement.

4.4.7 Policy SUE2c 'Sustainable Urban Extension – South of Whiston and Land South of M62' specifically covers area in which the application site is located. 'Specific Development Requirements' of the policy specifies:

'2) In addition to meeting the generic guidance in Policy SUE2, proposals for residential and/or employment development at South Whiston and Land South of the M62 should deliver (in no order of priority):

a) *Safe and convenient highways access for the sites together with a well-connected internal road system and traffic mitigation measures, including any measures needed to address the impact of the development on traffic generation in the wider area;*

b) *Provision for public transport, walking and cycling, which enhance linkages within the area and surrounding areas including linkages to the former mineral railway line linking Cronton Colliery and Stadt Moers Park and to Whiston railway station;'*

4.4.8 As shown in **Plan 3**, the application site can be accessed via safe and convenient accesses, with a well-connected internal road network as discussed in **Section 2** of this report. Again, as discussed in **Section 4** of this report, the application sites are within a short walking distance of Stadt Moers Park and Whiston railway station. Furthermore, as discussed in **Section 6** of this report, the traffic generated by the application sites is not predicted to have a severe impact upon the local road network, requiring mitigation measures to be implemented, meeting these policy requirements.

Ensuring a Choice of Travel

4.4.9 The Ensuring a Choice of Travel SPD was adopted by the Council in September 2010 to provide detailed guidance about the council's transport policies. The main objective of the SPD is to ensure a good choice of travel modes to all new developments in Knowsley.

4.4.10 Knowsley Council is committed to developing a borough where the environment is safe, clean and attractive and where opportunity, health and social prosperity is available to all. Improving public transport, cycling and walking facilities will reduce reliance on private cars.

4.4.11 To that end, the Council has published this guidance as a Supplementary Planning Document (SPD) to show how development can satisfy the requirements of accessibility policies contained within Knowsley's Development Plan.

4.4.12 As previously discussed, the saved UDP policies T6, T7, T8, T9, T10 and T11 are taken forward in the SPD.

4.4.13 Policy T6 Ensuring Choice of Travel to serve new Developments (edited) states:

- *'Proposals for new development should provide or be served by a good choice of modes of travel appropriate to the scale and nature of the development, as follows:*
- *Cycle parking facilities in accordance with the Council's minimum standards*
- *Car parking facilities which do not exceed the Council's maximum standards*
- *Parking facilities for the less mobile, delivery and other service vehicles within the site in accordance with the Council's minimum standards*
- *Safe and convenient vehicular access to and from the highway and within the site.'*

4.4.14 As previously discussed, the proposed parking provision is lower than the maximum specified by the Parking Standards, with cycle parking provided in accordance with the cycle parking standards, meeting this policy requirement.

4.4.15 Policy T7 New Development and Walking and Cycling Routes (edited) goes on to state:

'*New development should preserve and where possible enhance the walking and cycling network.*'

4.4.16 It is noted that there are currently no designated foot or cycle routes crossing the sites. As shown in Plans 2 and 3, cycle and pedestrian links will be provided throughout the application site, connecting with adjacent development sites within the Garden Village and with Big Water and Halsnead Park. It is therefore considered the proposals exceed this policy requirement.

4.4.17 Policy T8 Transport Assessments states:

'*Development proposals that would prejudice the primary function of any part of the highway network (i.e. the motorway, trunk road, primary and local highway network) by generating a material increase in traffic, which would overload the access to, or any part of the network, will not be permitted, unless the necessary mitigation measures required are undertaken.*'

Planning applications for the following forms of development will be required to be accompanied by a Transport Assessment:

'a) Major traffic generating development proposals;

b) Proposals which, either by themselves or in conjunction with wider proposals of which the development forms a part, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;

c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline levels;

d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and

e) *Proposals that would impact on the bus network.*'

4.4.18 This Transport Assessment meets this policy requirement.

4.4.19 Policy T9 The following forms of development will require the submission and implementation of a Travel Plan: (edited) relates to the following:

'a) Major traffic generating development

b) Smaller development proposals which, either by themselves or in conjunction with other proposals, would generate significant amounts of vehicular traffic in or near Air Quality Management Areas; or exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission.'

4.4.20 As discussed in **Section 5** of this report, a Travel Plan has been prepared and included in the application submission, meeting this policy requirement.

4.4.21 Policy T10 Access for the Less Mobile (edited) states:

'*All proposals will be required to have adequate access for the less mobile or those who have sensory impairment and shall have adequate adaptability to meet lifetime design standards for homes and inclusive design standards for all other buildings.*'

4.4.22 The proposed development will be designed in accordance with current Building Regulations and design standards to address mobility accessibility issues, meeting this policy requirement.

4.4.23 To establish the site's sustainable accessibility credentials, based on the provision set out within the Halsnead Garden Village Masterplan, the Accessibility Assessment Form has been completed as discussed in **Section 6** and is included in **Appendix 1**.

4.4.24 Additionally, as already discussed in Section 2 of this report, the SPD also sets out the required maximum and minimum parking provision for new developments throughout the borough.

Adopted Halsnead Garden Village Masterplan

4.4.25 Knowsley Council has adopted the Halsnead Garden Village Masterplan Supplementary Planning Document (SPD) following Cabinet approval in June 2017.

4.4.26 The Masterplan is a clear statement of the council's ambitions for Knowsley's largest development site. It sets out the vision and objectives for a vibrant, new settlement, including a new residential community, a large employment area, a new country park, a new primary school, and early years provision and other new or improved outdoor community facilities.

4.4.27 It is understood that when complete, the development will provide the following;

- Approximately 1,600 new homes,
- Employment land of at least 22.5 hectares,

- Approximately 33 hectares of green space,
- Enhancements to Lickers Lane playing fields,
- A new country park,
- A new primary school and Early Years provision forming a community hub,
- Access for vehicles, pedestrians and cyclists, and
- The development of this site could create more than 900 new permanent jobs.

4.4.28 In order to support the development a series of off-site highways improvements to the road network are proposed, which will be funded by the Liverpool City Region Strategic Investment Fund (LCR SIF), rather than by developer contributions. It is understood that the current planned works include modifications to the following junction as detailed further in **Section 6**.

- Windy Arbor Road/Lickers Lane Junction,
- Lickers Lane/Fox's Bank Lane,
- Windy Arbor Road/Dragon Lane,
- Stoney Lane/Dragon Lane/Meadway,
- Stoney Lane/Cumber Lane,
- Cronton Road/Fox's Bank Lane,
- Requisite improvements to M62 Junction 6 (Tarbock Island), and
- Former Mineral Railway.

Merseyside Local Transport Plan

4.4.29 The Merseyside Local Transport Plan (LTP3) covers the period 2010 to 2030.

4.4.30 Reference has been made to the current LTP3 document however, the Liverpool Region Combined Authority is currently preparing the new LTP4 for the period to 2040 and beyond. The LTP4 'Vision and Goals' document was consulted upon in Autumn 2022, before finalising and adopting the new Local Transport Plan 4 for Liverpool City Region by end of 2024.

4.4.31 The LTP3 consists of three documents:

- Part One, The Strategy – Overview,
- Part Two Delivering our goals, and
- Part Three Implementation plans.

4.4.32 Part One sets out the Combined Authority's Strategy and summarises the overall approach and technical appraisal. Part Two goes on to provide a more detailed explanation as to how the authority aim to deliver the Goals. Finally, Part Three consists of the Implementation Plan, setting out the programmes that the Merseyside Transport Partnership, made up of the five local authorities and Merseytravel, plan to deliver over the next four years.

4.4.33 Although reference is made to Knowsley in general and Knowsley Industrial Park, no specific reference is made to the application sites in any of the three documents. It is noted that there are no major schemes listed in the LTP in the vicinity of the application site.

4.4.34 Emphasis is placed upon improvements to the A5300/A562 junction improvements, to reduce existing congestion and minimise associated environmental impacts, though this junction is located approximately 5-kilometres south of the application sites. Emphasis is also placed upon improvements to public transport, cycling and walking/wheeling throughout the Knowsley area and across the wider Merseyside region.

4.4.35 The Merseyside Combined Authority is currently working to finalise LTP4 in 2025. As part of this process, public consultation is programmed to take place between 3rd October and 15th December 2024.

4.4.36 The Public Consultation Draft LTP4 was published in October 2024, covering the period 2025 to 2040. For the purpose of LTP consultation the document focuses on policy content not emerging schemes. It is stated that 'the delivery plan will be added at a later date.'

4.4.37 Again, no specific reference is made to the application sites or the wider 'Garden Village' location, other than to list the site areas. Similarly, no mention is made of Knowsley other than to list LCR site areas.

4.5 Planning Policy Summary

4.5.1 Reference to national guidance contained within NPPF has helped to establish that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.

4.5.2 The NPPF seeks to ensure access to all road users including pedestrians and cyclists, as well as delivering a scheme, which allows the promotion of travel by public transport to result in an encompassing strategy to provide a high-quality development whilst not compromising a high level of sustainability.

4.5.3 One of the key aims of local policy is to focus on the accessibility of a site by modes other than the private car to ensure that new development is located where a range of transport modes can access it. Locations which offer alternatives to the use of the private car should be encouraged.

4.5.4 The site is located to assist in delivering these aims and aspirations and has potential, through the implementation of the site Travel Plan to deliver a sustainable development in transport terms.

4.5.5 It can therefore be concluded that the development proposals fully conform to the main aims and aspirations of the wider and economic objectives of national and local policy.

5 Sustainable Transport Strategy

5.1 Introduction

5.1.1 This section of the report outlines what the development wants to achieve (the vision) and to identify the approach which will provide the development with the best chance of achieving that vision. This is a' Vision and Validate' rather than 'Predict and Provide' approach.

5.1.2 The overarching objective of this Sustainable Transport Strategy is to promote and encourage sustainable travel choices amongst users of the site. This will be achieved through the design of the site in terms of walkable neighbourhoods and providing everyday services on-site to encourage people to walk and cycle within the site and locally. This approach to prioritising sustainable modes is supported by NPPF paragraphs 110 and 117.

5.1.3 The provision of high-quality walking and cycling facilities, the potential direct bus service provision and links to key destinations including to the 'day to day' amenities will all assist in encouraging sustainable travel choices.

5.2 User Hierarchy

5.2.1 The approach that has been taken in developing this strategy is to focus on the hierarchy of movement within the vicinity of the site. The user hierarchy outlined in the Manual for Streets and guidance from Sustrans states that active travel modes should be considered first (top priority) and single occupancy private cars to be considered last (lowest priority).

5.2.2 Accordingly, the user hierarchy employed in the design of the site will adhere to the sustainable transport hierarchy, as shown above in **Figure 4.1**, with further detail on the elements provided later in this document.

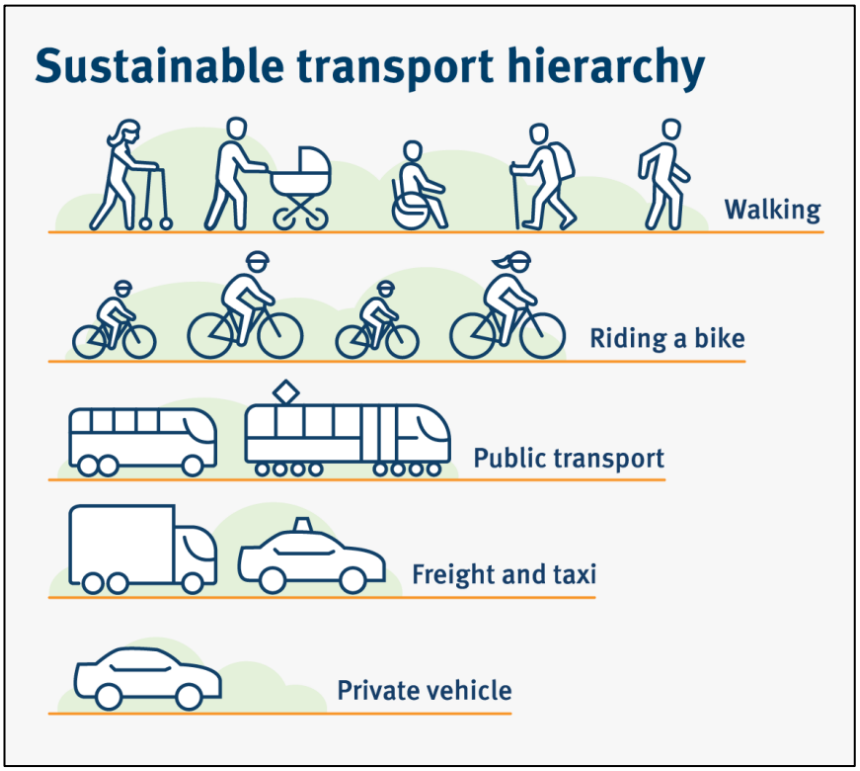


Figure 5.1 Display of Sustainable Transport Hierarchy

5.3 Reducing the Need to Travel

5.3.1 An important element of the Sustainable Transport Strategy which is not shown in the user hierarchy is to reduce the need to travel off-site. By providing the necessary day-to-day facilities close to home, this mitigates the need for users of the site to travel off-site.

5.3.2 The Office for National Statistics Opinions and Lifestyle Survey, Characteristics of Homeworkers, Great Britain: September 2022 to January 2023, indicates approximately 13% of the workforce in the Northeast of England, work from home only, with a further 25% (hybrid) working from home and commuting. Consequently, the provision of broadband connectivity to all houses and employment space, would significantly contribute towards reducing the need to travel by facilitating working and shopping from home.

5.4 Active Travel Connections

5.4.1 The Government's National Planning Policy Framework, discussed in the previous section of this report, sets out how new proposals should attempt to influence the mode of travel to development in terms of gaining a shift in modal split towards non-car modes.

5.4.2 Local Transport Note 1/20 (LTN 1/20) also provides guidance to local authorities on delivering high quality, cycle infrastructure including planning for cycling.

5.4.3 Active Travel England's responsibilities cover walking and 'wheeling,' such as the use of wheelchairs (self-propelled or powered) and mobility scooters. Active Travel England's aim is to increase the number of local journeys being walked, wheeled or cycled by 2030.

5.4.4 The Department for Transport (DfT) document; 'Inclusive mobility: making transport accessible for passengers and pedestrians' provides guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure.

5.4.5 As will be discussed in this report, the site would be accessible by non-car modes of transport, which would cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car.

5.4.6 All active travel links will be delivered in accordance with the good design practice and guidance set out in the DfT's and Active Travel England's guidance documents, and in accordance with the National Planning Policy Framework.

5.4.7 As previously discussed, pedestrian and cycle access will primarily be taken from the main Fox's Bank Lane Phase 1 development site access. Additional cycle and pedestrian access will be available via links to Big Water and Halsnead Park to the south and to Lickers Lane, via development phases to the north of the sites.

5.5 Walking & Cycling

5.5.1 The most sustainable modes of travel are walking and cycling. The on-site provision of walking and cycling links will connect with the existing transport network surrounding the site. Throughout the design phase of the project's development, enhancements to walking and cycling routes in the vicinity of the site will be explored to ensure users of the site can undertake trips off-site on foot or on a bicycle.

5.5.2 **Section 6.2**, later in this report, sets out the walking distance to the key local facilities surrounding the site and it can be seen that the key 'day to day' amenities, including the local shops, schools and healthcare amenities are all accessible within a 30-minute walk of the site.

5.5.3 With regards to trips made off-site by cycling, the purpose of these trips will vary; some trips might be for leisure, some might be an employment or shopping trip. Helsby town centre is located less approximately 1.3-kilometres (around 5-minutes) from Helsby town centre and 3.2-kilometres (around 10-minutes) from Frodsham town centre. This offers access to an additional range of retail, employment, health and leisure opportunities.

5.5.4 The increasing popularity of e-bikes has made cycling more accessible to more users and provides users with the opportunity to travel further, faster and with less effort than a conventional bicycle. Pedelec (pedal electric cycles) have an average commuting speed of 18kph (11.2mph) whilst conventional bicycles have an average commuting speed of 13kph (8.01mph).

5.5.5 There are opportunities to improve cycle and pedestrian links across the site, the existing footway infrastructure close to the site, if appropriate.

5.5.6 The proposed development will include measures to promote sustained multimodal travel including:

- seating and parklets,
- cycle storage, and

- associated green space.

5.6 Car Sharing

5.6.1 Liftshare (liftshare.com/uk) is a service that offers users travelling to work Off-site to journey with other users to reduce the cost of travel by sharing the expense or to make the journey more enjoyable. The benefits of Liftshare will be considered by the Travel Plan Co-Ordinator (TPC).

5.7 Car Clubs

5.7.1 For those occasions when a car is needed for trips off-site, Car Clubs provide an affordable alternative to owning a car whilst having immediate access to a car when needed.

5.7.2 As part of the development, Car Club operators will be contacted to seek their willingness to provide a Car Club scheme at this new development.

5.8 Travel Plans

5.8.1 A Travel Plan has been produced which provides encouragement and incentives for using sustainable modes. A Travel Plan is an evolving document which enables adjustments to be made to best achieve the stated aims and targets, a document that will be organised and monitored by a TPC.

5.8.2 Information will be disseminated through a number of channels including:

- Welcome Packs,
- Travel Awareness initiatives and events,
- Website, and
- Mobile Apps.

5.8.3 Within this document, the TPC will organise Personal Travel Planning, which focusses on individual households and how they can make sustainable travel choices for their specific needs.

5.8.4 Walking and cycling routes will be advertised in locations such as on the development's website and in welcome packs, along with events such as Walk to School Weeks and National Bike Week, which will also be promoted within the Travel Plan.

5.8.5 Up to date details of bus and train services will be included within the resident's welcome pack.

5.8.6 Providing a Travel Plan offers the benefit of providing all users of the site with sustainable travel choices that can result in a step-change in travel behaviour.

5.9 Summary

5.9.1 The proposed site provides excellent opportunities for sustainable transport to key destinations through,

- The site will include 'day to day' amenities to provide as sustainable site as possible,
- Measure to promote and maintain sustained multimodal travel,
- Bus services that access the site, and
- Everyday facilities that are within walking and cycling distance.

5.9.2 In conclusion, the proposed site will be a highly sustainable development.

6 Accessibility by non-Car Modes

6.1 Introduction

6.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

6.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

6.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

6.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

6.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot,
- accessibility by cycle,
- accessibility by bus,
- accessibility by rail.

6.2 Access on Foot

6.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

6.2.2 The internal site layout will facilitate pedestrian linkages and the internal network will connect to the existing footways that are provided within the Halsnead park development and surrounding Garden Village development phases.

6.2.3 These will connect to the wider pedestrian and cycle network and provide access to the surrounding areas of Halsnead.

6.2.4 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

6.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 4.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 6.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 6.1 IHT 'Providing for Journeys on Foot' Walk Distances

6.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

6.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

6.2.8 **Table 6.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 6.2 Manual for Streets Walk Distances

6.2.9 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930-metres,
- Commuting – 2,400-metres,
- Shopping – 1,600-metres,
- Education – 3,200 or 4,800-metres,
- Personal business – 1,600-metres.

6.2.10 Overall, in Table 5.1, the document states that 1,950-metres is the 85th percentile distance for walking as the main mode of travel. **Table 6.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 6.3 WYG Report/NTS Data Walk Distances

6.2.11 In summary, the distance of 1,950-metres, or around 2-kilometres, represents an acceptable maximum walking distance for the majority of land uses.

6.2.12 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

6.2.13 A 20-minute walk equates to a walking distance of around 1,600 metres.

6.2.14 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 6**.

6.2.15 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Wootton town centre boundary, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.

6.2.16 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 6.1** below.

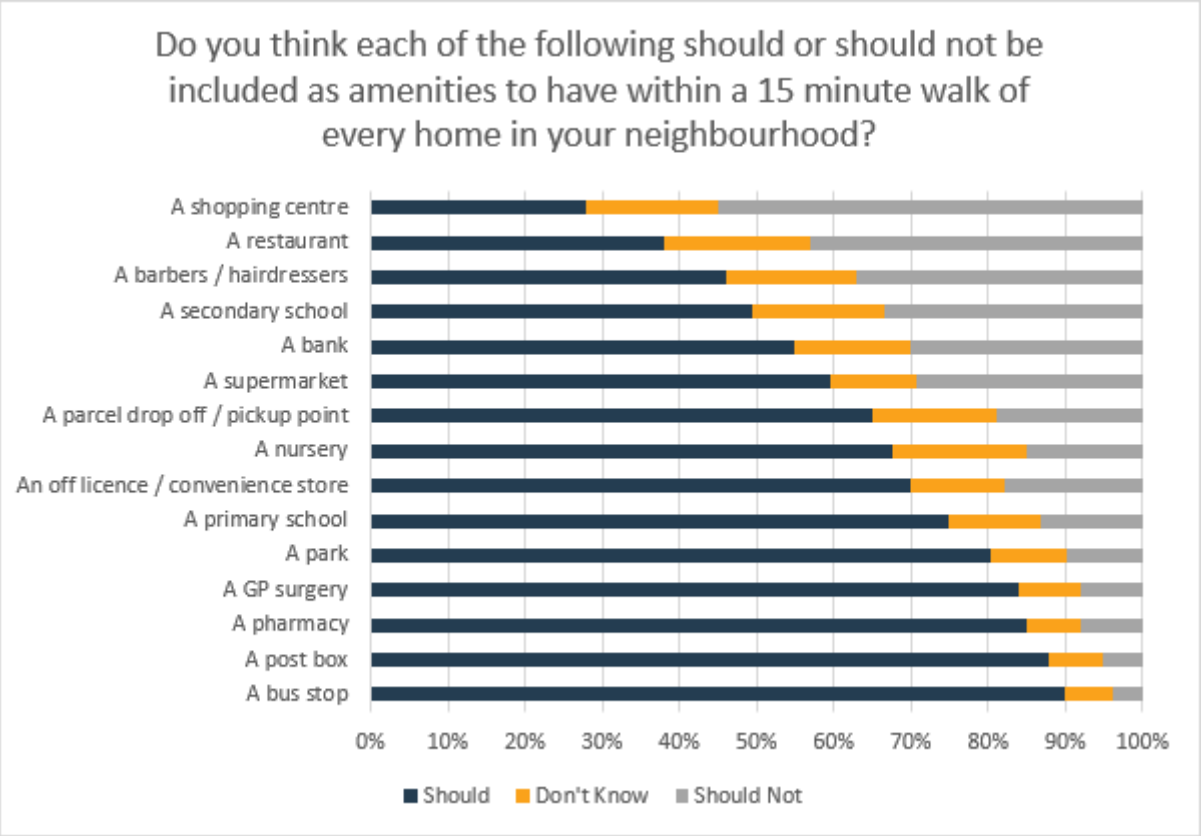


Figure 6.1 YouGov Poll Results (Source YouGov)

6.2.17 **Figure 6.1** shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

6.2.18 **Plan 6** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

6.2.19 As can be seen in **Plan 6** the site is located in close proximity to a number of a local amenities, including bus stops, a post office, pharmacy, GP surgeries, food and general retail stores, a library and railway station.

6.2.20 **Table 6.4** below, shows the walking distance from the centre point of the application site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Approximate Walking Time (minutes)	Approximate Cycle Time (minutes)
Windy Arbor Road (St Nicholas Parish Church) Bus Stops	800m	16 mins	3 mins
Lickers Lane (Fisher Avenue) Bus Stops	1,100m	15 mins	4 mins
China Star (Restaurant)	1,300m	20 mins	5 mins
Whiston Post Office	1,300m	17 mins	5 mins
Tesco Express	1,300m	19 mins	5 mins
Tesco Bank ATM	1,300m	19 mins	5 mins
Aston Healthcare	1,600m	22 mins	7 mins
Go Local Convenience Store	1,700m	23 mins	6 mins
Halsnead Primary School	1,700m	23 mins	6 mins
St Edmund Arrowsmith Catholic Academy	1,700m	23 mins	6 mins
St Leos and Southmead Catholic Nursery and Primary School	1,700m	23 mins	6 mins
Sandfield Natural Play Centre	1,800m	25 mins	7 mins
Whiston Railway Station	1,800m	25 mins	7 mins
Southmead Childrens Centre	1,900m	26 mins	7 mins
Whiston Health Centre	2,000m	24 mins	7 mins
Boots Pharmacy	2,000m	24 mins	7 mins
Stadt Moers Park	2,100m	28 mins	7 mins
Whiston Willis Primary Academy	2,200m	31 mins	8 mins

Table 6.4 Distance from Site to Local Facilities

6.2.21 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

6.3 Access by Cycle

6.3.1 An alternative mode of travel to the site could be achieved by bicycle. As shown in **Table 6.4** a number of local amenities, which include food retail, existing bus stops, railway station and the nearest schools, are within a 31-minute walk or an 8-minute cycle journey of the centre of the site. A plan assuming the most direct and usable pedestrian routes to these amenities is included at **Plan 6**.

6.3.2 The new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

6.3.3 The Cycling England document 'Integrating Cycling into Development Proposals' advises that *'For short trips,* [cycle links] *can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*

6.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass the whole of Whiston, Prescot, Thatto Heath, Ravenhead, Rainhill, Sutton Manor, Lunts Heath, Hough Green, Tarbock Green, Netherley, Belle Vale, Tarbock and Huyton.

6.3.5 As shown in **Figure 6.2** below, that a series of 20mph roads are located to the north of Lickers Lane, approximately 500-metres to the north of the application sites.

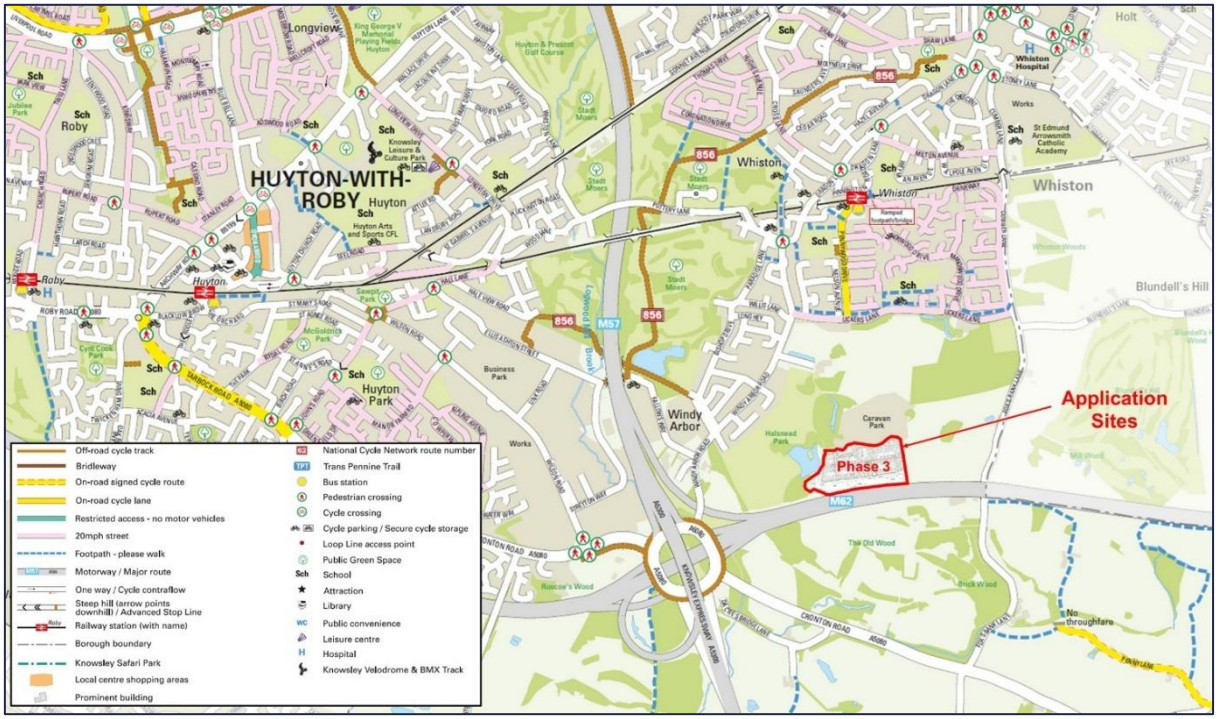


Figure 6.2 Local Cycle Network (Taken from Merseytravel Knowsley Cycle Map)

6.3.6 As can be seen in **Figure 6.2** above, a number of local cycle tracks are located within the vicinity of the site.

6.3.7 The site can, therefore, be considered as being accessible by cycle.

6.4 Access by Bus

6.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

6.4.2 The nearest bus stops to the site are located along Windy Arbor Road (St Nicholas Parish Church) Bus Stops approximately 800-metres (around 11-minutes walking time) from the centre of the site. These stops consist of a steel and glass cantilevered shelter, flag with passing service and timetable information and seating at both the northbound and southbound stops.

6.4.3 Additional bus stops are located along Lickers Lane (Fisher Avenue) approximately 1,100m (around 16-minutes walking time) from the centre of the site. All the nearest bus stops to the site are shown on Plan 6.

6.4.4 Bus services, destinations and service frequencies are included in **Appendix 2**. The nearest bus stops to the site provide three services every hour throughout the day to destinations such as Whiston, Prescot, Huyton, Liverpool and Runcorn.

6.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:42 to around 19:38, making travel by public transport a real alternative to travelling by car for commuting trips.

6.4.6 In order to demonstrate the level of accessibility some example journey times (not including walking times) by bus are presented in **Table 6.5** below.

Destination	Duration
Whiston Station	5 Minutes
Prescot Bus Station	12 Minutes
Huyton Town Centre	13 Minutes
Broadgreen	27 Minutes
Rainhill Stoops	28 Minutes
Wavertree Shopping Centre	47 Minutes
Liverpool Queen Square Bus Station	57 Minutes
Runcorn High Street Bus Station	61 Minutes
Palace Fields Runcorn Hospital	78 Minutes

Table 6.5 – Example Bus Journey Times from the Site

6.4.7 The above table demonstrates that Whiston is just a 5-minute bus journey from the site, Prescot is a 12-minute journey, Huyton a 13-minute journey, Liverpool city centre is a 57-minute journey and Runcorn is a 78-minute bus journey.

6.4.8 It is therefore concluded that the proposed development site is highly accessible by bus.

6.5 Accessibility by Rail

6.5.1 The nearest railway station located to the site is Whiston, which can be accessed via an 1,800-metre (around 26-minute) walk from the centre of the site. Alternatively, the station can be accessed via a 21-minute bus journey, including 19-minute walking time, on the 61-bus service or a 27-minute bus journey on the 239-bus service, including 21-minute walking time.

6.5.2 This station is managed by Northern and has two platforms, providing an hourly service to Liverpool Lime Street and Manchester Airport. There is a daily train to Wigan Northwestern, and some peak hour services to Manchester Victoria. On Sundays, trains run hourly between Liverpool Lime Street and Wilmslow via Manchester Airport.

6.5.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

6.6 ATE Review

6.6.1 To ensure that the proposals align with the aspirations of Active Travel England (ATE) this section will provide a brief review of this using the 'Appraiser Report' of the ATE toolkit spreadsheet.

6.6.2 Each of the toolkit spreadsheet topics are discussed in the following section, with their accompanying ATE score. The toolkit spreadsheets are included in **Appendix 3**.

Trip generation and assignment

6.6.3 Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?

6.6.4 **Score: Pass** - Multimodal daily trips have been calculated for the 'Base' (Without Travel Plan) and 'Target' (with Travel Plan) scenarios, based upon peak hour and daily, multimodal trips applied to National Census Journey to Work data, as discussed in **Section 8.7** of this report.

Active travel route audit

6.6.5 Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?

6.6.6 **Score: Pass** - All routes have been assessed using the actual walking and wheeling distances and travel times. There are a number of facilities currently available, in close proximity to the development site location, as discussed in **Section 6** of this report.

Pedestrian access to local amenities

6.6.7 Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?

6.6.8 **Score: Pass** - All foot and cycle route journeys have been assessed taking the foot/cycleway alignment and topography into account. Journey times have been based upon Google mobile phone data rather than journey time assumptions. A number of existing facilities are outside of the 800m catchment however, the development proposals include proposals shared foot/cycle links to better connect the site with the existing facilities.as discussed in **Section 6** of this report.

Cycling accessibility

6.6.9 Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?

6.6.10 **Score: Pass** - There are no existing cycle lanes provided within the undeveloped site. The development proposals include provision of shared foot/cycle ways between the development and surrounding cycle routes.

Access to public transport

6.6.11 Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?

6.6.12 **Score: Pass** - The application site is accessible by bus. Existing bus stops are located along Windy Arbor Road, approximately 800m from the centre of the site., as discussed in **Sections 2 and 6** of this report.

Off-site transport infrastructure

6.6.13 Does the application include proposals to enhance local active travel and public transport infrastructure?

6.6.14 **Score: Pass** - The proposals include provision of shared foot/cycle routes and associated crossing points to connect the application site with Windy Arbor Road and surrounding development parcels of land.

Site permeability

6.6.15 Does the development prioritise pedestrian and cycle movements within the site?

6.6.16 **Score: Pass** - Application includes proposals for foot/cycle permeability throughout the site. The Travel Plan will be used to identify further measures to improve accessibility.

Placemaking

6.6.17 Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?

6.6.18 **Score: Pass** - Application includes design measures to promote social interaction within the street scene design, including landscape/park areas, street lighting and non-secluded areas within the site.

Cycle parking and trip-end facilities

6.6.19 Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?

6.6.20 **Score: Pass** - Application will provide cycle parking in accordance with Knowsley Council Parking standards. All streets will be lit and overlooked throughout the application site.

Travel planning

6.6.21 Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?

6.6.22 **Score: Pass** - A Travel Plan Framework has been included within the application submission, which includes appropriate targets and promotion of active travel, as discussed in **Section 7** of this report.

6.7 Knowsley Council Accessibility Assessment Form

6.7.1 The Knowsley Council Supplementary Planning Document (SPD) 'Ensuring a Choice of Travel', Appendix B - Accessibility Assessment System includes an accessibility scoring system to assess whether development meet minimal accessibility criteria and to identify measures in the event the proposals do not meet the minimum scores.

6.7.2 Using the SPD Table 1 Determining Size of Development, the proposed development is classed as a 'Major' sized C3 Dwelling houses of greater than 80-unit's development.

6.7.3 Appendix B Table B.1 of the SPD sets out the required minimum accessibility scores to be achieved by proposed developments, using the Accessibility Assessment Form. The 'Medium - Other Urban-C3 Dwelling' scoring criteria have been used score the proposed development. **Table 6.6** below summarises the minimum scores required and those obtained from the assessment included in **Appendix 1**, using the accessibility criteria identified in this section and the SPD to complete.

	Minimum score for walking	Minimum score for cycling	Minimum score for public transport	Minimum score for vehicle access / parking
Required	4	4	5	1
Achieved	2	4	5	1

Table 6.6 - Accessibility Assessment Scoring

6.7.4 It can be seen that the proposed site meets the minimum scores for cycling, public transport and vehicle access. The access by walking score is lower than the minimum score, primarily due to the distance the Phase 3 site is within the Garden Village, from Whiston local centre. the required minimum SPD accessibility scores for categories. However, the walking distances will be reduced as surrounding development phases are built out, particularly those to the north and west of the application sites.

6.8 Accessibility Summary

6.8.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

6.8.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area,
- It has been demonstrated that the site is accessible by cycle, with a national cycle route being located within close proximity of the site,
- The services from the bus stops on Windy Arbor Rod, and Lickers Lane travelling to destinations such as Whiston, Prescot, Huyton, Liverpool and Runcorn, show that the proposed development can be considered as highly accessible by bus, and
- The site is accessible via rail with Whiston station located just a short walk from the site.

6.8.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

7 Promoting Smarter Choices via Travel Plans

7.1 Introduction

7.1.1 In order to encourage resident and visitor travel to the site by non-car modes, a Travel Plan is proposed.

7.2 Travel Plan

7.2.1 A Framework Travel Plan is included within the application submission. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

7.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

7.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be effective.

8 Traffic Impact Analysis

8.1 Introduction

8.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

8.2 Assessment Criteria

8.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

8.3 Surveyed Traffic Flows

8.3.1 Before considering the potential changes in traffic that would occur on the local highway as a result of development proposals, the existing levels of traffic on the highway network in the vicinity of the site must first be established.

8.3.2 Traffic surveys were undertaken on Wednesday, 19th June 2024, at the following locations:

- Windy Arbor Road/Lickers Lane/Willis Lane staggered T- junction,
- Dragon Lane/Stoney Lane/Meadway signalised junction,
- Stoney Lane/Cumber Lane Signalised junction,
- Lickers Lane/Fox's Bank signalised junction, and
- A5080 Cronton Road/Fox's Bank Lane roundabout.

8.3.3 With regard to the potential impact at the Tarbock Island junction, an improvement scheme was developed for the junction to accommodate the growth on the highway network associated with Halsnead Garden Village; this has commenced on site.

8.3.4 As the proposed development forms part of Halsnead Garden Village, the impact of the proposals and mitigation at Tarbock Island has already been considered and no detailed assessments at this junction are considered necessary (as agreed with National Highways).

8.3.5 The survey data is included at **Appendix 4**.

8.3.6 From the analysis, the weekday AM peak occurred between 08:00 and 09:00 hours and the PM peak occurred between 16:15 and 17:15 hours.

8.3.7 **Figure 1** shows the 2024 surveyed traffic flows converted into Passenger Car Units (PCUs), used for junction capacity analysis purposes.

8.4 Factored Flows

8.4.1 It is anticipated that the proposed development will have a forecasting year of 2031.

8.4.2 The future year traffic flow factors have been derived using TEMPro version 7.2. The application site falls with the Middle Super Output Area (MSOA) E02001339: Knowsley 013.

8.4.3 The resulting growth factors are as follows:

- 2024 to 2031 AM Peak – 1.0616 and
- 2024 to 2031 PM Peak – 1.0545.

8.4.4 The resultant 2031 factored traffic flows are shown in **Figure 2**.

8.5 Committed Development Flows

8.5.1 During the preparation of this TA, consideration has been given to any committed developments in the area that would need to be included in the traffic forecasting.

8.5.2 The Knowsley Council planning application database has been reviewed to identify committed developments. A total of six developments have been identified including:

- **Application Ref: 18/00283/HYB** Hybrid application comprising full application for erection of 123 no. dwellings, Outline application for erection of up to 237 no. dwellings, car park and associated works (access into site to be considered - all other matters reserved for future approval). Land north of M62 Motorway off Windy Arbor Road (Halsnead) Whiston. The committed development flows for this development are shown in **Figure 3**,

- **Application Ref: 20/00417/FUL** Residential development comprising of the erection of 350 no. dwellings together with the construction of vehicular access off Fox's Bank Lane, West of Fox's Bank Lane and North of M62, Whiston. The committed development flows for this development are shown in **Figure 4**,

- **Application Ref: 20/00494/HYB** Hybrid application comprising: full application for the development of 15,041 sqm of storage and distribution floorspace (use class b8), including ancillary offices (use class b1), security gatehouse, site access road, engineering earthworks to form a part country park, public car park to serve country park, and associated works and outline application with details of point of access (details of part-access, landscaping, appearance, scale and layout are reserved) for the development of up to 77,862 sqm of storage and distribution floorspace (use class B8), with ancillary offices and light industrial (use class B1) on the former site of Cronton Colliery, Cronton Road, Halsnead Garden Village, Knowsley. The committed development flows for this development are shown in **Figure 5**,

- **Application Ref: 22/00284/OUT** Demolition of existing buildings and outline application for the erection of a logistics warehouse (use class B8), access (appearance, layout, landscaping and scale reserved for future approval) at John Mason International Ltd 35 Wilson Road Huyton Knowsley. The committed development flows for this development are shown in **Figure 6**,

- **Application Ref: 22/00587/FUL** Erection of 1 no. commercial unit (use class B8) with ancillary offices and outbuildings together with access works, landscaping, service yard, car parking, servicing and other associated works on land to the north of Cronton Road and south of the M62, Cronton, Knowsley. The committed development flows for this development are shown in **Figure 7,**

- **Application Ref: 22/00600/FUL** Erection of 120 no. dwellings with 1 no. vehicular access off Lickers Lane and other associated works on land to the South of Lickers Lane, Halsnead Garden Village, Whiston. The committed development flows for this development are shown in **Figure 8**,

- **Application Ref: 23/02755/FUL** Variation of conditions to allow the outline planning permission to be brought forward in two (or more) reserved matters applications for the whole site for application ref: 20/00399/OUT on land South of Lickers Lane, Windy Arbor Road, Halsnead Garden Village, Whiston. The committed development flows for this development are shown in **Figure 9**,

- **Application Ref: 23/02782/FUL** Erection of 1no. retail unit (use class e(a) with external display area and car parking and servicing arrangements. partial demolition, reconfiguration and refurbishment of existing employment building to create 3no. industrial/ warehouse buildings with ancillary offices (use classes e(g)(iii), B2 and B8) with servicing and car parking; retention and amendment of existing site accesses along with internal estate roads; 2no. substations; landscaping; and associated works. Sovereign Industrial Park Wilson Road Huyton Knowsley. The committed development flows for this development are shown in **Figure 10**.

8.5.3 The peak hour traffic flows shown in Figures 3 to 10 have been combined to produce the Total Committed Development peak hour flows shown in **Figure 11**.

8.6 2031 Base Without Development Flows

8.6.1 The 2031 Factored flows shown in Figure 2 have been combined with the Total Committed Development Flows shown in Figure 11 To produce the 2038 Base Without Development Flows shown in **Figure 12**.

8.7 Proposed Development

8.7.1 As previously stated, the proposals would provide a total of 190no. dwellings comprising of:

- Phase A –93no. dwellings, and
- Phase B –up to 97no, dwellings (with all matters reserved for future approval).

8.7.2 In order to establish the vehicular trip rates for the proposed development, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- 03-A Residential, houses Privately Owned,
- 100 - 600 units,
- Greater London and Republic of Ireland sites excluded, and
- Weekday surveys only.

8.7.3 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed development is included in **Table 8.1**, below, with the TRICS outputs being provided in **Appendix 5**.

8.7.4 As can be seen from the table below, the proposed apartments are predicted to result in 93no. two-way vehicular trips during the weekday morning and 79no. two-way trips during the evening peak hours.

Mode	Trip Rate				Trip Generation						
	AM Peak		PM Peak		AM Peak			PM Peak			Daily 2-Way
	Arrival	Departure	Arrival	Departure	Arrival	Departure	2-Way	Arrival	Departure	2-Way	
Total Vehicles	0.138	0.354	0.262	0.153	26	67	93	50	29	79	801
Taxis	0.007	0.006	0.003	0.003	1	1	2	1	1	1	13
Total People	0.210	0.752	0.510	0.262	40	143	183	97	50	147	1393
Cyclists	0.005	0.016	0.014	0.008	1	3	4	3	2	4	2
OGVs	0.002	0.002	0.001	0.001	0	0	1	0	0	0	7
Vehicle Occupants	0.163	0.605	0.421	0.216	31	115	146	80	41	121	1152
Pedestrians	0.038	0.101	0.059	0.036	7	19	26	11	7	18	178
Bus	0.003	0.022	0.013	0.002	1	4	5	2	0	3	28
Rail	0.000	0.008	0.003	0.000	0	2	2	1	0	1	8
Cars	0.114	0.318	0.233	0.134	22	60	82	44	25	70	691
LGVs	0.015	0.026	0.023	0.014	3	5	8	4	3	7	83
Motorcycles	0.001	0.002	0.002	0.001	0	0	1	0	0	1	6

Table 8.1 Proposed Development Trip Rates and Trips

8.8 Trip Distribution and Assignment

8.8.1 The directional distribution of the traffic associated with the proposals has been assigned to the local highway network using National Travel Survey Travel to Work Census Data for the Knowsley 013 MSOA in which the application sites are located.

8.8.2 The 2011 distribution has been used as the basis for the development distribution calculation as this data pre-dates the Covid travel restrictions in place during the 2021 National Census.

8.8.3 The distribution was calculated using Google drive-time mapping. The Google software identified the fastest route between the application site and the place of work destination zone. The distribution is shown in **Figure 13**, the distribution model is included in **Appendix 6**.

8.8.4 The predicted development vehicle trip generation has been applied to the distribution shown in Figure 13 to produce the Development traffic flows shown in **Figure 14**.

8.8.5 Finally, the proposed development trips shown in Figure 14 have been added to the 2031 Base without development flows shown in Figure 12 to produce the 2031 Base with development flows shown in **Figure 13**.

8.9 Capacity Assessments

8.9.1 The operational capacities of the following six junctions have been assessed:

- Fox's Lane site access Signalised junction,
- Windy Arbor Road/Lickers Lane/Willis Lane staggered T- junction,
- Dragon Lane/Stoney Lane/Meadway signalised junction,
- Stoney Lane/Cumber Lane Signalised junction,
- Lickers Lane/Fox's Bank signalised junction, and
- A5080 Cronton Road/Fox's Bank Lane roundabout.

8.9.2 When interpreting LINSIG results, a Degree of Saturation (DOS) of 90% is the perceived theoretical operating capacity of the arm, although a value of 100% represents the point of saturation where no actual available capacity remains. The forecast Mean Max Queue (MMQ) which is a measure of how far (in Passenger Car Units) the maximum averaged queue extends back from the stop line, is also provided.

Fox's Lane site access junction

8.9.3 It is understood that the Phase 1 development access junction will be signalised. Consequently, the consented Fox's Lane site access junction has been assessed using the LINSIG V3 computer program.

8.9.4 The results for the 2031 flow scenarios are contained within **Table 8.2**, below, with the full LINSIG output being contained within **Appendix 7**.

Arm	2031 Base without Development				2031 Base with Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Fox's Bank Lane (N)	35.2%	3	31.4%	3	41.9%	4	34.9%	3
Fox's Bank Lane (S)	30.6%	3	29.7%	3	36.5%	4	32.9%	3
Site Access	36.0%	2	29.1%	1	41.2%	3	33.0%	2
PRC Over All Lanes	149.7%		186.3%		114.9%		157.9%	
Total Delay Over All Lanes(pcuHr)	3.35		2.73		4.37		3.37	

Table 8.2 2031 Fox's Lane site access LINSIG Summary Output

8.9.5 As can be seen from the above summary output that the junction is predicted to operate efficiently and below its theoretical design capacity.

8.10 MOVA-Controlled Junctions

8.10.1 It is noted that the following signalised junctions are equipped with Micro-processor Optimised Vehicle Actuation (MOVA):

- Windy Arbor Road/Lickers Lane/Willis Lane staggered T- junction
- Dragon Lane/Stoney Lane/Meadway signalised junction,
- Stoney Lane/Cumber Lane Signalised junction, and
- Lickers Lane/Fox's Bank signalised junction

8.10.2 MOVA constantly optimises the signal control to achieve the most efficient operation for the demand throughout the day. However, LINSIG is designed to analyse fixed-time signals and therefore cannot accurately replicate MOVA-controlled signals due to software limitations.

8.10.3 Reference has therefore been made to the technical paper 'Modelling MOVA control - We know it's good, but just how good is it? (Damian Meehan B.Eng. (Hons), M.Sc., MIHT, JCT Consultancy Ltd.) in order to simulate the potential effect of the MOVA system operating at this junction.

8.10.4 The paper states:

"In essence, some of MOVA's improvement is the result of higher maintained saturation flow rates throughout the green period when compared to VA. It is this 'saturation flow efficiency' that is the key to estimating MOVA's performance in traffic signal calculations.

8.10.5 *By investigating vehicle discharge rates and hence saturation flows during the green through periods of saturation, factors may be established that can be applied to saturation flow rates. These amended saturation flow rates may then be used in established intersection calculations, giving an indication of the intersection performance at MOVA sites during the peak periods."*

8.10.6 The established saturation flow efficiency factors (ηs) for use at MOVA controlled intersections are presented below in **Table 8.3**. The factors may be multiplied with observed VA saturation flow rates.

Location type	Likely driver awareness levels (Low, Medium, High)	Saturation flow efficiency factor (ηs)
City	High	1.000
Large town	Medium-to-high	1.029
Small-to-medium size town	Medium	1.039
Village	Low	1.046

Table 8.3 MOVA Saturation Flow Rates

8.10.7 Whiston has a population of 14,263 based on 2021 census data (https://en.wikipedia.org/wiki/Whiston,_Merseyside). On this basis it is considered to be a 'Small-sized town', with a population falling between 7,500 and 24,999 as quoted in https://researchbriefings.parliament.uk/ResearchBriefing/Summary/CBP-8322

8.10.8 The 'Small to medium-sized town' factor of 1.039 has been selected from Table 8.3 and multiplied by the lane saturation flows calculated by LINSIG in each of the respective junction LINSIG models, to produce revised saturation flows taking MOVA operation into consideration as listed in **Table 8.4** below.

Junction	Link	Link	Calculated Saturation Flows	
			Existing VA Control	MOVA Control
Windy Arbor/Lickers Ln	3/1	Windy Arbor Road NB	1960	2036
	4/1	Windy Arbor Road (North) SB	1823	1894
	5/1	Lickers Lane Left-turn	1838	1910
	5/2	Lickers Lane Right-turn	1883	1956
Dragon Ln/Stoney Ln/Meadway	1/1	Dragon Lane SB Ahead/Left-turn	1932	2007
	1/2	Dragon Lane SB Right-turn	1532	1592
	2/1	Stoney Lane	1885	1959
	3/1	Dragon Lane NB Ahead/Left turn	1884	1957
	3/2	Dragon Lane NB Right turn	1815	1886
	4/1	Meadway	1465	1522
Stoney Ln/Cumber Ln	1/1	Stoney Lane EB	1907	1981
	2/1	Cumber Lane	1915	1990
	3/1	Stoney Lane WB	1915	1990
Fox's Bank Ln/Lickers Ln	1/1	Licker's Lane	1994	2072
	2/1	Fox's Bank Lane SB	1954	2030
	3/1	Fox's Bank Lane NB	1956	2032

Table 8.4 Revised Lane Saturation Flows

8.10.9 The adjusted lane saturation flows have been directly entered into each respective LINSIG model.

Windy Arbor Road/Lickers Lane/Willis Lane staggered T- junction

8.10.10 The Windy Arbor Road/Lickers Lane/Willis Lane staggered T- junction has been assessed using LINSIG V3 software. **Table 8.5** below summarises the 2024 LINSIG outputs, full LINSIG outputs are included in **Appendix 8**.

Arm	2024 Surveyed AM Peak			2024 Surveyed PM Peak		
	DoS	MMQ	Obs. Q	DoS	MMQ	Obs. Q
Willis Lane	5.4%	0	1	3.8%	0	1
Windy Arbor Road NB	43.7%	7	10	43.4%	7	9
Windy Arbor Road (North) SB	67.2%	9	9	63.8%	10	9
Lickers Lane	67.2%	7	7	65.0%	5	9
PRC Over All Lanes (%)	33.9%			38.5%		
Total Delay Over All Lanes(pcuHr)	10.68			9.85		

Table 8.5 2024 Windy Arbor Road/Lickers Lane/Willis Lane LINSIG Summary Output

8.10.11 The table above clearly demonstrates this junction is currently operating below its theoretical design capacity. Furthermore, comparison of the modelled and observed queues shows the modelled queue lengths closely match the observed queues. The model is therefore considered to be calibrated.

8.10.12 **Table 8.6** below summarises the 2031 forecast year LINSIG outputs, full LINSIG outputs are included in **Appendix 8**.

Arm	2031 Base without Development				2031 Base with Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Willis Lane	5.9%	0	4.3%	0	5.9%	0	4.3%	0
Windy Arbor Road NB	68.4%	11	67.1%	13	68.6%	11	67.4%	14
Windy Arbor Road (North) SB	107.1%	35	101.9%	35	107.1%	35	101.9%	35
Lickers Lane	106.3%	45	99.4%	18	106.5%	45	99.5%	18
PRC Over All Lanes (%)	-19.0%		-13.3%		-19.0%		-13.3%	
Total Delay Over All Lanes(pcuHr)	68.47		42.30		69.19		42.50	

Table 8.6 2031 Windy Arbor Road/Lickers Lane/Willis Lane LINSIG Summary Output

8.10.13 The Outputs summarised in the above table show the junction is predicted to operate above its absolute capacity along the Windy Arbor Road (North) and Lickers Lane approach arms during both peak hours, prior to the addition of development traffic to the junction.

8.10.14 Following the addition of development traffic, queues are predicted to increase by up to only 1PCU during the evening peak, along the Windy Arbor Road (North) SB approach arm.

8.10.15 Given the above predicted increases in queue lengths, it is considered the development impact at this junction will be minimal.

Dragon Lane/Stoney Lane/Meadway signalised junction

8.10.16 The Dragon Lane/Stoney Lane/Meadway signalised junction has been assessed using LINSIG V3 software. **Table 8.7** below summarises the 2024 LINSIG outputs, full LINSIG outputs are included in **Appendix 9**.

Arm	2024 Surveyed AM Peak			2024 Surveyed PM Peak		
	DoS	MMQ	Obs. Q	DoS	MMQ	Obs. Q
Dragon Lane SB	91.5%	18	15	97.2%	23	16
Stoney Lane	88.9%	11	13	98.1%	17	14
Dragon Lane NB	52.9%	8	10	45.2%	6	9
Meadway	3.0%	0	0	4.8%	0	0
PRC Over All Lanes (%)	-1.7%			-9.0%		
Total Delay Over All Lanes(pcuHr)	19.13			27.97		

Table 8.7 2024 Dragon Lane/Stoney Lane/Meadway LINSIG Summary Output

8.10.17 The table above clearly demonstrates this junction is currently operating below its theoretical design capacity. Furthermore, comparison of the modelled and observed queues shows the modelled queue lengths closely match (within 7PCUs) the observed queues. The model is therefore considered to be calibrated.

8.10.18 **Table 8.8** below summarises the 2031 forecast year LINSIG outputs, full LINSIG outputs are included in **Appendix 9**.

Arm	2031 Base without Development				2031 Base with Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Dragon Lane SB	106.8%	46	133.4%	138	111.9%	59	132.2%	134
Stoney Lane	110.5%	34	127.7%	62	108.6%	32	130.2%	67
Dragon Lane NB	79.4%	15	57.5%	9	81.5%	16	57.5%	9
Meadway	3.0%	0	6.0%	0	3.0%	0	6.0%	0
PRC Over All Lanes (%)	-22.8%		-48.3%		-24.4%		-46.9%	
Total Delay Over All Lanes(pcuHr)	69.70		187.87		82.43		187.85	

Table 8.8 2031 Dragon Lane/Stoney Lane/Meadway LINSIG Summary Output

8.10.19 The Outputs summarised in the above table show the junction is predicted to operate above its absolute capacity along the Dragon Lane SB and Stoney Lane approach arms during both peak hours, prior to the addition of development traffic to the junction.

8.10.20 A review of the junction staging shows the pedestrian crossings run every cycle and that the Dragon Lane Southbound phase only runs during a single stage in opposition to the Dragon Lane Northbound phases. However, the Northbound phases run during two stages in the junction control cycle.

8.10.21 Given the most significant queues are predicted along the Dragon Lane Southbound approach arm, it is considered that running the southbound phase for two stages, plus running the pedestrian phases every-other cycle, would mitigate the predicted queues. **Table 8.9** below summarises the 2031 Base with Development Scenario for the unmitigated and mitigated junction, full LINSIG outputs are included in **Appendix 10**.

Arm	2031 Base with Development (Unmitigated)				2031 Base with Development (Mitigated)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Dragon Lane SB	111.9%	59	132.2%	134	97.5%	28	116.2%	102
Stoney Lane	108.6%	32	130.2%	67	97.2%	18	114.9%	48
Dragon Lane NB	81.5%	16	57.5%	9	77.3%	16	59.1%	10
Meadway	3.0%	0	6.0%	0	3.0%	0	6.0%	0
PRC Over All Lanes (%)	-24.4%		-46.9%		-8.3%		-29.1%	
Total Delay Over All Lanes(pcuHr)	82.43		187.85		32.43		126.43	

Table 8.9 2031 Dragon Lane/Stoney Lane/Meadway Mitigated LINSIG Summary Output

8.10.22 The Outputs summarised in the above table show the junction is predicted to continue to operate above its absolute capacity along the Dragon Lane SB and Stoney Lane approach arms during the evening peak hour, but with significantly reduced queue lengths predicted following implementation of the mitigation.

8.10.23 Predicted queues are forecast to reduce by 31PCU along Dragon Lane SB during the morning and by 32PCUs during the evening peak. Similarly, predicted queues are forecast to reduce by 14PCUs along the Stoney Lane approach arm during the morning and by 19PCUs during the evening peak hour.

Stoney Lane/Cumber Lane Signalised junction

8.10.24 The Stoney Lane/Cumber Lane signalised junction has been assessed using LINSIG V3 software. **Table 8.10** below summarises the 2024 LINSIG outputs, full LINSIG outputs are included in **Appendix 11**.

Arm	2024 Surveyed AM Peak			2024 Surveyed PM Peak		
	DoS	MMQ	Obs. Q	DoS	MMQ	Obs. Q
Stoney Lane WB	27.0%	3	1	33.9%	3	4
Cumber Lane	48.4%	5	5	46.2%	5	5
Stoney Lane EB	49.1%	8	9	45.5%	7	5
PRC Over All Lanes (%)	83.2%			94.8%		
Total Delay Over All Lanes(pcuHr)	5.76			5.82		

Table 8.10 2024 Stoney Lane/Cumber Lane LINSIG Summary Output

8.10.26 The table above clearly demonstrates this junction is currently operating well below its theoretical design capacity. Furthermore, comparison of the modelled and observed queues shows the modelled queue lengths closely match the observed queues. The model is therefore considered to be calibrated.

8.10.27 **Table 8.11** below summarises the 2031 forecast year LINSIG outputs, full LINSIG outputs are included in **Appendix 11**.

Arm	2031 Base without Development				2031 Base with Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Stoney Lane WB	30.2%	3	35.1%	3	31.1%	3	35.1%	3
Cumber Lane	57.6%	7	52.8%	7	59.2%	8	54.5%	7
Stoney Lane EB	58.0%	9	54.1%	8	60.7%	10	56.2%	8
PRC Over All Lanes (%)	55.2%		66.2%		48.2%		60.2%	
Total Delay Over All Lanes(pcuHr)	7.34		7.00		7.80		7.30	

Table 8.11 2031 Stoney Lane/Cumber Lane LINSIG Summary Output

8.10.28 The Outputs summarised in the above table show the junction is predicted to continue to operate below its theoretical capacity prior to the introduction of development traffic.

8.10.29 Following the addition of development traffic, the junction is forecast to continue to operate below its theoretical capacity, with queues predicted to increase by only 1PCU along the Cumber Lane and Stoney Lane Eastbound approach arms during the morning peak hour.

8.10.30 Given the above, it is considered the impact of development traffic at this junction will be negligible.

Lickers Lane/Fox's Bank signalised junction

8.10.31 The Lickers Lane/Fox's Bank signalised junction has been assessed using LINSIG V3 software. **Table 8.12** below summarises the 2024 LINSIG outputs, full LINSIG outputs are included in **Appendix 12**.

Arm	2024 Surveyed AM Peak			2024 Surveyed PM Peak		
	DoS	MMQ	Obs. Q	DoS	MMQ	Obs. Q
Licker's Lane	38.8%	4	3	34.1%	3	3
Fox's Bank Lane SB	39.3%	5	4	34.4%	4	5
Fox's Bank Lane NB	30.0%	4	3	29.9%	5	3
PRC Over All Lanes (%)	128.8%			161.8%		
Total Delay Over All Lanes(pcuHr)	4.78			4.18		

Table 8.12 2024 Lickers Lane/Fox's Bank LINSIG Summary Output

8.10.32 The table above clearly demonstrates this junction is currently operating well below its theoretical design capacity. Furthermore, comparison of the modelled and observed queues shows the modelled queue lengths closely match the observed queues. The model is therefore considered to be calibrated.

8.10.33 **Table 8.13** below summarises the 2031 forecast year LINSIG outputs, full LINSIG outputs are included in **Appendix 12**.

Arm	2031 Base without Development				2031 Base with Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
Licker's Lane	47.9%	5	44.9%	5	50.0%	5	45.3%	5
Fox's Bank Lane SB	49.5%	6	45.1%	6	50.6%	7	46.7%	7
Fox's Bank Lane NB	44.4%	7	40.4%	6	45.8%	8	41.6%	7
PRC Over All Lanes (%)	81.8%		99.6%		78.0%		92.9%	
Total Delay Over All Lanes(pcuHr)	6.64		5.96		6.88		6.17	

Table 8.13 2031 Lickers Lane/Fox's Bank LINSIG Summary Output

8.10.34 The Outputs summarised in the above table show the junction is predicted to continue to operate below its theoretical capacity prior to the addition of development traffic to the junction.

8.10.35 The summary outputs also demonstrate this junction is forecast to continue to operate below its theoretical capacity following the addition of development traffic, with predicted increases in queue lengths of up to 1PCU along the Fox's Bank Lane Northbound and Southbound approach arms during the morning and both evening peak hours.

8.10.36 Given the above, it is considered the impact of development traffic at this junction will be negligible.

A5080 Cronton Road/Fox's Bank Lane roundabout

8.10.37 The consented A5080 Cronton Road/Fox's Bank Lane mitigated roundabout design (as shown in **Plan 7**), proposed as part of the Symmetry Park commercial development at the former Cronton Colliery site in Knowsley under hybrid planning application (ref: 20/00494/HYB) has been modelled using the ARCADY module of Junctions 11 software.

8.10.38 **Table 8.14** below summarises the 2024 ARCADY outputs, full ARCADY outputs are included in **Appendix 13**.

Arm	2024 Surveyed AM Peak			2024 Surveyed PM Peak		
	RFC	Q	Obs. Q	RFC	Q	Obs. Q
Fox's Bank Lane	0.17	0	2	0.21	0	5
A5080 Cronton Road (E)	0.21	0	2	0.20	0	2
Prescot Road	0.20	0	2	0.18	0	2
A5080 Cronton Road (W)	0.11	0	1	0.21	0	2

Table 8.14 2024 A5080 Cronton Road/Fox's Bank Lane ARCADY Summary Output

8.10.39 The table above clearly demonstrates this junction is currently operating well below its theoretical design capacity. Furthermore, comparison of the modelled and observed queues shows the modelled queue lengths closely match the observed queues. The model is therefore considered to be calibrated.

8.10.40 **Table 8.15** below summarises the 2031 forecast year ARCADY outputs, full ARCADY outputs are included in **Appendix 13**.

Arm	2031 Base without Development				2031 Base with Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Fox's Bank Lane	0.24	0	0.27	0	0.27	0	0.28	0
A5080 Cronton Road (E)	0.25	0	0.25	0	0.26	0	0.25	0
Prescot Road	0.23	0	0.21	0	0.23	0	0.21	0
A5080 Cronton Road (W)	0.14	0	0.27	0	0.15	0	0.28	0

Table 8.15 2031 A5080 Cronton Road/Fox's Bank Lane ARCADY Summary Output

8.10.41 The Outputs summarised in the above table show the junction is predicted to operate well below its theoretical capacity prior to the addition of development traffic to the junction.

8.10.42 The summary outputs also demonstrate this junction is forecast to continue to operate below its theoretical capacity following the addition of development traffic, with predicted with no increases in queue lengths during the peak hours.

8.10.43 Given the above, it is considered the impact of development traffic at this junction will be negligible.

8.11 Capacity Assessment Summary

8.11.1 The capacity analysis has demonstrated that the application development traffic impact will be minimal at each of the assessed junctions during the morning and evening peak hours, with the exception of the Dragon Lane/Stoney Lane/Meadway junction.

8.11.2 Mitigation has been identified which would improve the operation of the Dragon Lane/Stoney Lane/Meadway junction, mitigating the impact of development traffic.

8.11.3 On this basis the traffic impact of the development is not considered to be severe.

9 Accidents Analysis

9.1 Introduction

9.1.1 Records of Personal Injury Accidents (PIA) have been obtained from the Crash Map website for a 5-year period from the beginning of 2020 to the end of 2024.

9.2 Accident Data Analysis

9.2.1 **Figure 9.1** below demonstrates there have been twenty-three personal injury accidents that have occurred close to the site in the past 5-years.

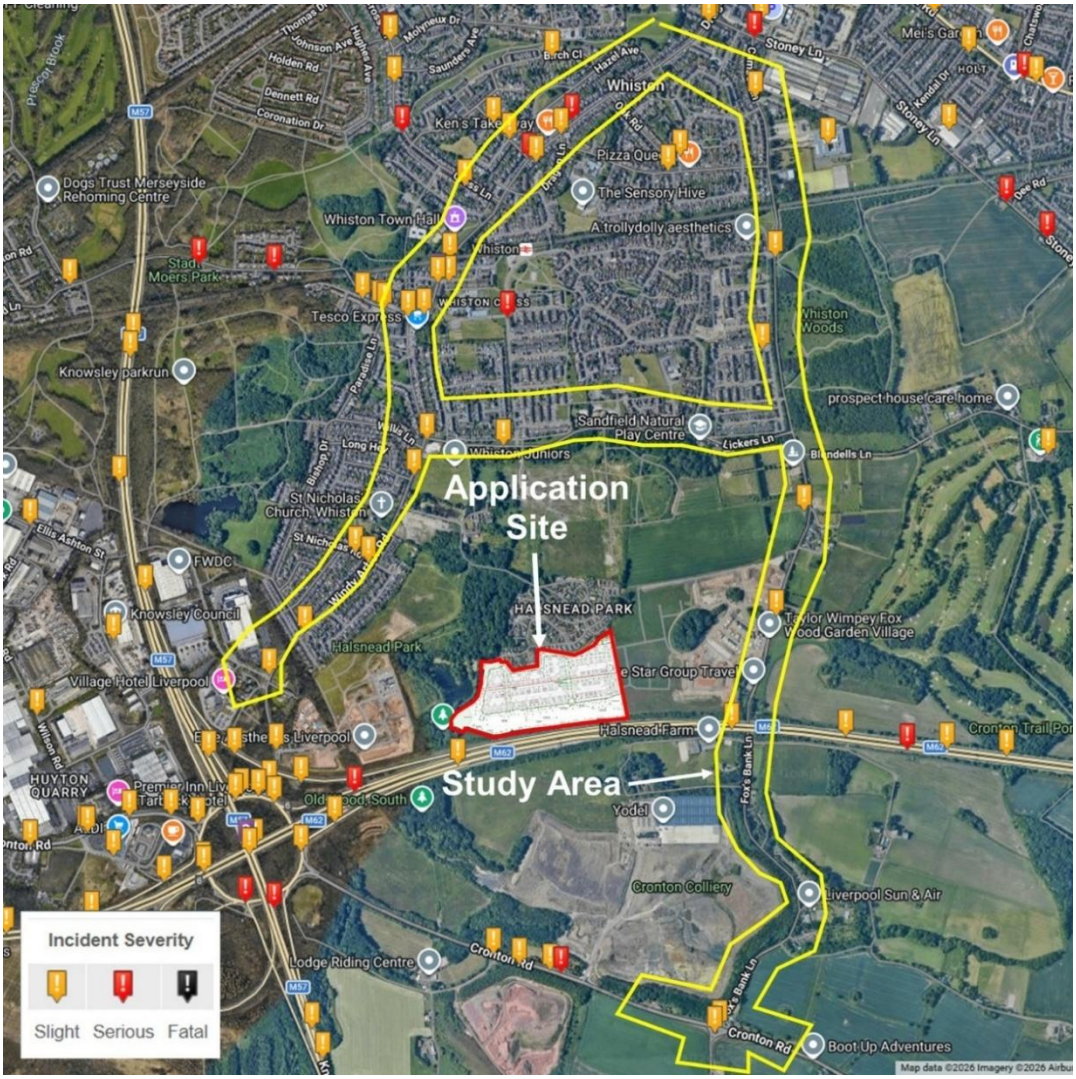


Figure 9.1 Accident Analysis Study Area

9.2.2 **Table 9.1** below summarises the personal injury accidents that occurred within the study area. Full accident data is included in **Appendix 14**.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
17/01/2020	Slight	Dark: Streets lit	Fine	Dry	Right-turning vehicle struck front of oncoming vehicle
03/12/2020	Slight	Dark: Streets lit	Fine	Dry	Vehicle struck nearside of second vehicle
12/01/2021	Slight	Daylight	Fine	Dry	Right-turning vehicle struck front of oncoming LGV
27/03/2021	Slight	Dark: Streets lit	Fine	Dry	Vehicle struck pedestrian crossing carriageway over 50m from nearest crossing
28/08/2021	Slight	Daylight	Fine	Dry	Rear shunt
08/10/2021	Slight	Daylight	Fine	Dry	Vehicle lost control on right-hand bend, striking Bollard/refuge and wall or fence
23/12/2021	Slight	Daylight	Fine	Dry	Right-turning vehicle struck nearside of oncoming vehicle, which also struck front of second vehicle waiting to turn right
-/-/2021	Slight	Daylight	Fine	Dry	Rear shunt
31/08/2022	Serious	Daylight	Fine	Dry	Vehicle struck pedestrian crossing carriageway over 50m from nearest crossing
31/08/2022	Serious	Daylight	Fine	Dry	Other type of vehicle struck pedestrian on footway/verge
25/11/2022	Slight	Daylight	Fine	Dry	Right-turning LGV struck front of oncoming LGV
24/02/2023	Serious	Dark: Streets lit	Fine	Dry	Overtaking motorcycle struck offside of car waiting to turn right
18/03/2023	Slight	Daylight	Rain	Wet/damp	Vehicle moving off struck passing cycle on nearside
14/06/2023	Slight	Daylight	Fine	Dry	Car struck rear of cycle
24/06/2023	Slight	Daylight	Fine	Dry	Right-turning LGV struck pedestrian in carriageway over 50-metres from nearest crossing
07/08/2023	Slight	Daylight	Fine	Dry	Car struck pedestrian crossing carriageway over 50-metres from nearest crossing point
19/12/2023	Slight	Daylight	Rain	Dry	Car struck pedestrian crossing carriageway over 50-metres from nearest crossing point
06/05/2024	Slight	Daylight	Fine	Dry	Car struck front of three other cars
13/06/2024	Slight	Daylight	Fine	Wet/damp	Offside of right-turning car struck front of unknown vehicle
26/08/2024	Slight	Daylight	Fine	Dry	Right-turning car struck front of motorcycle
23/09/2024	Serious	Daylight	Rain	Wet/damp	Car struck pedestrian crossing from nearside during pedestrian phase at crossing
09/11/2024	Serious	Daylight	Fine	Dry	Car reversed into front of second car
20/12/2024	Slight	Daylight	Fine	Dry	LGV moving off struck nearside of car

Table 9.1 – Accident Data Summary

9.2.3 Six of the twenty-three incidents involved vehicles striking the front of a second vehicle. No infrastructure issues are identified in each of these accidents, which occurred at separate locations within the study area, though a failure to observe other vehicles, the misjudgement of available road-space and braking distances may have been contributory factors. Due to the differing locations of each accident, no mitigation measures are proposed.

9.2.4 A further six of the twenty-three reported accidents involved vehicles striking pedestrians in the carriageway at locations over 50-metres from the nearest crossing points at different locations within the study area. No infrastructure issues are identified in any of these incidents, though a failure to observe other road users and the choice of crossing place may have been contributory factors. Due to the different locations of each accident, no mitigation measures are proposed

9.2.5 A further three of the twenty-three reported incidents involved 'Rear-shunt' type incidents though each accident occurred at different locations within the study area. No infrastructure issues are identified in any of these incidents, though a failure to observe other road users and the misjudgement of braking distances may have been contributory factors. Due to the different locations of each accident, no mitigation measures are proposed.

9.2.6 A further two of the twenty-three accidents involved a vehicle moving off striking a passing vehicle/cycle. Again, no infrastructure issues are identified in each of these incidents which occurred at different locations within the study area, though a failure to observe other vehicles may have been a contributory factor. Due to the differing locations of each of these accidents, no mitigation measures are proposed.

9.2.7 Of the remaining six incidents, the first involved a vehicle striking the nearside of a second vehicle during dark lighting conditions, though street lighting was present and lit. Again, no infrastructure issues are identified in this single accident, though it is possible that a failure to observe other road users and a failure to drive to suit light conditions may have been contributory factors in this isolated accident. Due to the singular nature of this accident, no mitigation measures are proposed.

9.2.8 The second accident involved a vehicle losing control on right-hand bend, striking a bollard/refuge and wall or fence. Again, no infrastructure issues are identified in this single accident, though it is possible that inappropriate speed may have been a contributory factor in this solitary accident. Due to the singular nature of this accident, no mitigation measures are proposed.

9.2.9 The third incident involved an unclassified type of vehicle striking a pedestrian on the footway/verge, resulting in serious injury to the pedestrian. Again, no infrastructure issues are identified in this single accident, though it is possible that a failure to observe other road users, inappropriate speed, the misjudgement of stopping distance, misjudgement of available space and poor vehicle positioning may have been contributory factors in this isolated accident. Due to the singular nature of this accident, no mitigation measures are proposed.

9.2.10 The fourth accident involved an overtaking motorcycle striking the offside of car waiting to turn right. Again, no infrastructure issues are identified in this single accident, though it is possible that misjudgement of available road space and poor vehicle positioning may have been contributory factors in this solitary accident. Due to the singular nature of this accident, no mitigation measures are proposed.

9.2.11 The fifth incident involved a car striking the front of three other cars. Again, no infrastructure issues are identified in this single accident, though it is possible that a failure to observe other road users and poor vehicle positioning may have been contributory factors in this isolated accident. Due to the singular nature of this accident, no mitigation measures are proposed.

9.2.12 The final accident involved a car reversing into the front of a second car. Again, no infrastructure issues are identified in this single accident, though a failure to observe other road users may have been a contributory factor. Again, due to the singular nature of this accident, no mitigation measures are proposed.

9.3 Summary

9.3.1 The data reviewed has not identified any accident clusters.

9.3.2 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts. The data reviewed has demonstrated that there are no particular road safety issues in the vicinity of the site.

9.3.3 It is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network to have a detrimental impact on overall road safety.

10 Conclusions

10.1.1 BTG Eddisons has been instructed by Taylor Wimpey to advise on the traffic and transport issues relating to a planning application for a residential development on Land at Halsnead Garden Village, Phase 3, to the South Whiston area of Knowsley.

10.1.2 The proposals would include Full planning application for the erection of 93 dwellings and Outline planning application for up to 97 dwellings (with all matters reserved for future approval).

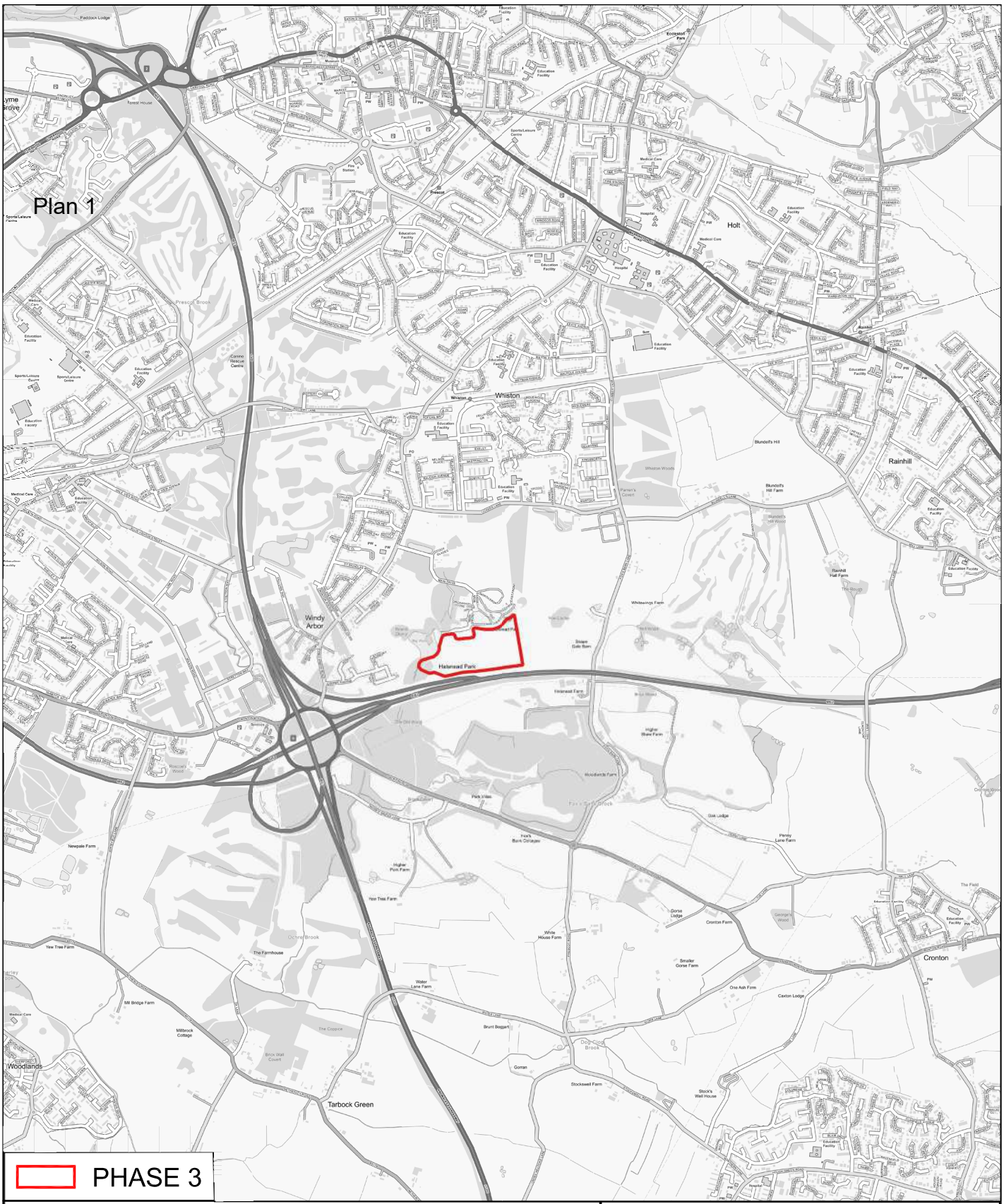
10.1.3 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements,
- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport,
- Sustainable travel will be encouraged through the Travel Plan,
- The traffic impact of the proposals would not be severe,
- Car parking provision is appropriate, and
- The development proposals would not impact highway safety.

10.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS

Plan 1



PHASE 3

CLIENT:

TAYLOR WIMPEY

DRAWING TITLE:

FOX WOOD GARDEN VILLAGE
SITE LOCATION

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
RC	30.01.26	LW	30.01.26	NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
4392-01	-

BTG Eddisons

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FOX WOOD GARDEN VILLAGE PHASE 3

1:500 0 5 10 15 25m

SITE LAYOUT LEGEND

- Site Boundary
- Boundary of detailed application area (Phase 3B)
- Existing Trees Retained
- Root Protection Zones
- Existing Trees Removed
- Ancient Woodland & Buffer
- Indicative Tree Planting *(refer to Landscape drawings for detail)*
- Indicative new hedge planting *(refer to Landscape drawings for detail)*
- Parking Space With Number
- Indicative position for external bicycle storage provided where no garage is available
- Refuse storage area
- Multi-modal access positions for Phase 3 B (outline area)
- Active travel link position for Phase 3 B (outline area)

SCHEDULE OF ACCOMMODATION

HOUSETYPE	BEDROOMS	STOREY	Total Number
A32 BRAMBLEFORD (E/S)	3	2	14
A32 BRAMBLEFORD (M)	3	2	3
A35 TETFORD (S)	3	2	3
A35 TETFORD (D)	3	2	8
T31 AYNESDALE (S)	3	2	7
B31 HARRTON (E/S)	3	2.5	14
B31 HARRTON (M)	3	2.5	5
A41 AYLFORD (S)	4	2	14
A43 COLFORD (D)	4	2	5
G42 CORKHAM (D)	4	2	4
T45 WANSDALE (D)	4	2	5
G44 KITHAM (D)	4	2	7
B51 AIRETON	5	2.5	4
		TOTAL	93

PHASE 3B

POTENTIAL CAR PARK TO BIG WATER BY OTHERS

FB

Car Park

FB

Water

ORCHARD GARDENS

MAIN FRONT

OLD HALL

LAKE VIEW

SOUTH VIEW

WOODEND

THE STREET

THE LINK

THE LANE

PRIVATE DRIVE

ACTIVE TRAVEL LINK TO WIDER NETWORK

LINE DENOTES 90m OFFSET FROM M62 CARRIAGEWAY

FWPS WITH LANDSCAPING SCREEN

PURPLE LINE DENOTES OFFSET TO ANCIENT WOODLAND

SW ATTENUATION (REFER TO DRAINAGE DESIGNS)

MOTORWAY

Gantry

PLAN 2

Rev	Description	Date	Initial

Revisions

Taylor Wimpey

Taylor Wimpey North West
Washington House, Birchwood Park,
Warrington, Cheshire WA3 6GR
Tel 01925 849 500 Fax 01925 849 501
www.taylorwimpey.com

DRAWING TITLE

Fox Wood Garden Village

Phase 3

Planning Layout

DRAWING STATUS

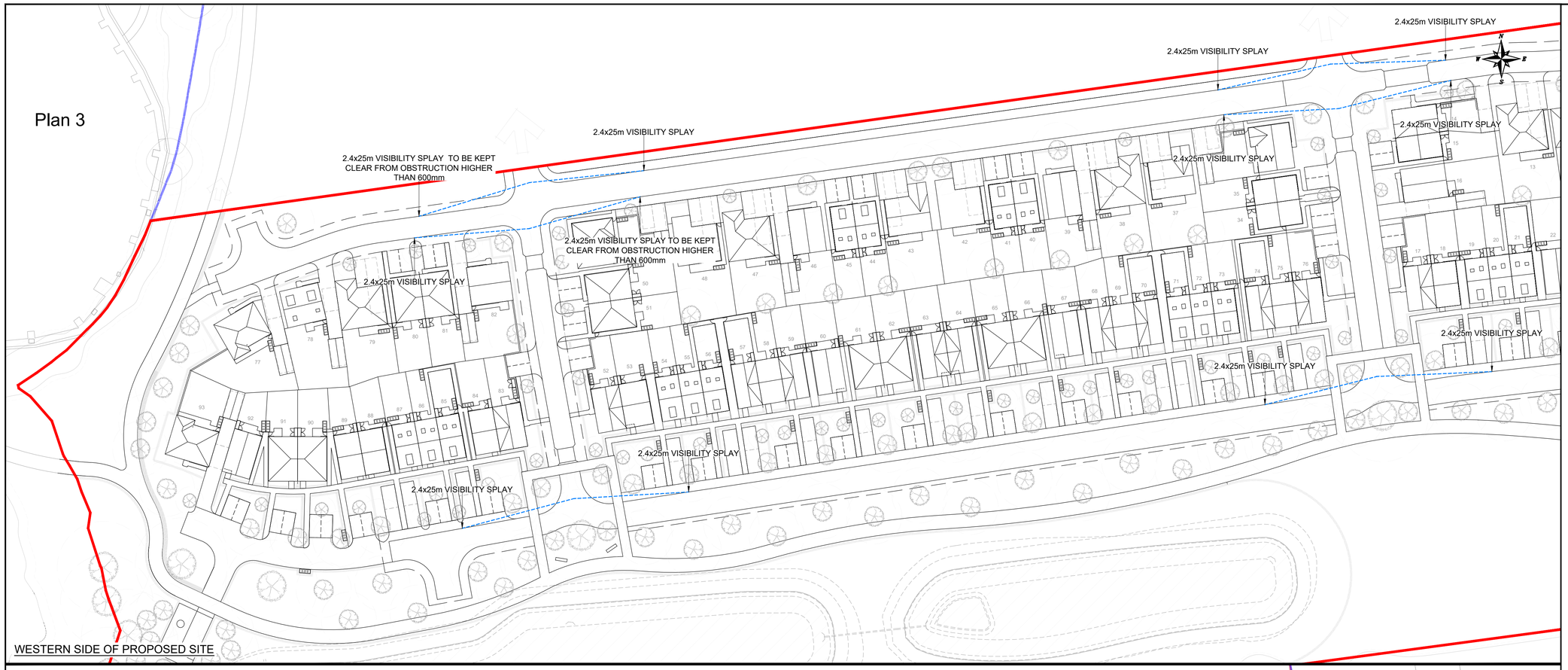
PLANNING

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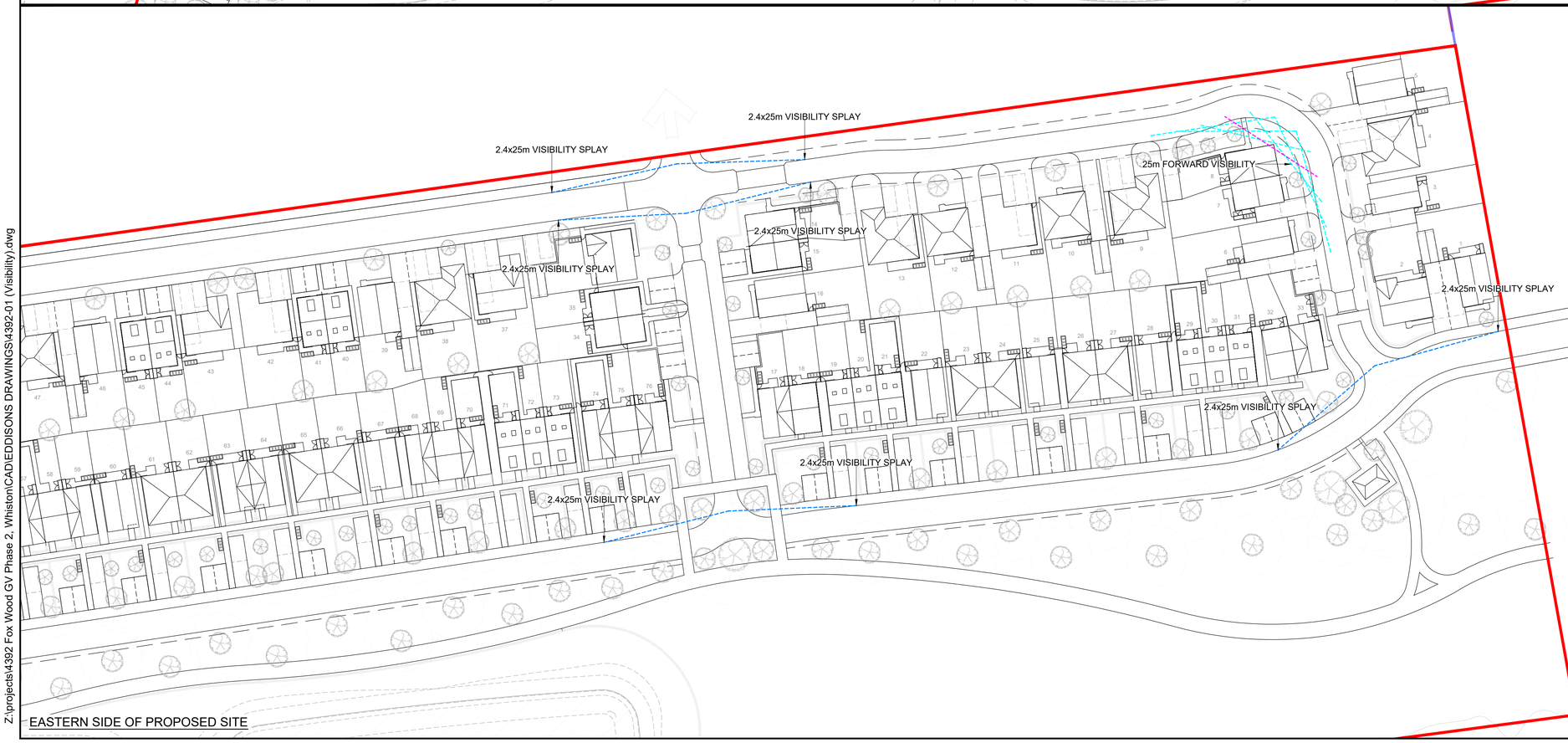
DRAWING NUMBER

SITE CODE	DRAWING CODE	DRAWING NO	REVISION
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Plan 3



WESTERN SIDE OF PROPOSED SITE



EASTERN SIDE OF PROPOSED SITE

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- JUNCTION VISIBILITY SPLAY
- FORWARD VISIBILITY SPLAY
- OBSTRUCTED VISIBILITY SPLAY

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

TAYLOR WHIMPEY

PROJECT:

LAND AT HALSNEAD GARDEN VILLAGE, PHASE 3

DRAWING TITLE:

VISIBILITY PLAN

SCALES:

1:500 @ A1

DRAWN:	CHECKED:	DATE:
SL	LW	JAN 2026

BTG Eddisons
340 Deansgate
Manchester
M3 4LY

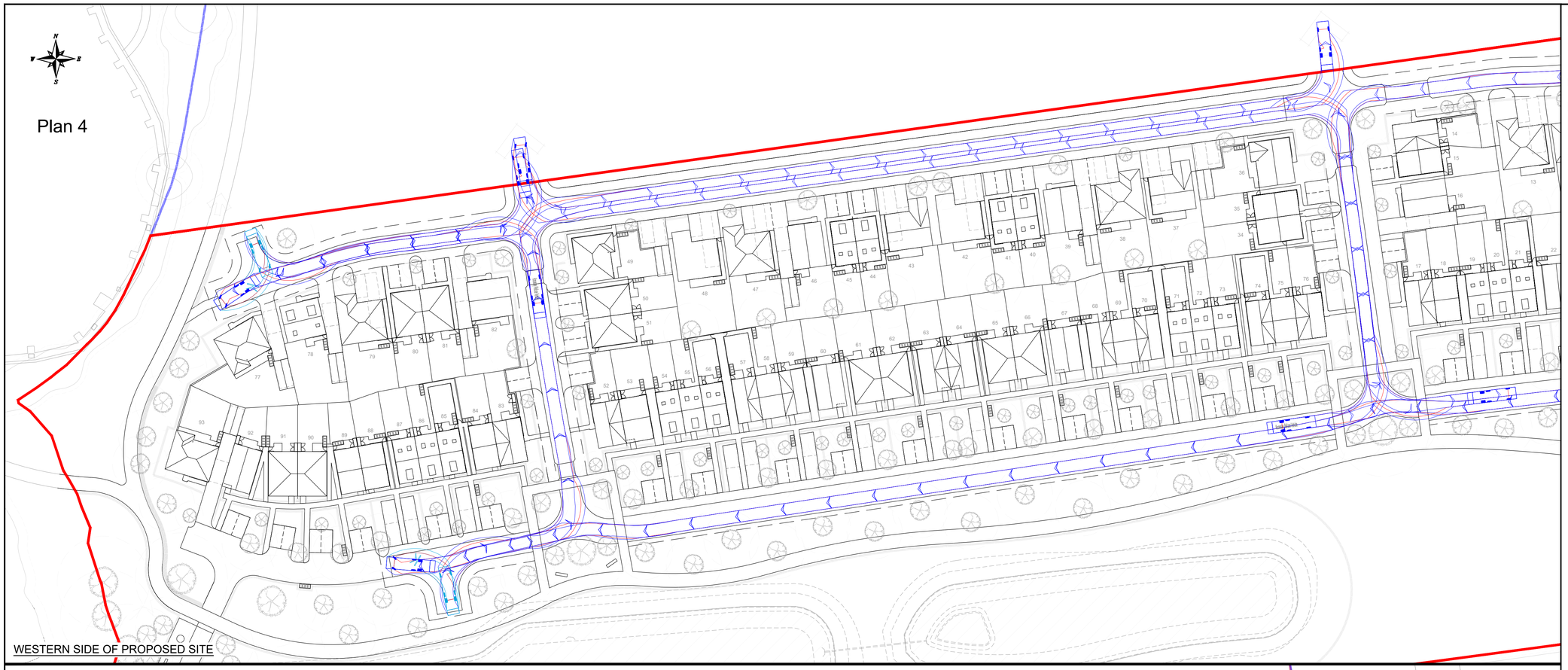
Email: info@eddisons.com
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
4392-01	-

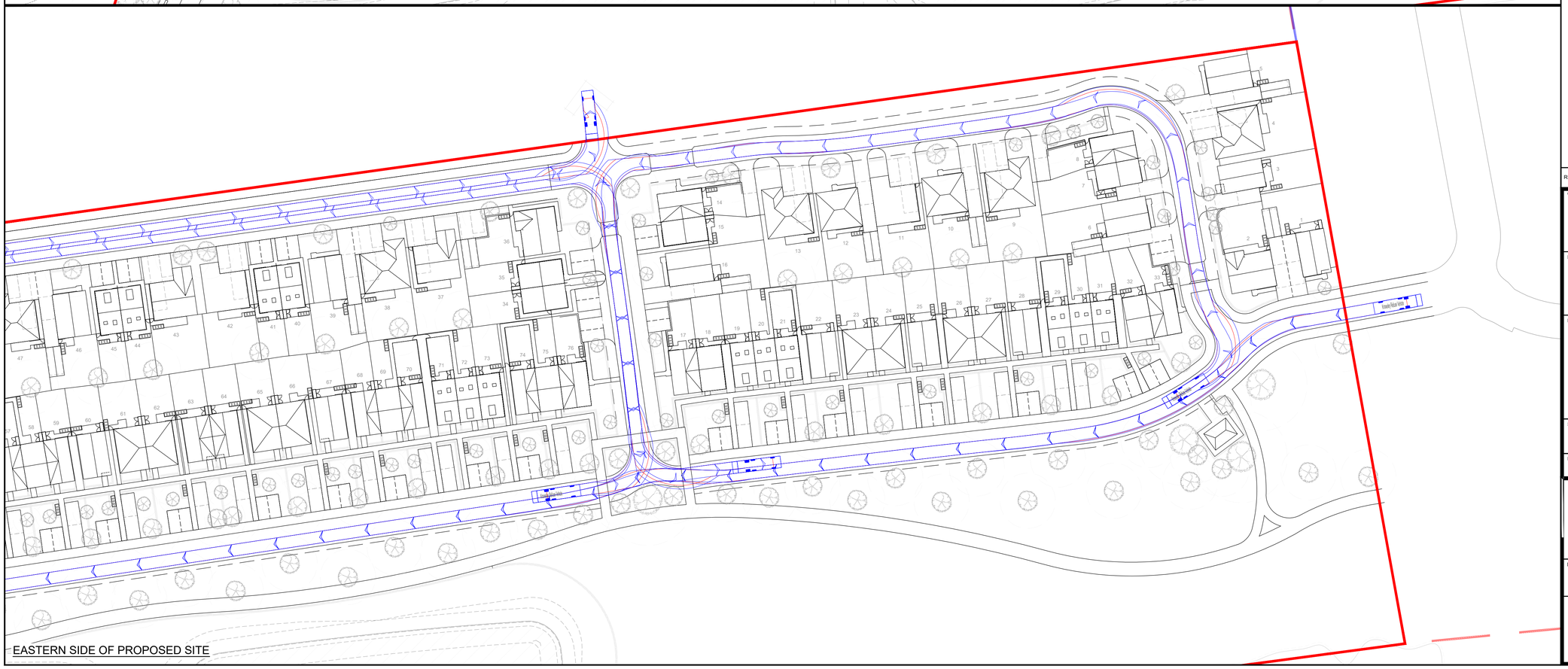
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Plan 4



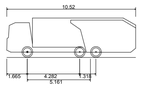
WESTERN SIDE OF PROPOSED SITE



EASTERN SIDE OF PROPOSED SITE

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.



Knowsley Refuse Vehicle	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.250m

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

TAYLOR WHIMPEY

PROJECT:

LAND AT HALSNEAD GARDEN VILLAGE, PHASE 3

DRAWING TITLE:

SWEPT PATH ANALYSIS
REFUSE VEHICLE

SCALES:

1:500 @ A1

DRAWN:	CHECKED:	DATE:
SL	LW	JAN 2026

BTG Eddisons
340 Deansgate
Manchester
M3 4LY

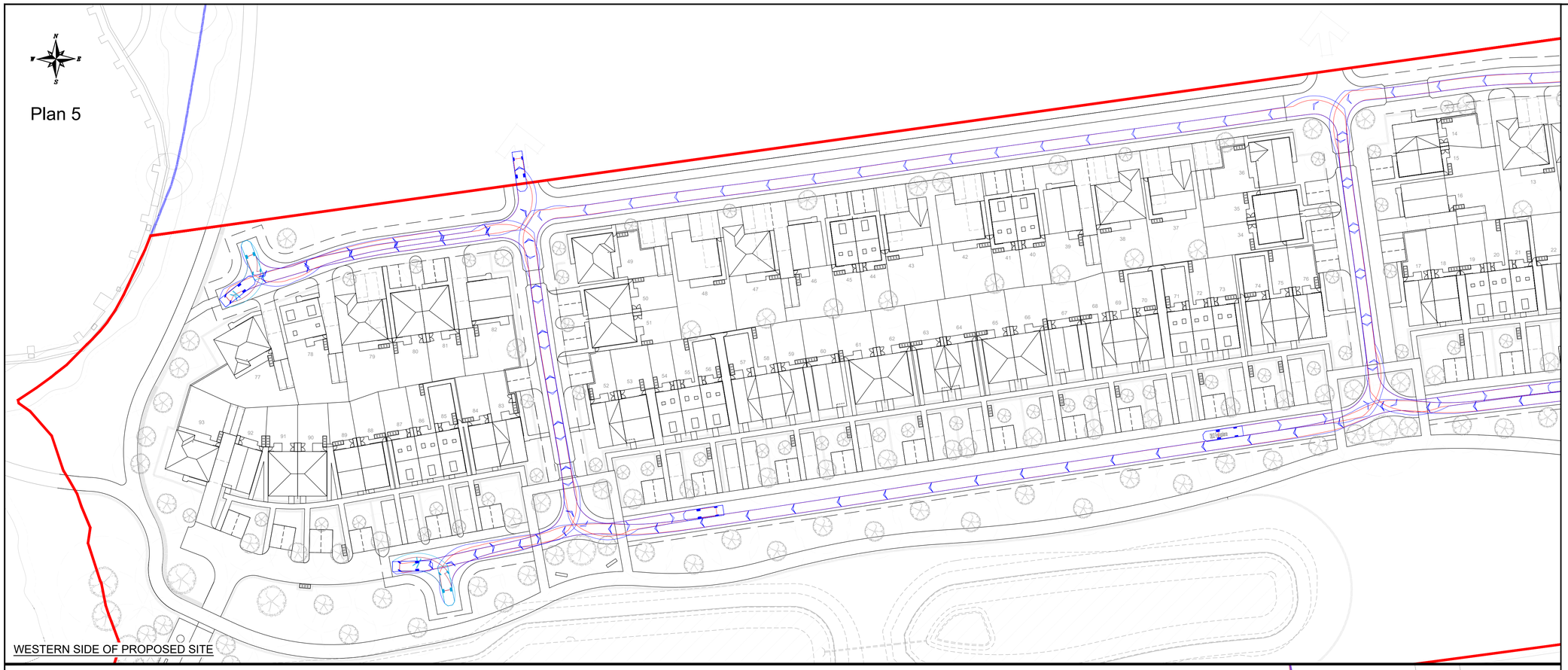
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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
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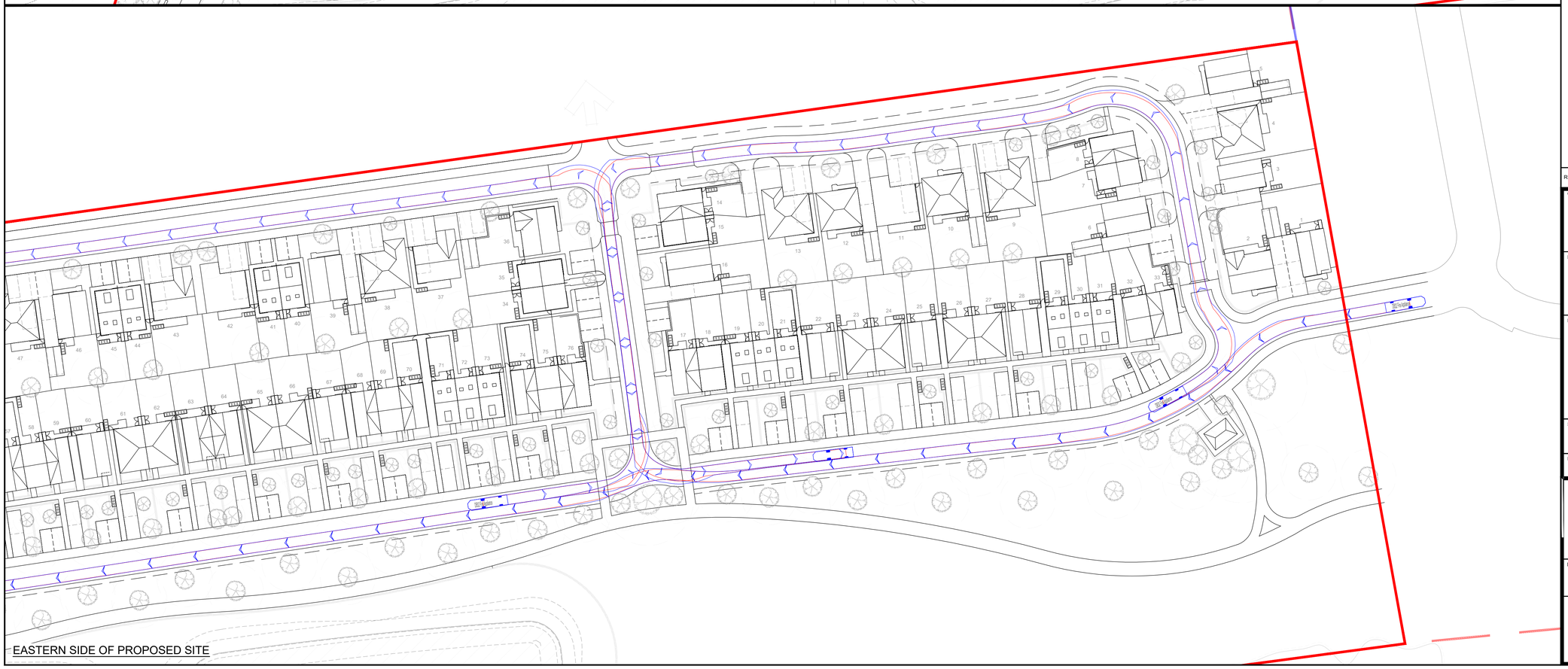
BTG Eddisons

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Plan 5



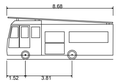
WESTERN SIDE OF PROPOSED SITE



EASTERN SIDE OF PROPOSED SITE

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY. THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.



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

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

TAYLOR WHIMPEY

PROJECT:

LAND AT HALSNEAD GARDEN VILLAGE, PHASE 3

DRAWING TITLE:

SWEPT PATH ANALYSIS
FIRE APPLIANCE

SCALES: 1:500 @ A1

DRAWN:	CHECKED:	DATE:
SL	LW	JAN 2026

BTG Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@eddisons.com
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	REVISION:
4392-SP02	-

BTG Eddisons

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Plan 6

NOTES

- Phase 3 Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Railway Station
- Nearest Bus Stops
- Sport/Leisure
- Health/Medical
- Post Office
- Education
- Bank/ATM
- Cafe/Takeaway/Public House
- Retail

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

TAYLOR WIMPEY

PROJECT:

FOX WOOD GARDEN VILLAGE

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

DRAWN:	CHECKED:	DATE:
RC	LW	JAN 26

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

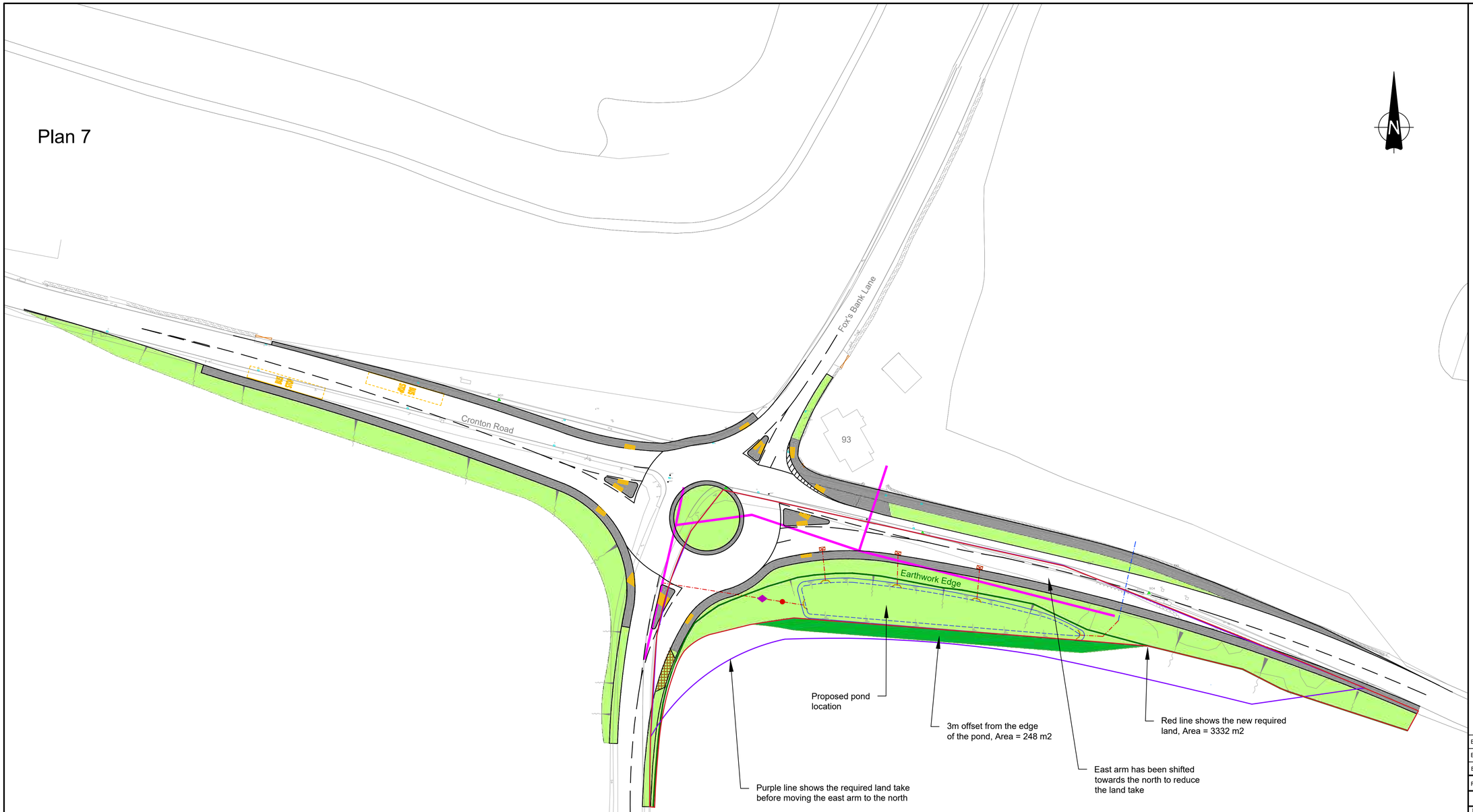
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REVISION: -

BTG Eddisons

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Plan 7



KEY:

- Proposed Footway
- Proposed Landscaped Area
- 3m offset, pond maintenance area
- Proposed Drainage Pond
- Proposed Maintenance Bay
- Existing Stone Culvert Indicative Location
- Proposed Connection Pipe
- Existing Pipe
- Proposed Penstock
- Proposed Separator
- Proposed Headwall
- Proposed Gully

Notes:

1. This drawing is based on the received culvert records, and should be finalised after carrying out a drainage survey.
2. The proposed pond depth = 0.9m with an overboard of 0.6m

1:500 0 10m 20m 30m 40m 50m

1:1 0 10 20 30 40 50 60 70 80 90 100

Rev	Date	Description	By
B03	31.10.18	Pond Location Revised	RJ
B02	17.09.18	Second Design Issue	RJ
B01	02.05.18	First Design Issue	SMA

Amendments

Project: Halsnead Garden Village

Title: Fox's Bank Lane Cronton Road Proposed Roundabout General Arrangement

Client: Knowsley Council

[redacted]
t [redacted]
mail@watermangroup.com www.watermangroup.com

Drawing Status: DESIGN

Designed by	SMA	Checked by	SMA	Project No	WIE 13628
Drawn by	RJ	Date	October 2018		
Scales @ A1 work to figured dimensions only	1 : 500			Computer File No	

Publisher	Zone	Category	Number	Revision
WIE	J	95	J001	B03

FIGURES

APPENDICES

Figure	Title	Calculation
1	2024 Surveyed Peak Hour Traffic Flows (PCUs)	Surveys
2	2031 Factored Peak Hour Traffic Flows (PCUs)	Fig 1 x NTEM
3	Application Ref: 18/00283/HYB Peak Hour Traffic Flows (PCUs)	TA
4	Application Ref: 20/00417/FUL Peak Hour Traffic Flows (PCUs)	TA
5	Application Ref: 20/00494/HYB Peak Hour Traffic Flows (PCUs)	TA
6	Application Ref: 22/00284/OUT Peak Hour Traffic Flows (PCUs)	TA
7	Application Ref: 22/00587/FUL Peak Hour Traffic Flows (PCUs)	TA
8	Application Ref: 22/00600/FUL Peak Hour Traffic Flows (PCUs)	TA
9	Application Ref: 23/02755/FUL Peak Hour Traffic Flows (PCUs)	TA
10	Application Ref: 23/02782/FUL Peak Hour Traffic Flows (PCUs)	TA
11	Total Committed Development Peak Hour Traffic Flows (PCUs)	SUM [FIG 3:FIG 9
12	2031 Base Peak Hour Traffic Flows (PCUs)	Fig 2 + Fig 11
13	Development Distribution	NCS JtW
14	Development Peak Hour Traffic Flows (PCUs)	TRICS x Fig 13
15	2031 Base with Development Peak Hour Traffic Flows (PCUs)	Fig 12 + Fig 15

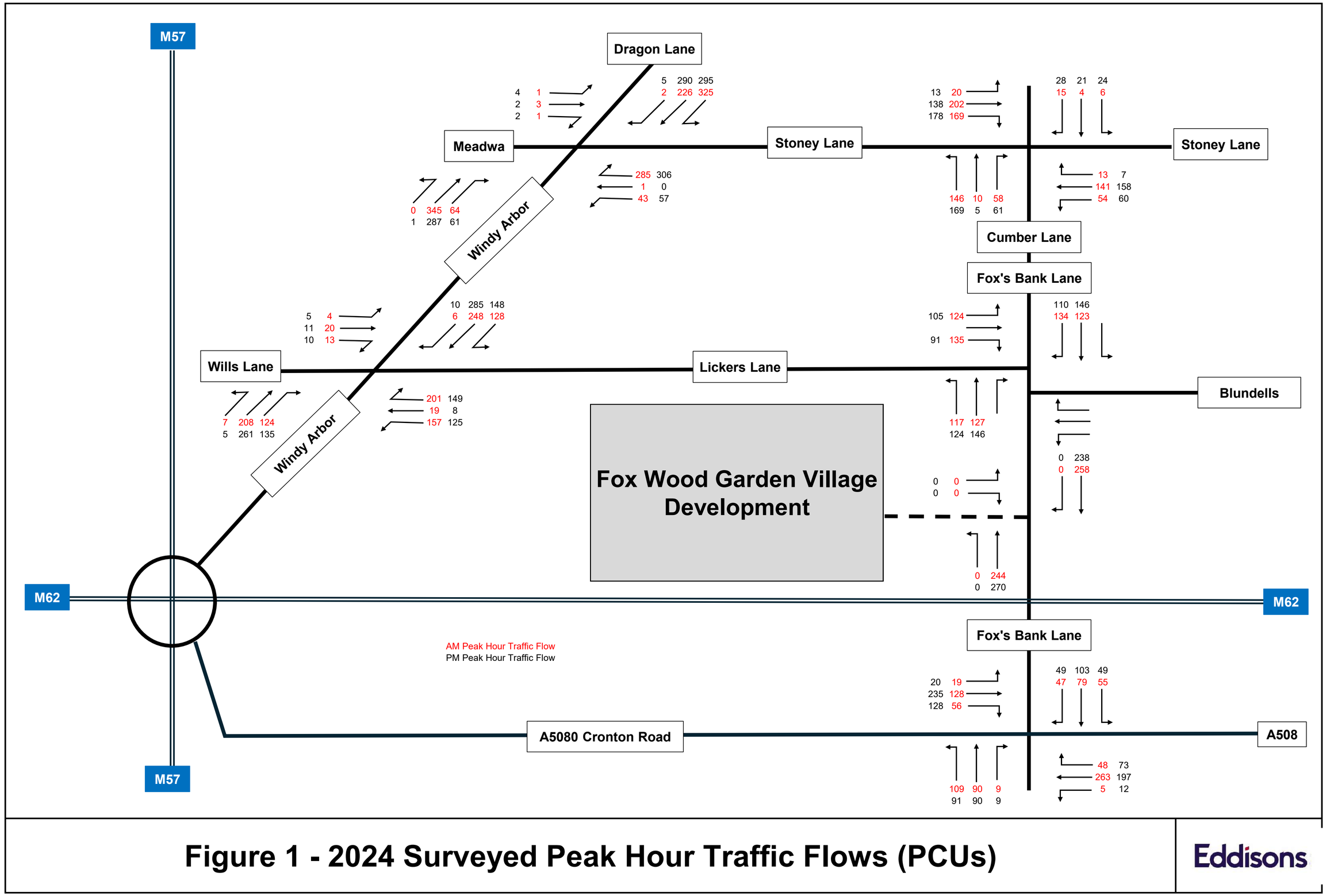


Figure 1 - 2024 Surveyed Peak Hour Traffic Flows (PCUs)

Eddisons

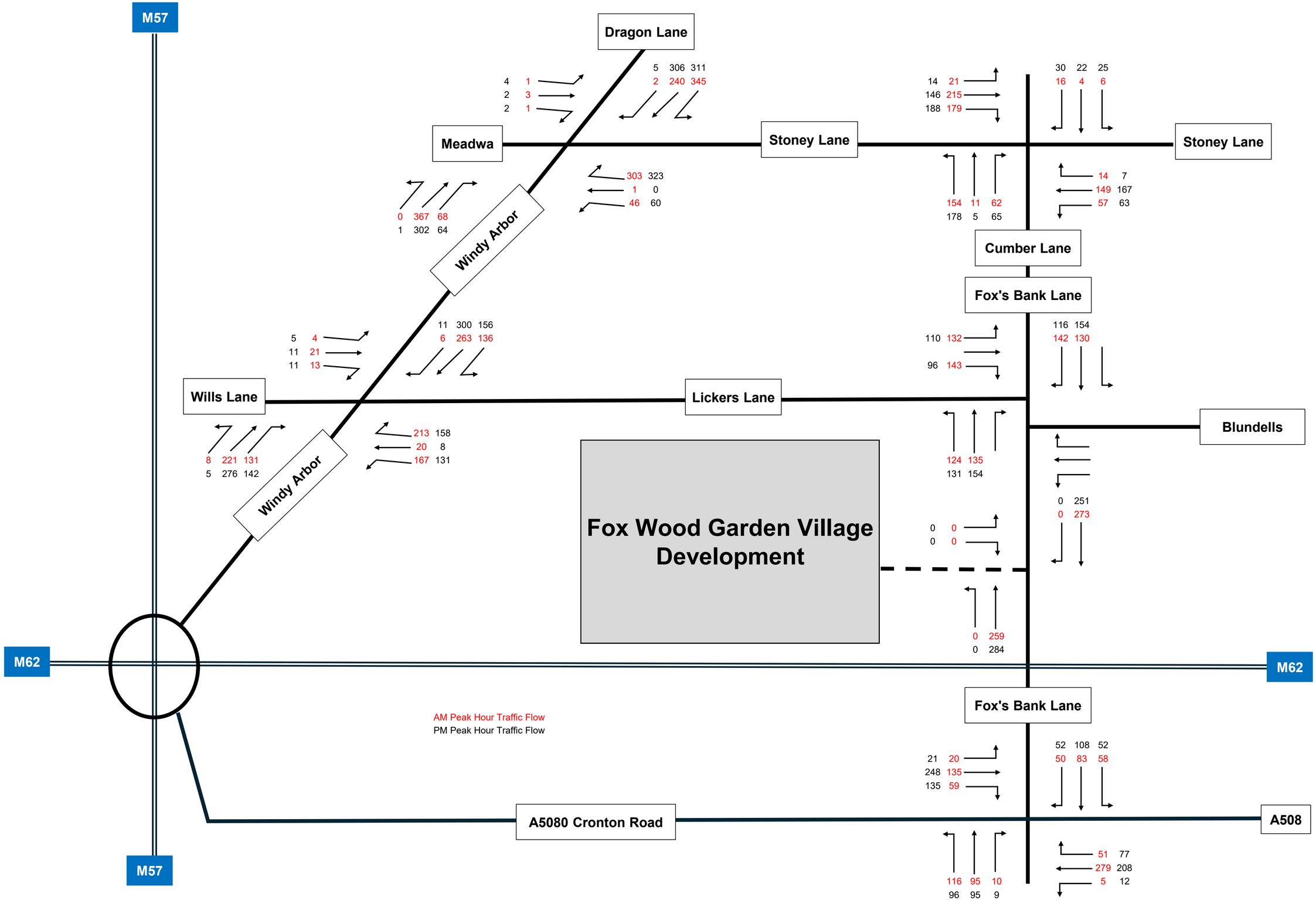


Figure 2 - 2031 Factored Peak Hour Traffic Flows (PCUs)

Eddisons

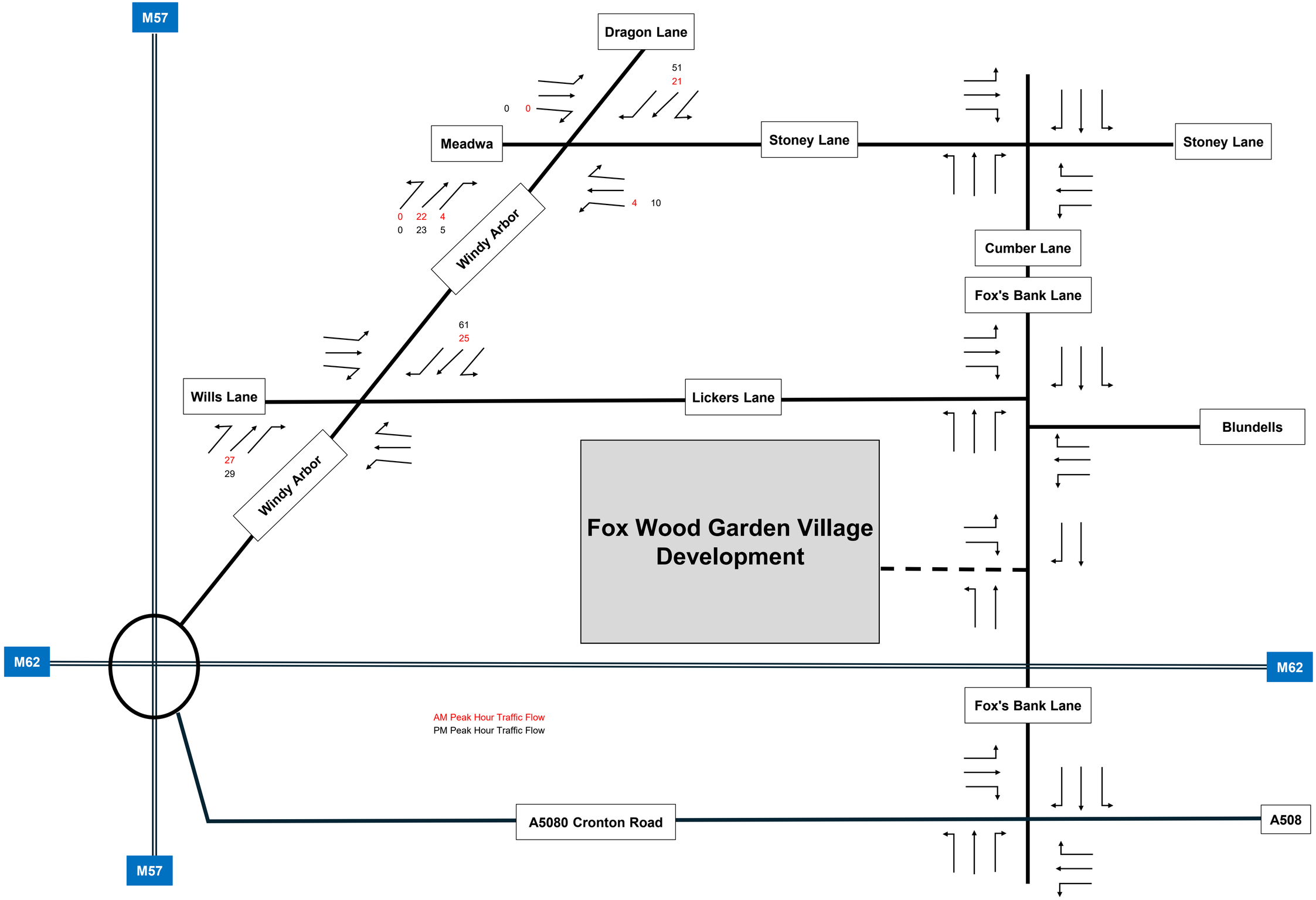


Figure 3 - Application Ref: 18/00283/HYB Peak Hour Traffic Flows (PCUs)

Eddisons

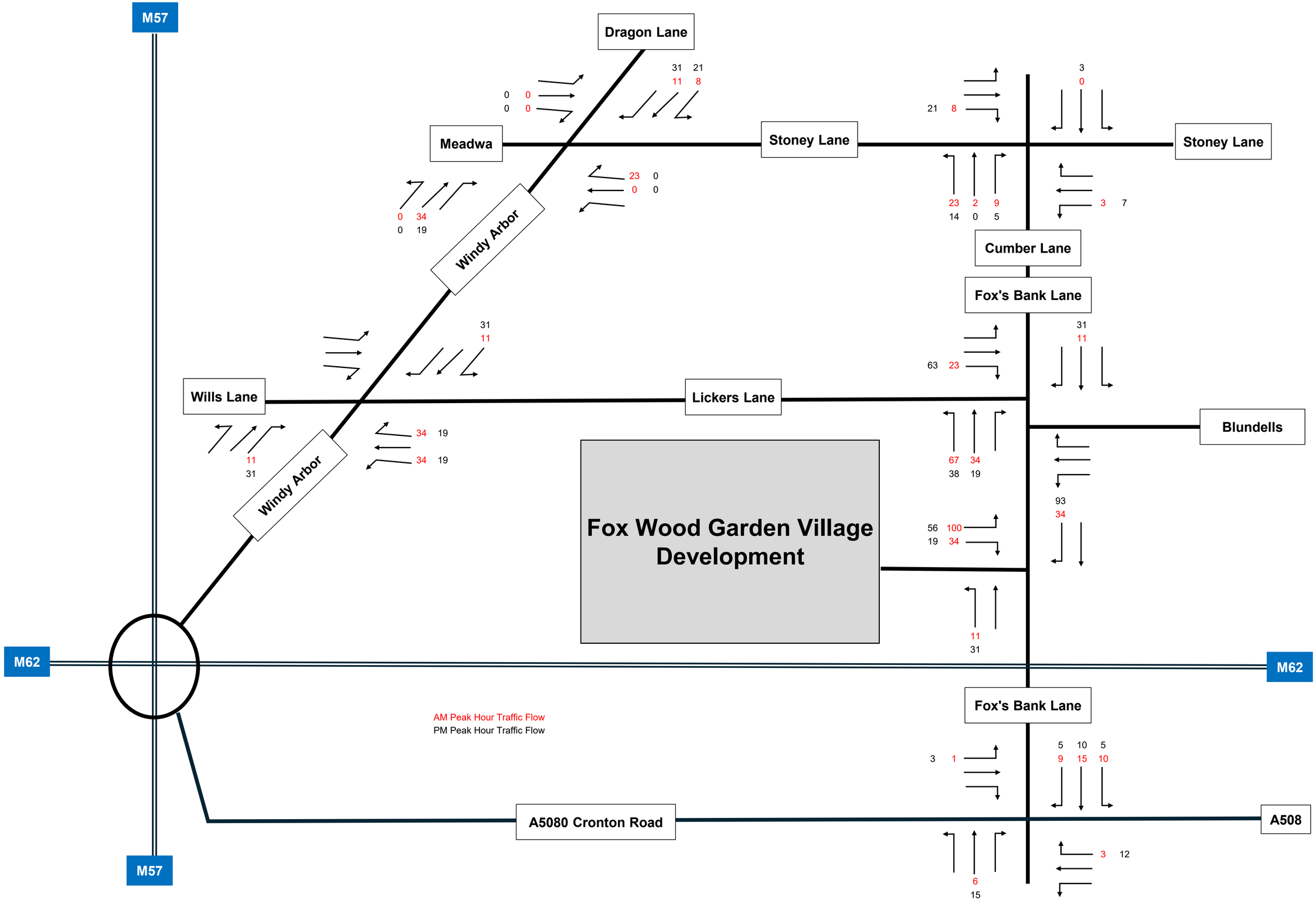


Figure 4 - Application Ref: 20/00417/FUL Peak Hour Traffic Flows (PCUs)

Eddisons

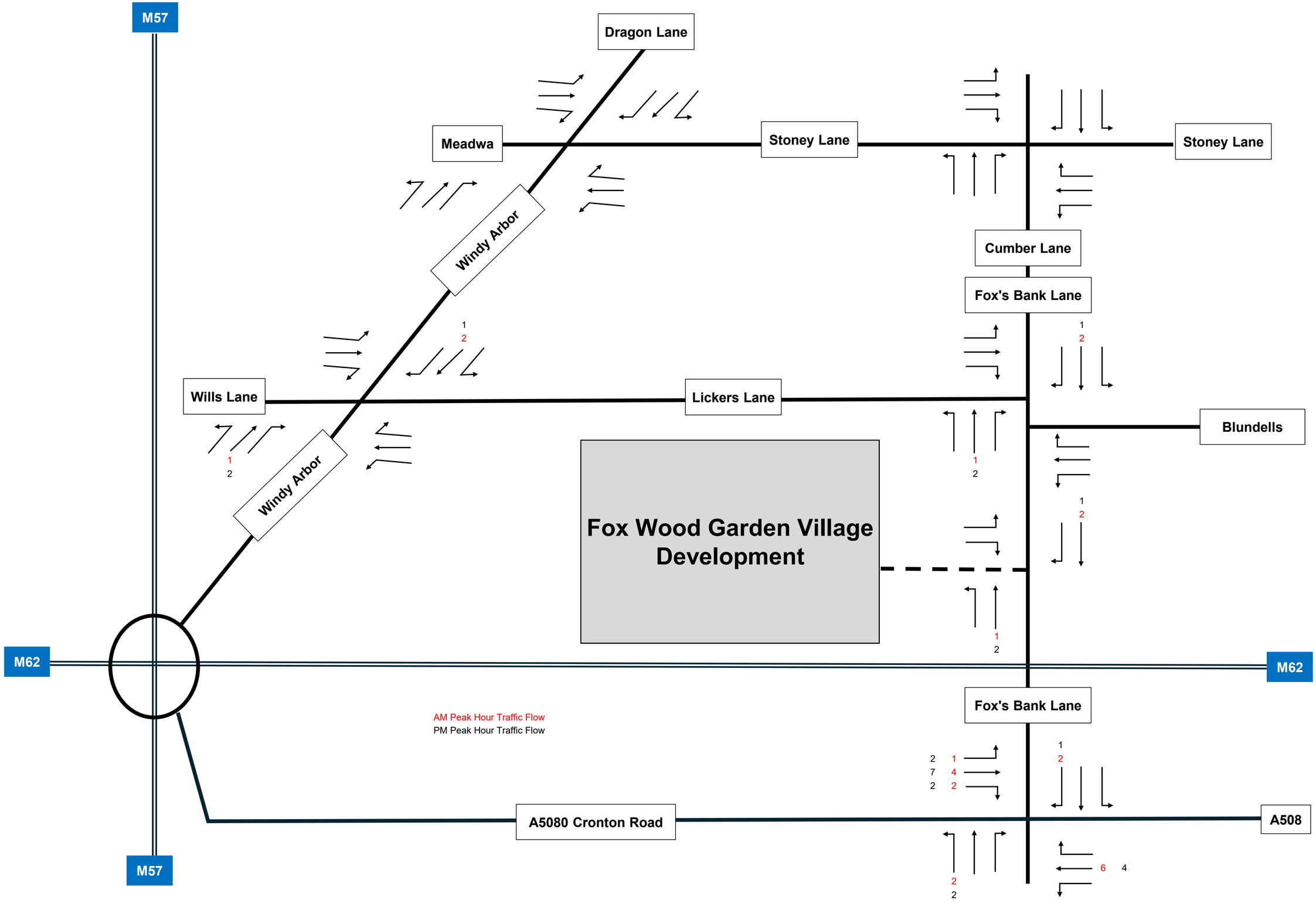


Figure 5 - Application Ref: 20/00494/HYB Peak Hour Traffic Flows (PCUs)

Eddisons

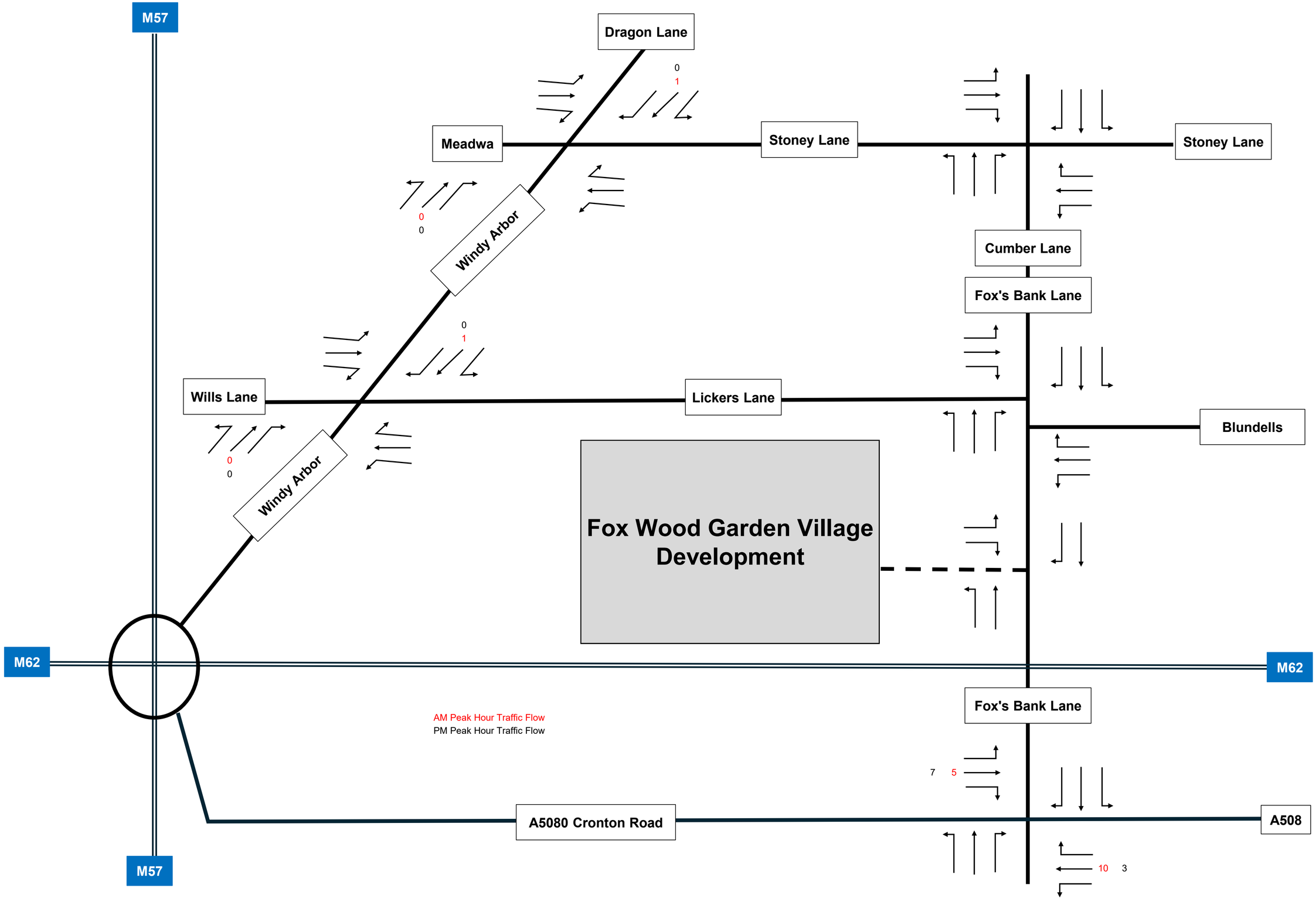


Figure 6 - Application Ref: 22/00284/OUT Peak Hour Traffic Flows (PCUs)

Eddisons

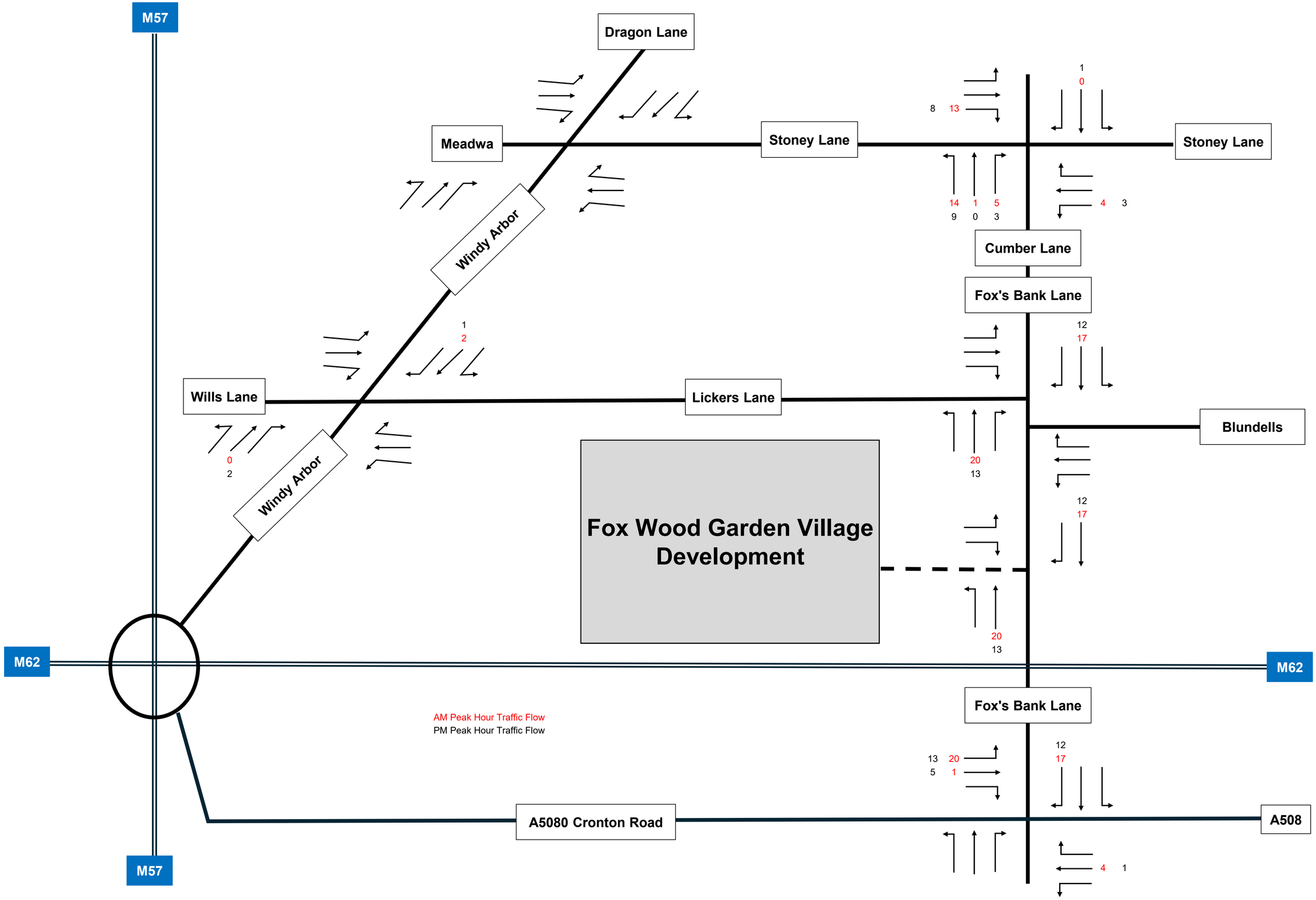


Figure 7 - Application Ref: 22/00587/FUL Peak Hour Traffic Flows (PCUs)

Eddisons

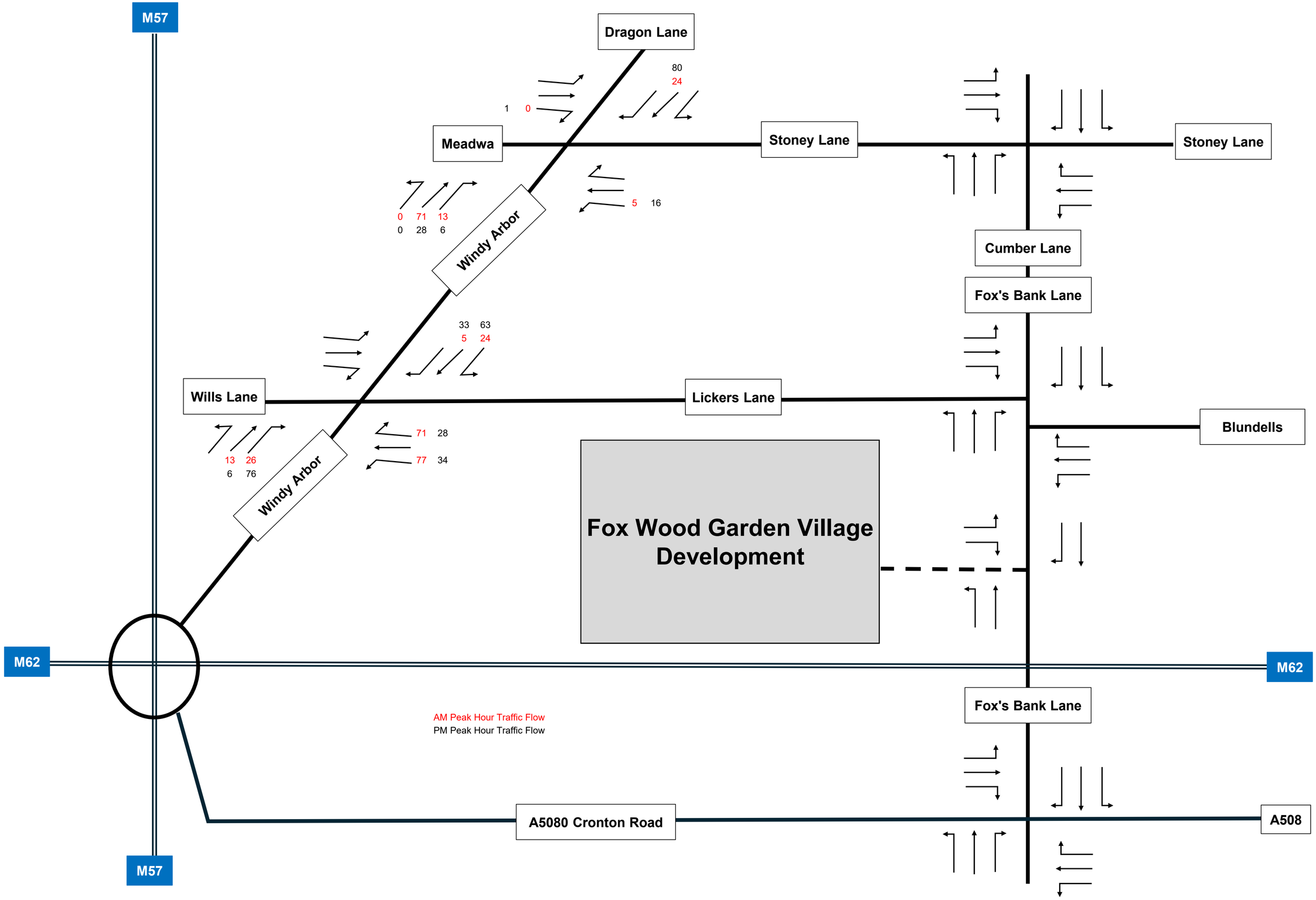


Figure 8 - Application Ref: 22/00600/FUL Peak Hour Traffic Flows (PCUs)

Eddisons

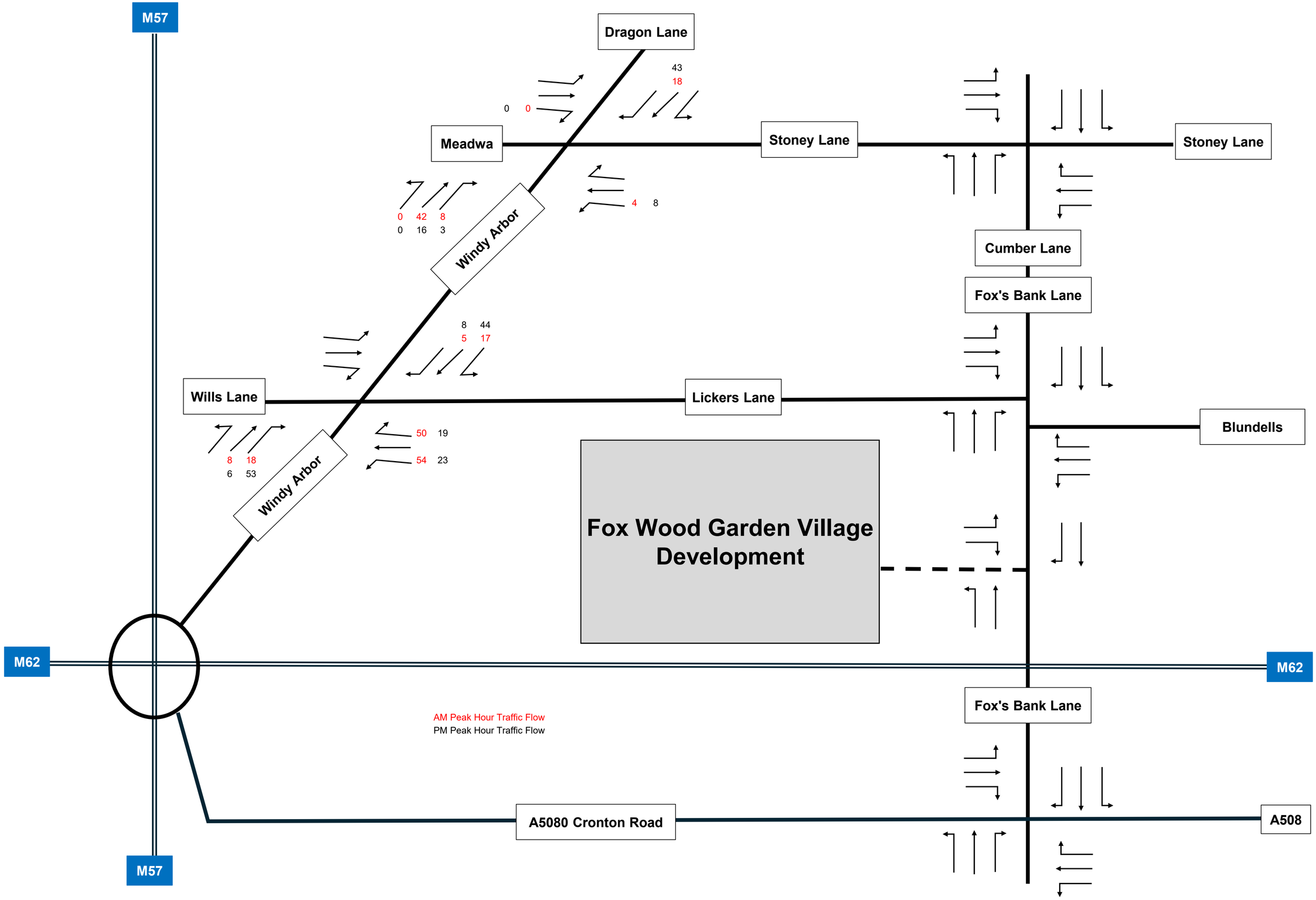


Figure 9 - Application Ref: 23/02755/FUL Peak Hour Traffic Flows (PCUs)

Eddisons

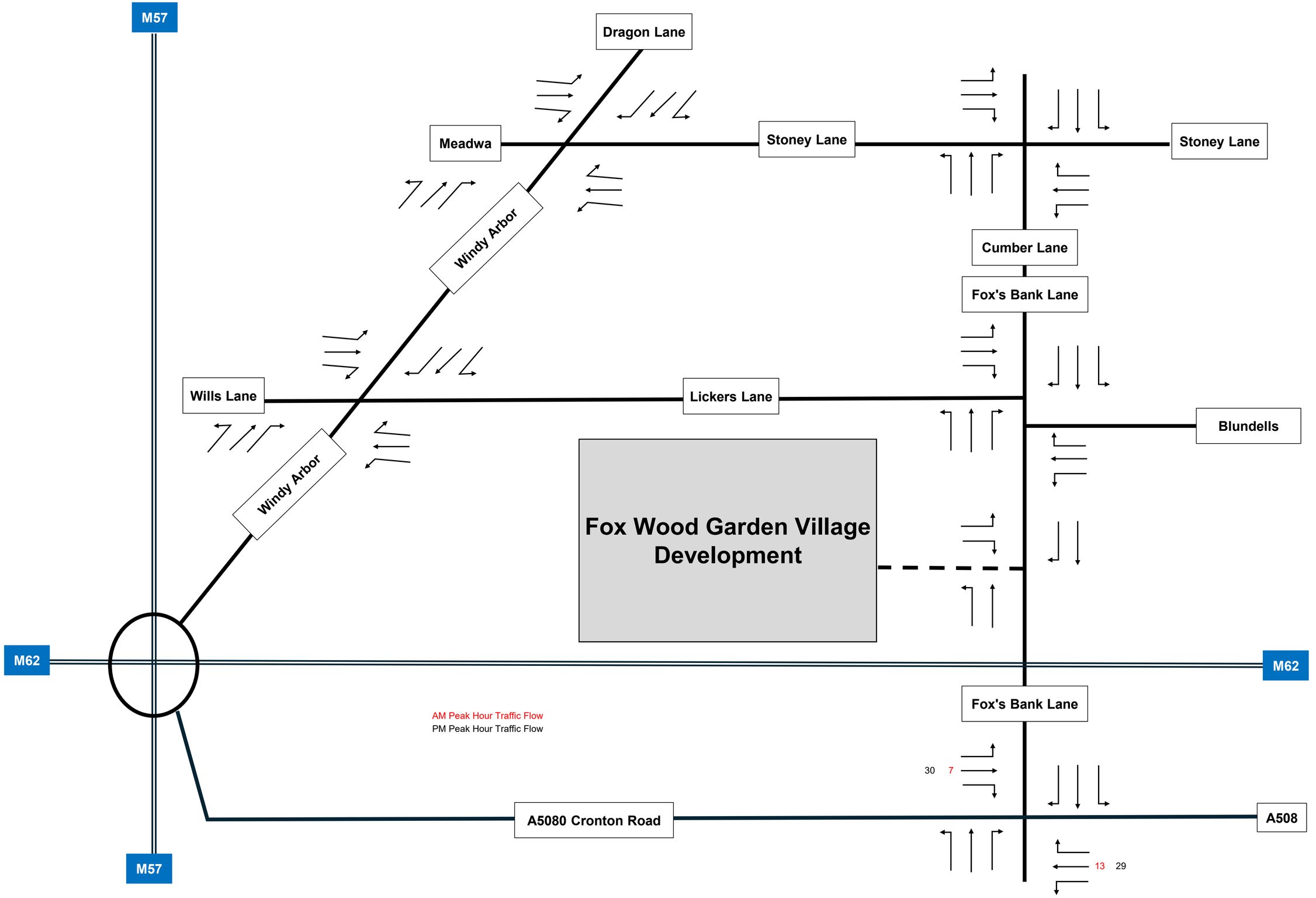


Figure 10 - Application Ref: 23/02782/FUL Peak Hour Traffic Flows (PCUs)

Eddisons

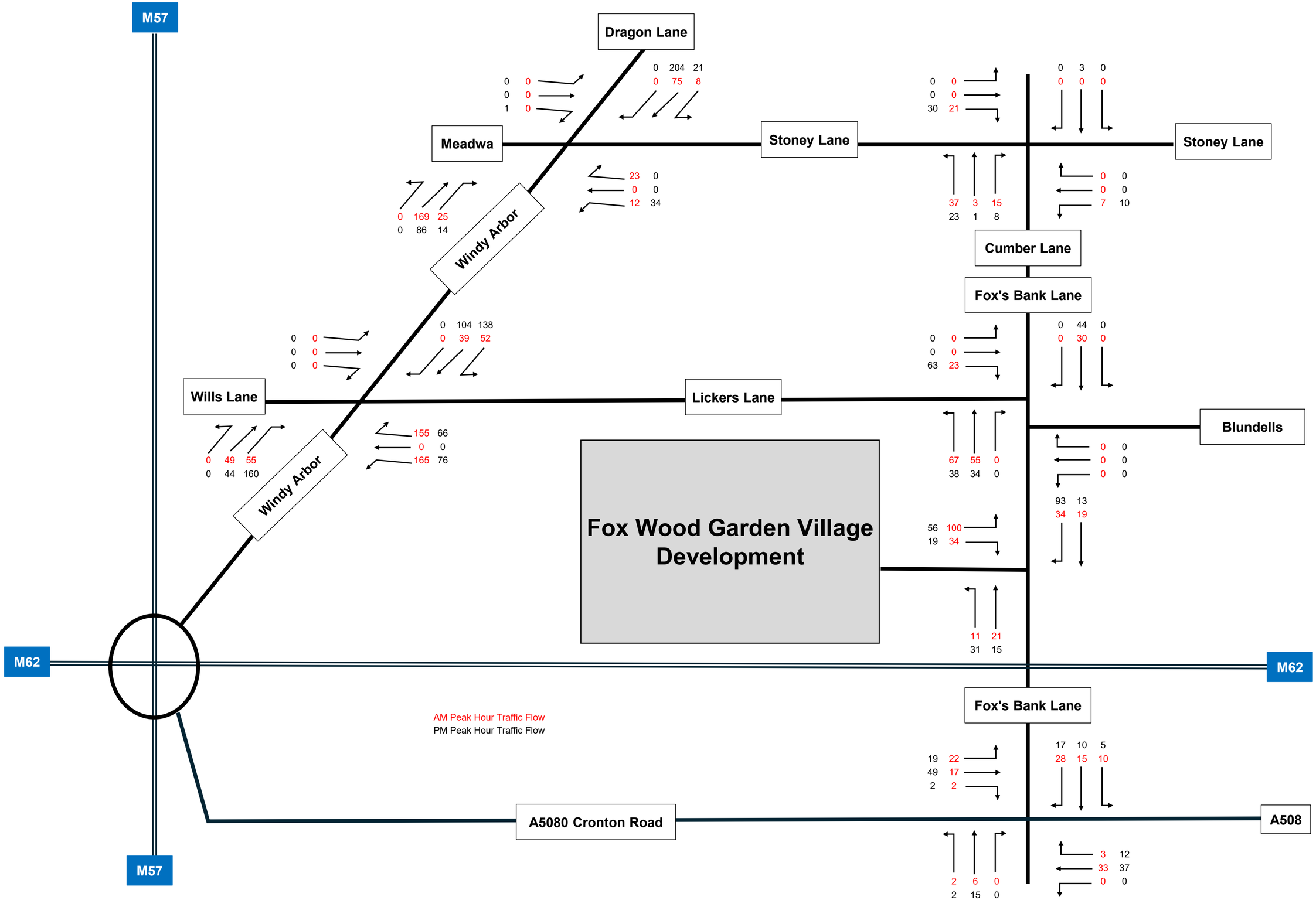


Figure 11 - Total Committed Development Peak Hour Traffic Flows (PCUs)

Eddisons

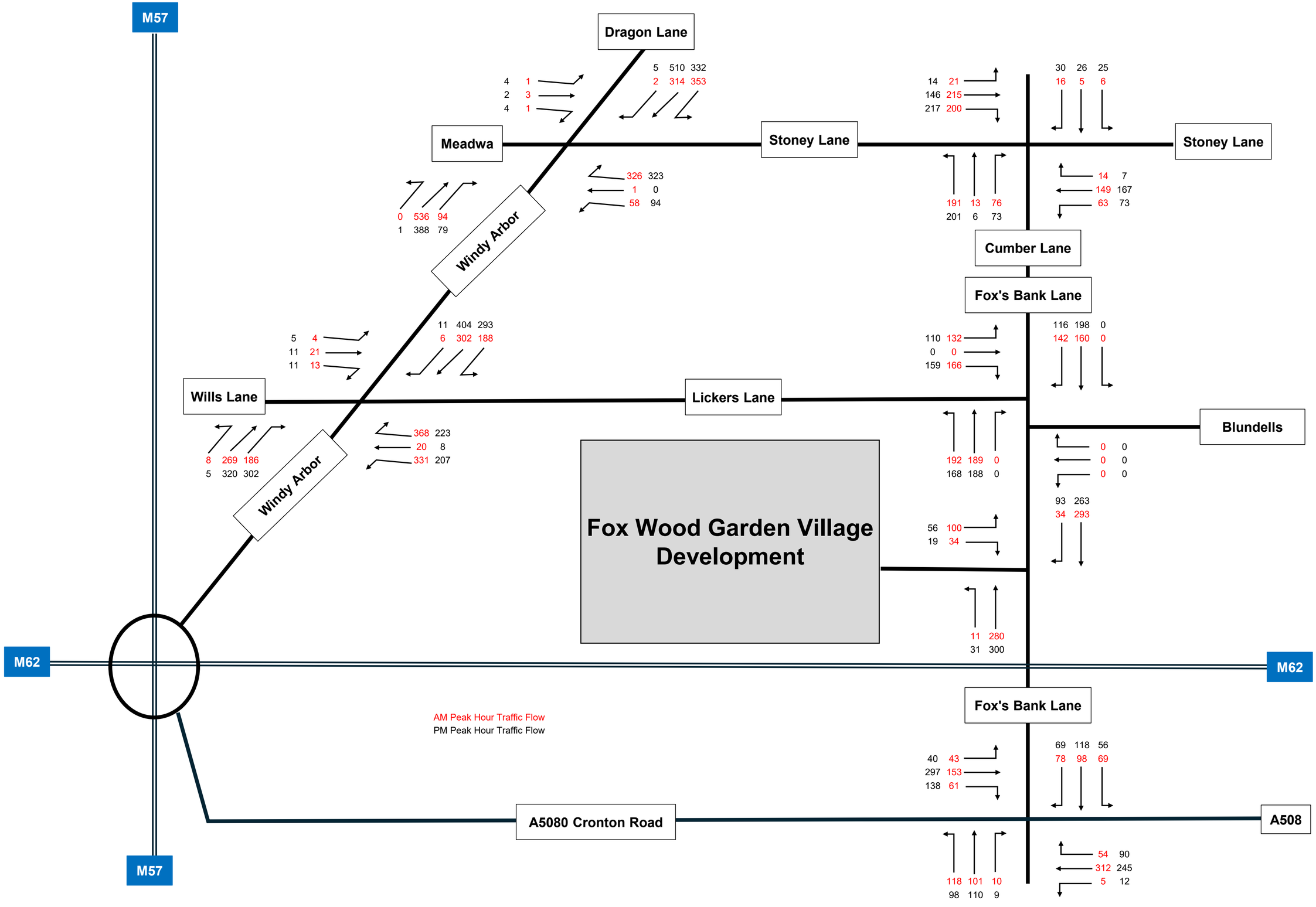


Figure 12 - 2031 Base Peak Hour Traffic Flows (PCUs)

Eddisons

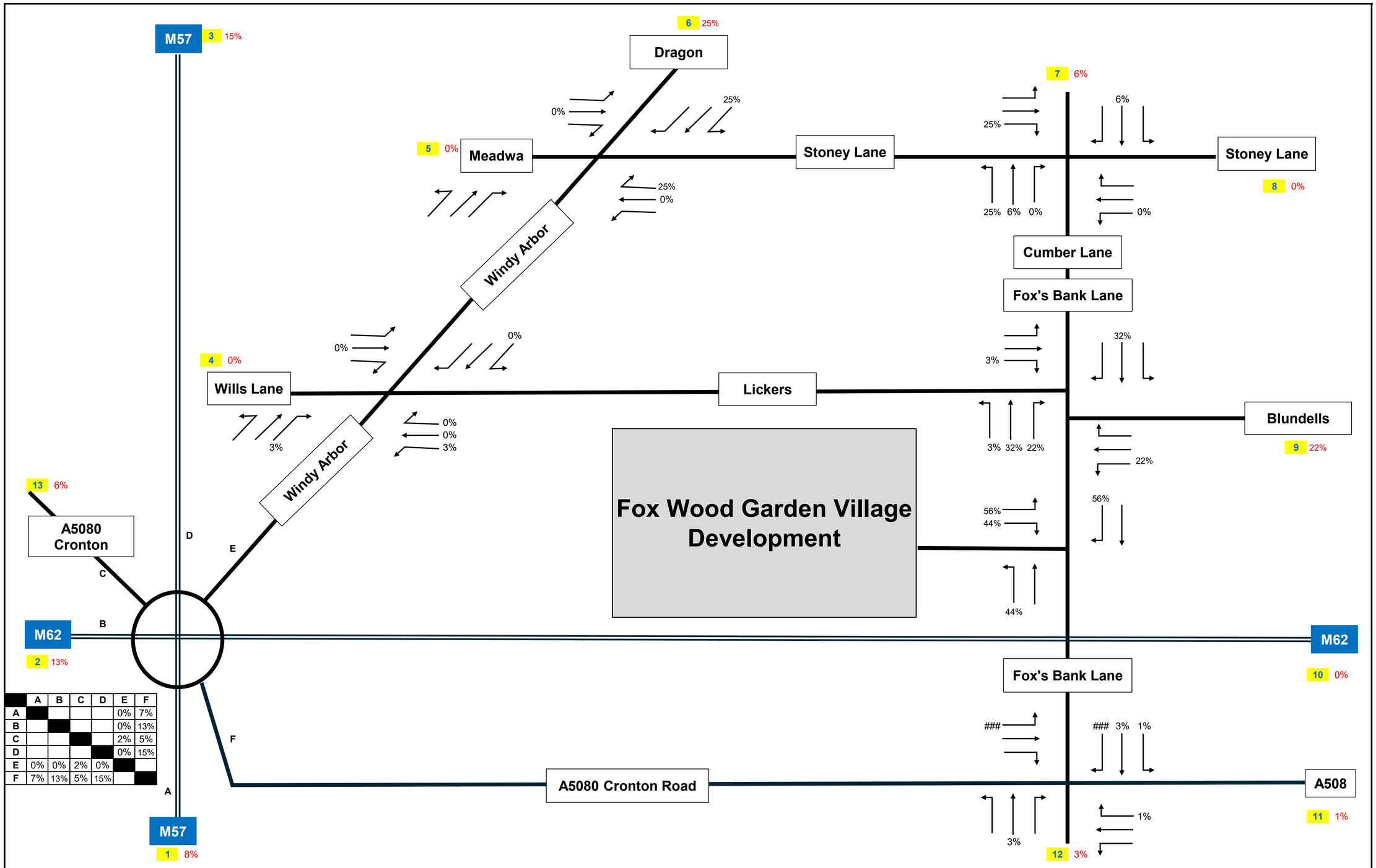
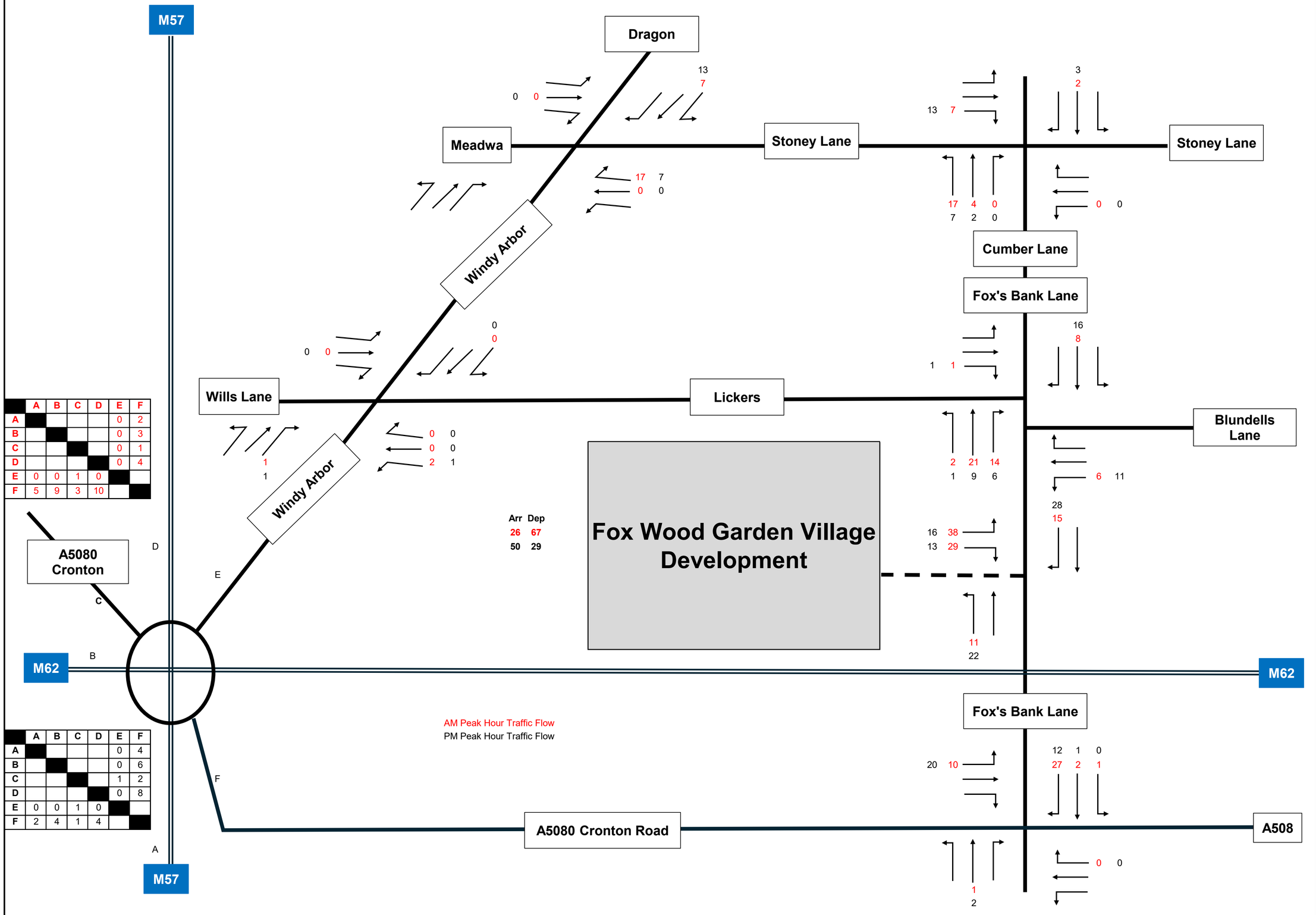


Figure 13 - Development Distribution

Eddisons



	A	B	C	D	E	F
A					0	2
B					0	3
C					0	1
D					0	4
E	0	0	1	0		
F	5	9	3	10		

	A	B	C	D	E	F
A					0	4
B					0	6
C					1	2
D					0	8
E	0	0	1	0		
F	2	4	1	4		

Figure 14 - Development Peak Hour Traffic Flows (PCUs)

Eddisons

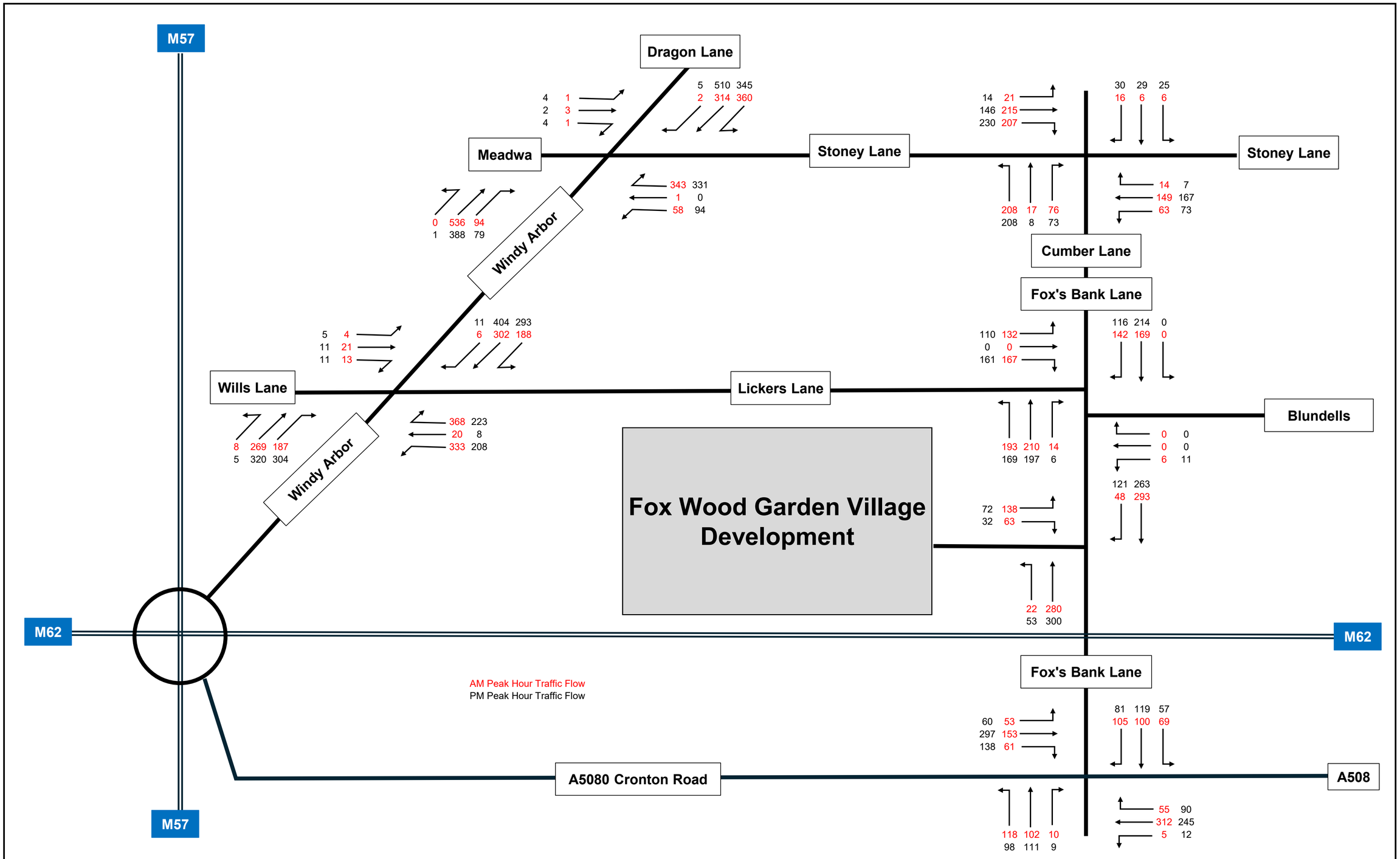


Figure 15 - 2031 Base with Development Peak Hour Traffic Flows (PCUs)

Eddisons

APPENDIX 1

Site Accessibility Assessment Form

Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring
Location	Residential Development: Is the site within 800m of a district or local centre (see Accessibility Maps) **OR** Non-residential development: Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	0	Site is located1200m of local centre as shown in Accessibility Map.
		No	0		
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 crossroads or cycle routes	Yes	1	1	Pedestrians and cyclists can circulate throughout the sites with safe and direct access as shown in Plans 2 and 3
		No	0		
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	Yes	-1	1	Local housing is adjacent to the site access, with footways located along relatively flat ground. Streets are lit
		No	1		
			Total Score	**2**	
			Minimum score required	**4**	

Pedestrian routes will be provided to link each of the development sites with adjacent development sites within the Garden Village area and with Big Water and Halsnead Park.

Access by Cycle			Points	Score	Justification for Scoring
Location	Residential Development: Is the site within 1500m of a district or local centre (see Accessibility Maps) **Or** Non-residential development: Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	Site is located within 800m buffer area of local centre identified on Accessibility Map 4 - Town and District and Local Centres
		No	0		
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	Cycle priority measures will be provided within the site
		No	0		
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	A cycle route will be created between the Phase 3 site and the existing 'Off-road cycle track' at Cronton Interchange with, cycle links will be provided between the Phase 2 and 3 sites.
		No	-1		
Other	Development includes cycle parking, shower facilities, and lockers for cyclists.	Yes	1	1	Cycle parking provided for residents and visitors within dwellings, shower and changing facilities also provided within dwellings
		No	0		
			Total Score	**4**	
			Minimum score required	**4**	
Comments or action needed to correct any shortfall					

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	0	Bus Stops are located 800-1100m fand Whiston station is 1800m from the development at present, but these distances will be reduced to approximately 550m and 1250m respectively following completion of the Garden Village
		No	0		
	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.	Yes	0	1	Dropped kerbs present, footways are 2.0m wide and bus stop infrastructure provided
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	5x bus services and 2x train services per hour available
	Medium (two or three bus or tram services or trains an hour)		1		
	Low (less than two bus or tram services or trains an hour)		0		
Other	The proposal contributes to bus priority measures serving the site	Yes	1	0	There are no bus priority measures proposed
		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	Census data indicates 9% of residents would use the bus
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1	1	Census data indicates 9% of residents would use the bus
		No	0		
			Total Score	**5**	
			Minimum score required	**5**	
Comments or action needed to correct any shortfall					

Parking			Points	Score	Justification for Scoring
Parking	The off-street parking provided is as advised in Section 4 for that development type	Yes	1	1	Parking provision meets maximum provision required by parking standards
		No	0		
	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	0	756 spaces will be provided of the 823 maximum spaces required, giving an 85% provision
		No	0		
	For development in controlled parking □ones:				
	Is the proposal for a car free development□	Yes	1		
		No	0		
	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)	Yes	1		
		No	0		
		Total Score		**1**	
		Minimum score required		**1**	

Comments or action needed to correct any shortfall.

APPENDIX 2

Bus Times and Frequencies

Service No.	Route	Monday - Friday			Saturday			Sunday	Weekday		Saturday		Sunday	
		<08:00	08:00-17:00	17:00>	<08:00	08:00-17:00	17:00>		Start	Stop	Start	Stop	Start	Stop
61	Huyton Bus Station to Halton Hospital	3 Services	60 mins	3 Services	3 Services	60 mins	3 Services	60 mins	05:45	19:36	05:46	19:37	09:03	19:06
	Halton Hospital to Huyton Bus Station	3 Services	60 mins	3 Services	3 Services	60 mins	3 Services	60 mins	05:42	19:38	05:37	19:38	09:27	19:23
	Liverpool Queens Square to Halton Hospital	1 Service	60 mins	3 Services	1 Service	60 mins	3 Services	60 mins	07:38	19:36	07:40	19:37	11:06	19:06
	Halton Hospital to Liverpool Queens Square	3 Services	60 mins	1 Service	3 Services	60 mins	1 Service	60 mins	05:42	17:41	05:37	17:39	09:27	17:28
C50	Huyton - Cronton - Halton College	1 Service	-	-	-	-	-	-	07:48	07:48	-	-	-	-
	Halton College - Cronton - Huyton	-	-	1 Service	-	-	-	-	17:27	17:27	-	-	-	-
239	Prescot to Broadgreen Hospital	1 Service	40 mins	1 Service	1 Service	40 mins	1 Service	-	07:15	17:20	07:15	17:20	-	-
	Broadgreen Hospital to Prescot	-	40 mins	1 Service	-	40 mins	1 Service	-	08:12	17:30	08:12	17:30	-	-
248	Huyton Bus Station - Prescot Bus Station	2 Services	1 Service	-	2 Services	1 Service	-	-	07:02	08:06	07:02	08:06	-	-
	Prescot Bus Station - Huyton Bus Station	3 Services	-	-	3 Services	-	-	-	06:25	07:28	06:25	07:28	-	-

APPENDIX 3

ATE Toolkit

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.

Active Travel England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land off Ogley Hay Road, Burntwood, Lichfield
Summary of proposal	The Proposed Development includes the delivery of up to 190 dwellings, associated infrastructure
ATE reference	
Local authority reference	
Local planning authority	Knowsley
Local highway authority	Knowsley
Completed by	
Date (DD/MM/YY)	24 February 2026
Application type	Hybrid planning permission
Model version	2.0

Assessment Report

Criterion	Rating	Appraiser Comments	Relevant Policy & Guidance
1. Trip generation and assignment	**Pass**	Multimodal daily trips have been calculated for the 'Base' (Without Travel Plan) and 'Target' (with Travel Plan) scenarios, based upon peak hour and daily , multimodal trips applied to National Census Journey to Work data.	National Planning Policy Framework: 108, 114, 117; Planning Policy Guidance: Travel Plans, Transport Assessments and Statements; LTN 1/20: 14.3.6; ;
2. Active travel route audit	**Pass**	All routes have been assessed using the actual walking and wheeling distances and travel times. There are a number of facilities currently available, in close proximity to the development site location	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 81, 82, 83, 119; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; PAS 6463; ;
3. Pedestrian access to local amenities	**Pass**	All foot and cycle route journeys have been assessed taking the foot/cycleway alignment and topography into account. Journey times have been based upon Google mobile phone data rather than journey time assumptions. A number of existing facilities are outside of the 800m catchment however, the development proposals include proposals shared foot/cycle links to better connect the site with the existing facilities.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; Manual for Streets: 4.4; PAS 6463; ;

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Please enter all relevant information in rows 4 to 12 below to complete your assessment.

Active Travel England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land off Ogley Hay Road, Burntwood, Lichfield
Summary of proposal	The Proposed Development includes the delivery of up to 190 dwellings, associated infrastructure
ATE reference	
Local authority reference	
Local planning authority	Knowsley
Local highway authority	Knowsley

4. Cycling accessibility	**Pass**	There are no existing cycle lanes provided within the undeveloped site. The development proposals include provision of shared foot/cycle ways between the development andsurrounding cycle routes.	National Planning Policy Framework: 8, 74, 87, 96, 97, 108, 112, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: 59ii, 64iv-vi (Part 1); M.2, U.3 (Part 2); Active Design (Sport England): Principles 2, 3; Inclusive Mobility; LTN 1/20; PAS 6463; ;
5. Access to public transport	**Pass**	The application site is accessible by bus. Existing bus stops are located alongWindy Arbor Road, approximately 800m from the centre of the site.	National Planning Policy Framework: 8, 74, 85, 87, 108, 116; National Design Guide: 81; National Model Design Code: 59i-ii (Part 1); M.1.ii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Buses in Urban Developments (CIHT): A.4.1-A.4.5, B.2.3, B.7.2; Inclusive Mobility: Chapter 9; LTN 1/24; ;
6. Off-site transport infrastructure	**Pass**	The proposals include provision of shared foot/cycle routes and associated crossing points to connect the application site with Winfy Arbor Road and surrounding development parcels of land.	National Planning Policy Framework: 108, 112, 114, 116; National Model Design Code: 59i-ii, 64iv-vi (Part 1); M.1.ii, M.2, U.3 (Part 2); Planning Practice Guidance: Planning Obligations; LTN 1/20: 14.3.12; ;
7. Site permeability	**Pass**	Application includes proposals for foot/cycle permeability throughout the site. The Travel Plan will be used to identify further measures to improve accessibility.	National Planning Policy Framework: 96, 108, 114, 116; National Design Guide: 82, 83, 119; National Model Design Code: Figure 11, 59i-ii (Part 1); M.1.i, M.1.iii, M.2 (Part 2); Active Design (Sport England): Principles 2, 3; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; Manual for Streets: 4.2, 6.3, 6.4; Manual for Streets 2: 9.3, 9.4; PAS 6463; ;

The Assessment Report table will be populated upon entering text in columns D, E and F in the 'User input' sheet.
Please enter all relevant information in rows 4 to 12 below to complete your assessment.

Active Travel England

Active Travel England
Planning Application Assessment Toolkit
Appraiser Report

Site address	Land off Ogley Hay Road, Burntwood, Lichfield
Summary of proposal	The Proposed Development includes the delivery of up to 190 dwellings, associated infrastructure
ATE reference	
Local authority reference	
Local planning authority	Knowsley
Local highway authority	Knowsley

8. Placemaking	**Pass**	Application includes design measures to promote social interaction within the streetscene design, including landscape/park areas, street lighting and non-secluded areas within the site	National Planning Policy Framework: 8, 74, 87, 96, 97, 99, 108, 114, 116, 135, 136; National Design Guide; National Model Design Code: 51i, 59iii, 62i, 63, 64i-ii (Part 1); N.1.iii, M.3.i, I.1, P.1-3, U.1 (Part 2); Active Design (Sport England): Principles 4, 5, 6; Designing for Walking (CIHT); Inclusive Mobility; LTN 1/20; LTN 1/24: 4.6; Manual for Streets: 2.2.5, 5.7, 6.3, 6.4, 7.2.8-7.2.22, 8.3; PAS 6463; ;
9. Cycle parking and trip-end facilities	**Pass**	Application will provide cycle parking in accordance with Knowsley Council Parking standards. All streets will be lit and overlooked throughout the application site.	National Planning Policy Framework: 114, 116; National Design Guide: 85; National Model Design Code: 59iv (Part 1); M.3.ii (Part 2); Active Design (Sport England): 7.1, 8.2; Inclusive Mobility: 7.4; LTN 1/20: Chapter 11; Manual for Streets: 8.2; Manual for Streets 2: 2.5.4; PAS 6463: 5.2.3; ;
10. Travel planning	**Pass**	A Travel Plan Framework has been included within the application submission, which includes appropriate targets and promotion of active travel	National Planning Policy Framework: 114, 117; Planning Practice Guidance: Travel Plans, Transport Assessments and Statements; Active Design (Sport England): 2.4; ;

APPENDIX 4

Survey Data

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Lickers Lane / B - (South West) Windy Arbor Road / C - Wills Lane / D - (North West) Windy Arbor Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Lickers Lane / B - (South West) Windy Arbor Road / C - Wills Lane / D - (North West) Windy Arbor Road

Approach: A - Lickers Lane

	A to B									A to C									A to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	18	2	0	0	0	0	0	20.0	20	2	0	0	0	0	0	0	2.0	2	11	2	0	0	0	0	0	13.0	13
07:15 - 07:30	18	6	1	0	1	0	0	27.5	26	1	0	0	0	0	0	0	1.0	1	8	3	0	0	2	0	0	15.0	13
07:30 - 07:45	27	5	0	0	0	0	0	32.0	32	2	0	0	0	0	0	0	2.0	2	19	5	2	0	0	0	0	27.0	26
07:45 - 08:00	22	9	0	0	0	0	0	31.0	31	0	0	0	0	0	2	0	0.4	2	26	6	0	0	0	0	1	32.4	33
Hourly Total	**85**	**22**	**1**	**0**	**1**	**0**	**0**	**111**	**109**	**5**	**0**	**0**	**0**	**0**	**2**	**0**	**5**	**7**	**64**	**16**	**2**	**0**	**2**	**0**	**1**	**87**	**85**
08:00 - 08:15	27	9	0	0	0	0	0	36.0	36	4	0	0	0	0	0	0	4.0	4	40	2	0	0	1	0	0	44.0	43
08:15 - 08:30	29	4	0	0	0	0	0	33.0	33	3	0	0	0	0	0	0	3.0	3	39	6	0	0	0	0	0	45.0	45
08:30 - 08:45	42	7	0	0	0	0	0	49.0	49	1	1	0	0	0	0	0	2.0	2	47	3	1	0	1	0	0	53.5	52
08:45 - 09:00	33	3	2	0	0	0	0	39.0	38	8	0	1	0	0	0	0	9.5	9	54	4	0	0	0	0	1	58.4	59
Hourly Total	**131**	**23**	**2**	**0**	**0**	**0**	**0**	**157**	**156**	**16**	**1**	**1**	**0**	**0**	**0**	**0**	**19**	**18**	**180**	**15**	**1**	**0**	**2**	**0**	**1**	**201**	**199**
09:00 - 09:15	20	0	1	0	0	0	0	21.5	21	2	0	0	0	0	0	0	2.0	2	27	2	0	0	0	0	0	29.0	29
09:15 - 09:30	18	4	0	0	0	0	0	22.0	22	0	0	0	0	0	0	0	0.0	0	23	2	2	0	1	0	0	30.0	28
Hourly Total	**38**	**4**	**1**	**0**	**0**	**0**	**0**	**44**	**43**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**50**	**4**	**2**	**0**	**1**	**0**	**0**	**59**	**57**
Session Total	**254**	**49**	**4**	**0**	**1**	**0**	**0**	**311**	**308**	**23**	**1**	**1**	**0**	**0**	**2**	**0**	**26**	**27**	**294**	**35**	**5**	**0**	**5**	**0**	**2**	**347**	**341**
15:30 - 15:45	34	6	0	0	0	0	0	40.0	40	4	0	0	0	0	0	0	4.0	4	39	2	1	0	0	0	0	42.5	42
15:45 - 16:00	14	4	0	0	0	1	0	18.2	19	1	0	0	0	0	1	0	1.2	2	32	3	0	0	0	0	0	35.0	35
Hourly Total	**48**	**10**	**0**	**0**	**0**	**1**	**0**	**58**	**59**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	**6**	**71**	**5**	**1**	**0**	**0**	**0**	**0**	**78**	**77**
16:00 - 16:15	25	2	0	0	0	0	0	27.0	27	1	0	0	0	0	0	0	1.0	1	38	3	0	0	1	0	0	43.0	42
16:15 - 16:30	33	2	1	0	0	0	0	36.5	36	1	0	0	0	0	0	0	1.0	1	35	3	0	0	0	0	1	38.4	39
16:30 - 16:45	35	1	0	0	0	0	0	36.0	36	4	0	0	0	0	0	0	4.0	4	46	4	0	0	1	0	0	52.0	51
16:45 - 17:00	27	0	0	0	0	1	0	27.2	28	1	1	0	0	0	0	0	2.0	2	28	5	0	0	0	0	0	33.0	33
Hourly Total	**120**	**5**	**1**	**0**	**0**	**1**	**0**	**127**	**127**	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**147**	**15**	**0**	**0**	**2**	**0**	**1**	**166**	**165**
17:00 - 17:15	19	6	0	0	0	0	0	25.0	25	0	1	0	0	0	0	0	1.0	1	23	3	0	0	0	0	0	26.0	26
17:15 - 17:30	27	5	0	0	0	0	0	32.0	32	3	0	0	0	0	0	0	3.0	3	29	1	0	0	0	0	0	30.0	30
17:30 - 17:45	19	0	0	0	0	0	1	19.4	20	3	1	0	0	0	0	0	4.0	4	33	4	0	0	1	0	1	39.4	39
17:45 - 18:00	25	2	0	0	0	0	0	27.0	27	2	0	0	0	0	0	0	2.0	2	28	5	0	0	0	0	0	33.0	33
Hourly Total	**90**	**13**	**0**	**0**	**0**	**0**	**1**	**103**	**104**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**113**	**13**	**0**	**0**	**1**	**0**	**1**	**128**	**128**
18:00 - 18:15	17	0	0	0	0	0	0	17.0	17	2	0	0	0	0	0	0	2.0	2	32	0	0	0	0	1	0	32.2	33
18:15 - 18:30	20	0	0	0	0	0	0	20.0	20	2	0	0	0	0	0	0	2.0	2	24	3	1	0	0	0	0	28.5	28
Hourly Total	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**56**	**3**	**1**	**0**	**0**	**1**	**0**	**61**	**61**
Session Total	**295**	**28**	**1**	**0**	**0**	**2**	**1**	**325**	**327**	**24**	**3**	**0**	**0**	**0**	**1**	**0**	**27**	**28**	**387**	**36**	**2**	**0**	**3**	**1**	**2**	**433**	**431**

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	31	4	0	0	0	0	0	35.0	35	16	5	0	0	1	0	0	23.0	22
07:15 - 07:30	27	9	1	0	3	0	0	43.5	40	27	6	0	0	0	0	0	33.0	33
07:30 - 07:45	48	10	2	0	0	0	0	61.0	60	34	3	1	0	1	0	0	40.5	39
07:45 - 08:00	48	15	0	0	0	2	1	63.8	66	38	7	0	0	0	0	0	45.0	45
Hourly Total	**154**	**38**	**3**	**0**	**3**	**2**	**1**	**203**	**201**	**115**	**21**	**1**	**0**	**2**	**0**	**0**	**142**	**139**
08:00 - 08:15	71	11	0	0	1	0	0	84.0	83	47	1	1	0	2	0	0	53.5	51
08:15 - 08:30	71	10	0	0	0	0	0	81.0	81	66	8	0	0	1	0	0	76.0	75
08:30 - 08:45	90	11	1	0	1	0	0	104.5	103	81	9	0	1	0	0	0	92.3	91
08:45 - 09:00	95	7	3	0	0	0	1	106.9	106	40	4	1	1	1	0	1	50.2	48
Hourly Total	**327**	**39**	**4**	**0**	**2**	**0**	**1**	**376**	**373**	**234**	**22**	**2**	**2**	**4**	**0**	**1**	**272**	**265**
09:00 - 09:15	49	2	1	0	0	0	0	52.5	52	41	4	1	0	0	2	0	46.9	48
09:15 - 09:30	41	6	2	0	1	0	0	52.0	50	35	7	1	0	1	0	0	45.5	44
Hourly Total	**90**	**8**	**3**	**0**	**1**	**0**	**0**	**105**	**102**	**76**	**11**	**2**	**0**	**1**	**2**	**0**	**92**	**92**
Session Total	**571**	**85**	**10**	**0**	**6**	**2**	**2**	**684**	**676**	**425**	**54**	**5**	**2**	**7**	**2**	**1**	**506**	**496**
15:30 - 15:45	77	8	1	0	0	0	0	86.5	86	71	8	0	0	1	0	1	81.4	81
15:45 - 16:00	47	7	0	0	0	2	0	54.4	56	50	6	0	0	0	1	0	56.2	57
Hourly Total	**124**	**15**	**1**	**0**	**0**	**2**	**0**	**141**	**142**	**121**	**14**	**0**	**0**	**1**	**1**	**1**	**138**	**138**
16:00 - 16:15	64	5	0	0	1	0	0	71.0	70	68	11	0	0	1	0	0	81.0	80
16:15 - 16:30	69	5	1	0	0	0	1	75.9	76	69	2	0	0	0	0	2	71.8	73
16:30 - 16:45	85	5	0	0	1	0	0	92.0	91	65	9	1	0	0	1	1	76.1	77
16:45 - 17:00	56	6	0	0	0	1	0	62.2	63	63	12	0	0	0	2	0	75.4	77
Hourly Total	**274**	**21**	**1**	**0**	**2**	**1**	**1**	**301**	**300**	**265**	**34**	**1**	**0**	**1**	**3**	**3**	**304**	**307**
17:00 - 17:15	42	10	0	0	0	0	0	52.0	52	62	4	1	0	1	0	1	69.9	69
17:15 - 17:30	59	6	0	0	0	0	0	65.0	65	72	8	0	0	1	0	0	82.0	81
17:30 - 17:45	55	5	0	0	1	0	2	62.8	63	60	8	0	0	0	4	2	69.6	74
17:45 - 18:00	55	7	0	0	0	0	0	62.0	62	57	5	0	0	0	0	0	62.0	62
Hourly Total	**211**	**28**	**0**	**0**	**1**	**0**	**2**	**242**	**242**	**251**	**25**	**1**	**0**	**2**	**4**	**3**	**284**	**286**
18:00 - 18:15	51	0	0	0	0	1	0	51.2	52	53	4	0	0	0	0	0	57.0	57
18:15 - 18:30	46	3	1	0	0	0	0	50.5	50	45	4	0	0	0	1	0	49.2	50
Hourly Total	**97**	**3**	**1**	**0**	**0**	**1**	**0**	**102**	**102**	**98**	**8**	**0**	**0**	**0**	**1**	**0**	**106**	**107**
Session Total	**706**	**67**	**3**	**0**	**3**	**4**	**3**	**786**	**786**	**735**	**81**	**2**	**0**	**4**	**9**	**7**	**832**	**838**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Lickers Lane / B - (South West) Windy Arbor Road / C - Wills Lane / D - (North West) Windy Arbor Road

Approach: B - (South West) Windy Arbor Road

	B to C									B to D									B to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1	17	9	1	0	0	0	0	27.5	27	8	4	0	0	0	0	0	12.0	12
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	22	11	1	0	0	0	0	34.5	34	17	4	0	0	0	0	0	21.0	21
07:30 - 07:45	3	0	1	0	0	0	0	4.5	4	29	9	1	0	1	0	1	41.9	41	16	2	1	0	0	0	0	19.5	19
07:45 - 08:00	2	1	0	0	0	0	0	3.0	3	31	6	1	0	0	0	0	38.5	38	17	5	0	0	0	0	0	22.0	22
Hourly Total	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**9**	**8**	**99**	**35**	**4**	**0**	**1**	**0**	**1**	**142**	**140**	**58**	**15**	**1**	**0**	**0**	**0**	**0**	**75**	**74**
08:00 - 08:15	0	2	0	0	0	0	0	2.0	2	36	4	2	0	1	0	0	45.0	43	25	0	1	0	0	0	0	26.5	26
08:15 - 08:30	1	1	0	0	0	0	0	2.0	2	38	5	2	0	0	0	0	46.0	45	25	5	0	0	1	0	0	32.0	31
08:30 - 08:45	2	0	0	0	0	1	0	2.2	3	48	8	3	1	0	0	0	62.8	60	39	6	0	1	0	0	0	47.3	46
08:45 - 09:00	0	1	0	0	0	0	0	1.0	1	46	6	0	0	1	0	0	54.0	53	11	3	1	1	0	0	0	17.8	16
Hourly Total	**3**	**4**	**0**	**0**	**0**	**1**	**0**	**7**	**8**	**168**	**23**	**7**	**1**	**2**	**0**	**0**	**208**	**201**	**100**	**14**	**2**	**2**	**1**	**0**	**0**	**124**	**119**
09:00 - 09:15	0	1	0	0	0	0	0	1.0	1	33	2	0	0	0	0	2	35.8	37	12	2	0	0	0	1	0	14.2	15
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	25	6	0	0	0	0	0	31.0	31	13	3	1	0	0	0	0	17.5	17
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**58**	**8**	**0**	**0**	**0**	**0**	**2**	**67**	**68**	**25**	**5**	**1**	**0**	**0**	**1**	**0**	**32**	**32**
Session Total	**10**	**6**	**1**	**0**	**0**	**1**	**0**	**18**	**18**	**325**	**66**	**11**	**1**	**3**	**0**	**3**	**417**	**409**	**183**	**34**	**4**	**2**	**1**	**1**	**0**	**230**	**225**
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2	55	5	0	0	0	0	0	60.0	60	22	3	0	0	0	0	0	25.0	25
15:45 - 16:00	1	1	0	0	0	0	0	2.0	2	50	8	0	0	1	0	0	60.0	59	21	2	0	0	0	1	0	23.2	24
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**105**	**13**	**0**	**0**	**1**	**0**	**0**	**120**	**119**	**43**	**5**	**0**	**0**	**0**	**1**	**0**	**48**	**49**
16:00 - 16:15	3	0	0	0	0	0	0	3.0	3	51	8	2	0	0	0	0	62.0	61	31	8	0	0	0	0	0	39.0	39
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	54	7	0	0	0	1	3	62.4	65	32	1	0	0	0	0	1	33.4	34
16:30 - 16:45	3	0	0	0	0	0	0	3.0	3	56	7	1	0	0	0	0	64.5	64	28	5	1	0	0	0	0	34.5	34
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2	40	9	0	0	1	1	1	51.6	52	28	8	0	0	0	1	0	36.2	37
Hourly Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**201**	**31**	**3**	**0**	**1**	**2**	**4**	**241**	**242**	**119**	**22**	**1**	**0**	**0**	**1**	**1**	**143**	**144**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	68	14	0	0	0	0	2	82.8	84	29	2	0	0	0	0	0	31.0	31
17:15 - 17:30	4	1	0	0	0	0	0	5.0	5	52	7	0	0	0	0	2	59.8	61	32	3	0	0	0	0	0	35.0	35
17:30 - 17:45	6	0	0	0	0	0	0	6.0	6	68	5	1	0	0	0	0	74.5	74	30	3	0	0	0	0	2	33.8	35
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4	59	9	0	0	1	0	3	71.2	72	23	4	0	0	0	0	0	27.0	27
Hourly Total	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**247**	**35**	**1**	**0**	**1**	**0**	**7**	**288**	**291**	**114**	**12**	**0**	**0**	**0**	**0**	**2**	**127**	**128**
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1	57	4	0	0	0	0	1	61.4	62	23	2	0	0	0	0	0	25.0	25
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1	46	6	0	0	0	0	0	52.0	52	18	3	0	0	0	0	0	21.0	21
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**103**	**10**	**0**	**0**	**0**	**0**	**1**	**113**	**114**	**41**	**5**	**0**	**0**	**0**	**0**	**0**	**46**	**46**
Session Total	**27**	**2**	**0**	**0**	**0**	**0**	**0**	**29**	**29**	**656**	**89**	**4**	**0**	**3**	**2**	**12**	**762**	**766**	**317**	**44**	**1**	**0**	**0**	**2**	**3**	**364**	**367**

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	26	13	1	0	0	0	0	40.5	40	66	14	1	0	0	0	1	81.9	82
07:15 - 07:30	39	16	1	0	0	0	0	56.5	56	60	16	3	0	2	0	0	84.5	81
07:30 - 07:45	48	11	3	0	1	0	1	65.9	64	80	17	0	0	0	0	0	97.0	97
07:45 - 08:00	50	12	1	0	0	0	0	63.5	63	75	21	0	0	0	0	0	96.0	96
Hourly Total	**163**	**52**	**6**	**0**	**1**	**0**	**1**	**226**	**223**	**281**	**68**	**4**	**0**	**2**	**0**	**1**	**359**	**356**
08:00 - 08:15	61	6	3	0	1	0	0	73.5	71	75	18	2	0	0	1	0	96.2	96
08:15 - 08:30	64	11	2	0	1	0	0	80.0	78	87	10	2	0	0	0	0	100.0	99
08:30 - 08:45	89	14	3	2	0	1	0	112.3	109	106	14	0	0	1	0	0	122.0	121
08:45 - 09:00	57	10	1	1	1	0	0	72.8	70	85	11	2	0	0	0	0	99.0	98
Hourly Total	**271**	**41**	**9**	**3**	**3**	**1**	**0**	**339**	**328**	**353**	**53**	**6**	**0**	**1**	**1**	**0**	**417**	**414**
09:00 - 09:15	45	5	0	0	0	1	2	51.0	53	71	6	2	0	0	0	0	80.0	79
09:15 - 09:30	39	9	1	0	0	0	0	49.5	49	54	12	3	0	0	0	0	70.5	69
Hourly Total	**84**	**14**	**1**	**0**	**0**	**1**	**2**	**101**	**102**	**125**	**18**	**5**	**0**	**0**	**0**	**0**	**151**	**148**
Session Total	**518**	**107**	**16**	**3**	**4**	**2**	**3**	**666**	**653**	**759**	**139**	**15**	**0**	**3**	**1**	**1**	**927**	**918**
15:30 - 15:45	79	8	0	0	0	0	0	87.0	87	95	20	1	0	0	0	0	116.5	116
15:45 - 16:00	72	11	0	0	1	1	0	85.2	85	76	15	0	0	1	1	0	93.2	93
Hourly Total	**151**	**19**	**0**	**0**	**1**	**1**	**0**	**172**	**172**	**171**	**35**	**1**	**0**	**1**	**1**	**0**	**210**	**209**
16:00 - 16:15	85	16	2	0	0	0	0	104.0	103	82	8	0	0	0	0	4	91.6	94
16:15 - 16:30	86	8	0	0	0	1	4	95.8	99	95	7	1	0	0	0	0	103.5	103
16:30 - 16:45	87	12	2	0	0	0	0	102.0	101	109	6	1	0	0	0	0	116.5	116
16:45 - 17:00	70	17	0	0	1	2	1	89.8	91	85	10	0	0	1	1	1	97.6	98
Hourly Total	**328**	**53**	**4**	**0**	**1**	**3**	**5**	**392**	**394**	**371**	**31**	**2**	**0**	**1**	**1**	**5**	**409**	**411**
17:00 - 17:15	97	16	0	0	0	0	2	113.8	115	90	15	0	0	1	0	0	107.0	106
17:15 - 17:30	88	11	0	0	0	0	2	99.8	101	91	10	0	0	0	0	0	101.0	101
17:30 - 17:45	104	8	1	0	0	0	2	114.3	115	74	0	1	0	1	0	1	77.9	77
17:45 - 18:00	86	13	0	0	1	0	3	102.2	103	71	5	0	0	0	0	0	76.0	76
Hourly Total	**375**	**48**	**1**	**0**	**1**	**0**	**9**	**430**	**434**	**326**	**30**	**1**	**0**	**2**	**0**	**1**	**362**	**360**
18:00 - 18:15	81	6	0	0	0	0	1	87.4	88	77	5	0	0	0	0	0	82.0	82
18:15 - 18:30	65	9	0	0	0	0	0	74.0	74	77	5	0	0	0	0	2	82.8	84
Hourly Total	**146**	**15**	**0**	**0**	**0**	**0**	**1**	**161**	**162**	**154**	**10**	**0**	**0**	**0**	**0**	**2**	**165**	**166**
Session Total	**1000**	**135**	**5**	**0**	**3**	**4**	**15**	**1155**	**1162**	**1022**	**106**	**4**	**0**	**4**	**2**	**8**	**1146**	**1146**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Lickers Lane / B - (South West) Windy Arbor Road / C - Wills Lane / D - (North West) Windy Arbor Road

Approach: C - Wills Lane

	C to D									C to A									C to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	3	0	0	0	0	0	0	3.0	3
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1	1	1	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	2	1	0	0	0	0	0	3.0	3	2	0	0	0	0	0	0	2.0	2	7	0	0	0	0	0	0	7.0	7
Hourly Total	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	3.0	3
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	4	1	0	0	0	0	0	5.0	5	2	1	1	0	0	0	0	4.5	4
08:30 - 08:45	2	0	0	0	0	0	0	2.0	2	5	0	0	0	0	0	0	5.0	5	2	1	0	0	0	0	0	3.0	3
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2	6	0	0	0	0	0	0	6.0	6	1	1	0	0	0	0	0	2.0	2
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**19**	**1**	**0**	**0**	**0**	**0**	**0**	**20**	**20**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**13**	**12**
09:00 - 09:15	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	2.0	2
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**26**	**2**	**0**	**0**	**0**	**0**	**0**	**28**	**28**	**23**	**3**	**1**	**0**	**0**	**0**	**0**	**28**	**27**
15:30 - 15:45	0	0	0	0	0	1	0	0.2	1	4	0	0	0	0	0	0	4.0	4	5	3	0	0	0	0	0	8.0	8
15:45 - 16:00	1	1	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1	1	1	0	0	0	0	0	2.0	2
Hourly Total	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**2**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1	3	0	0	0	0	0	0	3.0	3	2	2	0	0	0	0	0	4.0	4
16:15 - 16:30	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	3.0	3	1	1	0	0	0	0	0	2.0	2
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3	8	0	0	0	0	0	0	8.0	8
16:45 - 17:00	1	1	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**12**	**3**	**0**	**0**	**0**	**0**	**0**	**15**	**15**
17:00 - 17:15	1	0	0	0	0	0	0	1.0	1	2	0	1	0	0	0	0	3.5	3	4	0	0	0	0	0	0	4.0	4
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2	1	1	0	0	0	0	0	2.0	2
17:30 - 17:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	2	1	0	0	0	0	0	3.0	3	4	0	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	3.0	3
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**8**	**0**	**1**	**0**	**0**	**0**	**0**	**10**	**9**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	2.0	2	1	1	0	0	0	0	0	2.0	2
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1	1	1	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**11**	**3**	**0**	**0**	**0**	**1**	**0**	**14**	**15**	**26**	**1**	**1**	**0**	**0**	**0**	**0**	**29**	**28**	**29**	**9**	**0**	**0**	**0**	**0**	**0**	**38**	**38**

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	0	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	3.0	3
07:15 - 07:30	3	1	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2	6	0	1	0	0	0	0	7.5	7
07:45 - 08:00	11	1	0	0	0	0	0	12.0	12	2	1	0	0	0	2	0	3.4	5
Hourly Total	**20**	**2**	**0**	**0**	**0**	**0**	**0**	**22**	**22**	**12**	**1**	**1**	**0**	**0**	**2**	**0**	**15**	**16**
08:00 - 08:15	7	0	0	0	0	0	0	7.0	7	5	2	0	0	0	0	0	7.0	7
08:15 - 08:30	6	2	1	0	0	0	0	9.5	9	6	2	0	0	0	0	0	8.0	8
08:30 - 08:45	9	1	0	0	0	0	0	10.0	10	4	1	0	0	0	1	0	5.2	6
08:45 - 09:00	9	1	0	0	0	0	0	10.0	10	9	1	1	0	0	0	0	11.5	11
Hourly Total	**31**	**4**	**1**	**0**	**0**	**0**	**0**	**37**	**36**	**24**	**6**	**1**	**0**	**0**	**1**	**0**	**32**	**32**
09:00 - 09:15	5	0	0	0	0	0	0	5.0	5	3	1	0	0	0	0	0	4.0	4
09:15 - 09:30	3	0	0	0	0	0	0	3.0	3	2	1	0	0	0	0	0	3.0	3
Hourly Total	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
Session Total	**59**	**6**	**1**	**0**	**0**	**0**	**0**	**67**	**66**	**41**	**9**	**2**	**0**	**0**	**3**	**0**	**54**	**55**
15:30 - 15:45	9	3	0	0	0	1	0	12.2	13	6	0	0	0	0	0	0	6.0	6
15:45 - 16:00	3	2	0	0	0	0	0	5.0	5	2	2	0	0	0	1	0	4.2	5
Hourly Total	**12**	**5**	**0**	**0**	**0**	**1**	**0**	**17**	**18**	**8**	**2**	**0**	**0**	**0**	**1**	**0**	**10**	**11**
16:00 - 16:15	6	2	0	0	0	0	0	8.0	8	5	1	0	0	0	0	0	6.0	6
16:15 - 16:30	6	1	0	0	0	0	0	7.0	7	3	0	0	0	0	0	0	3.0	3
16:30 - 16:45	11	0	0	0	0	0	0	11.0	11	10	0	0	0	0	0	0	10.0	10
16:45 - 17:00	3	1	0	0	0	0	0	4.0	4	6	1	0	0	0	0	0	7.0	7
Hourly Total	**26**	**4**	**0**	**0**	**0**	**0**	**0**	**30**	**30**	**24**	**2**	**0**	**0**	**0**	**0**	**0**	**26**	**26**
17:00 - 17:15	7	0	1	0	0	0	0	8.5	8	2	1	0	0	0	0	0	3.0	3
17:15 - 17:30	3	1	0	0	0	0	0	4.0	4	10	1	0	0	0	0	0	11.0	11
17:30 - 17:45	2	0	0	0	0	0	0	2.0	2	10	1	0	0	0	0	0	11.0	11
17:45 - 18:00	9	1	0	0	0	0	0	10.0	10	7	0	0	0	0	0	0	7.0	7
Hourly Total	**21**	**2**	**1**	**0**	**0**	**0**	**0**	**25**	**24**	**29**	**3**	**0**	**0**	**0**	**0**	**0**	**32**	**32**
18:00 - 18:15	4	1	0	0	0	0	0	5.0	5	6	0	0	0	0	0	0	6.0	6
18:15 - 18:30	3	1	0	0	0	0	0	4.0	4	5	0	0	0	0	0	0	5.0	5
Hourly Total	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
Session Total	**66**	**13**	**1**	**0**	**0**	**1**	**0**	**81**	**81**	**72**	**7**	**0**	**0**	**0**	**1**	**0**	**79**	**80**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Lickers Lane / B - (South West) Windy Arbor Road / C - Wills Lane / D - (North West) Windy Arbor Road

Approach: D - (North West) Windy Arbor Road

	D to A									D to B									D to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	7	1	0	0	1	0	0	10.0	9	45	12	1	0	0	0	1	58.9	59	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	9	1	0	0	0	0	0	10.0	10	41	9	2	0	1	0	0	55.0	53	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	17	1	0	0	1	0	0	20.0	19	52	12	0	0	0	0	0	64.0	64	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	19	2	0	0	0	0	0	21.0	21	46	12	0	0	0	0	0	58.0	58	0	0	0	0	0	0	0	0.0	0
Hourly Total	**52**	**5**	**0**	**0**	**2**	**0**	**0**	**61**	**59**	**184**	**45**	**3**	**0**	**1**	**0**	**1**	**236**	**234**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	18	1	0	0	2	0	0	23.0	21	45	9	2	0	0	1	0	57.2	57	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	37	2	0	0	0	0	0	39.0	39	56	5	1	0	0	0	0	62.5	62	2	1	0	0	0	0	0	3.0	3
08:30 - 08:45	37	3	0	0	0	0	0	40.0	40	62	6	0	0	1	0	0	70.0	69	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	23	1	0	0	1	0	1	26.4	26	51	7	0	0	0	0	0	58.0	58	1	0	0	0	0	0	0	1.0	1
Hourly Total	**115**	**7**	**0**	**0**	**3**	**0**	**1**	**128**	**126**	**214**	**27**	**3**	**0**	**1**	**1**	**0**	**248**	**246**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
09:00 - 09:15	28	2	1	0	0	1	0	31.7	32	49	6	1	0	0	0	0	56.5	56	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	21	4	0	0	1	0	0	27.0	26	35	8	3	0	0	0	0	47.5	46	1	1	0	0	0	0	0	2.0	2
Hourly Total	**49**	**6**	**1**	**0**	**1**	**1**	**0**	**59**	**58**	**84**	**14**	**4**	**0**	**0**	**0**	**0**	**104**	**102**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
Session Total	**216**	**18**	**1**	**0**	**6**	**1**	**1**	**248**	**243**	**482**	**86**	**10**	**0**	**2**	**1**	**1**	**588**	**582**	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
15:30 - 15:45	45	5	0	0	1	0	1	52.4	52	56	11	1	0	0	0	0	68.5	68	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	28	4	0	0	0	0	0	32.0	32	61	10	0	0	1	0	0	73.0	72	0	1	0	0	0	0	0	1.0	1
Hourly Total	**73**	**9**	**0**	**0**	**1**	**0**	**1**	**84**	**84**	**117**	**21**	**1**	**0**	**1**	**0**	**0**	**142**	**140**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	34	3	0	0	1	0	0	39.0	38	55	4	0	0	0	0	4	60.6	63	1	1	0	0	0	0	0	2.0	2
16:15 - 16:30	34	1	0	0	0	0	1	35.4	36	61	4	0	0	0	0	0	65.0	65	2	0	0	0	0	0	0	2.0	2
16:30 - 16:45	34	4	0	0	0	1	1	38.6	40	66	5	1	0	0	0	0	72.5	72	3	0	0	0	0	0	0	3.0	3
16:45 - 17:00	34	4	0	0	0	1	0	38.2	39	57	10	0	0	1	0	1	69.4	69	3	0	0	0	0	0	0	3.0	3
Hourly Total	**136**	**12**	**0**	**0**	**1**	**2**	**2**	**151**	**153**	**239**	**23**	**1**	**0**	**1**	**0**	**5**	**268**	**269**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**10**	**10**
17:00 - 17:15	31	2	0	0	1	0	1	35.4	35	67	9	0	0	1	0	0	78.0	77	2	0	0	0	0	0	0	2.0	2
17:15 - 17:30	38	5	0	0	1	0	0	45.0	44	63	4	0	0	0	0	0	67.0	67	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	30	5	0	0	0	4	0	35.8	39	54	0	1	0	1	0	0	57.5	56	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	30	1	0	0	0	0	0	31.0	31	43	3	0	0	0	0	0	46.0	46	1	0	0	0	0	0	0	1.0	1
Hourly Total	**129**	**13**	**0**	**0**	**2**	**4**	**1**	**147**	**149**	**227**	**16**	**1**	**0**	**2**	**0**	**0**	**249**	**246**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
18:00 - 18:15	28	2	0	0	0	0	0	30.0	30	59	4	0	0	0	0	0	63.0	63	3	0	0	0	0	0	0	3.0	3
18:15 - 18:30	26	0	0	0	0	1	0	26.2	27	56	5	0	0	0	0	2	61.8	63	2	0	0	0	0	0	0	2.0	2
Hourly Total	**54**	**2**	**0**	**0**	**0**	**1**	**0**	**56**	**57**	**115**	**9**	**0**	**0**	**0**	**0**	**2**	**125**	**126**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
Session Total	**392**	**36**	**0**	**0**	**4**	**7**	**4**	**439**	**443**	**698**	**69**	**3**	**0**	**4**	**0**	**7**	**782**	**781**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**23**	**23**

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	52	13	1	0	1	0	1	68.9	68	28	11	1	0	0	0	0	40.5	40
07:15 - 07:30	50	10	2	0	1	0	0	65.0	63	31	14	1	0	2	0	0	50.5	48
07:30 - 07:45	70	13	0	0	1	0	0	85.0	84	48	14	3	0	1	0	1	68.9	67
07:45 - 08:00	65	14	0	0	0	0	0	79.0	79	59	13	1	0	0	0	1	73.9	74
Hourly Total	**237**	**50**	**3**	**0**	**3**	**0**	**1**	**298**	**294**	**166**	**52**	**6**	**0**	**3**	**0**	**2**	**234**	**229**
08:00 - 08:15	64	10	2	0	2	1	0	81.2	79	76	6	2	0	2	0	0	89.0	86
08:15 - 08:30	95	8	1	0	0	0	0	104.5	104	77	11	2	0	0	0	0	91.0	90
08:30 - 08:45	100	9	0	0	1	0	0	111.0	110	97	11	4	1	1	0	0	118.3	114
08:45 - 09:00	75	8	0	0	1	0	1	85.4	85	102	10	0	0	1	0	1	114.4	114
Hourly Total	**334**	**35**	**3**	**0**	**4**	**1**	**1**	**382**	**378**	**352**	**38**	**8**	**1**	**4**	**0**	**1**	**413**	**404**
09:00 - 09:15	78	8	2	0	0	1	0	89.2	89	62	4	0	0	0	0	2	66.8	68
09:15 - 09:30	57	14	3	0	1	0	0	77.5	75	49	9	2	0	1	0	0	63.0	61
Hourly Total	**135**	**22**	**5**	**0**	**1**	**1**	**0**	**167**	**164**	**111**	**13**	**2**	**0**	**1**	**0**	**2**	**130**	**129**
Session Total	**706**	**107**	**11**	**0**	**8**	**2**	**2**	**847**	**836**	**629**	**103**	**16**	**1**	**8**	**0**	**5**	**776**	**762**
15:30 - 15:45	101	16	1	0	1	0	1	120.9	120	94	7	1	0	0	1	0	102.7	103
15:45 - 16:00	89	15	0	0	1	0	0	106.0	105	83	12	0	0	1	0	0	97.0	96
Hourly Total	**190**	**31**	**1**	**0**	**2**	**0**	**1**	**227**	**225**	**177**	**19**	**1**	**0**	**1**	**1**	**0**	**200**	**199**
16:00 - 16:15	90	8	0	0	1	0	4	101.6	103	90	11	2	0	1	0	0	106.0	104
16:15 - 16:30	97	5	0	0	0	0	1	102.4	103	91	10	0	0	0	1	4	102.8	106
16:30 - 16:45	103	9	1	0	0	1	1	114.1	115	102	11	1	0	1	0	0	116.5	115
16:45 - 17:00	94	14	0	0	1	1	1	110.6	111	69	15	0	0	1	1	1	86.6	87
Hourly Total	**384**	**36**	**1**	**0**	**2**	**2**	**7**	**429**	**432**	**352**	**47**	**3**	**0**	**3**	**2**	**5**	**412**	**412**
17:00 - 17:15	100	11	0	0	2	0	1	115.4	114	92	17	0	0	0	0	2	109.8	111
17:15 - 17:30	104	9	0	0	1	0	0	115.0	114	81	8	0	0	0	0	2	89.8	91
17:30 - 17:45	85	5	1	0	1	4	0	94.3	96	102	9	1	0	1	0	1	114.9	114
17:45 - 18:00	74	4	0	0	0	0	0	78.0	78	89	15	0	0	1	0	3	107.2	108
Hourly Total	**363**	**29**	**1**	**0**	**4**	**4**	**1**	**403**	**402**	**364**	**49**	**1**	**0**	**2**	**0**	**8**	**422**	**424**
18:00 - 18:15	90	6	0	0	0	0	0	96.0	96	90	4	0	0	0	1	1	94.6	96
18:15 - 18:30	84	5	0	0	0	1	2	90.0	92	71	9	1	0	0	0	0	81.5	81
Hourly Total	**174**	**11**	**0**	**0**	**0**	**1**	**2**	**186**	**188**	**161**	**13**	**1**	**0**	**0**	**1**	**1**	**176**	**177**
Session Total	**1111**	**107**	**3**	**0**	**8**	**7**	**11**	**1244**	**1247**	**1054**	**128**	**6**	**0**	**6**	**4**	**14**	**1209**	**1212**

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Lickers Lane / B - (South West) Windy Arbor Road / C - Wills Lane / D - (North West) Windy Arbor Road**

	A - Lickers Lane		B - (South West) Windy Arbor Road	C - Wills Lane		D - (North West) Windy Arbor Road
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	3	1	2	0	0	2
07:05 - 07:10	2	2	4	0	0	9
07:10 - 07:15	2	2	3	0	0	4
07:15 - 07:20	3	1	2	0	0	3
07:20 - 07:25	2	2	4	0	0	5
07:25 - 07:30	3	2	2	0	0	8
07:30 - 07:35	3	4	6	1	0	5
07:35 - 07:40	4	4	6	0	0	3
07:40 - 07:45	3	4	4	0	0	5
07:45 - 07:50	3	3	3	1	0	5
07:50 - 07:55	2	4	5	1	0	10
07:55 - 08:00	2	3	5	1	0	7
08:00 - 08:05	5	5	8	1	1	9
08:05 - 08:10	5	2	8	1	0	5
08:10 - 08:15	3	3	6	0	0	4
08:15 - 08:20	4	3	8	2	0	10
08:20 - 08:25	2	7	8	1	0	8
08:25 - 08:30	4	4	16	1	0	7
08:30 - 08:35	9	5	21	2	0	12
08:35 - 08:40	6	4	12	2	0	12
08:40 - 08:45	10	6	8	1	0	10
08:45 - 08:50	11	5	8	1	0	6
08:50 - 08:55	7	4	7	1	0	16
08:55 - 09:00	2	6	5	1	0	11
09:00 - 09:05	2	2	4	1	0	6
09:05 - 09:10	1	5	3	1	0	5
09:10 - 09:15	3	3	2	0	0	6
09:15 - 09:20	2	3	5	1	0	9
09:20 - 09:25	2	2	3	0	0	6
09:25 - 09:30	1	2	4	0	0	8
15:30 - 15:35	7	5	8	2	0	14
15:35 - 15:40	4	4	11	1	0	15
15:40 - 15:45	2	2	4	1	0	16
15:45 - 15:50	1	3	6	1	0	6
15:50 - 15:55	3	4	5	1	0	14
15:55 - 16:00	2	3	8	1	0	9
16:00 - 16:05	3	4	9	0	0	6
16:05 - 16:10	3	6	8	1	0	7
16:10 - 16:15	3	6	7	1	0	8
16:15 - 16:20	3	3	12	1	0	12
16:20 - 16:25	2	5	9	1	0	11
16:25 - 16:30	6	3	5	0	0	12
16:30 - 16:35	5	5	11	1	0	11
16:35 - 16:40	15	5	15	1	0	2
16:40 - 16:45	14	6	10	3	0	18
16:45 - 16:50	3	5	10	1	0	6
16:50 - 16:55	3	4	7	1	0	12
16:55 - 17:00	2	5	9	0	0	10
17:00 - 17:05	4	2	9	1	0	8
17:05 - 17:10	4	2	7	1	0	7
17:10 - 17:15	4	2	9	2	0	3
17:15 - 17:20	1	4	5	1	0	10
17:20 - 17:25	8	4	5	0	0	9
17:25 - 17:30	5	3	10	1	0	13
17:30 - 17:35	2	4	8	1	0	12
17:35 - 17:40	3	3	6	1	0	4
17:40 - 17:45	2	3	9	0	0	7
17:45 - 17:50	2	2	5	1	0	9
17:50 - 17:55	4	3	8	1	0	5
17:55 - 18:00	5	3	9	2	1	10
18:00 - 18:05	1	5	3	1	0	11
18:05 - 18:10	3	4	3	0	0	2
18:10 - 18:15	2	2	5	1	0	15
18:15 - 18:20	3	4	6	1	0	6
18:20 - 18:25	3	4	5	0	0	8
18:25 - 18:30	2	2	7	0	0	10

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - (North) Foxs Bank Lane / B - (South East) Foxs Bank Lane / C - Lickers Lane**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North) Foxs Bank Lane / B - (South East) Foxs Bank Lane / C - Lickers Lane

Approach: A - (North) Foxs Bank Lane

	A to B									A to C									A t			
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
07:00 - 07:15	14	3	0	0	0	0	0	17.0	17	15	1	0	0	1	0	0	18.0	17	0	0	0	0
07:15 - 07:30	18	6	0	0	0	0	1	24.4	25	7	5	1	0	1	0	0	15.5	14	0	0	0	0
07:30 - 07:45	33	0	0	1	0	0	0	35.3	34	8	1	0	0	0	1	0	9.2	10	0	0	0	0
07:45 - 08:00	27	2	1	0	0	0	0	30.5	30	14	4	0	0	1	0	0	20.0	19	0	0	0	0
Hourly Total	**92**	**11**	**1**	**1**	**0**	**0**	**1**	**107**	**106**	**44**	**11**	**1**	**0**	**3**	**1**	**0**	**63**	**60**	**0**	**0**	**0**	**0**
08:00 - 08:15	31	7	0	0	0	0	0	38.0	38	17	1	1	0	1	0	0	21.5	20	0	0	0	0
08:15 - 08:30	28	2	0	0	0	0	0	30.0	30	21	3	0	0	0	0	0	24.0	24	0	0	0	0
08:30 - 08:45	28	1	1	0	0	0	0	30.5	30	55	2	2	0	1	0	0	62.0	60	0	0	0	0
08:45 - 09:00	22	2	0	0	0	0	0	24.0	24	22	4	0	0	0	0	0	26.0	26	0	0	0	0
Hourly Total	**109**	**12**	**1**	**0**	**0**	**0**	**0**	**123**	**122**	**115**	**10**	**3**	**0**	**2**	**0**	**0**	**134**	**130**	**0**	**0**	**0**	**0**
09:00 - 09:15	20	3	0	0	0	0	0	23.0	23	19	1	1	0	1	0	0	23.5	22	0	0	0	0
09:15 - 09:30	15	2	0	0	0	0	0	17.0	17	14	1	0	0	0	0	0	15.0	15	0	0	0	0
Hourly Total	**35**	**5**	**0**	**0**	**0**	**0**	**0**	**40**	**40**	**33**	**2**	**1**	**0**	**1**	**0**	**0**	**39**	**37**	**0**	**0**	**0**	**0**
Session Total	**236**	**28**	**2**	**1**	**0**	**0**	**1**	**270**	**268**	**192**	**23**	**5**	**0**	**6**	**1**	**0**	**235**	**227**	**0**	**0**	**0**	**0**
15:30 - 15:45	26	4	0	0	0	0	0	30.0	30	28	3	0	0	0	0	0	31.0	31	0	0	0	0
15:45 - 16:00	34	4	0	0	0	0	0	38.0	38	12	2	0	0	0	0	0	14.0	14	0	0	0	0
Hourly Total	**60**	**8**	**0**	**0**	**0**	**0**	**0**	**68**	**68**	**40**	**5**	**0**	**0**	**0**	**0**	**0**	**45**	**45**	**0**	**0**	**0**	**0**
16:00 - 16:15	40	5	0	0	0	0	0	45.0	45	29	1	0	0	2	0	0	34.0	32	0	0	0	0
16:15 - 16:30	35	3	1	0	0	1	0	39.7	40	29	6	1	0	0	0	1	36.9	37	0	0	0	0
16:30 - 16:45	30	0	0	0	0	0	0	30.0	30	19	1	0	0	1	0	0	22.0	21	0	0	0	0
16:45 - 17:00	31	1	0	0	0	0	0	32.0	32	20	6	0	0	0	0	0	26.0	26	0	0	0	0
Hourly Total	**136**	**9**	**1**	**0**	**0**	**1**	**0**	**147**	**147**	**97**	**14**	**1**	**0**	**3**	**0**	**1**	**119**	**116**	**0**	**0**	**0**	**0**
17:00 - 17:15	43	1	0	0	0	1	1	44.6	46	23	2	0	0	0	0	0	25.0	25	0	0	0	0
17:15 - 17:30	34	4	0	0	0	0	0	38.0	38	35	1	0	0	0	0	0	36.0	36	0	0	0	0
17:30 - 17:45	26	3	0	0	0	0	0	29.0	29	19	1	0	0	0	0	0	20.0	20	0	0	0	0
17:45 - 18:00	17	4	0	0	0	0	0	21.0	21	24	3	0	0	0	0	0	27.0	27	0	0	0	0
Hourly Total	**120**	**12**	**0**	**0**	**0**	**1**	**1**	**133**	**134**	**101**	**7**	**0**	**0**	**0**	**0**	**0**	**108**	**108**	**0**	**0**	**0**	**0**
18:00 - 18:15	28	3	0	0	0	2	1	31.8	34	25	1	0	0	1	0	0	28.0	27	0	0	0	0
18:15 - 18:30	21	1	0	0	0	0	0	22.0	22	20	1	0	0	1	0	0	23.0	22	0	0	0	0
Hourly Total	**49**	**4**	**0**	**0**	**0**	**2**	**1**	**54**	**56**	**45**	**2**	**0**	**0**	**2**	**0**	**0**	**51**	**49**	**0**	**0**	**0**	**0**
Session Total	**365**	**33**	**1**	**0**	**0**	**4**	**2**	**401**	**405**	**283**	**28**	**1**	**0**	**5**	**0**	**1**	**323**	**318**	**0**	**0**	**0**	**0**

to A				
BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0	0

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	29	4	0	0	1	0	0	35.0	34	8	0	1	0	1	0	0	11.5	10
07:15 - 07:30	25	11	1	0	1	0	1	39.9	39	25	3	0	0	1	0	0	30.0	29
07:30 - 07:45	41	1	0	1	0	1	0	44.5	44	40	6	1	0	1	0	0	49.5	48
07:45 - 08:00	41	6	1	0	1	0	0	50.5	49	49	6	1	1	0	0	0	58.8	57
Hourly Total	**136**	**22**	**2**	**1**	**3**	**1**	**1**	**170**	**166**	**122**	**15**	**3**	**1**	**3**	**0**	**0**	**150**	**144**
08:00 - 08:15	48	8	1	0	1	0	0	59.5	58	40	3	0	0	2	2	0	47.4	47
08:15 - 08:30	49	5	0	0	0	0	0	54.0	54	61	6	0	0	1	0	2	69.8	70
08:30 - 08:45	83	3	3	0	1	0	0	92.5	90	75	4	0	0	0	0	0	79.0	79
08:45 - 09:00	44	6	0	0	0	0	0	50.0	50	49	4	1	0	0	1	0	54.7	55
Hourly Total	**224**	**22**	**4**	**0**	**2**	**0**	**0**	**256**	**252**	**225**	**17**	**1**	**0**	**3**	**3**	**2**	**251**	**251**
09:00 - 09:15	39	4	1	0	1	0	0	46.5	45	35	5	1	0	1	0	0	43.5	42
09:15 - 09:30	29	3	0	0	0	0	0	32.0	32	35	1	0	1	1	0	0	40.3	38
Hourly Total	**68**	**7**	**1**	**0**	**1**	**0**	**0**	**79**	**77**	**70**	**6**	**1**	**1**	**2**	**0**	**0**	**84**	**80**
Session Total	**428**	**51**	**7**	**1**	**6**	**1**	**1**	**504**	**495**	**417**	**38**	**5**	**2**	**8**	**3**	**2**	**485**	**475**
15:30 - 15:45	54	7	0	0	0	0	0	61.0	61	46	8	0	0	1	0	1	56.4	56
15:45 - 16:00	46	6	0	0	0	0	0	52.0	52	35	4	0	0	0	1	0	39.2	40
Hourly Total	**100**	**13**	**0**	**0**	**0**	**0**	**0**	**113**	**113**	**81**	**12**	**0**	**0**	**1**	**1**	**1**	**96**	**96**
16:00 - 16:15	69	6	0	0	2	0	0	79.0	77	49	6	1	0	1	0	0	58.5	57
16:15 - 16:30	64	9	2	0	0	1	1	76.6	77	53	6	2	0	1	1	1	64.6	64
16:30 - 16:45	49	1	0	0	1	0	0	52.0	51	58	10	0	0	0	0	1	68.4	69
16:45 - 17:00	51	7	0	0	0	0	0	58.0	58	50	7	0	0	0	0	0	57.0	57
Hourly Total	**233**	**23**	**2**	**0**	**3**	**1**	**1**	**266**	**263**	**210**	**29**	**3**	**0**	**2**	**1**	**2**	**249**	**247**
17:00 - 17:15	66	3	0	0	0	1	1	69.6	71	48	8	1	0	1	3	0	60.1	61
17:15 - 17:30	69	5	0	0	0	0	0	74.0	74	58	9	0	0	1	0	0	69.0	68
17:30 - 17:45	45	4	0	0	0	0	0	49.0	49	62	6	0	0	1	0	0	70.0	69
17:45 - 18:00	41	7	0	0	0	0	0	48.0	48	60	8	1	0	0	0	0	69.5	69
Hourly Total	**221**	**19**	**0**	**0**	**0**	**1**	**1**	**241**	**242**	**228**	**31**	**2**	**0**	**3**	**3**	**0**	**269**	**267**
18:00 - 18:15	53	4	0	0	1	2	1	59.8	61	41	2	0	0	0	0	0	43.0	43
18:15 - 18:30	41	2	0	0	1	0	0	45.0	44	36	1	1	0	0	0	0	38.5	38
Hourly Total	**94**	**6**	**0**	**0**	**2**	**2**	**1**	**105**	**105**	**77**	**3**	**1**	**0**	**0**	**0**	**0**	**82**	**81**
Session Total	**648**	**61**	**2**	**0**	**5**	**4**	**3**	**724**	**723**	**596**	**75**	**6**	**0**	**6**	**5**	**3**	**694**	**691**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North) Foxs Bank Lane / B - (South East) Foxs Bank Lane / C - Lickers Lane

Approach: B - (South East) Foxs Bank Lane

	B to C									B to A									B t			
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
07:00 - 07:15	6	1	0	0	0	0	0	7.0	7	4	0	0	0	0	0	0	4.0	4	0	0	0	0
07:15 - 07:30	7	1	1	0	0	0	0	9.5	9	11	2	0	0	0	0	0	13.0	13	0	0	0	0
07:30 - 07:45	15	0	0	0	0	0	0	15.0	15	22	3	0	0	0	0	0	25.0	25	0	0	0	0
07:45 - 08:00	11	3	0	0	0	0	0	14.0	14	24	4	1	1	0	0	0	31.8	30	0	0	0	0
Hourly Total	**39**	**5**	**1**	**0**	**0**	**0**	**0**	**46**	**45**	**61**	**9**	**1**	**1**	**0**	**0**	**0**	**74**	**72**	**0**	**0**	**0**	**0**
08:00 - 08:15	18	2	0	0	0	0	0	20.0	20	24	2	0	0	0	2	0	26.4	28	0	0	0	0
08:15 - 08:30	28	3	0	0	0	0	0	31.0	31	37	4	0	0	0	0	2	41.8	43	0	0	0	0
08:30 - 08:45	19	1	0	0	0	0	0	20.0	20	29	0	0	0	0	0	0	29.0	29	0	0	0	0
08:45 - 09:00	43	3	0	0	0	0	0	46.0	46	27	1	1	0	0	1	0	29.7	30	0	0	0	0
Hourly Total	**108**	**9**	**0**	**0**	**0**	**0**	**0**	**117**	**117**	**117**	**7**	**1**	**0**	**0**	**3**	**2**	**127**	**130**	**0**	**0**	**0**	**0**
09:00 - 09:15	22	3	0	0	0	0	0	25.0	25	20	3	1	0	0	0	0	24.5	24	0	0	0	0
09:15 - 09:30	9	1	0	0	0	0	0	10.0	10	16	1	0	1	0	0	0	19.3	18	0	0	0	0
Hourly Total	**31**	**4**	**0**	**0**	**0**	**0**	**0**	**35**	**35**	**36**	**4**	**1**	**1**	**0**	**0**	**0**	**44**	**42**	**0**	**0**	**0**	**0**
Session Total	**178**	**18**	**1**	**0**	**0**	**0**	**0**	**198**	**197**	**214**	**20**	**3**	**2**	**0**	**3**	**2**	**245**	**244**	**0**	**0**	**0**	**0**
15:30 - 15:45	24	4	0	0	0	0	0	28.0	28	23	4	0	0	0	0	0	27.0	27	0	0	0	0
15:45 - 16:00	22	2	0	0	0	3	0	24.6	27	19	4	0	0	0	1	0	23.2	24	0	0	0	0
Hourly Total	**46**	**6**	**0**	**0**	**0**	**3**	**0**	**53**	**55**	**42**	**8**	**0**	**0**	**0**	**1**	**0**	**50**	**51**	**0**	**0**	**0**	**0**
16:00 - 16:15	29	4	0	0	0	1	1	33.6	35	29	4	1	0	0	0	0	34.5	34	0	0	0	0
16:15 - 16:30	38	3	0	0	0	0	0	41.0	41	29	4	2	0	0	1	0	36.2	36	0	0	0	0
16:30 - 16:45	34	2	0	0	0	0	0	36.0	36	32	8	0	0	0	0	1	40.4	41	0	0	0	0
16:45 - 17:00	22	1	0	0	0	0	0	23.0	23	28	4	0	0	0	0	0	32.0	32	0	0	0	0
Hourly Total	**123**	**10**	**0**	**0**	**0**	**1**	**1**	**134**	**135**	**118**	**20**	**3**	**0**	**0**	**1**	**1**	**143**	**143**	**0**	**0**	**0**	**0**
17:00 - 17:15	22	2	0	0	0	0	0	24.0	24	31	6	0	0	0	0	0	37.0	37	0	0	0	0
17:15 - 17:30	34	3	0	0	0	0	1	37.4	38	33	5	0	0	0	0	0	38.0	38	0	0	0	0
17:30 - 17:45	33	1	0	0	0	0	1	34.4	35	33	5	0	0	0	0	0	38.0	38	0	0	0	0
17:45 - 18:00	24	2	0	0	0	0	0	26.0	26	34	6	1	0	0	0	0	41.5	41	0	0	0	0
Hourly Total	**113**	**8**	**0**	**0**	**0**	**0**	**2**	**122**	**123**	**131**	**22**	**1**	**0**	**0**	**0**	**0**	**155**	**154**	**0**	**0**	**0**	**0**
18:00 - 18:15	28	1	0	0	0	1	0	29.2	30	22	1	0	0	0	0	0	23.0	23	0	0	0	0
18:15 - 18:30	15	1	1	0	0	0	0	17.5	17	20	1	0	0	0	0	0	21.0	21	0	0	0	0
Hourly Total	**43**	**2**	**1**	**0**	**0**	**1**	**0**	**47**	**47**	**42**	**2**	**0**	**0**	**0**	**0**	**0**	**44**	**44**	**0**	**0**	**0**	**0**
Session Total	**325**	**26**	**1**	**0**	**0**	**5**	**3**	**355**	**360**	**333**	**52**	**4**	**0**	**0**	**2**	**1**	**392**	**392**	**0**	**0**	**0**	**0**

to B				
BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0.0	0
0	0	0	0.0	0
0	0	0	0	0
0	0	0	0	0

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	10	1	0	0	0	0	0	11.0	11	23	5	0	0	0	0	0	28.0	28
07:15 - 07:30	18	3	1	0	0	0	0	22.5	22	36	7	0	0	0	0	2	43.8	45
07:30 - 07:45	37	3	0	0	0	0	0	40.0	40	50	4	0	1	0	0	0	56.3	55
07:45 - 08:00	35	7	1	1	0	0	0	45.8	44	48	4	1	0	0	0	0	53.5	53
Hourly Total	**100**	**14**	**2**	**1**	**0**	**0**	**0**	**119**	**117**	**157**	**20**	**1**	**1**	**0**	**0**	**2**	**182**	**181**
08:00 - 08:15	42	4	0	0	0	2	0	46.4	48	57	10	0	0	0	0	0	67.0	67
08:15 - 08:30	65	7	0	0	0	0	2	72.8	74	57	5	0	0	0	0	0	62.0	62
08:30 - 08:45	48	1	0	0	0	0	0	49.0	49	73	5	1	0	0	0	0	79.5	79
08:45 - 09:00	70	4	1	0	0	1	0	75.7	76	42	7	0	0	0	0	0	49.0	49
Hourly Total	**225**	**16**	**1**	**0**	**0**	**3**	**2**	**244**	**247**	**229**	**27**	**1**	**0**	**0**	**0**	**0**	**258**	**257**
09:00 - 09:15	42	6	1	0	0	0	0	49.5	49	30	3	0	0	0	0	0	33.0	33
09:15 - 09:30	25	2	0	1	0	0	0	29.3	28	29	6	0	0	0	1	0	35.2	36
Hourly Total	**67**	**8**	**1**	**1**	**0**	**0**	**0**	**79**	**77**	**59**	**9**	**0**	**0**	**0**	**1**	**0**	**68**	**69**
Session Total	**392**	**38**	**4**	**2**	**0**	**3**	**2**	**442**	**441**	**445**	**56**	**2**	**1**	**0**	**1**	**2**	**507**	**507**
15:30 - 15:45	47	8	0	0	0	0	0	55.0	55	40	5	0	0	0	0	0	45.0	45
15:45 - 16:00	41	6	0	0	0	4	0	47.8	51	50	7	0	0	0	0	0	57.0	57
Hourly Total	**88**	**14**	**0**	**0**	**0**	**4**	**0**	**103**	**106**	**90**	**12**	**0**	**0**	**0**	**0**	**0**	**102**	**102**
16:00 - 16:15	58	8	1	0	0	1	1	68.1	69	60	5	0	0	0	0	0	65.0	65
16:15 - 16:30	67	7	2	0	0	1	0	77.2	77	56	7	1	0	0	1	0	64.7	65
16:30 - 16:45	66	10	0	0	0	0	1	76.4	77	48	2	0	0	0	0	0	50.0	50
16:45 - 17:00	50	5	0	0	0	0	0	55.0	55	50	5	0	0	0	0	0	55.0	55
Hourly Total	**241**	**30**	**3**	**0**	**0**	**2**	**2**	**277**	**278**	**214**	**19**	**1**	**0**	**0**	**1**	**0**	**235**	**235**
17:00 - 17:15	53	8	0	0	0	0	0	61.0	61	64	3	0	0	0	1	2	68.0	70
17:15 - 17:30	67	8	0	0	0	0	1	75.4	76	63	4	0	0	0	0	0	67.0	67
17:30 - 17:45	66	6	0	0	0	0	1	72.4	73	43	5	0	0	0	2	0	48.4	50
17:45 - 18:00	58	8	1	0	0	0	0	67.5	67	33	7	0	0	0	0	0	40.0	40
Hourly Total	**244**	**30**	**1**	**0**	**0**	**0**	**2**	**276**	**277**	**203**	**19**	**0**	**0**	**0**	**3**	**2**	**223**	**227**
18:00 - 18:15	50	2	0	0	0	1	0	52.2	53	43	4	0	0	0	2	1	47.8	50
18:15 - 18:30	35	2	1	0	0	0	0	38.5	38	38	1	0	0	0	1	0	39.2	40
Hourly Total	**85**	**4**	**1**	**0**	**0**	**1**	**0**	**91**	**91**	**81**	**5**	**0**	**0**	**0**	**3**	**1**	**87**	**90**
Session Total	**658**	**78**	**5**	**0**	**0**	**7**	**4**	**747**	**752**	**588**	**55**	**1**	**0**	**0**	**7**	**3**	**647**	**654**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North) Foxs Bank Lane / B - (South East) Foxs Bank Lane / C - Lickers Lane

Approach: C - Lickers Lane

	C to A									C to B									C t			
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2
07:00 - 07:15	4	0	1	0	1	0	0	7.5	6	9	2	0	0	0	0	0	11.0	11	0	0	0	0
07:15 - 07:30	14	1	0	0	1	0	0	17.0	16	18	1	0	0	0	0	1	19.4	20	0	0	0	0
07:30 - 07:45	18	3	1	0	1	0	0	24.5	23	17	4	0	0	0	0	0	21.0	21	0	0	0	0
07:45 - 08:00	25	2	0	0	0	0	0	27.0	27	21	2	0	0	0	0	0	23.0	23	0	0	0	0
Hourly Total	**61**	**6**	**2**	**0**	**3**	**0**	**0**	**76**	**72**	**65**	**9**	**0**	**0**	**0**	**0**	**1**	**74**	**75**	**0**	**0**	**0**	**0**
08:00 - 08:15	16	1	0	0	2	0	0	21.0	19	26	3	0	0	0	0	0	29.0	29	0	0	0	0
08:15 - 08:30	24	2	0	0	1	0	0	28.0	27	29	3	0	0	0	0	0	32.0	32	0	0	0	0
08:30 - 08:45	46	4	0	0	0	0	0	50.0	50	45	4	0	0	0	0	0	49.0	49	0	0	0	0
08:45 - 09:00	22	3	0	0	0	0	0	25.0	25	20	5	0	0	0	0	0	25.0	25	0	0	0	0
Hourly Total	**108**	**10**	**0**	**0**	**3**	**0**	**0**	**124**	**121**	**120**	**15**	**0**	**0**	**0**	**0**	**0**	**135**	**135**	**0**	**0**	**0**	**0**
09:00 - 09:15	15	2	0	0	1	0	0	19.0	18	10	0	0	0	0	0	0	10.0	10	0	0	0	0
09:15 - 09:30	19	0	0	0	1	0	0	21.0	20	14	4	0	0	0	1	0	18.2	19	0	0	0	0
Hourly Total	**34**	**2**	**0**	**0**	**2**	**0**	**0**	**40**	**38**	**24**	**4**	**0**	**0**	**0**	**1**	**0**	**28**	**29**	**0**	**0**	**0**	**0**
Session Total	**203**	**18**	**2**	**0**	**8**	**0**	**0**	**240**	**231**	**209**	**28**	**0**	**0**	**0**	**1**	**1**	**238**	**239**	**0**	**0**	**0**	**0**
15:30 - 15:45	23	4	0	0	1	0	1	29.4	29	14	1	0	0	0	0	0	15.0	15	0	0	0	0
15:45 - 16:00	16	0	0	0	0	0	0	16.0	16	16	3	0	0	0	0	0	19.0	19	0	0	0	0
Hourly Total	**39**	**4**	**0**	**0**	**1**	**0**	**1**	**45**	**45**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**34**	**34**	**0**	**0**	**0**	**0**
16:00 - 16:15	20	2	0	0	1	0	0	24.0	23	20	0	0	0	0	0	0	20.0	20	0	0	0	0
16:15 - 16:30	24	2	0	0	1	0	1	28.4	28	21	4	0	0	0	0	0	25.0	25	0	0	0	0
16:30 - 16:45	26	2	0	0	0	0	0	28.0	28	18	2	0	0	0	0	0	20.0	20	0	0	0	0
16:45 - 17:00	22	3	0	0	0	0	0	25.0	25	19	4	0	0	0	0	0	23.0	23	0	0	0	0
Hourly Total	**92**	**9**	**0**	**0**	**2**	**0**	**1**	**105**	**104**	**78**	**10**	**0**	**0**	**0**	**0**	**0**	**88**	**88**	**0**	**0**	**0**	**0**
17:00 - 17:15	17	2	1	0	1	3	0	23.1	24	21	2	0	0	0	0	1	23.4	24	0	0	0	0
17:15 - 17:30	25	4	0	0	1	0	0	31.0	30	29	0	0	0	0	0	0	29.0	29	0	0	0	0
17:30 - 17:45	29	1	0	0	1	0	0	32.0	31	17	2	0	0	0	2	0	19.4	21	0	0	0	0
17:45 - 18:00	26	2	0	0	0	0	0	28.0	28	16	3	0	0	0	0	0	19.0	19	0	0	0	0
Hourly Total	**97**	**9**	**1**	**0**	**3**	**3**	**0**	**114**	**113**	**83**	**7**	**0**	**0**	**0**	**2**	**1**	**91**	**93**	**0**	**0**	**0**	**0**
18:00 - 18:15	19	1	0	0	0	0	0	20.0	20	15	1	0	0	0	0	0	16.0	16	0	0	0	0
18:15 - 18:30	16	0	1	0	0	0	0	17.5	17	17	0	0	0	0	1	0	17.2	18	0	0	0	0
Hourly Total	**35**	**1**	**1**	**0**	**0**	**0**	**0**	**38**	**37**	**32**	**1**	**0**	**0**	**0**	**1**	**0**	**33**	**34**	**0**	**0**	**0**	**0**
Session Total	**263**	**23**	**2**	**0**	**6**	**3**	**2**	**302**	**299**	**223**	**22**	**0**	**0**	**0**	**3**	**1**	**246**	**249**	**0**	**0**	**0**	**0**

to C						From C									To C								
BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	**0.0**	**0**	07:00 - 07:15	13	2	1	0	1	0	0	**18.5**	**17**	21	2	0	0	1	0	0	**25.0**	**24**
0	0	0	**0.0**	**0**	07:15 - 07:30	32	2	0	0	1	0	1	**36.4**	**36**	14	6	2	0	1	0	0	**25.0**	**23**
0	0	0	**0.0**	**0**	07:30 - 07:45	35	7	1	0	1	0	0	**45.5**	**44**	23	1	0	0	0	1	0	**24.2**	**25**
0	0	0	**0.0**	**0**	07:45 - 08:00	46	4	0	0	0	0	0	**50.0**	**50**	25	7	0	0	1	0	0	**34.0**	**33**
0	**0**	**0**	**0**	**0**	**Hourly Total**	**126**	**15**	**2**	**0**	**3**	**0**	**1**	**150**	**147**	**83**	**16**	**2**	**0**	**3**	**1**	**0**	**108**	**105**
0	0	0	**0.0**	**0**	08:00 - 08:15	42	4	0	0	2	0	0	**50.0**	**48**	35	3	1	0	1	0	0	**41.5**	**40**
0	0	0	**0.0**	**0**	08:15 - 08:30	53	5	0	0	1	0	0	**60.0**	**59**	49	6	0	0	0	0	0	**55.0**	**55**
0	0	0	**0.0**	**0**	08:30 - 08:45	91	8	0	0	0	0	0	**99.0**	**99**	74	3	2	0	1	0	0	**82.0**	**80**
0	0	0	**0.0**	**0**	08:45 - 09:00	42	8	0	0	0	0	0	**50.0**	**50**	65	7	0	0	0	0	0	**72.0**	**72**
0	**0**	**0**	**0**	**0**	**Hourly Total**	**228**	**25**	**0**	**0**	**3**	**0**	**0**	**259**	**256**	**223**	**19**	**3**	**0**	**2**	**0**	**0**	**251**	**247**
0	0	0	**0.0**	**0**	09:00 - 09:15	25	2	0	0	1	0	0	**29.0**	**28**	41	4	1	0	1	0	0	**48.5**	**47**
0	0	0	**0.0**	**0**	09:15 - 09:30	33	4	0	0	1	1	0	**39.2**	**39**	23	2	0	0	0	0	0	**25.0**	**25**
0	**0**	**0**	**0**	**0**	**Hourly Total**	**58**	**6**	**0**	**0**	**2**	**1**	**0**	**68**	**67**	**64**	**6**	**1**	**0**	**1**	**0**	**0**	**74**	**72**
0	**0**	**0**	**0**	**0**	**Session Total**	**412**	**46**	**2**	**0**	**8**	**1**	**1**	**478**	**470**	**370**	**41**	**6**	**0**	**6**	**1**	**0**	**432**	**424**
0	0	0	**0.0**	**0**	15:30 - 15:45	37	5	0	0	1	0	1	**44.4**	**44**	52	7	0	0	0	0	0	**59.0**	**59**
0	0	0	**0.0**	**0**	15:45 - 16:00	32	3	0	0	0	0	0	**35.0**	**35**	34	4	0	0	0	3	0	**38.6**	**41**
0	**0**	**0**	**0**	**0**	**Hourly Total**	**69**	**8**	**0**	**0**	**1**	**0**	**1**	**79**	**79**	**86**	**11**	**0**	**0**	**0**	**3**	**0**	**98**	**100**
0	0	0	**0.0**	**0**	16:00 - 16:15	40	2	0	0	1	0	0	**44.0**	**43**	58	5	0	0	2	1	1	**67.6**	**67**
0	0	0	**0.0**	**0**	16:15 - 16:30	45	6	0	0	1	0	1	**53.4**	**53**	67	9	1	0	0	0	1	**77.9**	**78**
0	0	0	**0.0**	**0**	16:30 - 16:45	44	4	0	0	0	0	0	**48.0**	**48**	53	3	0	0	1	0	0	**58.0**	**57**
0	0	0	**0.0**	**0**	16:45 - 17:00	41	7	0	0	0	0	0	**48.0**	**48**	42	7	0	0	0	0	0	**49.0**	**49**
0	**0**	**0**	**0**	**0**	**Hourly Total**	**170**	**19**	**0**	**0**	**2**	**0**	**1**	**193**	**192**	**220**	**24**	**1**	**0**	**3**	**1**	**2**	**253**	**251**
0	0	0	**0.0**	**0**	17:00 - 17:15	38	4	1	0	1	3	1	**46.5**	**48**	45	4	0	0	0	0	0	**49.0**	**49**
0	0	0	**0.0**	**0**	17:15 - 17:30	54	4	0	0	1	0	0	**60.0**	**59**	69	4	0	0	0	0	1	**73.4**	**74**
0	0	0	**0.0**	**0**	17:30 - 17:45	46	3	0	0	1	2	0	**51.4**	**52**	52	2	0	0	0	0	1	**54.4**	**55**
0	0	0	**0.0**	**0**	17:45 - 18:00	42	5	0	0	0	0	0	**47.0**	**47**	48	5	0	0	0	0	0	**53.0**	**53**
0	**0**	**0**	**0**	**0**	**Hourly Total**	**180**	**16**	**1**	**0**	**3**	**5**	**1**	**205**	**206**	**214**	**15**	**0**	**0**	**0**	**0**	**2**	**230**	**231**
0	0	0	**0.0**	**0**	18:00 - 18:15	34	2	0	0	0	0	0	**36.0**	**36**	53	2	0	0	1	1	0	**57.2**	**57**
0	0	0	**0.0**	**0**	18:15 - 18:30	33	0	1	0	0	1	0	**34.7**	**35**	35	2	1	0	1	0	0	**40.5**	**39**
0	**0**	**0**	**0**	**0**	**Hourly Total**	**67**	**2**	**1**	**0**	**0**	**1**	**0**	**71**	**71**	**88**	**4**	**1**	**0**	**2**	**1**	**0**	**98**	**96**
0	**0**	**0**	**0**	**0**	**Session Total**	**486**	**45**	**2**	**0**	**6**	**6**	**3**	**548**	**548**	**608**	**54**	**2**	**0**	**5**	**5**	**4**	**678**	**678**

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - (North) Foxs Bank Lane / B - (South East) Foxs Bank Lane / C - Lickers Lane**

Survey Period	A - (North) Foxs Bank Lane	B - (South East) Foxs Bank Lane	C - Lickers Lane
	Lane 1	Lane 1	Lane 1
	MAX	MAX	MAX
07:00 - 07:05	2	0	2
07:05 - 07:10	0	0	0
07:10 - 07:15	1	0	3
07:15 - 07:20	0	2	1
07:20 - 07:25	1	2	2
07:25 - 07:30	2	2	2
07:30 - 07:35	2	2	1
07:35 - 07:40	2	3	3
07:40 - 07:45	3	5	2
07:45 - 07:50	1	7	4
07:50 - 07:55	3	4	1
07:55 - 08:00	2	0	5
08:00 - 08:05	3	0	1
08:05 - 08:10	3	2	1
08:10 - 08:15	2	0	3
08:15 - 08:20	4	0	1
08:20 - 08:25	4	7	3
08:25 - 08:30	2	6	5
08:30 - 08:35	5	0	4
08:35 - 08:40	4	0	3
08:40 - 08:45	10	4	6
08:45 - 08:50	3	0	3
08:50 - 08:55	3	8	2
08:55 - 09:00	4	5	3
09:00 - 09:05	2	0	1
09:05 - 09:10	2	0	2
09:10 - 09:15	2	0	1
09:15 - 09:20	1	0	2
09:20 - 09:25	1	0	1
09:25 - 09:30	3	0	6
15:30 - 15:35	4	4	4
15:35 - 15:40	4	5	4
15:40 - 15:45	1	2	2
15:45 - 15:50	3	1	2
15:50 - 15:55	2	2	2
15:55 - 16:00	1	2	1
16:00 - 16:05	4	1	2
16:05 - 16:10	4	4	2
16:10 - 16:15	3	3	2
16:15 - 16:20	6	2	3
16:20 - 16:25	3	5	1
16:25 - 16:30	8	2	2
16:30 - 16:35	4	3	2
16:35 - 16:40	8	3	3
16:40 - 16:45	3	3	1
16:45 - 16:50	4	4	2
16:50 - 16:55	5	4	7
16:55 - 17:00	3	2	3
17:00 - 17:05	2	1	2
17:05 - 17:10	3	9	2
17:10 - 17:15	9	3	3
17:15 - 17:20	5	6	3
17:20 - 17:25	7	7	2
17:25 - 17:30	7	6	5
17:30 - 17:35	5	1	1
17:35 - 17:40	3	1	1
17:40 - 17:45	3	6	3
17:45 - 17:50	3	4	2
17:50 - 17:55	5	5	3
17:55 - 18:00	1	10	1
18:00 - 18:05	2	1	3
18:05 - 18:10	5	2	4
18:10 - 18:15	2	2	2
18:15 - 18:20	1	1	2
18:20 - 18:25	2	3	1
18:25 - 18:30	4	1	1

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Foxs Bank Lane / B - (East) A5080 Cronton Road / C - Prescot Road / D - (North West) A5080 Cronton Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Foxs Bank Lane / B - (East) A5080 Cronton Road / C - Prescot Road / D - (North West) A5080 Cronton Road

Approach: A - Foxs Bank Lane

	A to B									A to C									A to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	3	0	0	0	0	0	0	3.0	3	8	1	0	0	0	0	0	9.0	9	11	1	0	0	0	0	0	12.0	12
07:15 - 07:30	5	0	0	0	0	0	0	5.0	5	11	3	0	0	0	0	0	14.0	14	8	1	0	0	0	0	1	9.4	10
07:30 - 07:45	9	3	0	0	0	0	0	12.0	12	24	2	0	1	0	0	0	28.3	27	11	2	0	0	0	0	0	13.0	13
07:45 - 08:00	6	2	0	0	0	0	0	8.0	8	17	1	0	0	0	1	0	18.2	19	11	1	0	0	0	0	0	12.0	12
Hourly Total	**23**	**5**	**0**	**0**	**0**	**0**	**0**	**28**	**28**	**60**	**7**	**0**	**1**	**0**	**1**	**0**	**70**	**69**	**41**	**5**	**0**	**0**	**0**	**0**	**1**	**46**	**47**
08:00 - 08:15	11	3	1	0	0	1	0	15.7	16	20	5	0	0	0	0	0	25.0	25	10	3	0	0	0	0	0	13.0	13
08:15 - 08:30	12	0	0	0	0	0	0	12.0	12	13	1	0	0	0	0	0	14.0	14	11	0	0	1	0	0	0	13.3	12
08:30 - 08:45	15	2	0	0	0	0	0	17.0	17	21	0	1	0	0	0	0	22.5	22	8	1	0	0	0	0	0	9.0	9
08:45 - 09:00	9	1	0	0	0	1	0	10.2	11	14	3	0	0	0	0	0	17.0	17	11	1	0	0	0	0	0	12.0	12
Hourly Total	**47**	**6**	**1**	**0**	**0**	**2**	**0**	**55**	**56**	**68**	**9**	**1**	**0**	**0**	**0**	**0**	**79**	**78**	**40**	**5**	**0**	**1**	**0**	**0**	**0**	**47**	**46**
09:00 - 09:15	7	0	0	0	0	0	0	7.0	7	5	1	0	0	0	0	0	6.0	6	14	1	1	0	0	1	0	16.7	17
09:15 - 09:30	11	0	0	0	0	1	0	11.2	12	10	3	0	0	0	0	0	13.0	13	7	1	1	0	0	0	0	9.5	9
Hourly Total	**18**	**0**	**0**	**0**	**0**	**1**	**0**	**18**	**19**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**21**	**2**	**2**	**0**	**0**	**1**	**0**	**26**	**26**
Session Total	**88**	**11**	**1**	**0**	**0**	**3**	**0**	**101**	**103**	**143**	**20**	**1**	**1**	**0**	**1**	**0**	**167**	**166**	**102**	**12**	**2**	**1**	**0**	**1**	**1**	**120**	**119**
15:30 - 15:45	11	1	0	0	0	0	0	12.0	12	12	1	0	0	0	0	0	13.0	13	12	1	0	0	0	0	0	13.0	13
15:45 - 16:00	15	1	0	0	0	0	1	16.4	17	23	4	0	0	0	0	0	27.0	27	14	2	0	0	0	0	0	16.0	16
Hourly Total	**26**	**2**	**0**	**0**	**0**	**0**	**1**	**28**	**29**	**35**	**5**	**0**	**0**	**0**	**0**	**0**	**40**	**40**	**26**	**3**	**0**	**0**	**0**	**0**	**0**	**29**	**29**
16:00 - 16:15	13	2	0	0	0	0	0	15.0	15	15	2	0	0	0	0	0	17.0	17	14	4	0	1	0	0	0	20.3	19
16:15 - 16:30	17	1	0	0	0	0	0	18.0	18	21	2	0	0	0	0	0	23.0	23	13	2	0	0	0	0	0	15.0	15
16:30 - 16:45	5	1	0	0	0	1	0	6.2	7	26	2	1	0	0	0	0	29.5	29	10	1	0	0	0	0	0	11.0	11
16:45 - 17:00	9	2	0	0	0	0	0	11.0	11	26	1	0	0	0	0	0	27.0	27	11	1	0	0	0	0	0	12.0	12
Hourly Total	**44**	**6**	**0**	**0**	**0**	**1**	**0**	**50**	**51**	**88**	**7**	**1**	**0**	**0**	**0**	**0**	**97**	**96**	**48**	**8**	**0**	**1**	**0**	**0**	**0**	**58**	**57**
17:00 - 17:15	12	1	0	0	0	3	1	14.0	17	21	2	0	0	0	1	0	23.2	24	11	0	0	0	0	0	0	11.0	11
17:15 - 17:30	15	1	0	0	0	0	0	16.0	16	20	0	2	0	0	0	1	23.4	23	4	1	0	0	0	0	0	5.0	5
17:30 - 17:45	9	2	0	0	0	0	0	11.0	11	16	3	0	0	0	0	0	19.0	19	16	0	0	0	0	0	0	16.0	16
17:45 - 18:00	8	0	0	0	0	0	0	8.0	8	10	2	0	0	0	1	0	12.2	13	9	1	0	0	0	0	0	10.0	10
Hourly Total	**44**	**4**	**0**	**0**	**0**	**3**	**1**	**49**	**52**	**67**	**7**	**2**	**0**	**0**	**2**	**1**	**78**	**79**	**40**	**2**	**0**	**0**	**0**	**0**	**0**	**42**	**42**
18:00 - 18:15	7	1	0	0	0	0	1	8.4	9	12	1	0	0	0	1	0	13.2	14	9	1	0	0	0	1	0	10.2	11
18:15 - 18:30	9	0	0	0	0	0	0	9.0	9	10	0	0	0	0	0	0	10.0	10	11	0	0	0	0	0	0	11.0	11
Hourly Total	**16**	**1**	**0**	**0**	**0**	**0**	**1**	**17**	**18**	**22**	**1**	**0**	**0**	**0**	**1**	**0**	**23**	**24**	**20**	**1**	**0**	**0**	**0**	**1**	**0**	**21**	**22**
Session Total	**130**	**13**	**0**	**0**	**0**	**4**	**3**	**145**	**150**	**212**	**20**	**3**	**0**	**0**	**3**	**1**	**238**	**239**	**134**	**14**	**0**	**1**	**0**	**1**	**0**	**151**	**150**

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	1	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1	1
1	1	0	0	0	0	0	2	2

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	22	2	0	0	0	0	0	24.0	24	5	2	1	0	0	2	0	8.9	10
07:15 - 07:30	24	4	0	0	0	0	1	28.4	29	18	1	0	0	0	0	0	19.0	19
07:30 - 07:45	44	7	0	1	0	0	0	53.3	52	28	5	0	1	0	0	0	35.3	34
07:45 - 08:00	34	4	0	0	0	1	0	38.2	39	36	3	1	1	0	1	0	43.0	42
Hourly Total	124	17	0	1	0	1	1	144	144	87	11	2	2	0	3	0	106	105
08:00 - 08:15	41	11	1	0	0	1	0	53.7	54	35	3	0	0	0	1	0	38.2	39
08:15 - 08:30	36	1	0	1	0	0	0	39.3	38	43	6	0	1	0	0	2	52.1	52
08:30 - 08:45	44	3	1	0	0	0	0	48.5	48	24	3	1	0	0	0	0	28.5	28
08:45 - 09:00	34	5	0	0	0	1	0	39.2	40	32	3	2	0	0	1	0	38.2	38
Hourly Total	155	20	2	1	0	2	0	181	180	134	15	3	1	0	2	2	157	157
09:00 - 09:15	26	2	1	0	0	1	0	29.7	30	26	5	1	1	0	0	0	34.8	33
09:15 - 09:30	28	4	1	0	0	1	0	33.7	34	14	2	0	1	0	0	0	18.3	17
Hourly Total	54	6	2	0	0	2	0	63	64	40	7	1	2	0	0	0	53	50
Session Total	333	43	4	2	0	5	1	388	388	261	33	6	5	0	5	2	316	312
15:30 - 15:45	35	3	0	0	0	0	0	38.0	38	20	5	0	0	0	1	0	25.2	26
15:45 - 16:00	52	8	0	0	0	0	1	60.4	61	23	4	2	0	0	2	0	30.4	31
Hourly Total	87	11	0	0	0	0	1	98	99	43	9	2	0	0	3	0	56	57
16:00 - 16:15	42	8	0	1	0	0	0	52.3	51	37	0	1	0	0	2	1	39.3	41
16:15 - 16:30	51	5	0	0	0	0	0	56.0	56	36	3	1	0	0	0	0	40.5	40
16:30 - 16:45	41	4	1	0	0	1	0	46.7	47	48	7	0	0	0	0	1	55.4	56
16:45 - 17:00	46	4	0	0	0	0	0	50.0	50	36	3	0	0	0	1	0	39.2	40
Hourly Total	180	21	1	1	0	1	0	205	204	157	13	2	0	0	3	2	174	177
17:00 - 17:15	44	3	0	0	0	4	1	48.2	52	43	5	0	0	0	0	0	48.0	48
17:15 - 17:30	39	2	2	0	0	0	1	44.4	44	47	4	0	1	0	1	0	53.5	53
17:30 - 17:45	41	5	0	0	0	0	0	46.0	46	45	4	0	1	0	0	0	51.3	50
17:45 - 18:00	27	3	0	0	0	1	0	30.2	31	35	4	1	0	0	0	0	40.5	40
Hourly Total	151	13	2	0	0	5	2	169	173	170	17	1	2	0	1	0	193	191
18:00 - 18:15	28	3	0	0	0	2	1	31.8	34	23	3	0	0	0	1	0	26.2	27
18:15 - 18:30	31	0	0	0	0	0	0	31.0	31	26	1	0	0	0	0	1	27.4	28
Hourly Total	59	3	0	0	0	2	1	63	65	49	4	0	0	0	1	1	54	55
Session Total	477	48	3	1	0	8	4	535	541	419	43	5	2	0	8	3	477	480

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Foxs Bank Lane / B - (East) A5080 Cronton Road / C - Prescot Road / D - (North West) A5080 Cronton Road

Approach: B - (East) A5080 Cronton Road

	B to C									B to D									B to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	1	0	0.2	1	35	8	0	0	0	0	0	43.0	43	2	1	0	0	0	2	0	3.4	5
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	42	9	1	0	1	0	0	54.5	53	5	1	0	0	0	0	0	6.0	6
07:30 - 07:45	2	0	0	0	0	1	0	2.2	3	67	5	1	0	0	0	0	73.5	73	10	2	0	0	0	0	0	12.0	12
07:45 - 08:00	3	1	0	0	0	1	0	4.2	5	56	11	0	0	5	0	0	77.0	72	13	1	0	0	0	1	0	14.2	15
Hourly Total	**5**	**1**	**0**	**0**	**0**	**3**	**0**	**7**	**9**	**200**	**33**	**2**	**0**	**6**	**0**	**0**	**248**	**241**	**30**	**5**	**0**	**0**	**0**	**3**	**0**	**36**	**38**
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1	66	7	0	1	0	0	0	75.3	74	10	0	0	0	0	0	0	10.0	10
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2	52	4	1	0	1	0	0	59.5	58	11	2	0	0	0	0	0	13.0	13
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	48	13	0	0	0	0	0	61.0	61	11	0	0	0	0	0	0	11.0	11
08:45 - 09:00	1	1	0	0	0	0	0	2.0	2	53	10	0	0	2	0	0	67.0	65	13	1	0	0	0	0	0	14.0	14
Hourly Total	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**219**	**34**	**1**	**1**	**3**	**0**	**0**	**263**	**258**	**45**	**3**	**0**	**0**	**0**	**0**	**0**	**48**	**48**
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1	37	5	2	0	1	0	1	47.4	46	9	1	0	0	0	0	0	10.0	10
09:15 - 09:30	3	0	0	0	0	0	0	3.0	3	31	6	2	1	0	1	0	42.5	41	4	2	0	0	0	0	0	6.0	6
Hourly Total	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**68**	**11**	**4**	**1**	**1**	**1**	**1**	**90**	**87**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**16**	**16**
Session Total	**13**	**2**	**0**	**0**	**0**	**3**	**0**	**16**	**18**	**487**	**78**	**7**	**2**	**10**	**1**	**1**	**601**	**586**	**88**	**11**	**0**	**0**	**0**	**3**	**0**	**100**	**102**
15:30 - 15:45	3	0	0	0	0	0	0	3.0	3	48	6	1	0	1	0	0	57.5	56	10	0	0	0	0	1	0	10.2	11
15:45 - 16:00	3	1	0	0	0	1	0	4.2	5	33	2	1	0	1	0	1	38.9	38	6	1	0	0	0	0	0	7.0	7
Hourly Total	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**7**	**8**	**81**	**8**	**2**	**0**	**2**	**0**	**1**	**96**	**94**	**16**	**1**	**0**	**0**	**0**	**1**	**0**	**17**	**18**
16:00 - 16:15	0	0	0	0	0	1	0	0.2	1	25	5	0	0	0	1	0	30.2	31	19	0	1	0	0	0	0	20.5	20
16:15 - 16:30	4	1	0	0	0	0	0	5.0	5	41	12	1	1	0	0	0	56.8	55	14	2	0	0	0	0	0	16.0	16
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1	41	8	0	0	1	1	0	51.2	51	17	5	0	0	0	0	1	22.4	23
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1	38	1	0	0	3	1	1	45.6	44	15	2	0	0	0	0	0	17.0	17
Hourly Total	**6**	**1**	**0**	**0**	**0**	**1**	**0**	**7**	**8**	**145**	**26**	**1**	**1**	**4**	**3**	**1**	**184**	**181**	**65**	**9**	**1**	**0**	**0**	**0**	**1**	**76**	**76**
17:00 - 17:15	4	0	0	0	0	0	2	4.8	6	37	6	0	0	0	2	0	43.4	45	16	2	0	0	0	0	0	18.0	18
17:15 - 17:30	4	0	0	0	0	0	0	4.0	4	46	3	0	0	0	0	0	49.0	49	23	0	0	1	0	1	0	25.5	25
17:30 - 17:45	2	0	0	0	0	0	0	2.0	2	50	4	0	0	1	0	0	56.0	55	23	1	0	0	0	0	0	24.0	24
17:45 - 18:00	3	1	0	0	0	2	0	4.4	6	32	3	0	0	0	0	0	35.0	35	13	0	0	0	0	0	0	13.0	13
Hourly Total	**13**	**1**	**0**	**0**	**0**	**2**	**2**	**15**	**18**	**165**	**16**	**0**	**0**	**1**	**2**	**0**	**183**	**184**	**75**	**3**	**0**	**1**	**0**	**1**	**0**	**81**	**80**
18:00 - 18:15	0	1	0	0	0	0	0	1.0	1	36	3	0	0	1	0	0	41.0	40	8	0	0	0	0	1	0	8.2	9
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2	43	1	0	0	1	0	0	46.0	45	12	0	0	0	0	0	1	12.4	13
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**79**	**4**	**0**	**0**	**2**	**0**	**0**	**87**	**85**	**20**	**0**	**0**	**0**	**0**	**1**	**1**	**21**	**22**
Session Total	**27**	**4**	**0**	**0**	**0**	**4**	**2**	**33**	**37**	**470**	**54**	**3**	**1**	**9**	**5**	**2**	**551**	**544**	**176**	**13**	**1**	**1**	**0**	**3**	**2**	**194**	**196**

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
1	0	0	0	0	0	0	1.0	1
2	0	0	0	0	0	0	2	2
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
3	0	0	0	0	0	0	3	3

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	37	9	0	0	0	3	0	46.6	49	12	0	0	0	0	1	0	12.2	13
07:15 - 07:30	47	10	1	0	1	0	0	60.5	59	22	1	1	0	2	0	0	28.5	26
07:30 - 07:45	79	7	1	0	0	1	0	87.7	88	29	10	0	0	0	1	0	39.2	40
07:45 - 08:00	72	13	0	0	5	2	0	95.4	92	36	12	0	0	0	0	0	48.0	48
Hourly Total	**235**	**39**	**2**	**0**	**6**	**6**	**0**	**290**	**288**	**99**	**23**	**1**	**0**	**2**	**2**	**0**	**128**	**127**
08:00 - 08:15	77	7	0	1	0	0	0	86.3	85	50	6	2	1	1	1	0	63.5	61
08:15 - 08:30	65	6	1	0	1	0	0	74.5	73	36	5	0	1	0	0	0	43.3	42
08:30 - 08:45	59	13	0	0	0	0	0	72.0	72	35	12	0	0	2	0	0	51.0	49
08:45 - 09:00	67	12	0	0	2	0	0	83.0	81	25	5	1	0	1	1	0	33.7	33
Hourly Total	**268**	**38**	**1**	**1**	**3**	**0**	**0**	**316**	**311**	**146**	**28**	**3**	**2**	**4**	**2**	**0**	**192**	**185**
09:00 - 09:15	48	6	2	0	1	0	1	59.4	58	24	5	2	0	1	0	0	34.0	32
09:15 - 09:30	38	8	2	1	0	1	0	51.5	50	35	2	0	1	0	1	0	39.5	39
Hourly Total	**86**	**14**	**4**	**1**	**1**	**1**	**1**	**111**	**108**	**59**	**7**	**2**	**1**	**1**	**1**	**0**	**74**	**71**
Session Total	**589**	**91**	**7**	**2**	**10**	**7**	**1**	**717**	**707**	**304**	**58**	**6**	**3**	**7**	**5**	**0**	**393**	**383**
15:30 - 15:45	61	6	1	0	1	1	0	70.7	70	40	5	0	0	0	0	0	45.0	45
15:45 - 16:00	42	4	1	0	1	1	1	50.1	50	46	7	0	0	1	1	1	55.6	56
Hourly Total	**103**	**10**	**2**	**0**	**2**	**2**	**1**	**121**	**120**	**86**	**12**	**0**	**0**	**1**	**1**	**1**	**101**	**101**
16:00 - 16:15	44	5	1	0	0	2	0	50.9	52	44	10	0	0	0	0	1	54.4	55
16:15 - 16:30	59	15	1	1	0	0	0	77.8	76	55	9	1	0	1	1	1	68.1	68
16:30 - 16:45	59	13	0	0	1	1	1	74.6	75	49	13	0	1	0	2	0	64.7	65
16:45 - 17:00	54	3	0	0	3	1	1	63.6	62	71	5	0	0	1	1	0	78.2	78
Hourly Total	**216**	**36**	**2**	**1**	**4**	**4**	**2**	**267**	**265**	**219**	**37**	**1**	**1**	**2**	**4**	**2**	**265**	**266**
17:00 - 17:15	57	8	0	0	0	2	2	66.2	69	69	10	0	0	1	3	1	82.0	84
17:15 - 17:30	73	3	0	1	0	1	0	78.5	78	61	7	0	0	1	0	1	70.4	70
17:30 - 17:45	76	5	0	0	1	0	0	83.0	82	57	4	0	0	0	0	0	61.0	61
17:45 - 18:00	49	4	0	0	0	2	0	53.4	55	43	4	1	0	0	0	1	48.9	49
Hourly Total	**255**	**20**	**0**	**1**	**1**	**5**	**2**	**281**	**284**	**230**	**25**	**1**	**0**	**2**	**3**	**3**	**262**	**264**
18:00 - 18:15	45	4	0	0	1	1	0	51.2	51	50	8	0	0	1	0	1	60.4	60
18:15 - 18:30	57	1	0	0	1	0	1	60.4	60	49	3	0	0	0	0	0	52.0	52
Hourly Total	**102**	**5**	**0**	**0**	**2**	**1**	**1**	**112**	**111**	**99**	**11**	**0**	**0**	**1**	**0**	**1**	**112**	**112**
Session Total	**676**	**71**	**4**	**2**	**9**	**12**	**6**	**780**	**780**	**634**	**85**	**2**	**1**	**6**	**8**	**7**	**741**	**743**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Foxs Bank Lane / B - (East) A5080 Cronton Road / C - Prescot Road / D - (North West) A5080 Cronton Road

Approach: C - Prescot Road

	C to D									C to A									C to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	18	3	0	0	0	0	0	21.0	21	2	0	1	0	0	0	0	3.5	3	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	17	5	0	0	0	0	0	22.0	22	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	27	4	0	0	0	0	0	31.0	31	15	0	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	13	3	0	0	0	0	0	16.0	16	16	1	1	1	0	0	0	20.8	19	1	0	0	0	0	0	0	1.0	1
Hourly Total	**75**	**15**	**0**	**0**	**0**	**0**	**0**	**90**	**90**	**45**	**1**	**2**	**1**	**0**	**0**	**0**	**51**	**49**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	26	3	0	2	0	0	0	33.6	31	24	1	0	0	0	1	0	25.2	26	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	19	5	0	2	0	0	0	28.6	26	29	2	0	0	0	0	2	31.8	33	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	16	4	1	1	0	0	0	23.8	22	10	2	1	0	0	0	0	13.5	13	2	2	0	0	0	0	0	4.0	4
08:45 - 09:00	18	2	2	0	0	0	1	23.4	23	18	1	0	0	0	1	0	19.2	20	2	0	0	0	0	0	0	2.0	2
Hourly Total	**79**	**14**	**3**	**5**	**0**	**0**	**1**	**109**	**102**	**81**	**6**	**1**	**0**	**0**	**2**	**2**	**90**	**92**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**9**	**9**
09:00 - 09:15	13	5	0	0	0	0	0	18.0	18	13	2	1	0	0	0	0	16.5	16	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	10	1	0	1	0	0	0	13.3	12	9	0	0	1	0	0	0	11.3	10	3	0	0	0	0	0	0	3.0	3
Hourly Total	**23**	**6**	**0**	**1**	**0**	**0**	**0**	**31**	**30**	**22**	**2**	**1**	**1**	**0**	**0**	**0**	**28**	**26**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**
Session Total	**177**	**35**	**3**	**6**	**0**	**0**	**1**	**231**	**222**	**148**	**9**	**4**	**2**	**0**	**2**	**2**	**169**	**167**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**14**	**14**
15:30 - 15:45	14	6	0	1	0	0	0	22.3	21	10	4	0	0	0	0	0	14.0	14	1	1	0	0	0	0	0	2.0	2
15:45 - 16:00	8	8	1	1	0	0	0	19.8	18	15	2	2	0	0	2	0	20.4	21	1	0	0	0	0	0	0	1.0	1
Hourly Total	**22**	**14**	**1**	**2**	**0**	**0**	**0**	**42**	**39**	**25**	**6**	**2**	**0**	**0**	**2**	**0**	**34**	**35**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
16:00 - 16:15	22	5	0	1	0	0	0	29.3	28	15	0	0	0	0	2	1	15.8	18	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	19	6	1	2	0	0	0	31.1	28	18	1	1	0	0	0	0	20.5	20	1	0	0	0	0	1	0	1.2	2
16:30 - 16:45	18	0	0	0	0	0	0	18.0	18	24	1	0	0	0	0	0	25.0	25	3	0	0	0	0	1	0	3.2	4
16:45 - 17:00	19	1	0	1	0	0	0	22.3	21	19	1	0	0	0	1	0	20.2	21	3	0	0	0	0	1	0	3.2	4
Hourly Total	**78**	**12**	**1**	**4**	**0**	**0**	**0**	**101**	**95**	**76**	**3**	**1**	**0**	**0**	**3**	**1**	**82**	**84**	**8**	**0**	**0**	**0**	**0**	**3**	**0**	**9**	**11**
17:00 - 17:15	19	1	0	0	0	0	0	20.0	20	21	3	0	0	0	0	0	24.0	24	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	10	0	0	0	0	0	0	10.0	10	22	4	0	0	0	0	0	26.0	26	2	0	0	0	0	0	1	2.4	3
17:30 - 17:45	17	0	0	0	0	0	0	17.0	17	17	3	0	1	0	0	0	22.3	21	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	13	1	1	0	0	0	1	15.9	16	19	4	1	0	0	0	0	24.5	24	0	0	0	0	0	0	0	0.0	0
Hourly Total	**59**	**2**	**1**	**0**	**0**	**0**	**1**	**63**	**63**	**79**	**14**	**1**	**1**	**0**	**0**	**0**	**97**	**95**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**4**
18:00 - 18:15	12	4	0	0	0	0	0	16.0	16	13	3	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	12	1	1	0	0	0	0	14.5	14	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	**24**	**5**	**1**	**0**	**0**	**0**	**0**	**31**	**30**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**23**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**183**	**33**	**4**	**6**	**0**	**0**	**1**	**236**	**227**	**200**	**26**	**4**	**1**	**0**	**5**	**1**	**236**	**237**	**13**	**1**	**0**	**0**	**0**	**3**	**1**	**15**	**18**

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	20	3	1	0	0	0	0	24.5	24	15	2	1	0	0	1	0	18.7	19
07:15 - 07:30	29	5	0	0	0	0	0	34.0	34	16	6	0	1	0	0	0	24.3	23
07:30 - 07:45	42	4	0	0	0	0	0	46.0	46	30	4	0	1	0	1	0	36.5	36
07:45 - 08:00	30	4	1	1	0	0	0	37.8	36	31	7	0	2	0	2	0	43.0	42
Hourly Total	**121**	**16**	**2**	**1**	**0**	**0**	**0**	**142**	**140**	**92**	**19**	**1**	**4**	**0**	**4**	**0**	**123**	**120**
08:00 - 08:15	52	4	0	2	0	1	0	60.8	59	30	7	1	0	0	0	0	38.5	38
08:15 - 08:30	49	7	0	2	0	0	2	61.4	60	20	8	0	1	0	0	0	30.3	29
08:30 - 08:45	28	8	2	1	0	0	0	41.3	39	31	5	1	1	0	0	0	39.8	38
08:45 - 09:00	38	3	2	0	0	1	1	44.6	45	20	8	0	1	0	0	1	30.7	30
Hourly Total	**167**	**22**	**4**	**5**	**0**	**2**	**3**	**208**	**203**	**101**	**28**	**2**	**3**	**0**	**0**	**1**	**139**	**135**
09:00 - 09:15	27	7	1	0	0	0	0	35.5	35	16	7	0	1	0	0	0	25.3	24
09:15 - 09:30	22	1	0	2	0	0	0	27.6	25	20	10	0	0	0	0	0	30.0	30
Hourly Total	**49**	**8**	**1**	**2**	**0**	**0**	**0**	**63**	**60**	**36**	**17**	**0**	**1**	**0**	**0**	**0**	**55**	**54**
Session Total	**337**	**46**	**7**	**8**	**0**	**2**	**3**	**414**	**403**	**229**	**64**	**3**	**8**	**0**	**4**	**1**	**317**	**309**
15:30 - 15:45	25	11	0	1	0	0	0	38.3	37	31	5	1	0	0	0	1	37.9	38
15:45 - 16:00	24	10	3	1	0	2	0	41.2	40	51	10	1	2	0	1	0	67.3	65
Hourly Total	**49**	**21**	**3**	**2**	**0**	**2**	**0**	**80**	**77**	**82**	**15**	**2**	**2**	**0**	**1**	**1**	**105**	**103**
16:00 - 16:15	38	5	0	1	0	2	1	46.1	47	30	7	2	1	0	1	0	42.5	41
16:15 - 16:30	38	7	2	2	0	1	0	52.8	50	49	7	0	0	0	0	0	56.0	56
16:30 - 16:45	45	1	0	0	0	1	0	46.2	47	46	6	1	0	0	0	0	53.5	53
16:45 - 17:00	41	2	0	1	0	2	0	45.7	46	58	5	0	0	0	0	0	63.0	63
Hourly Total	**162**	**15**	**2**	**4**	**0**	**6**	**1**	**191**	**190**	**183**	**25**	**3**	**1**	**0**	**1**	**0**	**215**	**213**
17:00 - 17:15	41	4	0	0	0	0	0	45.0	45	62	7	0	0	0	1	3	70.4	73
17:15 - 17:30	34	4	0	0	0	0	1	38.4	39	49	3	3	0	0	0	1	56.9	56
17:30 - 17:45	34	3	0	1	0	0	0	39.3	38	45	6	0	0	0	0	0	51.0	51
17:45 - 18:00	32	5	2	0	0	0	1	40.4	40	30	6	1	0	0	3	0	38.1	40
Hourly Total	**141**	**16**	**2**	**1**	**0**	**0**	**2**	**163**	**162**	**186**	**22**	**4**	**0**	**0**	**4**	**4**	**216**	**220**
18:00 - 18:15	25	7	0	0	0	0	0	32.0	32	28	5	0	0	0	1	0	33.2	34
18:15 - 18:30	19	1	1	0	0	0	0	21.5	21	29	1	0	0	0	0	0	30.0	30
Hourly Total	**44**	**8**	**1**	**0**	**0**	**0**	**0**	**54**	**53**	**57**	**6**	**0**	**0**	**0**	**1**	**0**	**63**	**64**
Session Total	**396**	**60**	**8**	**7**	**0**	**8**	**3**	**487**	**482**	**508**	**68**	**9**	**3**	**0**	**7**	**5**	**600**	**600**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Foxs Bank Lane / B - (East) A5080 Cronton Road / C - Prescot Road / D - (North West) A5080 Cronton Road

Approach: D - (North West) A5080 Cronton Road

	D to A									D to B									D to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	1	1	0	0	0	0	0	2.0	2	9	0	0	0	0	1	0	9.2	10	7	1	1	0	0	0	0	9.5	9
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1	17	1	1	0	2	0	0	23.5	21	5	3	0	1	0	0	0	10.3	9
07:30 - 07:45	3	3	0	1	0	0	0	8.3	7	20	7	0	0	0	1	0	27.2	28	4	2	0	0	0	0	0	6.0	6
07:45 - 08:00	7	1	0	0	0	0	0	8.0	8	29	10	0	0	0	0	0	39.0	39	11	5	0	2	0	0	0	20.6	18
Hourly Total	**12**	**5**	**0**	**1**	**0**	**0**	**0**	**19**	**18**	**75**	**18**	**1**	**0**	**2**	**2**	**0**	**99**	**98**	**27**	**11**	**1**	**3**	**0**	**0**	**0**	**46**	**42**
08:00 - 08:15	1	2	0	0	0	0	0	3.0	3	37	3	1	1	1	0	0	45.8	43	9	2	1	0	0	0	0	12.5	12
08:15 - 08:30	3	2	0	1	0	0	0	7.3	6	23	5	0	1	0	0	0	30.3	29	5	7	0	1	0	0	0	14.3	13
08:30 - 08:45	3	1	0	0	0	0	0	4.0	4	18	8	0	0	2	0	0	30.0	28	10	5	0	1	0	0	0	17.3	16
08:45 - 09:00	1	1	2	0	0	0	0	5.0	4	14	4	1	0	1	0	0	21.5	20	5	4	0	1	0	0	1	11.7	11
Hourly Total	**8**	**6**	**2**	**1**	**0**	**0**	**0**	**19**	**17**	**92**	**20**	**2**	**2**	**4**	**0**	**0**	**128**	**120**	**29**	**18**	**1**	**3**	**0**	**0**	**1**	**56**	**52**
09:00 - 09:15	4	2	0	1	0	0	0	8.3	7	15	5	2	0	1	0	0	25.0	23	10	6	0	1	0	0	0	18.3	17
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	21	2	0	1	0	0	0	25.3	24	7	7	0	0	0	0	0	14.0	14
Hourly Total	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**9**	**8**	**36**	**7**	**2**	**1**	**1**	**0**	**0**	**50**	**47**	**17**	**13**	**0**	**1**	**0**	**0**	**0**	**32**	**31**
Session Total	**25**	**13**	**2**	**3**	**0**	**0**	**0**	**48**	**43**	**203**	**45**	**5**	**3**	**7**	**2**	**0**	**277**	**265**	**73**	**42**	**2**	**7**	**0**	**0**	**1**	**135**	**125**
15:30 - 15:45	0	1	0	0	0	0	0	1.0	1	28	3	0	0	0	0	0	31.0	31	16	4	1	0	0	0	1	21.9	22
15:45 - 16:00	2	0	0	0	0	0	0	2.0	2	30	6	0	0	1	1	0	38.2	38	25	5	1	2	0	0	0	36.1	33
Hourly Total	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**58**	**9**	**0**	**0**	**1**	**1**	**0**	**69**	**69**	**41**	**9**	**2**	**2**	**0**	**0**	**1**	**58**	**55**
16:00 - 16:15	3	0	0	0	0	0	0	3.0	3	30	8	0	0	0	0	1	38.4	39	15	5	2	1	0	0	0	25.3	23
16:15 - 16:30	4	0	0	0	0	0	0	4.0	4	37	8	1	0	1	0	1	48.9	48	24	4	0	0	0	0	0	28.0	28
16:30 - 16:45	7	1	0	0	0	0	0	8.0	8	41	12	0	1	0	0	0	55.3	54	19	4	0	0	0	0	0	23.0	23
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2	59	3	0	0	1	0	0	64.0	63	31	4	0	0	0	0	0	35.0	35
Hourly Total	**16**	**1**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**167**	**31**	**1**	**1**	**2**	**0**	**2**	**207**	**204**	**89**	**17**	**2**	**1**	**0**	**0**	**0**	**111**	**109**
17:00 - 17:15	6	0	0	0	0	0	0	6.0	6	56	9	0	0	1	0	0	67.0	66	37	5	0	0	0	0	1	42.4	43
17:15 - 17:30	2	0	0	0	0	0	0	2.0	2	44	6	0	0	1	0	0	52.0	51	25	3	1	0	0	0	0	29.5	29
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5	47	2	0	0	0	0	0	49.0	49	27	3	0	0	0	0	0	30.0	30
17:45 - 18:00	3	0	0	0	0	0	0	3.0	3	34	4	1	0	0	0	1	39.9	40	17	3	1	0	0	0	0	21.5	21
Hourly Total	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**16**	**181**	**21**	**1**	**0**	**2**	**0**	**1**	**208**	**206**	**106**	**14**	**2**	**0**	**0**	**0**	**1**	**123**	**123**
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2	42	7	0	0	1	0	0	51.0	50	16	3	0	0	0	0	0	19.0	19
18:15 - 18:30	6	1	0	0	0	0	0	7.0	7	40	3	0	0	0	0	0	43.0	43	17	1	0	0	0	0	0	18.0	18
Hourly Total	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**82**	**10**	**0**	**0**	**1**	**0**	**0**	**94**	**93**	**33**	**4**	**0**	**0**	**0**	**0**	**0**	**37**	**37**
Session Total	**42**	**3**	**0**	**0**	**0**	**0**	**0**	**45**	**45**	**488**	**71**	**2**	**1**	**6**	**1**	**3**	**578**	**572**	**269**	**44**	**6**	**3**	**0**	**0**	**2**	**330**	**324**

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
1	1	0	0	0	0	0	2.0	2
1	0	0	0	0	0	0	1.0	1
2	1	0	0	0	0	0	3	3
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	1	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	2	0	0	0	0	0	2	2
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
4	3	0	0	0	0	0	7	7
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	2.3	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2.0	2
0	0	0	0	0	0	0	0.0	0
2	0	0	1	0	0	0	4	3
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
2	0	0	0	0	0	0	2	2
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
4	0	0	1	0	0	0	6	5

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	17	2	1	0	0	1	0	20.7	21	64	12	0	0	0	0	0	76.0	76
07:15 - 07:30	23	4	1	1	2	0	0	34.8	31	67	15	1	0	1	0	1	85.9	85
07:30 - 07:45	28	13	0	1	0	1	0	43.5	43	106	12	1	0	0	0	0	119.5	119
07:45 - 08:00	48	16	0	2	0	0	0	68.6	66	81	15	0	0	5	0	0	106.0	101
Hourly Total	116	35	2	4	2	2	0	168	161	318	54	2	0	6	0	1	387	381
08:00 - 08:15	47	8	2	1	1	0	0	62.3	59	102	14	0	3	0	0	0	122.9	119
08:15 - 08:30	31	14	0	3	0	0	0	51.9	48	82	9	1	3	1	0	0	101.4	96
08:30 - 08:45	31	15	0	1	2	0	0	52.3	49	72	19	1	1	0	0	0	94.8	93
08:45 - 09:00	20	9	3	1	1	0	1	38.2	35	82	13	2	0	2	0	1	102.4	100
Hourly Total	129	46	5	6	4	0	1	205	191	338	55	4	7	3	0	1	422	408
09:00 - 09:15	31	13	2	2	1	0	0	53.6	49	66	11	3	0	1	1	1	84.1	83
09:15 - 09:30	29	9	0	1	0	0	0	40.3	39	48	8	3	2	0	1	0	65.3	62
Hourly Total	60	22	2	3	1	0	0	94	88	114	19	6	2	1	2	1	149	145
Session Total	305	103	9	13	7	2	1	466	440	770	128	12	9	10	2	3	958	934
15:30 - 15:45	44	8	1	0	0	0	1	53.9	54	74	13	1	1	1	0	0	92.8	90
15:45 - 16:00	57	11	1	2	1	1	0	76.3	73	55	12	2	1	1	0	1	74.7	72
Hourly Total	101	19	2	2	1	1	1	130	127	129	25	3	2	2	0	1	168	162
16:00 - 16:15	48	13	2	2	0	0	1	69.0	66	61	14	0	3	0	1	0	82.1	79
16:15 - 16:30	65	12	1	0	1	0	1	80.9	80	73	20	2	3	0	0	0	102.9	98
16:30 - 16:45	69	17	0	1	0	0	0	88.3	87	71	9	0	0	1	1	0	82.2	82
16:45 - 17:00	92	7	0	0	1	0	0	101.0	100	68	3	0	1	3	1	1	79.9	77
Hourly Total	274	49	3	3	2	0	2	339	333	273	46	2	7	4	3	1	347	336
17:00 - 17:15	100	14	0	0	1	0	1	116.4	116	68	7	0	0	0	2	0	75.4	77
17:15 - 17:30	71	9	1	0	1	0	0	83.5	82	60	4	0	0	0	0	0	64.0	64
17:30 - 17:45	80	5	0	0	0	0	0	85.0	85	84	4	0	0	1	0	0	90.0	89
17:45 - 18:00	54	7	2	0	0	0	1	64.4	64	54	5	1	0	0	0	1	60.9	61
Hourly Total	305	35	3	0	2	0	2	349	347	266	20	1	0	1	2	1	290	291
18:00 - 18:15	60	10	0	0	1	0	0	72.0	71	57	8	0	0	1	1	0	67.2	67
18:15 - 18:30	63	5	0	0	0	0	0	68.0	68	66	2	1	0	1	0	0	71.5	70
Hourly Total	123	15	0	0	1	0	0	140	139	123	10	1	0	2	1	0	139	137
Session Total	803	118	8	5	6	1	5	959	946	791	101	7	9	9	6	3	944	926

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Foxs Bank Lane / B - (East) A5080 Cronton Road / C - Prescot Road / D - (North West) A5080 Cronton Road**

	A - Foxs Bank Lane	B - (East) A5080 Cronton Road	C - Prescot Road	D - (North West) A5080 Cronton Road
	Lane 1	Lane 1	Lane 1	Lane 3
Survey Period	MAX	MAX	MAX	MAX
07:00 - 07:05	0	0	1	0
07:05 - 07:10	4	0	1	0
07:10 - 07:15	0	1	2	0
07:15 - 07:20	0	0	1	0
07:20 - 07:25	2	2	2	0
07:25 - 07:30	1	0	0	1
07:30 - 07:35	3	2	2	0
07:35 - 07:40	1	0	5	0
07:40 - 07:45	0	4	1	1
07:45 - 07:50	2	2	2	2
07:50 - 07:55	2	0	8	2
07:55 - 08:00	0	6	3	0
08:00 - 08:05	2	1	1	0
08:05 - 08:10	3	3	2	0
08:10 - 08:15	4	2	1	1
08:15 - 08:20	4	2	2	0
08:20 - 08:25	0	1	5	0
08:25 - 08:30	1	1	2	1
08:30 - 08:35	6	3	1	2
08:35 - 08:40	2	2	1	0
08:40 - 08:45	0	0	1	0
08:45 - 08:50	0	0	2	0
08:50 - 08:55	0	1	2	2
08:55 - 09:00	0	7	4	1
09:00 - 09:05	0	2	2	2
09:05 - 09:10	1	0	1	0
09:10 - 09:15	0	0	1	3
09:15 - 09:20	0	0	1	2
09:20 - 09:25	0	2	2	0
09:25 - 09:30	1	1	1	0
15:30 - 15:35	0	1	1	1
15:35 - 15:40	5	3	3	0
15:40 - 15:45	1	0	0	0
15:45 - 15:50	12	2	1	3
15:50 - 15:55	4	3	2	1
15:55 - 16:00	1	3	3	1
16:00 - 16:05	1	0	0	0
16:05 - 16:10	10	0	1	1
16:10 - 16:15	1	3	1	2
16:15 - 16:20	13	2	1	5
16:20 - 16:25	10	3	2	3
16:25 - 16:30	0	3	1	6
16:30 - 16:35	0	1	2	3
16:35 - 16:40	6	3	2	2
16:40 - 16:45	5	3	2	3
16:45 - 16:50	3	3	0	0
16:50 - 16:55	4	2	1	1
16:55 - 17:00	6	0	3	0
17:00 - 17:05	4	0	3	0
17:05 - 17:10	6	2	0	1
17:10 - 17:15	3	4	3	4
17:15 - 17:20	0	0	3	1
17:20 - 17:25	0	3	2	4
17:25 - 17:30	1	2	3	0
17:30 - 17:35	5	3	2	2
17:35 - 17:40	4	4	2	0
17:40 - 17:45	0	4	2	5
17:45 - 17:50	3	0	3	0
17:50 - 17:55	0	1	1	0
17:55 - 18:00	1	1	1	0
18:00 - 18:05	1	1	0	0
18:05 - 18:10	1	3	1	0
18:10 - 18:15	0	1	1	0
18:15 - 18:20	4	3	2	0
18:20 - 18:25	2	0	0	0
18:25 - 18:30	4	3	0	0

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Car Park Acccess / B - (East) Stoney Lane / C - Cumber Lane / D - (North West) Stoney Lane**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Acccess / B - (East) Stoney Lane / C - Cumber Lane / D - (North West) Stoney Lane

Approach: A - Car Park Acccess

	A to B									A to C									A to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1	14	0	0	0	0	0	0	14.0	14
07:15 - 07:30	8	0	0	0	0	0	0	8.0	8	3	0	0	0	0	0	0	3.0	3	8	0	0	0	0	0	0	8.0	8
07:30 - 07:45	8	0	0	0	0	0	0	8.0	8	4	0	0	0	0	0	0	4.0	4	16	0	0	0	0	0	0	16.0	16
07:45 - 08:00	3	0	0	0	0	0	0	3.0	3	1	0	0	0	0	0	0	1.0	1	3	0	0	0	0	0	0	3.0	3
Hourly Total	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**22**	**22**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**41**
08:00 - 08:15	3	0	0	0	0	0	0	3.0	3	2	1	0	0	0	0	0	3.0	3	4	1	0	0	0	0	0	5.0	5
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	2	1	0	0	0	0	0	3.0	3
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1	4	0	0	0	0	0	0	4.0	4
Hourly Total	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**13**	**2**	**0**	**0**	**0**	**0**	**0**	**15**	**15**
09:00 - 09:15	4	2	0	0	0	0	0	6.0	6	2	0	0	0	0	0	0	2.0	2	2	1	0	0	0	1	0	3.2	4
09:15 - 09:30	2	1	0	0	0	0	0	3.0	3	3	0	0	0	0	0	0	3.0	3	2	1	0	0	0	0	0	3.0	3
Hourly Total	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**9**	**9**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**4**	**2**	**0**	**0**	**0**	**1**	**0**	**6**	**7**
Session Total	**34**	**3**	**0**	**0**	**0**	**0**	**0**	**37**	**37**	**17**	**1**	**0**	**0**	**0**	**0**	**0**	**18**	**18**	**58**	**4**	**0**	**0**	**0**	**1**	**0**	**62**	**63**
15:30 - 15:45	7	2	0	0	0	0	0	9.0	9	4	0	0	0	0	0	0	4.0	4	5	0	0	0	0	0	0	5.0	5
15:45 - 16:00	4	2	0	0	0	0	0	6.0	6	2	0	0	0	0	0	0	2.0	2	11	2	0	0	0	0	0	13.0	13
Hourly Total	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**18**
16:00 - 16:15	12	1	0	0	0	0	0	13.0	13	13	0	0	0	0	0	0	13.0	13	13	1	0	0	0	0	0	14.0	14
16:15 - 16:30	5	1	0	0	0	0	0	6.0	6	3	1	0	0	0	0	0	4.0	4	5	1	0	0	0	0	0	6.0	6
16:30 - 16:45	9	1	0	0	0	0	0	10.0	10	1	0	0	0	0	0	0	1.0	1	7	0	0	0	0	0	0	7.0	7
16:45 - 17:00	5	0	0	0	0	0	0	5.0	5	8	0	0	0	0	0	0	8.0	8	7	0	0	0	0	0	0	7.0	7
Hourly Total	**31**	**3**	**0**	**0**	**0**	**0**	**0**	**34**	**34**	**25**	**1**	**0**	**0**	**0**	**0**	**0**	**26**	**26**	**32**	**2**	**0**	**0**	**0**	**0**	**0**	**34**	**34**
17:00 - 17:15	3	0	0	0	0	0	0	3.0	3	8	0	0	0	0	0	0	8.0	8	8	0	0	0	0	0	0	8.0	8
17:15 - 17:30	4	0	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	3.0	3	4	0	0	0	0	0	0	4.0	4
17:30 - 17:45	6	1	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	4.0	4
17:45 - 18:00	5	0	0	0	0	0	0	5.0	5	3	0	0	0	0	0	0	3.0	3	5	0	0	0	0	0	0	5.0	5
Hourly Total	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**19**	**19**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**14**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**21**
18:00 - 18:15	4	0	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	3.0	3	6	0	0	0	0	0	0	6.0	6
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1	3	0	0	0	0	1	0	3.2	4	2	0	0	0	0	0	0	2.0	2
Hourly Total	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**7**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**8**
Session Total	**65**	**8**	**0**	**0**	**0**	**0**	**0**	**73**	**73**	**51**	**1**	**0**	**0**	**0**	**1**	**0**	**52**	**53**	**77**	**4**	**0**	**0**	**0**	**0**	**0**	**81**	**81**

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	18	0	0	0	0	0	0	18.0	18	29	1	0	0	0	0	0	30.0	30
07:15 - 07:30	19	0	0	0	0	0	0	19.0	19	37	2	0	0	0	0	0	39.0	39
07:30 - 07:45	28	0	0	0	0	0	0	28.0	28	58	3	0	0	0	0	0	61.0	61
07:45 - 08:00	7	0	0	0	0	0	0	7.0	7	46	4	0	0	0	0	0	50.0	50
Hourly Total	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**72**	**72**	**170**	**10**	**0**	**0**	**0**	**0**	**0**	**180**	**180**
08:00 - 08:15	9	2	0	0	0	0	0	11.0	11	19	1	0	0	0	0	0	20.0	20
08:15 - 08:30	3	1	0	0	0	0	0	4.0	4	9	3	0	0	0	1	0	12.2	13
08:30 - 08:45	3	0	0	0	0	0	0	3.0	3	4	0	0	0	0	1	0	4.2	5
08:45 - 09:00	7	0	0	0	0	0	0	7.0	7	7	0	0	0	0	0	0	7.0	7
Hourly Total	**22**	**3**	**0**	**0**	**0**	**0**	**0**	**25**	**25**	**39**	**4**	**0**	**0**	**0**	**2**	**0**	**43**	**45**
09:00 - 09:15	8	3	0	0	0	1	0	11.2	12	8	1	0	0	0	0	0	9.0	9
09:15 - 09:30	7	2	0	0	0	0	0	9.0	9	8	1	0	0	0	0	0	9.0	9
Hourly Total	**15**	**5**	**0**	**0**	**0**	**1**	**0**	**20**	**21**	**16**	**2**	**0**	**0**	**0**	**0**	**0**	**18**	**18**
Session Total	**109**	**8**	**0**	**0**	**0**	**1**	**0**	**117**	**118**	**225**	**16**	**0**	**0**	**0**	**2**	**0**	**241**	**243**
15:30 - 15:45	16	2	0	0	0	0	0	18.0	18	10	1	0	0	0	0	0	11.0	11
15:45 - 16:00	17	4	0	0	0	0	0	21.0	21	7	1	0	0	0	0	0	8.0	8
Hourly Total	**33**	**6**	**0**	**0**	**0**	**0**	**0**	**39**	**39**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**19**	**19**
16:00 - 16:15	38	2	0	0	0	0	0	40.0	40	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	13	3	0	0	0	0	0	16.0	16	5	0	0	0	0	0	0	5.0	5
16:30 - 16:45	17	1	0	0	0	0	0	18.0	18	5	0	0	0	0	0	0	5.0	5
16:45 - 17:00	20	0	0	0	0	0	0	20.0	20	13	1	0	0	0	0	0	14.0	14
Hourly Total	**88**	**6**	**0**	**0**	**0**	**0**	**0**	**94**	**94**	**24**	**1**	**0**	**0**	**0**	**0**	**0**	**25**	**25**
17:00 - 17:15	19	0	0	0	0	0	0	19.0	19	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	11	0	0	0	0	0	0	11.0	11	4	0	0	0	0	0	0	4.0	4
17:30 - 17:45	10	1	0	0	0	0	0	11.0	11	6	0	0	0	0	0	0	6.0	6
17:45 - 18:00	13	0	0	0	0	0	0	13.0	13	9	0	0	0	0	0	0	9.0	9
Hourly Total	**53**	**1**	**0**	**0**	**0**	**0**	**0**	**54**	**54**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**20**
18:00 - 18:15	13	0	0	0	0	0	0	13.0	13	8	0	0	0	0	0	0	8.0	8
18:15 - 18:30	6	0	0	0	0	1	0	6.2	7	3	0	0	0	0	0	0	3.0	3
Hourly Total	**19**	**0**	**0**	**0**	**0**	**1**	**0**	**19**	**20**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**11**
Session Total	**193**	**13**	**0**	**0**	**0**	**1**	**0**	**206**	**207**	**72**	**3**	**0**	**0**	**0**	**0**	**0**	**75**	**75**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Acccess / B - (East) Stoney Lane / C - Cumber Lane / D - (North West) Stoney Lane

Approach: B - (East) Stoney Lane

	B to C									B to D									B to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	3	2	0	0	0	0	0	5.0	5	9	1	0	0	0	0	0	10.0	10	8	0	0	0	0	0	0	8.0	8
07:15 - 07:30	5	1	0	0	0	0	0	6.0	6	12	3	0	1	0	0	1	17.7	17	12	1	0	0	0	0	0	13.0	13
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2	20	1	0	1	0	0	0	23.3	22	24	0	0	0	0	0	0	24.0	24
07:45 - 08:00	8	2	0	0	0	0	0	10.0	10	28	4	0	0	0	0	0	32.0	32	13	2	0	0	0	0	0	15.0	15
Hourly Total	**18**	**5**	**0**	**0**	**0**	**0**	**0**	**23**	**23**	**69**	**9**	**0**	**2**	**0**	**0**	**1**	**83**	**81**	**57**	**3**	**0**	**0**	**0**	**0**	**0**	**60**	**60**
08:00 - 08:15	6	2	0	0	0	0	0	8.0	8	26	6	0	0	0	0	0	32.0	32	6	0	0	0	0	0	0	6.0	6
08:15 - 08:30	11	2	1	0	0	0	0	14.5	14	21	5	0	0	0	0	0	26.0	26	4	1	0	0	0	1	0	5.2	6
08:30 - 08:45	13	1	0	0	0	0	0	14.0	14	28	3	0	0	0	0	0	31.0	31	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	15	2	0	0	0	0	0	17.0	17	44	3	0	2	0	0	0	51.6	49	1	0	0	0	0	0	0	1.0	1
Hourly Total	**45**	**7**	**1**	**0**	**0**	**0**	**0**	**54**	**53**	**119**	**17**	**0**	**2**	**0**	**0**	**0**	**141**	**138**	**12**	**1**	**0**	**0**	**0**	**1**	**0**	**13**	**14**
09:00 - 09:15	4	3	0	0	0	0	0	7.0	7	25	5	0	0	0	0	0	30.0	30	3	0	0	0	0	0	0	3.0	3
09:15 - 09:30	7	1	0	0	0	0	0	8.0	8	17	4	1	0	0	0	0	22.5	22	3	0	0	0	0	0	0	3.0	3
Hourly Total	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**15**	**15**	**42**	**9**	**1**	**0**	**0**	**0**	**0**	**53**	**52**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
Session Total	**74**	**16**	**1**	**0**	**0**	**0**	**0**	**92**	**91**	**230**	**35**	**1**	**4**	**0**	**0**	**1**	**276**	**271**	**75**	**4**	**0**	**0**	**0**	**1**	**0**	**79**	**80**
15:30 - 15:45	13	0	0	0	0	0	0	13.0	13	30	6	0	0	0	0	0	36.0	36	3	1	0	0	0	0	0	4.0	4
15:45 - 16:00	7	1	0	0	0	0	0	8.0	8	29	8	1	0	0	1	0	38.7	39	1	0	0	0	0	0	0	1.0	1
Hourly Total	**20**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	**21**	**59**	**14**	**1**	**0**	**0**	**1**	**0**	**75**	**75**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
16:00 - 16:15	20	2	0	0	0	0	0	22.0	22	46	2	0	0	0	1	2	49.0	51	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	13	3	0	0	0	0	0	16.0	16	34	9	0	0	0	0	0	43.0	43	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	14	0	0	0	0	0	0	14.0	14	40	2	1	0	0	0	0	43.5	43	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	13	0	0	0	0	0	0	13.0	13	22	4	0	0	0	0	0	26.0	26	5	1	0	0	0	0	0	6.0	6
Hourly Total	**60**	**5**	**0**	**0**	**0**	**0**	**0**	**65**	**65**	**142**	**17**	**1**	**0**	**0**	**1**	**2**	**162**	**163**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6**
17:00 - 17:15	14	3	0	0	0	1	0	17.2	18	43	2	0	0	0	2	0	45.4	47	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	22	2	0	0	0	1	0	24.2	25	27	4	0	0	0	0	0	31.0	31	2	0	0	0	0	0	0	2.0	2
17:30 - 17:45	6	1	0	0	0	0	0	7.0	7	27	4	0	0	0	0	0	31.0	31	2	0	0	0	0	0	0	2.0	2
17:45 - 18:00	21	0	0	0	0	1	0	21.2	22	38	2	0	0	0	1	1	40.6	42	2	0	0	0	0	0	0	2.0	2
Hourly Total	**63**	**6**	**0**	**0**	**0**	**3**	**0**	**70**	**72**	**135**	**12**	**0**	**0**	**0**	**3**	**1**	**148**	**151**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**
18:00 - 18:15	6	0	0	0	0	1	0	6.2	7	29	3	0	0	0	1	1	32.6	34	3	0	0	0	0	0	0	3.0	3
18:15 - 18:30	12	1	0	0	0	0	0	13.0	13	34	2	0	0	0	0	0	36.0	36	2	0	0	0	0	0	0	2.0	2
Hourly Total	**18**	**1**	**0**	**0**	**0**	**1**	**0**	**19**	**20**	**63**	**5**	**0**	**0**	**0**	**1**	**1**	**69**	**70**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
Session Total	**161**	**13**	**0**	**0**	**0**	**4**	**0**	**175**	**178**	**399**	**48**	**2**	**0**	**0**	**6**	**4**	**453**	**459**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**23**	**23**

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
1	0	0	0	0	0	0	1	1
1	0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	1

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	20	3	0	0	0	0	0	23.0	23	14	2	0	0	0	0	0	16.0	16
07:15 - 07:30	29	5	0	1	0	0	1	36.7	36	37	2	0	0	0	0	1	39.4	40
07:30 - 07:45	46	1	0	1	0	0	0	49.3	48	56	6	2	1	0	0	1	67.7	66
07:45 - 08:00	49	8	0	0	0	0	0	57.0	57	86	9	1	0	0	1	0	96.7	97
Hourly Total	144	17	0	2	0	0	1	166	164	193	19	3	1	0	1	2	220	219
08:00 - 08:15	38	8	0	0	0	0	0	46.0	46	49	4	1	0	0	2	0	54.9	56
08:15 - 08:30	36	8	1	0	0	1	0	45.7	46	64	10	0	0	0	0	0	74.0	74
08:30 - 08:45	42	4	0	0	0	0	0	46.0	46	73	5	0	0	0	0	1	78.4	79
08:45 - 09:00	60	5	0	2	0	0	0	69.6	67	47	7	2	1	0	0	0	59.3	57
Hourly Total	176	25	1	2	0	1	0	207	205	233	26	3	1	0	2	1	267	266
09:00 - 09:15	33	8	0	0	0	0	0	41.0	41	29	6	1	0	0	0	0	36.5	36
09:15 - 09:30	27	5	1	0	0	0	0	33.5	33	21	9	1	1	0	0	3	35.0	35
Hourly Total	60	13	1	0	0	0	0	75	74	50	15	2	1	0	0	3	72	71
Session Total	380	55	2	4	0	1	1	448	443	476	60	8	3	0	3	6	558	556
15:30 - 15:45	46	7	0	0	0	0	0	53.0	53	40	9	2	0	0	0	0	52.0	51
15:45 - 16:00	37	9	1	0	0	1	0	47.7	48	44	8	0	0	0	0	0	52.0	52
Hourly Total	83	16	1	0	0	1	0	101	101	84	17	2	0	0	0	0	104	103
16:00 - 16:15	67	4	0	0	0	1	2	72.0	74	53	6	0	0	0	0	0	59.0	59
16:15 - 16:30	47	12	0	0	0	0	0	59.0	59	45	2	2	0	0	0	0	50.0	49
16:30 - 16:45	54	2	1	0	0	0	0	57.5	57	48	13	0	0	0	0	0	61.0	61
16:45 - 17:00	40	5	0	0	0	0	0	45.0	45	47	3	0	0	0	1	0	50.2	51
Hourly Total	208	23	1	0	0	1	2	234	235	193	24	2	0	0	1	0	220	220
17:00 - 17:15	58	5	0	0	0	3	0	63.6	66	58	4	0	0	0	0	0	62.0	62
17:15 - 17:30	51	6	0	0	0	1	0	57.2	58	41	5	0	0	0	0	0	46.0	46
17:30 - 17:45	35	5	0	0	0	0	0	40.0	40	51	4	1	0	0	0	0	56.5	56
17:45 - 18:00	61	2	0	0	0	2	1	63.8	66	37	3	0	0	0	1	0	40.2	41
Hourly Total	205	18	0	0	0	6	1	225	230	187	16	1	0	0	1	0	205	205
18:00 - 18:15	38	3	0	0	0	2	1	41.8	44	37	1	0	0	0	2	0	38.4	40
18:15 - 18:30	48	3	0	0	0	0	0	51.0	51	26	6	0	0	0	1	0	32.2	33
Hourly Total	86	6	0	0	0	2	1	93	95	63	7	0	0	0	3	0	71	73
Session Total	582	63	2	0	0	10	4	652	661	527	64	5	0	0	5	0	600	601

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Acccess / B - (East) Stoney Lane / C - Cumber Lane / D - (North West) Stoney Lane

Approach: C - Cumber Lane

	C to D									C to A									C to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	8	0	0	0	1	0	0	10.0	9	4	0	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	12	4	1	0	0	0	0	17.5	17	6	0	0	0	0	0	0	6.0	6	5	1	0	0	0	0	1	6.4	7
07:30 - 07:45	19	1	0	0	1	0	0	22.0	21	9	0	0	0	0	0	0	9.0	9	8	1	0	0	0	0	1	9.4	10
07:45 - 08:00	27	4	1	0	0	0	0	32.5	32	10	0	0	0	0	0	0	10.0	10	12	2	0	0	0	0	0	14.0	14
Hourly Total	**66**	**9**	**2**	**0**	**2**	**0**	**0**	**82**	**79**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**29**	**27**	**4**	**0**	**0**	**0**	**0**	**2**	**32**	**33**
08:00 - 08:15	22	2	0	1	1	0	0	28.3	26	7	0	0	0	0	0	0	7.0	7	8	1	1	0	0	1	0	10.7	11
08:15 - 08:30	35	1	0	0	1	1	2	39.0	40	1	0	0	0	0	0	0	1.0	1	16	4	0	0	0	0	0	20.0	20
08:30 - 08:45	43	5	0	0	1	0	0	50.0	49	0	0	0	0	0	0	0	0.0	0	13	0	0	0	0	0	0	13.0	13
08:45 - 09:00	26	2	0	0	0	1	0	28.2	29	2	0	0	0	0	0	0	2.0	2	11	2	1	0	0	0	0	14.5	14
Hourly Total	**126**	**10**	**0**	**1**	**3**	**2**	**2**	**146**	**144**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**48**	**7**	**2**	**0**	**0**	**1**	**0**	**58**	**58**
09:00 - 09:15	30	3	0	0	1	1	0	35.2	35	1	0	0	0	0	0	0	1.0	1	7	0	0	0	0	0	0	7.0	7
09:15 - 09:30	29	1	0	1	0	0	0	32.3	31	1	0	0	0	0	0	0	1.0	1	4	1	0	0	0	0	0	5.0	5
Hourly Total	**59**	**4**	**0**	**1**	**1**	**1**	**0**	**68**	**66**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**12**	**12**
Session Total	**251**	**23**	**2**	**2**	**6**	**3**	**2**	**295**	**289**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**41**	**41**	**86**	**12**	**2**	**0**	**0**	**1**	**2**	**102**	**103**
15:30 - 15:45	30	2	0	0	2	0	0	36.0	34	1	0	0	0	0	0	0	1.0	1	5	2	0	0	0	0	0	7.0	7
15:45 - 16:00	33	2	0	0	0	0	0	35.0	35	2	0	0	0	0	0	0	2.0	2	6	2	0	0	0	0	0	8.0	8
Hourly Total	**63**	**4**	**0**	**0**	**2**	**0**	**0**	**71**	**69**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**15**	**15**
16:00 - 16:15	27	1	0	0	1	0	0	30.0	29	1	0	0	0	0	0	0	1.0	1	10	1	0	0	0	0	0	11.0	11
16:15 - 16:30	34	5	1	0	0	0	0	40.5	40	2	0	0	0	0	0	0	2.0	2	13	0	0	0	0	0	0	13.0	13
16:30 - 16:45	36	4	0	0	0	0	2	40.8	42	3	0	0	0	0	0	0	3.0	3	13	4	0	0	0	0	0	17.0	17
16:45 - 17:00	43	2	0	0	0	1	0	45.2	46	0	0	0	0	0	0	0	0.0	0	11	1	0	0	0	1	0	12.2	13
Hourly Total	**140**	**12**	**1**	**0**	**1**	**1**	**2**	**157**	**157**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**6**	**47**	**6**	**0**	**0**	**0**	**1**	**0**	**53**	**54**
17:00 - 17:15	35	5	0	0	1	0	0	42.0	41	0	0	0	0	0	0	0	0.0	0	17	2	0	0	0	0	0	19.0	19
17:15 - 17:30	36	4	0	0	0	0	0	40.0	40	0	0	0	0	0	0	0	0.0	0	9	2	0	0	0	0	0	11.0	11
17:30 - 17:45	36	1	0	0	1	0	0	39.0	38	1	0	0	0	0	0	0	1.0	1	8	1	0	0	0	0	0	9.0	9
17:45 - 18:00	46	3	2	0	0	0	0	52.0	51	0	0	0	0	0	0	0	0.0	0	7	1	0	0	0	0	0	8.0	8
Hourly Total	**153**	**13**	**2**	**0**	**2**	**0**	**0**	**173**	**170**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**41**	**6**	**0**	**0**	**0**	**0**	**0**	**47**	**47**
18:00 - 18:15	37	3	0	0	0	0	0	40.0	40	2	0	0	0	0	0	0	2.0	2	7	1	0	0	0	2	0	8.4	10
18:15 - 18:30	18	1	0	0	0	0	0	19.0	19	1	0	0	0	0	0	0	1.0	1	0	5	0	0	0	0	0	5.0	5
Hourly Total	**55**	**4**	**0**	**0**	**0**	**0**	**0**	**59**	**59**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**7**	**6**	**0**	**0**	**0**	**2**	**0**	**13**	**15**
Session Total	**411**	**33**	**3**	**0**	**5**	**1**	**2**	**460**	**455**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**13**	**106**	**22**	**0**	**0**	**0**	**3**	**0**	**129**	**131**

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	14	0	0	0	1	0	0	16.0	15	19	5	0	0	1	0	0	26.0	25
07:15 - 07:30	23	5	1	0	0	0	1	29.9	30	28	5	0	0	1	0	1	35.4	35
07:30 - 07:45	36	2	0	0	1	0	1	40.4	40	31	2	1	1	0	0	0	36.8	35
07:45 - 08:00	49	6	1	0	0	0	0	56.5	56	32	6	0	0	1	0	0	40.0	39
Hourly Total	**122**	**13**	**2**	**0**	**2**	**0**	**2**	**143**	**141**	**110**	**18**	**1**	**1**	**3**	**0**	**1**	**138**	**134**
08:00 - 08:15	37	3	1	1	1	1	0	46.0	44	44	6	0	0	0	0	0	50.0	50
08:15 - 08:30	52	5	0	0	1	1	2	60.0	61	49	4	1	0	1	0	0	56.5	55
08:30 - 08:45	56	5	0	0	1	0	0	63.0	62	60	6	0	0	1	1	0	68.2	68
08:45 - 09:00	39	4	1	0	0	1	0	44.7	45	47	3	1	0	0	0	0	51.5	51
Hourly Total	**184**	**17**	**2**	**1**	**3**	**3**	**2**	**214**	**212**	**200**	**19**	**2**	**0**	**2**	**1**	**0**	**226**	**224**
09:00 - 09:15	38	3	0	0	1	1	0	43.2	43	30	5	1	0	0	0	0	36.5	36
09:15 - 09:30	34	2	0	1	0	0	0	38.3	37	34	2	0	0	1	0	0	38.0	37
Hourly Total	**72**	**5**	**0**	**1**	**1**	**1**	**0**	**82**	**80**	**64**	**7**	**1**	**0**	**1**	**0**	**0**	**75**	**73**
Session Total	**378**	**35**	**4**	**2**	**6**	**4**	**4**	**438**	**433**	**374**	**44**	**4**	**1**	**6**	**1**	**1**	**439**	**431**
15:30 - 15:45	36	4	0	0	2	0	0	44.0	42	55	3	0	0	0	0	0	58.0	58
15:45 - 16:00	41	4	0	0	0	0	0	45.0	45	43	7	0	0	0	0	0	50.0	50
Hourly Total	**77**	**8**	**0**	**0**	**2**	**0**	**0**	**89**	**87**	**98**	**10**	**0**	**0**	**0**	**0**	**0**	**108**	**108**
16:00 - 16:15	38	2	0	0	1	0	0	42.0	41	69	3	0	0	1	0	0	74.0	73
16:15 - 16:30	49	5	1	0	0	0	0	55.5	55	59	10	2	0	0	1	0	72.2	72
16:30 - 16:45	52	8	0	0	0	0	2	60.8	62	50	2	0	0	1	0	1	54.4	54
16:45 - 17:00	54	3	0	0	0	2	0	57.4	59	56	3	0	0	0	1	0	59.2	60
Hourly Total	**193**	**18**	**1**	**0**	**1**	**2**	**2**	**216**	**217**	**234**	**18**	**2**	**0**	**2**	**2**	**1**	**260**	**259**
17:00 - 17:15	52	7	0	0	1	0	0	61.0	60	70	3	0	0	0	1	1	73.6	75
17:15 - 17:30	45	6	0	0	0	0	0	51.0	51	60	9	0	0	0	1	0	69.2	70
17:30 - 17:45	45	2	0	0	1	0	0	49.0	48	29	3	1	0	1	0	0	35.5	34
17:45 - 18:00	53	4	2	0	0	0	0	60.0	59	59	6	0	0	0	1	0	65.2	66
Hourly Total	**195**	**19**	**2**	**0**	**2**	**0**	**0**	**221**	**218**	**218**	**21**	**1**	**0**	**1**	**3**	**1**	**244**	**245**
18:00 - 18:15	46	4	0	0	0	2	0	50.4	52	50	2	0	0	0	1	1	52.6	54
18:15 - 18:30	19	6	0	0	0	0	0	25.0	25	38	4	0	0	1	1	0	44.2	44
Hourly Total	**65**	**10**	**0**	**0**	**0**	**2**	**0**	**75**	**77**	**88**	**6**	**0**	**0**	**1**	**2**	**1**	**97**	**98**
Session Total	**530**	**55**	**3**	**0**	**5**	**4**	**2**	**601**	**599**	**638**	**55**	**3**	**0**	**4**	**7**	**3**	**708**	**710**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - Car Park Acccess / B - (East) Stoney Lane / C - Cumber Lane / D - (North West) Stoney Lane

Approach: D - (North West) Stoney Lane

	D to A									D to B									D to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	17	1	0	0	0	0	0	18.0	18	9	2	0	0	0	0	0	11.0	11	15	3	0	0	1	0	0	20.0	19
07:15 - 07:30	19	1	0	0	0	0	0	20.0	20	24	1	0	0	0	0	0	25.0	25	20	4	0	0	1	0	1	26.4	26
07:30 - 07:45	25	3	0	0	0	0	0	28.0	28	40	5	2	1	0	0	0	50.3	48	25	2	1	1	0	0	0	30.8	29
07:45 - 08:00	23	2	0	0	0	0	0	25.0	25	71	7	1	0	0	1	0	79.7	80	23	4	0	0	1	0	0	29.0	28
Hourly Total	**84**	**7**	**0**	**0**	**0**	**0**	**0**	**91**	**91**	**144**	**15**	**3**	**1**	**0**	**1**	**0**	**166**	**164**	**83**	**13**	**1**	**1**	**3**	**0**	**1**	**106**	**102**
08:00 - 08:15	6	1	0	0	0	0	0	7.0	7	38	3	0	0	0	1	0	41.2	42	36	3	0	0	0	0	0	39.0	39
08:15 - 08:30	4	2	0	0	0	0	0	6.0	6	47	6	0	0	0	0	0	53.0	53	38	2	0	0	1	0	0	42.0	41
08:30 - 08:45	3	0	0	0	0	1	0	3.2	4	60	5	0	0	0	0	1	65.4	66	47	5	0	0	1	1	0	54.2	54
08:45 - 09:00	4	0	0	0	0	0	0	4.0	4	34	5	1	1	0	0	0	42.8	41	31	1	1	0	0	0	0	33.5	33
Hourly Total	**17**	**3**	**0**	**0**	**0**	**1**	**0**	**20**	**21**	**179**	**19**	**1**	**1**	**0**	**1**	**1**	**202**	**202**	**152**	**11**	**1**	**0**	**2**	**1**	**0**	**169**	**167**
09:00 - 09:15	4	1	0	0	0	0	0	5.0	5	17	4	1	0	0	0	0	22.5	22	24	2	1	0	0	0	0	27.5	27
09:15 - 09:30	4	1	0	0	0	0	0	5.0	5	15	7	1	1	0	0	3	27.0	27	24	1	0	0	1	0	0	27.0	26
Hourly Total	**8**	**2**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**32**	**11**	**2**	**1**	**0**	**0**	**3**	**50**	**49**	**48**	**3**	**1**	**0**	**1**	**0**	**0**	**55**	**53**
Session Total	**109**	**12**	**0**	**0**	**0**	**1**	**0**	**121**	**122**	**355**	**45**	**6**	**3**	**0**	**2**	**4**	**418**	**415**	**283**	**27**	**3**	**1**	**6**	**1**	**1**	**329**	**322**
15:30 - 15:45	6	0	0	0	0	0	0	6.0	6	28	5	2	0	0	0	0	36.0	35	38	3	0	0	0	0	0	41.0	41
15:45 - 16:00	4	1	0	0	0	0	0	5.0	5	34	4	0	0	0	0	0	38.0	38	34	6	0	0	0	0	0	40.0	40
Hourly Total	**10**	**1**	**0**	**0**	**0**	**0**	**0**	**11**	**11**	**62**	**9**	**2**	**0**	**0**	**0**	**0**	**74**	**73**	**72**	**9**	**0**	**0**	**0**	**0**	**0**	**81**	**81**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	30	4	0	0	0	0	0	34.0	34	36	1	0	0	1	0	0	39.0	38
16:15 - 16:30	3	0	0	0	0	0	0	3.0	3	27	1	2	0	0	0	0	31.0	30	43	6	2	0	0	1	0	52.2	52
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2	26	8	0	0	0	0	0	34.0	34	35	2	0	0	1	0	1	39.4	39
16:45 - 17:00	8	0	0	0	0	0	0	8.0	8	31	2	0	0	0	0	0	33.0	33	35	3	0	0	0	1	0	38.2	39
Hourly Total	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**13**	**114**	**15**	**2**	**0**	**0**	**0**	**0**	**132**	**131**	**149**	**12**	**2**	**0**	**2**	**2**	**1**	**169**	**168**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	38	2	0	0	0	0	0	40.0	40	48	0	0	0	0	0	1	48.4	49
17:15 - 17:30	2	0	0	0	0	0	0	2.0	2	28	3	0	0	0	0	0	31.0	31	35	7	0	0	0	0	0	42.0	42
17:30 - 17:45	3	0	0	0	0	0	0	3.0	3	37	2	1	0	0	0	0	40.5	40	23	2	1	0	1	0	0	28.5	27
17:45 - 18:00	7	0	0	0	0	0	0	7.0	7	25	2	0	0	0	1	0	27.2	28	35	6	0	0	0	0	0	41.0	41
Hourly Total	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**12**	**128**	**9**	**1**	**0**	**0**	**1**	**0**	**139**	**139**	**141**	**15**	**1**	**0**	**1**	**0**	**1**	**160**	**159**
18:00 - 18:15	3	0	0	0	0	0	0	3.0	3	26	0	0	0	0	0	0	26.0	26	41	2	0	0	0	0	1	43.4	44
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	25	1	0	0	0	1	0	26.2	27	23	3	0	0	1	0	0	28.0	27
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**51**	**1**	**0**	**0**	**0**	**1**	**0**	**52**	**53**	**64**	**5**	**0**	**0**	**1**	**0**	**1**	**71**	**71**
Session Total	**38**	**1**	**0**	**0**	**0**	**0**	**0**	**39**	**39**	**355**	**34**	**5**	**0**	**0**	**2**	**0**	**397**	**396**	**426**	**41**	**3**	**0**	**4**	**2**	**3**	**481**	**479**

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	41	6	0	0	1	0	0	49.0	48	31	1	0	0	1	0	0	34.0	33
07:15 - 07:30	63	6	0	0	1	0	1	71.4	71	32	7	1	1	0	0	1	43.2	42
07:30 - 07:45	90	10	3	2	0	0	0	109.1	105	55	2	0	1	1	0	0	61.3	59
07:45 - 08:00	117	13	1	0	1	1	0	133.7	133	58	8	1	0	0	0	0	67.5	67
Hourly Total	**311**	**35**	**4**	**2**	**3**	**1**	**1**	**363**	**357**	**176**	**18**	**2**	**2**	**2**	**0**	**1**	**206**	**201**
08:00 - 08:15	80	7	0	0	0	1	0	87.2	88	52	9	0	1	1	0	0	65.3	63
08:15 - 08:30	89	10	0	0	1	0	0	101.0	100	58	7	0	0	1	1	2	68.0	69
08:30 - 08:45	110	10	0	0	1	2	1	122.8	124	74	8	0	0	1	0	0	84.0	83
08:45 - 09:00	69	6	2	1	0	0	0	80.3	78	74	5	0	2	0	1	0	83.8	82
Hourly Total	**348**	**33**	**2**	**1**	**2**	**3**	**1**	**391**	**390**	**258**	**29**	**0**	**3**	**3**	**2**	**2**	**301**	**297**
09:00 - 09:15	45	7	2	0	0	0	0	55.0	54	57	9	0	0	1	2	0	68.4	69
09:15 - 09:30	43	9	1	1	1	0	3	59.0	58	48	6	1	1	0	0	0	57.8	56
Hourly Total	**88**	**16**	**3**	**1**	**1**	**0**	**3**	**114**	**112**	**105**	**15**	**1**	**1**	**1**	**2**	**0**	**126**	**125**
Session Total	**747**	**84**	**9**	**4**	**6**	**4**	**5**	**869**	**859**	**539**	**62**	**3**	**6**	**6**	**4**	**3**	**633**	**623**
15:30 - 15:45	72	8	2	0	0	0	0	83.0	82	65	8	0	0	2	0	0	77.0	75
15:45 - 16:00	72	11	0	0	0	0	0	83.0	83	73	12	1	0	0	1	0	86.7	87
Hourly Total	**144**	**19**	**2**	**0**	**0**	**0**	**0**	**166**	**165**	**138**	**20**	**1**	**0**	**2**	**1**	**0**	**164**	**162**
16:00 - 16:15	66	5	0	0	1	0	0	73.0	72	86	4	0	0	1	1	2	93.0	94
16:15 - 16:30	73	7	4	0	0	1	0	86.2	85	73	15	1	0	0	0	0	89.5	89
16:30 - 16:45	63	10	0	0	1	0	1	75.4	75	83	6	1	0	0	0	2	91.3	92
16:45 - 17:00	74	5	0	0	0	1	0	79.2	80	72	6	0	0	0	1	0	78.2	79
Hourly Total	**276**	**27**	**4**	**0**	**2**	**2**	**1**	**314**	**312**	**314**	**31**	**2**	**0**	**1**	**2**	**4**	**352**	**354**
17:00 - 17:15	86	2	0	0	0	0	1	88.4	89	86	7	0	0	1	2	0	95.4	96
17:15 - 17:30	65	10	0	0	0	0	0	75.0	75	67	8	0	0	0	0	0	75.0	75
17:30 - 17:45	63	4	2	0	1	0	0	72.0	70	67	5	0	0	1	0	0	74.0	73
17:45 - 18:00	67	8	0	0	0	1	0	75.2	76	89	5	2	0	0	1	1	97.6	98
Hourly Total	**281**	**24**	**2**	**0**	**1**	**1**	**1**	**311**	**310**	**309**	**25**	**2**	**0**	**2**	**3**	**1**	**342**	**342**
18:00 - 18:15	70	2	0	0	0	0	1	72.4	73	72	6	0	0	0	1	1	78.6	80
18:15 - 18:30	48	4	0	0	1	1	0	54.2	54	54	3	0	0	0	0	0	57.0	57
Hourly Total	**118**	**6**	**0**	**0**	**1**	**1**	**1**	**127**	**127**	**126**	**9**	**0**	**0**	**0**	**1**	**1**	**136**	**137**
Session Total	**819**	**76**	**8**	**0**	**4**	**4**	**3**	**917**	**914**	**887**	**85**	**5**	**0**	**5**	**7**	**6**	**993**	**995**

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - Car Park Acccess / B - (East) Stoney Lane / C - Cumber Lane / D - (North West) Stoney Lane**

	A - Car Park Acccess	B - (East) Stoney Lane	C - Cumber Lane		D - (North West) Stoney Lane
	Lane 1	Lane 1	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	1	0	0	0	0
07:05 - 07:10	1	0	1	0	2
07:10 - 07:15	1	0	1	0	0
07:15 - 07:20	2	2	4	0	1
07:20 - 07:25	4	0	3	0	2
07:25 - 07:30	2	1	2	0	4
07:30 - 07:35	2	2	1	0	0
07:35 - 07:40	4	1	5	0	7
07:40 - 07:45	2	3	3	0	8
07:45 - 07:50	1	2	4	0	10
07:50 - 07:55	1	3	4	0	8
07:55 - 08:00	1	0	3	0	6
08:00 - 08:05	2	2	2	0	6
08:05 - 08:10	1	0	2	1	3
08:10 - 08:15	1	0	3	0	4
08:15 - 08:20	1	1	4	0	2
08:20 - 08:25	0	0	4	0	11
08:25 - 08:30	1	2	9	0	8
08:30 - 08:35	1	1	4	0	17
08:35 - 08:40	1	2	10	0	13
08:40 - 08:45	1	4	14	0	14
08:45 - 08:50	1	3	6	0	9
08:50 - 08:55	2	2	3	0	7
08:55 - 09:00	1	0	4	0	8
09:00 - 09:05	1	1	4	0	1
09:05 - 09:10	1	0	1	0	3
09:10 - 09:15	1	0	3	0	2
09:15 - 09:20	2	0	3	0	1
09:20 - 09:25	1	0	1	0	5
09:25 - 09:30	1	1	2	0	3
15:30 - 15:35	1	2	8	0	11
15:35 - 15:40	1	5	7	0	8
15:40 - 15:45	2	2	3	0	1
15:45 - 15:50	1	1	3	0	7
15:50 - 15:55	2	0	3	0	5
15:55 - 16:00	2	2	4	0	1
16:00 - 16:05	7	10	4	0	3
16:05 - 16:10	5	8	5	0	3
16:10 - 16:15	2	3	8	0	7
16:15 - 16:20	2	14	8	0	7
16:20 - 16:25	2	16	6	0	11
16:25 - 16:30	1	1	4	0	6
16:30 - 16:35	1	1	6	0	2
16:35 - 16:40	1	1	2	0	4
16:40 - 16:45	1	0	7	0	5
16:45 - 16:50	2	0	8	0	7
16:50 - 16:55	1	1	4	0	5
16:55 - 17:00	1	0	3	0	3
17:00 - 17:05	2	3	5	0	6
17:05 - 17:10	3	5	2	0	3
17:10 - 17:15	1	2	5	0	6
17:15 - 17:20	2	2	5	0	7
17:20 - 17:25	1	2	3	0	3
17:25 - 17:30	1	1	4	0	4
17:30 - 17:35	1	2	3	0	5
17:35 - 17:40	2	0	4	0	2
17:40 - 17:45	1	1	7	0	5
17:45 - 17:50	1	0	7	0	6
17:50 - 17:55	2	2	5	0	5
17:55 - 18:00	1	4	3	0	6
18:00 - 18:05	1	0	2	0	4
18:05 - 18:10	3	1	5	0	8
18:10 - 18:15	1	0	7	0	2
18:15 - 18:20	1	0	3	0	1
18:20 - 18:25	1	0	2	0	1
18:25 - 18:30	1	2	4	0	9

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - (North East) Dragon Lane / B - Stoney Lane / C - (South West) Dragon Lane / D - Meadway**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) Dragon Lane / B - Stoney Lane / C - (South West) Dragon Lane / D - Meadway

Approach: A - (North East) Dragon Lane

	A to B									A to C									A to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	38	6	0	0	0	0	0	44.0	44	23	4	1	0	0	0	1	28.9	29	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	53	5	0	0	0	0	1	58.4	59	26	5	0	0	0	0	0	31.0	31	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	73	7	0	2	0	0	0	84.6	82	43	9	0	0	0	1	0	52.2	53	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	92	11	4	0	0	0	0	109.0	107	35	7	0	0	1	0	0	44.0	43	0	0	0	0	0	0	0	0.0	0
Hourly Total	**256**	**29**	**4**	**2**	**0**	**0**	**1**	**296**	**292**	**127**	**25**	**1**	**0**	**1**	**1**	**1**	**156**	**156**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	60	8	0	0	0	1	0	68.2	69	33	9	2	0	0	0	0	45.0	44	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	75	9	0	0	1	0	0	86.0	85	54	5	0	0	0	0	0	59.0	59	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	91	9	0	0	0	1	1	100.6	102	65	3	0	1	0	0	0	70.3	69	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	62	3	2	1	0	0	0	70.3	68	44	2	2	0	1	0	1	51.4	50	0	0	0	0	0	0	0	0.0	0
Hourly Total	**288**	**29**	**2**	**1**	**1**	**2**	**1**	**325**	**324**	**196**	**19**	**4**	**1**	**1**	**0**	**1**	**226**	**222**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
09:00 - 09:15	33	7	2	0	0	0	0	43.0	42	60	6	4	0	0	0	0	72.0	70	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	41	8	2	1	0	0	1	54.7	53	36	6	2	0	0	0	0	45.0	44	1	0	0	0	0	0	0	1.0	1
Hourly Total	**74**	**15**	**4**	**1**	**0**	**0**	**1**	**98**	**95**	**96**	**12**	**6**	**0**	**0**	**0**	**0**	**117**	**114**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
Session Total	**618**	**73**	**10**	**4**	**1**	**2**	**3**	**719**	**711**	**419**	**56**	**11**	**1**	**2**	**1**	**2**	**499**	**492**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
15:30 - 15:45	61	6	0	0	0	0	0	67.0	67	54	11	0	0	1	0	1	67.4	67	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	67	10	0	0	0	0	0	77.0	77	64	2	0	0	1	0	0	68.0	67	1	0	0	0	0	0	0	1.0	1
Hourly Total	**128**	**16**	**0**	**0**	**0**	**0**	**0**	**144**	**144**	**118**	**13**	**0**	**0**	**2**	**0**	**1**	**135**	**134**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
16:00 - 16:15	56	8	0	0	0	0	0	64.0	64	75	9	0	0	0	1	1	84.6	86	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	68	6	5	0	0	1	1	82.1	81	66	1	1	0	0	0	0	68.5	68	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	49	5	0	0	0	0	0	54.0	54	68	8	0	0	0	0	1	76.4	77	3	0	0	0	0	0	0	3.0	3
16:45 - 17:00	63	6	0	0	0	1	0	69.2	70	57	15	0	0	0	0	0	72.0	72	0	0	0	0	0	0	0	0.0	0
Hourly Total	**236**	**25**	**5**	**0**	**0**	**2**	**1**	**269**	**269**	**266**	**33**	**1**	**0**	**0**	**1**	**2**	**302**	**303**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**
17:00 - 17:15	85	4	0	0	0	1	1	89.6	91	65	4	0	0	2	0	0	73.0	71	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	54	7	0	0	0	0	0	61.0	61	76	6	0	0	0	0	1	82.4	83	1	0	0	0	0	0	0	1.0	1
17:30 - 17:45	61	8	2	0	0	0	0	72.0	71	69	7	1	0	0	0	0	77.5	77	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	57	7	0	0	0	0	0	64.0	64	59	4	0	0	1	0	0	65.0	64	0	0	0	0	0	0	0	0.0	0
Hourly Total	**257**	**26**	**2**	**0**	**0**	**1**	**1**	**287**	**287**	**269**	**21**	**1**	**0**	**3**	**0**	**1**	**298**	**295**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**
18:00 - 18:15	60	7	0	0	0	0	1	67.4	68	61	5	0	0	0	0	1	66.4	67	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	49	3	0	0	0	0	1	52.4	53	58	3	1	0	0	0	1	62.9	63	0	0	0	0	0	0	0	0.0	0
Hourly Total	**109**	**10**	**0**	**0**	**0**	**0**	**2**	**120**	**121**	**119**	**8**	**1**	**0**	**0**	**0**	**2**	**129**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**730**	**77**	**7**	**0**	**0**	**3**	**4**	**820**	**821**	**772**	**75**	**3**	**0**	**5**	**1**	**6**	**864**	**862**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**9**

A to A								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	61	10	1	0	0	0	1	72.9	73	46	5	1	0	0	0	0	52.5	52
07:15 - 07:30	79	10	0	0	0	0	1	89.4	90	53	13	1	1	0	0	1	70.2	69
07:30 - 07:45	116	16	0	2	0	1	0	136.8	135	104	18	2	1	1	0	0	129.3	126
07:45 - 08:00	127	18	4	0	1	0	0	153.0	150	106	15	1	0	0	0	0	122.5	122
Hourly Total	**383**	**54**	**5**	**2**	**1**	**1**	**2**	**452**	**448**	**309**	**51**	**5**	**2**	**1**	**0**	**1**	**375**	**369**
08:00 - 08:15	93	17	2	0	0	1	0	113.2	113	107	17	1	1	1	0	1	130.2	128
08:15 - 08:30	129	14	0	0	1	0	0	145.0	144	151	14	2	0	0	1	2	169.0	170
08:30 - 08:45	158	12	0	1	0	1	1	172.9	173	144	12	0	0	2	0	0	160.0	158
08:45 - 09:00	106	5	4	1	1	0	1	121.7	118	146	20	1	2	0	1	0	172.3	170
Hourly Total	**486**	**48**	**6**	**2**	**2**	**2**	**2**	**553**	**548**	**548**	**63**	**4**	**3**	**3**	**2**	**3**	**632**	**626**
09:00 - 09:15	93	13	6	0	0	0	0	115.0	112	102	9	1	0	0	0	0	112.5	112
09:15 - 09:30	78	14	4	1	0	0	1	100.7	98	87	12	3	2	0	0	0	108.1	104
Hourly Total	**171**	**27**	**10**	**1**	**0**	**0**	**1**	**216**	**210**	**189**	**21**	**4**	**2**	**0**	**0**	**0**	**221**	**216**
Session Total	**1040**	**129**	**21**	**5**	**3**	**3**	**5**	**1221**	**1206**	**1046**	**135**	**13**	**7**	**4**	**2**	**4**	**1227**	**1211**
15:30 - 15:45	115	17	0	0	1	0	1	134.4	134	116	15	0	0	2	1	0	135.2	134
15:45 - 16:00	132	12	0	0	1	0	0	146.0	145	120	14	1	0	0	1	2	136.5	138
Hourly Total	**247**	**29**	**0**	**0**	**2**	**0**	**1**	**280**	**279**	**236**	**29**	**1**	**0**	**2**	**2**	**2**	**272**	**272**
16:00 - 16:15	132	17	0	0	0	1	1	149.6	151	142	6	1	0	0	0	1	149.9	150
16:15 - 16:30	135	7	6	0	0	1	1	151.6	150	137	22	1	0	0	1	2	161.5	163
16:30 - 16:45	120	13	0	0	0	0	1	133.4	134	139	14	1	0	1	0	3	157.7	158
16:45 - 17:00	120	21	0	0	0	1	0	141.2	142	121	11	0	0	0	1	0	132.2	133
Hourly Total	**507**	**58**	**6**	**0**	**0**	**3**	**3**	**576**	**577**	**539**	**53**	**3**	**0**	**1**	**2**	**6**	**601**	**604**
17:00 - 17:15	151	8	0	0	2	1	1	163.6	163	132	13	0	0	0	0	1	145.4	146
17:15 - 17:30	131	13	0	0	0	0	1	144.4	145	153	15	0	0	0	0	2	168.8	170
17:30 - 17:45	131	15	3	0	0	0	0	150.5	149	139	16	1	0	1	0	0	158.5	157
17:45 - 18:00	116	11	0	0	1	0	0	129.0	128	161	10	3	0	0	0	1	175.9	175
Hourly Total	**529**	**47**	**3**	**0**	**3**	**1**	**2**	**588**	**585**	**585**	**54**	**4**	**0**	**1**	**0**	**4**	**649**	**648**
18:00 - 18:15	121	12	0	0	0	0	2	133.8	135	131	11	0	0	0	0	2	142.8	144
18:15 - 18:30	107	6	1	0	0	0	2	115.3	116	104	5	0	0	0	0	0	109.0	109
Hourly Total	**228**	**18**	**1**	**0**	**0**	**0**	**4**	**249**	**251**	**235**	**16**	**0**	**0**	**0**	**0**	**2**	**252**	**253**
Session Total	**1511**	**152**	**10**	**0**	**5**	**4**	**10**	**1693**	**1692**	**1595**	**152**	**8**	**0**	**4**	**4**	**14**	**1773**	**1777**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) Dragon Lane / B - Stoney Lane / C - (South West) Dragon Lane / D - Meadway

Approach: B - Stoney Lane

	B to C									B to D									B to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	7	0	0	0	1	0	0	9.0	8	0	0	0	0	0	0	0	0.0	0	24	1	0	0	0	0	0	25.0	25
07:15 - 07:30	5	3	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0	25	4	1	1	0	0	1	33.2	32
07:30 - 07:45	12	0	0	0	1	0	0	14.0	13	0	0	0	0	0	0	0	0.0	0	48	4	0	1	0	0	0	54.3	53
07:45 - 08:00	9	2	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0	43	6	1	0	0	0	0	50.5	50
Hourly Total	**33**	**5**	**0**	**0**	**2**	**0**	**0**	**42**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**140**	**15**	**2**	**2**	**0**	**0**	**1**	**163**	**160**
08:00 - 08:15	10	1	0	0	1	0	0	13.0	12	0	0	0	0	0	0	0	0.0	0	52	7	0	1	0	0	0	61.3	60
08:15 - 08:30	6	2	0	0	1	0	0	10.0	9	1	0	0	0	0	0	0	1.0	1	64	4	0	0	0	1	2	69.0	71
08:30 - 08:45	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0	69	7	0	0	1	0	0	78.0	77
08:45 - 09:00	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0	66	6	0	2	0	1	0	76.8	75
Hourly Total	**35**	**4**	**0**	**0**	**2**	**0**	**0**	**43**	**41**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**251**	**24**	**0**	**3**	**1**	**2**	**2**	**285**	**283**
09:00 - 09:15	11	3	0	0	1	0	0	16.0	15	0	0	0	0	0	0	0	0.0	0	53	7	0	0	0	0	0	60.0	60
09:15 - 09:30	7	1	1	0	0	0	0	9.5	9	0	1	0	0	0	0	0	1.0	1	37	7	0	1	0	0	0	46.3	45
Hourly Total	**18**	**4**	**1**	**0**	**1**	**0**	**0**	**26**	**24**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**90**	**14**	**0**	**1**	**0**	**0**	**0**	**106**	**105**
Session Total	**86**	**13**	**1**	**0**	**5**	**0**	**0**	**111**	**105**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**481**	**53**	**2**	**6**	**1**	**2**	**3**	**554**	**548**
15:30 - 15:45	5	2	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0	58	10	0	0	1	0	0	70.0	69
15:45 - 16:00	8	2	0	0	1	0	0	12.0	11	1	0	0	0	0	0	0	1.0	1	70	8	1	0	0	0	1	79.9	80
Hourly Total	**13**	**4**	**0**	**0**	**1**	**0**	**0**	**19**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**128**	**18**	**1**	**0**	**1**	**0**	**1**	**150**	**149**
16:00 - 16:15	9	3	0	0	0	0	2	12.8	14	0	0	0	0	0	0	0	0.0	0	75	2	1	0	0	0	0	78.5	78
16:15 - 16:30	8	3	0	0	1	0	0	13.0	12	0	0	0	0	0	0	0	0.0	0	72	14	1	0	0	0	0	87.5	87
16:30 - 16:45	18	2	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0	62	3	1	0	0	0	3	67.7	69
16:45 - 17:00	9	1	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0	71	6	0	0	0	0	0	77.0	77
Hourly Total	**44**	**9**	**0**	**0**	**1**	**0**	**2**	**56**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**280**	**25**	**3**	**0**	**0**	**0**	**3**	**311**	**311**
17:00 - 17:15	10	2	0	0	1	0	0	14.0	13	0	0	0	0	0	0	0	0.0	0	70	4	0	0	0	0	0	74.0	74
17:15 - 17:30	6	0	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1.0	1	76	4	0	0	0	0	0	80.0	80
17:30 - 17:45	7	1	0	0	1	0	0	10.0	9	0	0	0	0	0	0	0	0.0	0	60	9	1	0	0	0	0	70.5	70
17:45 - 18:00	18	1	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0	73	5	2	0	0	0	1	81.4	81
Hourly Total	**41**	**4**	**0**	**0**	**2**	**0**	**0**	**49**	**47**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**279**	**22**	**3**	**0**	**0**	**0**	**1**	**306**	**305**
18:00 - 18:15	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0	57	5	0	0	0	0	2	62.8	64
18:15 - 18:30	18	0	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0	47	3	0	0	0	0	0	50.0	50
Hourly Total	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**30**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**104**	**8**	**0**	**0**	**0**	**0**	**2**	**113**	**114**
Session Total	**128**	**17**	**0**	**0**	**4**	**0**	**2**	**154**	**151**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**791**	**73**	**7**	**0**	**1**	**0**	**7**	**879**	**879**

B to B								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	31	1	0	0	1	0	0	34.0	33	40	7	0	0	1	0	0	49.0	48
07:15 - 07:30	30	7	1	1	0	0	1	41.2	40	65	6	0	0	1	0	1	73.4	73
07:30 - 07:45	60	4	0	1	1	0	0	68.3	66	90	10	1	2	0	0	0	106.1	103
07:45 - 08:00	52	8	1	0	0	0	0	61.5	61	115	11	4	0	1	0	0	134.0	131
Hourly Total	**173**	**20**	**2**	**2**	**2**	**0**	**1**	**205**	**200**	**310**	**34**	**5**	**2**	**3**	**0**	**1**	**363**	**355**
08:00 - 08:15	62	8	0	1	1	0	0	74.3	72	79	9	0	0	0	2	0	88.4	90
08:15 - 08:30	71	6	0	0	1	1	2	80.0	81	89	11	0	0	1	0	0	102.0	101
08:30 - 08:45	77	7	0	0	1	0	0	86.0	85	102	12	0	0	1	2	1	116.8	118
08:45 - 09:00	77	7	0	2	0	1	0	88.8	87	76	4	2	1	0	0	0	85.3	83
Hourly Total	**287**	**28**	**0**	**3**	**3**	**2**	**2**	**329**	**325**	**346**	**36**	**2**	**1**	**2**	**4**	**1**	**393**	**392**
09:00 - 09:15	64	10	0	0	1	0	0	76.0	75	41	8	2	0	0	0	0	52.0	51
09:15 - 09:30	44	9	1	1	0	0	0	56.8	55	48	11	2	1	1	0	3	67.5	66
Hourly Total	**108**	**19**	**1**	**1**	**1**	**0**	**0**	**133**	**130**	**89**	**19**	**4**	**1**	**1**	**0**	**3**	**120**	**117**
Session Total	**568**	**67**	**3**	**6**	**6**	**2**	**3**	**667**	**655**	**745**	**89**	**11**	**4**	**6**	**4**	**5**	**875**	**864**
15:30 - 15:45	63	12	0	0	1	0	0	77.0	76	72	7	0	0	0	0	0	79.0	79
15:45 - 16:00	79	10	1	0	1	0	1	92.9	92	82	14	0	0	0	0	0	96.0	96
Hourly Total	**142**	**22**	**1**	**0**	**2**	**0**	**1**	**170**	**168**	**154**	**21**	**0**	**0**	**0**	**0**	**0**	**175**	**175**
16:00 - 16:15	84	5	1	0	0	0	2	91.3	92	69	9	0	0	1	0	0	80.0	79
16:15 - 16:30	80	17	1	0	1	0	0	100.5	99	83	6	5	0	0	1	1	97.1	96
16:30 - 16:45	80	5	1	0	0	0	3	87.7	89	61	10	0	0	1	0	0	73.0	72
16:45 - 17:00	80	7	0	0	0	0	0	87.0	87	78	6	0	0	0	1	0	84.2	85
Hourly Total	**324**	**34**	**3**	**0**	**1**	**0**	**5**	**367**	**367**	**291**	**31**	**5**	**0**	**2**	**2**	**1**	**334**	**332**
17:00 - 17:15	80	6	0	0	1	0	0	88.0	87	99	4	0	0	0	1	1	103.6	105
17:15 - 17:30	83	4	0	0	0	0	0	87.0	87	58	9	0	0	0	0	0	67.0	67
17:30 - 17:45	67	10	1	0	1	0	0	80.5	79	69	8	2	0	1	0	0	82.0	80
17:45 - 18:00	91	6	2	0	0	0	1	100.4	100	68	11	0	0	0	1	0	79.2	80
Hourly Total	**321**	**26**	**3**	**0**	**2**	**0**	**1**	**356**	**353**	**294**	**32**	**2**	**0**	**1**	**2**	**1**	**332**	**332**
18:00 - 18:15	69	5	0	0	0	0	2	74.8	76	76	7	0	0	0	0	1	83.4	84
18:15 - 18:30	65	3	0	0	0	0	0	68.0	68	54	3	0	0	1	1	1	59.6	60
Hourly Total	**134**	**8**	**0**	**0**	**0**	**0**	**2**	**143**	**144**	**130**	**10**	**0**	**0**	**1**	**1**	**2**	**143**	**144**
Session Total	**921**	**90**	**7**	**0**	**5**	**0**	**9**	**1035**	**1032**	**869**	**94**	**7**	**0**	**4**	**5**	**4**	**984**	**983**

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) Dragon Lane / B - Stoney Lane / C - (South West) Dragon Lane / D - Meadway

Approach: C - (South West) Dragon Lane

	C to D									C to A									C to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	22	4	1	0	0	0	0	27.5	27	2	1	0	0	1	0	0	5.0	4
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	28	9	0	0	0	0	0	37.0	37	12	1	0	0	1	0	0	15.0	14
07:30 - 07:45	0	0	1	0	0	0	0	1.5	1	56	14	1	0	1	0	0	73.5	72	17	3	1	0	0	0	0	21.5	21
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1	63	9	0	0	0	0	0	72.0	72	23	0	0	0	1	0	0	25.0	24
Hourly Total	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**	**169**	**36**	**2**	**0**	**1**	**0**	**0**	**210**	**208**	**54**	**5**	**1**	**0**	**3**	**0**	**0**	**67**	**63**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	55	10	1	0	1	0	1	68.9	68	18	1	0	0	0	1	0	19.2	20
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	86	10	2	0	0	0	0	99.0	98	13	2	0	0	0	0	0	15.0	15
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	75	5	0	0	1	0	0	82.0	81	10	3	0	0	1	1	0	15.2	15
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	80	14	1	0	0	0	0	95.5	95	14	1	0	0	0	0	0	15.0	15
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**296**	**39**	**4**	**0**	**2**	**0**	**1**	**345**	**342**	**55**	**7**	**0**	**0**	**1**	**2**	**0**	**64**	**65**
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1	49	2	1	0	0	0	0	52.5	52	8	1	0	0	0	0	0	9.0	9
09:15 - 09:30	0	1	0	0	0	0	0	1.0	1	49	4	3	1	0	0	0	59.8	57	7	2	0	0	1	0	2	11.8	12
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**98**	**6**	**4**	**1**	**0**	**0**	**0**	**112**	**109**	**15**	**3**	**0**	**0**	**1**	**0**	**2**	**21**	**21**
Session Total	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**4**	**563**	**81**	**10**	**1**	**3**	**0**	**1**	**668**	**659**	**124**	**15**	**1**	**0**	**5**	**2**	**2**	**152**	**149**
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	57	5	0	0	1	1	0	64.2	64	11	1	0	0	0	0	0	12.0	12
15:45 - 16:00	1	0	0	0	0	0	0	1.0	1	49	6	0	0	0	1	1	55.6	57	15	4	0	0	0	0	0	19.0	19
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**106**	**11**	**0**	**0**	**1**	**2**	**1**	**120**	**121**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**31**	**31**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	67	4	0	0	0	0	1	71.4	72	13	1	0	0	1	0	0	16.0	15
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	63	8	0	0	0	1	2	72.0	74	14	0	0	0	0	0	0	14.0	14
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	76	11	0	0	1	0	0	89.0	88	11	5	0	0	1	0	0	18.0	17
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1	50	5	0	0	0	1	0	55.2	56	15	0	0	0	0	0	0	15.0	15
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**256**	**28**	**0**	**0**	**1**	**2**	**3**	**288**	**290**	**53**	**6**	**0**	**0**	**2**	**0**	**0**	**63**	**61**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	61	9	0	0	0	0	1	70.4	71	14	0	0	0	0	0	0	14.0	14
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1	77	11	0	0	0	0	2	88.8	90	4	2	0	0	0	0	0	6.0	6
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	79	7	0	0	1	0	0	88.0	87	8	0	0	0	1	0	0	10.0	9
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	88	5	1	0	0	0	0	94.5	94	11	4	0	0	0	1	0	15.2	16
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**305**	**32**	**1**	**0**	**1**	**0**	**3**	**342**	**342**	**37**	**6**	**0**	**0**	**1**	**1**	**0**	**45**	**45**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	73	6	0	0	0	0	0	79.0	79	16	0	0	0	0	0	0	16.0	16
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	57	2	0	0	0	0	0	59.0	59	4	0	0	0	1	1	0	6.2	6
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**130**	**8**	**0**	**0**	**0**	**0**	**0**	**138**	**138**	**20**	**0**	**0**	**0**	**1**	**1**	**0**	**22**	**22**
Session Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**797**	**79**	**1**	**0**	**3**	**4**	**7**	**887**	**891**	**136**	**17**	**0**	**0**	**4**	**2**	**0**	**161**	**159**

C to C								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1.0	1

From C										To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	24	5	1	0	1	0	0	32.5	31	30	4	1	0	1	0	1	37.9	37
07:15 - 07:30	40	10	0	0	1	0	0	52.0	51	31	8	0	0	0	0	0	39.0	39
07:30 - 07:45	73	17	3	0	1	0	0	96.5	94	55	9	0	0	1	1	0	66.2	66
07:45 - 08:00	87	9	0	0	1	0	0	98.0	97	45	9	0	0	1	0	0	56.0	55
Hourly Total	224	41	4	0	4	0	0	279	273	161	30	1	0	3	1	1	199	197
08:00 - 08:15	73	11	1	0	1	1	1	88.1	88	43	10	2	0	1	0	0	58.0	56
08:15 - 08:30	99	12	2	0	0	0	0	114.0	113	60	7	0	0	1	0	0	69.0	68
08:30 - 08:45	85	8	0	0	2	1	0	97.2	96	73	3	0	1	0	0	0	78.3	77
08:45 - 09:00	94	15	1	0	0	0	0	110.5	110	56	3	2	0	1	0	1	64.4	63
Hourly Total	351	46	4	0	3	2	1	410	407	232	23	4	1	3	0	1	270	264
09:00 - 09:15	58	3	1	0	0	0	0	62.5	62	71	9	4	0	1	0	0	88.0	85
09:15 - 09:30	56	7	3	1	1	0	2	72.6	70	43	7	3	0	0	0	0	54.5	53
Hourly Total	114	10	4	1	1	0	2	135	132	114	16	7	0	1	0	0	143	138
Session Total	689	97	12	1	8	2	3	824	812	507	69	12	1	7	1	2	611	599
15:30 - 15:45	68	6	0	0	1	1	0	76.2	76	59	13	0	0	1	0	1	74.4	74
15:45 - 16:00	65	10	0	0	0	1	1	75.6	77	74	4	0	0	2	0	0	82.0	80
Hourly Total	133	16	0	0	1	2	1	152	153	133	17	0	0	3	0	1	156	154
16:00 - 16:15	80	5	0	0	1	0	1	87.4	87	84	12	0	0	0	1	3	97.4	100
16:15 - 16:30	77	8	0	0	0	1	2	86.0	88	75	4	1	0	1	0	0	82.5	81
16:30 - 16:45	87	16	0	0	2	0	0	107.0	105	86	10	0	0	0	0	1	96.4	97
16:45 - 17:00	67	5	0	0	0	1	0	72.2	73	67	16	0	0	0	0	0	83.0	83
Hourly Total	311	34	0	0	3	2	3	353	353	312	42	1	0	1	1	4	359	361
17:00 - 17:15	75	9	0	0	0	0	1	84.4	85	76	6	0	0	3	0	0	88.0	85
17:15 - 17:30	82	13	0	0	0	0	2	95.8	97	82	6	0	0	0	0	1	88.4	89
17:30 - 17:45	87	7	0	0	2	0	0	98.0	96	76	8	1	0	1	0	0	87.5	86
17:45 - 18:00	99	9	1	0	0	1	0	109.7	110	77	5	0	0	1	0	0	84.0	83
Hourly Total	343	38	1	0	2	1	3	388	388	311	25	1	0	5	0	1	348	343
18:00 - 18:15	89	6	0	0	0	0	0	95.0	95	73	5	0	0	0	0	1	78.4	79
18:15 - 18:30	61	2	0	0	1	1	0	65.2	65	76	3	1	0	0	0	1	80.9	81
Hourly Total	150	8	0	0	1	1	0	160	160	149	8	1	0	0	0	2	159	160
Session Total	937	96	1	0	7	6	7	1053	1054	905	92	3	0	9	1	8	1023	1018

Halsnead, Knowsley - Manual Traffic and Queue Length Survey: Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: A - (North East) Dragon Lane / B - Stoney Lane / C - (South West) Dragon Lane / D - Meadway

Approach: D - Meadway

	D to A									D to B									D to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	1	0	0	0	0	1.5	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	1	1	0	0	0	0	0	2.0	2	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**5**	**4**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
15:30 - 15:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	2.0	2
Hourly Total	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
17:00 - 17:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4**

D to D								
CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	1	0	0	0	0	1.5	1	0	0	1	0	0	0	0	1.5	1
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
Hourly Total	1	0	1	0	0	0	0	3	2	1	0	1	0	0	0	0	3	2
08:00 - 08:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	5	0	0	0	0	0	0	5	5	3	0	0	0	0	0	0	3	3
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	1	2	0	0	0	0	0	3.0	3	1	2	0	0	0	0	0	3.0	3
Hourly Total	1	2	0	0	0	0	0	3	3	2	2	0	0	0	0	0	4	4
Session Total	7	2	1	0	0	0	0	11	10	6	2	1	0	0	0	0	10	9
15:30 - 15:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	3	0	0	0	0	0	0	3.0	3	3	0	0	0	0	0	0	3.0	3
Hourly Total	4	0	0	0	0	0	0	4	4	3	0	0	0	0	0	0	3	3
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	3.0	3
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
Hourly Total	6	0	0	0	0	0	0	6	6	6	0	0	0	0	0	0	6	6
17:00 - 17:15	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2	5	0	0	0	0	0	0	5	5
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
Session Total	14	0	0	0	0	0	0	14	14	14	0	0	0	0	0	0	14	14

Halsnead, Knowsley: Queue Length Survey - Wednesday, 19 June 2024

Produced by Streetwise Services Ltd.

Junction: **A - (North East) Dragon Lane / B - Stoney Lane / C - (South West) Dragon Lane / D - Meadway**

	A - (North East) Dragon Lane		B - Stoney Lane	C - (South West) Dragon Lane		D - Meadway
	Lane 1	Lane 2	Lane 1	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	1	1	3	1	0	0
07:05 - 07:10	2	6	6	4	1	0
07:10 - 07:15	3	1	5	5	0	0
07:15 - 07:20	3	3	6	3	1	0
07:20 - 07:25	2	1	5	0	3	0
07:25 - 07:30	7	5	4	4	1	0
07:30 - 07:35	6	2	11	4	3	0
07:35 - 07:40	7	5	12	11	4	0
07:40 - 07:45	17	4	12	8	3	2
07:45 - 07:50	7	3	9	9	3	0
07:50 - 07:55	13	6	11	4	1	0
07:55 - 08:00	8	6	13	5	4	1
08:00 - 08:05	6	5	13	9	2	1
08:05 - 08:10	12	5	9	10	2	0
08:10 - 08:15	4	4	13	7	3	0
08:15 - 08:20	8	3	11	6	2	1
08:20 - 08:25	12	6	12	6	2	0
08:25 - 08:30	10	7	13	8	2	1
08:30 - 08:35	19	4	7	6	2	1
08:35 - 08:40	14	6	15	13	1	0
08:40 - 08:45	8	7	15	4	1	0
08:45 - 08:50	11	4	16	8	2	1
08:50 - 08:55	6	4	15	11	1	0
08:55 - 09:00	5	7	16	6	3	0
09:00 - 09:05	7	7	12	8	1	0
09:05 - 09:10	2	3	14	4	1	0
09:10 - 09:15	6	7	5	6	2	0
09:15 - 09:20	3	3	6	6	1	0
09:20 - 09:25	7	7	11	7	3	1
09:25 - 09:30	10	2	10	2	1	0
15:30 - 15:35	12	7	16	7	2	1
15:35 - 15:40	14	6	16	4	2	0
15:40 - 15:45	12	6	16	3	1	1
15:45 - 15:50	14	5	15	10	1	1
15:50 - 15:55	7	6	15	4	1	1
15:55 - 16:00	5	8	11	2	0	1
16:00 - 16:05	12	7	16	6	1	0
16:05 - 16:10	5	6	16	7	2	0
16:10 - 16:15	18	7	17	6	3	1
16:15 - 16:20	8	2	16	4	2	1
16:20 - 16:25	20	4	16	7	3	1
16:25 - 16:30	19	3	16	6	2	0
16:30 - 16:35	7	5	10	8	1	0
16:35 - 16:40	4	1	15	19	2	1
16:40 - 16:45	4	7	15	1	1	2
16:45 - 16:50	11	6	12	9	2	0
16:50 - 16:55	14	6	12	4	3	0
16:55 - 17:00	9	7	11	4	2	0
17:00 - 17:05	12	7	11	4	1	0
17:05 - 17:10	9	3	16	8	3	0
17:10 - 17:15	12	3	19	5	1	0
17:15 - 17:20	17	7	18	11	1	0
17:20 - 17:25	6	7	18	6	1	0
17:25 - 17:30	8	2	13	7	1	0
17:30 - 17:35	15	4	16	8	1	0
17:35 - 17:40	7	6	17	7	1	0
17:40 - 17:45	10	7	8	5	1	0
17:45 - 17:50	9	7	16	6	3	0
17:50 - 17:55	6	5	15	5	2	0
17:55 - 18:00	12	6	15	11	4	0
18:00 - 18:05	8	7	11	13	0	1
18:05 - 18:10	10	6	16	6	1	0
18:10 - 18:15	6	7	14	7	1	0
18:15 - 18:20	4	6	12	2	1	0
18:20 - 18:25	5	4	9	5	1	1
18:25 - 18:30	7	7	8	4	4	0

APPENDIX 5

TRICS Outputs

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	6 days
	EX	ESSEX	1 days
	HC	HAMPSHIRE	7 days
	HF	HERTFORDSHIRE	2 days
	KC	KENT	7 days
	SC	SURREY	2 days
	SP	SOUTHAMPTON	1 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	8 days
03	SOUTH WEST		
	DC	DORSET	1 days
04	EAST ANGLIA		
	NF	NORFOLK	10 days
	SF	SUFFOLK	2 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	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:	105 to 537 (units:)
Range Selected by User:	100 to 600 (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: 01/01/16 to 14/05/24

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

Selected survey days:

Monday	9 days
Tuesday	21 days
Wednesday	11 days
Thursday	9 days
Friday	2 days

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

Selected survey types:

Manual count	52 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	40
Neighbourhood Centre (PPS6 Local Centre)	9

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	39
Village	8
Out of Town	3
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	11 days - Selected
Servicing vehicles Excluded	46 days - Selected

Secondary Filtering selection:

Use Class:

C3	52 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	8 days
5,001 to 10,000	13 days
10,001 to 15,000	13 days
15,001 to 20,000	8 days
20,001 to 25,000	8 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:

5,001 to 25,000	7 days
25,001 to 50,000	10 days
50,001 to 75,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	3 days
125,001 to 250,000	17 days
250,001 to 500,000	4 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	11 days
1.1 to 1.5	35 days
1.6 to 2.0	6 days

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

Travel Plan:

Yes	40 days
No	12 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	52 days

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

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

LIST OF SITES relevant to selection parameters

1 AS-03-A-02 MIXED HOUSES ABERDEENSHIRE
FARROCHIE ROAD
STONEHAVEN

Edge of Town
Residential Zone
Total No of Dwellings: 131
Survey date: WEDNESDAY *20/04/22* *Survey Type: MANUAL*

2 DC-03-A-11 MIXED HOUSES DORSET
A350
SHAFTESBURY

Edge of Town
No Sub Category
Total No of Dwellings: 141
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

3 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

4 DY-03-A-01 MIXED HOUSES DERBY
RADBOURNE LANE
DERBY

Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: TUESDAY *10/07/18* *Survey Type: MANUAL*

5 ES-03-A-03 MIXED HOUSES & FLATS EAST SUSSEX
SHEPHAM LANE
POLEGATE

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: MONDAY *11/07/16* *Survey Type: MANUAL*

6 ES-03-A-08 MIXED HOUSES & FLATS EAST SUSSEX
WRESTWOOD ROAD
BEXHILL

Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: WEDNESDAY *12/10/22* *Survey Type: MANUAL*

7 ES-03-A-10 MIXED HOUSES & FLATS EAST SUSSEX
WATERGATE
BEXHILL-ON-SEA

Edge of Town
Residential Zone
Total No of Dwellings: 139
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

8 ES-03-A-11 MIXED HOUSES EAST SUSSEX
BISHOPS LANE
RINGMER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 105
Survey date: THURSDAY *28/09/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 ES-03-A-12 MIXED HOUSES & FLATS EAST SUSSEX
HOREBEECH LANE
HORAM

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 123
Survey date: TUESDAY *03/10/23* *Survey Type: MANUAL*

10 ES-03-A-14 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 120
Survey date: TUESDAY *30/04/24* *Survey Type: MANUAL*

11 EX-03-A-03 MIXED HOUSES ESSEX
KESTREL GROVE
RAYLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 123
Survey date: MONDAY *27/09/21* *Survey Type: MANUAL*

12 HC-03-A-26 MIXED HOUSES & FLATS HAMPSHIRE
BOTLEY ROAD
WHITELEY

Edge of Town
Out of Town
Total No of Dwellings: 270
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

13 HC-03-A-28 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 125
Survey date: MONDAY *08/11/21* *Survey Type: MANUAL*

14 HC-03-A-32 MIXED HOUSES & FLATS HAMPSHIRE
GREEN LANE
FARNHAM
WEYBOURNE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total No of Dwellings: 105
Survey date: THURSDAY *29/06/23* *Survey Type: MANUAL*

15 HC-03-A-33 MIXED HOUSES & FLATS HAMPSHIRE
CROW LANE
RINGWOOD
CROW
Edge of Town
Residential Zone
Total No of Dwellings: 195
Survey date: TUESDAY *04/07/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 HC-03-A-34 MIXED HOUSES & FLATS HAMPSHIRE
STONEHAM LANE
EASTLEIGH

Edge of Town
Residential Zone
Total No of Dwellings: 243
Survey date: TUESDAY *14/11/23* *Survey Type: MANUAL*

17 HC-03-A-35 MIXED HOUSES & FLATS HAMPSHIRE
EAGLE AVENUE
WATERLOOVILLE
LOVEDEAN
Edge of Town
Residential Zone
Total No of Dwellings: 289
Survey date: TUESDAY *31/10/23* *Survey Type: MANUAL*

18 HC-03-A-36 MIXED HOUSES & FLATS HAMPSHIRE
HAVANT ROAD
EMSWORTH

Edge of Town
Residential Zone
Total No of Dwellings: 145
Survey date: TUESDAY *12/09/23* *Survey Type: MANUAL*

19 HF-03-A-03 MIXED HOUSES HERTFORDSHIRE
HARE STREET ROAD
BUNTINGFORD

Edge of Town
Residential Zone
Total No of Dwellings: 160
Survey date: MONDAY *08/07/19* *Survey Type: MANUAL*

20 HF-03-A-06 MIXED HOUSES & FLATS HERTFORDSHIRE
A505
ROYSTON

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: TUESDAY *28/11/23* *Survey Type: MANUAL*

21 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

22 KC-03-A-06 MIXED HOUSES & FLATS KENT
MARGATE ROAD
HERNE BAY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 363
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 KC-03-A-07 MIXED HOUSES KENT
RECULVER ROAD
HERNE BAY

Edge of Town
Residential Zone
Total No of Dwellings: 288
Survey date: WEDNESDAY *27/09/17* *Survey Type: MANUAL*

24 KC-03-A-08 MIXED HOUSES KENT
MAIDSTONE ROAD
CHARING

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 159
Survey date: TUESDAY *22/05/18* *Survey Type: MANUAL*

25 KC-03-A-10 MIXED HOUSES KENT
HEADCORN ROAD
STAPLEHURST

Edge of Town
Residential Zone
Total No of Dwellings: 106
Survey date: TUESDAY *09/05/23* *Survey Type: MANUAL*

26 KC-03-A-11 MIXED HOUSES & FLATS KENT
COLDHARBOUR ROAD
GRAVESEND

Edge of Town
No Sub Category
Total No of Dwellings: 375
Survey date: MONDAY *20/03/23* *Survey Type: MANUAL*

27 KC-03-A-12 MIXED HOUSES & FLATS KENT
WESTERN LINK
FAVERSHAM
DAVINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 186
Survey date: TUESDAY *19/09/23* *Survey Type: MANUAL*

28 NF-03-A-06 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 275
Survey date: MONDAY *23/09/19* *Survey Type: MANUAL*

29 NF-03-A-23 MIXED HOUSES & FLATS NORFOLK
SILFIELD ROAD
WYMONDHAM

Edge of Town
Out of Town
Total No of Dwellings: 514
Survey date: WEDNESDAY *22/09/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

30 NF-03-A-30 MIXED HOUSES NORFOLK
BRANDON ROAD
SWAFFHAM

Edge of Town
Residential Zone
Total No of Dwellings: 266
Survey date: THURSDAY *23/09/21* *Survey Type: MANUAL*

31 NF-03-A-33 MIXED HOUSES NORFOLK
LONDON ROAD
ATTLEBOROUGH

Edge of Town
Residential Zone
Total No of Dwellings: 143
Survey date: THURSDAY *29/09/22* *Survey Type: MANUAL*

32 NF-03-A-35 MIXED HOUSES & FLATS NORFOLK
REPTON AVENUE
NORWICH

Edge of Town
Residential Zone
Total No of Dwellings: 116
Survey date: WEDNESDAY *28/09/22* *Survey Type: MANUAL*

33 NF-03-A-38 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 537
Survey date: TUESDAY *20/09/22* *Survey Type: MANUAL*

34 NF-03-A-39 MIXED HOUSES NORFOLK
HEATH DRIVE
HOLT

Edge of Town
Residential Zone
Total No of Dwellings: 212
Survey date: TUESDAY *27/09/22* *Survey Type: MANUAL*

35 NF-03-A-43 MIXED HOUSES NORFOLK
MILL LANE
NEAR NORWICH
HORSFORD
Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 125
Survey date: WEDNESDAY *15/09/21* *Survey Type: MANUAL*

36 NF-03-A-46 MIXED HOUSES & FLATS NORFOLK
BURGH ROAD
AYLSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 300
Survey date: TUESDAY *14/09/21* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

37 NF-03-A-52 MIXED HOUSES NORFOLK
LYNNSPORT WAY
KING'S LYNN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 130
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

38 SC-03-A-05 MIXED HOUSES SURREY
REIGATE ROAD
HORLEY

Edge of Town
Residential Zone
Total No of Dwellings: 207
Survey date: MONDAY *01/04/19* *Survey Type: MANUAL*

39 SC-03-A-09 MIXED HOUSES & FLATS SURREY
AMLETS LANE
CRANLEIGH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 136
Survey date: TUESDAY *24/05/22* *Survey Type: MANUAL*

40 SF-03-A-09 MIXED HOUSES & FLATS SUFFOLK
FOXHALL ROAD
IPSWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 179
Survey date: THURSDAY *24/06/21* *Survey Type: MANUAL*

41 SF-03-A-10 TERRACED & SEMI-DETACHED SUFFOLK
LOVETOFTS DRIVE
IPSWICH
WHITEHOUSE
Edge of Town
Residential Zone
Total No of Dwellings: 149
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

42 SP-03-A-02 MIXED HOUSES & FLATS SOUTHAMPTON
BARNFIELD WAY
NEAR SOUTHAMPTON
HEDGE END
Edge of Town
Out of Town
Total No of Dwellings: 250
Survey date: TUESDAY *12/10/21* *Survey Type: MANUAL*

43 ST-03-A-07 DETACHED & SEMI-DETACHED STAFFORDSHIRE
BEACONSIDE
STAFFORD
MARSTON GATE
Edge of Town
Residential Zone
Total No of Dwellings: 248
Survey date: WEDNESDAY *22/11/17* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

44 WB-03-A-03 MIXED HOUSES WEST BERKSHIRE
DORKING WAY
READING
CALCOT
Edge of Town
Residential Zone
Total No of Dwellings: 108
Survey date: FRIDAY *09/09/22* *Survey Type: MANUAL*

45 WS-03-A-08 MIXED HOUSES WEST SUSSEX
ROUNDSTONE LANE
ANGMERING

Edge of Town
Residential Zone
Total No of Dwellings: 180
Survey date: THURSDAY *19/04/18* *Survey Type: MANUAL*

46 WS-03-A-12 MIXED HOUSES WEST SUSSEX
MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Total No of Dwellings: 152
Survey date: WEDNESDAY *16/06/21* *Survey Type: MANUAL*

47 WS-03-A-13 MIXED HOUSES & FLATS WEST SUSSEX
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: WEDNESDAY *23/06/21* *Survey Type: MANUAL*

48 WS-03-A-14 MIXED HOUSES WEST SUSSEX
TODDINGTON LANE
LITTLEHAMPTON
WICK
Edge of Town
Residential Zone
Total No of Dwellings: 117
Survey date: WEDNESDAY *20/10/21* *Survey Type: MANUAL*

49 WS-03-A-18 MIXED HOUSES & FLATS WEST SUSSEX
LONDON ROAD
HASSOCKS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 156
Survey date: MONDAY *15/05/23* *Survey Type: MANUAL*

50 WS-03-A-21 MIXED HOUSES WEST SUSSEX
HILLAND ROAD
BILLINGSHURST

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 480
Survey date: THURSDAY *09/11/23* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

51 WS-03-A-22 MIXED HOUSES & FLATS WEST SUSSEX
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 129
Survey date: TUESDAY *19/03/24* *Survey Type: MANUAL*

52 WS-03-A-23 MIXED HOUSES & FLATS WEST SUSSEX
TURNERS HILL ROAD
EAST GRINSTEAD

Edge of Town
Residential Zone
Total No of Dwellings: 197
Survey date: TUESDAY *14/05/24* *Survey Type: MANUAL*

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.071	52	202	0.285	52	202	0.356
08:00 - 09:00	52	202	0.138	52	202	0.354	52	202	0.492
09:00 - 10:00	52	202	0.128	52	202	0.161	52	202	0.289
10:00 - 11:00	52	202	0.115	52	202	0.137	52	202	0.252
11:00 - 12:00	52	202	0.123	52	202	0.133	52	202	0.256
12:00 - 13:00	52	202	0.142	52	202	0.135	52	202	0.277
13:00 - 14:00	52	202	0.145	52	202	0.135	52	202	0.280
14:00 - 15:00	52	202	0.146	52	202	0.169	52	202	0.315
15:00 - 16:00	52	202	0.252	52	202	0.158	52	202	0.410
16:00 - 17:00	52	202	0.262	52	202	0.153	52	202	0.415
17:00 - 18:00	52	202	0.324	52	202	0.153	52	202	0.477
18:00 - 19:00	52	202	0.261	52	202	0.138	52	202	0.399
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.107			2.111			4.218

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:	105 - 537 (units:)
Survey date date range:	01/01/16 - 14/05/24
Number of weekdays (Monday-Friday):	52
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.002	52	202	0.003	52	202	0.005
08:00 - 09:00	52	202	0.007	52	202	0.006	52	202	0.013
09:00 - 10:00	52	202	0.003	52	202	0.002	52	202	0.005
10:00 - 11:00	52	202	0.002	52	202	0.002	52	202	0.004
11:00 - 12:00	52	202	0.002	52	202	0.002	52	202	0.004
12:00 - 13:00	52	202	0.002	52	202	0.002	52	202	0.004
13:00 - 14:00	52	202	0.002	52	202	0.002	52	202	0.004
14:00 - 15:00	52	202	0.002	52	202	0.002	52	202	0.004
15:00 - 16:00	52	202	0.005	52	202	0.004	52	202	0.009
16:00 - 17:00	52	202	0.003	52	202	0.003	52	202	0.006
17:00 - 18:00	52	202	0.002	52	202	0.002	52	202	0.004
18:00 - 19:00	52	202	0.002	52	202	0.002	52	202	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.034			0.032			0.066

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.001	52	202	0.001	52	202	0.002
08:00 - 09:00	52	202	0.002	52	202	0.002	52	202	0.004
09:00 - 10:00	52	202	0.002	52	202	0.002	52	202	0.004
10:00 - 11:00	52	202	0.002	52	202	0.002	52	202	0.004
11:00 - 12:00	52	202	0.002	52	202	0.002	52	202	0.004
12:00 - 13:00	52	202	0.002	52	202	0.002	52	202	0.004
13:00 - 14:00	52	202	0.002	52	202	0.002	52	202	0.004
14:00 - 15:00	52	202	0.001	52	202	0.002	52	202	0.003
15:00 - 16:00	52	202	0.001	52	202	0.002	52	202	0.003
16:00 - 17:00	52	202	0.001	52	202	0.001	52	202	0.002
17:00 - 18:00	52	202	0.001	52	202	0.000	52	202	0.001
18:00 - 19:00	52	202	0.000	52	202	0.000	52	202	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.018			0.035

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.000	52	202	0.000	52	202	0.000
08:00 - 09:00	52	202	0.000	52	202	0.000	52	202	0.000
09:00 - 10:00	52	202	0.000	52	202	0.000	52	202	0.000
10:00 - 11:00	52	202	0.000	52	202	0.000	52	202	0.000
11:00 - 12:00	52	202	0.000	52	202	0.000	52	202	0.000
12:00 - 13:00	52	202	0.000	52	202	0.000	52	202	0.000
13:00 - 14:00	52	202	0.000	52	202	0.000	52	202	0.000
14:00 - 15:00	52	202	0.000	52	202	0.000	52	202	0.000
15:00 - 16:00	52	202	0.000	52	202	0.000	52	202	0.000
16:00 - 17:00	52	202	0.000	52	202	0.000	52	202	0.000
17:00 - 18:00	52	202	0.000	52	202	0.000	52	202	0.000
18:00 - 19:00	52	202	0.000	52	202	0.000	52	202	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.003	52	202	0.009	52	202	0.012
08:00 - 09:00	52	202	0.005	52	202	0.016	52	202	0.021
09:00 - 10:00	52	202	0.001	52	202	0.003	52	202	0.004
10:00 - 11:00	52	202	0.002	52	202	0.003	52	202	0.005
11:00 - 12:00	52	202	0.002	52	202	0.003	52	202	0.005
12:00 - 13:00	52	202	0.002	52	202	0.003	52	202	0.005
13:00 - 14:00	52	202	0.003	52	202	0.002	52	202	0.005
14:00 - 15:00	52	202	0.004	52	202	0.004	52	202	0.008
15:00 - 16:00	52	202	0.013	52	202	0.006	52	202	0.019
16:00 - 17:00	52	202	0.014	52	202	0.008	52	202	0.022
17:00 - 18:00	52	202	0.009	52	202	0.006	52	202	0.015
18:00 - 19:00	52	202	0.006	52	202	0.004	52	202	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.064			0.067			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.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.081	52	202	0.410	52	202	0.491
08:00 - 09:00	52	202	0.163	52	202	0.605	52	202	0.768
09:00 - 10:00	52	202	0.159	52	202	0.224	52	202	0.383
10:00 - 11:00	52	202	0.147	52	202	0.187	52	202	0.334
11:00 - 12:00	52	202	0.159	52	202	0.182	52	202	0.341
12:00 - 13:00	52	202	0.189	52	202	0.183	52	202	0.372
13:00 - 14:00	52	202	0.197	52	202	0.180	52	202	0.377
14:00 - 15:00	52	202	0.200	52	202	0.227	52	202	0.427
15:00 - 16:00	52	202	0.433	52	202	0.222	52	202	0.655
16:00 - 17:00	52	202	0.421	52	202	0.216	52	202	0.637
17:00 - 18:00	52	202	0.482	52	202	0.215	52	202	0.697
18:00 - 19:00	52	202	0.381	52	202	0.201	52	202	0.582
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.012			3.052			6.064

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.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.018	52	202	0.043	52	202	0.061
08:00 - 09:00	52	202	0.038	52	202	0.101	52	202	0.139
09:00 - 10:00	52	202	0.033	52	202	0.031	52	202	0.064
10:00 - 11:00	52	202	0.020	52	202	0.024	52	202	0.044
11:00 - 12:00	52	202	0.028	52	202	0.028	52	202	0.056
12:00 - 13:00	52	202	0.031	52	202	0.029	52	202	0.060
13:00 - 14:00	52	202	0.029	52	202	0.027	52	202	0.056
14:00 - 15:00	52	202	0.034	52	202	0.041	52	202	0.075
15:00 - 16:00	52	202	0.095	52	202	0.046	52	202	0.141
16:00 - 17:00	52	202	0.059	52	202	0.036	52	202	0.095
17:00 - 18:00	52	202	0.045	52	202	0.034	52	202	0.079
18:00 - 19:00	52	202	0.037	52	202	0.032	52	202	0.069
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.467			0.472			0.939

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.000	52	202	0.017	52	202	0.017
08:00 - 09:00	52	202	0.003	52	202	0.022	52	202	0.025
09:00 - 10:00	52	202	0.001	52	202	0.007	52	202	0.008
10:00 - 11:00	52	202	0.003	52	202	0.005	52	202	0.008
11:00 - 12:00	52	202	0.004	52	202	0.005	52	202	0.009
12:00 - 13:00	52	202	0.003	52	202	0.003	52	202	0.006
13:00 - 14:00	52	202	0.004	52	202	0.004	52	202	0.008
14:00 - 15:00	52	202	0.005	52	202	0.004	52	202	0.009
15:00 - 16:00	52	202	0.021	52	202	0.003	52	202	0.024
16:00 - 17:00	52	202	0.013	52	202	0.002	52	202	0.015
17:00 - 18:00	52	202	0.010	52	202	0.001	52	202	0.011
18:00 - 19:00	52	202	0.006	52	202	0.002	52	202	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.075			0.148

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.001	52	202	0.008	52	202	0.009
08:00 - 09:00	52	202	0.000	52	202	0.008	52	202	0.008
09:00 - 10:00	52	202	0.000	52	202	0.002	52	202	0.002
10:00 - 11:00	52	202	0.000	52	202	0.001	52	202	0.001
11:00 - 12:00	52	202	0.000	52	202	0.001	52	202	0.001
12:00 - 13:00	52	202	0.000	52	202	0.001	52	202	0.001
13:00 - 14:00	52	202	0.001	52	202	0.000	52	202	0.001
14:00 - 15:00	52	202	0.001	52	202	0.000	52	202	0.001
15:00 - 16:00	52	202	0.002	52	202	0.001	52	202	0.003
16:00 - 17:00	52	202	0.003	52	202	0.000	52	202	0.003
17:00 - 18:00	52	202	0.008	52	202	0.000	52	202	0.008
18:00 - 19:00	52	202	0.006	52	202	0.000	52	202	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.022			0.044

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.74

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.102	52	202	0.488	52	202	0.590
08:00 - 09:00	52	202	0.210	52	202	0.752	52	202	0.962
09:00 - 10:00	52	202	0.194	52	202	0.268	52	202	0.462
10:00 - 11:00	52	202	0.172	52	202	0.220	52	202	0.392
11:00 - 12:00	52	202	0.194	52	202	0.218	52	202	0.412
12:00 - 13:00	52	202	0.226	52	202	0.218	52	202	0.444
13:00 - 14:00	52	202	0.234	52	202	0.214	52	202	0.448
14:00 - 15:00	52	202	0.244	52	202	0.276	52	202	0.520
15:00 - 16:00	52	202	0.565	52	202	0.279	52	202	0.844
16:00 - 17:00	52	202	0.510	52	202	0.262	52	202	0.772
17:00 - 18:00	52	202	0.554	52	202	0.256	52	202	0.810
18:00 - 19:00	52	202	0.437	52	202	0.240	52	202	0.677
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.642			3.691			7.333

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.056	52	202	0.247	52	202	0.303
08:00 - 09:00	52	202	0.114	52	202	0.318	52	202	0.432
09:00 - 10:00	52	202	0.105	52	202	0.139	52	202	0.244
10:00 - 11:00	52	202	0.092	52	202	0.114	52	202	0.206
11:00 - 12:00	52	202	0.100	52	202	0.109	52	202	0.209
12:00 - 13:00	52	202	0.117	52	202	0.111	52	202	0.228
13:00 - 14:00	52	202	0.121	52	202	0.109	52	202	0.230
14:00 - 15:00	52	202	0.126	52	202	0.147	52	202	0.273
15:00 - 16:00	52	202	0.227	52	202	0.135	52	202	0.362
16:00 - 17:00	52	202	0.233	52	202	0.134	52	202	0.367
17:00 - 18:00	52	202	0.287	52	202	0.136	52	202	0.423
18:00 - 19:00	52	202	0.238	52	202	0.124	52	202	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.816			1.823			3.639

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.011	52	202	0.032	52	202	0.043
08:00 - 09:00	52	202	0.015	52	202	0.026	52	202	0.041
09:00 - 10:00	52	202	0.016	52	202	0.016	52	202	0.032
10:00 - 11:00	52	202	0.017	52	202	0.017	52	202	0.034
11:00 - 12:00	52	202	0.017	52	202	0.018	52	202	0.035
12:00 - 13:00	52	202	0.020	52	202	0.018	52	202	0.038
13:00 - 14:00	52	202	0.019	52	202	0.021	52	202	0.040
14:00 - 15:00	52	202	0.015	52	202	0.017	52	202	0.032
15:00 - 16:00	52	202	0.017	52	202	0.015	52	202	0.032
16:00 - 17:00	52	202	0.023	52	202	0.014	52	202	0.037
17:00 - 18:00	52	202	0.031	52	202	0.013	52	202	0.044
18:00 - 19:00	52	202	0.019	52	202	0.011	52	202	0.030
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.220			0.218			0.438

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	52	202	0.000	52	202	0.002	52	202	0.002
08:00 - 09:00	52	202	0.001	52	202	0.002	52	202	0.003
09:00 - 10:00	52	202	0.001	52	202	0.001	52	202	0.002
10:00 - 11:00	52	202	0.001	52	202	0.001	52	202	0.002
11:00 - 12:00	52	202	0.001	52	202	0.001	52	202	0.002
12:00 - 13:00	52	202	0.001	52	202	0.001	52	202	0.002
13:00 - 14:00	52	202	0.001	52	202	0.001	52	202	0.002
14:00 - 15:00	52	202	0.001	52	202	0.001	52	202	0.002
15:00 - 16:00	52	202	0.002	52	202	0.001	52	202	0.003
16:00 - 17:00	52	202	0.002	52	202	0.001	52	202	0.003
17:00 - 18:00	52	202	0.003	52	202	0.001	52	202	0.004
18:00 - 19:00	52	202	0.002	52	202	0.001	52	202	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.014			0.030

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

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

APPENDIX 6

Distribution Model

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	Driving a car or van

Departing at 08:30 on Wednesday 7th May 2025, AS PLOTTED ON 09/08/2024

place of work : 2011 super output area - middle layer	usual residence E02001339 : Knowsley 013	Postcode	□one	Distance (km)	Inverse Distance	Distance as deterrenc	Min Travel Time	Max Travel Time	Ave. Time	Inverse time	Inverse Time as deterrence	Inverse Time □ distanc	Inverse Time □ distance	Resultant Trips
E02002567 : Darlington 009	1	DL1 1EY	9											1
E02002630 : Blackburn with Darwen 016	1	BB3 3HT	9											1
E02003812 : Cheshire East 023	1	CW4 8AB	9											1
E02003816 : Cheshire East 027	1	CW12 1GB	9											1
E02003828 : Cheshire East 037	1	CW1 3PL	9											1
E02003856 : Cheshire East 004	1	SK8 6GN	9											1
E02003859 : Cheshire East 007	1	SK9 7UD	9											1
I2003795 : Cheshire West and Chester 0	1	CH1 6LT	1											1
I2003797 : Cheshire West and Chester 0	1	CH2 1LE	1											1
I2003802 : Cheshire West and Chester 0	1	CH1 3AN	1											1
I2003841 : Cheshire West and Chester 0	1	CH64 3TS	1											1
I2003847 : Cheshire West and Chester 0	1	CH66 4U□	1											1
I2003879 : Cheshire West and Chester 0	1	CW9 5LG	1											1
I2003884 : Cheshire West and Chester 0	1	CW8 2WR	1											1
I2003888 : Cheshire West and Chester 0	1	CW7 2AS	1											1
E02002574 : Halton 001	1	WA8 9WN	11											1
E02002585 : Halton 012	1	WA7 1SA	1											1
E02002590 : Warrington 001	1	WA3 6BP	9											1
E02002594 : Warrington 005	1	WA3 7PG	9											1
E02002596 : Warrington 007	1	WA2 0□□	9											1
E02002597 : Warrington 008	1	WA2 8HY	9											1
E02002611 : Warrington 022	1	WA4 2NS	9											1
E02000990 : Bolton 007	1	BL6 6LB	9											1
E02001014 : Bolton 031	1	BL5 3XY	9											1
E02001025 : Bury 007	1	BL9 7TD	9											1
E02001092 : Manchester 048	1	M23 9BP	9											1
E02001097 : Manchester 053	1	M90 1□D	9											1
E02006902 : Manchester 054	1	M3 2NH	9											1
E02006912 : Manchester 055	1	M25 0HG	9											1
E02006914 : Manchester 057	1	M1 6FT	9											1
E02001139 : Rochdale 008	1	OL12 0EU	9											1
E02001151 : Rochdale 020	1	OL10 1ND	9											1
E02001165 : Salford 009	1	M28 2□B	9											1
E02001168 : Salford 012	1	M27 4E□	9											1
E02001177 : Salford 021	1	M6 8HD	9											1
E02001178 : Salford 022	1	M5 4NL	9											1
E02001185 : Salford 029	1	M30 7RJ	9											1
E02001205 : Stockport 019	1	SK2 6LR	9											1
E02001213 : Stockport 027	1	SK2 7JE	9											1
E02001259 : Trafford 001	1	M16 9DH	9											1
E02001261 : Trafford 003	1	M32 0R□	9											1
E02001263 : Trafford 005	1	M41 5SL	9											1
E02001267 : Trafford 009	1	M41 9AD	9											1
E02001275 : Trafford 017	1	M31 4DH	9											1
E02001288 : Wigan 002	1	WN6 0AE	9											1
E02001301 : Wigan 015	1	WN3 4AL	9											1
E02001310 : Wigan 024	1	WN2 5JT	9											1
E02001317 : Wigan 031	1	WN7 1HS	9											1
E02001318 : Wigan 032	1	WN4 0EP	9											1
E02001320 : Wigan 034	1	WN7 3AE	9											1
E02001324 : Wigan 038	1	WA3 3PZ	9											1
E02005199 : Chorley 011	1	PR7 5UP	9											1
E02005202 : Chorley 014	1	PR7 4AY	9											1
E02005205 : Fylde 003	1	PR4 2TR	9											1
E02005236 : Lancaster 016	1	LA3 3PX	9											1
E02005261 : Preston 009	1	PR2 5ND	9											1
E02005264 : Preston 012	1	PR1 7EN	9											1
E02005277 : Ribble Valley 008	1	BB2 7LF	9											1
E02005294 : South Ribble 008	1	PR5 8BF	9											1
E02005298 : South Ribble 012	1	PR26 6LZ	9											1
E02005302 : South Ribble 016	1	PR7 7ED	9											1
E02005307 : West Lancashire 004	1	L40 8JW	3											1
E02005310 : West Lancashire 007	1	L39 2XA	3											1
E02005312 : West Lancashire 009	1	WN8 8EB	6											1
E02005315 : West Lancashire 012	1	L39 6ST	3											1
E02001328 : Knowsley 002	1	L33 4JD	3											1
E02001338 : Knowsley 012	1	L36 2PB	2											1
E02001349 : Liverpool 003	1	L9 8AU	3											1
E02001353 : Liverpool 007	1	L12 0NF	3											1
E02001358 : Liverpool 012	1	L4 5XL	3											1
E02001365 : Liverpool 019	1	L4 2□G	2											1
E02001376 : Liverpool 030	1	L7 2PF	2											1
E02001380 : Liverpool 034	1	L15 7JY	2											1
E02001382 : Liverpool 036	1	L16 2LN	2											1
E02001384 : Liverpool 038	1	L15 0EH	2											1
E02001391 : Liverpool 045	1	L27 6PA	12											1
E02001392 : Liverpool 046	1	L25 5JY	12											1
E02001405 : Liverpool 059	1	L24 0TJ	1											1
E02001429 : Sefton 001	1	PR9 9YF	3											1
E02001448 : Sefton 020	1	L31 0DJ	3											1
E02001451 : Sefton 023	1	L30 3TF	3											1
E02001452 : Sefton 024	1	L21 0EP	3											1
E02001454 : Sefton 026	1	L31 1FN	3											1
E02001407 : St. Helens 002	1	WN5 7PF	6											1
E02001411 : St. Helens 006	1	WA11 0JG	9											1
E02001413 : St. Helens 008	1	WA11 9BB	9											1
E02001420 : St. Helens 015	1	WA12 9SF	9											1
E02001422 : St. Helens 017	1	WA9 1TB	9											1
E02001469 : Wirral 003	1	CH45 3LN	2											1
E02001473 : Wirral 007	1	CH44 5UF	2											1
E02001483 : Wirral 017	1	CH49 0UF	2											1
E02001484 : Wirral 018	1	CH49 6□G	2											1
E02001487 : Wirral 021	1	CH41 9BP	2											1
E02001496 : Wirral 030	1	CH42 9PY	2											1
E02001498 : Wirral 032	1	CH61 5UE	1											1
E02001501 : Wirral 035	1	CH63 2PS	2											1
E02001503 : Wirral 037	1	CH60 7SL	1											1
E02005747 : Craven 006	1	BD23 2□R	9											1
E02002251 : Calderdale 008	1	HX1 1YH	9											1
E02006875 : Leeds 111	1	LS1 4BT	9											1
E02002802 : Derby 007	1	DE21 6BZ	9											1
E02002898 : Nottingham 031	1	NG7 2HA	9											1
E02004094 : High Peak 002	1	SK13 6L□	9											1
E02006872 : High Peak 013	1	SK17 8BH	9											1
E02005470 : South Holland 006	1	PE11 1BT	9											1
E02005624 : Daventry 006	1	NN11 8RB	9											1
E02005892 : Mansfield 013	1	NG18 2RN	9											1
E02006026 : Shropshire 011	1	SY11 4E□	1											1
E02006045 : Shropshire 038	1	SY8 1AB	1											1
E02006510 : Stratford-on-Avon 007	1	B78 3TL	9											1
E02002143 : Walsall 034	1	WS1 4AH	9											1
2005564 : King's Lynn and West Norfolk	1	PE33 9NP	9											1
E02000193 : Camden 028	1	WC2H 9AY	9											1
E02000001 : City of London 001	1	EC2R 8AH	9											1
E02003395 : Reading 007	1	RG1 8E□	9											1
E02003705 : Wycombe 010	1	HP13 6EB	9											1
E02003710 : Wycombe 015	1	HP11 2DE	9											1
E02004685 : Basingstoke and Deane 01	1	RG21 6AB	9											1
E02006364 : Mole Valley 003	1	KT22 7LH	9											1
E02006578 : Crawley 004	1	RH10 9NT	9											1
E02006084 : South Somerset 010	1	TA13 5BW	9											1
W02000014 : Gwynedd 005	1	LL55 4SP	1											1
W02000043 : Denbighshire 002	1	LL19 7AJ	1											1
W02000063 : Flintshire 006	1	CH8 8NJ	1											1
W02000068 : Flintshire 011	1	CH5 2□D	1											1
W02000070 : Flintshire 013	1	CH5 3XA	1											1
W02000088 : Wrexham 011	1	LL11 1SG	1											1
W02000092 : Wrexham 015	1	LL14 1LP	1											1
W02000345 : Monmouthshire 010	1	NP26 5PW	9											1
W02000355 : Newport 009	1	NP10 9F□	9											1
I2003794 : Cheshire West and Chester 0	2	CH2 4LF	1	30.2	0.03311	0.4855196	26	40	33	0.0303	0.5251799	0.255	0.511	1
			9	28.5	0.03509	0.5144804	28	45	36.5	0.0274	0.4748201	0.244	0.489	1
I2003849 : Cheshire West and Chester 0	2	CH2 4LB	1	33.8	0.02959	0.5128983	30	45	37.5	0.02667	0.53125	0.272	0.531	1
			9	32.1	0.03115	0.5128983	35	50	42.5	0.02353	0.46875	0.240	0.469	1
E02002578 : Halton 005	2	WA8 6NS	11	8.6	0.11628	0.5825243	12	22	17	0.05882	0.4848485	0.282	0.568	1
			1	12	0.08333	0.4174757	12	20	16	0.0625	0.5151515	0.215	0.432	1
E02002579 : Halton 006	2	WA8 8PT	1	8.8	0.11364	0.5827815	8	14	11	0.09091	0.4883721	0.285	0.488	1
			12	6.3	0.15873	0.5827815	9	12	10.5	0.09524	0.5116279	0.298	0.512	1
E02002588 : Halton 015	2	WA7 2ES	1	16.2	0.06173	0.4688525	14	20	17	0.05882	0.5277778	0.247	0.497	1
			12	14.3	0.06993	0.5311475	16	22	19	0.05263	0.4722222	0.251	0.503	1
E02002601 : Warrington 012	2	WA1 2DN	9											2
E02002606 : Warrington 017	2	WA4 9PT	9											2
E02001050 : Manchester 006	2	M8 5RB	9											2
E02006913 : Manchester 056	2	M8 8R□	9											2
E02006917 : Manchester 060	2	M3 4EN	9											2
E02001160 : Salford 004	2	M38 0PT	9											2
E02001264 : Trafford 006	2	M17 1ED	9											2
E02001273 : Trafford 015	2	M33 7XE	9											2
E02001297 : Wigan 011	2	WN5 0LH	6											2
E02001307 : Wigan 021	2	WN3 6EG	9	30.1	0.03322	0.3819302	26	40	33	0.0303	0.5182482	0.198	0.399	1
			6	18.6	0.05376	0.6180698	26	45	35.5	0.02817	0.4817518	0.298	0.601	1
E02001321 : Wigan 035	2	WN4 8□A	9											2
E02005313 : West Lancashire 010	2	WN8 9UB	3	19.1	0.05236	0.6361905	24	35	29.5	0.0339	0.5	0.318	0.636	1
			6	33.4	0.02994	0.3638095	24	35	29.5	0.0339	0.5	0.182	0.364	1
E02001332 : Knowsley 006	2	L36 3SD	3	10.2	0.09804	0.4171429	12	22	17	0.05882	0.5142857	0.215	0.431	1
			6	7.3	0.13699	0.5828571	12	24	18	0.05556	0.4857143	0.283	0.569	1
E02001340 : Knowsley 014	2	L14 6TW	2											2
E02001345 : Knowsley 019	2	L26 0XA	12											2
E02001359 : Liverpool 013	2	L12 0NB	3											2
E02001371 : Liverpool 025	2	L14 9NN	2	10.4	0.09615	0.5117371	12	22	17	0.05882	0.5277778	0.270	0.539	1
			3	10.9	0.09174	0.4882629	12	26	19	0.05263	0.4722222	0.231	0.461	1
E02001375 : Liverpool 029	2	L13 5SD	2											2
E02001378 : Liverpool 032	2	L13 4DF	2											2
E02001385 : Liverpool 039	2	L8 0□F	2	14.6	0.06849	0.5244300	20	45	32.5	0.03077	0.5486111	0.288	0.573	1
			12	16.1	0.06211	0.4755700	24	55	39.5	0.02532	0.4513889	0.215	0.427	1
E02001388 : Liverpool 042	2	L18 1H□	2	13.8	0.07246	0.5106383	20	40	30	0.03333	0.5081967	0.260	0.519	1
			12	14.4	0.06944	0.4893617	22	40	31	0.03226	0.4918033	0.241	0.481	1
E02001398 : Liverpool 052	2	L17 0DG	2	14.7	0.06803	0.5100000	22	45	33.5	0.02985	0.5	0.255	0.510	1
			12	15.3	0.06536	0.4900000	22	45	33.5	0.02985	0.5	0.245	0.490	1
E02001399 : Liverpool 053	2	L19 9AL	1	17.2	0.05814	0.4487179	20	40	30	0.03333	0.4545455	0.204	0.404	1
			12	14	0.07143	0.5512821	20	30	25	0.04	0.5454545	0.301	0.596	1
E02001402 : Liverpool 056	2	L17 6AD	1	18	0.05556	0.4578313	20	40	30	0.03333	0.5275591	0.242	0.485	1
			2	15.2	0.06579	0.5421687	22	45	33.5	0.02985	0.4724409	0.256	0.515	1
E02001403 : Liverpool 057	2	L19 2LS	1	16.1	0.06211	0.4560811	20	35	27.5	0.03636	0.5	0.228	0.456	1
			12	13.5	0.07407	0.5439189	20	35	27.5	0.03636	0.5	0.272	0.544	1
E02001438 : Sefton 010	2	PR8 4□L	3	37.7	0.02653	0.5116580	35	55	45	0.02222	0.5	0.256	0.512	1
			6	39.5	0.02532	0.4883420	35	55	45	0.02222	0.5	0.244	0.488	1
E02001453 : Sefton 025	2	L23 9SB	3	25.5	0.03922	0.5029240	22	40	31	0.03226	0.5571429	0.280	0.560	1
			6	25.8	0.03876	0.4970760	28	50	39	0.02564	0.4428571	0.220	0.440	1
E02001466 : Sefton 038	2	L20 9NU	3	25.1	0.03984	0.4519651	24	50	37	0.02703	0.4931507	0.223	0.445	1
			2	20.7	0.04831	0.5480349	22	50	36	0.02778	0.5068493	0.278	0.555	1
E02001412 : St. Helens 007	2	WA10 6LF	6											2
E02001416 : St. Helens 011	2	WA9 1JJ	9											2
E02001474 : Wirral 008	2	CH44 6NR	2	22.3	0.04484	0.5627451	35	75	55	0.01818	0.4883721	0.275	0.551	1

□one	Link	Distribution	
1	M57 (South)	102	8%
2	M62 (West)	172	13%
3	M57 (North)	205	15%
4	Wills Lane	0	0%
5	Medway	0	0%
6	Dragon Lane	335	25%
7	Car Park	84	6%
8	Stoney Lane	0	0%
9	Blundells lane	286	22%
10	M62 (East)	4	0%
11	A5080 Cronton Road (East)	13	1%
12	Prescot Road	41	3%
13	A5080 Cronton Road (West)	86	6%
	TOTAL	**1328**	**100%**
	NCS JtW Total □	**1,328**	

			3	28.7	0.03484	0.4372549	35	70	52.5	0.01905	0.5116279	0.224	0.449	1
E02001476 : Wirral 010	2	CH41 8FN	2	22.4	0.04464	0.5537849	35	70	52.5	0.01905	0.5	0.277	0.554	1
			3	27.8	0.03597	0.4462151	35	70	52.5	0.01905	0.5	0.223	0.446	1
E02001477 : Wirral 011	2	CH43 7□T	2	25.2	0.03968	0.5483871	35	75	55	0.01818	0.4883721	0.268	0.537	1
			3	30.6	0.03268	0.4516129	35	70	52.5	0.01905	0.5116279	0.231	0.463	1
E02001481 : Wirral 015	2	CH41 0DH	2	23.1	0.04329	0.5591603	35	75	55	0.01818	0.4883721	0.273	0.548	1
			3	29.3	0.03413	0.4408397	35	70	52.5	0.01905	0.5116279	0.226	0.452	1
E02001486 : Wirral 020	2	CH43 1XX	2	21.7	0.04608	0.5753425	35	70	52.5	0.01905	0.5116279	0.294	0.587	1
			3	29.4	0.03401	0.4246575	35	75	55	0.01818	0.4883721	0.207	0.413	1
E02001490 : Wirral 024	2	CH43 0SF	2	23.5	0.04255	0.6030405	35	75	55	0.01818	0.5	0.302	0.603	1
			3	35.7	0.02801	0.3969595	35	75	55	0.01818	0.5	0.198	0.397	1
E02001502 : Wirral 036	2	CH62 4AB	2	25.2	0.03968	0.6562074	35	75	55	0.01818	0.4761905	0.312	0.634	1
			1	48.1	0.02079	0.3437926	40	60	50	0.02	0.5238095	0.180	0.366	1
E02005682 : South Northamptonshire 00	2	NN7 2AB	9											2
E02001956 : Birmingham 130	2	B45 9FF	9	158	0.00633	0.5212121	100	140	120	0.00833	0.6065574	0.316	0.627	1
			1	172	0.00581	0.4787879	190	180	185	0.00541	0.3934426	0.188	0.373	1
W02000059 : Flintshire 002	2	CH8 9HE	1	64.7	0.01546	0.5735003	55	80	67.5	0.01481	0.557377	0.320	0.629	1
			9	87	0.01149	0.4264997	70	100	85	0.01176	0.442623	0.189	0.371	1
W02000072 : Flintshire 015	2	CH4 8SE	1	50.3	0.01988	0.5907242	40	60	50	0.02	0.5555556	0.328	0.643	1
			9	72.6	0.01377	0.4092758	50	75	62.5	0.016	0.4444444	0.182	0.357	1
W02000420 : Wrexham 020	2	LL13 9PS	1	64.1	0.0156	0.5740864	45	65	55	0.01818	0.5686275	0.326	0.640	1
			9	86.4	0.01157	0.4259136	60	85	72.5	0.01379	0.4313725	0.184	0.360	1
W02000241 : The Vale of Glamorgan 00	2	CF64 1DH	1	313	0.00319	0.4792013	200	270	235	0.00426	0.5392157	0.258	0.518	1
			9	288	0.00347	0.5207987	230	320	275	0.00364	0.4607843	0.240	0.482	1
E02003877 : Cheshire West and Chester 0	3	WA6 0AP	9	25.5	0.03922	0.4827586	24	40	32	0.03125	0.5259259	0.254	0.509	2
			1	23.8	0.04202	0.5172414	26	45	35.5	0.02817	0.4740741	0.245	0.491	1
E02001184 : Salford 028	3	M50 3X□	9											3
E02001260 : Trafford 002	3	M17 1SN	9											3
E02005318 : West Lancashire 015	3	WN8 6PS	6	23.6	0.04237	0.6000000	24	40	32	0.03125	0.5076923	0.305	0.607	2
			3	35.4	0.02825	0.4000000	26	40	33	0.0303	0.4923077	0.197	0.393	1
E02001330 : Knowsley 004	3	L10 0AE	3	15.9	0.06289	0.4573379	14	22	18	0.05556	0.5263158	0.241	0.484	1
			6	13.4	0.07463	0.5426621	14	26	20	0.05	0.4736842	0.257	0.516	2
E02001352 : Liverpool 006	3	L9 3BY	3											3
E02001354 : Liverpool 008	3	L9 7ES	3	17.8	0.05618	0.4638554	18	35	26.5	0.03774	0.5309735	0.246	0.495	1
			6	15.4	0.06494	0.5361446	20	40	30	0.03333	0.4690265	0.251	0.505	2
E02001360 : Liverpool 014	3	L20 8JD	3											3
E02001364 : Liverpool 018	3	L4 0TH	3	20.1	0.04975	0.4493151	22	45	33.5	0.02985	0.5248227	0.236	0.474	1
			2	16.4	0.06098	0.5506849	24	50	37	0.02703	0.4751773	0.262	0.526	2
E02001460 : Sefton 032	3	L21 1LA	3											3
E02001461 : Sefton 033	3	L21 8NE	3											3
E02001462 : Sefton 034	3	L20 4□H	3											3
E02001464 : Sefton 036	3	L20 5ED	3											3
E02001414 : St. Helens 009	3	WA10 5JX	6	7.2	0.13889	0.6521739	12	20	16	0.0625	0.5555556	0.362	0.701	2
			3	13.5	0.07407	0.3478261	14	26	20	0.05	0.4444444	0.155	0.299	1
E02001415 : St. Helens 010	3	WA12 9□□	9											3
E02001418 : St. Helens 013	3	WA12 8DN	9											3
E02001423 : St. Helens 018	3	L34 2□W	6											3
E02001482 : Wirral 016	3	CH41 1LF	2	21.1	0.04739	0.3788472	35	70	52.5	0.01905	0.3384615	0.128	0.385	1
			3	28.9	0.0346	0.2765978	35	70	52.5	0.01905	0.3384615	0.094	0.281	1
			12	23.2	0.0431	0.3445550	35	75	55	0.01818	0.3230769	0.111	0.334	1
E02004034 : Amber Valley 006	3	DE5 3NX	9											3
E02003803 : Cheshire West and Chester 0	4	CH1 1DA	1	41.4	0.02415	0.3708651	35	60	47.5	0.02105	0.3794302	0.141	0.413	2
			9	63.6	0.01572	0.2414122	50	80	65	0.01538	0.2772759	0.067	0.196	1
			12	39.6	0.02525	0.3877226	40	65	52.5	0.01905	0.343294	0.133	0.391	2
E02002592 : Warrington 003	4	WA5 4AH	9											4
E02002595 : Warrington 006	4	WA2 8UH	9											4
E02002603 : Warrington 014	4	WA1 4RR	9											4
E02002613 : Warrington 024	4	WA4 2TG	9	29.8	0.03356	0.5033333	26	40	33	0.0303	0.5074627	0.255	0.511	2
			1	30.2	0.03311	0.4966667	28	40	34	0.02941	0.4925373	0.245	0.489	2
E02005314 : West Lancashire 011	4	WN8 8EH	6	20.6	0.04854	0.6120527	24	40	32	0.03125	0.5	0.306	0.612	2
			3	32.5	0.03077	0.3879473	24	40	32	0.03125	0.5	0.194	0.388	2
E02001334 : Knowsley 008	4	L36 3YB	3	10.3	0.09709	0.2922360	14	26	20	0.05	0.3196061	0.093	0.283	1
			2	10	0.1	0.3010031	14	20	17	0.05882	0.3760072	0.113	0.343	1
			6	7.4	0.13514	0.4067609	14	28	21	0.04762	0.3043868	0.124	0.375	1
E02001344 : Knowsley 018	4	L25 2NA	12	8.6	0.11628	0.4880952	12	20	16	0.0625	0.5294118	0.258	0.518	2
			13	8.2	0.12195	0.5119048	12	24	18	0.05556	0.4705882	0.241	0.482	2
E02001369 : Liverpool 023	4	L5 3LB	2	15.6	0.0641	0.5894737	24	50	37	0.02703	0.5225806	0.308	0.611	2
			3	22.4	0.04464	0.4105263	26	55	40.5	0.02469	0.4774194	0.196	0.389	2
E02001370 : Liverpool 024	4	L5 6PT	2	14.9	0.06711	0.5802817	22	50	36	0.02778	0.4820144	0.280	0.563	2
			3	20.6	0.04854	0.4197183	22	45	33.5	0.02985	0.5179856	0.217	0.437	2
E02001386 : Liverpool 040	4	L25 3SG	12	8.7	0.11494	0.4912281	12	18	15	0.06667	0.5454545	0.268	0.537	2
			13	8.4	0.11905	0.5087719	12	24	18	0.05556	0.4545455	0.231	0.463	2
E02001394 : Liverpool 048	4	L17 0AN	2	14.4	0.06944	0.5102041	20	40	30	0.03333	0.5275591	0.269	0.538	2
			12	15	0.06667	0.4897959	22	45	33.5	0.02985	0.4724409	0.231	0.462	2
E02001397 : Liverpool 051	4	L25 7GB	12	10.5	0.09524	0.4902913	16	28	22	0.04545	0.5368421	0.263	0.527	2
			13	10.1	0.09901	0.5097087	16	35	25.5	0.03922	0.4631579	0.236	0.473	2
E02001446 : Sefton 018	4	L31 2HN	3	21.8	0.04587	0.4708738	18	30	24	0.04167	0.5339806	0.251	0.505	2
			6	19.4	0.05155	0.5291262	20	35	27.5	0.03636	0.4660194	0.247	0.495	2
E02001457 : Sefton 029	4	L30 4YD	3	21.8	0.04587	0.4708738	20	35	27.5	0.03636	0.5217391	0.246	0.493	2
			6	19.4	0.05155	0.5291262	20	40	30	0.03333	0.4782609	0.253	0.507	2
E02001505 : Wirral 039	4	CH62 3RP	1	46.7	0.02141	0.2930084	35	55	45	0.02222	0.4048583	0.119	0.359	1
			9	69	0.01449	0.1983115	50	75	62.5	0.016	0.291498	0.058	0.175	1
			3	26.9	0.03717	0.5086801	40	80	60	0.01667	0.3036437	0.154	0.467	2
E02003845 : Cheshire West and Chester 0	5	CH65 0A□	1	38	0.02632	0.4885599	30	45	37.5	0.02667	0.516129	0.252	0.505	3
			9	36.3	0.02755	0.5114401	30	50	40	0.025	0.483871	0.247	0.495	2
E02002583 : Halton 010	5	WA7 1S□	1	18.9	0.05291	0.4290030	14	22	18	0.05556	0.5384615	0.231	0.467	2
			9	14.2	0.07042	0.5709970	16	26	21	0.04762	0.4615385	0.264	0.533	3
E02002593 : Warrington 004	5	WA3 7PB	9											5
E02002602 : Warrington 013	5	WA2 8HZ	9	16	0.0625	0.5151515	18	35	26.5	0.03774	0.5583333	0.288	0.573	3
			12	17	0.05882	0.4848485	22	45	33.5	0.02985	0.4416667	0.214	0.427	2
E02002608 : Warrington 019	5	WA5 2LB	12	11.4	0.08772	0.4818182	14	20	17	0.05882	0.5142857	0.248	0.496	2
			9	10.6	0.09434	0.5181818	14	22	18	0.05556	0.4857143	0.252	0.504	3
E02001348 : Liverpool 002	5	L9 9EH	3	17.5	0.05714	0.4631902	16	30	23	0.04348	0.5353535	0.248	0.499	2
			6	15.1	0.06623	0.5368098	18	35	26.5	0.03774	0.4646465	0.249	0.501	3
E02001366 : Liverpool 020	5	L13 7HN	2	13.1	0.07634	0.5544218	22	40	31	0.03226	0.5267176	0.292	0.581	3
			13	16.3	0.06135	0.4455782	24	45	34.5	0.02899	0.4732824	0.211	0.419	2
E02001383 : Liverpool 037	5	L7 7DA	3											5
E02001390 : Liverpool 044	5	L8 4TL	2	16.4	0.06098	0.5649867	24	55	39.5	0.02532	0.50625	0.286	0.571	3
			1	21.3	0.04695	0.4350133	26	55	40.5	0.02469	0.49375	0.215	0.429	2
E02001327 : Knowsley 001	6	L33 7UG	3	18.1	0.05525	0.4430769	16	28	22	0.04545	0.5217391	0.231	0.465	3
			6	14.4	0.06944	0.5569231	18	30	24	0.04167	0.4782609	0.266	0.535	3
E02001368 : Liverpool 022	6	L20 1AB	3	22.7	0.04405	0.4671362	26	60	43	0.02326	0.5195531	0.243	0.487	3
			2	19.9	0.05025	0.5328638	28	65	46.5	0.02151	0.4804469	0.256	0.513	3
E02001401 : Liverpool 055	6	L25 0PA	1											6
E02001463 : Sefton 035	6	L30 4XR	3	22.3	0.04484	0.4703088	20	35	27.5	0.03636	0.5299145	0.249	0.500	3
			6	19.8	0.05051	0.5296912	22	40	31	0.03226	0.4700855	0.249	0.500	3
E02002576 : Halton 003	7	WA8 0SR	9	9	0.11111	0.4018053	12	18	15	0.06667	0.3529412	0.142	0.421	3
			12	11.3	0.0885	0.3200219	12	18	15	0.06667	0.3529412	0.113	0.336	2
			1	13	0.07692	0.2781729	14	22	18	0.05556	0.2941176	0.082	0.243	2
E02001381 : Liverpool 035	7	L8 7AB	2											7
E02001393 : Liverpool 047	7	L16 9JD	2	11.7	0.08547	0.5063291	16	30	23	0.04348	0.5660377	0.287	0.572	4
			13	12	0.08333	0.4936709	20	40	30	0.03333	0.4339623	0.214	0.428	3
E02001455 : Sefton 027	7	L9 5AT	3	20.7	0.04831	0.4692308	18	30	24	0.04167	0.5339806	0.251	0.503	4
			6	18.3	0.05464	0.5307692	20	35	27.5	0.03636	0.4660194	0.247	0.497	3
E02001406 : St. Helens 001	7	WA11 8NY	6	13.4	0.07463	0.6368564	18	28	23	0.04348	0.5533981	0.352	0.685	5
			2	23.5	0.04255	0.3631436	22	35	28.5	0.03509	0.4466019	0.162	0.315	2
E02001396 : Liverpool 050	8	L8 9SJ	2	16.1	0.06211	0.5660377	24	50	37	0.02703	0.5066667	0.287	0.573	5
			1	21	0.04762	0.4339623	26	50	38	0.02632	0.4933333	0.214	0.427	3
E02001421 : St. Helens 016	8	WA9 5EA	9	8.5	0.11765	0.4480519	12	20	16	0.0625	0.5151515	0.231	0.463	4
			6	6.9	0.14493	0.5519481	12	22	17	0.05882	0.4848485	0.268	0.537	4
E02001350 : Liverpool 004	9	L11 0JA	3	14.3	0.06993	0.4541985	14	22	18	0.05556	0.5384615	0.245	0.493	4
			6	11.9	0.08403	0.5458015	16	26	21	0.04762	0.4615385	0.252	0.507	5
E02001427 : St. Helens 022	9	WA5 3LP	9	9.3	0.10753	0.4300185	14	24	19	0.05263	0.3333333	0.143	0.430	4
			12	12.1	0.08264	0.3305101	14	24	19	0.05263	0.3333333	0.110	0.331	3
			2 (e)	16.7	0.05988	0.2394714	14	24	19	0.05263	0.3333333	0.080	0.239	2
E02001373 : Liverpool 027	11	L13 3BS	2											11
E02001377 : Liverpool 031	11	L3 5PS	2											11
E02001336 : Knowsley 010	12	L36 7TX	6	4.5	0.22222	0.3865838	8	14	11	0.09091	0.3589744	0.139	0.412	5
			6	5.3	0.18868	0.3282315	8	14	11	0.09091	0.3589744	0.118	0.350	4
			13	6.1	0.16393	0.2851847	10	18	14	0.07143	0.2820513	0.080	0.239	3
E02001351 : Liverpool 005	12	L9 7AL	3	17.1	0.05848	0.4622642	16	28	22	0.04545	0.5463918	0.253	0.509	6
			6	14.7	0.06803	0.5377358	18	35	26.5	0.03774	0.4536082	0.244	0.491	6
E02001426 : St. Helens 021	12	L35 7LS	6	3.6	0.27778	0.3750998	8	14	11	0.09091	0.3415745	0.128	0.385	5
			6	4	0.25	0.3375898	9	16	12.5	0.08	0.3005856	0.101	0.305	4
			9	4.7	0.21277	0.2873105	9	12	10.5	0.09524	0.3578399	0.103	0.309	4
E02001374 : Liverpool 028	13	L7 0JT	2	12.4	0.08065	0.5753425	20	35	27.5	0.03636	0.5564516	0.320	0.630	8
			9 (10)	16.8	0.05952	0.4246575	24	45	34.5	0.02899	0.4435484	0.188	0.370	5
E02001428 : St. Helens 023	13	L35 2XL	6											13
E02002582 : Halton 009	14	WA7 1ST	1	17.8	0.05618	0.3022707	16	22	19	0.05263	0.3717855	0.112	0.339	5
			9	16.1	0.06211	0.3341875	18	28	23	0.04348	0.3071271	0.103	0.309	4
			11	14.8	0.06757	0.3635418	18	26	22	0.04545	0.3210874	0.117	0.352	5
E02002607 : Warrington 018	14	WA1 2NS	9	17.6	0.05682	0.3601108	20	40	30	0.03333	0.3616522	0.130	0.389	5
			9	16	0.0625	0.3961219	22	45	33.5	0.02985	0.3238676	0.128	0.383	5
			1	26	0.03846	0.2437673	24	45	34.5	0.02899	0.3144802	0.077	0.229	3
E02001465 : Sefton 037	14	L20 1EF	3	27.2	0.03676	0.3192901	28	50	39	0.02564	0.396376	0.127	0.382	5
			6	27.5	0.03636	0.3158069	35	65	50	0.02	0.3091733	0.098	0.294	4
			2	23.8	0.04202	0.3649030	35	70	52.5	0.01905	0.2944507	0.107	0.324	5
E02002598 : Warrington 009	15	WA5 3RN	9	11.9	0.08403	0.3527471	14	22	18	0.05556	0.3548387	0.125	0.379	6
			10(e)	15.6	0.0641	0.2690827	14	22	18	0.05556	0.3548387	0.095	0.289	4
			9	11.1	0.09009	0.3781703	16	28	22	0.04545	0.2903226	0.110	0.332	5
E02001337 : Knowsley 011	15	L34 1PJ	3	7.9	0.12658	0.2728083	9	14	11.5	0.08696	0.3521127	0.096	0.290	4
			6	4.9	0.20408	0.4398337	9	16	12.5	0.08	0.3239437	0.142	0.430	6
			3(e)	7.5	0.13333	0.2873580	9	16	12.5	0.08	0.3239437	0.093	0.281	4
E02001347 : Liverpool 001	15	L10 7NR	3	16.6	0.06024	0.4592834	16	26	21	0.04762	0.5227273	0.240	0.482	7
			6	14.1	0.07092	0.5407166	16	30	23	0.04348	0.4772727	0.258	0.518	8
E02001329 : Knowsley 003	16	L32 8RD	3	16.8	0.05952	0.3028649	14	24	19	0.05263	0.3914591	0.119	0.358	6
			6	14.4	0.06944	0.3533424	16	28	22	0.04545	0.3380783	0.119	0.361	6
			6	14.8	0.06757	0.3437926	20	35	27.5	0.03636	0.2704626	0.093	0.281	4
E02001410 : St. Helens 005	16	WA11 9TA	9	151	0.00662	0.0483946	20	40	30	0.03333	0.3333333	0.016	0.048	1
			6	16.2	0.06173	0.4510857	20	40	30	0.03333	0.3333333	0.150	0.451	7
			6	14.6	0.06849	0.5005197	20	40	30	0.03333	0.3333333	0.167	0.501	8
E02002581 : Halton 008	18	WA8 0TL	1	9.2	0.1087	0.3086172	9	14	11.5	0.08696	0.3722084	0.115	0.347	6
			1(e)	8.8	0.11364	0.3226453	9	16	12.5	0.08	0.3424318	0.110	0.334	6
			11	7.7	0.12987	0.3687375	12	18	15	0.06667	0.2853598	0.105	0.318	6
E02006933 : Liverpool 061	18	L1 5AS	2											18
E02001372 : Liverpool 026	19	L14 3LB	2											19
E02006934 : Liverpool 062	21	L2 2SB	3											21
E02001346 : Knowsley 020	22	L24 9BJ	1											22
E02001424 : St. Helens 019	22	WA9 5AB	9											22
E02001342 : Knowsley 016	24	L36 9GD	13	7	0.14286	0.4890511	10	22	16	0.0625	0.5	0.245	0.489	12
			6	6.7	0.14925	0.5109489	12	20	16	0.0625	0.5	0.255	0.511	12
E02001417 : St. Helens 012	24	WA10 1AB	9	9.3	0.10753	0.2987623	14	22	18	0.05556	0.3512015	0.105	0.316	8
			6	7.5	0.13333	0.3704652	14	26	20	0.05	0.3160813	0.117	0.353	8
			9	8.4	0.11905	0.3307725	14	24	19	0.05263	0.3327172	0.110	0.331	8
E02006932 : Liverpool 060	27	L1 1JW	2											27
E02002580 : Halton 007	30	WA8 0WN	9	8.9	0.11236	0.3674139	12	20	16	0.0625	0.326087	0.120	0.360	11
			12	11.2	0.08929	0.2919628	12	18	15	0.06667	0.3478261	0.102	0.305	9
			9	9.6	0.10417	0.3406233	12	20	16	0.0625	0.326087	0.111	0.334	10
E02001419 : St. Helens 014	36	WA9 3BL	9											36
E02001404 : Liverpool 058	38	L24 1YD	3											38
E02001341 : Knowsley 015	39	L36 9UR	6	4.5	0.22222	0.5754717	9	16	12.5	0.08	0.5283019	0.304	0.603	24
			13	6.1	0.16393	0.4245283	10	18	14	0.07143	0.4716981	0.200	0.397	15
E02001339 : Knowsley 013	40	L34 1□N	6											40
E02001331 : Knowsley 005	43	L34 9GT	3	13.8	0.07246	0.3071271	12	20	16	0.0625	0.3891993	0.120	0.360	15
			6	11.4	0.08772	0.3717855	14	24	19	0.05263	0.3277467	0.122	0.367	16
			6	13.2	0.07576	0.3210874	16	28	22	0.04545	0.283054	0.091	0.274	12
E02001343 : Knowsley 017	45	L36 6AD	13	4.1	0.2439	0.4743590	6	12	9	0.11111	0.5	0.237	0.474	21
			13(e)	3.7	0.27027	0.5256410	6	12	9	0.11111	0.5	0.263	0.526	24
E02001335 : Knowsley 009	84	L35 5DR	7											84
E02001333 : Knowsley 007	90	L34 5N□	6	3.1	0.32258	0.4062361	6	12	9	0.11111	0.367893	0.149	0.442	40
			6	3.8	0.26316	0.3314031	8	12	10	0.1	0.3311037	0.110	0.324	29
			6	4.8	0.20833	0.2623608	8	14	11	0.09091	0.3010033	0.079	0.234	21
1,328														1,328

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

APPENDIX 7

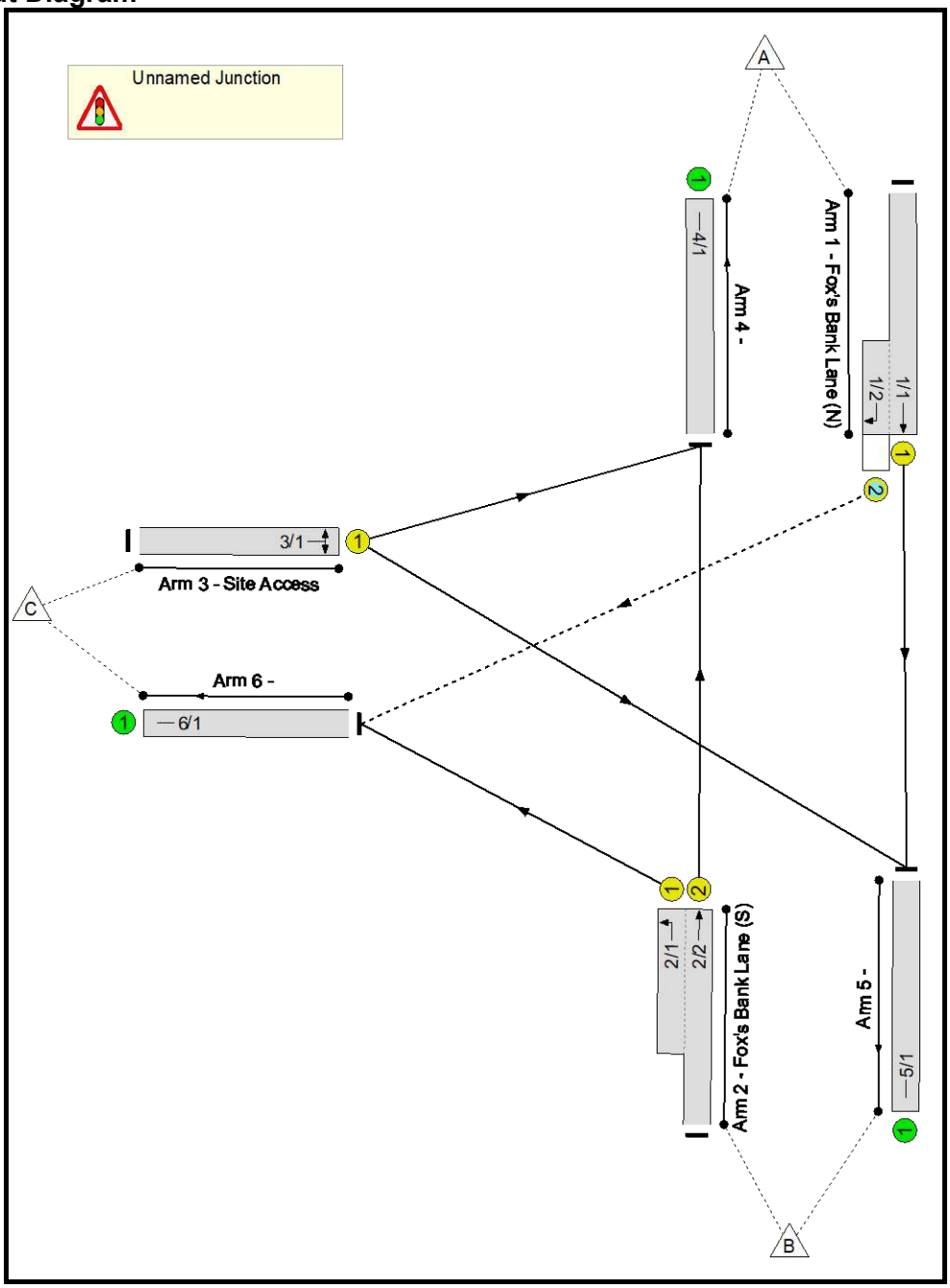
Fox's Lane Site Access LINSIG Outputs

Full Input Data And Results

User and Project Details

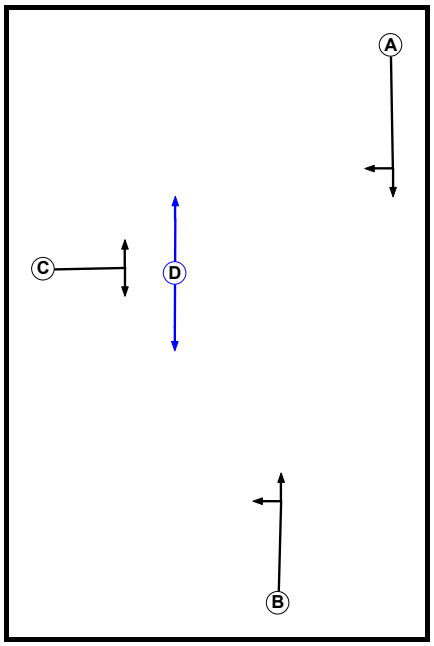
Project:	
Title:	
Location:	
Additional detail:	
File name:	Fox's Bank Lane - Site Access V2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6

Phase Intergreens Matrix

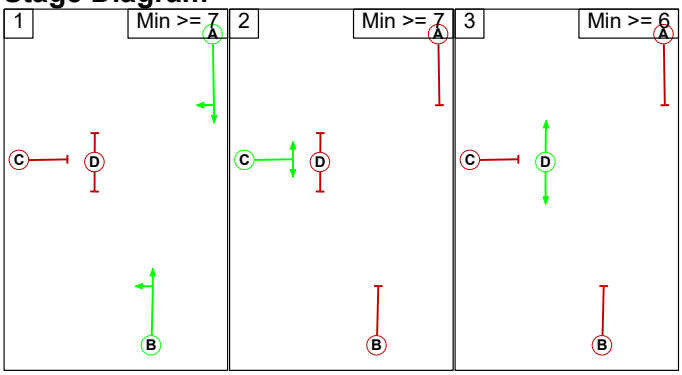
Terminating Phase	Starting Phase				
		A	B	C	D
	A		-	5	8
	B	-		5	7
	C	5	5		5
	D	6	6	6	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage 1	To Stage 2	To Stage 3
1		5	8
2	5		5
3	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Fox's Bank Lane (N))	6/1 (Right)	1439	0	2/2	1.09	All	2.00	-	0.50	2	2.00
				2/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Unnamed Junction

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Fox's Bank Lane (N))	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
1/2 (Fox's Bank Lane (N))	O	A	2	3	5.2	Geom	-	3.00	0.00	N	Arm 6 Right	20.00
2/1 (Fox's Bank Lane (S))	U	B	2	3	8.0	Geom	-	3.00	0.00	Y	Arm 6 Left	13.00
2/2 (Fox's Bank Lane (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	Inf
3/1 (Site Access)	U	C	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left Arm 5 Right	12.00 17.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base Peak Hour Flows - AM Peak'	08:00	09:00	01:00	
2: '2031 Base Peak Hour Flows - PM Peak'	16:30	17:30	01:00	
3: '2031 Base eith Development Peak Hour Flows - AM Peak'	08:00	09:00	01:00	
4: '2031 Base with Development Peak Hour Flows - PM Peak'	16:30	17:30	01:00	

Scenario 1: '2031 Base - AM Peak' (FG1: '2031 Base Peak Hour Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	293	34	327
	B	280	0	11	291
	C	100	34	0	134
	Tot.	380	327	45	752

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 Base - AM Peak
Junction: Unnamed Junction	
1/1 (with short)	327(In) 293(Out)
1/2 (short)	34
2/1 (short)	11
2/2 (with short)	291(In) 280(Out)
3/1	134
4/1	380
5/1	327
6/1	45

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Fox's Bank Lane (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (Fox's Bank Lane (N))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Fox's Bank Lane (S))	3.00	0.00	Y	Arm 6 Left	13.00	100.0 %	1717	1717
2/2 (Fox's Bank Lane (S))	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1 (Site Access)	3.00	0.00	Y	Arm 4 Left	12.00	74.6 %	1716	1716
				Arm 5 Right	17.00	25.4 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2031 Base - PM Peak' (FG2: '2031 Base Peak Hour Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	263	93	356
	B	300	0	31	331
	C	56	19	0	75
	Tot.	356	282	124	762

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2031 Base - PM Peak
Junction: Unnamed Junction	
1/1 (with short)	356(In) 263(Out)
1/2 (short)	93
2/1 (short)	31
2/2 (with short)	331(In) 300(Out)
3/1	75
4/1	356
5/1	282
6/1	124

Lane Saturation Flows

Junction: Unnamed Junction

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Fox's Bank Lane (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (Fox's Bank Lane (N))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Fox's Bank Lane (S))	3.00	0.00	Y	Arm 6 Left	13.00	100.0 %	1717	1717
2/2 (Fox's Bank Lane (S))	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1 (Site Access)	3.00	0.00	Y	Arm 4 Left	12.00	74.7 %	1716	1716
				Arm 5 Right	17.00	25.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Base with Development - AM Peak' (FG3: '2031 Base eith Development Peak Hour Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	293	48	341
	B	280	0	22	302
	C	138	63	0	201
	Tot.	418	356	70	844

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Base with Development - AM Peak
Junction: Unnamed Junction	
1/1 (with short)	341(In) 293(Out)
1/2 (short)	48
2/1 (short)	22
2/2 (with short)	302(In) 280(Out)
3/1	201
4/1	418
5/1	356
6/1	70

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Fox's Bank Lane (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (Fox's Bank Lane (N))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Fox's Bank Lane (S))	3.00	0.00	Y	Arm 6 Left	13.00	100.0 %	1717	1717
2/2 (Fox's Bank Lane (S))	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1 (Site Access)	3.00	0.00	Y	Arm 4 Left	12.00	68.7 %	1720	1720
				Arm 5 Right	17.00	31.3 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base with Development - PM Peak' (FG4: '2031 Base with Development Peak Hour Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	263	121	384
	B	300	0	53	353
	C	72	32	0	104
	Tot.	372	295	174	841

Full Input Data And Results

Traffic Lane Flows

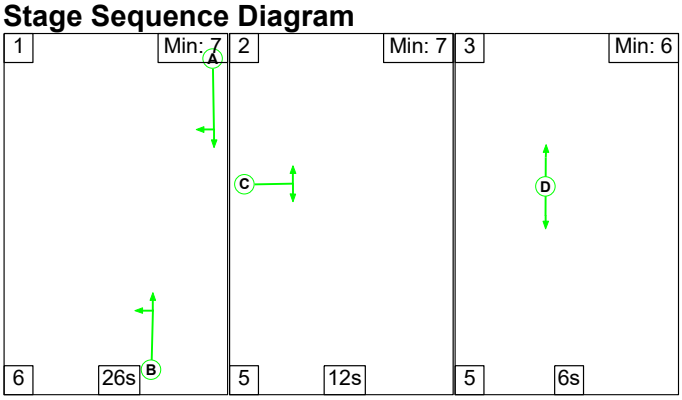
Lane	Scenario 4: 2031 Base with Development - PM Peak
Junction: Unnamed Junction	
1/1 (with short)	384(In) 263(Out)
1/2 (short)	121
2/1 (short)	53
2/2 (with short)	353(In) 300(Out)
3/1	104
4/1	372
5/1	295
6/1	174

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Fox's Bank Lane (N))	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (Fox's Bank Lane (N))	3.00	0.00	N	Arm 6 Right	20.00	100.0 %	1912	1912
2/1 (Fox's Bank Lane (S))	3.00	0.00	Y	Arm 6 Left	13.00	100.0 %	1717	1717
2/2 (Fox's Bank Lane (S))	3.50	0.00	N	Arm 4 Ahead	Inf	100.0 %	2105	2105
3/1 (Site Access)	3.00	0.00	Y	Arm 4 Left	12.00	69.2 %	1720	1720
				Arm 5 Right	17.00	30.8 %		
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2031 Base - AM Peak' (FG1: '2031 Base Peak Hour Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

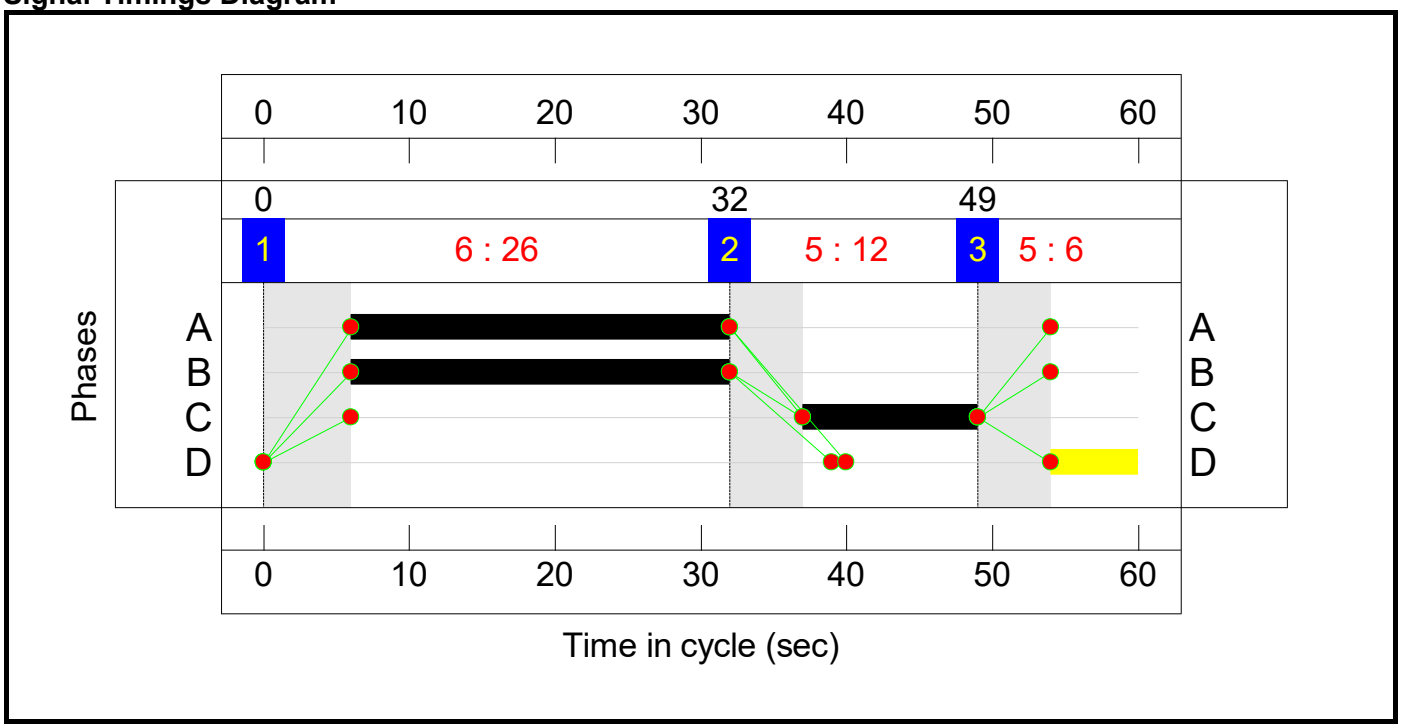


Full Input Data And Results

Stage Timings

Stage	1	2	3
Duration	26	12	6
Change Point	0	32	49

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**36.0%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**36.0%**
1/1+1/2	Fox's Bank Lane (N) Ahead Right	U+O	N/A	N/A	A		1	26	-	327	1965:1912	833+97	35.2 : 35.2%
2/2+2/1	Fox's Bank Lane (S) Ahead Left	U	N/A	N/A	B		1	26	-	291	2105:1717	915+36	30.6 : 30.6%
3/1	Site Access Left Right	U	N/A	N/A	C		1	12	-	134	1716	372	36.0%
4/1		U	N/A	N/A	-		-	-	-	380	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	45	Inf	Inf	0.0%

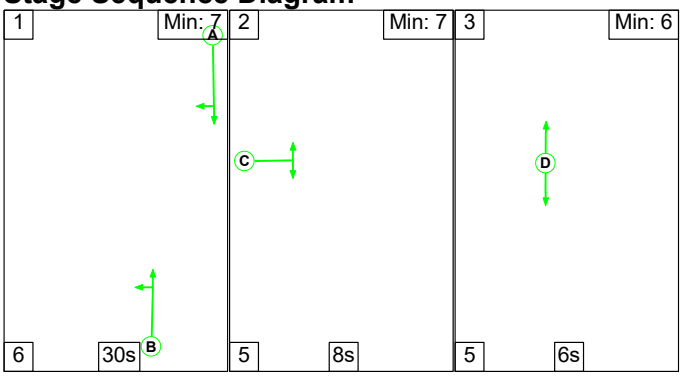
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**34**	**0**	**0**	**2.5**	**0.8**	**0.0**	**3.3**	-	-	-	-
Unnamed Junction	-	-	**34**	**0**	**0**	**2.5**	**0.8**	**0.0**	**3.3**	-	-	-	-
1/1+1/2	327	327	34	0	0	1.0	0.3	0.0	1.3	13.8	3.1	0.3	3.4
2/2+2/1	291	291	-	-	-	0.8	0.2	-	1.1	13.2	3.0	0.2	3.2
3/1	134	134	-	-	-	0.7	0.3	-	1.0	27.5	1.9	0.3	2.1
4/1	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	45	45	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 149.7 Total Delay for Signalled Lanes (pcuHr): 3.35 Cycle Time (s): 60
PRC Over All Lanes (%): 149.7 Total Delay Over All Lanes(pcuHr): 3.35

Full Input Data And Results

Scenario 2: '2031 Base - PM Peak' (FG2: '2031 Base Peak Hour Flows - PM Peak', Plan 1: 'Network Control Plan 1')

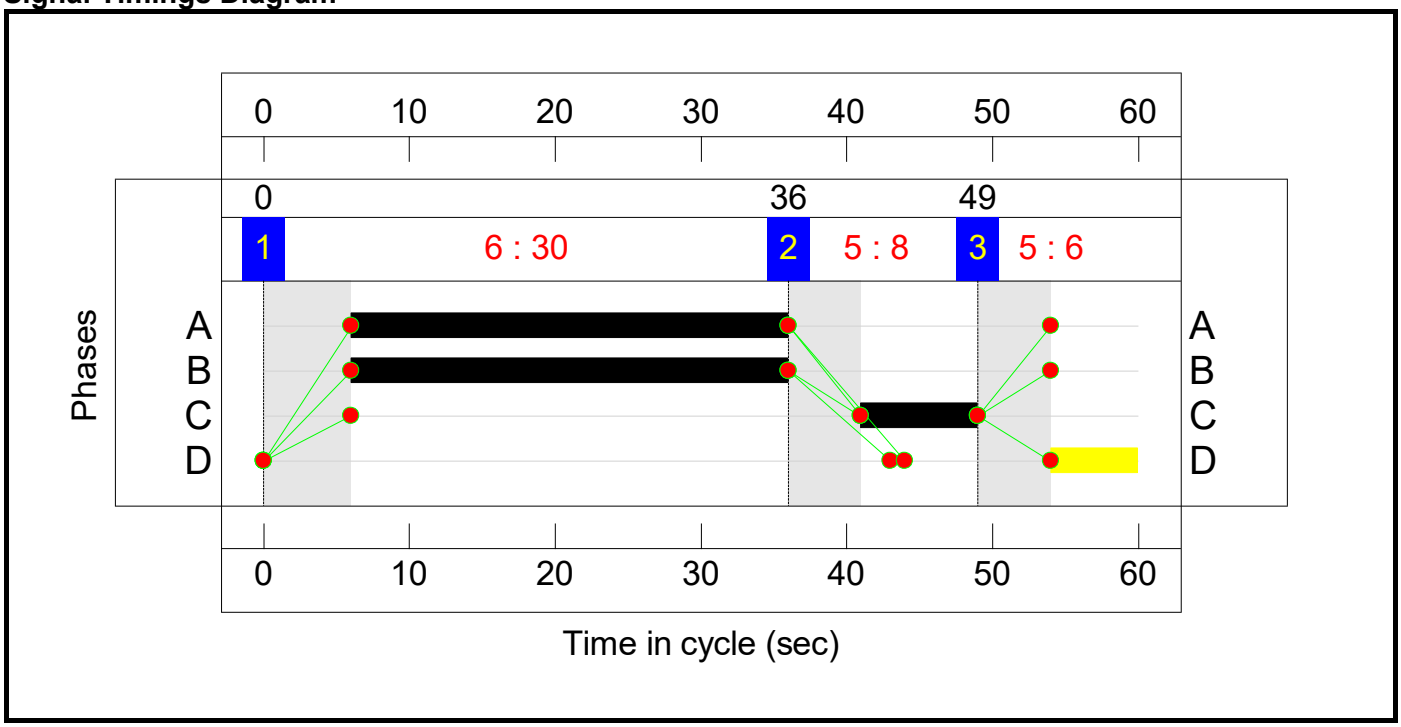
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	8	6
Change Point	0	36	49

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**31.4%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**31.4%**
1/1+1/2	Fox's Bank Lane (N) Ahead Right	U+O	N/A	N/A	A		1	30	-	356	1965:1912	837+296	31.4 : 31.4%
2/2+2/1	Fox's Bank Lane (S) Ahead Left	U	N/A	N/A	B		1	30	-	331	2105:1717	1009+104	29.7 : 29.7%
3/1	Site Access Left Right	U	N/A	N/A	C		1	8	-	75	1716	257	29.1%
4/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	282	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	124	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**93**	**0**	**0**	**2.0**	**0.6**	**0.1**	**2.7**	-	-	-	-
Unnamed Junction	-	-	**93**	**0**	**0**	**2.0**	**0.6**	**0.1**	**2.7**	-	-	-	-
1/1+1/2	356	356	93	0	0	0.8	0.2	0.1	1.1	11.1	2.4	0.2	2.6
2/2+2/1	331	331	-	-	-	0.7	0.2	-	1.0	10.4	2.7	0.2	3.0
3/1	75	75	-	-	-	0.5	0.2	-	0.7	32.6	1.1	0.2	1.3
4/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	124	124	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 186.3
PRC Over All Lanes (%): 186.3

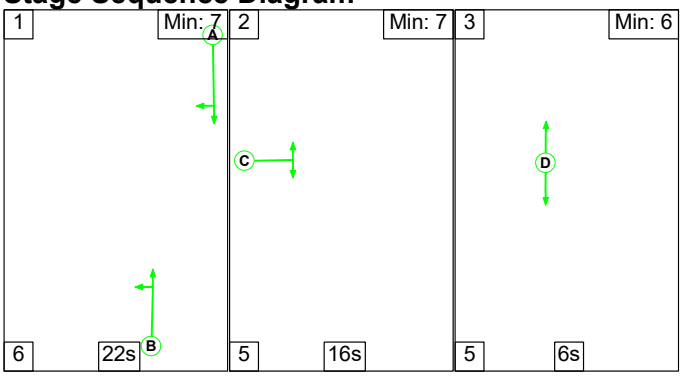
Total Delay for Signalled Lanes (pcuHr): 2.73
Total Delay Over All Lanes(pcuHr): 2.73

Cycle Time (s): 60

Full Input Data And Results

Scenario 3: '2031 Base with Development - AM Peak' (FG3: '2031 Base eith Development Peak Hour Flows - AM Peak', Plan 1: 'Network Control Plan 1')

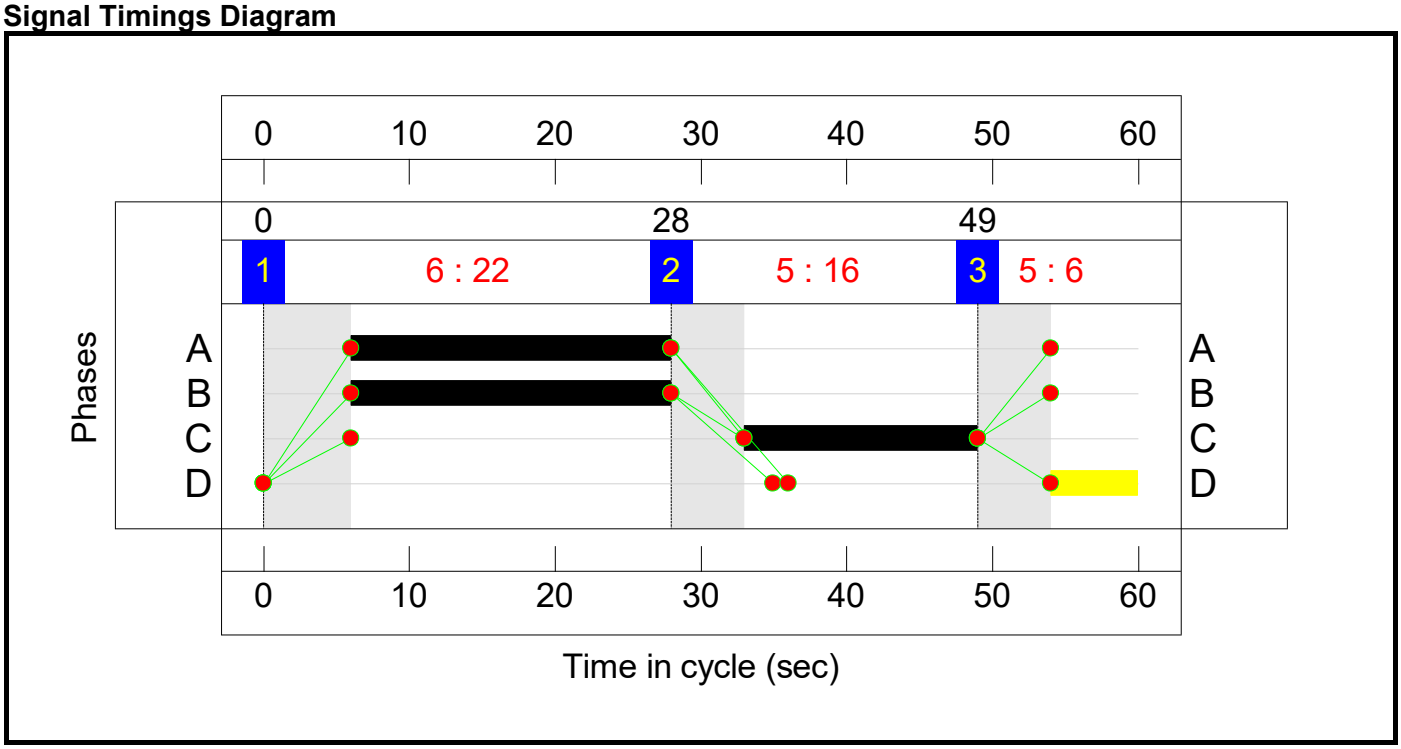
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	22	16	6
Change Point	0	28	49

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**41.9%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**41.9%**
1/1+1/2	Fox's Bank Lane (N) Ahead Right	U+O	N/A	N/A	A		1	22	-	341	1965:1912	699+115	41.9 : 41.9%
2/2+2/1	Fox's Bank Lane (S) Ahead Left	U	N/A	N/A	B		1	22	-	302	2105:1717	768+60	36.5 : 36.5%
3/1	Site Access Left Right	U	N/A	N/A	C		1	16	-	201	1720	487	41.2%
4/1		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	70	Inf	Inf	0.0%

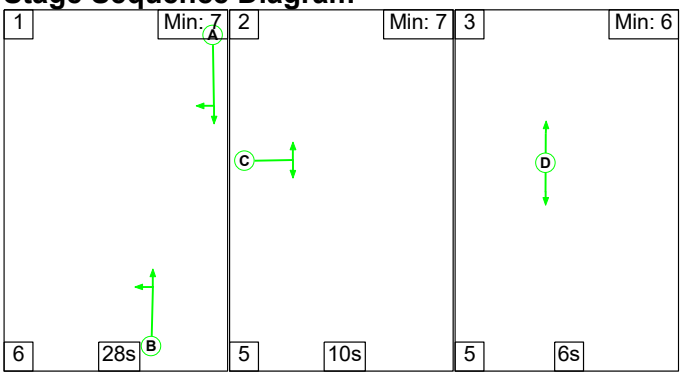
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**48**	**0**	**0**	**3.3**	**1.0**	**0.1**	**4.4**	-	-	-	-
Unnamed Junction	-	-	**48**	**0**	**0**	**3.3**	**1.0**	**0.1**	**4.4**	-	-	-	-
1/1+1/2	341	341	48	0	0	1.2	0.4	0.1	1.7	17.6	3.5	0.4	3.9
2/2+2/1	302	302	-	-	-	1.1	0.3	-	1.4	16.5	3.3	0.3	3.6
3/1	201	201	-	-	-	1.0	0.4	-	1.3	23.7	2.7	0.4	3.0
4/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 114.9 Total Delay for Signalled Lanes (pcuHr): 4.37 Cycle Time (s): 60
PRC Over All Lanes (%): 114.9 Total Delay Over All Lanes(pcuHr): 4.37

Full Input Data And Results

Scenario 4: '2031 Base with Development - PM Peak' (FG4: '2031 Base with Development Peak Hour Flows - PM Peak', Plan 1: 'Network Control Plan 1')

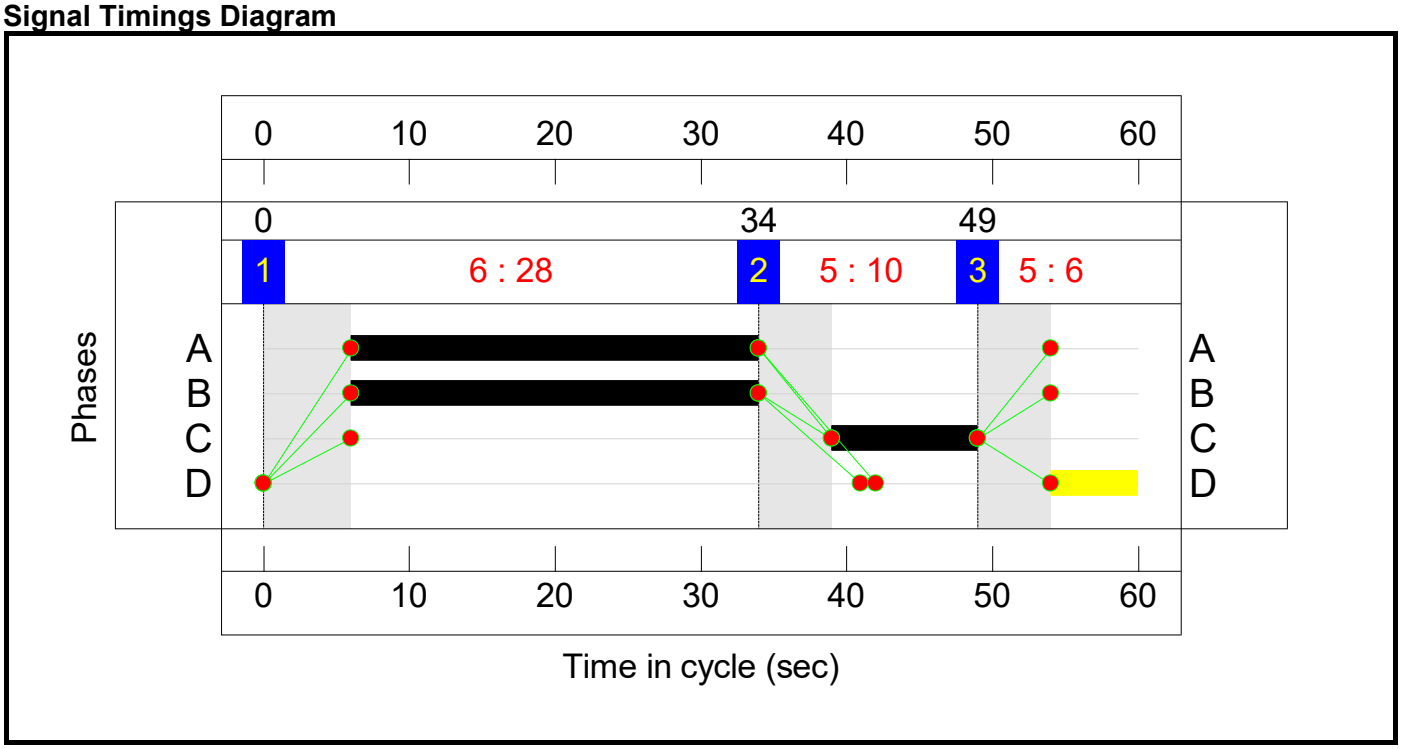
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	28	10	6
Change Point	0	34	49

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**34.9%**
Unnamed Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**34.9%**
1/1+1/2	Fox's Bank Lane (N) Ahead Right	U+O	N/A	N/A	A		1	28	-	384	1965:1912	753+347	34.9 : 34.9%
2/2+2/1	Fox's Bank Lane (S) Ahead Left	U	N/A	N/A	B		1	28	-	353	2105:1717	913+161	32.9 : 32.9%
3/1	Site Access Left Right	U	N/A	N/A	C		1	10	-	104	1720	315	33.0%
4/1		U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	174	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	**121**	**0**	**0**	**2.5**	**0.8**	**0.1**	**3.4**	-	-	-	-
Unnamed Junction	-	-	**121**	**0**	**0**	**2.5**	**0.8**	**0.1**	**3.4**	-	-	-	-
1/1+1/2	384	384	121	0	0	1.0	0.3	0.1	1.4	12.8	2.6	0.3	2.8
2/2+2/1	353	353	-	-	-	0.9	0.2	-	1.1	11.7	3.0	0.2	3.2
3/1	104	104	-	-	-	0.6	0.2	-	0.9	29.8	1.5	0.2	1.7
4/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	295	295	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 157.9 Total Delay for Signalled Lanes (pcuHr): 3.37 Cycle Time (s): 60
PRC Over All Lanes (%): 157.9 Total Delay Over All Lanes(pcuHr): 3.37

APPENDIX 8

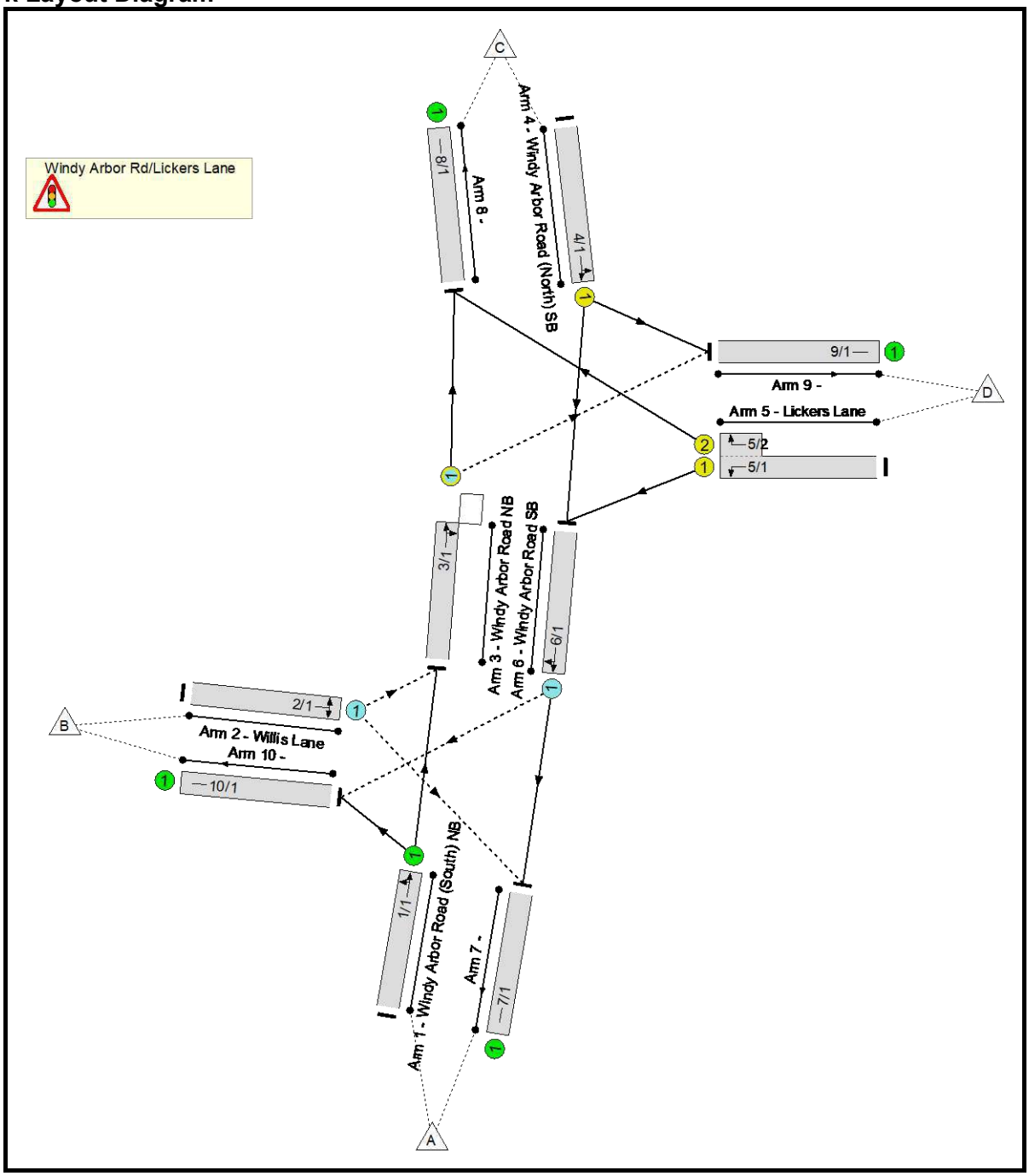
Windy Arbor Road/Lickers Lane/Willis Lane LINSIG Outputs

Full Input Data And Results

User and Project Details

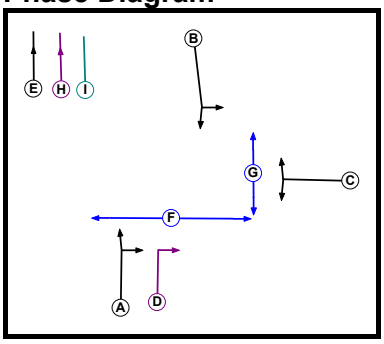
Project:	
Title:	
Location:	
Additional detail:	
File name:	Windy Arbor Rd-Lickers Ln-Wills Ln V2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Ind. Arrow	A	4	4
E	Traffic		4	4
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Ind. Arrow		0	0
I	Dummy		3	3

Phase Intergreens Matrix

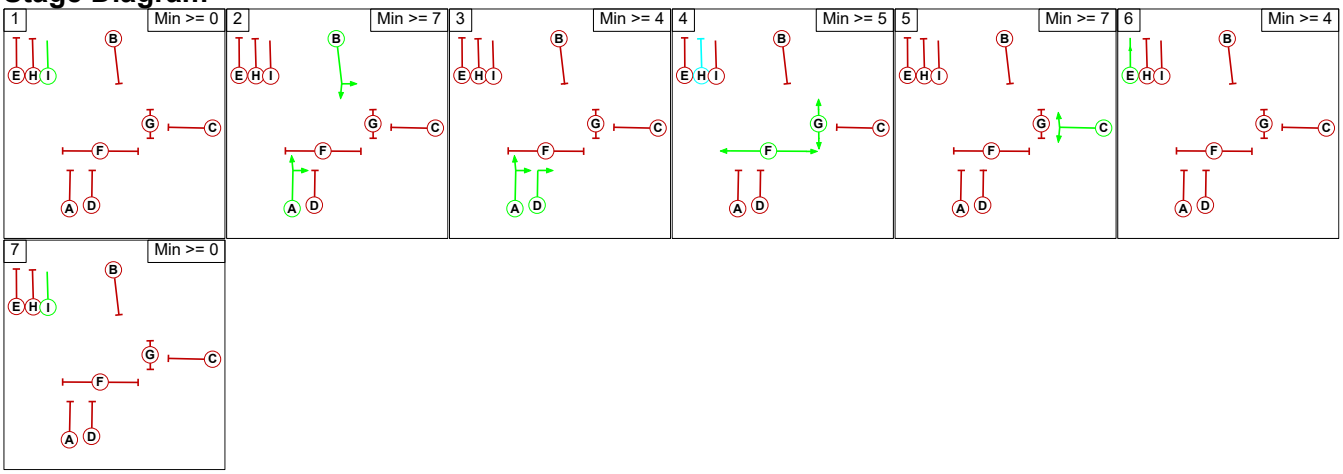
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I
A		-	6	-	8	9	9	9	3
B	-		7	5	7	9	9	9	3
C	7	7		7	7	7	7	7	3
D	-	7	6		8	9	9	9	3
E	7	7	7	5		9	9	9	3
F	0	0	0	0	0		-	-	0
G	0	0	0	0	0	-		-	0
H	2	2	2	2	2	-	-		3
I	2	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	I
2	A B
3	A D
4	F G
5	C
6	E
7	I

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7
1		2	2	2	2	2	0
2	3		5	9	7	8	3
3	3	7		9	6	8	3
4	0	2	X		2	2	0
5	3	7	7	7		7	3
6	3	7	X	9	7		3
7	0	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Windy Arbor Rd/Lickers Lane

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Willis Lane)	3/1 (Left)	636	0	1/1	0.25	All	-	-	-	-	-
	7/1 (Right)	1439	494	1/1	0.23	All					
				6/1	0.22	All					
3/1 (Windy Arbor Road NB)	9/1 (Right)	1439	601	4/1	0.22	All	2.00	2.00	0.50	2	2.00
6/1 (Windy Arbor Road SB)	10/1 (Right)	1439	604	1/1	0.23	All	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Windy Arbor Rd/Lickers Lane

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Windy Arbor Road (South) NB)	U		2	3	60.0	Geom	-	3.65	0.00	Y	Arm 3 Ahead	Inf
											Arm 10 Left	7.60
2/1 (Willis Lane)	O		2	3	60.0	Geom	-	2.96	0.00	Y	Arm 3 Left	9.20
											Arm 7 Right	3.50
3/1 (Windy Arbor Road NB)	O	A D	2	3	60.0	User	2036	-	-	-	-	-
4/1 (Windy Arbor Road (North) SB)	U	B	2	3	60.0	User	1894	-	-	-	-	-
5/1 (Lickers Lane)	U	C	2	3	60.0	User	1910	-	-	-	-	-
5/2 (Lickers Lane)	U	C	2	3	2.8	User	1956	-	-	-	-	-
6/1 (Windy Arbor Road SB)	O		2	3	2.5	Geom	-	3.67	0.00	Y	Arm 7 Ahead	Inf
											Arm 10 Right	3.50
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Surveyed AM Peak Hour'	08:00	09:00	01:00	
2: '2024 Surveyed PM Peak'	16:15	17:15	01:00	
3: '2031 Base Without Development AM Peak'	08:00	09:00	01:00	
4: '2031 Base Without Development PM Peak'	16:15	17:15	01:00	
5: '2031 Base With Development AM Peak'	08:00	09:00	01:00	
6: '2031 Base With Development PM Peak'	16:15	17:15	01:00	

Scenario 1: '2024 Surveyed AM Peak' (FG1: '2024 Surveyed AM Peak Hour', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	7	208	124	339
	B	13	0	4	20	37
	C	248	6	0	128	382
	D	157	19	201	0	377
	Tot.	418	32	413	272	1135

Traffic Lane Flows

Lane	Scenario 1: 2024 Surveyed AM Peak
Junction: Windy Arbor Rd/Lickers Lane	
1/1	339
2/1	37
3/1	356
4/1	382
5/1 (with short)	377(In) 176(Out)
5/2 (short)	201
6/1	430
7/1	418
8/1	413
9/1	272
10/1	32

Full Input Data And Results

Lane Saturation Flows

Junction: Windy Arbor Rd/Lickers Lane								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Windy Arbor Road (South) NB)	3.65	0.00	Y	Arm 3 Ahead	Inf	97.9 %	1972	1972
				Arm 10 Left	7.60	2.1 %		
2/1 (Willis Lane)	2.96	0.00	Y	Arm 3 Left	9.20	64.9 %	1521	1521
				Arm 7 Right	3.50	35.1 %		
3/1 (Windy Arbor Road NB Lane 1)	This lane uses a directly entered Saturation Flow						2036	2036
4/1 (Windy Arbor Road (North) SB Lane 1)	This lane uses a directly entered Saturation Flow						1894	1894
5/1 (Lickers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1910	1910
5/2 (Lickers Lane Lane 2)	This lane uses a directly entered Saturation Flow						1956	1956
6/1 (Windy Arbor Road SB)	3.67	0.00	Y	Arm 7 Ahead	Inf	94.2 %	1934	1934
				Arm 10 Right	3.50	5.8 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Surveyed PM Peak' (FG2: '2024 Surveyed PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	261	135	401
	B	10	0	5	11	26
	C	285	10	0	148	443
	D	125	8	149	0	282
	Tot.	420	23	415	294	1152

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Surveyed PM Peak
Junction: Windy Arbor Rd/Lickers Lane	
1/1	401
2/1	26
3/1	412
4/1	443
5/1 (with short)	282(In) 133(Out)
5/2 (short)	149
6/1	428
7/1	420
8/1	415
9/1	294
10/1	23

Lane Saturation Flows

Junction: Windy Arbor Rd/Lickers Lane								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Windy Arbor Road (South) NB)	3.65	0.00	Y	Arm 3 Ahead	Inf	98.8 %	1975	1975
				Arm 10 Left	7.60	1.2 %		
2/1 (Willis Lane)	2.96	0.00	Y	Arm 3 Left	9.20	61.5 %	1510	1510
				Arm 7 Right	3.50	38.5 %		
3/1 (Windy Arbor Road NB Lane 1)	This lane uses a directly entered Saturation Flow						2036	2036
4/1 (Windy Arbor Road (North) SB Lane 1)	This lane uses a directly entered Saturation Flow						1894	1894
5/1 (Lickers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1910	1910
5/2 (Lickers Lane Lane 2)	This lane uses a directly entered Saturation Flow						1956	1956
6/1 (Windy Arbor Road SB)	3.67	0.00	Y	Arm 7 Ahead	Inf	95.8 %	1947	1947
				Arm 10 Right	3.50	4.2 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2031 Base Without Development AM Peak' (FG3: '2031 Base Without Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	269	186	463
	B	13	0	4	21	38
	C	302	6	0	188	496
	D	331	20	368	0	719
	Tot.	646	34	641	395	1716

Traffic Lane Flows

Lane	Scenario 3: 2031 Base Without Development AM Peak
Junction: Windy Arbor Rd/Lickers Lane	
1/1	463
2/1	38
3/1	480
4/1	496
5/1 (with short)	719(In) 351(Out)
5/2 (short)	368
6/1	659
7/1	646
8/1	641
9/1	395
10/1	34

Full Input Data And Results

Lane Saturation Flows

Junction: Windy Arbor Rd/Lickers Lane								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Windy Arbor Road (South) NB)	3.65	0.00	Y	Arm 3 Ahead	Inf	98.3 %	1973	1973
				Arm 10 Left	7.60	1.7 %		
2/1 (Willis Lane)	2.96	0.00	Y	Arm 3 Left	9.20	65.8 %	1524	1524
				Arm 7 Right	3.50	34.2 %		
3/1 (Windy Arbor Road NB Lane 1)	This lane uses a directly entered Saturation Flow						2036	2036
4/1 (Windy Arbor Road (North) SB Lane 1)	This lane uses a directly entered Saturation Flow						1894	1894
5/1 (Lickers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1910	1910
5/2 (Lickers Lane Lane 2)	This lane uses a directly entered Saturation Flow						1956	1956
6/1 (Windy Arbor Road SB)	3.67	0.00	Y	Arm 7 Ahead	Inf	96.1 %	1949	1949
				Arm 10 Right	3.50	3.9 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base Without Development PM Peak' (FG4: '2031 Base Without Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	320	302	627
	B	11	0	5	11	27
	C	404	11	0	293	708
	D	207	8	223	0	438
	Tot.	622	24	548	606	1800

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2031 Base Without Development PM Peak
Junction: Windy Arbor Rd/Lickers Lane	
1/1	627
2/1	27
3/1	638
4/1	708
5/1 (with short)	438(In) 215(Out)
5/2 (short)	223
6/1	630
7/1	622
8/1	548
9/1	606
10/1	24

Lane Saturation Flows

Junction: Windy Arbor Rd/Lickers Lane

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Windy Arbor Road (South) NB)	3.65	0.00	Y	Arm 3 Ahead	Inf	99.2 %	1977	1977
				Arm 10 Left	7.60	0.8 %		
2/1 (Willis Lane)	2.96	0.00	Y	Arm 3 Left	9.20	59.3 %	1503	1503
				Arm 7 Right	3.50	40.7 %		
3/1 (Windy Arbor Road NB Lane 1)	This lane uses a directly entered Saturation Flow						2036	2036
4/1 (Windy Arbor Road (North) SB Lane 1)	This lane uses a directly entered Saturation Flow						1894	1894
5/1 (Lickers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1910	1910
5/2 (Lickers Lane Lane 2)	This lane uses a directly entered Saturation Flow						1956	1956
6/1 (Windy Arbor Road SB)	3.67	0.00	Y	Arm 7 Ahead	Inf	97.0 %	1957	1957
				Arm 10 Right	3.50	3.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2031 Base With Development AM Peak' (FG5: '2031 Base With Development AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	8	269	187	464
	B	13	0	4	21	38
	C	302	6	0	188	496
	D	333	20	368	0	721
	Tot.	648	34	641	396	1719

Traffic Lane Flows

Lane	Scenario 5: 2031 Base With Development AM Peak
Junction: Windy Arbor Rd/Lickers Lane	
1/1	464
2/1	38
3/1	481
4/1	496
5/1 (with short)	721(In) 353(Out)
5/2 (short)	368
6/1	661
7/1	648
8/1	641
9/1	396
10/1	34

Full Input Data And Results

Lane Saturation Flows

Junction: Windy Arbor Rd/Lickers Lane								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Windy Arbor Road (South) NB)	3.65	0.00	Y	Arm 3 Ahead	Inf	98.3 %	1973	1973
				Arm 10 Left	7.60	1.7 %		
2/1 (Willis Lane)	2.96	0.00	Y	Arm 3 Left	9.20	65.8 %	1524	1524
				Arm 7 Right	3.50	34.2 %		
3/1 (Windy Arbor Road NB Lane 1)	This lane uses a directly entered Saturation Flow						2036	2036
4/1 (Windy Arbor Road (North) SB Lane 1)	This lane uses a directly entered Saturation Flow						1894	1894
5/1 (Lickers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1910	1910
5/2 (Lickers Lane Lane 2)	This lane uses a directly entered Saturation Flow						1956	1956
6/1 (Windy Arbor Road SB)	3.67	0.00	Y	Arm 7 Ahead	Inf	96.1 %	1949	1949
				Arm 10 Right	3.50	3.9 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Base With Development PM Peak' (FG6: '2031 Base With Development PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	5	320	304	629
	B	11	0	5	11	27
	C	404	11	0	293	708
	D	208	8	223	0	439
	Tot.	623	24	548	608	1803

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2031 Base With Development PM Peak
Junction: Windy Arbor Rd/Lickers Lane	
1/1	629
2/1	27
3/1	640
4/1	708
5/1 (with short)	439(In) 216(Out)
5/2 (short)	223
6/1	631
7/1	623
8/1	548
9/1	608
10/1	24

Lane Saturation Flows

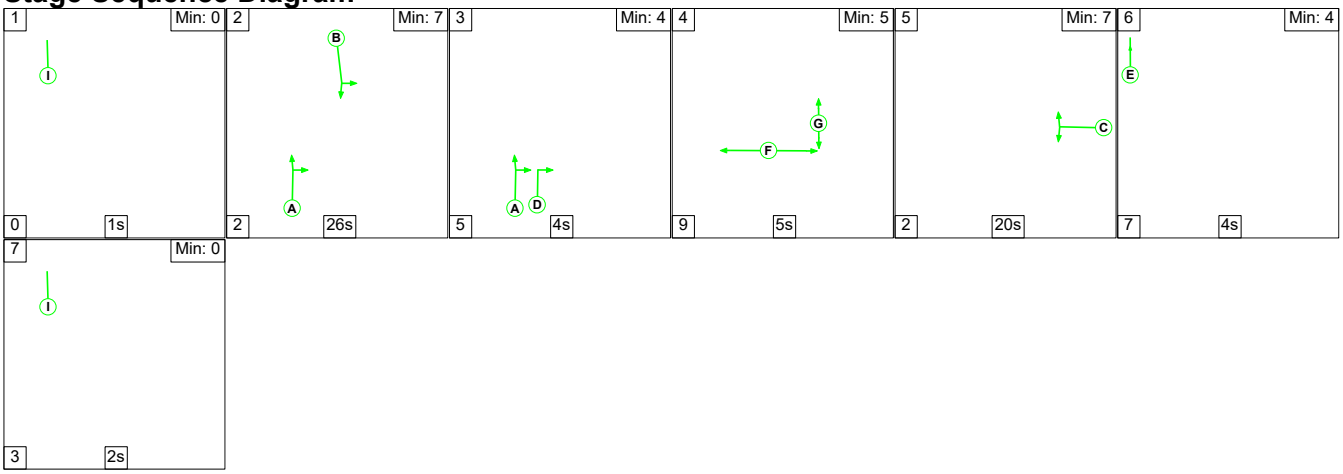
Junction: Windy Arbor Rd/Lickers Lane

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Windy Arbor Road (South) NB)	3.65	0.00	Y	Arm 3 Ahead	Inf	99.2 %	1977	1977
				Arm 10 Left	7.60	0.8 %		
2/1 (Willis Lane)	2.96	0.00	Y	Arm 3 Left	9.20	59.3 %	1503	1503
				Arm 7 Right	3.50	40.7 %		
3/1 (Windy Arbor Road NB Lane 1)	This lane uses a directly entered Saturation Flow						2036	2036
4/1 (Windy Arbor Road (North) SB Lane 1)	This lane uses a directly entered Saturation Flow						1894	1894
5/1 (Lickers Lane Lane 1)	This lane uses a directly entered Saturation Flow						1910	1910
5/2 (Lickers Lane Lane 2)	This lane uses a directly entered Saturation Flow						1956	1956
6/1 (Windy Arbor Road SB)	3.67	0.00	Y	Arm 7 Ahead	Inf	97.0 %	1957	1957
				Arm 10 Right	3.50	3.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	Infinite Saturation Flow						Inf	Inf
10/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2024 Surveyed AM Peak' (FG1: '2024 Surveyed AM Peak Hour', Plan 1: 'Network Control Plan 1')

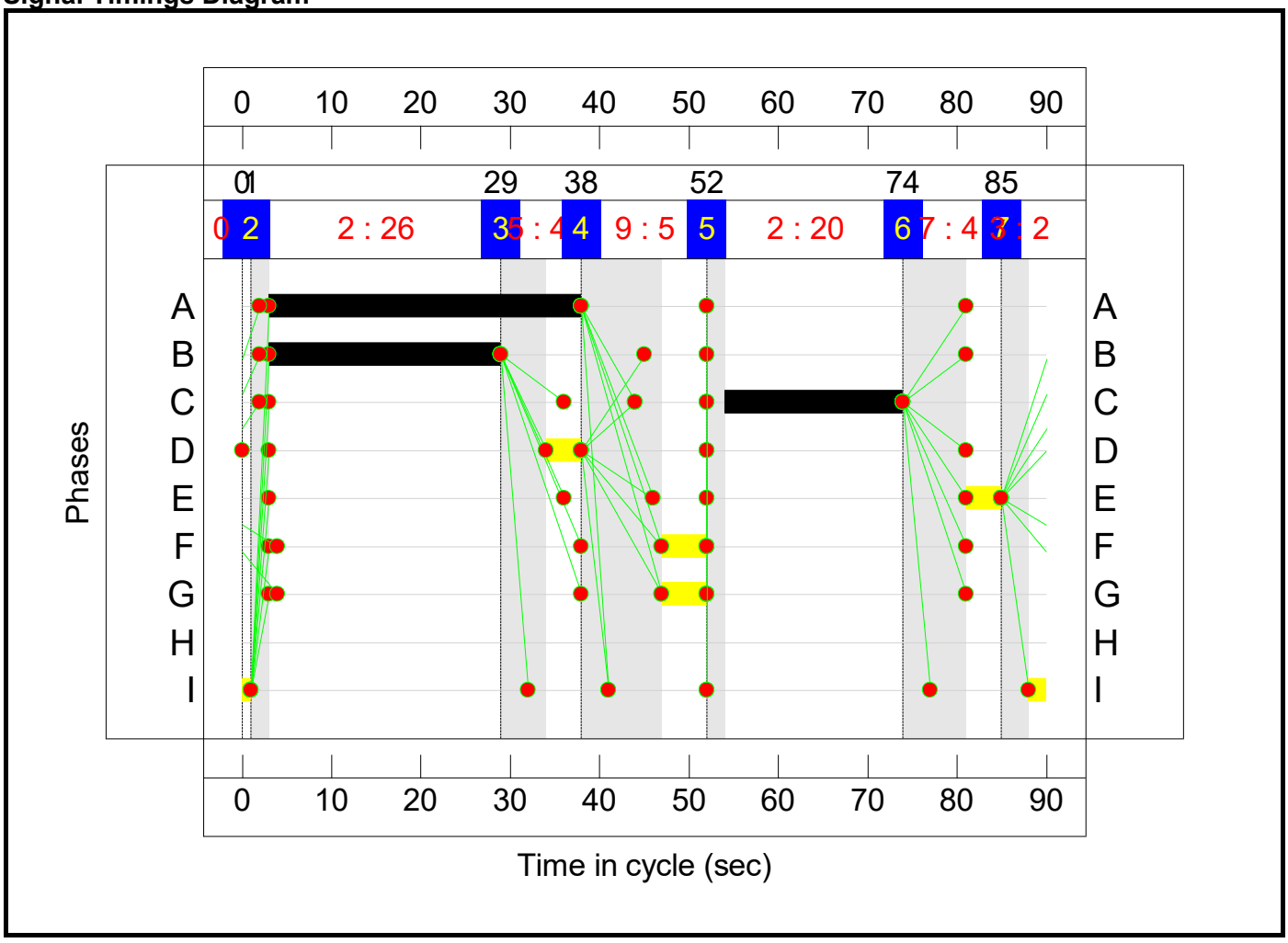
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	1	26	4	5	20	4	2
Change Point	0	1	29	38	52	74	85

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.2%**
Windy Arbor Rd/Lickers Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.2%**
1/1	Windy Arbor Road (South) NB Ahead Left	U	N/A	N/A	-		-	-	-	339	1972	1972	17.2%
2/1	Willis Lane Left Right	O	N/A	N/A	-		-	-	-	37	1521	687	5.4%
3/1	Windy Arbor Road NB Ahead Right	O	N/A	N/A	A	D	1	35	4	356	2036	814	43.7%
4/1	Windy Arbor Road (North) SB Ahead Left	U	N/A	N/A	B		1	26	-	382	1894	568	67.2%
5/1+5/2	Lickers Lane Left Right	U	N/A	N/A	C		1	20	-	377	1910:1956	262+299	67.2 : 67.2%
6/1	Windy Arbor Road SB Ahead Right	O	N/A	N/A	-		-	-	-	430	1934	1888	22.8%
7/1		U	N/A	N/A	-		-	-	-	418	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	413	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	32	Inf	Inf	0.0%

Full Input Data And Results

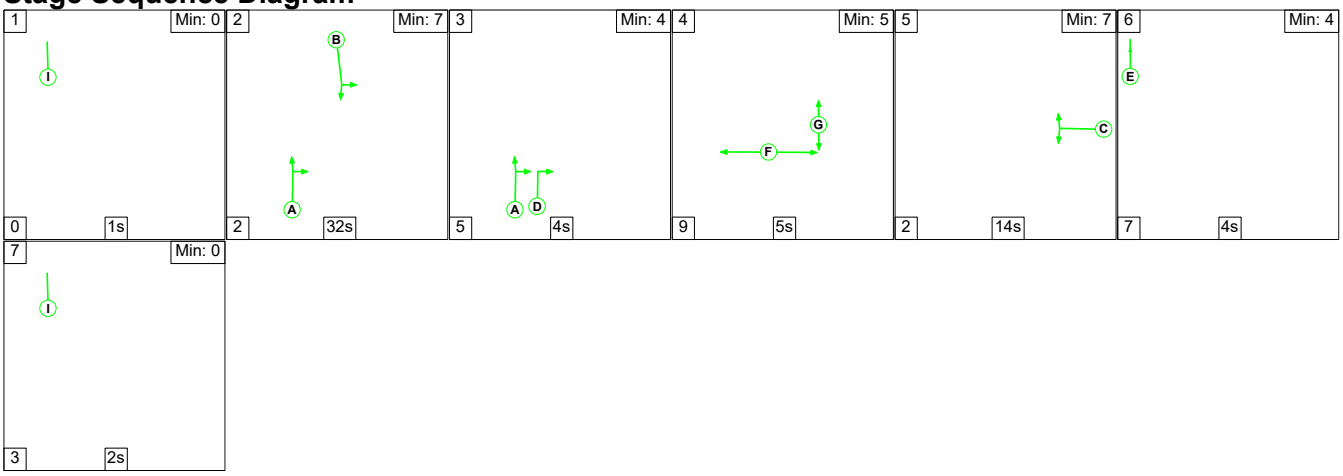
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**192**	**11**	**3**	**8.0**	**2.7**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
Windy Arbor Rd/Lickers Lane	**-**	**-**	**192**	**11**	**3**	**8.0**	**2.7**	**0.0**	**10.7**	**-**	**-**	**-**	**-**
1/1	339	339	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	37	37	37	0	0	0.0	0.0	-	0.0	2.8	0.0	0.0	0.0
3/1	356	356	130	11	3	1.9	0.4	0.0	2.3	23.6	6.4	0.4	6.8
4/1	382	382	-	-	-	2.9	1.0	-	3.9	37.2	8.3	1.0	9.3
5/1+5/2	377	377	-	-	-	3.1	1.0	-	4.1	39.4	5.8	1.0	6.8
6/1	430	430	25	0	0	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	413	413	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 33.9 Total Delay for Signalled Lanes (pcuHr): 10.40 Cycle Time (s): 90
PRC Over All Lanes (%): 33.9 Total Delay Over All Lanes(pcuHr): 10.68

Full Input Data And Results

Scenario 2: '2024 Surveyed PM Peak' (FG2: '2024 Surveyed PM Peak', Plan 1: 'Network Control Plan 1')

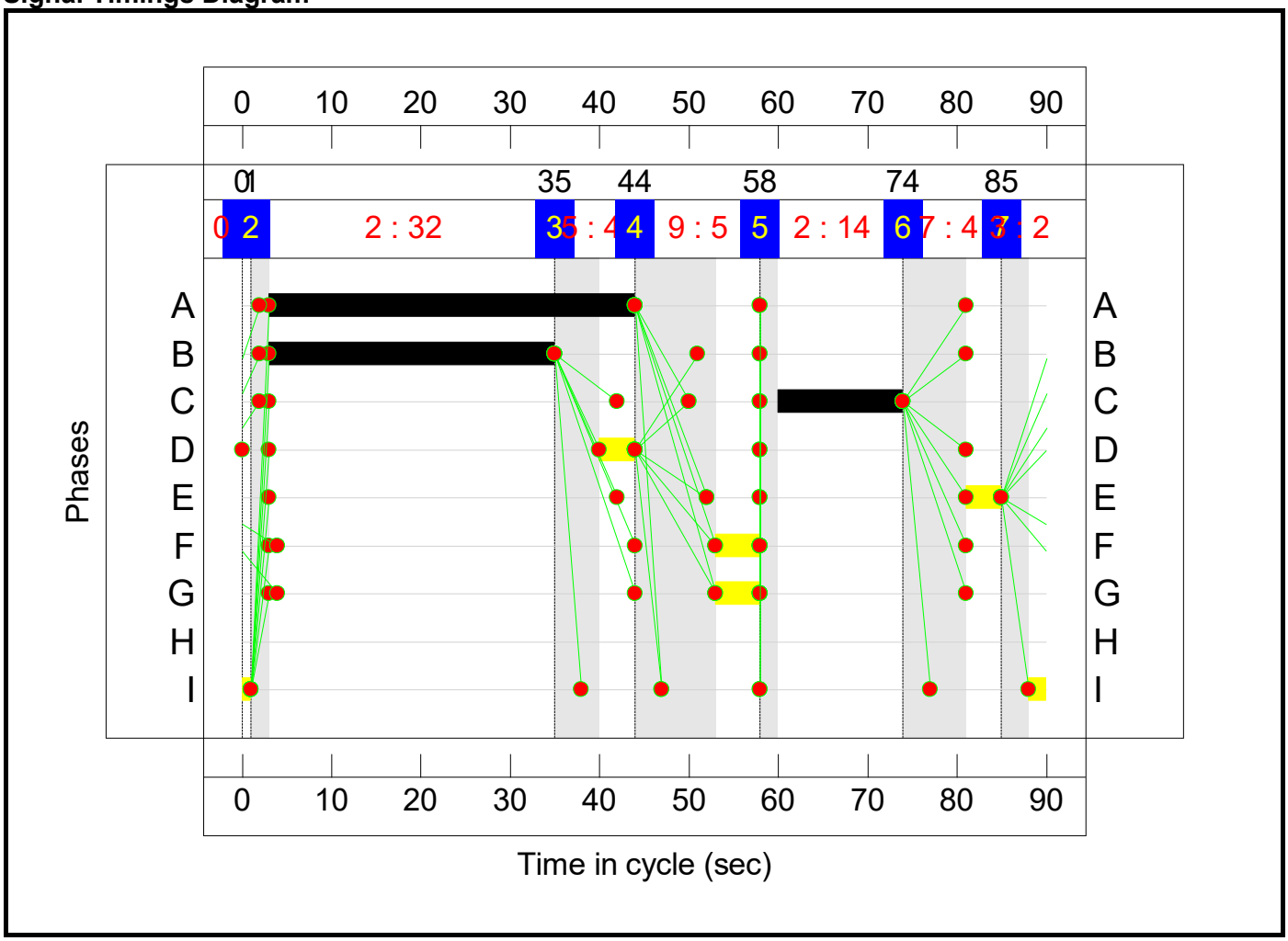
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	1	32	4	5	14	4	2
Change Point	0	1	35	44	58	74	85

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.0%**
Windy Arbor Rd/Lickers Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.0%**
1/1	Windy Arbor Road (South) NB Ahead Left	U	N/A	N/A	-		-	-	-	401	1975	1975	20.3%
2/1	Willis Lane Left Right	O	N/A	N/A	-		-	-	-	26	1510	686	3.8%
3/1	Windy Arbor Road NB Ahead Right	O	N/A	N/A	A	D	1	41	4	412	2036	950	43.4%
4/1	Windy Arbor Road (North) SB Ahead Left	U	N/A	N/A	B		1	32	-	443	1894	694	63.8%
5/1+5/2	Lickers Lane Left Right	U	N/A	N/A	C		1	14	-	282	1910:1956	205+229	65.0 : 65.0%
6/1	Windy Arbor Road SB Ahead Right	O	N/A	N/A	-		-	-	-	428	1947	1911	22.4%
7/1		U	N/A	N/A	-		-	-	-	420	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	23	Inf	Inf	0.0%

Full Input Data And Results

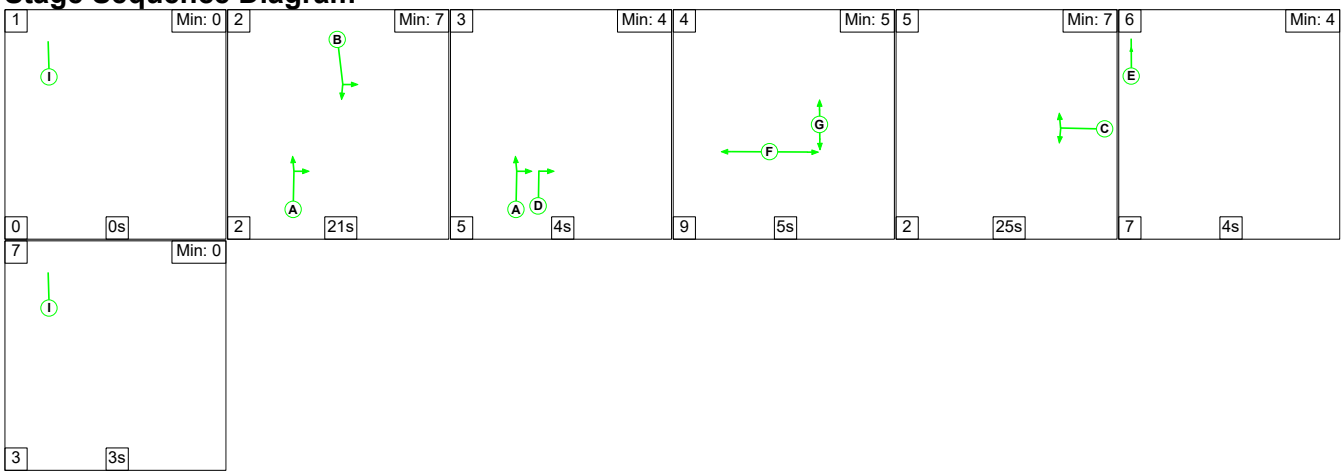
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**175**	**11**	**3**	**7.4**	**2.5**	**0.0**	**9.8**	**-**	**-**	**-**	**-**
Windy Arbor Rd/Lickers Lane	**-**	**-**	**175**	**11**	**3**	**7.4**	**2.5**	**0.0**	**9.8**	**-**	**-**	**-**	**-**
1/1	401	401	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	26	26	26	0	0	0.0	0.0	-	0.0	2.7	0.0	0.0	0.0
3/1	412	412	131	11	3	1.8	0.4	0.0	2.2	19.4	6.9	0.4	7.2
4/1	443	443	-	-	-	2.9	0.9	-	3.8	30.7	9.1	0.9	10.0
5/1+5/2	282	282	-	-	-	2.6	0.9	-	3.6	45.5	3.8	0.9	4.8
6/1	428	428	18	0	0	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
7/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	23	23	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 38.5 Total Delay for Signalled Lanes (pcuHr): 9.56 Cycle Time (s): 90
PRC Over All Lanes (%): 38.5 Total Delay Over All Lanes(pcuHr): 9.85

Full Input Data And Results

Scenario 3: '2031 Base Without Development AM Peak' (FG3: '2031 Base Without Development AM Peak', Plan 1: 'Network Control Plan 1')

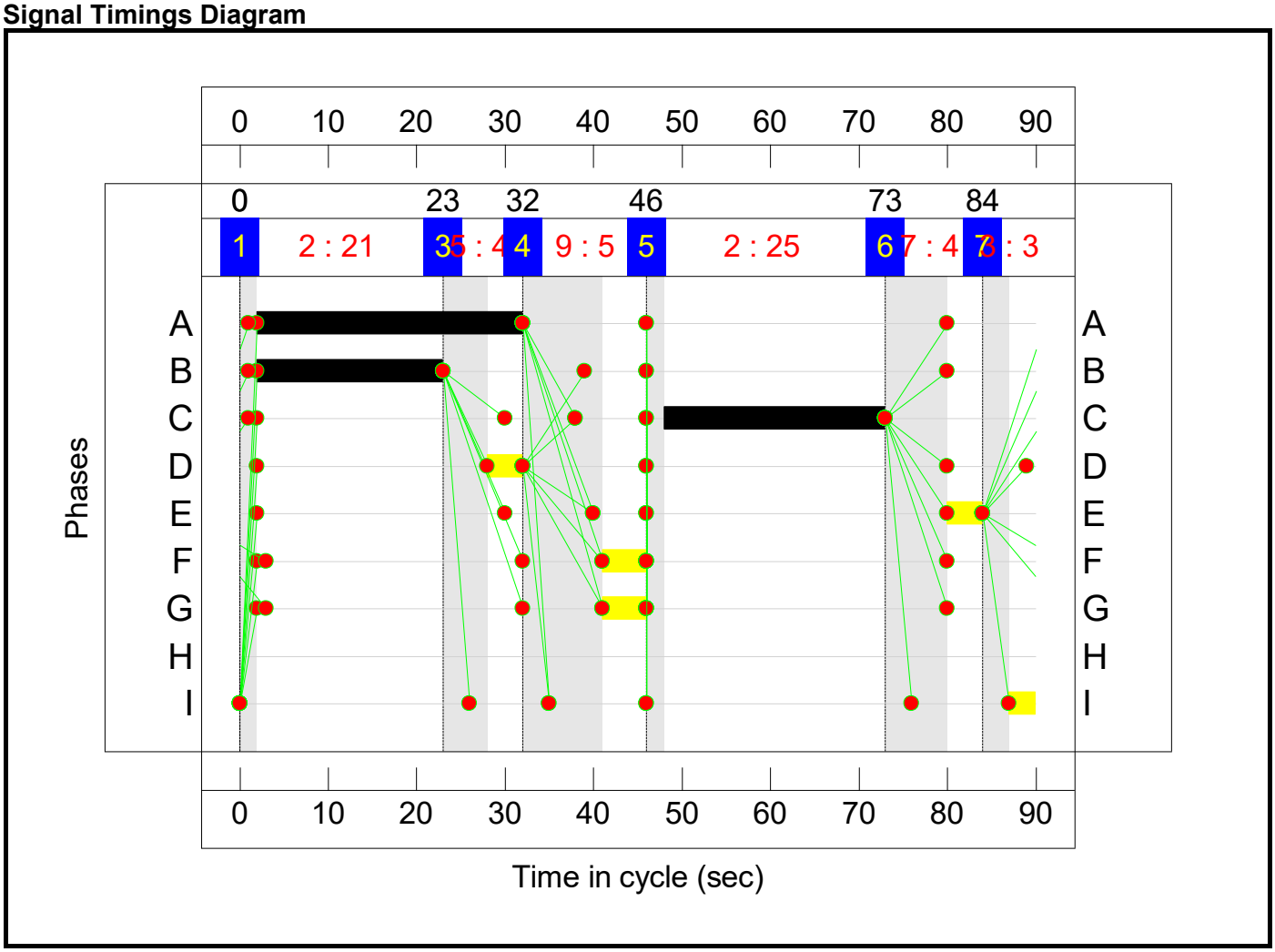
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	21	4	5	25	4	3
Change Point	0	0	23	32	46	73	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.1%**
Windy Arbor Rd/Lickers Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.1%**
1/1	Windy Arbor Road (South) NB Ahead Left	U	N/A	N/A	-		-	-	-	463	1973	1973	23.5%
2/1	Willis Lane Left Right	O	N/A	N/A	-		-	-	-	38	1524	644	5.9%
3/1	Windy Arbor Road NB Ahead Right	O	N/A	N/A	A	D	1	30	4	480	2036	701	68.4%
4/1	Windy Arbor Road (North) SB Ahead Left	U	N/A	N/A	B		1	21	-	496	1894	463	107.1%
5/1+5/2	Lickers Lane Left Right	U	N/A	N/A	C		1	25	-	719	1910:1956	330+346	106.3 : 106.3%
6/1	Windy Arbor Road SB Ahead Right	O	N/A	N/A	-		-	-	-	659	1949	1914	32.3%
7/1		U	N/A	N/A	-		-	-	-	646	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	395	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%

Full Input Data And Results

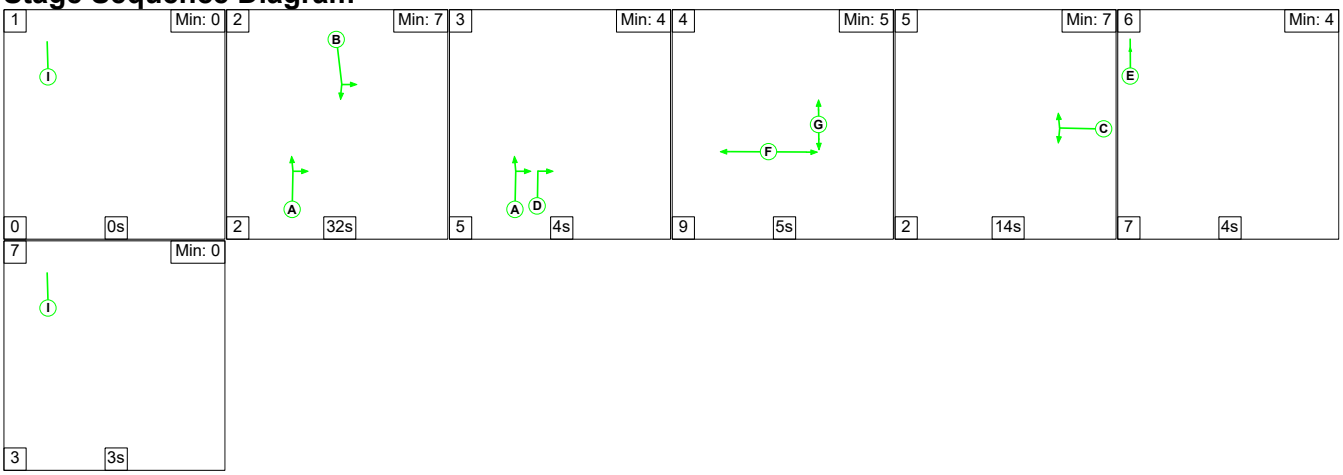
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**249**	**16**	**5**	**17.0**	**51.4**	**0.0**	**68.5**	**-**	**-**	**-**	**-**
Windy Arbor Rd/Lickers Lane	**-**	**-**	**249**	**16**	**5**	**17.0**	**51.4**	**0.0**	**68.5**	**-**	**-**	**-**	**-**
1/1	463	463	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	38	38	38	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
3/1	480	480	186	16	5	3.4	1.1	0.0	4.4	33.4	10.3	1.1	11.3
4/1	496	463	-	-	-	6.2	22.1	-	28.3	205.5	13.2	22.1	35.3
5/1+5/2	719	676	-	-	-	7.4	27.8	-	35.3	176.6	16.8	27.8	44.6
6/1	618	618	24	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	619	619	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -19.0 Total Delay for Signalled Lanes (pcuHr): 68.05 Cycle Time (s): 90
PRC Over All Lanes (%): -19.0 Total Delay Over All Lanes(pcuHr): 68.47

Full Input Data And Results

Scenario 4: '2031 Base Without Development PM Peak' (FG4: '2031 Base Without Development PM Peak', Plan 1: 'Network Control Plan 1')

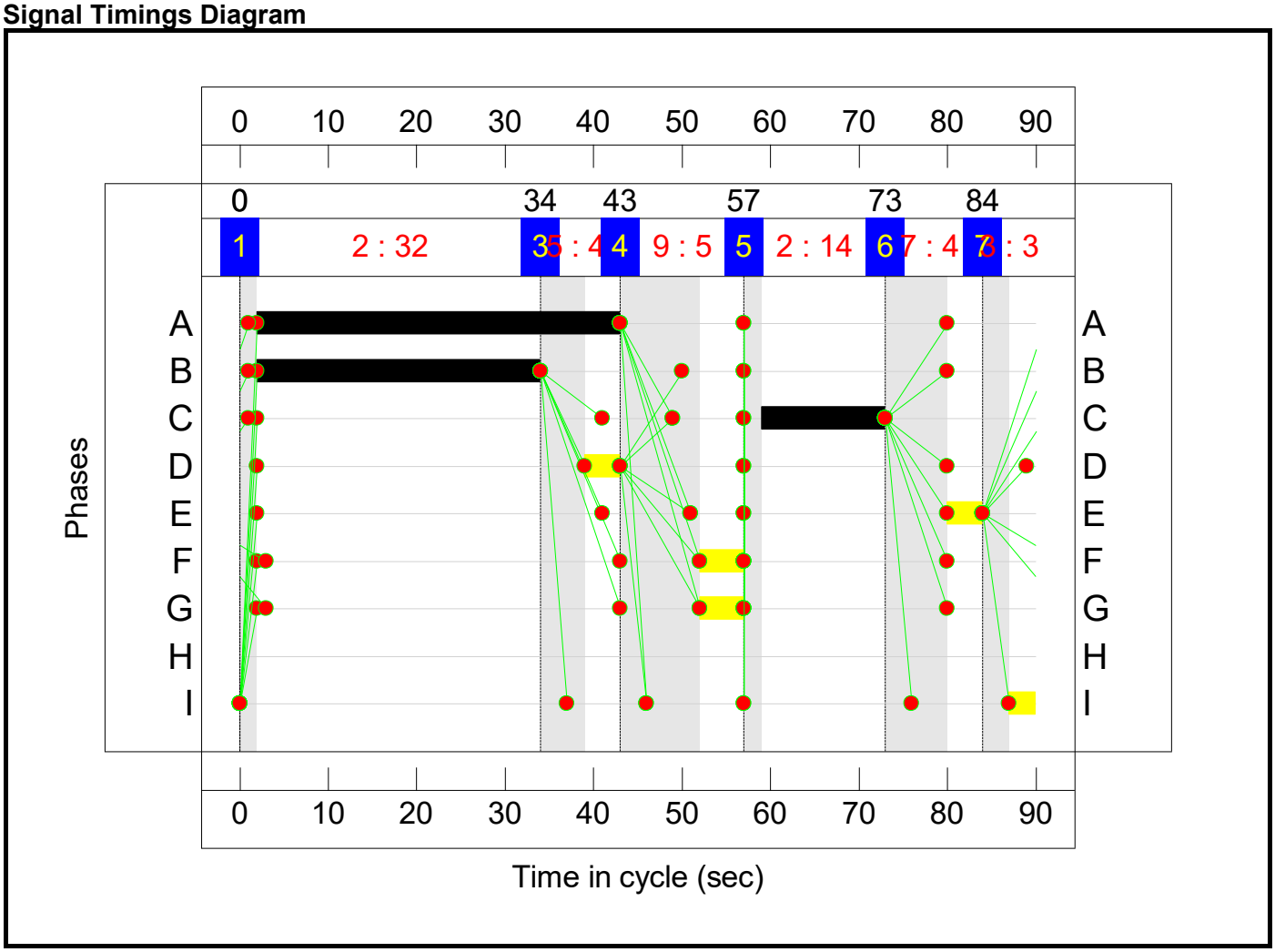
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	32	4	5	14	4	3
Change Point	0	0	34	43	57	73	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.9%**
Windy Arbor Rd/Lickers Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.9%**
1/1	Windy Arbor Road (South) NB Ahead Left	U	N/A	N/A	-		-	-	-	627	1977	1977	31.7%
2/1	Willis Lane Left Right	O	N/A	N/A	-		-	-	-	27	1503	628	4.3%
3/1	Windy Arbor Road NB Ahead Right	O	N/A	N/A	A	D	1	41	4	638	2036	950	67.1%
4/1	Windy Arbor Road (North) SB Ahead Left	U	N/A	N/A	B		1	32	-	708	1894	694	101.9%
5/1+5/2	Lickers Lane Left Right	U	N/A	N/A	C		1	14	-	438	1910:1956	216+224	99.4 : 99.4%
6/1	Windy Arbor Road SB Ahead Right	O	N/A	N/A	-		-	-	-	630	1957	1927	32.3%
7/1		U	N/A	N/A	-		-	-	-	622	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	606	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%

Full Input Data And Results

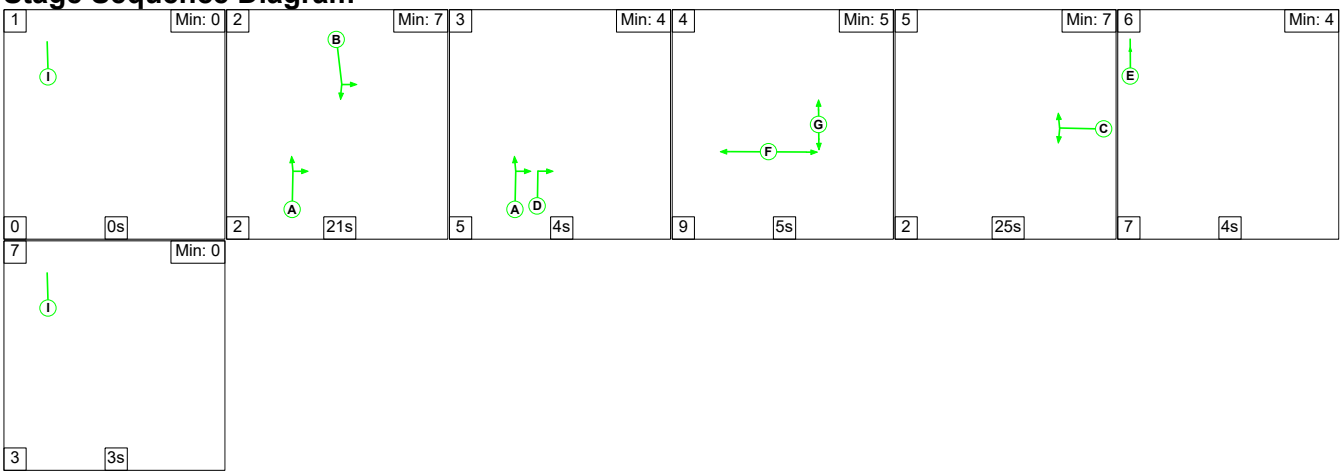
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**327**	**24**	**7**	**13.9**	**28.4**	**0.0**	**42.3**	**-**	**-**	**-**	**-**
Windy Arbor Rd/Lickers Lane	**-**	**-**	**327**	**24**	**7**	**13.9**	**28.4**	**0.0**	**42.3**	**-**	**-**	**-**	**-**
1/1	627	627	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	27	27	27	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
3/1	638	638	282	24	7	3.3	1.0	0.0	4.3	24.4	12.2	1.0	13.2
4/1	708	694	-	-	-	6.2	17.1	-	23.3	118.6	18.0	17.1	35.1
5/1+5/2	438	438	-	-	-	4.4	9.8	-	14.2	116.5	8.1	9.8	17.9
6/1	622	622	19	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -13.3 Total Delay for Signalled Lanes (pcuHr): 41.81 Cycle Time (s): 90
PRC Over All Lanes (%): -13.3 Total Delay Over All Lanes(pcuHr): 42.30

Full Input Data And Results

Scenario 5: '2031 Base With Development AM Peak' (FG5: '2031 Base With Development AM Peak', Plan 1: 'Network Control Plan 1')

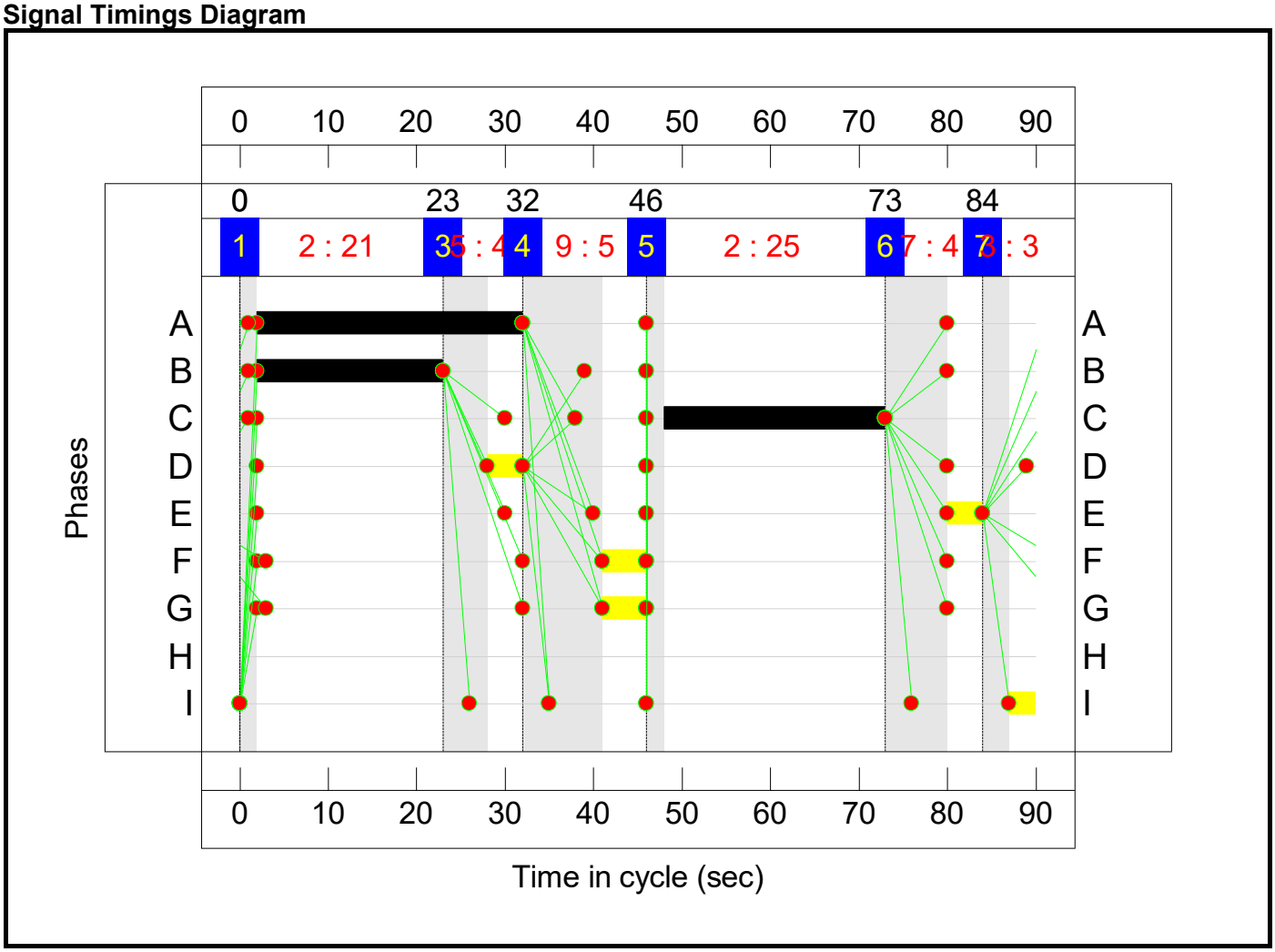
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	21	4	5	25	4	3
Change Point	0	0	23	32	46	73	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.1%**
Windy Arbor Rd/Lickers Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.1%**
1/1	Windy Arbor Road (South) NB Ahead Left	U	N/A	N/A	-		-	-	-	464	1973	1973	23.5%
2/1	Willis Lane Left Right	O	N/A	N/A	-		-	-	-	38	1524	643	5.9%
3/1	Windy Arbor Road NB Ahead Right	O	N/A	N/A	A	D	1	30	4	481	2036	701	68.6%
4/1	Windy Arbor Road (North) SB Ahead Left	U	N/A	N/A	B		1	21	-	496	1894	463	107.1%
5/1+5/2	Lickers Lane Left Right	U	N/A	N/A	C		1	25	-	721	1910:1956	331+345	106.5 : 106.5%
6/1	Windy Arbor Road SB Ahead Right	O	N/A	N/A	-		-	-	-	661	1949	1914	32.3%
7/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	34	Inf	Inf	0.0%

Full Input Data And Results

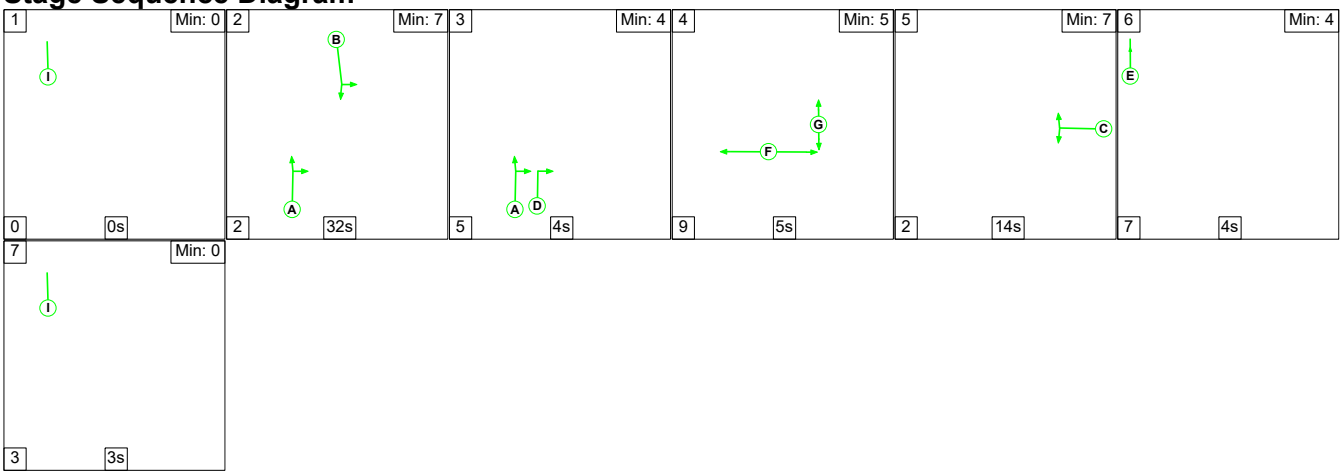
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**250**	**16**	**5**	**17.1**	**52.1**	**0.0**	**69.2**	**-**	**-**	**-**	**-**
Windy Arbor Rd/Lickers Lane	**-**	**-**	**250**	**16**	**5**	**17.1**	**52.1**	**0.0**	**69.2**	**-**	**-**	**-**	**-**
1/1	464	464	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	38	38	38	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
3/1	481	481	187	16	5	3.4	1.1	0.0	4.5	33.4	10.3	1.1	11.4
4/1	496	463	-	-	-	6.2	22.1	-	28.3	205.5	13.2	22.1	35.3
5/1+5/2	721	677	-	-	-	7.5	28.5	-	36.0	179.7	16.8	28.5	45.3
6/1	619	619	24	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -19.0 Total Delay for Signalled Lanes (pcuHr): 68.77 Cycle Time (s): 90
PRC Over All Lanes (%): -19.0 Total Delay Over All Lanes(pcuHr): 69.19

Full Input Data And Results

Scenario 6: '2031 Base With Development PM Peak' (FG6: '2031 Base With Development PM Peak', Plan 1: 'Network Control Plan 1')

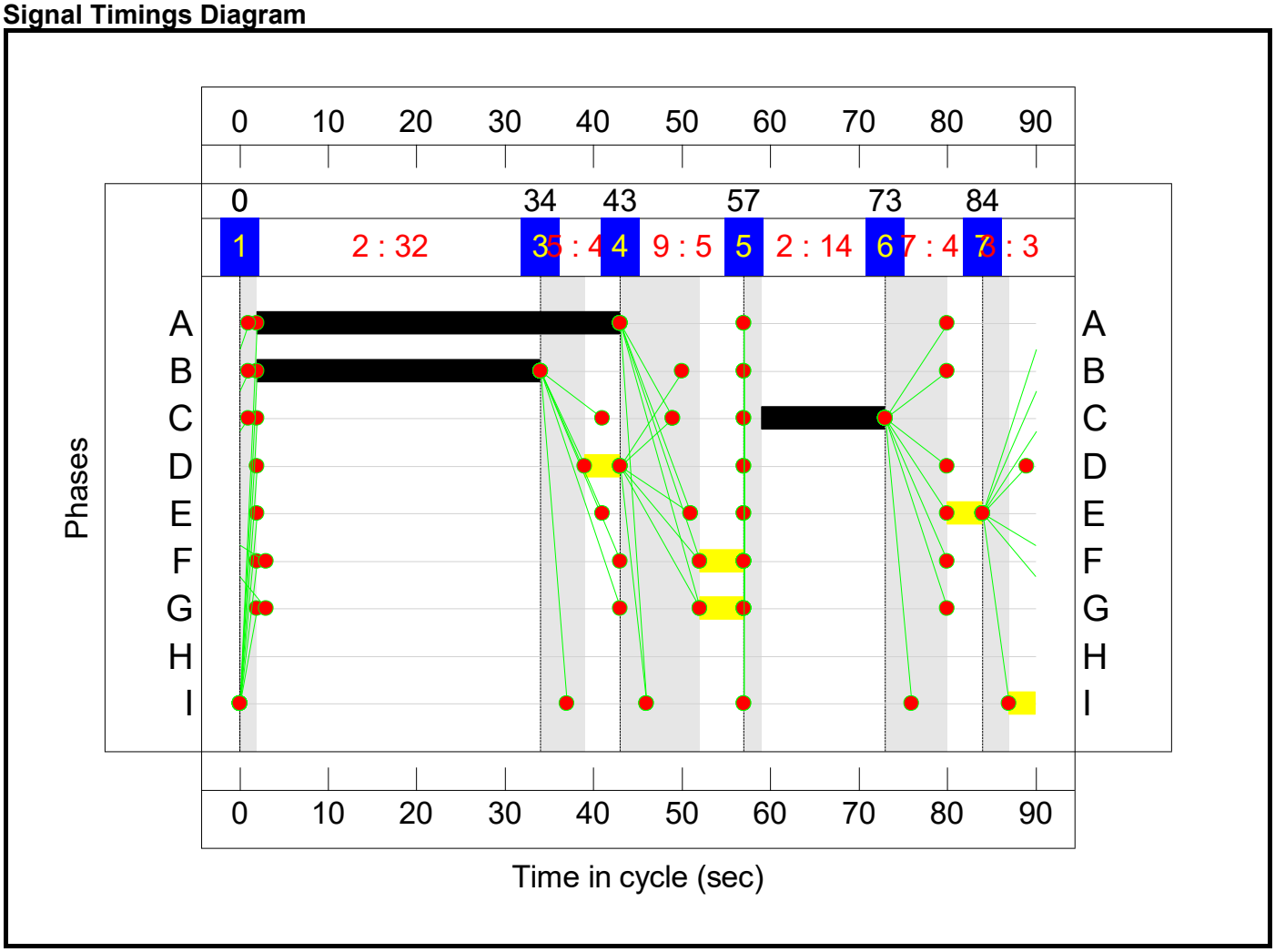
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	32	4	5	14	4	3
Change Point	0	0	34	43	57	73	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.9%**
Windy Arbor Rd/Lickers Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.9%**
1/1	Windy Arbor Road (South) NB Ahead Left	U	N/A	N/A	-		-	-	-	629	1977	1977	31.8%
2/1	Willis Lane Left Right	O	N/A	N/A	-		-	-	-	27	1503	628	4.3%
3/1	Windy Arbor Road NB Ahead Right	O	N/A	N/A	A	D	1	41	4	640	2036	950	67.4%
4/1	Windy Arbor Road (North) SB Ahead Left	U	N/A	N/A	B		1	32	-	708	1894	694	101.9%
5/1+5/2	Lickers Lane Left Right	U	N/A	N/A	C		1	14	-	439	1910:1956	217+224	99.5 : 99.5%
6/1	Windy Arbor Road SB Ahead Right	O	N/A	N/A	-		-	-	-	631	1957	1927	32.3%
7/1		U	N/A	N/A	-		-	-	-	623	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	548	Inf	Inf	0.0%
9/1		U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
10/1		U	N/A	N/A	-		-	-	-	24	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**329**	**25**	**7**	**13.9**	**28.6**	**0.0**	**42.5**	**-**	**-**	**-**	**-**
Windy Arbor Rd/Lickers Lane	**-**	**-**	**329**	**25**	**7**	**13.9**	**28.6**	**0.0**	**42.5**	**-**	**-**	**-**	**-**
1/1	629	629	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	27	27	27	0	0	0.0	0.0	-	0.0	3.0	0.0	0.0	0.0
3/1	640	640	284	25	7	3.3	1.0	0.0	4.3	24.4	12.4	1.0	13.5
4/1	708	694	-	-	-	6.2	17.1	-	23.3	118.6	18.0	17.1	35.1
5/1+5/2	439	439	-	-	-	4.4	9.9	-	14.3	117.7	8.1	9.9	18.1
6/1	623	623	19	0	0	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
7/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -13.3 Total Delay for Signalled Lanes (pcuHr): 42.01 Cycle Time (s): 90
PRC Over All Lanes (%): -13.3 Total Delay Over All Lanes(pcuHr): 42.50

APPENDIX 9

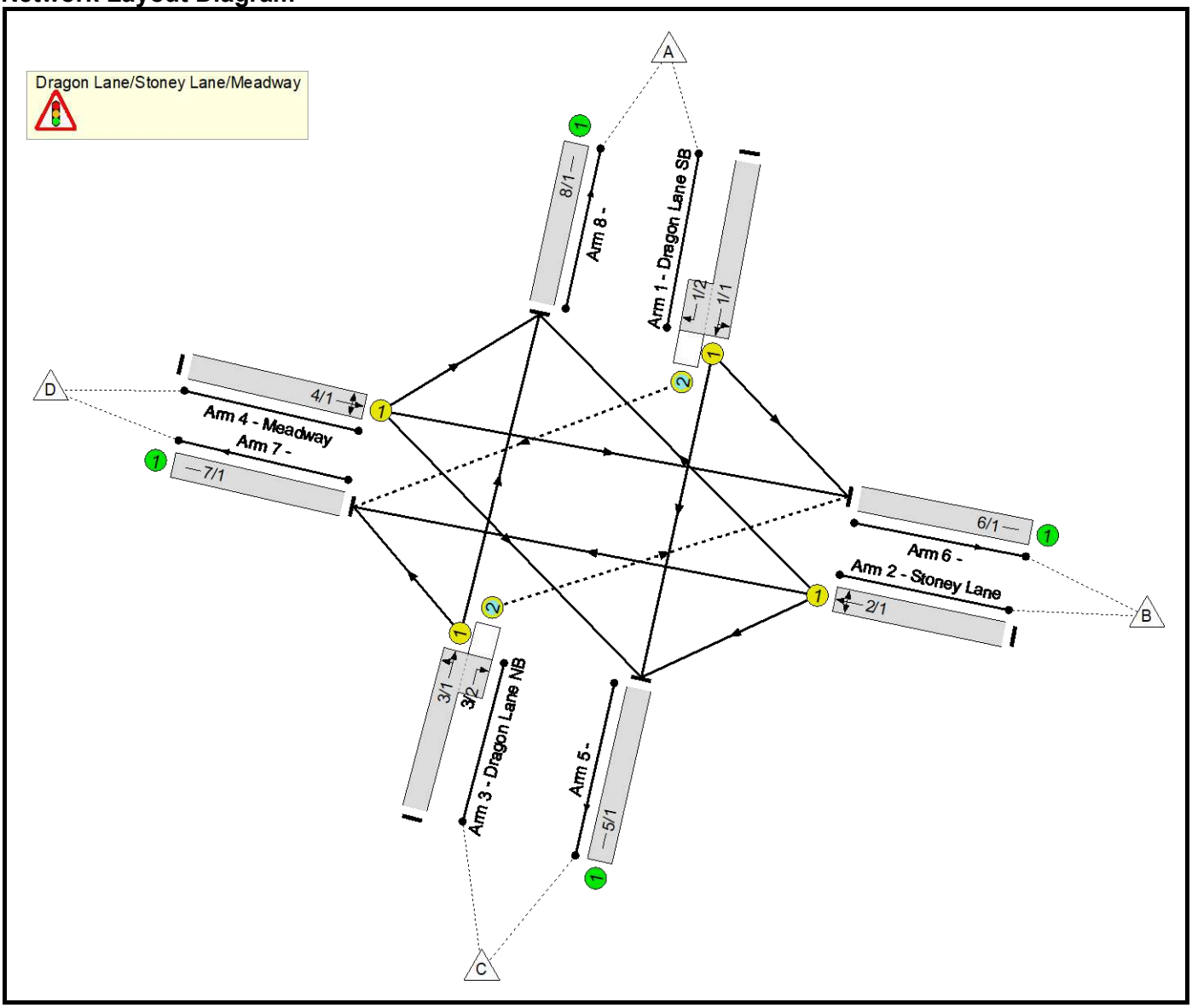
Dragon Lane/Stoney Lane/Meadway LINSIG Outputs

Full Input Data And Results

User and Project Details

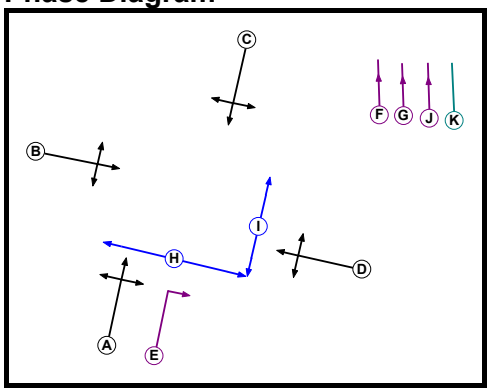
Project:	
Title:	
Location:	
Additional detail:	
File name:	Dragon Ln-Stoney Ln-Meadway V2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	A	4	4
F	Ind. Arrow		0	0
G	Ind. Arrow		0	0
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Ind. Arrow		0	0
K	Dummy		3	3

Phase Intergreens Matrix

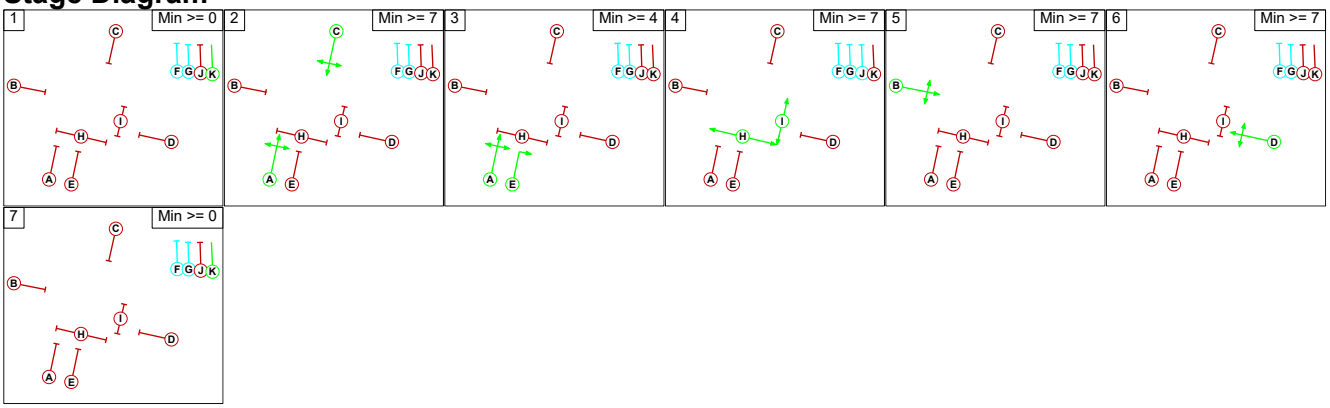
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		6	-	6	-	-	-	8	9	9	3
B	6		6	6	5	-	-	8	8	8	3
C	-	6		6	5	-	-	8	9	9	3
D	6	6	6		5	-	-	8	6	8	3
E	-	5	7	5		-	-	6	9	9	3
F	-	-	-	-	-		-	-	-	-	-
G	-	-	-	-	-	-		-	-	-	-
H	0	0	0	0	0	-	-		-	-	0
I	0	0	0	0	0	-	-	-		-	0
J	0	0	0	0	0	-	-	-	-		0
K	2	2	2	2	2	-	-	2	2	2	

Full Input Data And Results

Phases in Stage

Stage No.	Phases in Stage
1	K
2	A C
3	A E
4	H I
5	B
6	D
7	K

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7
1		2	2	2	2	2	0
2	3		5	9	6	6	3
3	3	7		9	6	6	3
4	0	2	X		2	2	0
5	3	6	X	8		6	3
6	3	6	X	8	6		3
7	0	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Dragon Lane/Stoney Lane/Meadway

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Dragon Lane SB)	7/1 (Right)	1439	0	3/1	1.09	All	2.00	-	0.50	2	2.00
3/2 (Dragon Lane NB)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Dragon Lane/Stoney Lane/Meadway

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Dragon Lane SB)	U	C	2	3	60.0	User	2007	-	-	-	-	-
1/2 (Dragon Lane SB)	O	C	2	3	3.1	User	1592	-	-	-	-	-
2/1 (Stoney Lane)	U	D	2	3	60.0	User	1959	-	-	-	-	-
3/1 (Dragon Lane NB)	U	A E	2	3	60.0	User	1957	-	-	-	-	-
3/2 (Dragon Lane NB)	O	A E	2	3	2.4	User	1522	-	-	-	-	-
4/1 (Meadway)	U	B	2	3	60.0	User	1886	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Surveyed AM'	08:00	09:00	01:00	
2: '2024 Surveyed PM'	16:15	17:15	01:00	
3: '2031 Base Without Development AM'	08:00	09:00	01:00	
4: '2031 Base Without Development PM'	16:15	17:15	01:00	
5: '2031 Base With Development AM'	08:00	09:00	01:00	
6: '2031 Base With Development PM'	16:15	17:15	01:00	

Scenario 1: '2024 Surveyed AM' (FG1: '2024 Surveyed AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	325	226	2	553
	B	285	0	43	1	329
	C	345	64	0	0	409
	D	1	3	1	0	5
	Tot.	631	392	270	3	1296

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Surveyed AM
Junction: Dragon Lane/Stoney Lane/Meadway	
1/1 (with short)	553(In) 551(Out)
1/2 (short)	2
2/1	329
3/1 (with short)	409(In) 345(Out)
3/2 (short)	64
4/1	5
5/1	270
6/1	392
7/1	3
8/1	631

Lane Saturation Flows

Junction: Dragon Lane/Stoney Lane/Meadway								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dragon Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						2007	2007
1/2 (Dragon Lane SB Lane 2)	This lane uses a directly entered Saturation Flow						1592	1592
2/1 (Stoney Lane Lane 1)	This lane uses a directly entered Saturation Flow						1959	1959
3/1 (Dragon Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						1957	1957
3/2 (Dragon Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1522	1522
4/1 (Meadway Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2024 Surveyed PM' (FG2: '2024 Surveyed PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	295	290	5	590
	B	306	0	57	0	363
	C	287	61	0	1	349
	D	4	2	2	0	8
	Tot.	597	358	349	6	1310

Traffic Lane Flows

Lane	Scenario 2: 2024 Surveyed PM
Junction: Dragon Lane/Stoney Lane/Meadway	
1/1 (with short)	590(In) 585(Out)
1/2 (short)	5
2/1	363
3/1 (with short)	349(In) 288(Out)
3/2 (short)	61
4/1	8
5/1	349
6/1	358
7/1	6
8/1	597

Full Input Data And Results

Lane Saturation Flows

Junction: Dragon Lane/Stoney Lane/Meadway								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dragon Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						2007	2007
1/2 (Dragon Lane SB Lane 2)	This lane uses a directly entered Saturation Flow						1592	1592
2/1 (Stoney Lane Lane 1)	This lane uses a directly entered Saturation Flow						1959	1959
3/1 (Dragon Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						1957	1957
3/2 (Dragon Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1522	1522
4/1 (Meadway Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Base Without Development AM' (FG3: '2031 Base Without Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	353	314	2	669
	B	326	0	58	1	385
	C	536	94	0	0	630
	D	1	3	1	0	5
	Tot.	863	450	373	3	1689

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 Base Without Development AM
Junction: Dragon Lane/Stoney Lane/Meadway	
1/1 (with short)	669(In) 667(Out)
1/2 (short)	2
2/1	385
3/1 (with short)	630(In) 536(Out)
3/2 (short)	94
4/1	5
5/1	373
6/1	450
7/1	3
8/1	863

Lane Saturation Flows

Junction: Dragon Lane/Stoney Lane/Meadway								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dragon Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						2007	2007
1/2 (Dragon Lane SB Lane 2)	This lane uses a directly entered Saturation Flow						1592	1592
2/1 (Stoney Lane Lane 1)	This lane uses a directly entered Saturation Flow						1959	1959
3/1 (Dragon Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						1957	1957
3/2 (Dragon Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1522	1522
4/1 (Meadway Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2031 Base Without Development PM' (FG4: '2031 Base Without Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	353	510	5	868
	B	323	0	94	0	417
	C	388	79	0	1	468
	D	4	2	4	0	10
	Tot.	715	434	608	6	1763

Traffic Lane Flows

Lane	Scenario 4: 2031 Base Without Development PM
Junction: Dragon Lane/Stoney Lane/Meadway	
1/1 (with short)	868(In) 863(Out)
1/2 (short)	5
2/1	417
3/1 (with short)	468(In) 389(Out)
3/2 (short)	79
4/1	10
5/1	608
6/1	434
7/1	6
8/1	715

Full Input Data And Results

Lane Saturation Flows

Junction: Dragon Lane/Stoney Lane/Meadway								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dragon Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						2007	2007
1/2 (Dragon Lane SB Lane 2)	This lane uses a directly entered Saturation Flow						1592	1592
2/1 (Stoney Lane Lane 1)	This lane uses a directly entered Saturation Flow						1959	1959
3/1 (Dragon Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						1957	1957
3/2 (Dragon Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1522	1522
4/1 (Meadway Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 Base With Development AM' (FG5: '2031 Base With Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	360	314	2	676
	B	343	0	58	1	402
	C	536	94	0	0	630
	D	1	3	1	0	5
	Tot.	880	457	373	3	1713

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2031 Base With Development AM
Junction: Dragon Lane/Stoney Lane/Meadway	
1/1 (with short)	676(In) 674(Out)
1/2 (short)	2
2/1	402
3/1 (with short)	630(In) 536(Out)
3/2 (short)	94
4/1	5
5/1	373
6/1	457
7/1	3
8/1	880

Lane Saturation Flows

Junction: Dragon Lane/Stoney Lane/Meadway								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dragon Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						2007	2007
1/2 (Dragon Lane SB Lane 2)	This lane uses a directly entered Saturation Flow						1592	1592
2/1 (Stoney Lane Lane 1)	This lane uses a directly entered Saturation Flow						1959	1959
3/1 (Dragon Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						1957	1957
3/2 (Dragon Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1522	1522
4/1 (Meadway Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 6: '2031 Base With Development PM' (FG6: '2031 Base With Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	345	510	5	860
	B	331	0	94	0	425
	C	388	79	0	1	468
	D	4	2	4	0	10
	Tot.	723	426	608	6	1763

Traffic Lane Flows

Lane	Scenario 6: 2031 Base With Development PM
Junction: Dragon Lane/Stoney Lane/Meadway	
1/1 (with short)	860(In) 855(Out)
1/2 (short)	5
2/1	425
3/1 (with short)	468(In) 389(Out)
3/2 (short)	79
4/1	10
5/1	608
6/1	426
7/1	6
8/1	723

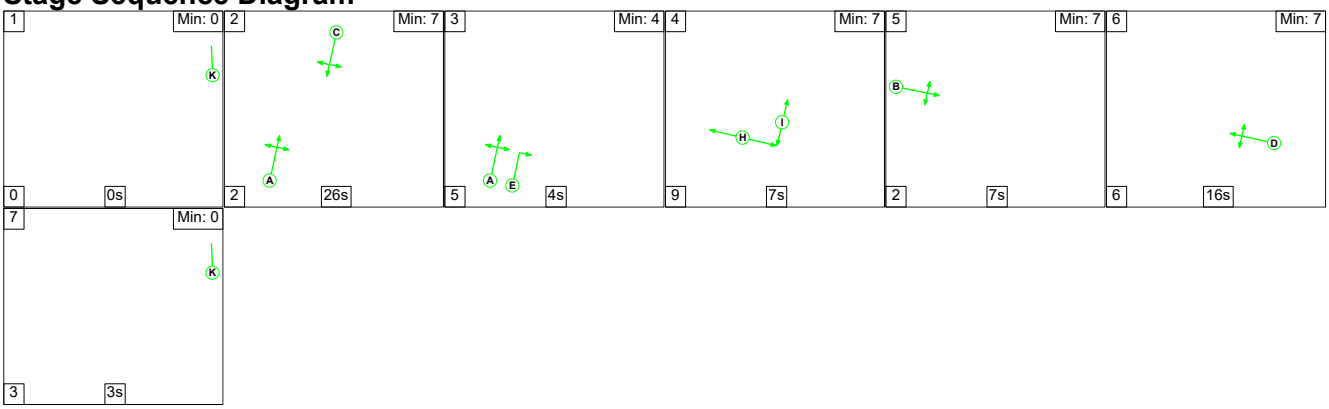
Full Input Data And Results

Lane Saturation Flows

Junction: Dragon Lane/Stoney Lane/Meadway								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dragon Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						2007	2007
1/2 (Dragon Lane SB Lane 2)	This lane uses a directly entered Saturation Flow						1592	1592
2/1 (Stoney Lane Lane 1)	This lane uses a directly entered Saturation Flow						1959	1959
3/1 (Dragon Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						1957	1957
3/2 (Dragon Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1522	1522
4/1 (Meadway Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2024 Surveyed AM' (FG1: '2024 Surveyed AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

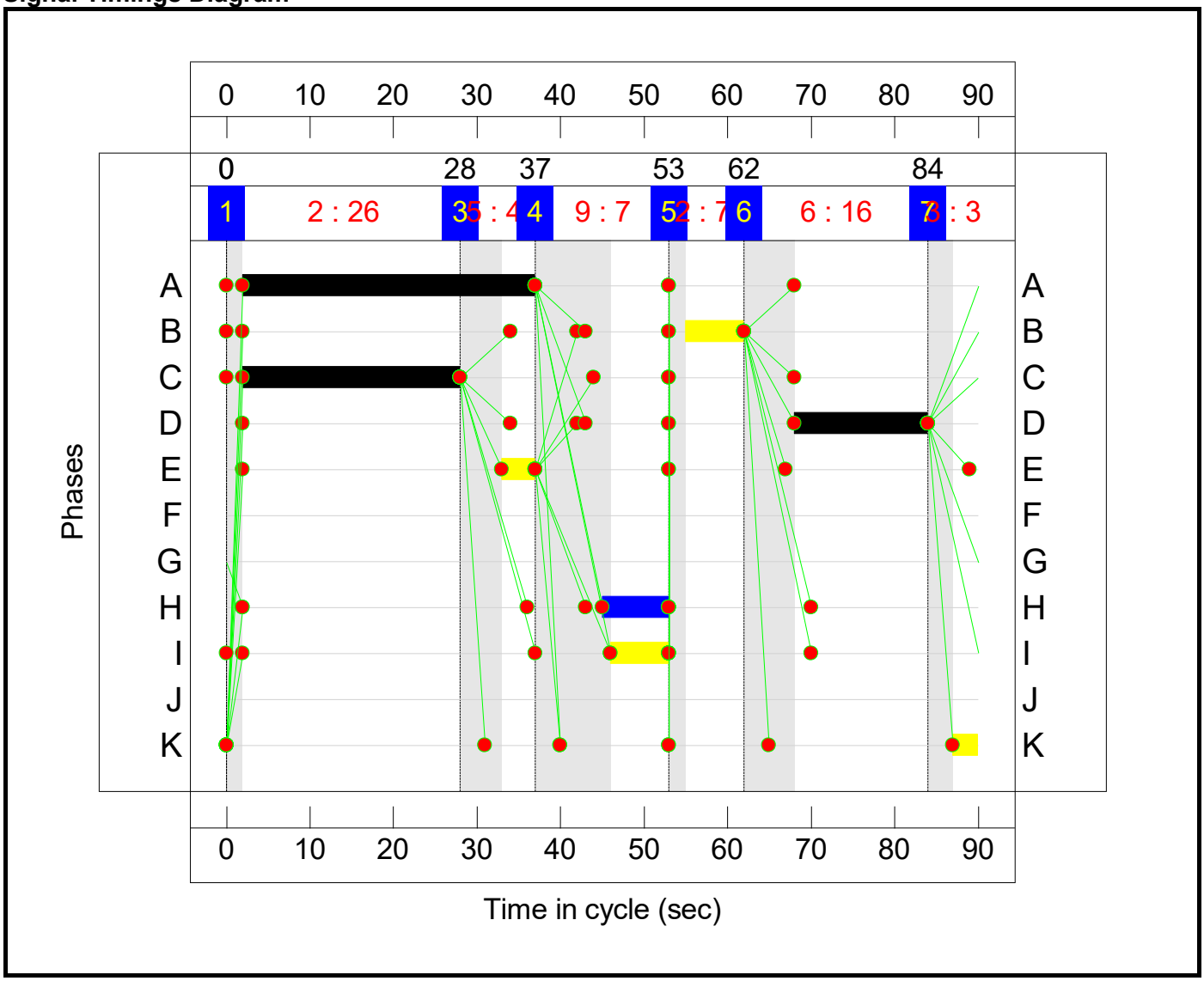


Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	26	4	7	7	16	3
Change Point	0	0	28	37	53	62	84

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
Dragon Lane/Stoney Lane/Meadway	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.5%**
1/1+1/2	Dragon Lane SB Ahead Left Right	U+O	N/A	N/A	C		1	26	-	553	2007:1592	602+2	91.5 : 91.5%
2/1	Stoney Lane Left Ahead Right	U	N/A	N/A	D		1	16	-	329	1959	370	88.9%
3/1+3/2	Dragon Lane NB Right Left Ahead	U+O	N/A	N/A	A	E	1	35	4:4	409	1957:1522	652+121	52.9 : 52.9%
4/1	Meadway Right Ahead Left	U	N/A	N/A	B		1	7	-	5	1886	168	3.0%
5/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	392	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	631	Inf	Inf	0.0%

Full Input Data And Results

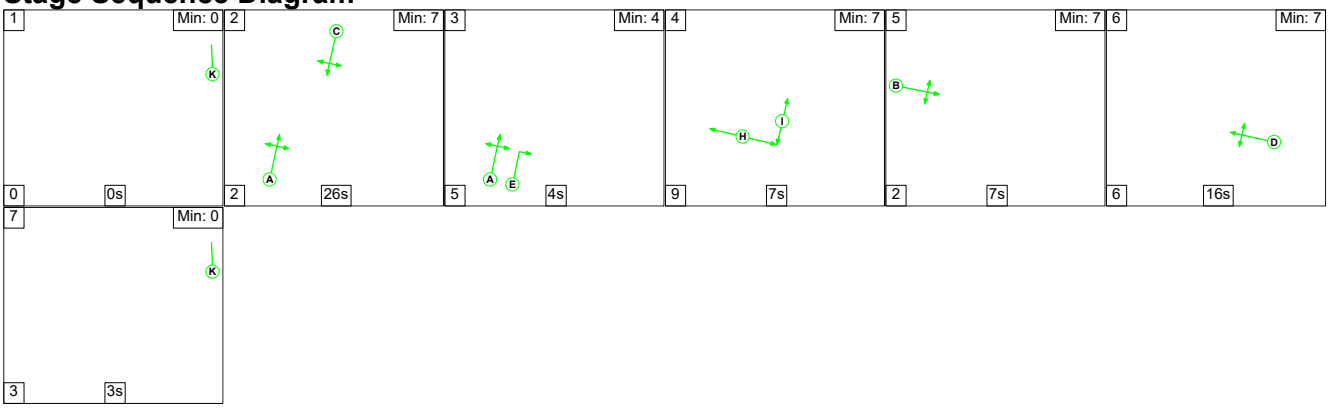
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**30**	**35**	**1**	**10.2**	**8.6**	**0.3**	**19.1**	**-**	**-**	**-**	**-**
Dragon Lane/Stoney Lane/Meadway	**-**	**-**	**30**	**35**	**1**	**10.2**	**8.6**	**0.3**	**19.1**	**-**	**-**	**-**	**-**
1/1+1/2	553	553	2	0	0	4.7	4.6	0.0	9.2	60.2	13.2	4.6	17.8
2/1	329	329	-	-	-	3.3	3.4	-	6.7	73.2	8.0	3.4	11.4
3/1+3/2	409	409	28	35	1	2.3	0.6	0.3	3.1	27.5	7.2	0.6	7.7
4/1	5	5	-	-	-	0.1	0.0	-	0.1	48.9	0.1	0.0	0.1
5/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -1.7 Total Delay for Signalled Lanes (pcuHr): 19.13 Cycle Time (s): 90
PRC Over All Lanes (%): -1.7 Total Delay Over All Lanes(pcuHr): 19.13

Full Input Data And Results

Scenario 2: '2024 Surveyed PM' (FG2: '2024 Surveyed PM', Plan 1: 'Network Control Plan 1')

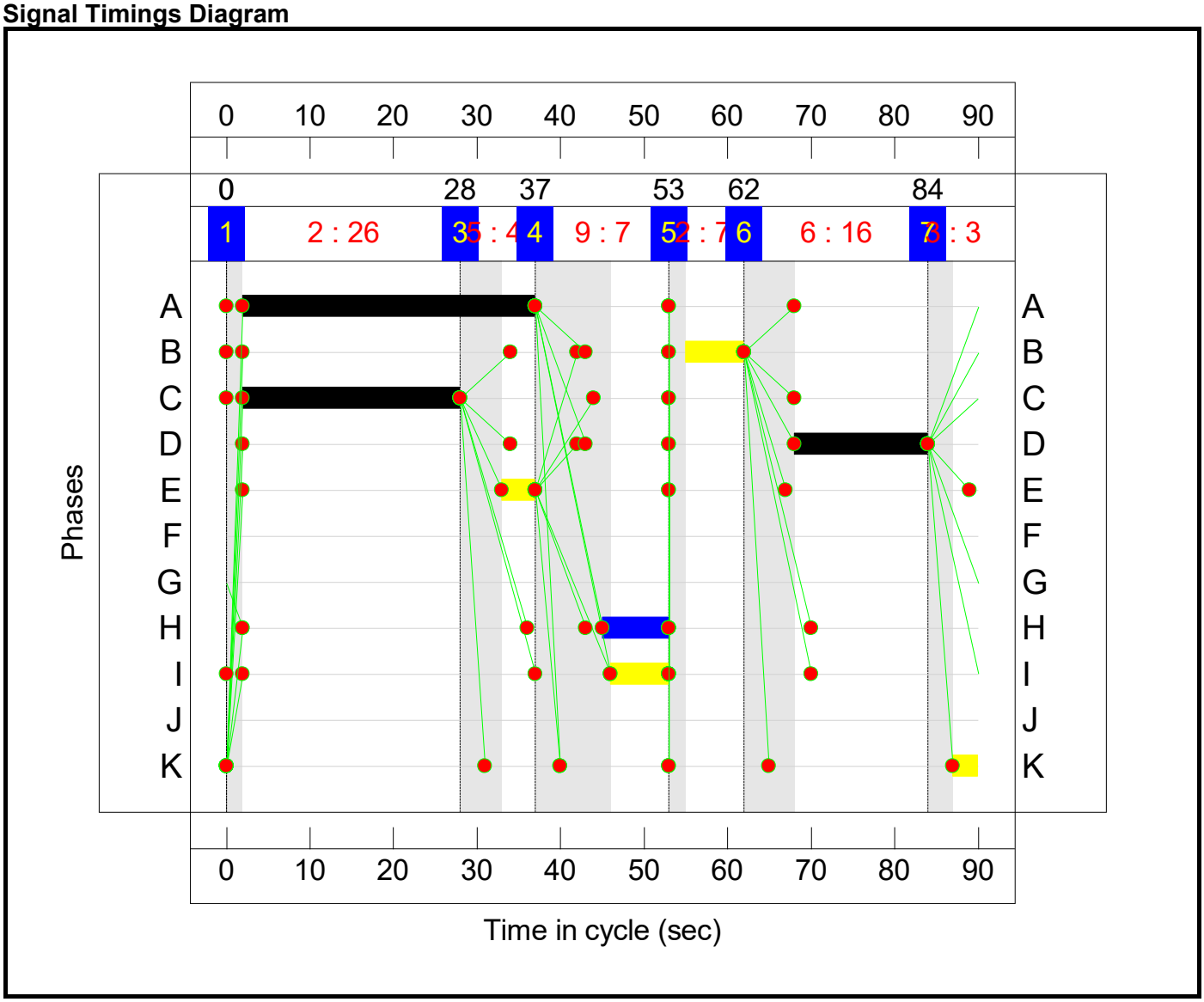
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	26	4	7	7	16	3
Change Point	0	0	28	37	53	62	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.1%**
Dragon Lane/Stoney Lane/Meadway	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.1%**
1/1+1/2	Dragon Lane SB Ahead Left Right	U+O	N/A	N/A	C		1	26	-	590	2007:1592	602+5	97.2 : 97.2%
2/1	Stoney Lane Left Ahead Right	U	N/A	N/A	D		1	16	-	363	1959	370	98.1%
3/1+3/2	Dragon Lane NB Right Left Ahead	U+O	N/A	N/A	A	E	1	35	4:4	349	1957:1522	637+135	45.2 : 45.2%
4/1	Meadway Right Ahead Left	U	N/A	N/A	B		1	7	-	8	1886	168	4.8%
5/1		U	N/A	N/A	-		-	-	-	349	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%

Full Input Data And Results

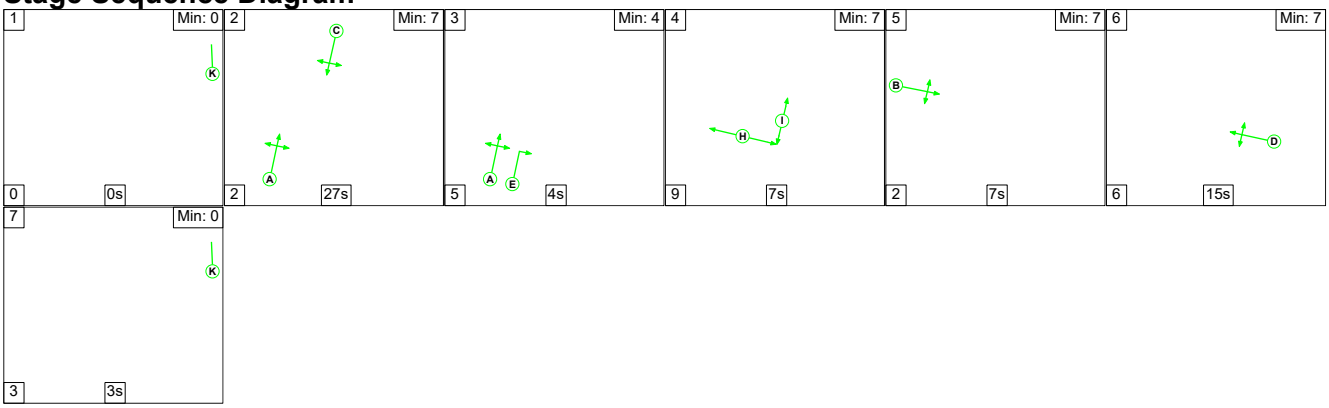
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**14**	**51**	**1**	**10.7**	**16.9**	**0.3**	**28.0**	**-**	**-**	**-**	**-**
Dragon Lane/Stoney Lane/Meadway	**-**	**-**	**14**	**51**	**1**	**10.7**	**16.9**	**0.3**	**28.0**	**-**	**-**	**-**	**-**
1/1+1/2	590	590	5	0	0	5.1	8.6	0.0	13.7	83.5	14.4	8.6	23.0
2/1	363	363	-	-	-	3.7	7.9	-	11.6	115.0	9.0	7.9	16.9
3/1+3/2	349	349	9	51	1	1.9	0.4	0.3	2.6	26.7	5.7	0.4	6.1
4/1	8	8	-	-	-	0.1	0.0	-	0.1	49.1	0.2	0.0	0.2
5/1	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	6	6	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -9.0 Total Delay for Signalled Lanes (pcuHr): 27.97 Cycle Time (s): 90
PRC Over All Lanes (%): -9.0 Total Delay Over All Lanes(pcuHr): 27.97

Full Input Data And Results

Scenario 3: '2031 Base Without Development AM' (FG3: '2031 Base Without Development AM', Plan 1: 'Network Control Plan 1')

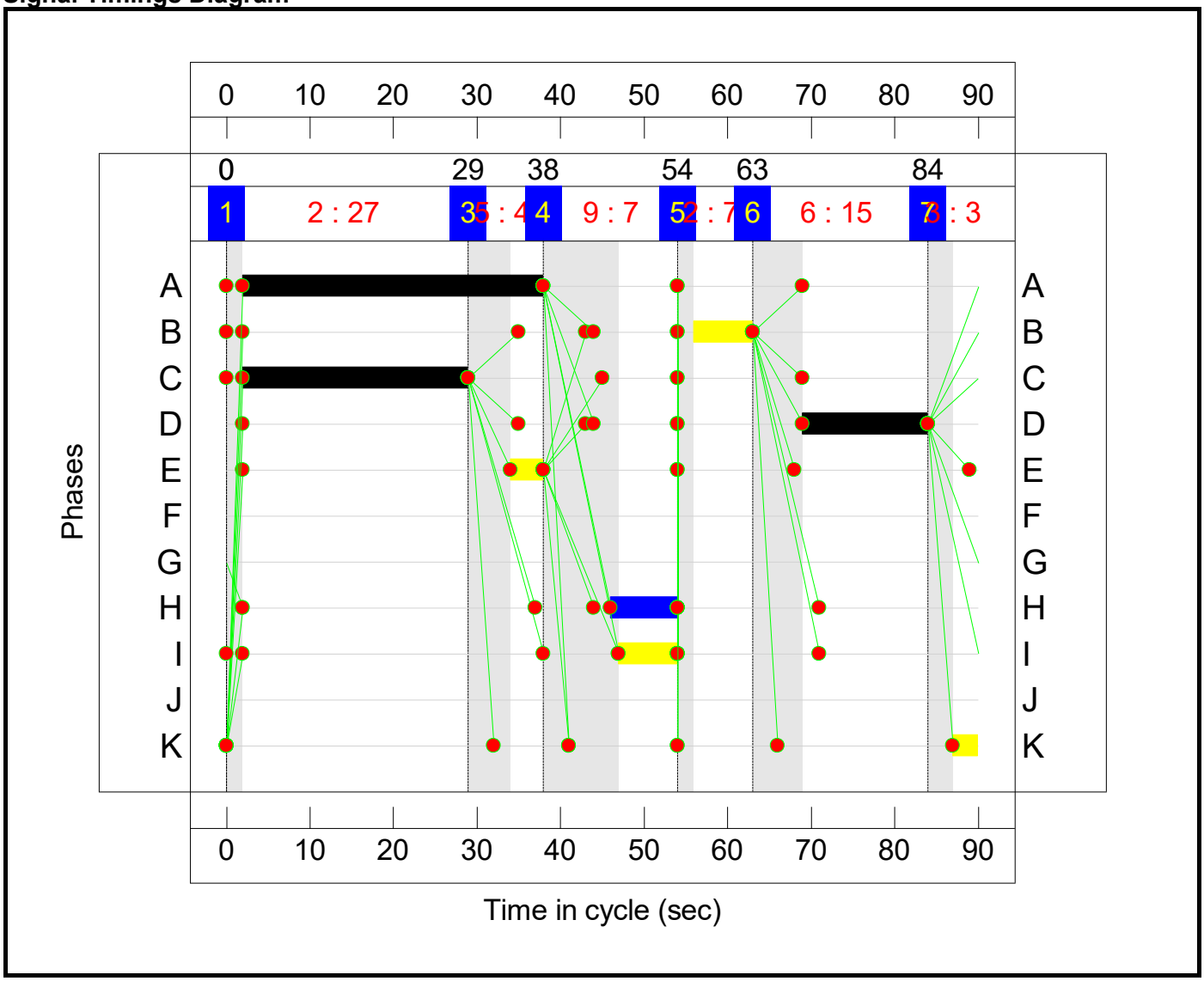
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	27	4	7	7	15	3
Change Point	0	0	29	38	54	63	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.5%**
Dragon Lane/Stoney Lane/Meadway	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.5%**
1/1+1/2	Dragon Lane SB Ahead Left Right	U+O	N/A	N/A	C		1	27	-	669	2007:1592	624+2	106.8 : 106.8%
2/1	Stoney Lane Left Ahead Right	U	N/A	N/A	D		1	15	-	385	1959	348	110.5%
3/1+3/2	Dragon Lane NB Right Left Ahead	U+O	N/A	N/A	A	E	1	36	4:4	630	1957:1522	675+118	79.4 : 79.4%
4/1	Meadway Right Ahead Left	U	N/A	N/A	B		1	7	-	5	1886	168	3.0%
5/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	450	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	863	Inf	Inf	0.0%

Full Input Data And Results

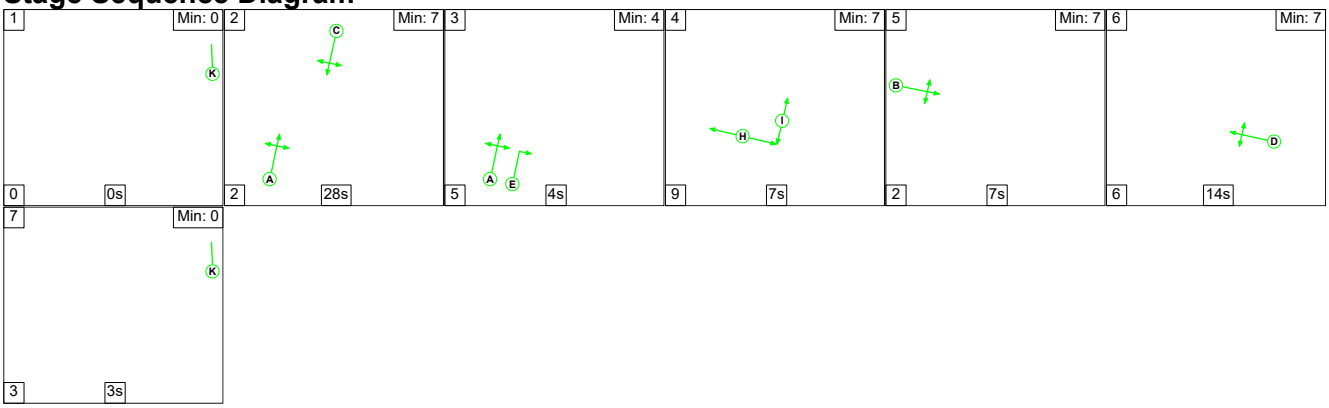
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2**	**92**	**2**	**17.3**	**52.0**	**0.4**	**69.7**	**-**	**-**	**-**	**-**
Dragon Lane/Stoney Lane/Meadway	**-**	**-**	**2**	**92**	**2**	**17.3**	**52.0**	**0.4**	**69.7**	**-**	**-**	**-**	**-**
1/1+1/2	669	626	2	0	0	7.7	27.5	0.0	35.2	189.2	18.2	27.5	45.6
2/1	385	348	-	-	-	5.6	22.6	-	28.2	263.8	11.1	22.6	33.8
3/1+3/2	630	630	0	92	2	4.0	1.9	0.4	6.3	35.8	13.2	1.9	15.1
4/1	5	5	-	-	-	0.1	0.0	-	0.1	48.9	0.1	0.0	0.1
5/1	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -22.8 Total Delay for Signalled Lanes (pcuHr): 69.70 Cycle Time (s): 90
PRC Over All Lanes (%): -22.8 Total Delay Over All Lanes(pcuHr): 69.70

Full Input Data And Results

Scenario 4: '2031 Base Without Development PM' (FG4: '2031 Base Without Development PM', Plan 1: 'Network Control Plan 1')

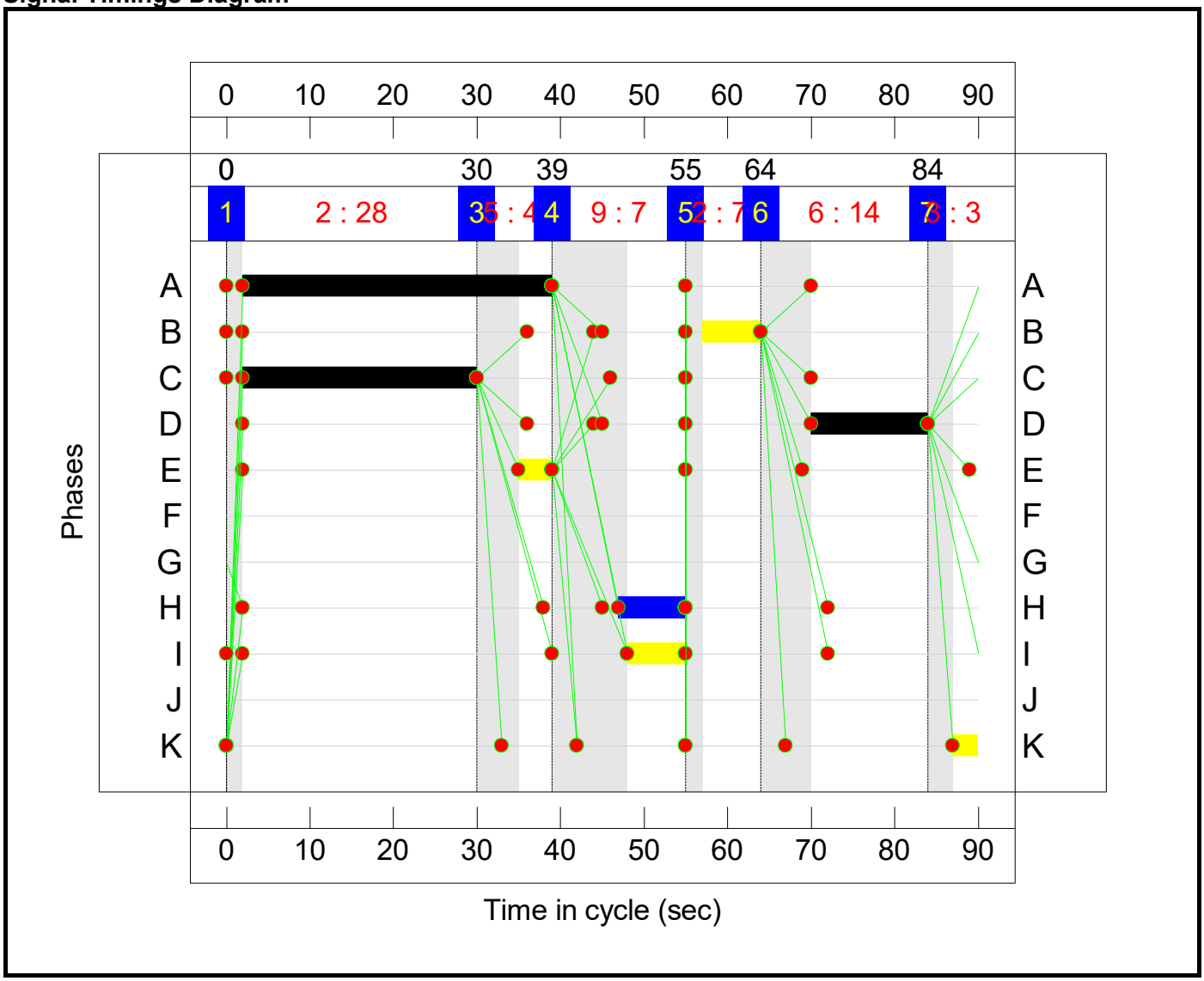
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	28	4	7	7	14	3
Change Point	0	0	30	39	55	64	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**133.4%**
Dragon Lane/Stoney Lane/Meadway	-	-	**N/A**	-	-		-	-	-	-	-	-	**133.4%**
1/1+1/2	Dragon Lane SB Ahead Left Right	U+O	N/A	N/A	C		1	28	-	868	2007:1592	647+4	133.4 : 133.4%
2/1	Stoney Lane Left Ahead Right	U	N/A	N/A	D		1	14	-	417	1959	326	127.7%
3/1+3/2	Dragon Lane NB Right Left Ahead	U+O	N/A	N/A	A	E	1	37	4:4	468	1957:1522	676+137	57.5 : 57.5%
4/1	Meadway Right Ahead Left	U	N/A	N/A	B		1	7	-	10	1886	168	6.0%
5/1		U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	715	Inf	Inf	0.0%

Full Input Data And Results

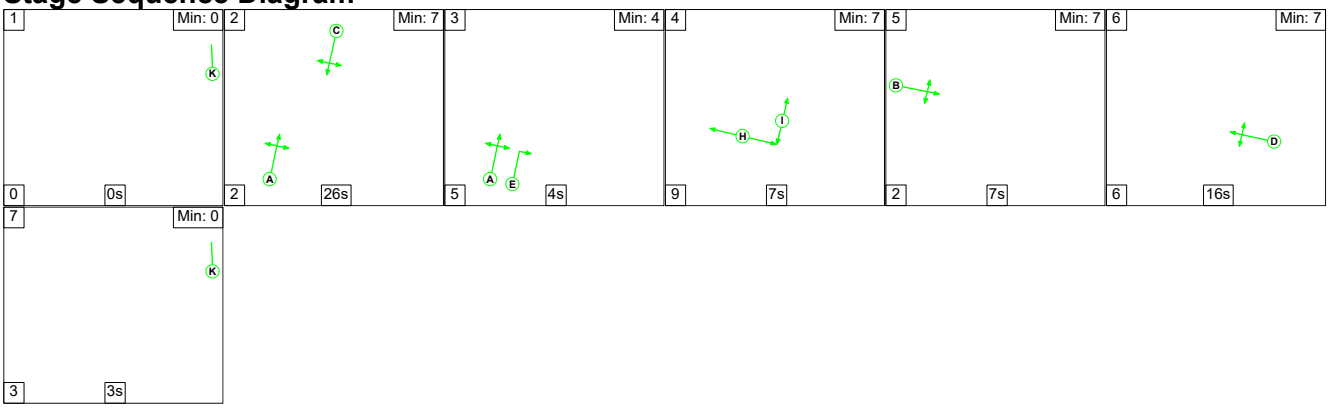
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4**	**77**	**2**	**28.6**	**158.9**	**0.4**	**187.9**	**-**	**-**	**-**	**-**
Dragon Lane/Stoney Lane/Meadway	**-**	**-**	**4**	**77**	**2**	**28.6**	**158.9**	**0.4**	**187.9**	**-**	**-**	**-**	**-**
1/1+1/2	868	650	4	0	0	17.1	110.7	0.0	127.9	530.4	27.6	110.7	138.3
2/1	417	327	-	-	-	8.8	47.4	-	56.2	485.6	14.6	47.4	62.0
3/1+3/2	468	468	0	77	2	2.5	0.7	0.4	3.6	27.7	8.2	0.7	8.9
4/1	10	10	-	-	-	0.1	0.0	-	0.1	49.2	0.2	0.0	0.3
5/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	346	346	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -48.3 Total Delay for Signalled Lanes (pcuHr): 187.87 Cycle Time (s): 90
PRC Over All Lanes (%): -48.3 Total Delay Over All Lanes(pcuHr): 187.87

Full Input Data And Results

Scenario 5: '2031 Base With Development AM' (FG5: '2031 Base With Development AM', Plan 1: 'Network Control Plan 1')

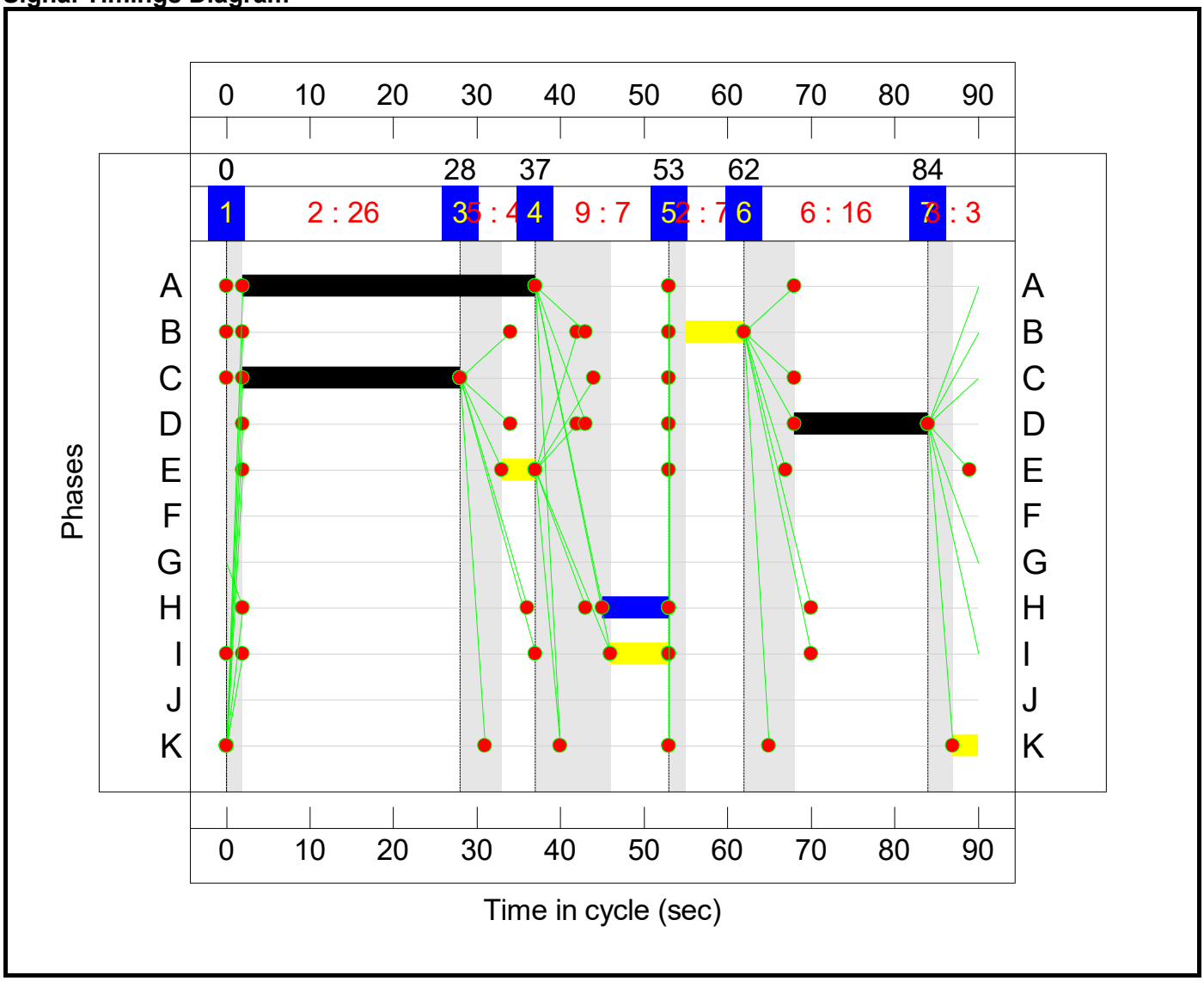
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	26	4	7	7	16	3
Change Point	0	0	28	37	53	62	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.9%**
Dragon Lane/Stoney Lane/Meadway	-	-	**N/A**	-	-		-	-	-	-	-	-	**111.9%**
1/1+1/2	Dragon Lane SB Ahead Left Right	U+O	N/A	N/A	C		1	26	-	676	2007:1592	602+2	111.9 : 111.9%
2/1	Stoney Lane Left Ahead Right	U	N/A	N/A	D		1	16	-	402	1959	370	108.6%
3/1+3/2	Dragon Lane NB Right Left Ahead	U+O	N/A	N/A	A	E	1	35	4:4	630	1957:1522	658+115	81.5 : 81.5%
4/1	Meadway Right Ahead Left	U	N/A	N/A	B		1	7	-	5	1886	168	3.0%
5/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%

Full Input Data And Results

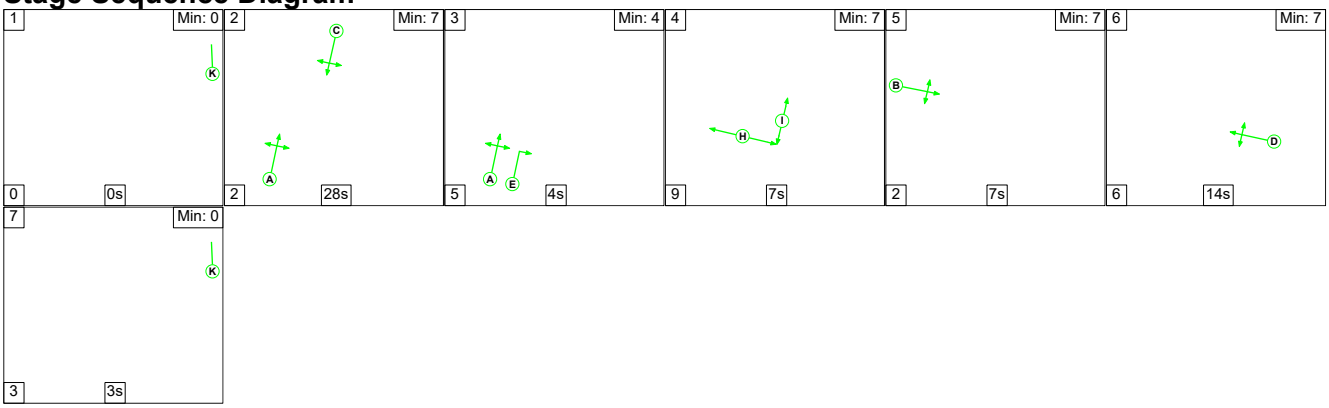
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**2**	**92**	**2**	**18.8**	**63.2**	**0.4**	**82.4**	**-**	**-**	**-**	**-**
Dragon Lane/Stoney Lane/Meadway	**-**	**-**	**2**	**92**	**2**	**18.8**	**63.2**	**0.4**	**82.4**	**-**	**-**	**-**	**-**
1/1+1/2	676	604	2	0	0	9.2	40.3	0.0	49.4	263.3	19.1	40.3	59.3
2/1	402	370	-	-	-	5.4	20.8	-	26.3	235.1	11.3	20.8	32.1
3/1+3/2	630	630	0	92	2	4.1	2.1	0.4	6.7	38.1	13.4	2.1	15.5
4/1	5	5	-	-	-	0.1	0.0	-	0.1	48.9	0.1	0.0	0.1
5/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -24.4 Total Delay for Signalled Lanes (pcuHr): 82.43 Cycle Time (s): 90
PRC Over All Lanes (%): -24.4 Total Delay Over All Lanes(pcuHr): 82.43

Full Input Data And Results

Scenario 6: '2031 Base With Development PM' (FG6: '2031 Base With Development PM', Plan 1: 'Network Control Plan 1')

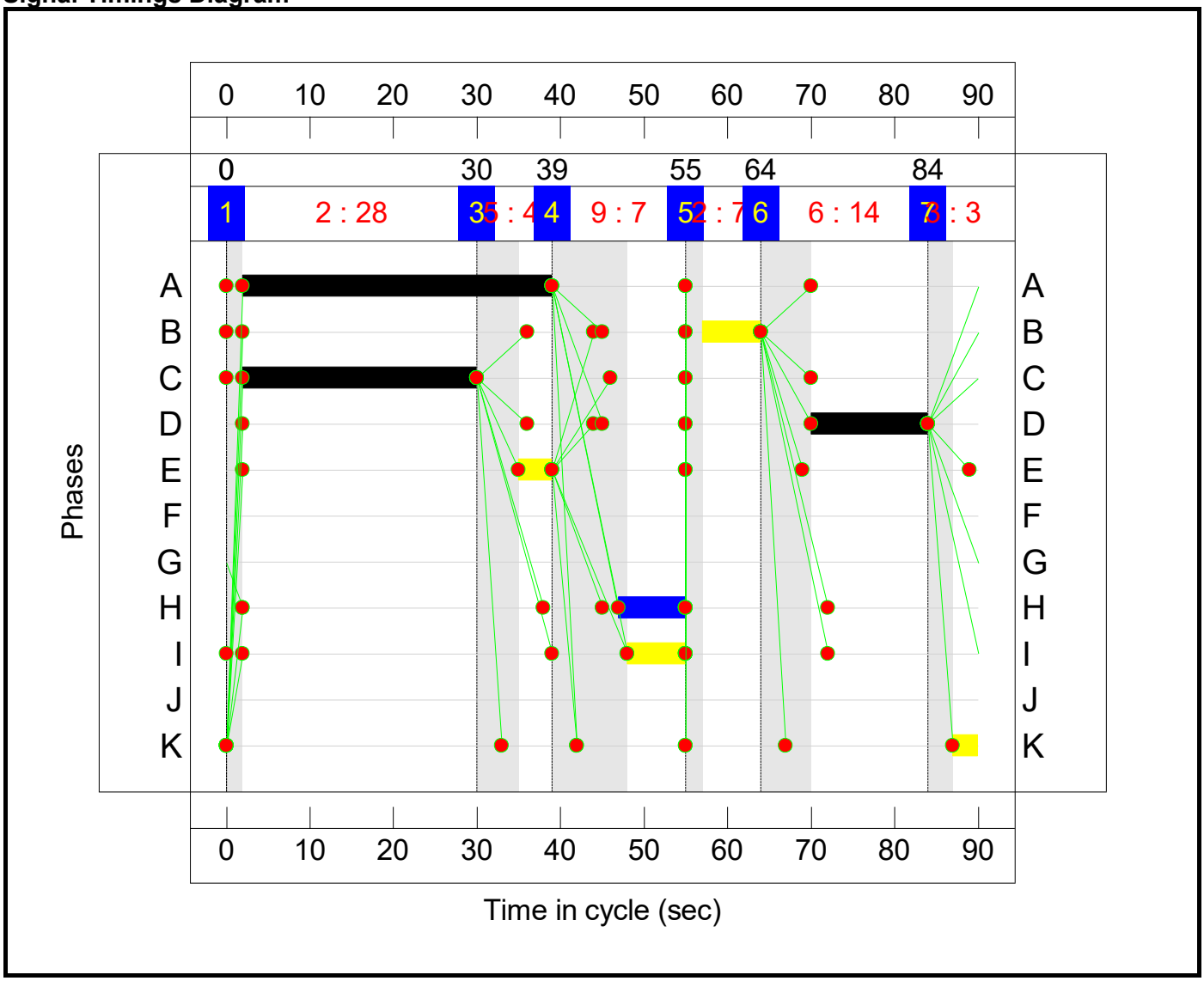
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5	6	7
Duration	0	28	4	7	7	14	3
Change Point	0	0	30	39	55	64	84

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**132.2%**
Dragon Lane/Stoney Lane/Meadway	-	-	**N/A**	-	-		-	-	-	-	-	-	**132.2%**
1/1+1/2	Dragon Lane SB Ahead Left Right	U+O	N/A	N/A	C		1	28	-	860	2007:1592	647+4	132.2 : 132.2%
2/1	Stoney Lane Left Ahead Right	U	N/A	N/A	D		1	14	-	425	1959	326	130.2%
3/1+3/2	Dragon Lane NB Right Left Ahead	U+O	N/A	N/A	A	E	1	37	4:4	468	1957:1522	676+137	57.5 : 57.5%
4/1	Meadway Right Ahead Left	U	N/A	N/A	B		1	7	-	10	1886	168	6.0%
5/1		U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4**	**77**	**2**	**28.6**	**158.8**	**0.4**	**187.9**	**-**	**-**	**-**	**-**
Dragon Lane/Stoney Lane/Meadway	**-**	**-**	**4**	**77**	**2**	**28.6**	**158.8**	**0.4**	**187.9**	**-**	**-**	**-**	**-**
1/1+1/2	860	650	4	0	0	16.7	106.8	0.0	123.5	517.0	27.2	106.8	134.0
2/1	425	327	-	-	-	9.3	51.3	-	60.6	513.5	15.2	51.3	66.5
3/1+3/2	468	468	0	77	2	2.5	0.7	0.4	3.6	27.7	8.2	0.7	8.9
4/1	10	10	-	-	-	0.1	0.0	-	0.1	49.2	0.2	0.0	0.3
5/1	462	462	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	646	646	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -46.9 Total Delay for Signalled Lanes (pcuHr): 187.85 Cycle Time (s): 90
PRC Over All Lanes (%): -46.9 Total Delay Over All Lanes(pcuHr): 187.85

APPENDIX 10

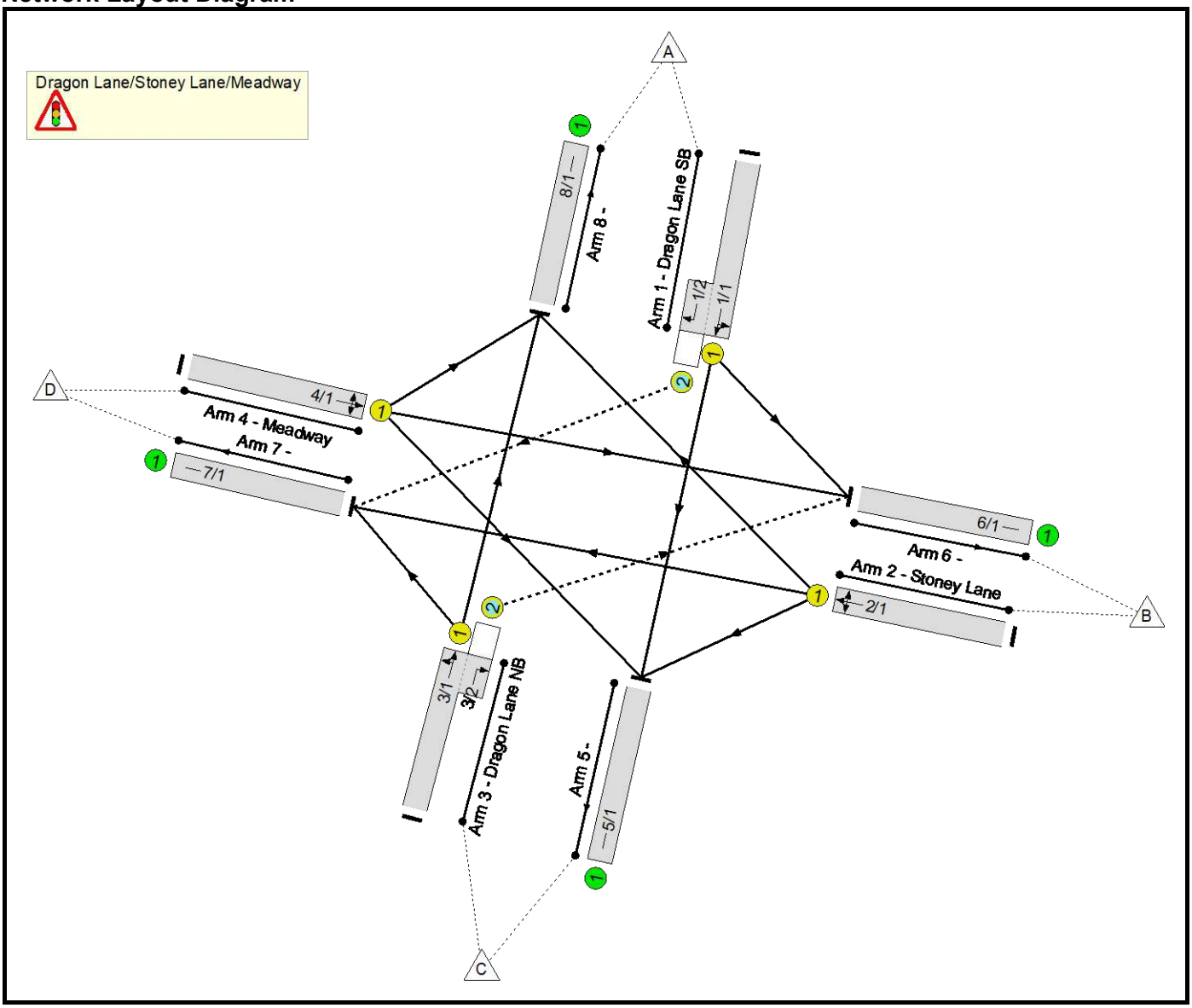
Dragon Lane/Stoney Lane/Meadway Mitigation LINSIG Outputs

Full Input Data And Results

User and Project Details

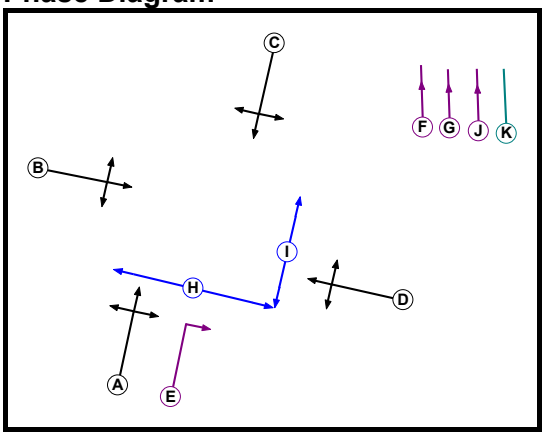
Project:	
Title:	
Location:	
Additional detail:	
File name:	Dragon Ln-Stoney Ln-Meadway V2 Mitigation.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Ind. Arrow	A	4	4
F	Ind. Arrow		0	0
G	Ind. Arrow		0	0
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Ind. Arrow		0	0
	Dummy		3	3

Phase Intergreens Matrix

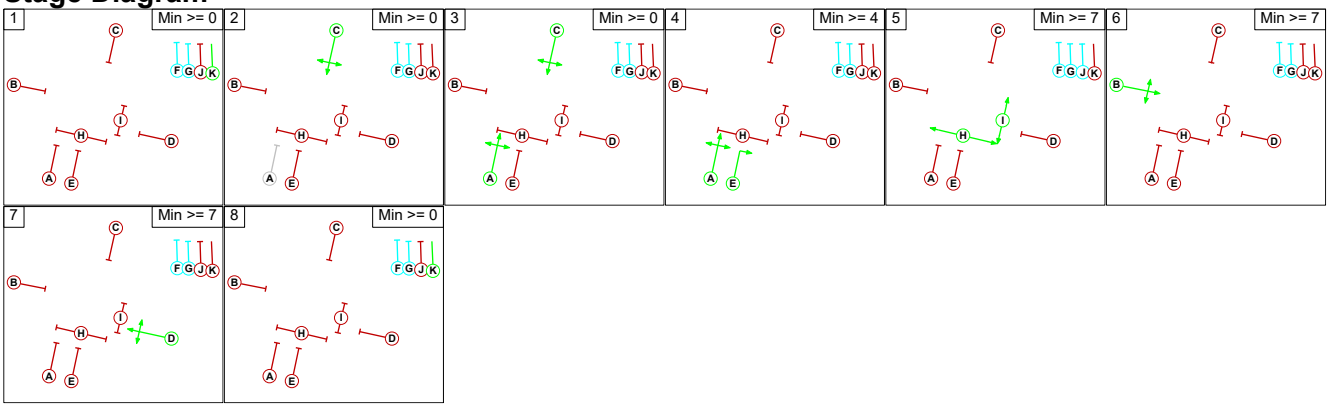
		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K
Terminating Phase	A		6	-	6	-	-	-	8	9	9	3
	B	6		6	6	5	-	-	8	8	8	3
	C	-	6		6	5	-	-	8	9	9	3
	D	6	6	6		5	-	-	8	6	8	3
	E	-	5	7	5		-	-	6	9	9	3
	F	-	-	-	-	-		-	-	-	-	-
	G	-	-	-	-	-	-		-	-	-	-
	H	0	0	0	0	0	-	-		-	-	0
	I	0	0	0	0	0	-	-	-		-	0
	J	0	0	0	0	0	-	-	-	-		0
	K	2	2	2	2	2	-	-	2	2	2	

Full Input Data And Results

Phases in Stage

Stage No.	Phases in Stage
1	K
2	C
3	A C
4	A E
5	H I
6	B
7	D
8	K

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7	8
1		2	2	2	2	2	2	0
2	3		2	5	9	6	6	3
3	3	0		5	9	6	6	3
4	3	7	7		9	6	6	3
5	0	2	2	X		2	2	0
6	3	6	6	X	8		6	3
7	3	6	6	X	8	6		3
8	0	2	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Dragon Lane/Stoney Lane/Meadway

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/2 (Dragon Lane SB)	7/1 (Right)	1439	0	3/1	1.09	All	2.00	-	0.50	2	2.00
3/2 (Dragon Lane NB)	6/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Dragon Lane/Stoney Lane/Meadway

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Dragon Lane SB)	U	C	2	3	60.0	User	2007	-	-	-	-	-
1/2 (Dragon Lane SB)	O	C	2	3	3.1	User	1592	-	-	-	-	-
2/1 (Stoney Lane)	U	D	2	3	60.0	User	1959	-	-	-	-	-
3/1 (Dragon Lane NB)	U	A E	2	3	60.0	User	1957	-	-	-	-	-
3/2 (Dragon Lane NB)	O	A E	2	3	2.4	User	1522	-	-	-	-	-
4/1 (Meadway)	U	B	2	3	60.0	User	1886	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2031 Base With Development AM'	08:00	09:00	01:00	
2: '2031 Base With Development PM'	16:15	17:15	01:00	

Scenario 1: '2031 Base With Development AM' (FG1: '2031 Base With Development AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin \ Destination	A	B	C	D	Tot.
A	0	360	314	2	676
B	343	0	58	1	402
C	536	94	0	0	630
D	1	3	1	0	5
Tot.	880	457	373	3	1713

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2031 Base With Development AM
Junction: Dragon Lane/Stoney Lane/Meadway	
1/1 (with short)	676(In) 674(Out)
1/2 (short)	2
2/1	402
3/1 (with short)	630(In) 536(Out)
3/2 (short)	94
4/1	5
5/1	373
6/1	457
7/1	3
8/1	880

Lane Saturation Flows

Junction: Dragon Lane/Stoney Lane/Meadway								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dragon Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						2007	2007
1/2 (Dragon Lane SB Lane 2)	This lane uses a directly entered Saturation Flow						1592	1592
2/1 (Stoney Lane Lane 1)	This lane uses a directly entered Saturation Flow						1959	1959
3/1 (Dragon Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						1957	1957
3/2 (Dragon Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1522	1522
4/1 (Meadway Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2031 Base With Development PM' (FG2: '2031 Base With Development PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	345	510	5	860
	B	331	0	94	0	425
	C	388	79	0	1	468
	D	4	2	4	0	10
	Tot.	723	426	608	6	1763

Traffic Lane Flows

Lane	Scenario 2: 2031 Base With Development PM
Junction: Dragon Lane/Stoney Lane/Meadway	
1/1 (with short)	860(In) 855(Out)
1/2 (short)	5
2/1	425
3/1 (with short)	468(In) 389(Out)
3/2 (short)	79
4/1	10
5/1	608
6/1	426
7/1	6
8/1	723

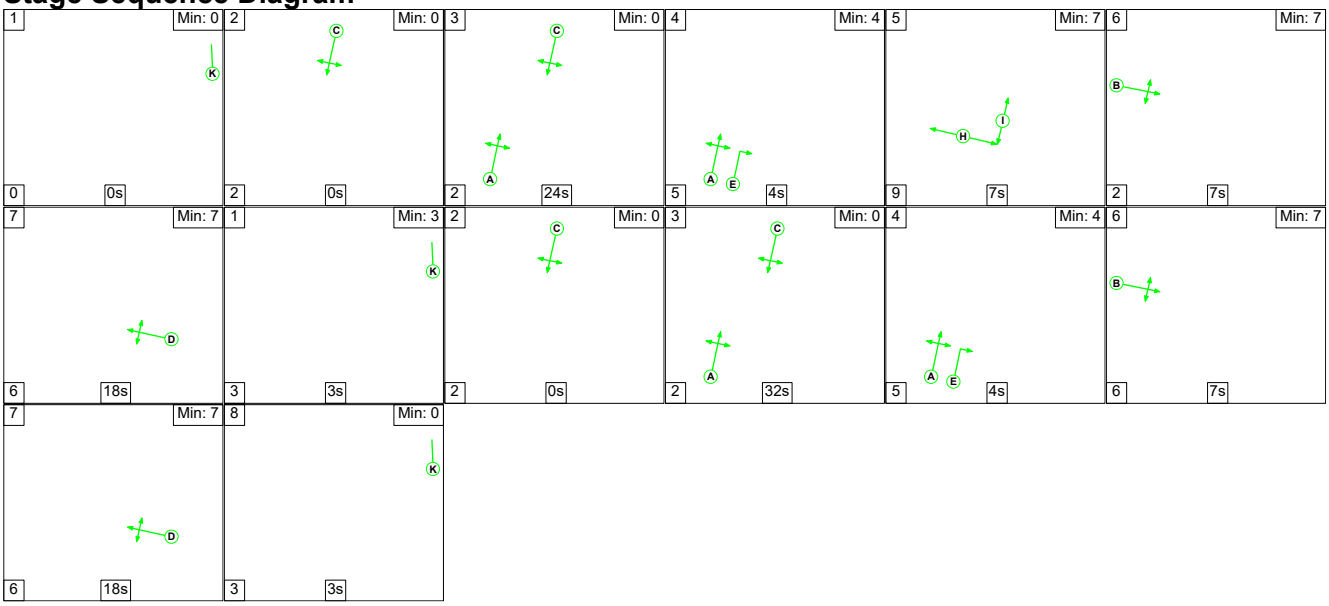
Full Input Data And Results

Lane Saturation Flows

Junction: Dragon Lane/Stoney Lane/Meadway								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Dragon Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						2007	2007
1/2 (Dragon Lane SB Lane 2)	This lane uses a directly entered Saturation Flow						1592	1592
2/1 (Stoney Lane Lane 1)	This lane uses a directly entered Saturation Flow						1959	1959
3/1 (Dragon Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						1957	1957
3/2 (Dragon Lane NB Lane 2)	This lane uses a directly entered Saturation Flow						1522	1522
4/1 (Meadway Lane 1)	This lane uses a directly entered Saturation Flow						1886	1886
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2031 Base With Development AM' (FG1: '2031 Base With Development AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



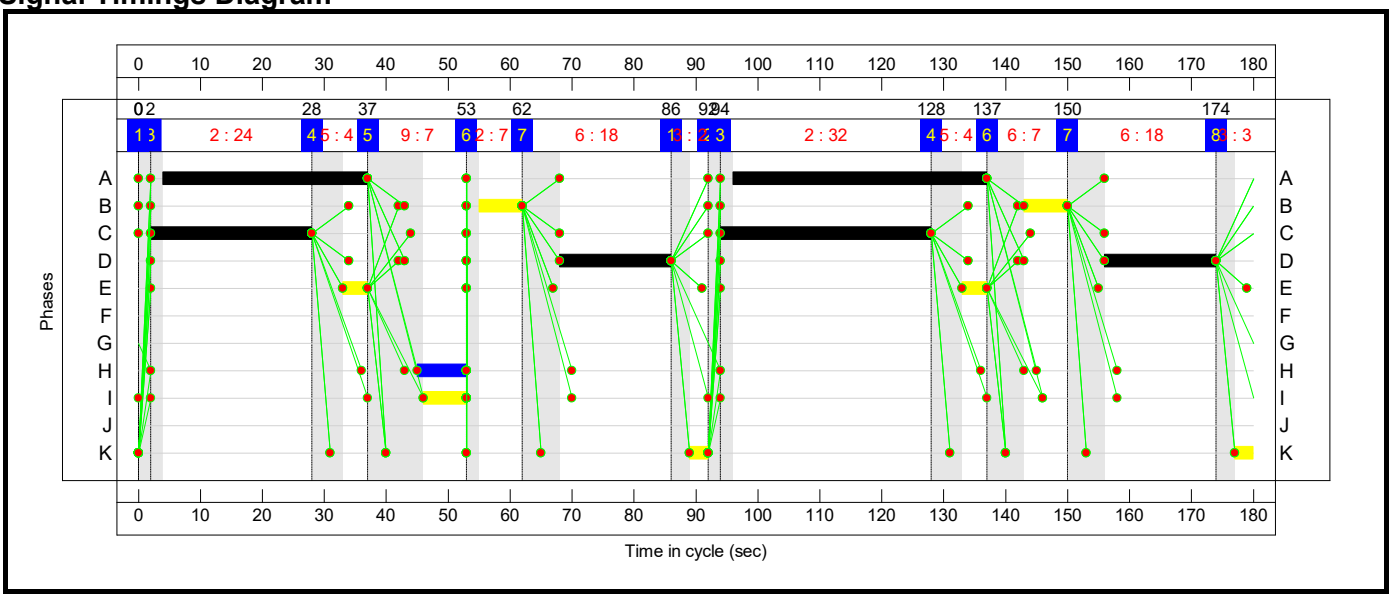
Stage Timings

Stage	1	2	3	4	5	6	7	1	2	3
Duration	0	0	24	4	7	7	18	3	0	32
Change Point	0	0	2	28	37	53	62	86	92	94

Full Input Data And Results

Stage	4	6	7	8						
Duration	4	7	18	3						
Change Point	128	137	150	174						

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
Dragon Lane/Stoney Lane/Meadway	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.5%**
1/1+1/2	Dragon Lane SB Ahead Left Right	U+O	N/A	N/A	C		2	60	-	676	2007:1592	691+2	97.5 : 97.5%
2/1	Stoney Lane Left Ahead Right	U	N/A	N/A	D		2	36	-	402	1959	414	97.2%
3/1+3/2	Dragon Lane NB Right Left Ahead	U+O	N/A	N/A	A	E	2	74	8:8	630	1957:1522	693+122	77.3 : 77.3%
4/1	Meadway Right Ahead Left	U	N/A	N/A	B		2	14	-	5	1886	168	3.0%
5/1		U	N/A	N/A	-		-	-	-	373	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	457	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	3	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%

Full Input Data And Results

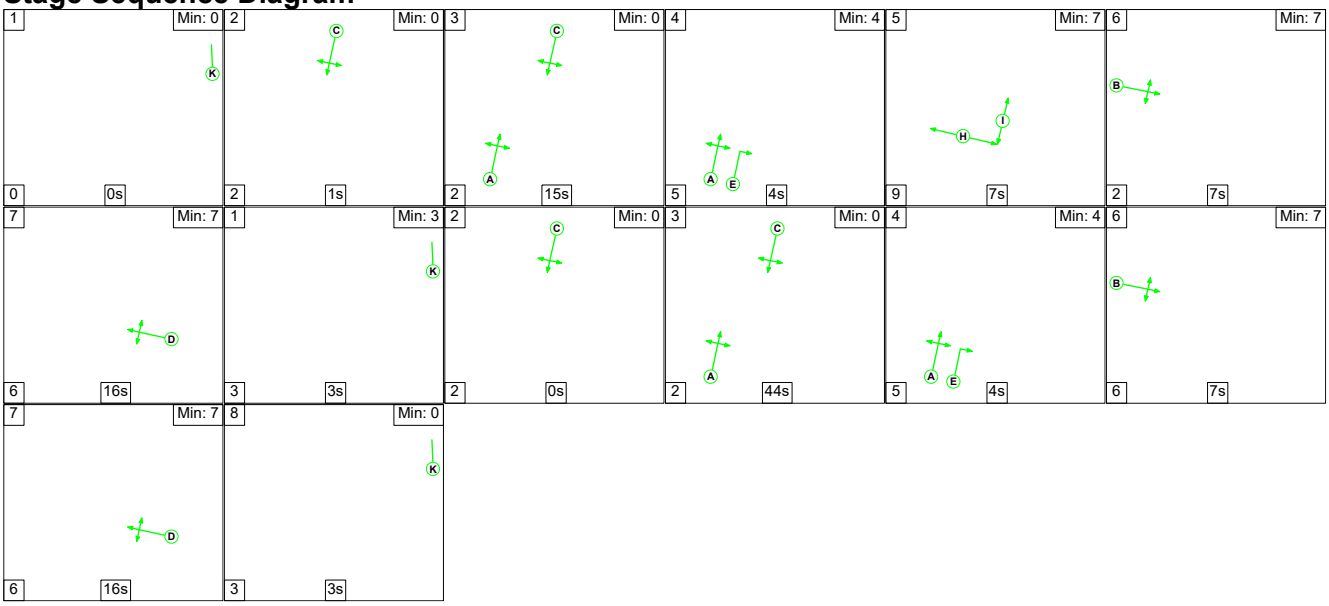
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**10**	**84**	**2**	**13.4**	**18.6**	**0.4**	**32.4**	**-**	**-**	**-**	**-**
Dragon Lane/Stoney Lane/Meadway	**-**	**-**	**10**	**84**	**2**	**13.4**	**18.6**	**0.4**	**32.4**	**-**	**-**	**-**	**-**
1/1+1/2	676	676	2	0	0	5.5	9.4	0.0	14.9	79.3	18.2	9.4	27.6
2/1	402	402	-	-	-	3.9	7.5	-	11.5	102.8	10.2	7.5	17.7
3/1+3/2	630	630	8	84	2	3.9	1.7	0.4	6.0	34.2	14.5	1.7	16.1
4/1	5	5	-	-	-	0.1	0.0	-	0.1	48.9	0.1	0.0	0.1
5/1	373	373	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -8.3 Total Delay for Signalled Lanes (pcuHr): 32.43 Cycle Time (s): 180
PRC Over All Lanes (%): -8.3 Total Delay Over All Lanes(pcuHr): 32.43

Full Input Data And Results

Scenario 2: '2031 Base With Development PM' (FG2: '2031 Base With Development PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

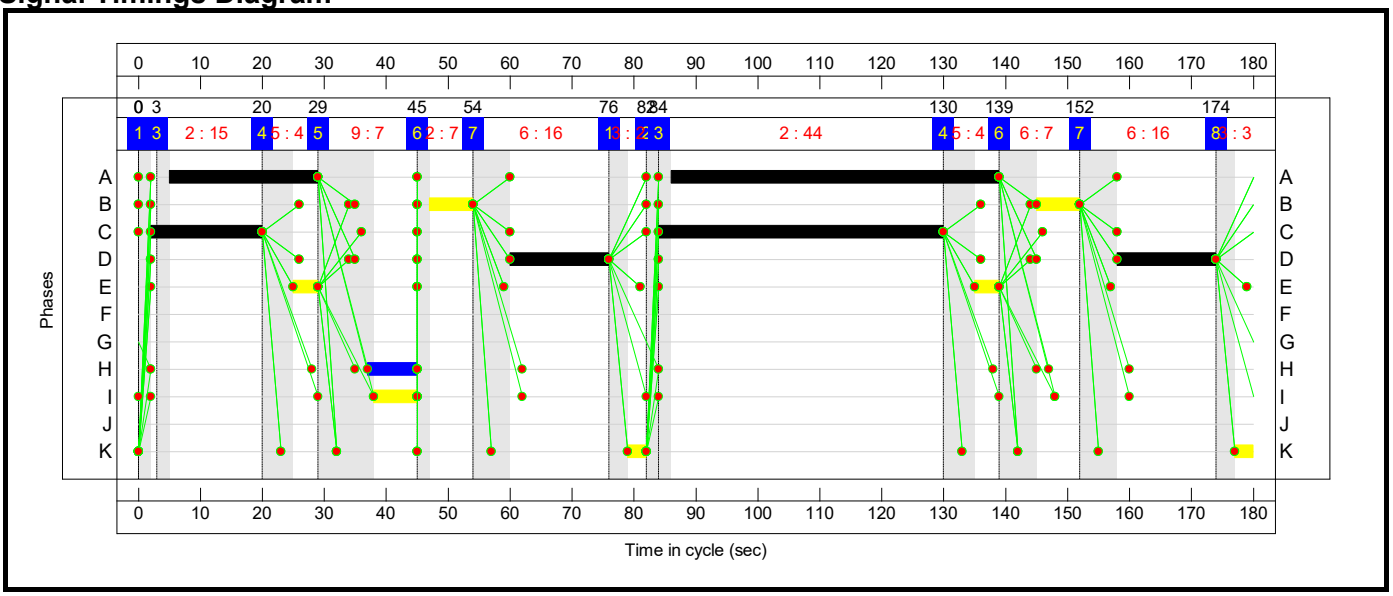


Stage Timings

Stage	1	2	3	4	5	6	7	1	2	3
Duration	0	1	15	4	7	7	16	3	0	44
Change Point	0	0	3	20	29	45	54	76	82	84

Stage	4	6	7	8						
Duration	4	7	16	3						
Change Point	130	139	152	174						

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.2%**
Dragon Lane/Stoney Lane/Meadway	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.2%**
1/1+1/2	Dragon Lane SB Ahead Left Right	U+O	N/A	N/A	C		2	64	-	860	2007:1592	736+4	116.2 : 116.2%
2/1	Stoney Lane Left Ahead Right	U	N/A	N/A	D		2	32	-	425	1959	370	114.9%
3/1+3/2	Dragon Lane NB Right Left Ahead	U+O	N/A	N/A	A	E	2	77	8:8	468	1957:1522	658+134	59.1 : 59.1%
4/1	Meadway Right Ahead Left	U	N/A	N/A	B		2	14	-	10	1886	168	6.0%
5/1		U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	426	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	6	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	723	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**4**	**78**	**2**	**31.0**	**95.0**	**0.5**	**126.4**	**-**	**-**	**-**	**-**
Dragon Lane/Stoney Lane/Meadway	**-**	**-**	**4**	**78**	**2**	**31.0**	**95.0**	**0.5**	**126.4**	**-**	**-**	**-**	**-**
1/1+1/2	860	740	4	0	0	18.6	63.3	0.0	81.9	342.7	38.8	63.3	102.1
2/1	425	370	-	-	-	9.9	30.9	-	40.8	345.9	17.1	30.9	48.1
3/1+3/2	468	468	0	77	2	2.4	0.7	0.5	3.6	27.7	9.0	0.7	9.7
4/1	10	10	-	-	-	0.1	0.0	-	0.1	49.6	0.3	0.0	0.3
5/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	5	5	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	680	680	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -29.1 Total Delay for Signalled Lanes (pcuHr): 126.43 Cycle Time (s): 180
PRC Over All Lanes (%): -29.1 Total Delay Over All Lanes(pcuHr): 126.43

APPENDIX 11

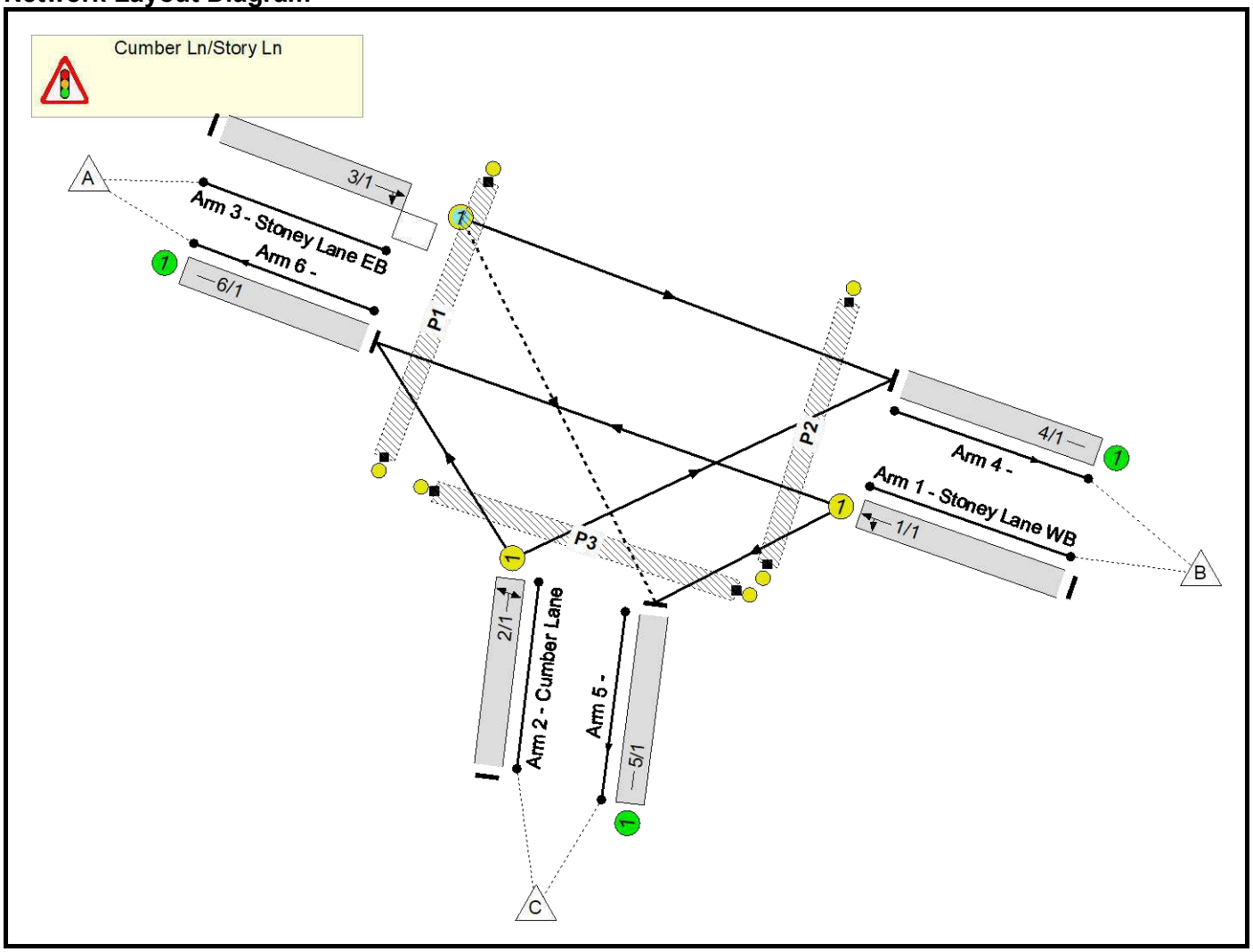
Stoney Lane/Cumber Lane LINSIG Outputs

Full Input Data And Results

User and Project Details

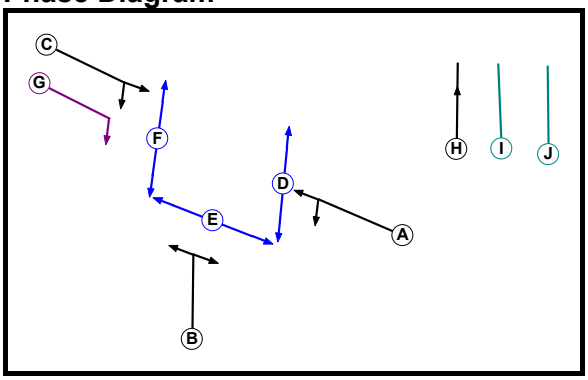
Project:	
Title:	
Location:	
Additional detail:	
File name:	Cumber Ln-Stoney Ln V2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		4	4
E	Pedestrian		4	4
F	Pedestrian		4	4
G	Ind. Arrow	C	3	3
H	Traffic		0	0
I	Dummy		3	3
J	Dummy		1	1

Full Input Data And Results

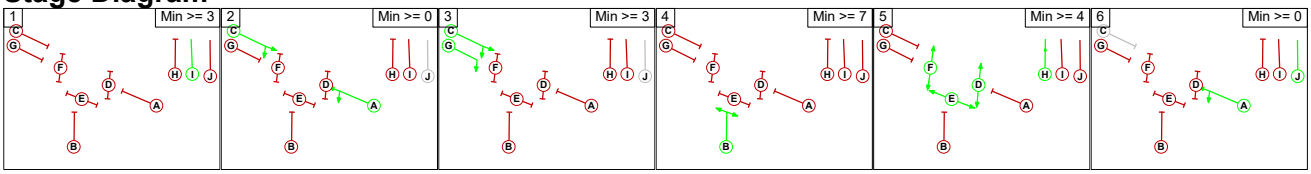
Phase Intergreens Matrix

		Starting Phase								
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		5	-	7	7	7	5	7	3	-
	B	5		5	6	6	6	5	6	3	5
	C	-	5		7	7	7	-	7	3	-
	D	-	-	-		-	-	-	-	-	-
	E	-	-	-	-		-	-	-	-	-
	F	-	-	-	-	-		-	-	-	-
	G	5	5	-	7	7	7		7	3	-
	H	5	5	5	-	-	-	7		3	-
	I	2	2	2	2	2	2	2	2		5
	J	-	5	-	7	7	7	-	7	3	

Phases in Stage

Stage No.	Phases in Stage
1	I
2	A C
3	C G
4	B
5	D E F H
6	A J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage					
		1	2	3	4	5	6
From Stage	1		2	2	2	2	5
	2	3		5	5	7	0
	3	3	5		5	7	5
	4	3	5	5		6	5
	5	3	5	7	5		5
	6	3	2	5	5	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Cumber Ln/Story Ln

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Stoney Lane EB)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Cumber Ln/Story Ln

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Stoney Lane WB)	U	A	2	3	60.0	User	1981	-	-	-	-	-
2/1 (Cumber Lane)	U	B	2	3	60.0	User	1990	-	-	-	-	-
3/1 (Stoney Lane EB)	O	C G	2	3	60.0	User	1990	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Surveyed AM Peak Flows'	08:00	09:00	01:00	
2: '2024 Surveyed PM Peak Flows'	16:15	17:15	01:00	
3: '2031 Base Without Development AM Peak Flows'	08:00	09:00	01:00	
4: '2031 Base Without Development PM Peak Flows'	16:15	17:15	01:00	
5: '2031 Base With Development AM Peak Flows'	08:00	09:00	01:00	
6: '2031 Base With Development PM Peak Flows'	16:15	17:15	01:00	

Scenario 1: '2024 Surveyed AM' (FG1: '2024 Surveyed AM Peak Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	222	169	391
	B	156	0	58	214
	C	146	68	0	214
	Tot.	302	290	227	819

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Surveyed AM
Junction: Cumber Ln/Story Ln	
1/1	214
2/1	214
3/1	391
4/1	290
5/1	227
6/1	302

Lane Saturation Flows

Junction: Cumber Ln/Story Ln

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Stoney Lane WB Lane 1)	This lane uses a directly entered Saturation Flow						1981	1981
2/1 (Cumber Lane Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
3/1 (Stoney Lane EB Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Surveyed PM' (FG2: '2024 Surveyed PM Peak Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	151	178	329
	B	186	0	60	246
	C	169	66	0	235
	Tot.	355	217	238	810

Traffic Lane Flows

Lane	Scenario 2: 2024 Surveyed PM
Junction: Cumber Ln/Story Ln	
1/1	246
2/1	235
3/1	329
4/1	217
5/1	238
6/1	355

Full Input Data And Results

Lane Saturation Flows

Junction: Cumber Ln/Story Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stoney Lane WB Lane 1)	This lane uses a directly entered Saturation Flow						1981	1981
2/1 (Cumber Lane Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
3/1 (Stoney Lane EB Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Base Without Development AM' (FG3: '2031 Base Without Development AM Peak Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	236	200	436
	B	163	0	63	226
	C	191	89	0	280
	Tot.	354	325	263	942

Traffic Lane Flows

Lane	Scenario 3: 2031 Base Without Development AM
Junction: Cumber Ln/Story Ln	
1/1	226
2/1	280
3/1	436
4/1	325
5/1	263
6/1	354

Full Input Data And Results

Lane Saturation Flows

Junction: Cumber Ln/Story Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stoney Lane WB Lane 1)	This lane uses a directly entered Saturation Flow						1981	1981
2/1 (Cumber Lane Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
3/1 (Stoney Lane EB Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base Without Development PM' (FG4: '2031 Base Without Development PM Peak Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	160	217	377
	B	174	0	73	247
	C	201	79	0	280
	Tot.	375	239	290	904

Traffic Lane Flows

Lane	Scenario 4: 2031 Base Without Development PM
Junction: Cumber Ln/Story Ln	
1/1	247
2/1	280
3/1	377
4/1	239
5/1	290
6/1	375

Full Input Data And Results

Lane Saturation Flows

Junction: Cumber Ln/Story Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stoney Lane WB Lane 1)	This lane uses a directly entered Saturation Flow						1981	1981
2/1 (Cumber Lane Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
3/1 (Stoney Lane EB Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 Base With Development AM' (FG5: '2031 Base With Development AM Peak Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	236	207	443
	B	163	0	63	226
	C	208	93	0	301
	Tot.	371	329	270	970

Traffic Lane Flows

Lane	Scenario 5: 2031 Base With Development AM
Junction: Cumber Ln/Story Ln	
1/1	226
2/1	301
3/1	443
4/1	329
5/1	270
6/1	371

Full Input Data And Results

Lane Saturation Flows

Junction: Cumber Ln/Story Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stoney Lane WB Lane 1)	This lane uses a directly entered Saturation Flow						1981	1981
2/1 (Cumber Lane Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
3/1 (Stoney Lane EB Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Base With Development PM' (FG6: '2031 Base With Development PM Peak Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	160	230	390
	B	174	0	73	247
	C	208	81	0	289
	Tot.	382	241	303	926

Traffic Lane Flows

Lane	Scenario 6: 2031 Base With Development PM
Junction: Cumber Ln/Story Ln	
1/1	247
2/1	289
3/1	390
4/1	241
5/1	303
6/1	382

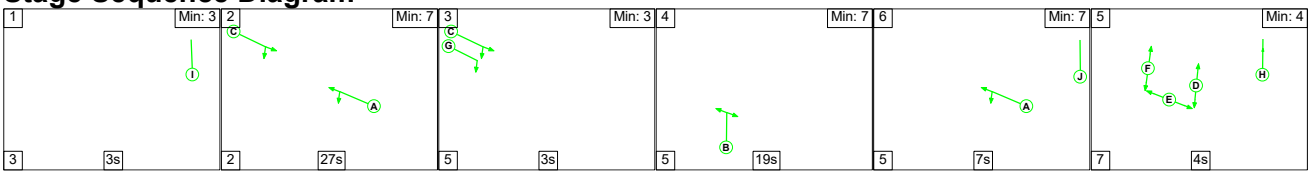
Full Input Data And Results

Lane Saturation Flows

Junction: Cumber Ln/Story Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Stoney Lane WB Lane 1)	This lane uses a directly entered Saturation Flow						1981	1981
2/1 (Cumber Lane Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
3/1 (Stoney Lane EB Lane 1)	This lane uses a directly entered Saturation Flow						1990	1990
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2024 Surveyed AM' (FG1: '2024 Surveyed AM Peak Flows', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

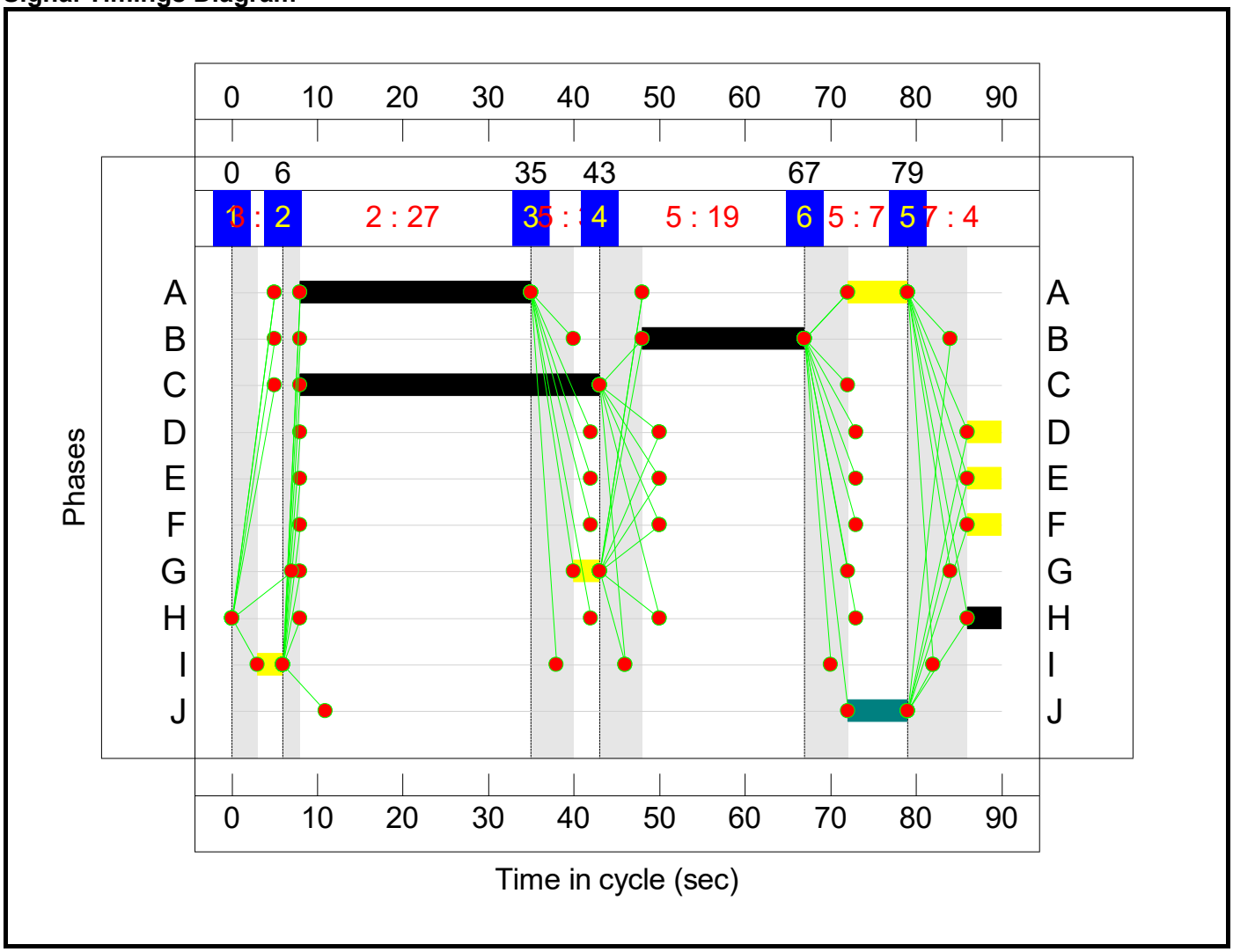


Stage Timings

Stage	1	2	3	4	6	5
Duration	3	27	3	19	7	4
Change Point	0	6	35	43	67	79

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.1%**
Cumber Ln/Story Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.1%**
1/1	Stoney Lane WB Left Ahead	U	N/A	N/A	A		2	34	-	214	1981	792	27.0%
2/1	Cumber Lane Right Left	U	N/A	N/A	B		1	19	-	214	1990	442	48.4%
3/1	Stoney Lane EB Ahead Right	O	N/A	N/A	C	G	1	35	3	391	1990	796	49.1%
4/1		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	227	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**154**	**11**	**4**	**4.6**	**1.1**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
Cumber Ln/Story Ln	**-**	**-**	**154**	**11**	**4**	**4.6**	**1.1**	**0.0**	**5.8**	**-**	**-**	**-**	**-**
1/1	214	214	-	-	-	0.6	0.2	-	0.8	13.2	2.4	0.2	2.6
2/1	214	214	-	-	-	1.8	0.5	-	2.3	38.4	4.6	0.5	5.1
3/1	391	391	154	11	4	2.2	0.5	0.0	2.7	24.8	7.3	0.5	7.8
4/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 83.2
PRC Over All Lanes (%): 83.2

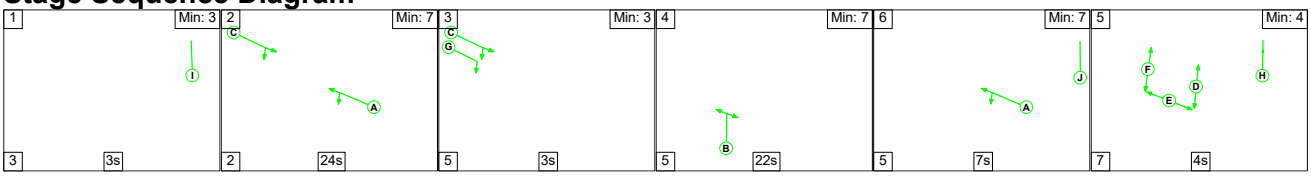
Total Delay for Signalled Lanes (pcuHr): 5.76
Total Delay Over All Lanes(pcuHr): 5.76

Cycle Time (s): 90

Full Input Data And Results

Scenario 2: '2024 Surveyed PM' (FG2: '2024 Surveyed PM Peak Flows', Plan 1: 'Network Control Plan 1')

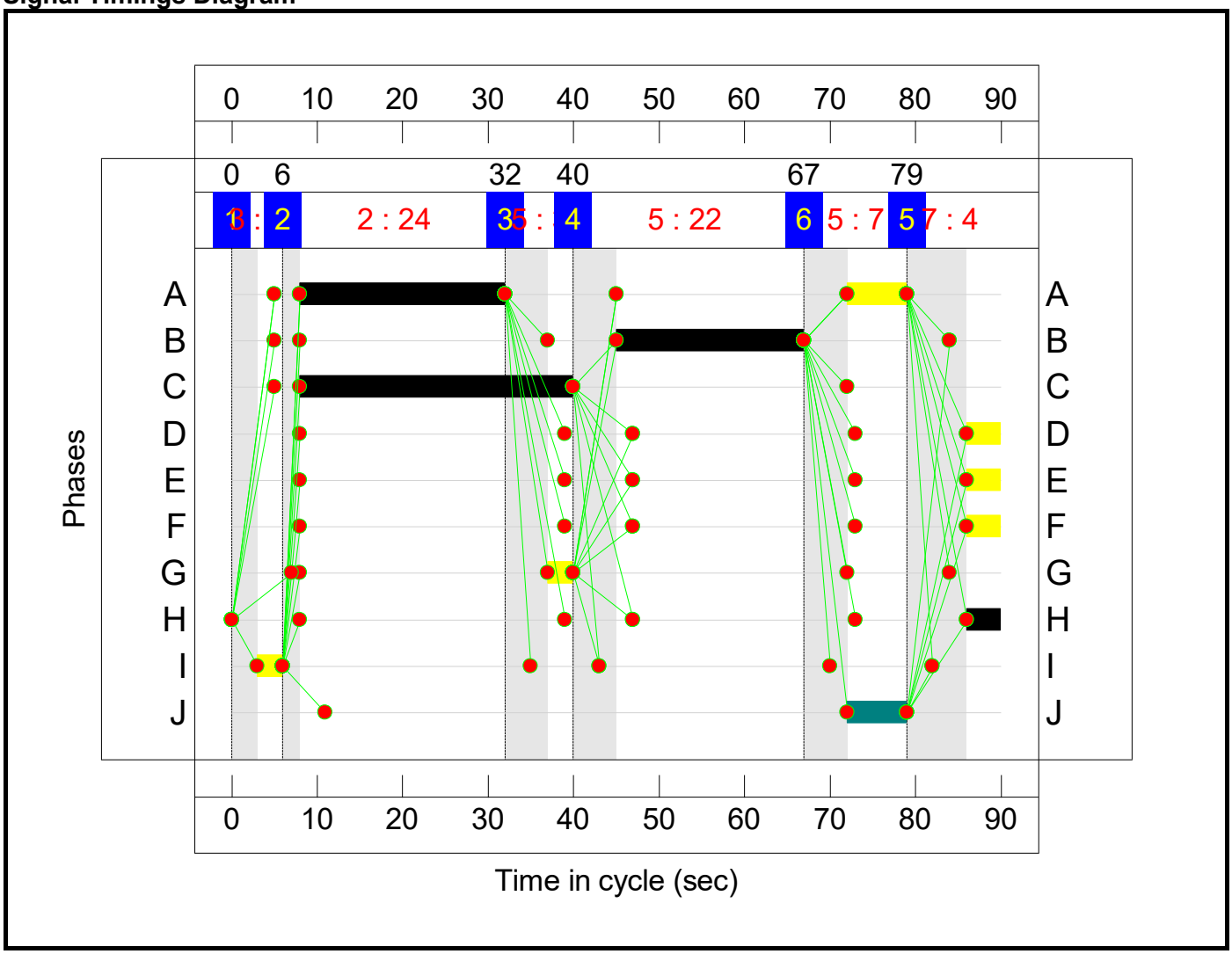
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	6	5
Duration	3	24	3	22	7	4
Change Point	0	6	32	40	67	79

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.2%**
Cumber Ln/Story Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.2%**
1/1	Stoney Lane WB Left Ahead	U	N/A	N/A	A		2	31	-	246	1981	726	33.9%
2/1	Cumber Lane Right Left	U	N/A	N/A	B		1	22	-	235	1990	509	46.2%
3/1	Stoney Lane EB Ahead Right	O	N/A	N/A	C	G	1	32	3	329	1990	723	45.5%
4/1		U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	238	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	355	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**162**	**12**	**4**	**4.6**	**1.1**	**0.1**	**5.8**	**-**	**-**	**-**	**-**
Cumber Ln/Story Ln	**-**	**-**	**162**	**12**	**4**	**4.6**	**1.1**	**0.1**	**5.8**	**-**	**-**	**-**	**-**
1/1	246	246	-	-	-	0.8	0.3	-	1.1	15.5	3.0	0.3	3.3
2/1	235	235	-	-	-	1.8	0.4	-	2.3	34.8	4.9	0.4	5.3
3/1	329	329	162	12	4	2.0	0.4	0.1	2.5	27.2	6.2	0.4	6.6
4/1	217	217	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 94.8
PRC Over All Lanes (%): 94.8

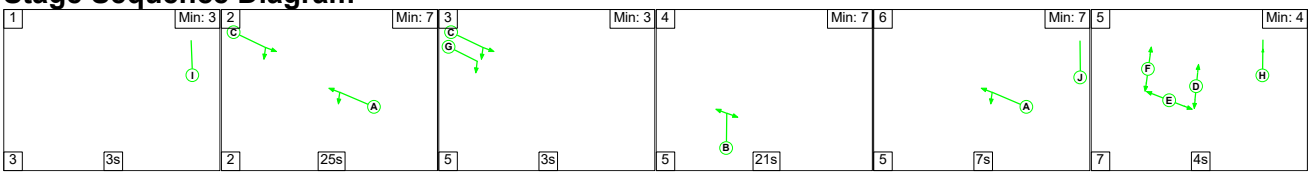
Total Delay for Signalled Lanes (pcuHr): 5.82
Total Delay Over All Lanes(pcuHr): 5.82

Cycle Time (s): 90

Full Input Data And Results

Scenario 3: '2031 Base Without Development AM' (FG3: '2031 Base Without Development AM Peak Flows', Plan 1: 'Network Control Plan 1')

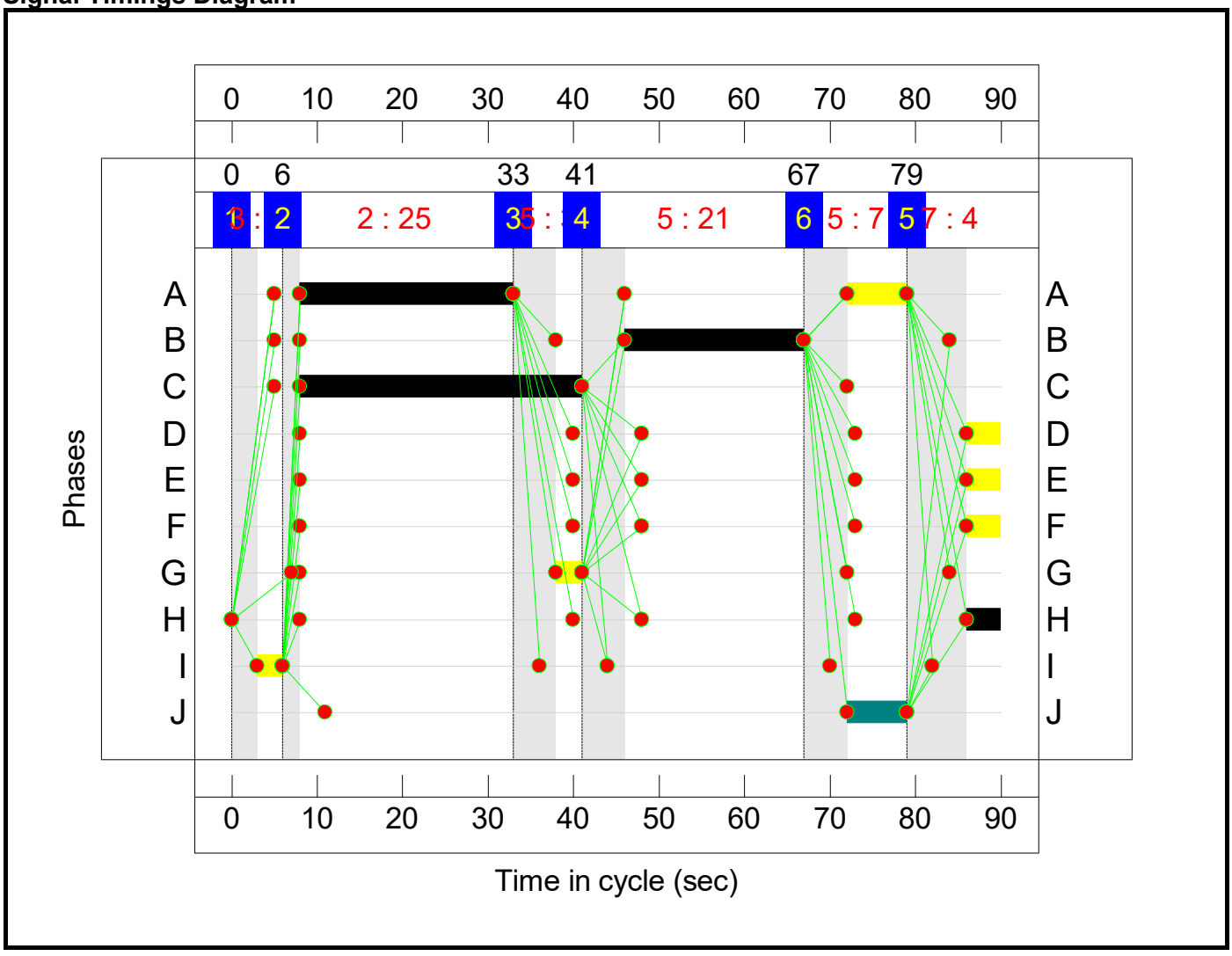
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	6	5
Duration	3	25	3	21	7	4
Change Point	0	6	33	41	67	79

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.0%**
Cumber Ln/Story Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.0%**
1/1	Stoney Lane WB Left Ahead	U	N/A	N/A	A		2	32	-	226	1981	748	30.2%
2/1	Cumber Lane Right Left	U	N/A	N/A	B		1	21	-	280	1990	486	57.6%
3/1	Stoney Lane EB Ahead Right	O	N/A	N/A	C	G	1	33	3	436	1990	752	58.0%
4/1		U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	263	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**182**	**13**	**4**	**5.7**	**1.6**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
Cumber Ln/Story Ln	**-**	**-**	**182**	**13**	**4**	**5.7**	**1.6**	**0.0**	**7.3**	**-**	**-**	**-**	**-**
1/1	226	226	-	-	-	0.7	0.2	-	0.9	14.5	2.6	0.2	2.9
2/1	280	280	-	-	-	2.3	0.7	-	3.0	38.6	6.1	0.7	6.8
3/1	436	436	182	13	4	2.7	0.7	0.0	3.4	28.3	8.6	0.7	9.3
4/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

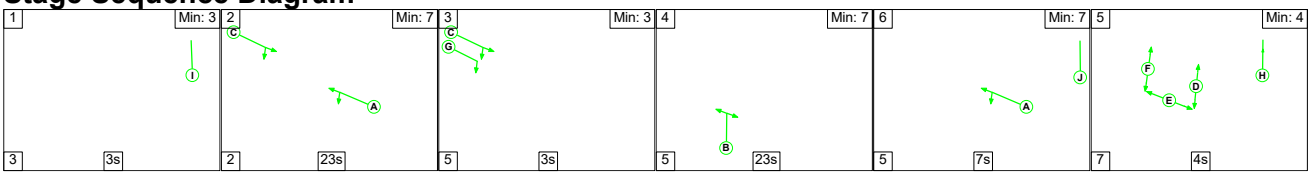
C1 PRC for Signalled Lanes (%): 55.2 Total Delay for Signalled Lanes (pcuHr): 7.34 Cycle Time (s): 90

PRC Over All Lanes (%): 55.2 Total Delay Over All Lanes(pcuHr): 7.34

Full Input Data And Results

Scenario 4: '2031 Base Without Development PM' (FG4: '2031 Base Without Development PM Peak Flows', Plan 1: 'Network Control Plan 1')

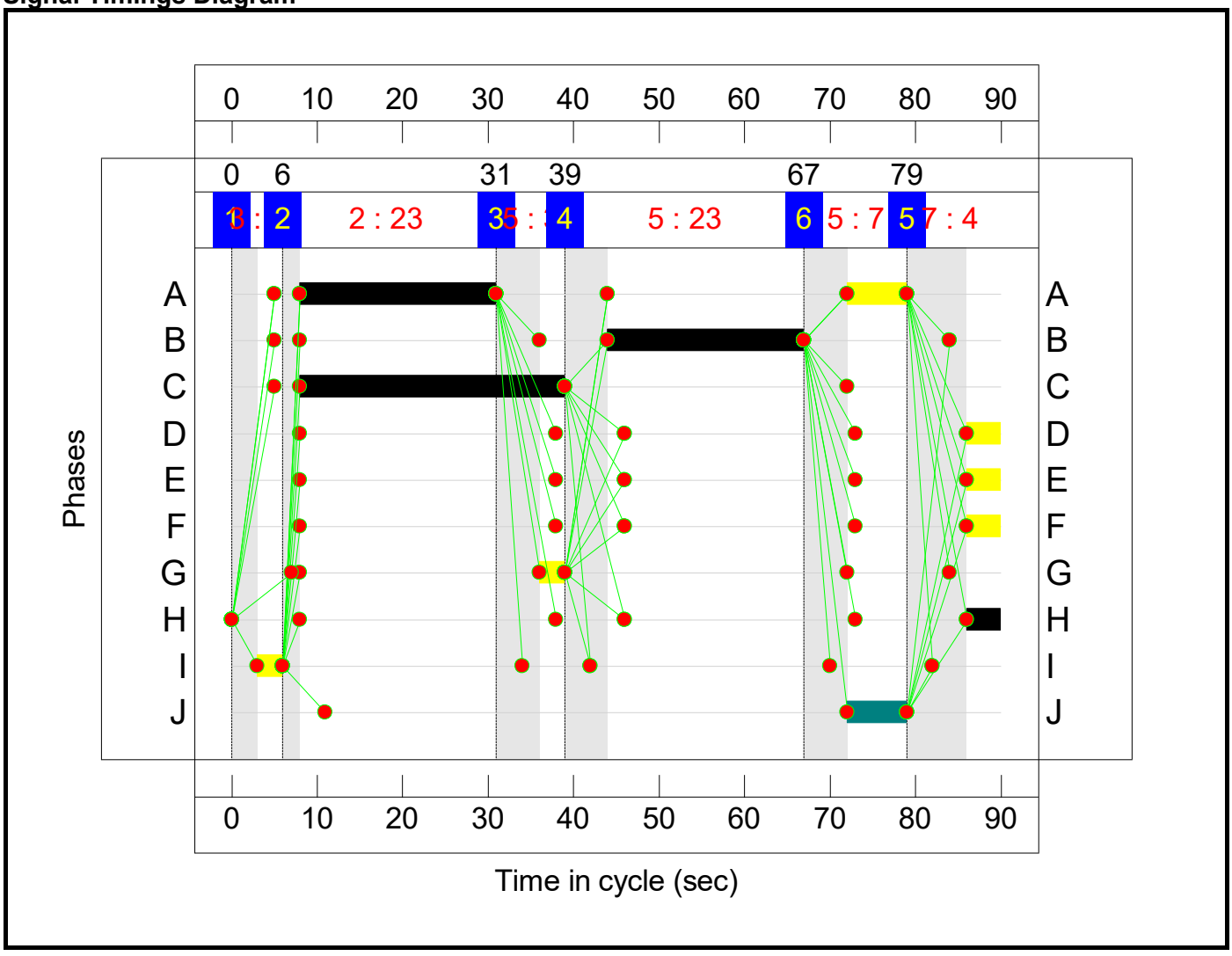
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	6	5
Duration	3	23	3	23	7	4
Change Point	0	6	31	39	67	79

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.1%**
Cumber Ln/Story Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**54.1%**
1/1	Stoney Lane WB Left Ahead	U	N/A	N/A	A		2	30	-	247	1981	704	35.1%
2/1	Cumber Lane Right Left	U	N/A	N/A	B		1	23	-	280	1990	531	52.8%
3/1	Stoney Lane EB Ahead Right	O	N/A	N/A	C	G	1	31	3	377	1990	696	54.1%
4/1		U	N/A	N/A	-		-	-	-	239	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%

Full Input Data And Results

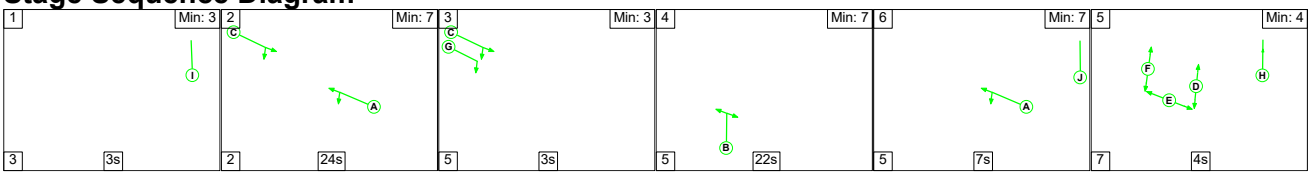
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**198**	**14**	**5**	**5.5**	**1.4**	**0.1**	**7.0**	**-**	**-**	**-**	**-**
Cumber Ln/Story Ln	**-**	**-**	**198**	**14**	**5**	**5.5**	**1.4**	**0.1**	**7.0**	**-**	**-**	**-**	**-**
1/1	247	247	-	-	-	0.8	0.3	-	1.1	16.2	3.1	0.3	3.4
2/1	280	280	-	-	-	2.2	0.6	-	2.7	35.3	5.9	0.6	6.5
3/1	377	377	198	14	5	2.4	0.6	0.1	3.1	30.0	7.4	0.6	8.0
4/1	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 66.2 Total Delay for Signalled Lanes (pcuHr): 7.00 Cycle Time (s): 90
PRC Over All Lanes (%): 66.2 Total Delay Over All Lanes(pcuHr): 7.00

Full Input Data And Results

Scenario 5: '2031 Base With Development AM' (FG5: '2031 Base With Development AM Peak Flows', Plan 1: 'Network Control Plan 1')

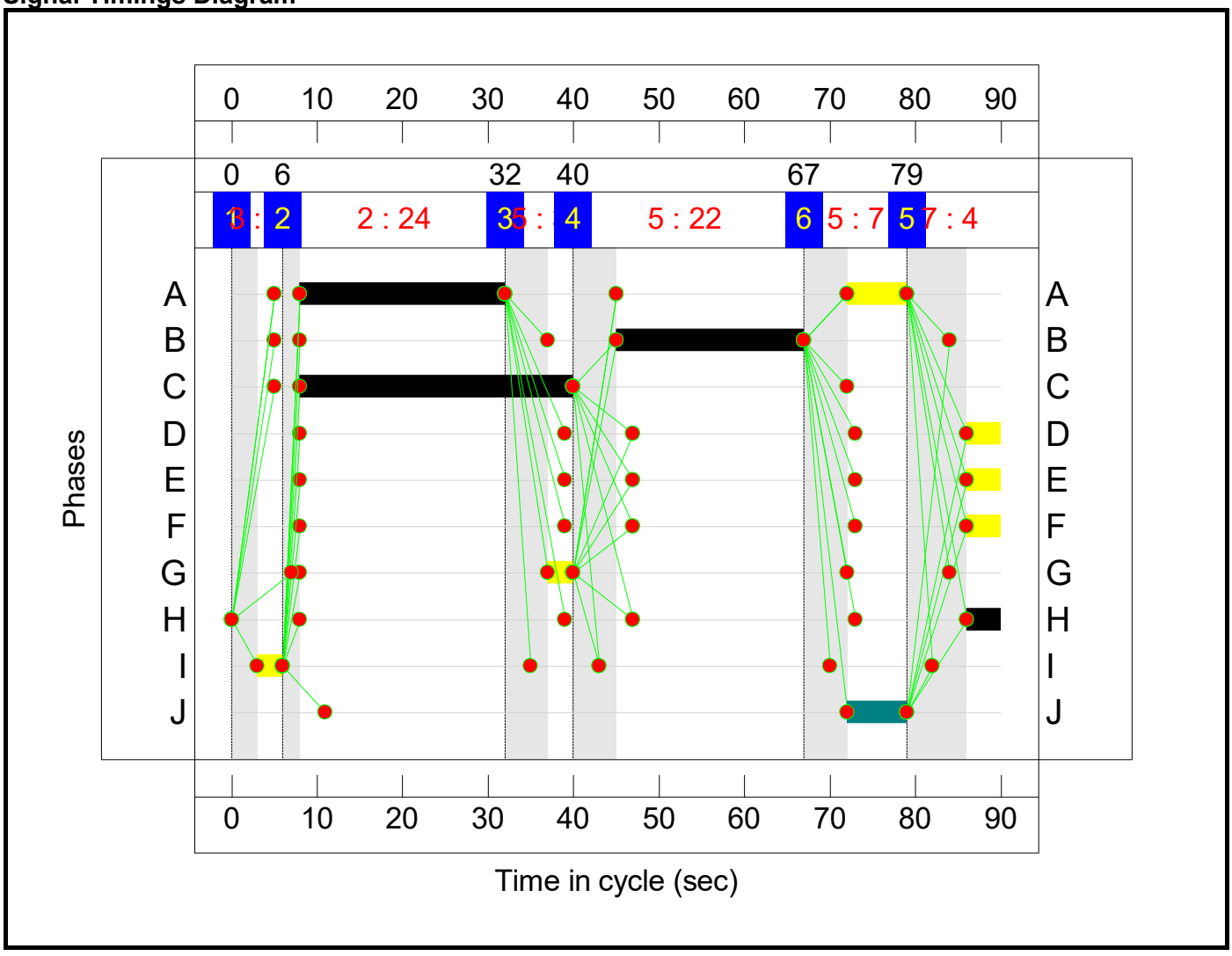
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	6	5
Duration	3	24	3	22	7	4
Change Point	0	6	32	40	67	79

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.7%**
Cumber Ln/Story Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.7%**
1/1	Stoney Lane WB Left Ahead	U	N/A	N/A	A		2	31	-	226	1981	726	31.1%
2/1	Cumber Lane Right Left	U	N/A	N/A	B		1	22	-	301	1990	509	59.2%
3/1	Stoney Lane EB Ahead Right	O	N/A	N/A	C	G	1	32	3	443	1990	730	60.7%
4/1		U	N/A	N/A	-		-	-	-	329	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	270	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	371	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**189**	**14**	**5**	**6.0**	**1.7**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
Cumber Ln/Story Ln	**-**	**-**	**189**	**14**	**5**	**6.0**	**1.7**	**0.0**	**7.8**	**-**	**-**	**-**	**-**
1/1	226	226	-	-	-	0.7	0.2	-	1.0	15.2	2.8	0.2	3.0
2/1	301	301	-	-	-	2.5	0.7	-	3.2	38.0	6.5	0.7	7.2
3/1	443	443	189	14	5	2.9	0.8	0.0	3.7	29.8	9.0	0.8	9.8
4/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	371	371	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 48.2

PRC Over All Lanes (%): 48.2

Total Delay for Signalled Lanes (pcuHr): 7.80

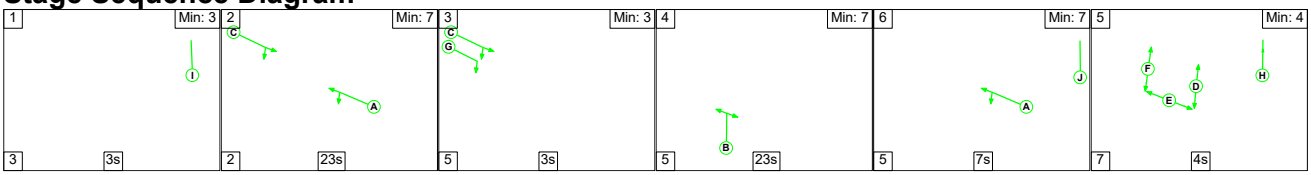
Total Delay Over All Lanes(pcuHr): 7.80

Cycle Time (s): 90

Full Input Data And Results

Scenario 6: '2031 Base With Development PM' (FG6: '2031 Base With Development PM Peak Flows', Plan 1: 'Network Control Plan 1')

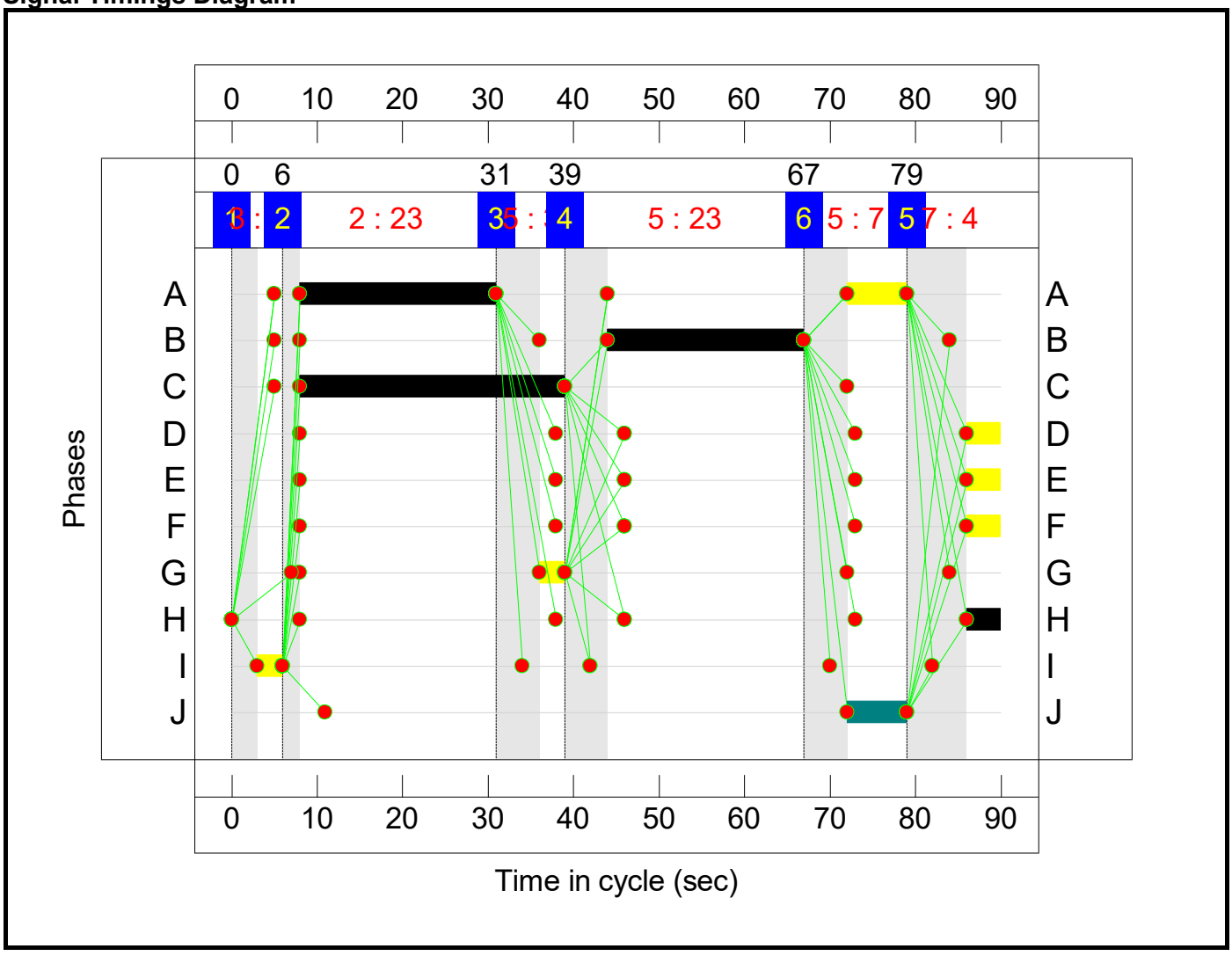
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	6	5
Duration	3	23	3	23	7	4
Change Point	0	6	31	39	67	79

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.2%**
Cumber Ln/Story Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.2%**
1/1	Stoney Lane WB Left Ahead	U	N/A	N/A	A		2	30	-	247	1981	704	35.1%
2/1	Cumber Lane Right Left	U	N/A	N/A	B		1	23	-	289	1990	531	54.5%
3/1	Stoney Lane EB Ahead Right	O	N/A	N/A	C	G	1	31	3	390	1990	694	56.2%
4/1		U	N/A	N/A	-		-	-	-	241	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**210**	**15**	**5**	**5.7**	**1.5**	**0.1**	**7.3**	**-**	**-**	**-**	**-**
Cumber Ln/Story Ln	**-**	**-**	**210**	**15**	**5**	**5.7**	**1.5**	**0.1**	**7.3**	**-**	**-**	**-**	**-**
1/1	247	247	-	-	-	0.8	0.3	-	1.1	16.2	3.1	0.3	3.4
2/1	289	289	-	-	-	2.3	0.6	-	2.9	35.7	6.2	0.6	6.8
3/1	390	390	210	15	5	2.5	0.6	0.1	3.3	30.6	7.8	0.6	8.4
4/1	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-

C1

PRC for Signalled Lanes (%): 60.2
PRC Over All Lanes (%): 60.2

Total Delay for Signalled Lanes (pcuHr): 7.30
Total Delay Over All Lanes(pcuHr): 7.30

Cycle Time (s): 90

APPENDIX 12

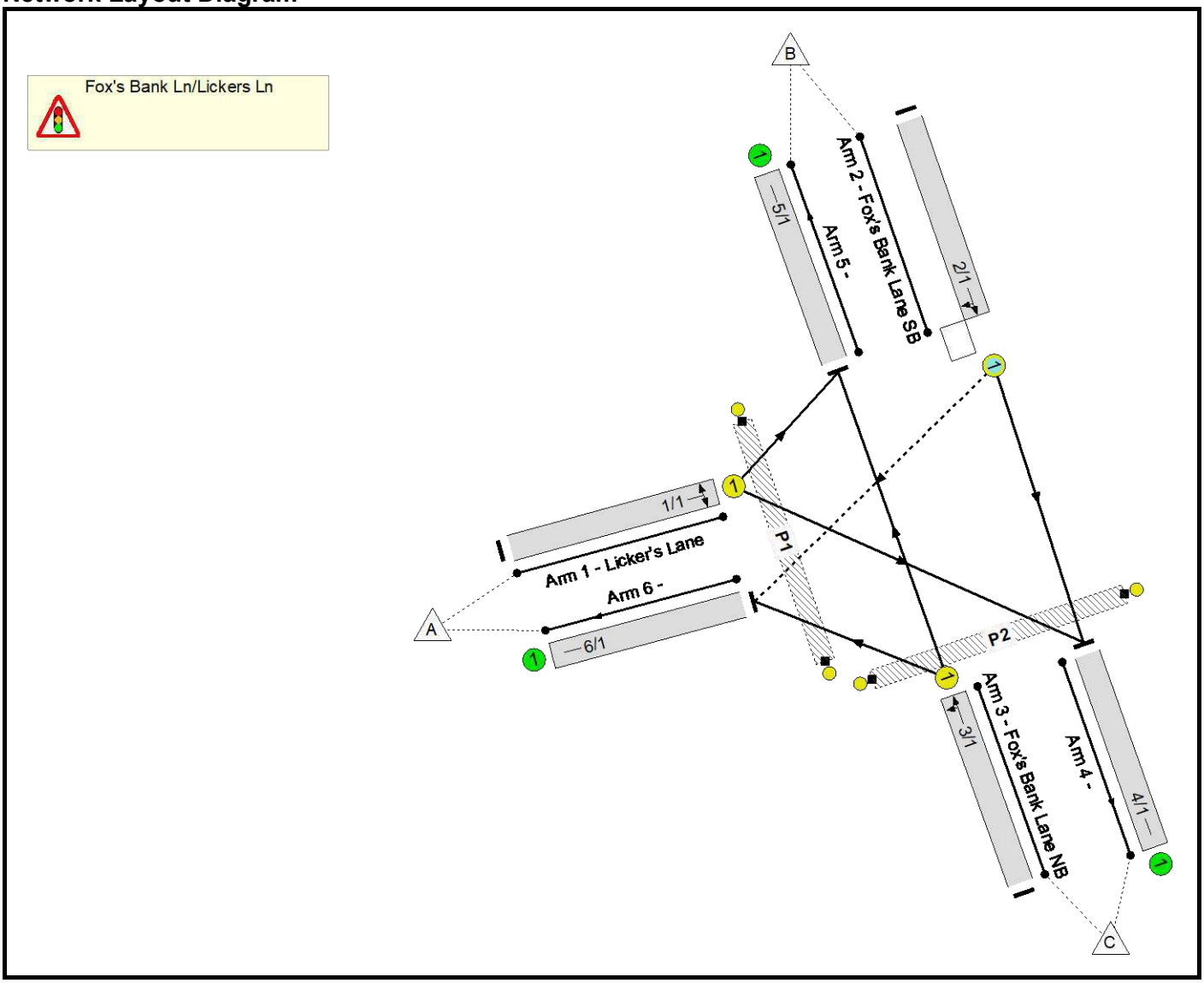
Lickers Lane/Fox's Bank LINSIG Outputs

Full Input Data And Results

User and Project Details

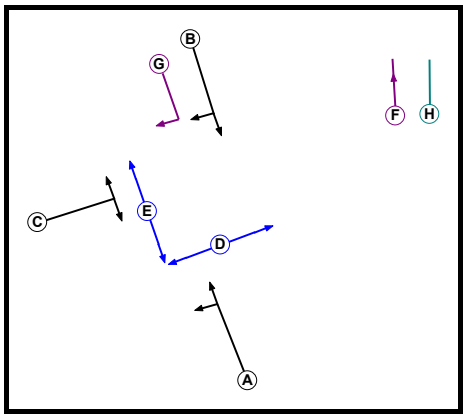
Project:	
Title:	
Location:	
Additional detail:	
File name:	Fox's Bank Ln-Lickers Ln V2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		4	4
E	Pedestrian		4	4
F	Ind. Arrow		0	0
G	Ind. Arrow	B	4	4
H	Dummy		3	3

Phase Intergreens Matrix

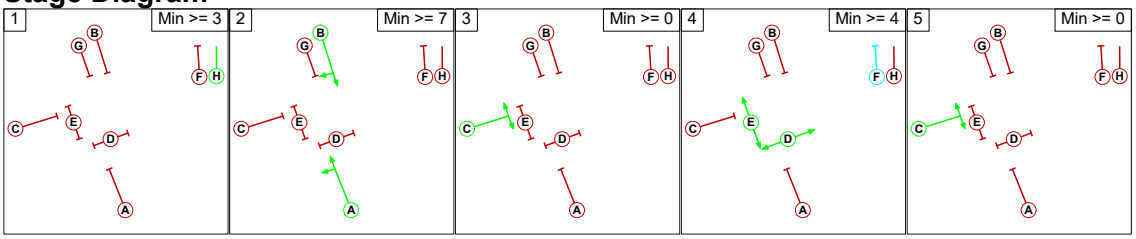
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	6	7	7	7	5	3
B	-		6	8	8	8	-	3
C	5	5		8	8	8	5	3
D	0	0	0		-	-	-	0
E	0	0	0	-		-	0	0
F	5	5	5	-	-		5	3
G	6	-	6	-	8	8		3
H	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	H
2	A B
3	C
4	D E
5	C

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		2	2	2	2
	2	3		6	8	6
	3	3	5		8	0
	4	0	2	2		2
	5	3	5	0	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Fox's Bank Ln/Lickers Ln

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Fox's Bank Lane SB)	6/1 (Right)	1439	0	3/1	1.09	All	2.00	2.00	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Fox's Bank Ln/Lickers Ln

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (Licker's Lane)	U	C	2	3	60.0	User	2072	-	-	-	-	-
2/1 (Fox's Bank Lane SB)	O	B G	2	3	60.0	User	2030	-	-	-	-	-
3/1 (Fox's Bank Lane NB)	U	A	2	3	60.0	User	2032	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Surveyed AM Flows'	08:00	09:00	01:00	
2: '2024 Surveyed PM Flows'	16:15	17:15	01:00	
3: '2031 Base Without Development AM Flows'	08:00	09:00	01:00	
4: '2031 Base Without Development PM Flows'	16:15	17:15	01:00	
5: '2031 Base With Development AM Flows'	08:00	09:00	01:00	
6: '2031 Base With Development PM Flows'	16:15	17:15	01:00	

Scenario 1: '2024 Surveyed AM' (FG1: '2024 Surveyed AM Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	124	135	259
	B	134	0	123	257
	C	117	127	0	244
	Tot.	251	251	258	760

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Surveyed AM
Junction: Fox's Bank Ln/Lickers Ln	
1/1	259
2/1	257
3/1	244
4/1	258
5/1	251
6/1	251

Lane Saturation Flows

Junction: Fox's Bank Ln/Lickers Ln

Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Licker's Lane Lane 1)	This lane uses a directly entered Saturation Flow						2072	2072
2/1 (Fox's Bank Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Fox's Bank Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 Surveyed PM' (FG2: '2024 Surveyed PM Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	105	91	196
	B	110	0	146	256
	C	124	146	0	270
	Tot.	234	251	237	722

Traffic Lane Flows

Lane	Scenario 2: 2024 Surveyed PM
Junction: Fox's Bank Ln/Lickers Ln	
1/1	196
2/1	256
3/1	270
4/1	237
5/1	251
6/1	234

Full Input Data And Results

Lane Saturation Flows

Junction: Fox's Bank Ln/Lickers Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Licker's Lane Lane 1)	This lane uses a directly entered Saturation Flow						2072	2072
2/1 (Fox's Bank Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Fox's Bank Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 Base Without Development AM' (FG3: '2031 Base Without Development AM Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	132	166	298
	B	142	0	160	302
	C	192	189	0	381
	Tot.	334	321	326	981

Traffic Lane Flows

Lane	**Scenario 3: 2031 Base Without Development AM**
Junction: Fox's Bank Ln/Lickers Ln	
1/1	298
2/1	302
3/1	381
4/1	326
5/1	321
6/1	334

Full Input Data And Results

Lane Saturation Flows

Junction: Fox's Bank Ln/Lickers Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Licker's Lane Lane 1)	This lane uses a directly entered Saturation Flow						2072	2072
2/1 (Fox's Bank Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Fox's Bank Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 Base Without Development PM' (FG4: '2031 Base Without Development PM Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	110	159	269
	B	116	0	198	314
	C	168	188	0	356
	Tot.	284	298	357	939

Traffic Lane Flows

Lane	Scenario 4: 2031 Base Without Development PM
Junction: Fox's Bank Ln/Lickers Ln	
1/1	269
2/1	314
3/1	356
4/1	357
5/1	298
6/1	284

Full Input Data And Results

Lane Saturation Flows

Junction: Fox's Bank Ln/Lickers Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Licker's Lane Lane 1)	This lane uses a directly entered Saturation Flow						2072	2072
2/1 (Fox's Bank Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Fox's Bank Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2031 Base With Development AM' (FG5: '2031 Base With Development AM Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	132	167	299
	B	142	0	169	311
	C	193	210	0	403
	Tot.	335	342	336	1013

Traffic Lane Flows

Lane	Scenario 5: 2031 Base With Development AM
Junction: Fox's Bank Ln/Lickers Ln	
1/1	299
2/1	311
3/1	403
4/1	336
5/1	342
6/1	335

Full Input Data And Results

Lane Saturation Flows

Junction: Fox's Bank Ln/Lickers Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Licker's Lane Lane 1)	This lane uses a directly entered Saturation Flow						2072	2072
2/1 (Fox's Bank Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Fox's Bank Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2031 Base With Development PM' (FG6: '2031 Base With Development PM Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	110	161	271
	B	116	0	214	330
	C	169	197	0	366
	Tot.	285	307	375	967

Traffic Lane Flows

Lane	Scenario 6: 2031 Base With Development PM
Junction: Fox's Bank Ln/Lickers Ln	
1/1	271
2/1	330
3/1	366
4/1	375
5/1	307
6/1	285

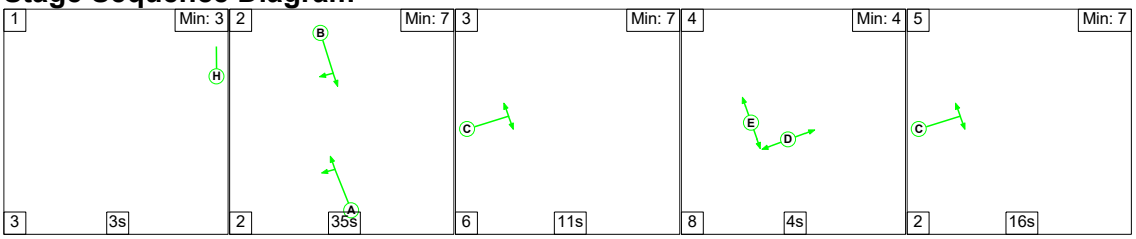
Full Input Data And Results

Lane Saturation Flows

Junction: Fox's Bank Ln/Lickers Ln								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Licker's Lane Lane 1)	This lane uses a directly entered Saturation Flow						2072	2072
2/1 (Fox's Bank Lane SB Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (Fox's Bank Lane NB Lane 1)	This lane uses a directly entered Saturation Flow						2032	2032
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2024 Surveyed AM' (FG1: '2024 Surveyed AM Flows', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

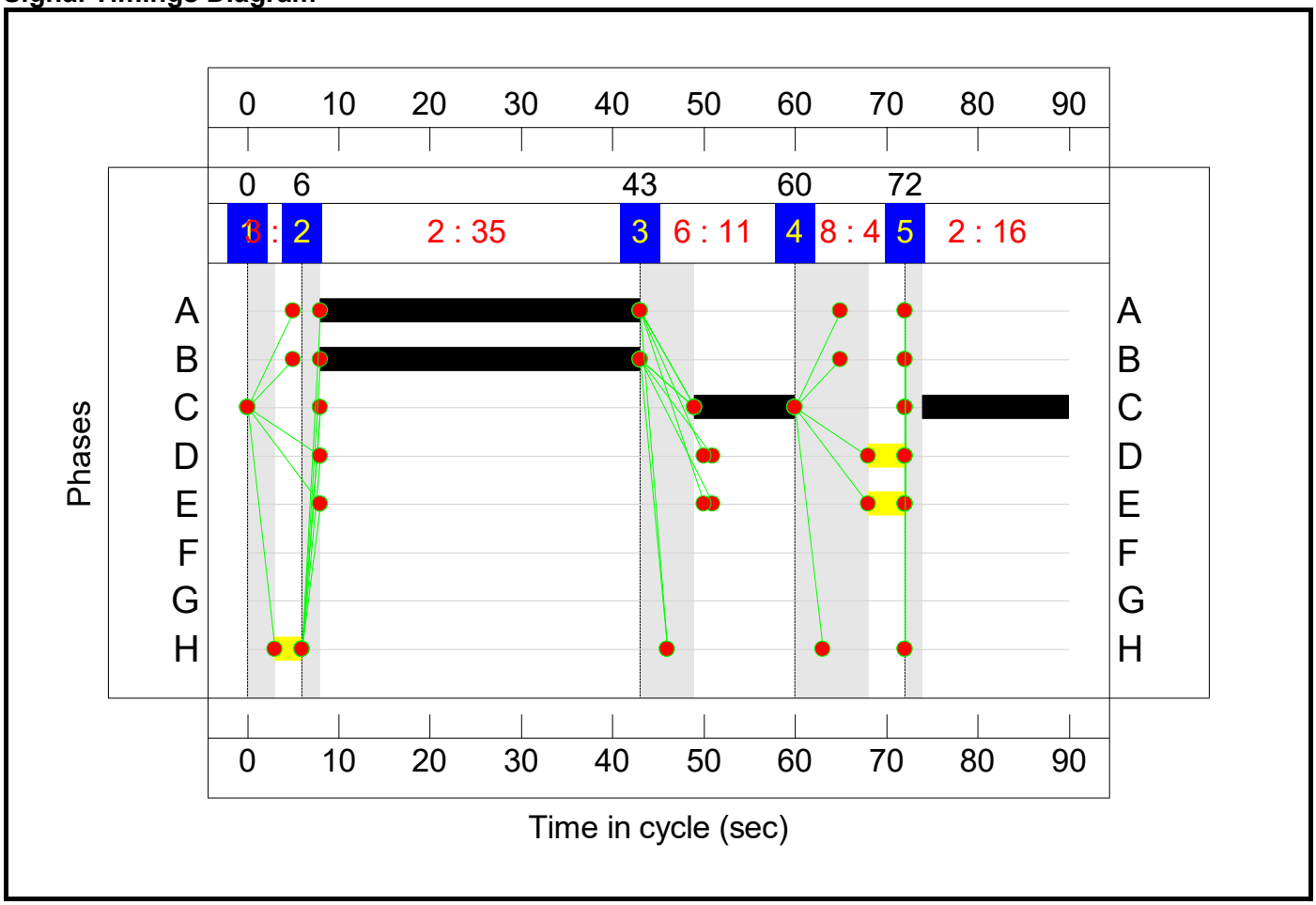


Stage Timings

Stage	1	2	3	4	5
Duration	3	35	11	4	16
Change Point	0	6	43	60	72

Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.3%**
Fox's Bank Ln/Lickers Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**39.3%**
1/1	Licker's Lane Right Left	U	N/A	N/A	C		2	27	-	259	2072	668	38.8%
2/1	Fox's Bank Lane SB Ahead Right	O	N/A	N/A	B	G	1	35	0	257	1800	653	39.3%
3/1	Fox's Bank Lane NB Ahead Left	U	N/A	N/A	A		1	35	-	244	2032	813	30.0%
4/1		U	N/A	N/A	-		-	-	-	258	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%

Full Input Data And Results

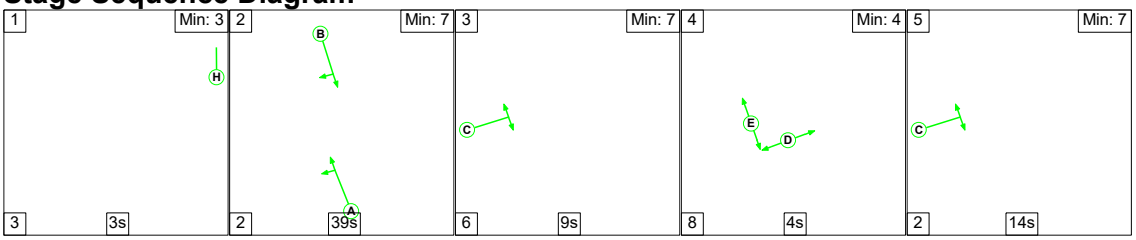
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**134**	**0**	**0**	**3.8**	**0.9**	**0.2**	**4.8**	**-**	**-**	**-**	**-**
Fox's Bank Ln/Lickers Ln	**-**	**-**	**134**	**0**	**0**	**3.8**	**0.9**	**0.2**	**4.8**	**-**	**-**	**-**	**-**
1/1	259	259	-	-	-	1.1	0.3	-	1.4	20.1	3.9	0.3	4.2
2/1	257	257	134	0	0	1.4	0.3	0.2	1.9	26.2	4.7	0.3	5.0
3/1	244	244	-	-	-	1.2	0.2	-	1.5	21.6	4.1	0.2	4.3
4/1	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 128.8 Total Delay for Signalled Lanes (pcuHr): 4.78 Cycle Time (s): 90
PRC Over All Lanes (%): 128.8 Total Delay Over All Lanes(pcuHr): 4.78

Full Input Data And Results

Scenario 2: '2024 Surveyed PM' (FG2: '2024 Surveyed PM Flows', Plan 1: 'Network Control Plan 1')

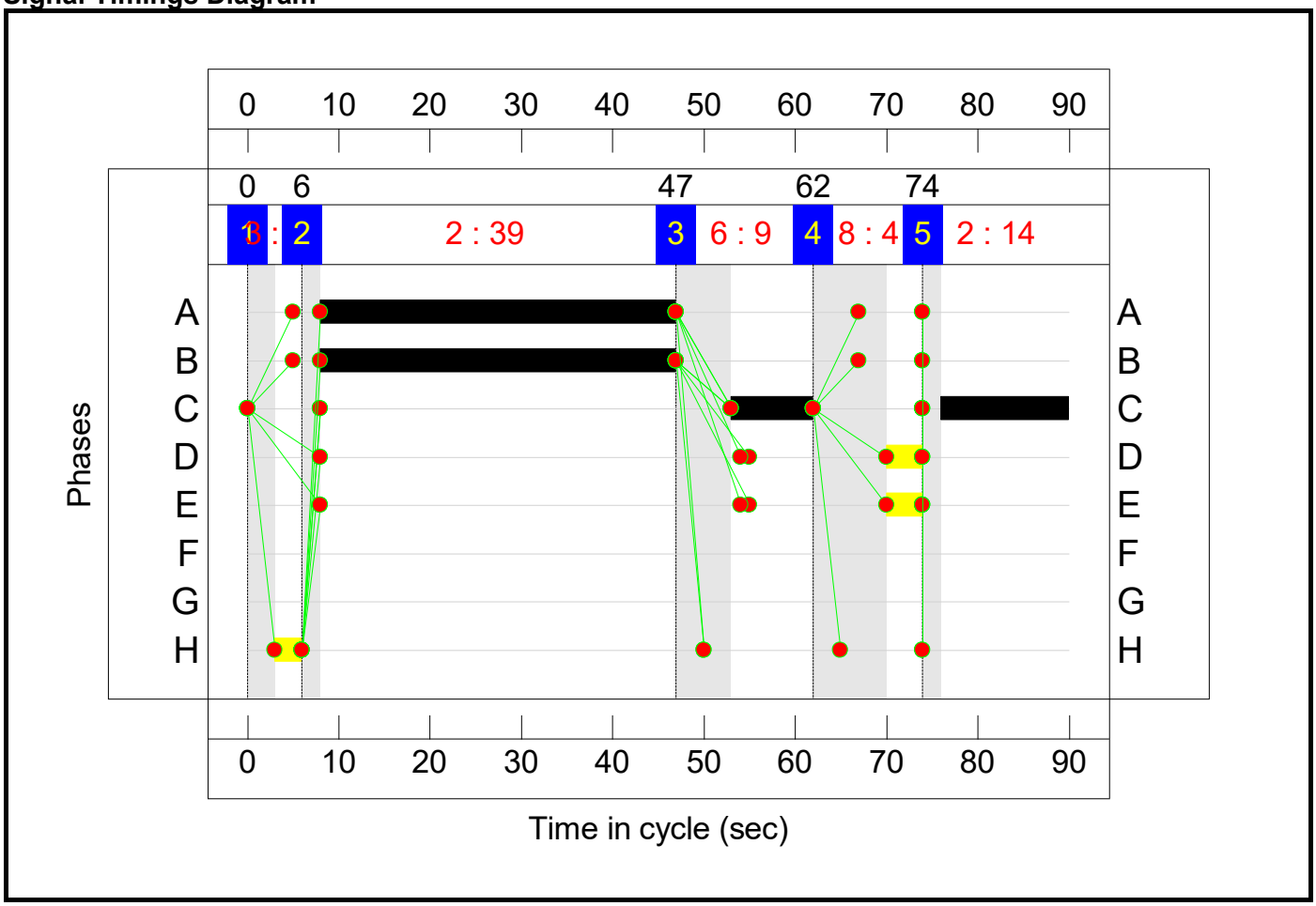
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	39	9	4	14
Change Point	0	6	47	62	74

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**34.4%**
Fox's Bank Ln/Lickers Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**34.4%**
1/1	Licker's Lane Right Left	U	N/A	N/A	C		2	23	-	196	2072	576	34.1%
2/1	Fox's Bank Lane SB Ahead Right	O	N/A	N/A	B	G	1	39	0	256	1800	745	34.4%
3/1	Fox's Bank Lane NB Ahead Left	U	N/A	N/A	A		1	39	-	270	2032	903	29.9%
4/1		U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	251	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%

Full Input Data And Results

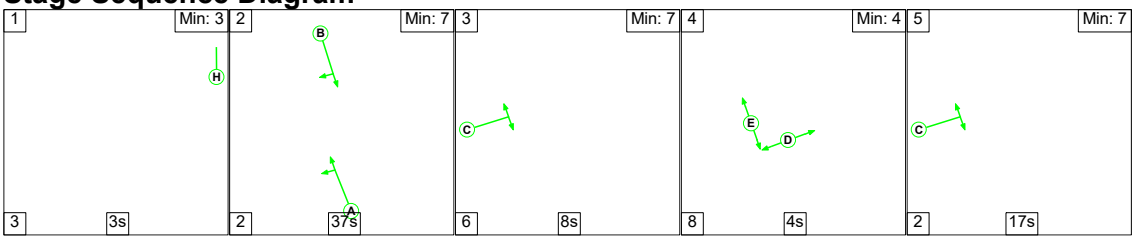
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**110**	**0**	**0**	**3.3**	**0.7**	**0.1**	**4.2**	**-**	**-**	**-**	**-**
Fox's Bank Ln/Lickers Ln	**-**	**-**	**110**	**0**	**0**	**3.3**	**0.7**	**0.1**	**4.2**	**-**	**-**	**-**	**-**
1/1	196	196	-	-	-	1.0	0.3	-	1.2	22.4	3.1	0.3	3.4
2/1	256	256	110	0	0	1.2	0.3	0.1	1.6	21.8	4.1	0.3	4.4
3/1	270	270	-	-	-	1.2	0.2	-	1.4	18.9	4.3	0.2	4.5
4/1	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 161.8 Total Delay for Signalled Lanes (pcuHr): 4.18 Cycle Time (s): 90
PRC Over All Lanes (%): 161.8 Total Delay Over All Lanes(pcuHr): 4.18

Full Input Data And Results

Scenario 3: '2031 Base Without Development AM' (FG3: '2031 Base Without Development AM Flows', Plan 1: 'Network Control Plan 1')

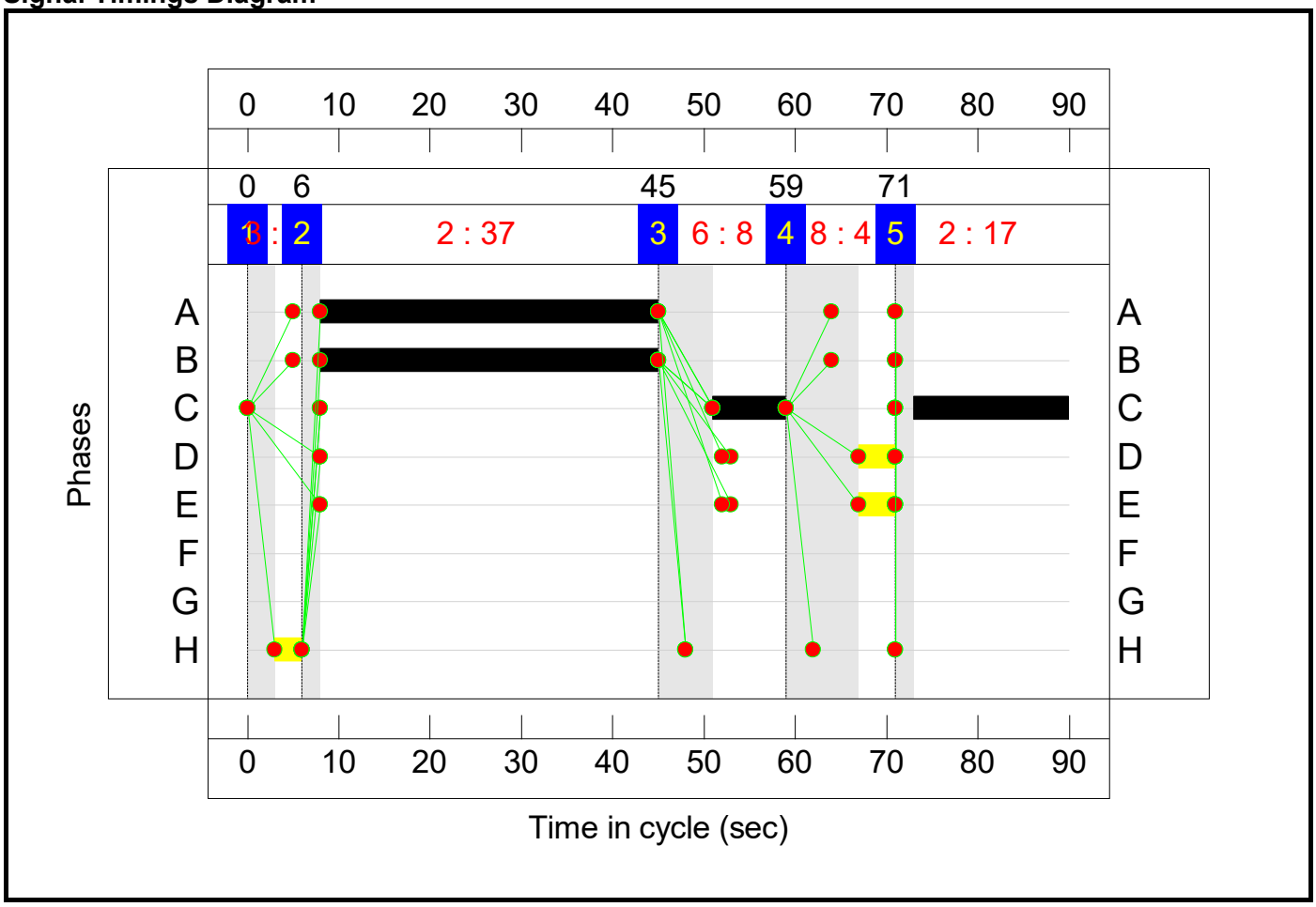
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	37	8	4	17
Change Point	0	6	45	59	71

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.5%**
Fox's Bank Ln/Lickers Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**49.5%**
1/1	Licker's Lane Right Left	U	N/A	N/A	C		2	25	-	298	2072	622	47.9%
2/1	Fox's Bank Lane SB Ahead Right	O	N/A	N/A	B	G	1	37	0	302	1800	610	49.5%
3/1	Fox's Bank Lane NB Ahead Left	U	N/A	N/A	A		1	37	-	381	2032	858	44.4%
4/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%

Full Input Data And Results

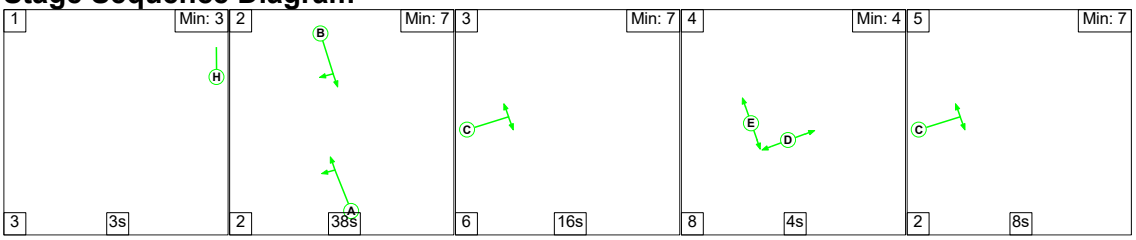
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**142**	**0**	**0**	**5.0**	**1.3**	**0.3**	**6.6**	**-**	**-**	**-**	**-**
Fox's Bank Ln/Lickers Ln	**-**	**-**	**142**	**0**	**0**	**5.0**	**1.3**	**0.3**	**6.6**	**-**	**-**	**-**	**-**
1/1	298	298	-	-	-	1.4	0.5	-	1.9	22.9	4.8	0.5	5.3
2/1	302	302	142	0	0	1.6	0.5	0.3	2.4	28.6	6.0	0.5	6.4
3/1	381	381	-	-	-	2.0	0.4	-	2.4	22.3	6.7	0.4	7.1
4/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 81.8 Total Delay for Signalled Lanes (pcuHr): 6.64 Cycle Time (s): 90
PRC Over All Lanes (%): 81.8 Total Delay Over All Lanes(pcuHr): 6.64

Full Input Data And Results

Scenario 4: '2031 Base Without Development PM' (FG4: '2031 Base Without Development PM Flows', Plan 1: 'Network Control Plan 1')

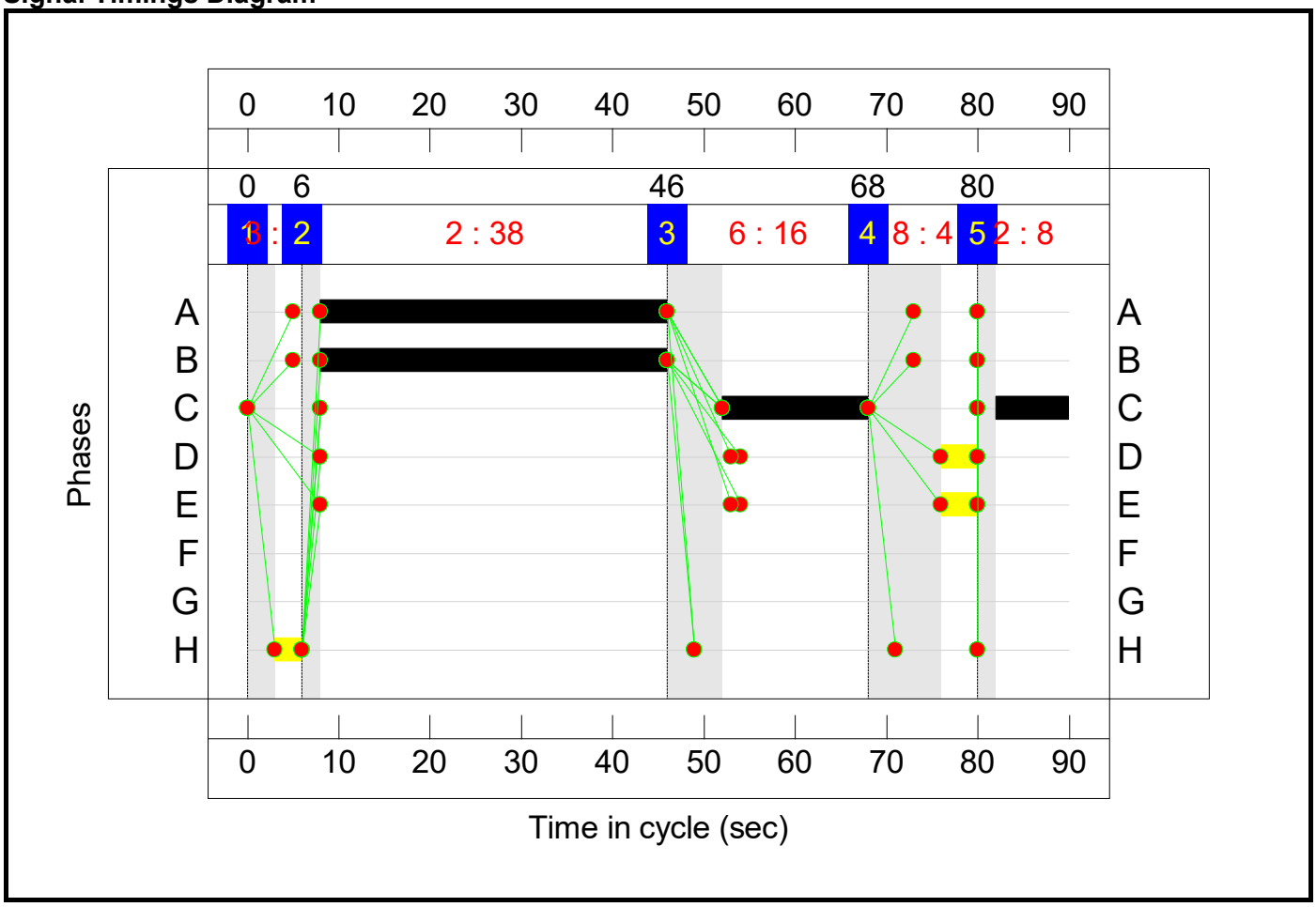
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	38	16	4	8
Change Point	0	6	46	68	80

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.1%**
Fox's Bank Ln/Lickers Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**45.1%**
1/1	Licker's Lane Right Left	U	N/A	N/A	C		2	24	-	269	2072	599	44.9%
2/1	Fox's Bank Lane SB Ahead Right	O	N/A	N/A	B	G	1	38	0	314	1800	697	45.1%
3/1	Fox's Bank Lane NB Ahead Left	U	N/A	N/A	A		1	38	-	356	2032	881	40.4%
4/1		U	N/A	N/A	-		-	-	-	357	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	284	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%

Full Input Data And Results

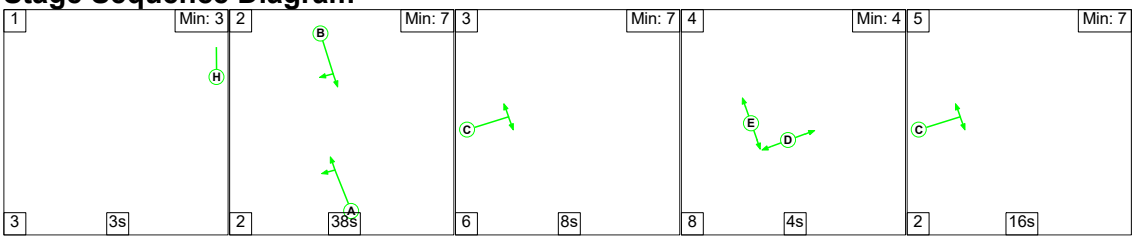
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**116**	**0**	**0**	**4.6**	**1.2**	**0.2**	**6.0**	**-**	**-**	**-**	**-**
Fox's Bank Ln/Lickers Ln	**-**	**-**	**116**	**0**	**0**	**4.6**	**1.2**	**0.2**	**6.0**	**-**	**-**	**-**	**-**
1/1	269	269	-	-	-	1.3	0.4	-	1.7	23.1	4.3	0.4	4.7
2/1	314	314	116	0	0	1.5	0.4	0.2	2.2	24.7	5.8	0.4	6.2
3/1	356	356	-	-	-	1.7	0.3	-	2.1	21.0	6.0	0.3	6.4
4/1	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 99.6 Total Delay for Signalled Lanes (pcuHr): 5.96 Cycle Time (s): 90
PRC Over All Lanes (%): 99.6 Total Delay Over All Lanes(pcuHr): 5.96

Full Input Data And Results

Scenario 5: '2031 Base With Development AM' (FG5: '2031 Base With Development AM Flows', Plan 1: 'Network Control Plan 1')

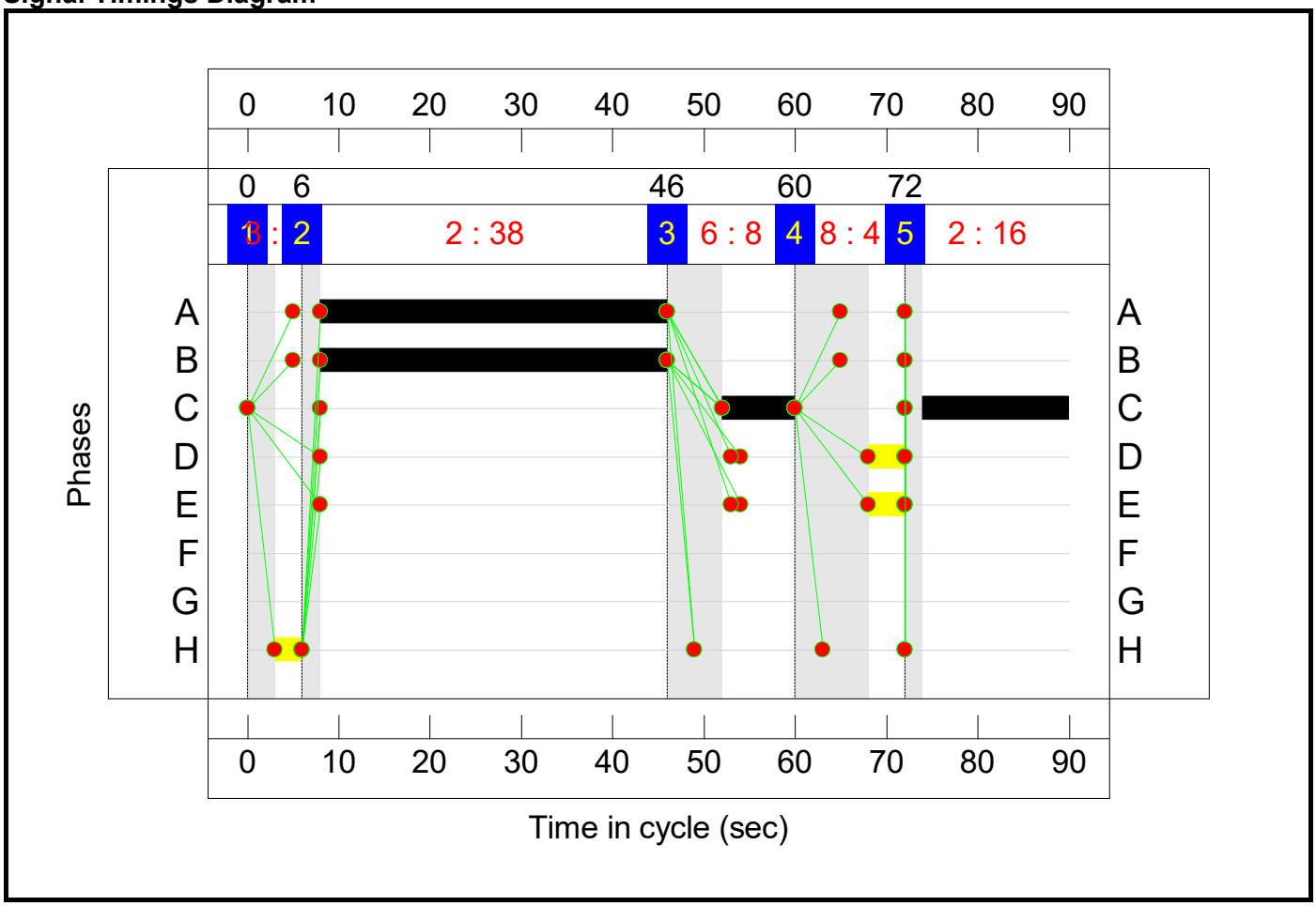
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	38	8	4	16
Change Point	0	6	46	60	72

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.6%**
Fox's Bank Ln/Lickers Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**50.6%**
1/1	Licker's Lane Right Left	U	N/A	N/A	C		2	24	-	299	2072	599	50.0%
2/1	Fox's Bank Lane SB Ahead Right	O	N/A	N/A	B	G	1	38	0	311	1800	615	50.6%
3/1	Fox's Bank Lane NB Ahead Left	U	N/A	N/A	A		1	38	-	403	2032	881	45.8%
4/1		U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	335	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%

Full Input Data And Results

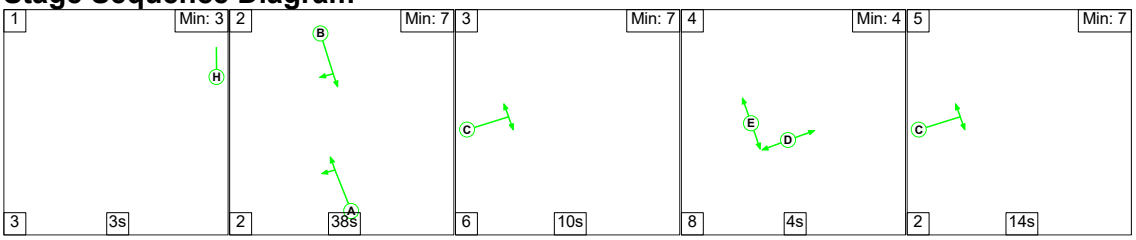
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**142**	**0**	**0**	**5.2**	**1.4**	**0.3**	**6.9**	**-**	**-**	**-**	**-**
Fox's Bank Ln/Lickers Ln	**-**	**-**	**142**	**0**	**0**	**5.2**	**1.4**	**0.3**	**6.9**	**-**	**-**	**-**	**-**
1/1	299	299	-	-	-	1.5	0.5	-	2.0	24.0	4.9	0.5	5.4
2/1	311	311	142	0	0	1.6	0.5	0.3	2.4	28.3	6.1	0.5	6.6
3/1	403	403	-	-	-	2.0	0.4	-	2.4	21.8	7.1	0.4	7.5
4/1	336	336	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 78.0 Total Delay for Signalled Lanes (pcuHr): 6.88 Cycle Time (s): 90
PRC Over All Lanes (%): 78.0 Total Delay Over All Lanes(pcuHr): 6.88

Full Input Data And Results

Scenario 6: '2031 Base With Development PM' (FG6: '2031 Base With Development PM Flows', Plan 1: 'Network Control Plan 1')

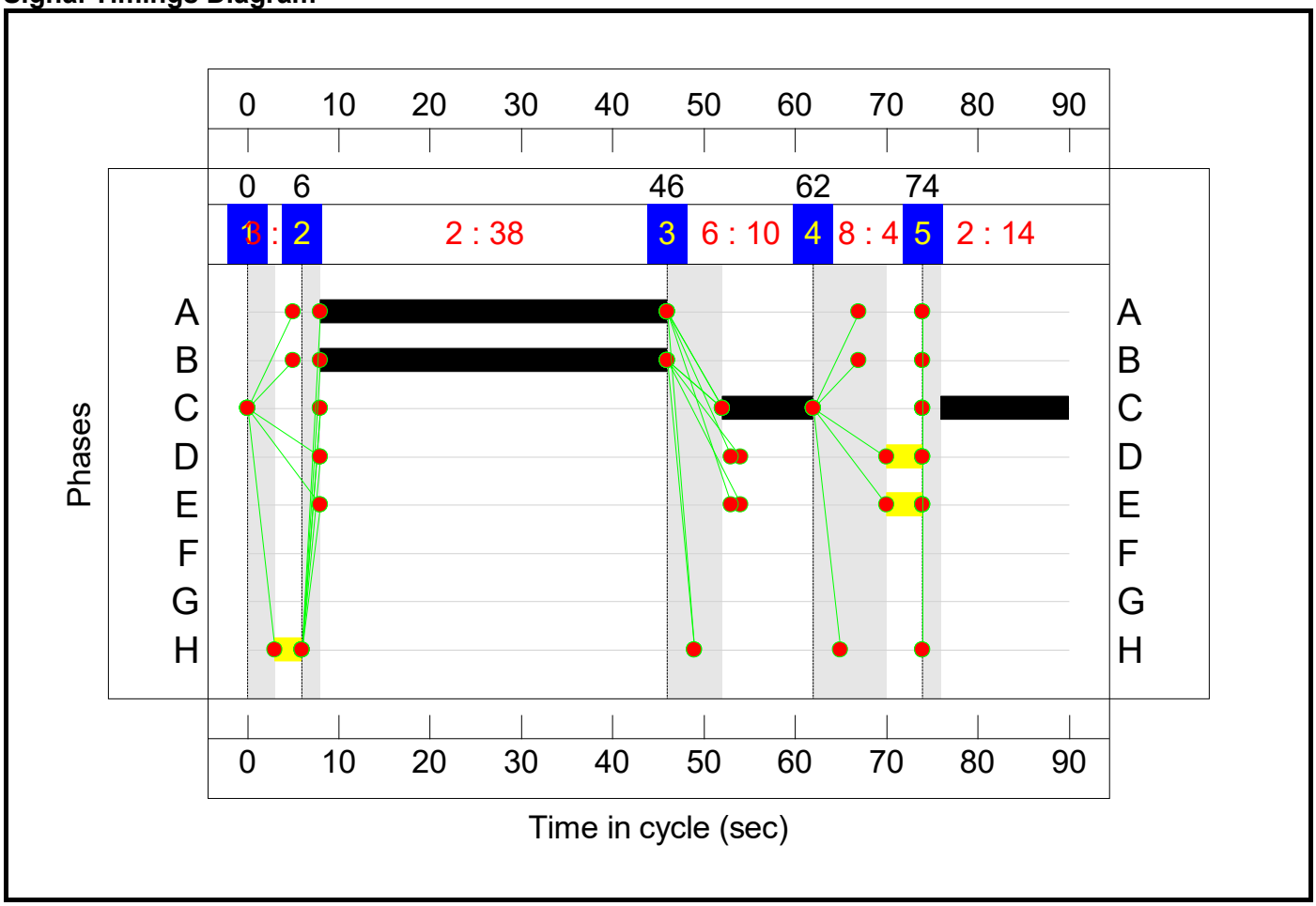
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4	5
Duration	3	38	10	4	14
Change Point	0	6	46	62	74

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.7%**
Fox's Bank Ln/Lickers Ln	-	-	**N/A**	-	-		-	-	-	-	-	-	**46.7%**
1/1	Licker's Lane Right Left	U	N/A	N/A	C		2	24	-	271	2072	599	45.3%
2/1	Fox's Bank Lane SB Ahead Right	O	N/A	N/A	B	G	1	38	0	330	1800	707	46.7%
3/1	Fox's Bank Lane NB Ahead Left	U	N/A	N/A	A		1	38	-	366	2032	881	41.6%
4/1		U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	285	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	4	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	D		1	4	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**116**	**0**	**0**	**4.8**	**1.2**	**0.2**	**6.2**	**-**	**-**	**-**	**-**
Fox's Bank Ln/Lickers Ln	**-**	**-**	**116**	**0**	**0**	**4.8**	**1.2**	**0.2**	**6.2**	**-**	**-**	**-**	**-**
1/1	271	271	-	-	-	1.3	0.4	-	1.7	23.2	4.4	0.4	4.8
2/1	330	330	116	0	0	1.6	0.4	0.2	2.3	24.9	6.0	0.4	6.5
3/1	366	366	-	-	-	1.8	0.4	-	2.1	21.1	6.3	0.4	6.7
4/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 PRC for Signalled Lanes (%): 92.9 Total Delay for Signalled Lanes (pcuHr): 6.17 Cycle Time (s): 90
PRC Over All Lanes (%): 92.9 Total Delay Over All Lanes(pcuHr): 6.17

APPENDIX 13

A5080 Cronton Road/Fox's Bank Lane ARCADY Outputs

Junctions 11

ARCADY 11 - Roundabout Module

Version: 11.0.0.2177
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

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Filename: A5080 Cronton Rd-Foxs Bank Ln V2.j11
Path: Z:\projects\4392 Fox Wood GV Phase 2, Whiston\Arcady
Report generation date: 27/01/2026 10:30:04

»2024 | Surveyed | AM
»2024 | Surveyed | PM
»2031 | Base Peak Hour | AM
»2031 | Base Peak Hour | PM
»2031 | Base with Development Peak Hour | AM
»2031 | Base with Development Peak Hour | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2024 - Surveyed									
Arm 1	D1	0.2	3.76	0.17	A	D2	0.3	4.34	0.21	A
Arm 2		0.3	2.75	0.21	A		0.2	2.83	0.20	A
Arm 3		0.2	3.85	0.20	A		0.2	3.67	0.18	A
Arm 4		0.1	2.01	0.11	A		0.3	2.28	0.21	A
	2031 - Base Peak Hour									
Arm 1	D3	0.3	4.15	0.24	A	D4	0.4	4.87	0.27	A
Arm 2		0.3	2.98	0.25	A		0.3	3.08	0.25	A
Arm 3		0.3	4.21	0.23	A		0.3	4.02	0.21	A
Arm 4		0.2	2.09	0.14	A		0.4	2.49	0.27	A
	2031 - Base with Development Peak Hour									
Arm 1	D5	0.4	4.31	0.27	A	D6	0.4	4.97	0.28	A
Arm 2		0.3	3.04	0.26	A		0.3	3.11	0.25	A
Arm 3		0.3	4.30	0.23	A		0.3	4.06	0.21	A
Arm 4		0.2	2.11	0.15	A		0.4	2.53	0.28	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

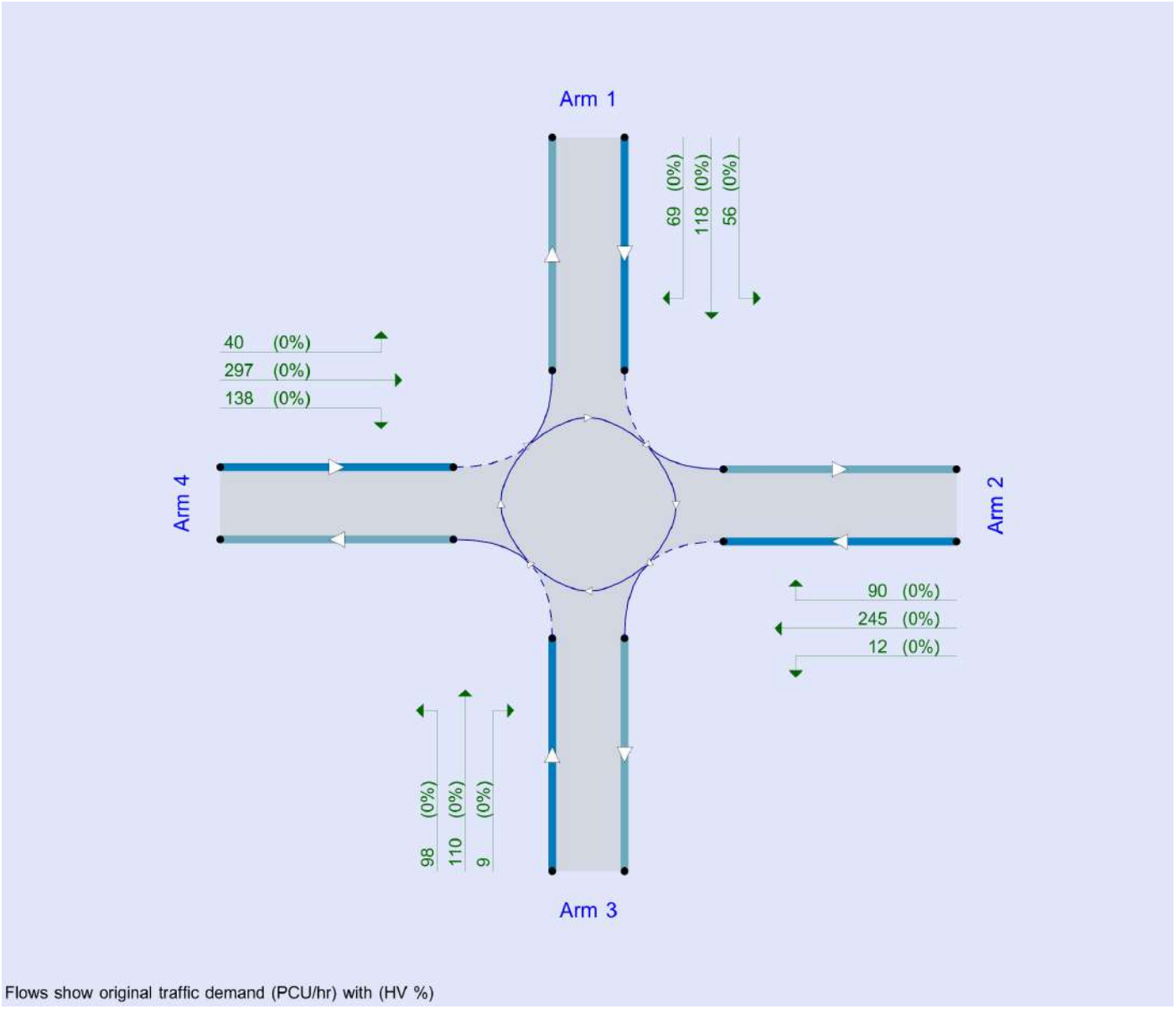
File summary

File Description

Title	
Location	
Site number	
Date	23/10/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EDD\Lee.Worthington
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Surveyed	AM	ONE HOUR	00:00	01:30	15
D2	2024	Surveyed	PM	ONE HOUR	00:00	01:30	15
D3	2031	Base Peak Hour	AM	ONE HOUR	00:00	01:30	15
D4	2031	Base Peak Hour	PM	ONE HOUR	00:00	01:30	15
D5	2031	Base with Development Peak Hour	AM	ONE HOUR	00:00	01:30	15
D6	2031	Base with Development Peak Hour	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 | Surveyed | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.04	A

Arms

Arms

Arm	Name	Description	No give-way line
1	Fox's Bank Lane		
2	A5080 Cronton Road (E)		
3	Prescot Road		
4	A5080 Cronton Road (W)		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1	2.80	6.90	10.0	10.0	36.0	40.0		
2	3.90	7.30	16.4	54.0	36.0	41.0		
3	3.40	5.80	8.0	25.0	36.0	34.0		
4	5.50	7.50	20.0	82.0	36.0	39.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.537	1270
2	0.665	1788
3	0.587	1395
4	0.740	2138

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024	Surveyed	AM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	181	100.000
2		✓	316	100.000
3		✓	208	100.000
4		✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	55	79	47
	2	48	0	5	263
	3	90	9	0	109
	4	19	128	56	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.17	3.76	0.2	A
2	0.21	2.75	0.3	A
3	0.20	3.85	0.2	A
4	0.11	2.01	0.1	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	136	145	1192	0.114	136	0.1	3.406	A
2	238	137	1697	0.140	237	0.2	2.465	A
3	157	269	1238	0.127	156	0.1	3.328	A
4	153	110	2056	0.074	153	0.1	1.892	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163	173	1177	0.138	163	0.2	3.549	A
2	284	164	1679	0.169	284	0.2	2.580	A
3	187	322	1207	0.155	187	0.2	3.531	A
4	182	132	2040	0.089	182	0.1	1.939	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199	212	1156	0.172	199	0.2	3.762	A
2	348	200	1655	0.210	348	0.3	2.754	A
3	229	394	1164	0.197	229	0.2	3.849	A
4	224	162	2018	0.111	223	0.1	2.007	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	199	212	1156	0.172	199	0.2	3.763	A
2	348	200	1654	0.210	348	0.3	2.754	A
3	229	394	1164	0.197	229	0.2	3.851	A
4	224	162	2018	0.111	224	0.1	2.008	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	163	174	1177	0.138	163	0.2	3.551	A
2	284	164	1679	0.169	284	0.2	2.583	A
3	187	322	1206	0.155	187	0.2	3.537	A
4	182	132	2040	0.089	183	0.1	1.941	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	136	145	1192	0.114	136	0.1	3.413	A
2	238	137	1696	0.140	238	0.2	2.470	A
3	157	270	1237	0.127	157	0.1	3.333	A
4	153	111	2056	0.074	153	0.1	1.893	A

2024 | Surveyed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.07	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024	Surveyed	PM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	201	100.000
2		✓	282	100.000
3		✓	190	100.000
4		✓	383	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	49	103	49
	2	73	0	12	197
	3	90	9	0	91
	4	20	235	128	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.21	4.34	0.3	A
2	0.20	2.83	0.2	A
3	0.18	3.67	0.2	A
4	0.21	2.28	0.3	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	279	1120	0.135	151	0.2	3.713	A
2	212	210	1648	0.129	212	0.1	2.505	A
3	143	239	1255	0.114	143	0.1	3.234	A
4	288	129	2042	0.141	288	0.2	2.052	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	334	1090	0.166	181	0.2	3.957	A
2	254	252	1620	0.156	253	0.2	2.633	A
3	171	287	1227	0.139	171	0.2	3.406	A
4	344	155	2023	0.170	344	0.2	2.143	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	409	1050	0.211	221	0.3	4.342	A
2	310	308	1583	0.196	310	0.2	2.828	A
3	209	351	1189	0.176	209	0.2	3.671	A
4	422	189	1998	0.211	421	0.3	2.283	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	221	410	1050	0.211	221	0.3	4.344	A
2	310	308	1583	0.196	310	0.2	2.829	A
3	209	351	1189	0.176	209	0.2	3.672	A
4	422	189	1998	0.211	422	0.3	2.283	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	181	335	1090	0.166	181	0.2	3.960	A
2	254	252	1620	0.156	254	0.2	2.634	A
3	171	287	1227	0.139	171	0.2	3.411	A
4	344	155	2023	0.170	345	0.2	2.146	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	151	280	1119	0.135	151	0.2	3.722	A
2	212	211	1647	0.129	212	0.1	2.508	A
3	143	240	1254	0.114	143	0.1	3.241	A
4	288	130	2042	0.141	289	0.2	2.054	A

2031 | Base Peak Hour | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Base Peak Hour	AM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	245	100.000
2		✓	371	100.000
3		✓	229	100.000
4		✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	69	98	78
	2	54	0	5	312
	3	101	10	0	118
	4	43	153	61	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	4.15	0.3	A
2	0.25	2.98	0.3	A
3	0.23	4.21	0.3	A
4	0.14	2.09	0.2	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184	168	1179	0.156	184	0.2	3.614	A
2	279	178	1669	0.167	279	0.2	2.587	A
3	172	333	1200	0.144	172	0.2	3.502	A
4	193	124	2046	0.095	193	0.1	1.945	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	201	1162	0.190	220	0.2	3.822	A
2	334	213	1646	0.203	333	0.3	2.742	A
3	206	399	1161	0.177	206	0.2	3.768	A
4	231	148	2028	0.114	231	0.1	2.005	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	270	246	1137	0.237	269	0.3	4.147	A
2	408	261	1614	0.253	408	0.3	2.984	A
3	252	488	1109	0.227	252	0.3	4.202	A
4	283	181	2003	0.141	283	0.2	2.094	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	270	247	1137	0.237	270	0.3	4.149	A
2	408	261	1614	0.253	408	0.3	2.985	A
3	252	489	1108	0.227	252	0.3	4.205	A
4	283	182	2003	0.141	283	0.2	2.094	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	220	202	1162	0.190	221	0.2	3.825	A
2	334	213	1646	0.203	334	0.3	2.744	A
3	206	400	1161	0.177	206	0.2	3.775	A
4	231	149	2028	0.114	231	0.1	2.005	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	184	169	1179	0.156	185	0.2	3.619	A
2	279	179	1669	0.167	280	0.2	2.590	A
3	172	335	1199	0.144	173	0.2	3.511	A
4	193	124	2046	0.095	194	0.1	1.947	A

2031 | Base Peak Hour | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Base Peak Hour	PM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	243	100.000
2		✓	347	100.000
3		✓	217	100.000
4		✓	475	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	56	118	69
	2	90	0	12	245
	3	110	9	0	98
	4	40	297	138	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	4.87	0.4	A
2	0.25	3.08	0.3	A
3	0.21	4.02	0.3	A
4	0.27	2.49	0.4	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183	333	1091	0.168	182	0.2	3.959	A
2	261	244	1626	0.161	260	0.2	2.636	A
3	163	303	1217	0.134	163	0.2	3.411	A
4	358	157	2022	0.177	357	0.2	2.161	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	218	399	1056	0.207	218	0.3	4.298	A
2	312	292	1593	0.196	312	0.2	2.808	A
3	195	363	1182	0.165	195	0.2	3.645	A
4	427	188	1999	0.214	427	0.3	2.289	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	268	489	1007	0.266	267	0.4	4.861	A
2	382	357	1550	0.247	382	0.3	3.081	A
3	239	444	1135	0.211	239	0.3	4.017	A
4	523	230	1968	0.266	523	0.4	2.491	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	268	489	1007	0.266	268	0.4	4.866	A
2	382	358	1550	0.247	382	0.3	3.082	A
3	239	445	1134	0.211	239	0.3	4.020	A
4	523	230	1967	0.266	523	0.4	2.491	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	218	399	1055	0.207	219	0.3	4.306	A
2	312	293	1593	0.196	312	0.2	2.810	A
3	195	364	1182	0.165	195	0.2	3.651	A
4	427	188	1999	0.214	427	0.3	2.293	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	183	334	1090	0.168	183	0.2	3.971	A
2	261	245	1625	0.161	261	0.2	2.640	A
3	163	304	1217	0.134	164	0.2	3.417	A
4	358	157	2021	0.177	358	0.2	2.165	A

2031 | Base with Development Peak Hour | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.38	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031	Base with Development Peak Hour	AM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	274	100.000
2		✓	372	100.000
3		✓	230	100.000
4		✓	267	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	69	100	105
	2	55	0	5	312
	3	102	10	0	118
	4	53	153	61	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.27	4.31	0.4	A
2	0.26	3.04	0.3	A
3	0.23	4.30	0.3	A
4	0.15	2.11	0.2	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	206	168	1179	0.175	205	0.2	3.692	A
2	280	200	1655	0.169	279	0.2	2.615	A
3	173	354	1188	0.146	172	0.2	3.547	A
4	201	125	2045	0.098	201	0.1	1.954	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	246	201	1162	0.212	246	0.3	3.930	A
2	334	239	1629	0.205	334	0.3	2.780	A
3	207	424	1147	0.180	207	0.2	3.831	A
4	240	150	2027	0.118	240	0.1	2.016	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	302	246	1137	0.265	301	0.4	4.303	A
2	410	293	1593	0.257	409	0.3	3.041	A
3	253	519	1091	0.232	253	0.3	4.296	A
4	294	184	2002	0.147	294	0.2	2.110	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	302	247	1137	0.265	302	0.4	4.307	A
2	410	293	1593	0.257	410	0.3	3.041	A
3	253	520	1090	0.232	253	0.3	4.302	A
4	294	184	2002	0.147	294	0.2	2.110	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	246	202	1162	0.212	247	0.3	3.937	A
2	334	239	1628	0.205	335	0.3	2.785	A
3	207	425	1146	0.180	207	0.2	3.836	A
4	240	150	2027	0.118	240	0.1	2.017	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	206	169	1179	0.175	207	0.2	3.700	A
2	280	200	1654	0.169	280	0.2	2.621	A
3	173	356	1187	0.146	173	0.2	3.557	A
4	201	126	2045	0.098	201	0.1	1.956	A

2031 | Base with Development Peak Hour | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4	3.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.41	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031	Base with Development Peak Hour	PM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	257	100.000
2		✓	347	100.000
3		✓	218	100.000
4		✓	495	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		1	2	3	4
From	1	0	57	119	81
	2	90	0	12	245
	3	111	9	0	98
	4	60	297	138	0

Vehicle Mix

Heavy Vehicle %

		To			
		1	2	3	4
From	1	0	0	0	0
	2	0	0	0	0
	3	0	0	0	0
	4	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.28	4.97	0.4	A
2	0.25	3.11	0.3	A
3	0.21	4.06	0.3	A
4	0.28	2.53	0.4	A

Main Results for each time segment

00:00 - 00:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193	333	1091	0.177	193	0.2	4.005	A
2	261	254	1619	0.161	260	0.2	2.648	A
3	164	312	1212	0.135	163	0.2	3.431	A
4	373	158	2021	0.184	372	0.2	2.181	A

00:15 - 00:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231	399	1056	0.219	231	0.3	4.364	A
2	312	304	1586	0.197	312	0.2	2.825	A
3	196	374	1176	0.167	196	0.2	3.672	A
4	445	189	1998	0.223	445	0.3	2.317	A

00:30 - 00:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	283	489	1007	0.281	283	0.4	4.963	A
2	382	372	1540	0.248	382	0.3	3.107	A
3	240	458	1127	0.213	240	0.3	4.057	A
4	545	231	1967	0.277	545	0.4	2.531	A

00:45 - 01:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	283	489	1007	0.281	283	0.4	4.970	A
2	382	372	1540	0.248	382	0.3	3.107	A
3	240	458	1127	0.213	240	0.3	4.060	A
4	545	231	1967	0.277	545	0.4	2.531	A

01:00 - 01:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	231	399	1055	0.219	231	0.3	4.373	A
2	312	304	1585	0.197	312	0.2	2.830	A
3	196	374	1176	0.167	196	0.2	3.678	A
4	445	189	1998	0.223	445	0.3	2.320	A

01:15 - 01:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	193	334	1090	0.177	194	0.2	4.017	A
2	261	255	1618	0.161	261	0.2	2.655	A
3	164	313	1211	0.135	164	0.2	3.437	A
4	373	158	2021	0.184	373	0.2	2.184	A

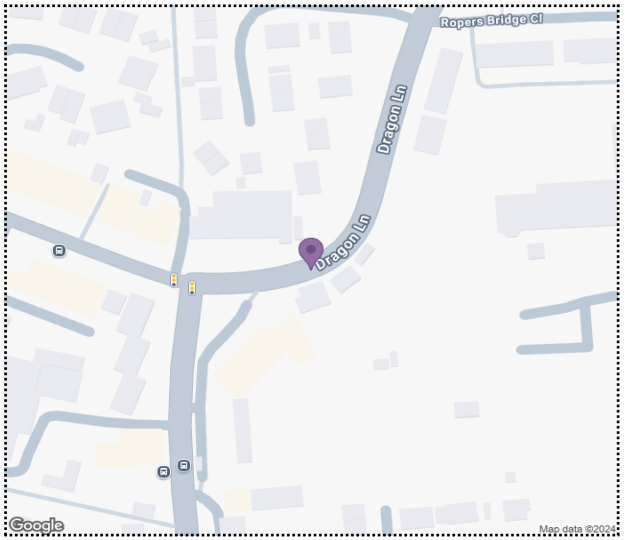
APPENDIX 14

Accident Data

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Validated Data

Crash Date:	Friday, January 17, 2020	**Time of Crash:**	07:45:00	**Crash Reference:**	2020052000208
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	346862 390889
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Friday, January 17, 2020 **Time of Crash:** 07:45:00 **Crash Reference:** 2020052000208

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	5	Female	36 - 45	Vehicle is waiting to turn right	Front	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

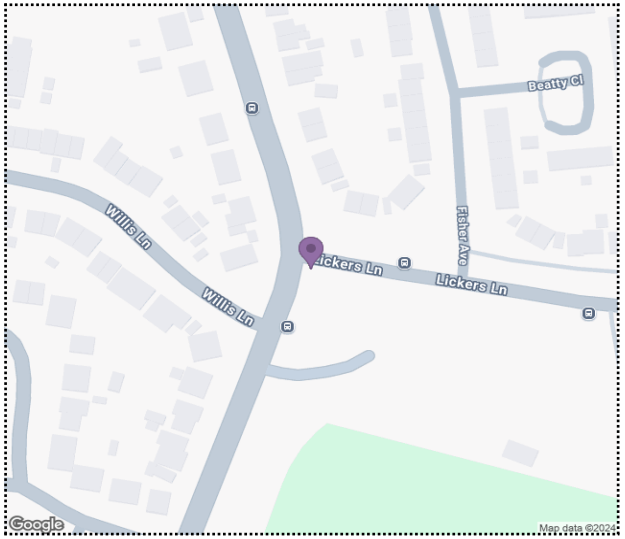
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Validated Data

Crash Date:	Thursday, December 3, 2020	**Time of Crash:**	19:31:00	**Crash Reference:**	2020052002504
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	346868 390532
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Thursday, December 3, 2020 **Time of Crash:** 19:31:00 **Crash Reference:** 2020052002504

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	4	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

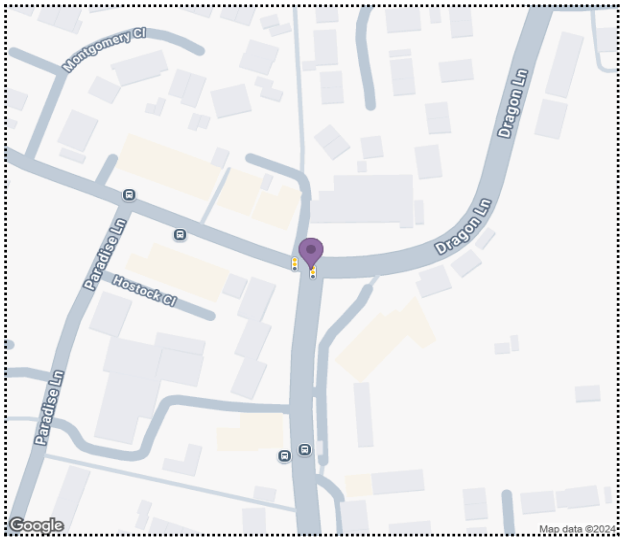
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Validated Data

Crash Date:	Tuesday, January 12, 2021	**Time of Crash:**	07:50:00	**Crash Reference:**	2021052100071
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	346817 390883
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Crash Date: Tuesday, January 12, 2021 **Time of Crash:** 07:50:00 **Crash Reference:** 2021052100071

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is in the act of turning right	Front	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

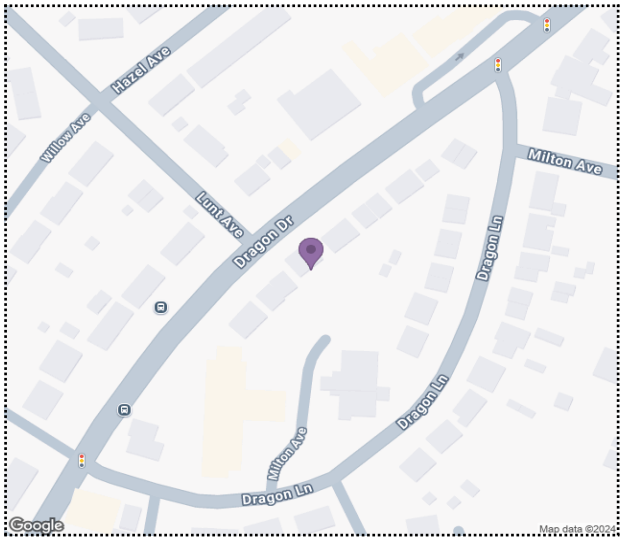
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Validated Data

Crash Date:	Saturday, March 27, 2021	**Time of Crash:**	19:46:00	**Crash Reference:**	2021052100471
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	1
Local Authority:	Knowsley			**OS Grid Reference:**	347190 391324
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Crash Date: Saturday, March 27, 2021 **Time of Crash:** 19:46:00 **Crash Reference:** 2021052100471

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	6 - 10	In carriageway, crossing elsewhere	Crossing from driver's offside

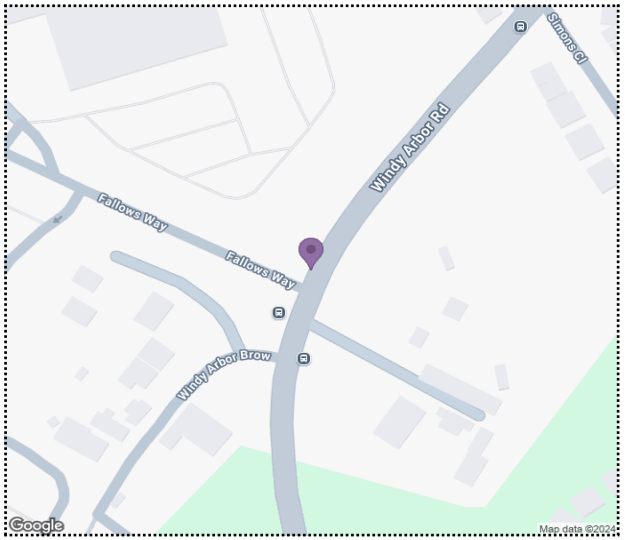
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Validated Data

Crash Date:	Saturday, August 28, 2021	**Time of Crash:**	17:20:00	**Crash Reference:**	2021052101955
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	346406 389861
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Saturday, August 28, 2021 **Time of Crash:** 17:20:00 **Crash Reference:** 2021052101955

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Female	36 - 45	Vehicle is waiting to turn right	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

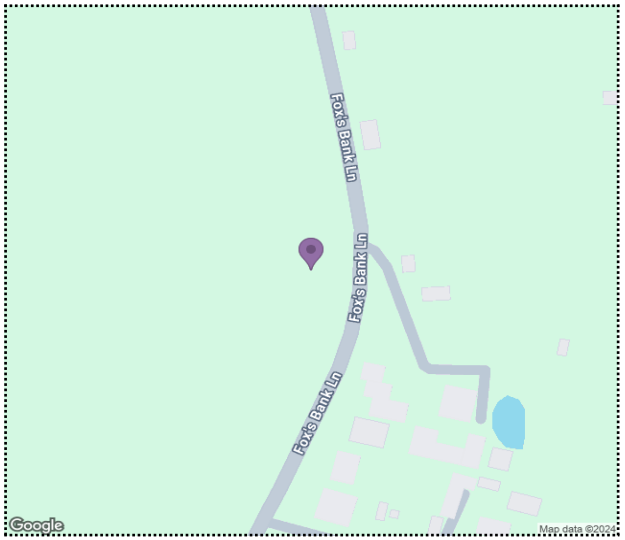
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Validated Data

Crash Date:	Friday, October 8, 2021	**Time of Crash:**	08:45:00	**Crash Reference:**	2021052102786
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	2
Highway Authority:	Knowsley			**Vehicles:**	1
Local Authority:	Knowsley			**OS Grid Reference:**	347949 390313
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Crash Date: Friday, October 8, 2021 **Time of Crash:** 08:45:00 **Crash Reference:** 2021052102786

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Taking pupil to/from school	Bollard/Refuge	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other

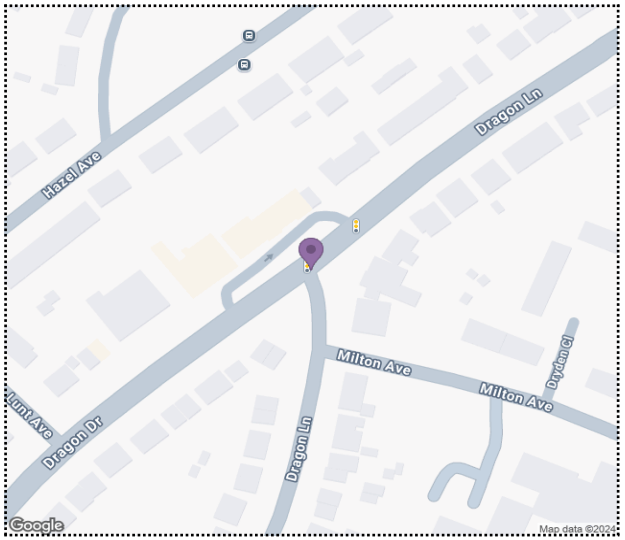
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Validated Data

Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	347262 391404
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is in the act of turning left	Back	Unknown	None	None

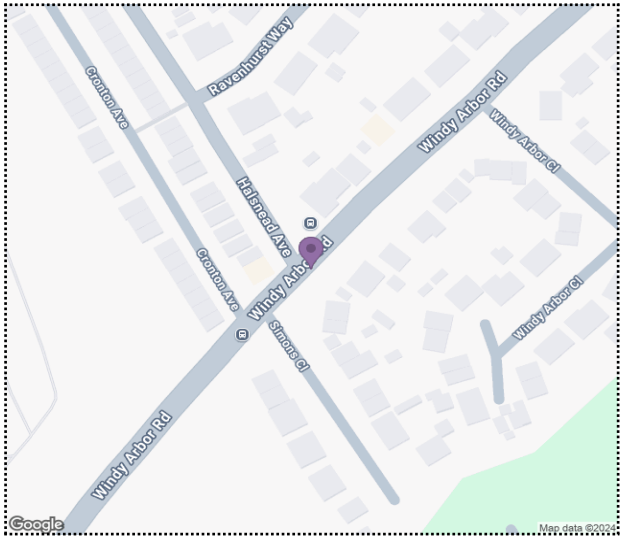
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Thursday, December 23, 2021	**Time of Crash:**	13:22:00	**Crash Reference:**	2021052200045
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	3
Local Authority:	Knowsley			**OS Grid Reference:**	346511 389984
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Thursday, December 23, 2021 **Time of Crash:** 13:22:00 **Crash Reference:** 2021052200045

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
3	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	66 - 75	Vehicle is waiting to turn right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

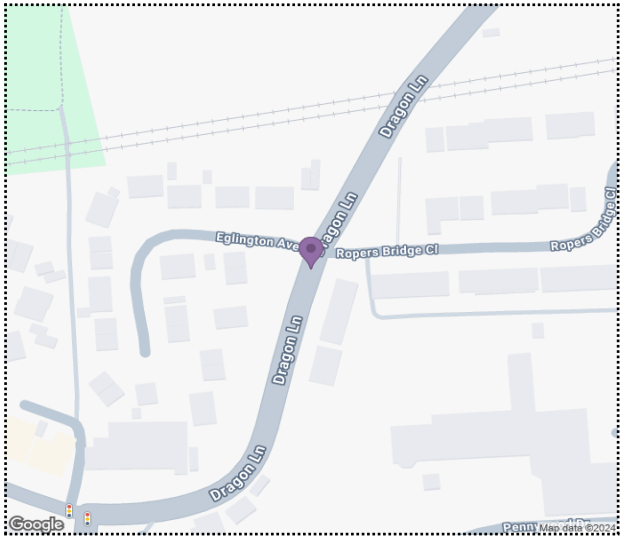
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Validated Data

Crash Date:	Wednesday, August 31, 2022	**Time of Crash:**	12:00:00	**Crash Reference:**	2022052202160
Highest Injury Severity:	Serious	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	1
Local Authority:	Knowsley			**OS Grid Reference:**	346902 390983
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Crash Date: Wednesday, August 31, 2022 **Time of Crash:** 12:00:00 **Crash Reference:** 2022052202160

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Other vehicle, whether motorised or not	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Female	46 - 55	On footway or verge	Unknown or other

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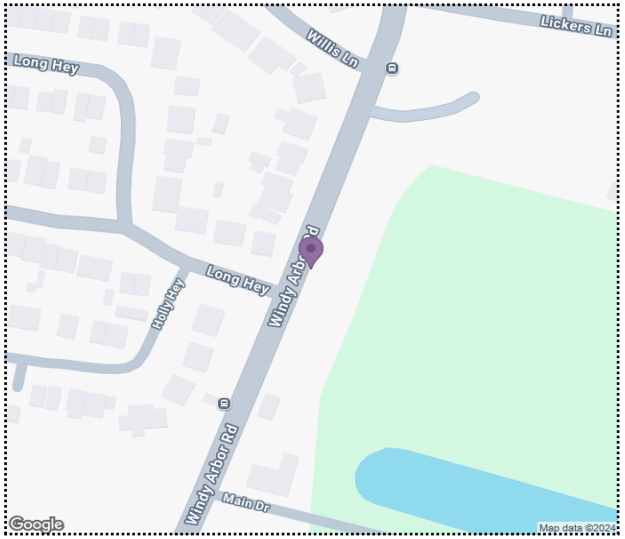
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Validated Data

Crash Date:	Friday, November 25, 2022	**Time of Crash:**	12:33:00	**Crash Reference:**	2022052203013
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	346828 390430
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Friday, November 25, 2022 **Time of Crash:** 12:33:00 **Crash Reference:** 2022052203013

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	8	Male	26 - 35	Vehicle is in the act of turning right	Offside	Journey as part of work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	3	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

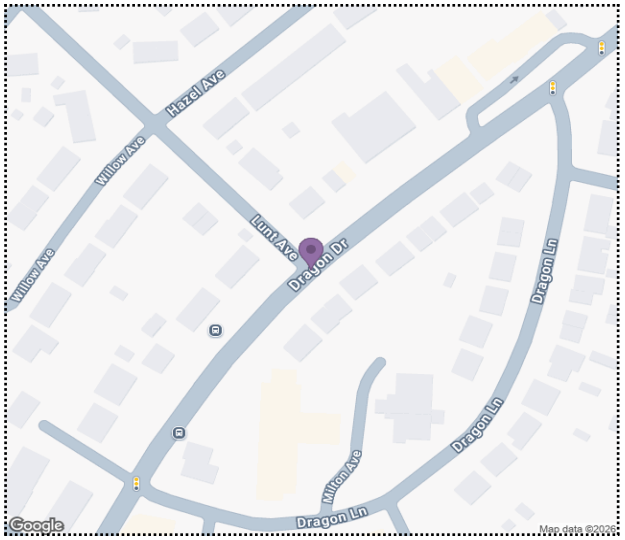
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Validated Data

Crash Date:	Friday, February 24, 2023	**Time of Crash:**	18:00:00	**Crash Reference:**	2023052300472
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	347170 391335
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	Unknown				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Friday, February 24, 2023 **Time of Crash:** 18:00:00 **Crash Reference:** 2023052300472

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc Â (2005 onwards)	6	Male	36 - 45	Vehicle is passing a stationary vehicle on its offside	Front	Commuting to/from work	None	None
2	Car (excluding private hire cars 2005 onwards)	7	Female	36 - 45	Vehicle is waiting to turn right	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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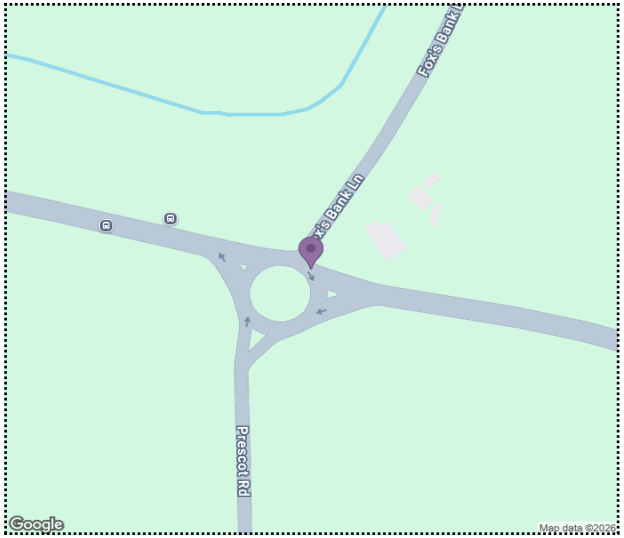
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Validated Data

Crash Date:	Saturday, March 18, 2023	**Time of Crash:**	12:05:00	**Crash Reference:**	2023052300660
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	347689 388837
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Saturday, March 18, 2023 **Time of Crash:** 12:05:00 **Crash Reference:** 2023052300660

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	4	Female	66 - 75	Vehicle is moving off	Offside	Unknown	None	None
2	Pedal cycle	-1	Male	56 - 65	Unknown	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

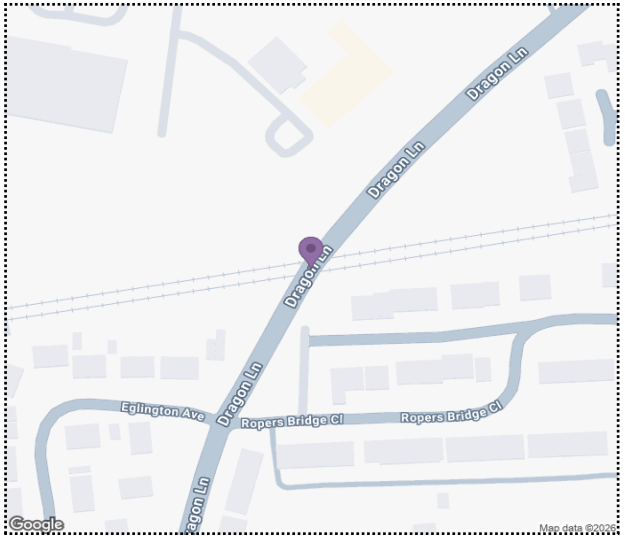
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Validated Data

Crash Date:	Wednesday, June 14, 2023	**Time of Crash:**	21:15:00	**Crash Reference:**	2023052301424
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	346938 391051
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Wednesday, June 14, 2023 **Time of Crash:** 21:15:00 **Crash Reference:** 2023052301424

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	11 - 15	Unknown	Back	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	-1	Male	Unknown	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

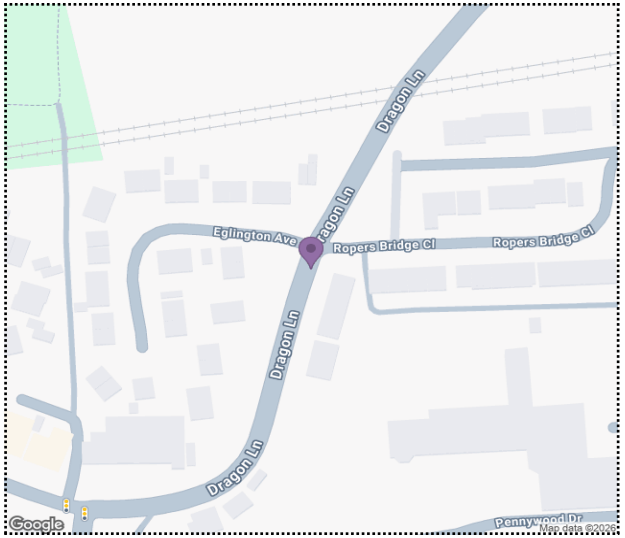
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Validated Data

Crash Date:	Saturday, June 24, 2023	**Time of Crash:**	11:30:00	**Crash Reference:**	2023052301505
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	1
Local Authority:	Knowsley			**OS Grid Reference:**	346903 390981

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Unknown
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Give way or uncontrolled



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Crash Date: Saturday, June 24, 2023 **Time of Crash:** 11:30:00 **Crash Reference:** 2023052301505

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	6	Male	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	Over 75	In centre of carriageway, not on refuge, central island or central reservation	Crossing from driver's nearside

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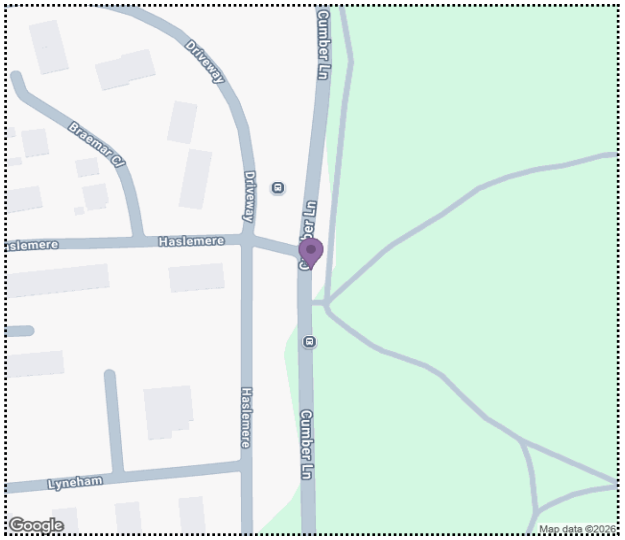
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Validated Data

Crash Date:	Monday, August 7, 2023	**Time of Crash:**	12:30:00	**Crash Reference:**	2023052301906
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	St. Helens			**Vehicles:**	1
Local Authority:	St. Helens			**OS Grid Reference:**	347875 391045

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Not at or within 20 metres of junction
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Unknown



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Validated Data

Crash Date: Monday, August 7, 2023 **Time of Crash:** 12:30:00 **Crash Reference:** 2023052301906

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	Unknown	Unknown	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	In carriageway, crossing elsewhere	Crossing from driver's offside

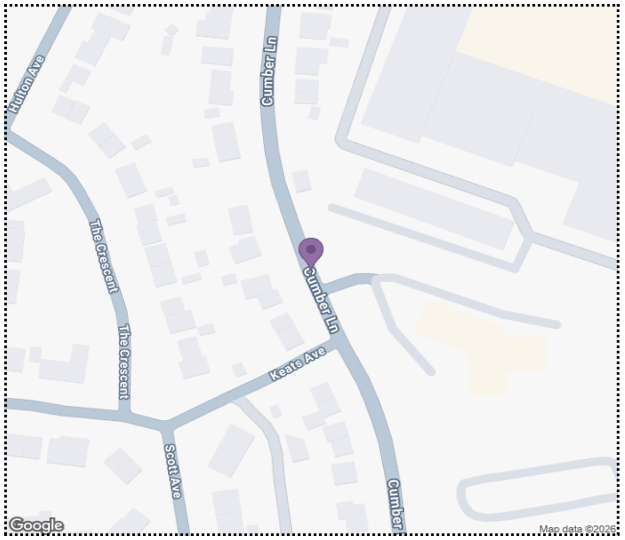
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Validated Data

Crash Date:	Tuesday, December 19, 2023	**Time of Crash:**	08:00:00	**Crash Reference:**	2023052303033
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	1
Local Authority:	Knowsley			**OS Grid Reference:**	347822 391505
Weather Description:	Raining without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Crash Date: Tuesday, December 19, 2023 **Time of Crash:** 08:00:00 **Crash Reference:** 2023052303033

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	0	Female	26 - 35	Unknown	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

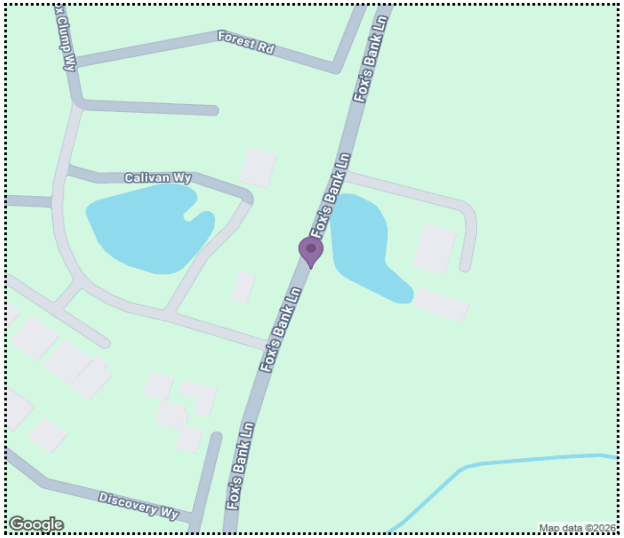
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Validated Data

Crash Date:	Monday, May 6, 2024	**Time of Crash:**	18:47:00	**Crash Reference:**	2024052400976
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	3
Highway Authority:	Knowsley			**Vehicles:**	3
Local Authority:	Knowsley			**OS Grid Reference:**	347865 390014

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	30
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Not at or within 20 metres of junction
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Unknown



Vehicles Involved

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Crash Date: Monday, May 6, 2024 **Time of Crash:** 18:47:00 **Crash Reference:** 2024052400976

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire cars 2005 onwards)	17	Female	46 - 55	Unknown	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	13	Female	46 - 55	Unknown	Front	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	-1	Male	16 - 20	Unknown	Front	Unknown	None	Wall or fence

Casualties

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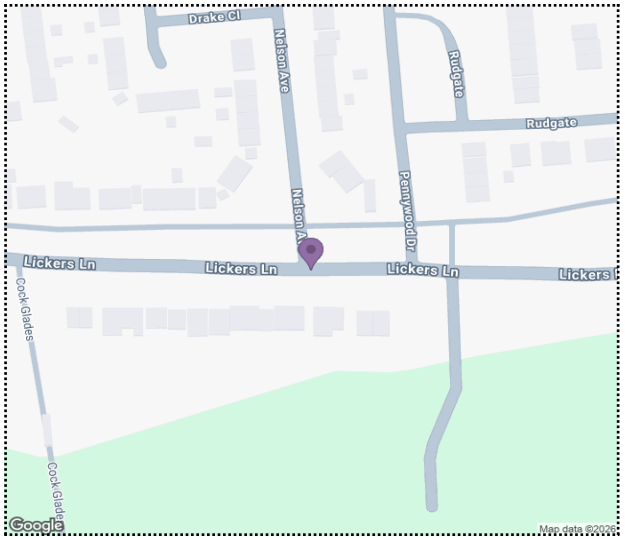
Crash Date: Monday, May 6, 2024 **Time of Crash:** 18:47:00 **Crash Reference:** 2024052400976

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Thursday, June 13, 2024	**Time of Crash:**	18:00:00	**Crash Reference:**	2024052401301
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	2
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	347088 390513
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Thursday, June 13, 2024 **Time of Crash:** 18:00:00 **Crash Reference:** 2024052401301

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	1	Male	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	None	None
1	Unknown	-1	Male	16 - 20	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

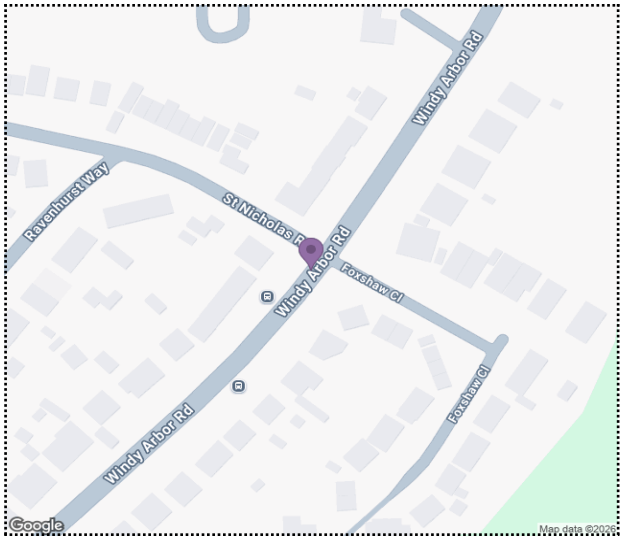
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Validated Data

Crash Date:	Monday, August 26, 2024	**Time of Crash:**	15:40:00	**Crash Reference:**	2024052401829
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	346695 390182
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Crash Date: Monday, August 26, 2024 **Time of Crash:** 15:40:00 **Crash Reference:** 2024052401829

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	2	Male	56 - 65	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Motorcycle over 125cc and up to 500cc (2005 onwards)	0	Male	16 - 20	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

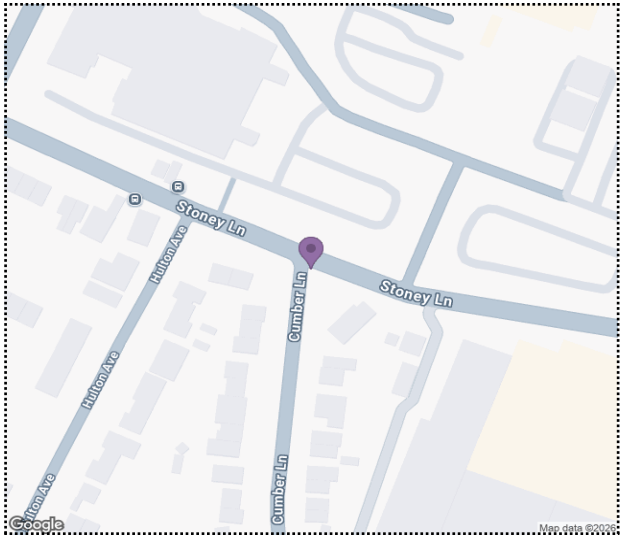
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Validated Data

Crash Date:	Monday, September 23, 2024	**Time of Crash:**	08:10:00	**Crash Reference:**	2024052402086
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	1
Local Authority:	Knowsley			**OS Grid Reference:**	347820 391674
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Crash Date: Monday, September 23, 2024 **Time of Crash:** 08:10:00 **Crash Reference:** 2024052402086

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	7	Male	36 - 45	Unknown	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Pedestrian	Male	11 - 15	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/faq

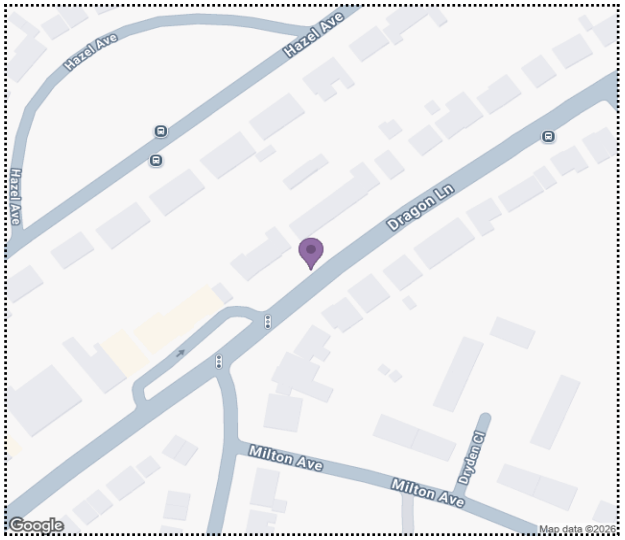
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Validated Data

Crash Date:	Saturday, November 9, 2024	**Time of Crash:**	14:15:00	**Crash Reference:**	2024052402484
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	2
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	347295 391444
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



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Validated Data

Crash Date: Saturday, November 9, 2024 **Time of Crash:** 14:15:00 **Crash Reference:** 2024052402484

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	15	Female	36 - 45	Vehicle is reversing	Back	Unknown	None	None
1	Car (excluding private hire cars 2005 onwards)	3	Female	Unknown	Unknown	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

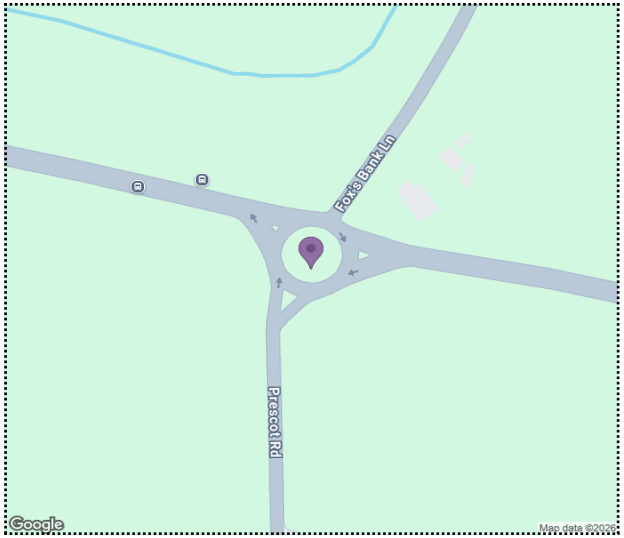
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Validated Data

Crash Date:	Friday, December 20, 2024	**Time of Crash:**	14:30:00	**Crash Reference:**	2024052402849
Highest Injury Severity:	Slight	**Road Number:**	A5080	**Casualties:**	1
Highway Authority:	Knowsley			**Vehicles:**	2
Local Authority:	Knowsley			**OS Grid Reference:**	347677 388821
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Friday, December 20, 2024 **Time of Crash:** 14:30:00 **Crash Reference:** 2024052402849

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	1	Male	Unknown	Vehicle is moving off	Offside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	12	Female	26 - 35	Unknown	Nearside	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

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