

Proposed Mixed-Use Development, St Michael's Place, Huyton Town Centre

Transport Assessment & Framework Travel Plan

Genr8 Kajima Regeneration Limited

October 2025

Report Control

Document	Transport Assessment & Framework Travel Plan
Project	Proposed Mixed-Use Development, St Michael's Place, Huyton Town Centre
Client	Genr8 Kajima Regeneration Ltd
Job Number	A25008
File Origin	https://astutetransport.sharepoint.com/sites/AstuteTransport/Shared Documents/Jobs/2025 Projects/A25008 Huyton TC Regeneration/Documents/Planning App/A25008 Transport Assessment_St Michael's Place, Huyton.docx

Document Checking

Primary Author	Genna Woods	Initials	GW
Contributor	Oliver McLaughlin	Initials	OM
Review by	Phil Tilby	Initials	PT

Issue	Date	Status	Checked
1	21/10/2025	Draft Transport Assessment	PT
2	28/10/2025	Final Transport Assessment	PT



Table of Contents

1.	Introduction	1
	Development Site and Proposals	1
	Scoping Discussions.....	3
	Scope of Report.....	3
2.	Policy Context.....	5
	National Planning Policy Framework (NPPF)	5
	Liverpool City Region Combined Authority Draft Local Transport Plan	5
	Knowsley Replacement Unitary Development Plan (2016) Saved Policies	7
	Knowsley Local Plan Core Strategy (2016)	8
	Knowsley Council Ensuring A Choice of Travel SPD (2010).....	9
	Knowsley Council's Climate Emergency Action Plan	10
	Huyton Village Masterplan SPD	11
	Summary	12
3.	Baseline Conditions.....	13
	Existing Site	13
	Local Highway Network.....	15
	Baseline Traffic Flows	24
	Existing Parking	24
	Injury Accident Record	26
	Summary	31
4.	Accessibility by Sustainable Modes.....	32
	Walking Accessibility	32
	Cycling Accessibility.....	36
	Huyton Town Centre Pedestrian Connectivity Proposals	39
	Bus Accessibility	40
	Accessibility to Rail Network	41
	Minimum Accessibility Standard Assessment (MASA).....	42
	Summary	42
5.	Development Proposals	43
	Detailed Application	43
	Outline Application	44
	Vehicle Access Proposals.....	45
	Servicing.....	56
	Proposed Active Travel Proposals	56
	Emergency Access Strategy	56
	Travel Plan	57
	Construction Access Arrangements	57
6.	Parking Strategy	58
	Pre-Application Discussions With KMBC	58



Parking Assessment.....	58
Short Stay Parking For Town Centre Users	58
Hotel Parking Proposals	58
Council HQ Parking Proposals	59
Residential Parking Proposals	59
Parking Management and Enforcement Strategy	61
Electric Vehicle Charging Point Provision	61
Accessible, Cycle and Motorcycle Parking Provision	61
7. Traffic Impact Assessment Methodology	62
Introduction	62
Study Area	62
Baseline Traffic Flows and Network Peak Hours	62
2030 Baseline 'Without Development' Traffic Flow Scenario	63
Existing Parking Demand.....	64
Distribution and Assignment – Existing Car Parking Demand	66
Lathom Road MSCP & Cavendish Walk – Forecast Demand	66
Distribution and Assignment – Lathom Road MSCP & Cavendish Walk.....	69
2030 Baseline 'With Development' Traffic Flow Scenario.....	69
Summary	70
8. Traffic Impact Assessment Results and Discussion	71
Introduction	71
Percentage Impact Across Study Network	71
Capacity Assessment - Archway Road/ Blue Bell Lane	72
Capacity Assessment - Archway Road/ Lathom Road	73
Summary	73
9. Travel Plan Framework.....	74
Travel Plan Approach.....	74
Key Travel Plan Policy	74
Aim of the Travel Plan	76
Travel Plan Objectives	76
Targets.....	77
Measures.....	78
Cycling	78
Walking.....	78
Public Transport	79
Car Sharing	79
Flexible and Remote Working	79
Parking Management and Enforcement	79
Travel Plan Co-ordinator.....	80



	Promotion, Communication & Training.....	81
	Monitoring	81
	Summary	81
10.	Summary and Conclusions.....	82
	Summary	82
	Conclusion	83

Drawings

A25008-P-0100-001 Proposed Hotel Service Yard General Arrangement and Vehicle Tracking

Traffic Flow Figures

Figure 1	2025 Survey
Figure 2	2030 Baseline 'Without Development'
Figure 3	Archway Road Car Parks - Existing Distribution
Figure 4	Archway Road Car Parks - Existing Trips
Figure 5	Proposed MSCP - Residential Distribution
Figure 6	Proposed MSCP - Other Distribution
Figure 7	Cavendish Walk Car Parking - Distribution
Figure 8	MSCP - Residential
Figure 9	MSCP - Office
Figure 10	MSCP - Hotel
Figure 11	MSCP - Displaced Short Stay
Figure 12	Cavendish Walk Car Parking
Figure 13	MSCP Total & Cavendish Walk Car Parking
Figure 14	Net Change - Existing vs Proposed
Figure 15	2030 Baseline 'With Development'

Appendices

Appendix A	Application Red Line Boundary Plan
Appendix B	Transport Scoping Note
Appendix C	KMBC Pre-Application Meeting on 3rd June 2025, Meeting Minutes
Appendix D	Traffic Survey Data
Appendix E	Parking Survey Data
Appendix F	KMBC STAT19 Accident Data
Appendix G	Active Travel England's Planning Application Assessment Toolkit
Appendix H	Minimum Accessibility Standard Assessment Form
Appendix I	Phase 1 Masterplan Layout and Wider St Michael's Place Plot Parameter Plan
Appendix J	Parking Strategy Document
Appendix K	Residential Parking Advice Note
Appendix L	Electric Vehicle Charging Points Discussion Note
Appendix M	TRICS Outputs
Appendix N	Archway Road/ Blue Bell Lane JUNCTIONS Outputs
Appendix O	Archway Road/ Lathom Road LinSig Outputs
Appendix P	KMBC Staff Travel Plan



1. Introduction

- 1.1. Astute Transport Planning has been appointed by Genr8 Kajima Regeneration Limited to provide highways and transportation advice in support of a hybrid planning application for St Michael's Place, which is a mixed-use development within Huyton Town Centre comprising a new Council Headquarters, hotel, public realm including active travel facilities, residential and commercial floorspace with associated works.
- 1.2. The proposed development site is located within the jurisdiction of Knowsley Metropolitan Borough Council (KMBC), who act as both the local planning and highway authority.
- 1.3. This Transport Assessment (TA) provides information on the traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of a planning application.

Development Site and Proposals

- 1.4. The proposed development is for the mixed-use regeneration of Huyton Town Centre. The development plots in the current masterplan proposals are illustrated in **Figure 1.1**, and the application red line boundary plan is included as **Appendix A** to this report.

Figure 1.1: Huyton Town Centre Village Masterplan Proposed Development Plots



1.5. The main development site area is bound by the B5199 Archway Road along its northern boundary, Poplar Bank / Asda Express Petrol Station / Huyton Library to the west and Westmorland Road / Cavendish Walk along the southern and eastern boundaries. The Lathom Road Multi-Storey Car Park (MSCP) site is bound by Lathom Road to the east, Huyton Hey Road to the south, Derby Road retail units to the west and retail units / car parking / servicing access route to the north.

1.6. The application is to be made in hybrid form and seeks planning permission for the following:

“Hybrid planning application comprising: (Part A) Detailed application for the erection of a new Council Headquarters, hotel, public realm, change of use of Cavendish Walk to flexible Class E and/or F1 uses, site-wide enabling and associated works following demolition of existing buildings. (Part B) Outline application for a mixed-use development comprising residential (Classes C2 and C3) uses, commercial and community uses (Classes E and F1), replacement car parking provision at Lathom Road, public realm and associated works, with provision for meanwhile uses.”

1.7. The detailed and outline elements are set out in more detail below.

1.8. Detailed

- New Council Head Quarters (HQ) (circa 8,500sqm floor area), and associated parking spaces to the rear of Cavendish Walk.
- Hotel (130 bedrooms).
- A new public park including pedestrian and cycle routes.
- Change of use of the Cavendish Walk building to flexible Class E and / or F1 uses.
- Demolition of the Lathom Road MSCP, the former Indoor Market Hall beneath and adjoining Lansdowne Way Shopping Arcade.

Outline

1.9. The two development scenarios for the outline element of the proposals are detailed below:

- In the event that 420 residential units come forward, then no more than 1,600sqm of commercial floorspace shall be delivered (intended to comprise ground floor active uses).
- In the event that 5,600sqm of commercial (inclusive of 4,000sqm office uses) floorspace comes forward, then no more than 370 residential units shall be delivered.



- New surface level and decked car parking at Lathom Road, alongside active travel facilities and public realm improvements connecting to Derby Road.
- In addition, the outline application will include the ability to provide meanwhile uses on Plot 2A, including sport and recreation uses, pocket parks, community gardens and an events space.

Scoping Discussions

- 1.10. This TA has been prepared in accordance with guidance provided by the Department for Housing, Communities and Local Government on 'Overarching Principles on Travel Plans, Transport Assessments and Statements' (2014), as well as paying due notice to the Department for Transport's (DfT) now superseded 'Guidance on Transport Assessments' document.
- 1.11. A pre-application meeting was held on the 1st April 2025 with KMBC Officers, including Highways, to discuss the key transport principles for the project including the car parking and servicing strategies, proposals for the Archway Road taxi waiting area and the traffic impact assessment study network.
- 1.12. A Transport Scoping Note was submitted to KMBC on 29th May 2025, and this document has been included as **Appendix B** to this report. This was followed by a further pre-application meeting on the 3rd June 2025, attended by representatives from KMBC Highways and Astute, and the discussions focused on feedback and key issues in relation to the parking strategy proposals being developed to consider parking provision across the masterplan area. A summary of the main points raised for the proposed development that related to transport and highways were captured in the formal meeting minutes, and these have been included as **Appendix C** to this report.
- 1.13. As part of the pre-application discussions, KMBC have confirmed that a TA, Parking Strategy and Framework Travel Plan will be required to support the hybrid planning submission. The car parking proposals are a key element of the transport submission, and the principles of the Parking Strategy have been agreed with KMBC Planning and Highways Officers at a meeting on the 8th October 2025. Astute have prepared this documentation in line with the pre-application feedback on the key information requirements and issues to address for transport and highways, and aligning with the main transport and movement principles set out in the Huyton Village Masterplan Supplementary Planning Document (SPD) that was adopted by the Council in 2017.

Scope of Report

- 1.14. Following this introduction, the report provides the following information:
- **Section 2: Policy Context** - presents an overview of relevant national, regional and local policy, and frames the context in which the proposed development will be appraised and assessed.



- **Section 3: Baseline Conditions** - provides a review of the baseline highway conditions in the vicinity of the proposed development site, as well as the recent injury accident record and the existing supply and occupancy levels in the town centre car parks that are relevant to the masterplan proposals.
- **Section 4: Accessibility by Sustainable Modes of Transport** - provides a detailed appraisal of the proposed site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- **Section 5: Development Proposals** - details the proposed development, focusing upon the access arrangements, provision for active travel modes, emergency access and servicing arrangements.
- **Section 6: Parking Strategy** - sets out the Parking Strategy to support the St Michael's Place masterplan proposals.
- **Section 7: Traffic Impact Assessment Methodology** - outlines the methodology adopted to undertake a traffic impact assessment of the proposed development.
- **Section 8: Traffic Impact Assessment Results and Discussion** - details the forecast change in vehicle trip movements and discusses the results of the traffic impact assessment undertaken in support of the proposed development.
- **Section 9: Travel Plan Framework** - sets out a framework of a Travel Plan (TP) that would be developed for the scheme to help influence sustainable travel habits amongst staff, visitors, residents and other site users.
- **Section 10: Summary and Conclusions** - presents a summary of the conclusions made in the report.



2. Policy Context

- 2.1. This Section of the report reviews the national, regional and local planning policy guidance relevant in the context of the proposed development.

National Planning Policy Framework (NPPF)

- 2.2. The current National Planning Policy Framework (NPPF) was published in December 2024 and sets out the government's planning policies for England and how these are expected to be applied. This updated Framework replaces the previous NPPF published in March 2012 and revised in July 2018, February 2019, July 2021, September 2023, and December 2023. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3. As part of promoting sustainable transport, paragraph 115 of the updated NPPF states that in assessing applications for development, it should be ensured that:
- a) *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 2.4. Paragraph 116 goes on to state that, *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*
- 2.5. In the following sections of this TA report, Astute have demonstrated that the proposed mixed-use development at St Michael's Place in Huyton Town Centre accords with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.

Liverpool City Region Combined Authority Draft Local Transport Plan

- 2.6. The draft Local Transport Plan (LTP) sets out plans for transport services and investment to 2040 for the local authorities of Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral. The overarching aim of the Plan is to make



the transport network more integrated, sustainable and accessible to all, with a Vision for clean, safe and accessible transport for moving people and goods.

2.7. The LTP is seeking to achieve the following goals for the city region:

- Goal 1 - Support good, clean job growth and opportunity for all.
- Goal 2 - Achieve net-zero carbon and an improved environment.
- Goal 3 - Improve health and quality of life.
- Goal 4 - Transport that's well maintained and tough.
- Goal 5 - Plan and respond to uncertainty and change and be innovative.

2.8. The above goals are supported by a series of principles, and they also support the delivery of more detailed policies and interventions. The eight core principles are summarised below:

- Principle 1: A vision led approach.
- Principle 2: We will apply the five goals equally.
- Principle 3: Transport decisions based on clear need and evidence.
- Principle 4: Transport must support placemaking.
- Principle 5: Prioritise clean, healthy travel in all we do.
- Principle 6: Guided by our commitment to inclusivity, accessibility and social value.
- Principle 7: Work with others to promote and deliver the LTP.
- Principle 8: A rolling programme of innovative transport investment.

2.9. In respect of Huyton, the LTP recognises that there is poor rail connectivity and quality of service on City Line routes to the east of Liverpool towards Huyton, St Helens, Wigan and Warrington, and tackling this constraint on the rail network would be supported by Policy G2-2, which is about delivering an integrated, sustainable mass transit network, tackling capacity problems and improving connectivity.



Knowsley Replacement Unitary Development Plan (2016) Saved Policies

2.10. The Knowsley Replacement UDP was adopted in June 2006 but much of it has been replaced by the Local Plan Core Strategy. There are 39 UDP Policies that continue to be saved, with those relevant to transport detailed below.

2.11. **Policy T5** 'Location of Major Traffic Generating New Development' states that:

"Major developments should be or be capable of being located within safe and convenient walking distance of public transport facilities (defined as being no more than 400 metres from a bus stop and/or 800 metres from a rail station)."

2.12. The objective of the policy is to provide realistic alternatives to the private car.

2.13. **Policy T7** 'New Development and Walking and Cycling Routes' states that:

"New development should preserve and where possible enhance the walking & cycling network, as it can help enhance and provide access to green corridors & the countryside as well as promoting and encouraging exercise and healthy living for all.

In considering proposals for new development which will block (either partially or wholly) an existing right of way or other existing or proposed walking or cycling route, a balanced consideration of the following factors will be undertaken:

a) The contribution that the route makes or will make to the walking and / or cycling network in the area and the harm that would be caused to accessibility between existing uses in the surrounding area if the route were no longer available; and

b) Any benefits to community safety or security that could arise from the closure of the route."

2.14. There are no Public Rights of Way (PRoW) running within or immediately adjacent to the site / planning application boundary.

2.15. **Policy T8** 'Transport Assessments' notes that applications for major traffic generating developments will need to be accompanied by a Transport Assessment to enable the implications of the development upon the transport networks to be assessed. It states that:

"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."



- 2.16. **Policy T9** 'Travel Plans' states that major traffic generating development proposals will require the submission and implementation of a Travel Plan and are encouraged to be as sustainable and innovative as possible.

Knowsley Local Plan Core Strategy (2016)

- 2.17. The Local Plan Core Strategy sets out the vision, objectives and policies which will guide development within Knowsley up to the year 2028. Policy CS7 replaces Policy T6 from the UDP and concerns Transport Networks. It addresses the overall transport strategy for the area, the requirements for new development and strategic transport schemes and programmes.

- 2.18. In relation to the overall transport strategy, the policy states that:

"Planning powers and other interventions will be used to support a sustainable and integrated transport system that will:

a) Support the economy by facilitating efficient movement of people and goods within the borough and linking to Liverpool City Centre, the Port of Liverpool, Liverpool John Lennon Airport and other destinations in the surrounding area;

b) Help meet the development needs of the borough through to 2028;

c) Ensure people can get to where they need to by a choice of walking, cycling and public transport;

d) Enhance road safety;

e) Seek to reduce carbon emissions; and

f) Improve the health and wellbeing of local people".

- 2.19. In relation to requirements for new development, the policy states that:

"New development will be required to be:

a) Located and designed to prioritise accessibility and sustainable modes of travel through a choice of walking, cycling, public transport, and incorporate access for private vehicles. Where deficiencies are identified, developer contributions will be required to improve the accessibility of the location;

b) Located and designed to ensure that larger scale proposals (attracting a lot of visitors, customers and/or employees) are located in the most accessible locations;

c) Where subject to a planning application, accompanied (except in the case of smaller scale proposals) by Transport Assessments and/or Travel Plans;



d) In compliance with adopted cycle, car, disabled and service vehicle parking standards for different types and scales of new development;

e) Inclusive of measures that will mitigate carbon emissions and improve air quality where appropriate; and

f) Consistent with safeguarding arrangements that secure the operational integrity and safety of Liverpool John Lennon Airport."

- 2.20. In relation to strategic transport schemes, the policy states that the Council will work with partners to deliver schemes which support Local Transport Plan priorities including enhanced provision for buses, improved bus stations, bus stops and laybys, enhanced provision of walking and cycling routes as part of the Green Infrastructure network and the roll out of infrastructure for low carbon emission vehicles.

Knowsley Council Ensuring A Choice of Travel SPD (2010)

- 2.21. The Ensuring a Choice of Travel SPD aims to show how development can satisfy the requirements of accessibility policies contained within Knowsley's Development Plan. It aims to assist applicants in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles. The main objective of the SPD is to ensure a good choice of travel modes to all new development.
- 2.22. The SPD contains the Council's parking standards to be applied to new development. It also sets out expectations for the content of Transport Assessments and Travel Plans prepared in support of proposed developments. The parking standards applicable to office, hotel and residential developments are reproduced in **Table 2.1**.

Table 2.1: KMBC Parking Standards for Proposed Mixed-Use Development Land Uses

Land Use	Car Parking (Town Centre Maximum)	Accessible Spaces (Minimum)	Cycle Spaces (Minimum)	Motorcycle (Minimum)	Coach Parking (Minimum)	Electric Vehicle Charging Points
B1 Office	1 space per 40sqm	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	1 space per 300sqm (minimum of 2 spaces)	1 space per 750sqm (minimum of 2 spaces)	-	No standard - to be agreed with Council
C1 Hotels	1 space per bedroom including staff parking provision	3 bays or 6% of total capacity whichever is greater	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	Negotiated on a case-by-case basis	No standard - to be agreed with Council



Land Use	Car Parking (Town Centre Maximum)	Accessible Spaces (Minimum)	Cycle Spaces (Minimum)	Motorcycle (Minimum)	Coach Parking (Minimum)	Electric Vehicle Charging Points
C3 Dwelling Houses	0.5 to 1 space (1 bedroom dwelling) 1.5 spaces (2–3-bedroom dwelling) 2 spaces (4+ bedroom dwelling)	Negotiated on a case-by-case basis	1 allocated and 1 communal (1 bedroom dwelling) 2 allocated and 1 communal (2–3-bedroom dwelling) 4 allocated and 2 communal (4+ bedroom dwelling)	-	-	Where communal car parking is provided, electric vehicle charging points should be provided at a rate of at least one for every two communal parking bays

- 2.23. The SPD also contains the Minimum Accessibility Standard Assessment (MASA), which is a standardised accessibility assessment scoring system developed in consultation with other Merseyside authorities, and used to help in assessing the accessibility of proposed developments. The results of the assessment can be used to inform potential contributions requested by the Council from applicants towards the cost of providing necessary improvements for pedestrians, cyclists and public transport users.

Knowsley Council's Climate Emergency Action Plan

- 2.24. One of the key areas of KMBC's Climate Emergency Action Plan (November 2020) relates to the actions that Knowsley can take to reduce carbon emissions in the wider community, including reducing carbon emissions from both transport and new development in Knowsley.
- 2.25. Eight key themes were identified as part of the action plan and to provide the framework against which actions could be developed:
- Protecting and enhancing Knowsley's green spaces.
 - Reducing carbon emissions from transport in Knowsley.
 - Reducing carbon emissions from new development in Knowsley.
 - Reducing carbon emissions from energy use by businesses in Knowsley.



- Reducing carbon emissions from energy use in residential properties in Knowsley.
- Reducing carbon emissions from schools in Knowsley.
- Reducing carbon emissions from waste generation in Knowsley.
- Community engagement and awareness in Knowsley.

2.26. KMBC have also made a commitment to develop an action plan with the aim of achieving net zero carbon emissions from the Council's estate and services by 2040. There are ten key themes in place to support the action plan:

- Green spaces for carbon offsetting and climate resilience.
- Reducing carbon emissions from street lighting.
- Reducing carbon emissions from fleet vehicles, maintenance plant and equipment.
- Reducing carbon emissions from energy and water use in Council buildings.
- Reducing carbon emissions from waste from Council services.
- Reducing carbon emissions from staff travel on council business.
- Sustainable energy generation.
- Reducing carbon emissions through commissioning and procurement.
- Reducing carbon emissions through communication and staff behaviour change.
- Embedding carbon reduction and climate action across the Council's plans, policies and services.

Huyton Village Masterplan SPD

- 2.27. The SPD was adopted in April 2017, and it sets out the Council's vision for Huyton Village and to guide future development up to 2028. It recognises that Huyton Village has very strong transport links in terms of the railway station infrastructure, the direct train services to Liverpool, Manchester and Wigan, access to the bus network and the proximity to two motorways all provide excellent opportunities for attracting new residents and businesses.
- 2.28. One of the key roles of the SPD is defining an identity for the village as an accessible and thriving civic and retail centre, serving the local community. The Vision Statement in the SPD includes making the village centre more accessible with an improved public realm, and the four key objectives that underpin the masterplan are:



- Improving routes and connections.
- Focusing activity on key streets.
- Improving environmental quality.
- Strengthening the local economy.

2.29. The first objective focuses on providing improved access and gateways, as well as an improved network of streets. This includes creating new pedestrian routes and improving the quality of existing ones, also with the provision of new cycle links in the village centre.

2.30. Key principles and priorities detailed in the SPD that are relevant to the masterplan proposals are summarised below:

- Encouraging the use of highway design features so that good access can be maintained without being detrimental to the sense of place.
- Widened footways and removing street clutter to improve pedestrian connectivity and safety where appropriate.
- Ensuring accessibility for all, including the mobility impaired.

Summary

2.31. This Section of the report has outlined the transport and planning policy context for the proposed development site. In the following sections of this TA report, we have sought to demonstrate that the development proposals compliance with these policies.

2.32. The next Section of this report details the baseline highway conditions in the vicinity of the proposed development site.



3. Baseline Conditions

- 3.1. This Section of the report describes the existing site and the surrounding highway network, reviews the injury accident record and sets out the existing supply and occupancy levels in the town centre car parks that are relevant to the masterplan proposals. As part of the baseline conditions and sustainable accessibility review, Astute undertook a site visit on the 27th January 2025.

Existing Site

- 3.2. Huyton is located approximately 6 miles (9.65km) to the east of Liverpool on the northern route of the Liverpool-Manchester rail line. It also benefits from good road links, with easy access to both the M62 and M57 with the B5199 Archway Road providing the primary link to both motorways via the A5080 Cronton Road and the B5199 Huyton Lane respectively.
- 3.3. The main development site area is located in Huyton Town Centre and is bound by Archway Road along its northern boundary, Poplar Bank / Asda Express Petrol Station / Huyton Library to the west and Westmorland Road / Cavendish Walk along the southern and eastern boundaries. The Lathom Road MSCP site is located to the east of Huyton Town Centre and is bound by Lathom Road to the east, Huyton Hey Road to the south, Derby Road retail units to the west and retail units / car parking / servicing access route to the north. Derby Road forms the principal retail high street through the centre of Huyton and this runs north-south between the aforementioned two site areas. Both Huyton Rail and Bus Stations are located in very close proximity to the site location to the southwest and south respectively. Archway Road, Poplar Bank, Civic Way, Westmorland Road and Lathom Road are the main highway access routes that serve the existing site.
- 3.4. The application site comprises circa 3.8ha of land within the centre of Huyton. At present it contains a number of existing Council-owned buildings including the Municipal Tower and Annex, as well as circa 418 surface parking spaces and established rows of trees. The Lathom Road site includes the existing MSCP with the former Indoor Market Hall beneath and the adjoining Lansdowne Way Shopping Arcade, as well as the office building and associated car parking located immediately to the south.
- 3.5. The proposed site's location including the application red line boundary is provided in **Figure 3.1**.



Figure 3.1: Proposed Site Location

Local Highway Network

- 3.6. As outlined, B5199 Archway Road, Poplar Bank, Civic Way, Westmorland Road and Lathom Road are the main highway access routes that serve the existing site.
- 3.7. Lying to the north of the site location is Archway Road, which connects Prescott with Huyton. This road is subject to a 30mph speed limit in the vicinity of the site and consists of a dual carriageway arrangement. There are street lit footways on both sides of the carriageway with controlled crossings provided at key junctions and at Cavendish Walk (northern end of the pedestrianised high street). Archway Road is the main highway route that serves Huyton Town Centre carrying high volumes of traffic, but as observed on-site in the weekday morning peak period this section of the local highway network appears to operate without any significant or prolonged queuing and congestion.

- 3.8. Several key existing junctions on Archway Road in the immediate vicinity of the development site are detailed below. Further detailed assessment of the operation of these junctions is provided as part of the Traffic Impact Assessment presented in later Sections of this report.

B5199 Archway Road / Poplar Bank / Briar Drive - Signalised Junction

- 3.9. This four-arm signalised junction is situated at the northwest end of the proposed site. Briar Drive is a single lane approach, and the Archway Road (W) and Poplar Bank arms consist of two-lanes on the approaches to the junction. Archway Road (E) benefits from a straight-ahead lane with a short right turn at the junction, and a dedicated left lane turn lane with a separate stop line and an additional give way arrangement linked to assisting clearing traffic from the centre of the junction. An aerial image of this junction is shown in **Figure 3.2**.

Figure 3.2: B5199 Archway Road / Poplar Bank / Briar Drive Junction (Source: Google Maps)



B5199 Archway Road / Rupert Road - Signalised Junction

- 3.10. This three-arm signalised junction is situated to the east of the Archway Road / Poplar Bank / Briar Drive junction and adjacent to the Archway Road Brown Zone car park within the proposed site. Rupert Road is a single lane approach,

and the Archway Road east and west arms consist of three-lanes on the approaches to the junction, with the provision of left, straight ahead and right turn lanes. An aerial image of this junction is shown in **Figure 3.3**.

Figure 3.3: B5199 Archway Road / Rupert Road Junction (Source: Google Maps)



B5199 Archway Road / Asda Petrol Station Entrance - Priority Access

- 3.11. To the southwest of the aforementioned signalised junction the Asda petrol station forms a priority access (entry only) with the Archway Road westbound carriageway, as shown in **Figures 3.3 and 3.4**. The priority access provides a connection between Archway Road and the mini roundabout with Civic Way / petrol station exit / surface car parks (Archway Road Short Stay and Brown Zone, and Yorkon Green Zone), and Civic Way provides access to / from the wider highway network via the Civic Way / Poplar Bank / Ellison Grove mini roundabout junction to the south, including facilitating a second vehicular access route to the petrol station.

Figure 3.4: B5199 Archway Road / Asda Petrol Station Access (Source: Google Maps)



B5199 Archway Road / Lyndhurst Way - Left In / Left Out Priority Junction

- 3.12. To the northeast of the Archway Road / Rupert Road junction, Lyndhurst Way forms a left in / left out priority junction with the Archway Road westbound carriageway. An aerial image of this junction is shown in **Figure 3.5**. The priority junction provides access to the Archway Road Short Stay car park, a taxi waiting area (approximate capacity for six vehicles), the servicing area to the rear of the Cavendish House building and the UKPC car park, via an internal arrangement of separate priority give way junctions, as shown in **Figure 3.6**.

Figure 3.5: B5199 Archway Road / Lyndhurst Way Junction (Source: Google Maps)

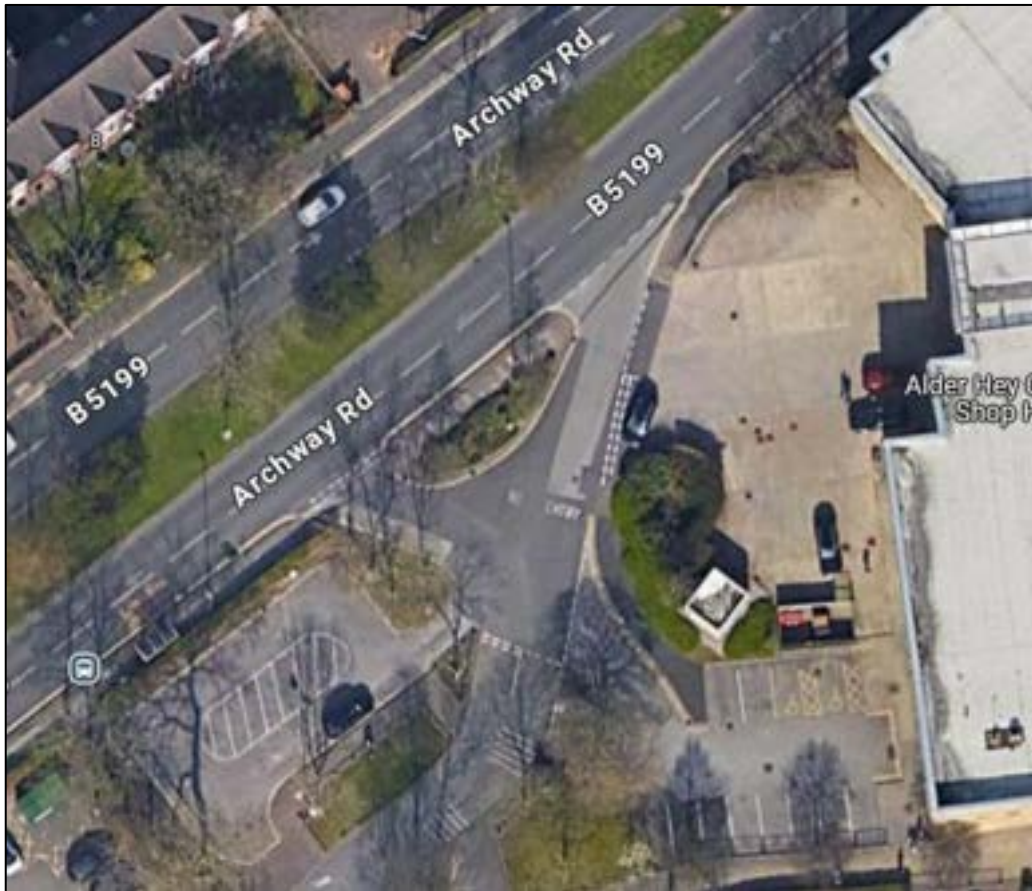


Figure 3.6: Lyndhurst Way Internal Priority Junctions



B5199 Archway Road / Blue Bell Lane and Archway Road / Lathom Road Junctions

- 3.13. At the northeast end of the proposed site Archway Road and the junction of Blue Bell Lane is in the form of a priority T-junction, whilst the neighbouring Archway Road / B5199 Huyton Lane / Lathom Road junction is a three-arm signalised junction. The priority junction consists of a single lane approach on Blue Bell Lane, and the Archway Road west and east arms consist of two lanes on the approaches. The Blue Bell Lane junction also has a yellow box marking protecting the right turn into Blue Bell Lane from Archway Road, as well as a yellow box marking on the Blue Bell Lane arm a short distance back from junction, to keep this pinch point in the carriageway clear for vehicles exiting from Archway Road.
- 3.14. Archway Road / Lathom Road three-arm signalised junction is situated approximately 45m to the northeast of the aforementioned priority T-junction. All of the approaches to the junction consist of two lanes, with the Archway Road (W) arm providing a dedicated right turn lane and the Lathom Road arm having separate lanes for left and right turning traffic. An aerial image of these junctions is shown in **Figure 3.7**.

Figure 3.7: B5199 / Blue Bell Lane / Lathom Road Junctions (Source: Google Maps)



- 3.15. Lathom Road runs in a north-south alignment and provides access to the MSCP site, which is located around 300m to the south of the Archway Road / Lathom Road signalised junction. Lathom Road is a circa 7m carriageway width with street lit footways and double yellow line parking restrictions, and the existing access arrangements to the MSCP site are from priority junctions with Lathom Road and Huyton Hey Road.
- 3.16. Poplar Bank lies to the west of the site and is a single carriageway road subject to a 30mph speed limit, along with the adjoining routes. It is around a 6m carriageway width with street lit footways and double yellow line parking restrictions. Poplar Bank is the southern arm of the signalised junction with Archway Road and Briar Drive. Poplar Bank runs in a northwest to southeast alignment, and it forms a four-arm mini roundabout junction with Ellison Grove and Civic Way as shown in **Figure 3.8**.

Figure 3.8: Poplar Bank / Ellison Grove / Civic Way Mini Roundabout Junction



- 3.17. Ellison Grove (west arm) is a 7m wide single carriageway road with street lit footways and double yellow lines. It provides access to the Club 3000 Bingo Hall, and their car park is used by Council staff as KMBC have an agreement in place to use approximately 150 spaces in the car park. Civic Way (east arm) is a 7m single carriageway road and it provides a vehicular connection to the mini roundabout with the petrol station entrance / exit and the surface car parks (Archway Road Short Stay and Brown Zone, and Yorkon Green Zone). Civic Way narrows to around 6m towards

its northern end, there is intermittent provision of footways and double yellow lines, it is lit and there is a traffic calming feature around 50m from the mini roundabout with Poplar Bank. Civic Way also provides access to the Library Red Zone car park via separate entry and exit priority junctions.

- 3.18. There is a one-way section of Civic Way in a north and westbound direction that connects Westmorland Road with the Civic Way two-way carriageway routing along the eastern and northern boundaries of the Venue car park, and it forms a priority T-junction around 45m to the east of the Civic Way / Poplar Bank / Ellison Grove mini roundabout. The carriageway width on the Civic Way one-way section varies from around 4m to 7.5m, there is intermittent provision of footways, it is lit and there are double yellow lines with double kerb blips meaning that loading / unloading is not permitted at any time. The northbound section of the Civic Way one-way section consists of a loading bay towards the southern end close to the priority T-junction with Westmorland Road, and there is a row of disabled parking bays on the Civic Way one-way section (approximately three spaces) located immediately to the north of the loading bay, as shown in **Figure 3.9**. The Municipal Offices Members car park is also accessed from this part of the highway network.

Figure 3.9: Civic Way One-Way Route (Northbound Section)



- 3.19. Poplar Bank continues to the south of the mini roundabout junction with Ellison Grove and Civic Way, and it consists of a circa 6m carriageway width with street lit footways and double yellow lines. Poplar Bank forms a priority T-junction with Westmorland Road, and this is shown in **Figure 3.10**.

Figure 3.10: Poplar Bank / Westmorland Road Priority T-Junction



- 3.20. To the south of the Westmorland Road junction, Poplar Bank forms a four-arm mini roundabout junction with Derby Road and the NHS Nutgrove Villa car park. Derby Road (W) arm is a short cul-de-sac that is for use by taxis only in relation to Huyton Rail Station. Derby Road (E) arm consists of street lit footways and double yellow lines and is a two-way single carriageway arrangement up to the priority T-junction with Griffith's Road (which is two-way at its southern end), and to the east of this point Derby Road is a one-way entry route for buses and taxis into Huyton Bus Station (no general vehicle access) and it links to Huyton Hey Road to the east.
- 3.21. Westmorland Road is a single carriageway road subject to a 30mph speed limit, along with the adjoining routes. It is around a 7m carriageway width, is lit and there is intermittent provision of footways. There are double yellow lines with double kerb blips meaning that loading / unloading is not permitted at any time. Westmorland Road runs in a southwest to northeast alignment and on the north side of the carriageway it forms a priority access to the Venue car park around 45m to the east of the junction with Poplar Bank, and the priority T-junction with the Civic Way one-

way section is further 45m to the east. On the south side of the carriageway there is a row of four on-street disabled parking bays and an ambulance bay on this section, and the Westmorland Road / Griffith's Road priority T-junction is around 80m to the east of the junction with Poplar Bank. Griffith's Road is one-way southbound from its junction with Westmorland Road; it consists of an on-street taxi stand for eight vehicles and it connects with Derby Road at its southern end as described earlier in paragraph 3.20.

- 3.22. To the east of the Civic Way junction, Westmorland Road provides access to a number of rear parking and servicing areas for retail and commercial units, and it has a turning area at its northern end. The turning area provides access to the KMBC Front Visitors car park and the servicing area to the rear of the retail unit which is currently occupied by Admiral Casino and Kwik Tan.

Baseline Traffic Flows

- 3.23. Baseline traffic flow surveys of the local highway network were undertaken in June 2025 for the surrounding highway network. The following junctions were surveyed on Tuesday 10th June between 07:00-10:00 and 16:00 and 19:00 in the morning and evening peak periods respectively (including queue length surveys on all arms of the junctions at five-minute intervals):

- B5199 Archway Road / Poplar Bank / Briar Drive.
- Archway Road / Rupert Road.
- Archway Road / Blue Bell Lane and Archway Road / Lathom Road junctions.

- 3.24. Archway Road Short Stay (including the access to / from Archway Road Brown Zone) and the Yorkon (Green Zone) car parks were surveyed to capture the entry and exit movements during the same morning and evening peak periods.

- 3.25. An Automatic Traffic Count (ATC) (one-week) was undertaken on Lathom Road adjacent to the existing MSCP.

- 3.26. The raw traffic data is provided in **Appendix D**, and the baseline traffic flows have been analysed in more detail in Section 6 of the report.

Existing Parking

- 3.27. Huyton is well served by car parks that provide a range of different options for users, and they are located throughout the town centre.
- 3.28. Details of the car park locations within the St Michael's Place development site is now set out, and it is informed by parking beat surveys undertaken in March and April 2025. The parking surveys focused on car parks directly impacted by the delivery of the masterplan proposals and those with potential to absorb displaced parking demand,



and the survey scope paid due cognisance to the Huyton Parking Study (August 2022), which was prepared by consultant WSP on behalf of KMBC.

3.29. **Table 3.1** provides a summary of the study area, available car parking spaces and occupancy during peak hours of demand. The reference numbers for each car park are taken from the 2022 WSP Study. A location plan is shown in **Figure 3.11**, and the raw parking survey data is provided in **Appendix E**.

3.30. As shown in the table below, occupancy figures for the Club 3000 Bingo car park are provided for the weekday peak and only in relation to the area of the car park that KMBC use for staff parking (approximately 150 spaces).

Figure 3.11: Car Park Study Area Location Plan



Table 3.1: Car Park Study Area, March & April 2025 Baseline Parking Occupancy Surveys

Car Park		Supply	Peak Hour Demand			
			Weekday 1300-1400		Saturday 1100-1200	
No	Name	Spaces	Veh.	%	Veh.	%
1	Archway Road	109	95	87%	69	63%
2	Archway Road (Brown Zone)	29	29	100%	2	7%
5	Club 3000 Bingo (KMBC Parking)	150	132	88%		
6	Huyton Hey	97	88	91%	35	36%
7	Huyton MSCP (Lathom Road)	298	29	10%	2	1%
8	KMBC Front Visitors	24	21	88%	10	42%
9	Library (Red Zone)	103	103	100%	4	4%
11	Municipal Offices Members	30	9	30%	0	0%
13	UKPC Car Park	12	6	50%	3	25%
14	Yorkon (Green Zone)	61	60	98%	7	11%
29	On-Street Parking - Centre Way	26	17	65%	12	46%
38	Venue	50	47	94%	29	58%
		989	636	64%	173	22%

- 3.31. As shown in **Table 3.1**, car parks across the study area experience variable levels of demand which broadly corroborates the findings of the 2022 WSP Study. The total peak hour demand across the study area equates to around 64% of total supply on a weekday and 22% on a Saturday. This suggests that a large proportion of the observed weekday car parking demand is from KMBC staff and visitors, users of NHS Nutgrove Villa and Huyton Library (with reference to car park nos. 2, 5, 8, 9, 14 and 38). It is important to note that the Municipal Offices Members car park was only 30% occupied during the weekday survey, and the Lathom Road MSCP had observed parking occupancy rates of 10% and 1% respectively during the weekday and Saturday surveys. The existing Lathom Road MSCP is considered to be in a very poor state of repair with issues around its operational layout, and security and safety concerns. This is reflected in the minimal usage, and it is not an attractive car park for town centre users compared to other parking options.
- 3.32. In addition to the above, observations of the Asda car park occupancy rates on a weekday were carried out during the April 2025 parking beat surveys. During the weekday daytime the car park was observed to be approximately 50% occupied in the peak hour for town centre demand (1300-1400), with a total supply of around 827 spaces available (this includes the upper parking deck).

Injury Accident Record

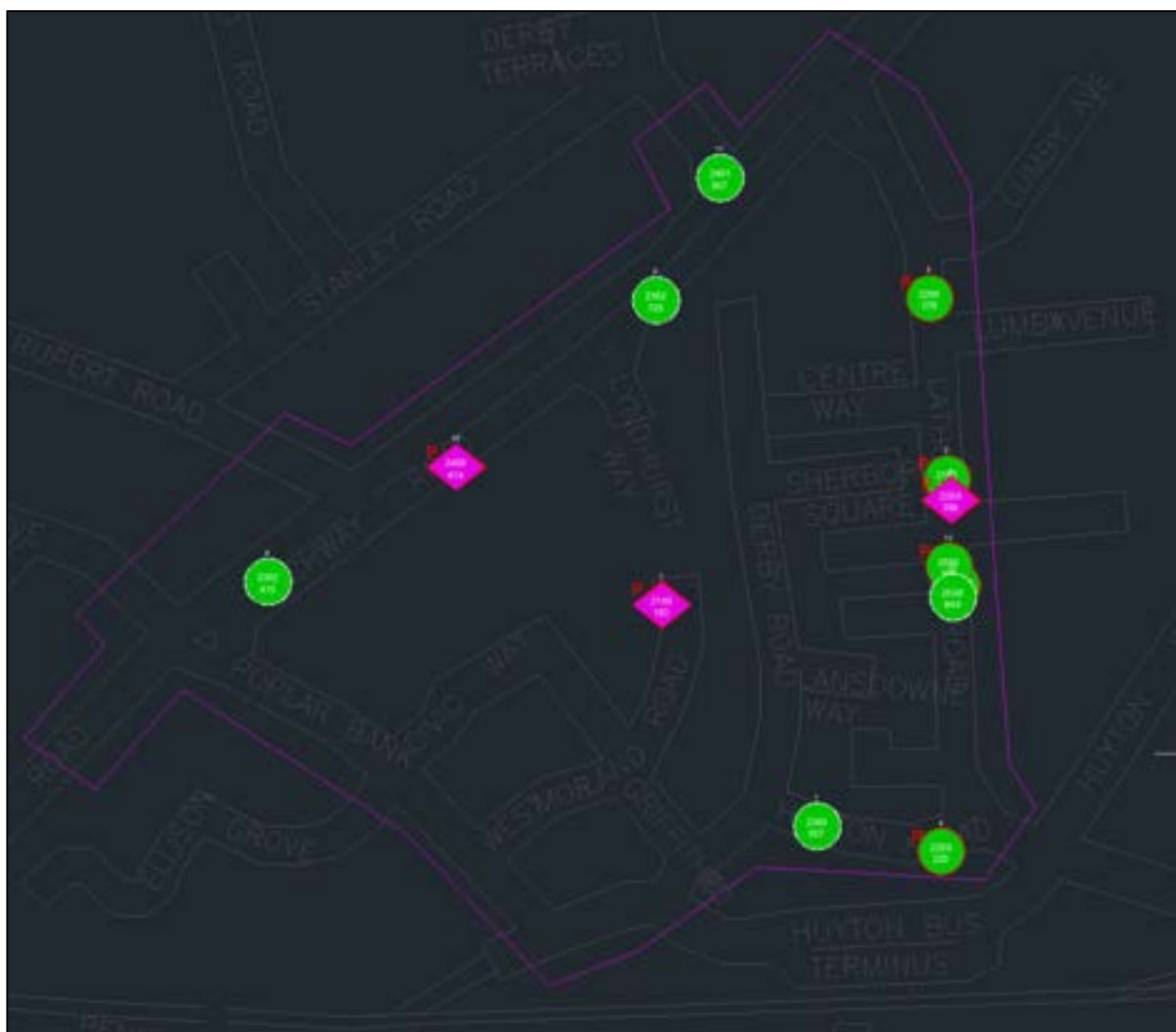
- 3.33. With the surrounding highway network described, collision statistics for the study area are now analysed. A review of traffic collision data for the most recent five-year period available has been conducted in and adjacent to the proposed development site. The study area for the local network comprised of:



- B5199 Archway Road.
- Lyndhurst Way.
- Lathom Road.
- Centre Way.
- Popular Bank.
- Derby Road.
- Huyton Hey Road.
- Westmorland Road.
- Griffith's Road.
- Civic Way.

- 3.34. This information has been sourced using STAT19 data requested directly from KMBC; they provided STAT19 data for the period up to July 2025. The STAT19 incident reports have been included as **Appendix F** of this report.
- 3.35. An image from the STAT19 data provided from KMBC showing the location of the accidents that occurred with the study network is shown in **Figure 3.12**.



Figure 3.12: Traffic Collision Locations for the Study Area in the Five-Year Period (Source: KMBC)

3.36. As shown in **Figure 3.12**, a total of 13 incidents occurred within the highway network study area during the most recently available five-year period. A summary of the 13 incidents is provided in **Table 3.2**.

Table 3.2: Traffic Collisions Data Summary

Ref.	Date	Severity	Lighting	Weather	Road Surface	Description
2100183	13/01/2021	Fatal	Daylight	Rain	Wet	Driver of a car attempted to reverse the vehicle prematurely following an elderly passenger alighting from the car and collecting their walking frame from the boot. As the elderly passenger attempted to negotiate the kerb, the car began to move resulting in the elderly passenger having a fatal fall.
2102685	01/12/2021	Slight	Dark/ lights lit	Fine	Wet	Pedestrian attempted to cross the carriageway at a signalised crossing

Ref.	Date	Severity	Lighting	Weather	Road Surface	Description
						when the lights were set to green for oncoming traffic, and they were hit by a car driving straight on along the carriageway.
2102803	07/12/2021	Slight	Dark/ lights lit	Fine	Dry	Car 1 was travelling straight on along the carriageway and collided with a stationary car (car 2). The owner of car 2 was accessing the boot of their vehicle when the cars collided, causing a slight head injury.
2200220	27/01/2022	Slight	Daylight	Fine	Wet	A car attempted to exit a car park as a pedestrian was in the vicinity and the driver failed to look properly, resulting in a collision with the pedestrian.
2200376	07/02/2022	Slight	Dark/ lights lit	Fine	Wet	A bus attempted to pull out of a bus stop bay and merge with traffic as a pedestrian was walking between the bus and the bus stop guard railings. The rear corner of the bus collided with the pedestrian, pushing them against the railings and causing minor injuries.
2200356	12/02/2022	Serious	Dark/ lights lit	Fine	Dry	A car driving straight on along the carriageway collided with two pedestrians as they were crossing the road at a signalised pedestrian crossing during the pedestrian phase.
2300057	04/01/2023	Slight	Dark/ lights lit	Fine	Dry	A car has turned across the path of a cyclist within the carriageway, resulting in a collision.
2302415	11/10/2023	Slight	Daylight	Rain	Wet	Car 1, car 2 and a taxi had stopped their vehicles. A van / goods vehicle (less than 3.5t) was travelling straight on along the carriageway and collided into the rear of car 1. Car 1 was shunted into the rear of car 2, which was then also shunted into the rear of the taxi.
2302725	14/11/2023	Slight	Daylight	Fine	Dry	A child on a pedal cycle attempted to cross the carriageway from the footway when the lights were set to green for oncoming traffic, and they were hit by a car travelling straight on along the carriageway.
2400414	16/02/2024	Serious	Daylight	Fine	Dry	A car attempted to reverse out of a car parking space as an elderly pedestrian was walking near the rear of the car, resulting in a collision.
2401957	10/09/2024	Slight	Daylight	Rain	Wet	Car 1 was travelling straight on along the carriageway. Car 2 attempted to turn right out of the minor arm of the junction but did not give way to the



Ref.	Date	Severity	Lighting	Weather	Road Surface	Description
						oncoming traffic on the major arm and the vehicle collided into car 1.
2500308	15/02/2025	Slight	Daylight	Rain	Wet	A pedestrian attempted to cross the road close to a signalised pedestrian crossing during the traffic phase as a car was travelling straight on along the carriageway, resulting in a collision.
2500949	11/05/2025	Slight	Daylight	Fine	Dry	Car 1 was not at a junction and was waiting in the carriageway, car 2 was travelling straight on and collided into the back of car 1.

- 3.37. Analysis of the STAT19 collision reports summarised in **Table 3.2** highlights that the majority of collisions involved driver / pedestrian error, such as drivers or pedestrians failing to assess the road or their surroundings properly, drivers misjudging other road users' actions, paths or speeds, and active travel users not utilising available crossing facilities, which suggests a pattern of human error rather than deficiencies with the existing transport infrastructure in the study area. There were no identifiable trends within the data to suggest any recurring issues related to the physical condition, design, or layout of the highway network. The one fatal accident happened when an elderly male fell onto the road when they were alighting from a vehicle. One of the serious accidents involved a vehicle colliding with two pedestrians whilst they were crossing the road at a pedestrian crossing, and the other happened when a vehicle collided with an elderly female as it was reversing out of a car park space.
- 3.38. A summary of the accidents per annum using the traffic collision data for the most recent five-year period is provided in **Table 3.3**.

Table 3.3: Yearly Collision Data Summary for the Study Area

Year	Slight	Serious	Fatal	Total
2021	2	0	1	3
2022	2	1	0	3
2023	3	0	0	3
2024	1	1	0	2
2025	2	0	0	2
Total	10	2	1	13

- 3.39. As shown in **Table 3.3**, only one fatal accident and two serious collisions were recorded within the study area during the most recent five-year period, and these have been shown to be caused by driver error and a fall by an elderly person whilst alighting from a vehicle.
- 3.40. The low recorded fatalities and serious incidents are a positive indicator in terms of overall road safety, and the average traffic accident per annum for the study area equates to 2.6 incidents a year. Whilst all traffic accidents are regrettable, the rate of accidents over the most recently available five-year period is not considered to be indicative of any underlying highway safety issues on the network. Therefore, there is no evidence to suggest that the proposed development would have any detrimental impact on highway safety, and it is considered that there are no



existing highway safety problems on the surrounding highway network that would need to be addressed in conjunction with the delivery of the proposed development.

Summary

- 3.41. This Section of the report has provided a review of the baseline highway conditions in the vicinity of the proposed development site. This shows that there is good access to the site from the highway network, including designated taxi waiting areas and disabled bays, as well as a number of surface car parks in St Michael's Place that are well used by staff from KMBC and local businesses, visitors and town centre users. The adjacent road network has a good safety record and there are no underlying accident trends that would be worsened by the development proposals.



4. Accessibility by Sustainable Modes

- 4.1. Current local and national transport policy states that new developments should be designed to encourage more trips to be made by sustainable modes including walking, cycling, multi-modal, or on shared / public transport. This approach maximises social inclusion and helps to minimise the number of single occupancy car journeys. Providing travel choice is policy compliant and critical considering today's progressive and dynamic society, specifically where government policy seeks to achieve the Net Zero Carbon target for the UK by 2050.
- 4.2. One of the primary factors to be considered when considering the suitability of a new development is its proximity, accessibility and connectivity in relation to key local facilities by non-car modes.
- 4.3. This section of the report provides a review of the proposed development site's accessibility by sustainable modes, including walking, cycling and public transport.
- 4.4. A completed version of Active Travel England's Planning Application Assessment Toolkit is provided as **Appendix G** of this report.

Walking Accessibility

- 4.5. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance to a town centre is 400m, for commuting and education purposes it is 1km, and for everyday facilities it is 800m. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 4.6. The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6km) are made wholly on foot.
- 4.7. The site is located within an existing town centre and benefits from a high level of accessibility to a range of local amenities. The roads in the vicinity of the site benefit from street lighting and footways on both sides of the carriageway. Natural surveillance is provided by existing properties along key pedestrian routes.
- 4.8. Controlled crossings are provided at three of the signalised junctions with the B5199 Archway Road to the north of the site with an additional controlled crossing provided at the northern end of Cavendish Walk, and these facilities are equipped with the associated signalised controls, dropped kerbs and tactile paving to assist pedestrians. There is also a controlled crossing on Lathom Road that provides a link between Cavendish Walk and Asda, and collectively these crossings provide pedestrian connectivity to surrounding areas to the north, east and west of the site. There is currently an existing zebra crossing on Civic Way within the proposed site, and another on Poplar Bank in immediate proximity to the site next to the Poplar Bank / Ellison Grove / Civic Way mini roundabout, and both are equipped



with the associated dropped kerbs and tactile paving to assist pedestrians. There are also traffic calming features on Civic Way (two-way section) and Westmorland Road, and the one-way section of Civic Way consists of block paved road surfacing given that it is a lightly trafficked route and this layout provides a better environment for pedestrians.

- 4.9. The footways on either side of Archway Road are paved, well-maintained, and in the vicinity of the proposed site they are generally at least 2m in width along either side of the carriageway. Other key routes within and adjacent to the site boundary including Poplar Bank, Civic Way, Westmorland Road, Derby Road and Griffith's Road all generally have footways on either side of carriageways that are paved and well-maintained, with dropped kerbs provided at side road junctions and access points. The priority junctions on Poplar Bank with Civic Way, Westmorland Road and Derby Road consist of dropped kerbs and tactile paving providing pedestrian connectivity between the development site and Huyton Rail Station a short walk to the southwest, and the station consists of both at-grade and subway pedestrian access arrangements. The subway facilitates access to the south of the rail line and connects to the station building and the pedestrian facilities on Blacklow Brow including the Wilson Road Sustainable Transport Scheme, which is a package of committed active travel improvements that are being delivered by KMBC between The Orchard and the Wilson Road / A5080 Cronton Road / Coppice Lane junction that will enhance footway provision and crossing facilities on this route. The footways on Griffith's Road and the pedestrianised section of Derby Road provide the most direct route for pedestrians between the development site and Huyton Bus Station a short walk to the south.
- 4.10. The existing pedestrian routes between the proposed development site and Huyton Town Centre a short walk to the east are relatively flat with minimal level differences and gradients, and there are three pedestrian walkways that link to the pedestrianised high street of Cavendish Walk / Derby Road, as illustrated in **Figure 4.1**. Therefore, the pedestrian infrastructure will facilitate the option of wheeling or walking from the proposed site into the town centre. Existing access to the Lathom Road MSCP site is via the adjoining Lansdowne Way Shopping Arcade, and the footways on Lathom Road and Huyton Hey Road also provide pedestrian routes to this site, connecting with the pedestrianised high street and the aforementioned walkways that provide access to the main development area to the west.
- 4.11. The site is well located in relation to local facilities within a convenient walk time based on existing infrastructure and given the town centre location. This provides the opportunity for future employees, residents and other users of the site to undertake journeys on foot for a variety of purposes.
- 4.12. Huyton Town Centre will attract walking trips to and from the proposed site due to the local amenities and destinations such as Huyton Post Office, Superdrug, Greggs, Asda Supermarket, Decathlon sports outlet, Halifax, Iceland Supermarket, Home Bargains, B&M Store, Lloyds Bank, hair salon and barbers, a bingo hall, doctors and dental surgeries, various cafés, restaurants and hot food takeaways.

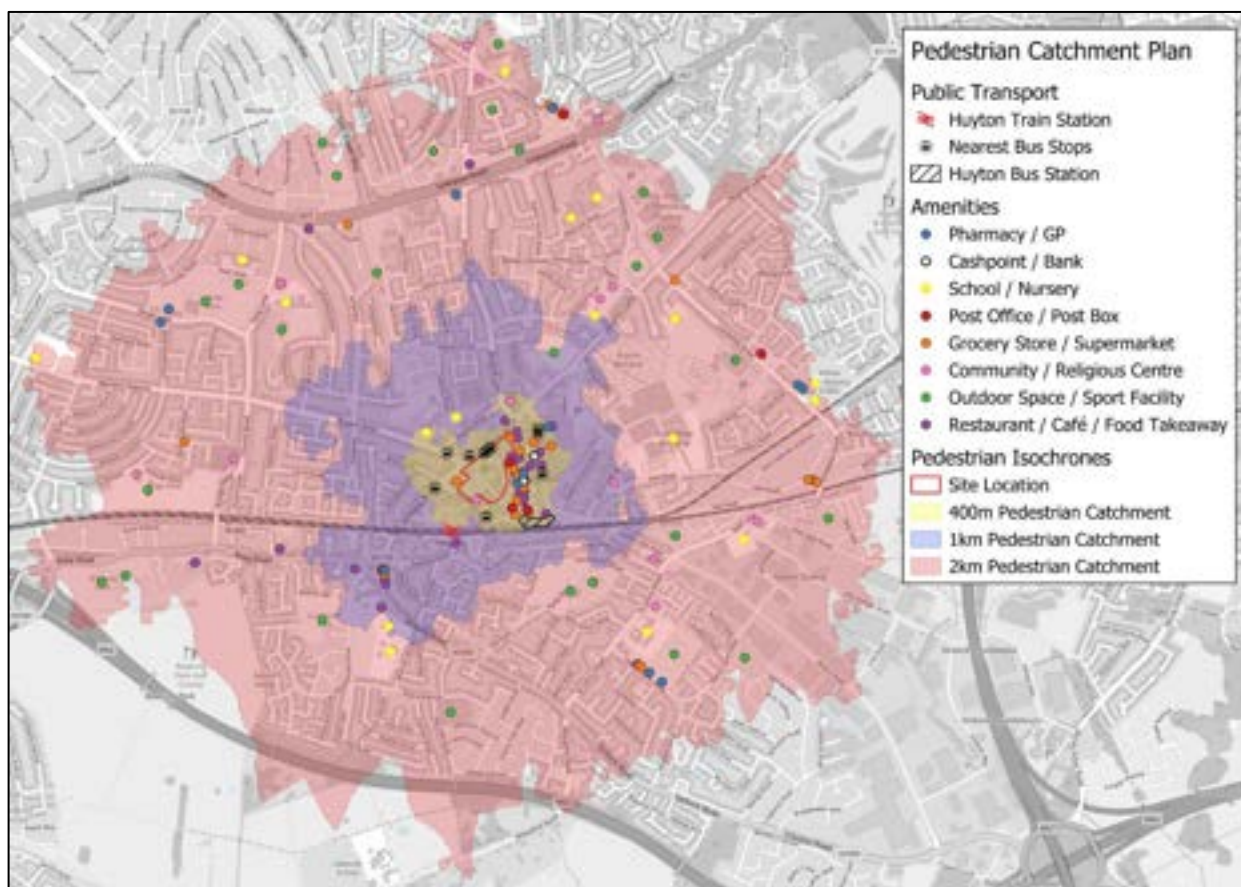


- 4.13. The site is demonstrated to be well located to access the nearby local facilities and services within and around Huyton. **Figure 4.2** highlights the areas and local amenities that are reachable within 400m, 1km and 2km walking catchments, which equates to approximately 5, 12 and 25-minute walks respectively.

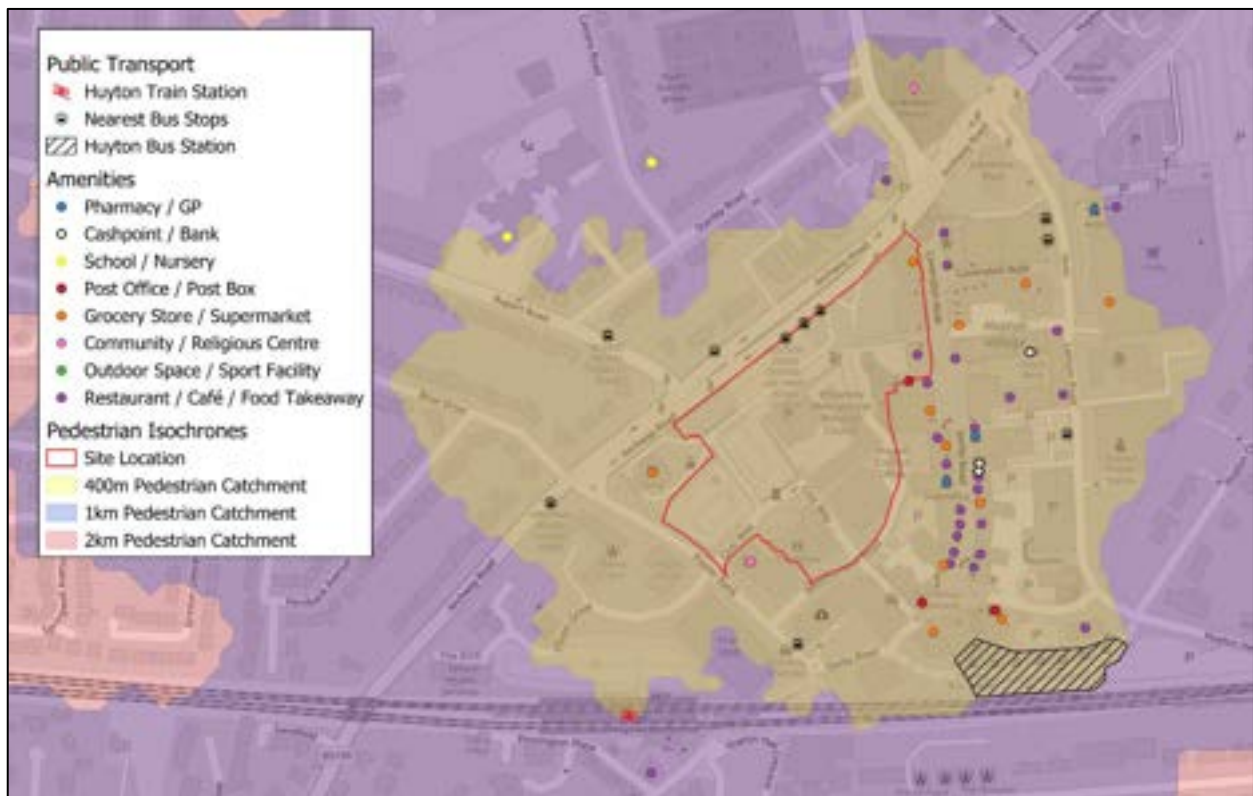
Figure 4.1: Existing Pedestrian Walkways to / from the Main Development Area (Source: Google Maps)



Figure 4.2: Walking Isochrones Catchment Plan with Amenities (Source: OpenStreetMap / QGIS)



- 4.14. As shown in **Figure 4.2**, the entirety of Huyton Town Centre and the surrounding areas are within a short walking distance of the proposed development site, which encompasses nearby residential areas along with various local amenities, public transport hubs, education, leisure and employment opportunities. **Figure 4.3** presents an enhanced view of Huyton Town Centre to better illustrate the extensive amenities and services in this location.

Figure 4.3: Huyton Town Centre with Walking Isochrones and Amenities (Source: OpenStreetMap/QGIS)

- 4.15. On the basis of the information presented above, the proposed development site is well located in relation to local facilities within convenient walk times served by a good standard of existing infrastructure. Future employees, residents and other users of the site will have the opportunity to access these services and amenities via active travel modes. This pedestrian accessibility analysis demonstrates that there is a significant level of accessible amenities within 500m of the site in line with the relevant BREEAM guidance, and the existing pedestrian infrastructure in the immediate vicinity of the site facilitates appropriate access for disabled users including visual impairment.
- 4.16. In summary, it is considered that the proposed development site can integrate well with this existing network to provide safe and suitable access to the surrounding area on foot.

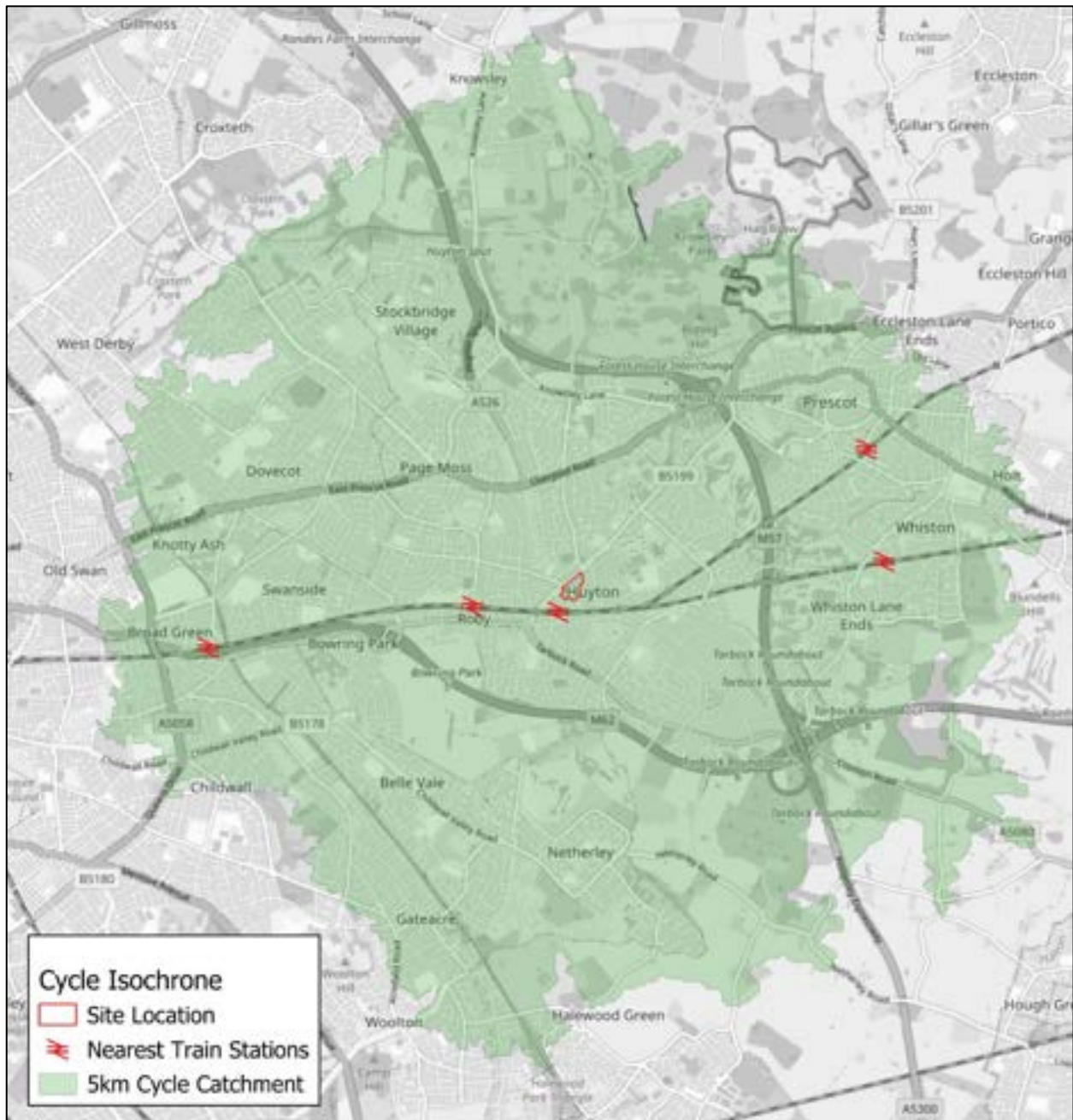
Cycling Accessibility

- 4.17. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 4.18. The DfT's 'Local Transport Note 1/20 Cycle Infrastructure Design' notes that many utility cycle journeys are under 3 miles (5km). Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.



- 4.19. **Figure 4.4** shows the extent of the cycling catchment of the proposed development site. The catchment covers the entirety of Huyton, Roby, Bowring Park, Dovecot, Page Moss, Stockbridge Village, Prescott, Whiston, Whiston Lane Ends, Belle Vue, Netherley, Swanside, Knotty Ash, and parts of Broad Green and Knowsley Village, demonstrating that cycling to the site is a viable mode for future employees, residents and other site users.

Figure 4.4: Cycling Isochrones Catchment Plan



- 4.20. The Merseyside Road Safety Partnership have produced cycle route maps for Knowsley, Liverpool, Sefton, St Helens and Wirral. The Knowsley Cycle Route Map highlights various infrastructure that supports cyclists across the Borough such as:

- Off-road cycle tracks shown by light brown routes with a black dashed line along its edge.
- On-road signed cycle routes are represented by yellow roads lined with a red dashed line along its edge.
- On-road cycle lanes are denoted by yellow roads lined with a red line along its edge.
- Restricted access - no motor vehicle routes are shown in a teal colour.
- Pedestrian crossings are identified with a red pedestrian symbol within a white circle with a green circumference.
- Cycle crossings are identified with a red bicycle symbol within a white circle within a green circumference.
- 20mph streets are highlighted in pink.

4.21. An extract of the Knowsley Cycle Route Map covering Huyton and the surrounding area is shown **Figure 4.5**, highlighting that the site is located in close proximity to various cycle routes and cycle facilities.

Figure 4.5: Cycle Route Map (Source: merseysideroadsafety.org/cycle-routes-road-safety-information)



4.22. It can also be seen in **Figure 4.5**, as signified where roads are coloured pink, that a lot of the roads in the surrounding residential areas are subject to a reduced 20mph speed limit. These areas comprise of a highway network that is mainly residential in nature, which is conducive with providing a more cycle friendly environment.

- 4.23. There is limited dedicated cycling infrastructure within Huyton Town Centre, however it is considered that the key routes within and adjacent to the site boundary including Poplar Bank, Civic Way, Westmorland Road and Derby Road generally accommodate relatively low traffic speeds and flows, which facilitates a relatively safe environment for cyclists.
- 4.24. It is also noted that Huyton Rail Station is located within immediate proximity of the proposed development site, facilitating the possibility of multi modal journeys by bicycle and train.
- 4.25. Secure bicycle parking is available at designated locations in Huyton Town Centre including:
- Huyton Rail Station.
 - Huyton Library.
 - Huyton Shopping Centre.
 - Asda Super Centre.
- 4.26. The applicant is committed to supporting cycling access to St Michael's Place and the development proposals will include appropriate provision of on-site cycle parking.
- 4.27. The Wilson Road Sustainable Transport Scheme between The Orchard and the Wilson Road / A5080 Cronton Road / Coppice Lane junction will provide dedicated cycle lanes, traffic calming measures and crossing facilities along this route, and deliver overall improvements in cycling connectivity to the development site from the south of Huyton.
- 4.28. This cycling accessibility analysis has described the current facilities and local environment for cyclists in the context of the development site in line with the relevant BREEAM guidance, and there are good opportunities for future users of the site to undertake journeys by bicycle.
- 4.29. In summary, it is considered that the transport conditions in the vicinity of the site allow cycling to be promoted as a sustainable mode of travel.

Huyton Town Centre Pedestrian Connectivity Proposals

- 4.30. It is understood that KMBC are proposing a pedestrian connectivity scheme in Huyton Town Centre on Derby Road and Griffith's Road immediately to the southwest of the St Michael's Place masterplan. The proposals consist of public realm improvements and the introduction of shared use areas on the existing highway to enhance the provision for active travel modes, including the removal of the mini roundabout on Derby Road to facilitate an improved public realm gateway to Huyton Rail Station. The proposed scheme will significantly improve the accessibility for pedestrians and cyclists between the rail station and the town centre, including the connectivity with St Michael's Place. The pedestrian connectivity scheme will result in the reallocation of existing road space to shared



use areas that will provide increased priority for active travel modes, and from the Poplar Bank / Westmorland Road priority junction Derby Road and Griffith's Road will be one-way for traffic in an anticlockwise direction and subject to a 20mph speed limit. The proposals include the relocation of the taxi rank from Griffith's Road onto Derby Road adjacent to Nutgrove Villa, and a loading bay plus two accessible bays will be provided on Griffith's Road.

Bus Accessibility

- 4.31. The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m.
- 4.32. There are several bus stops within a 400m walking distance from the main development site, including a southbound stop on Poplar Bank, one northbound and four southbound stops on the B5199 Archway Road and three northbound stops on Lathom Road. Additional bus stops are located on Rupert Road and Blue Bell Lane within the acceptable walking distance from the site.
- 4.33. These bus stops can be safely accessed via the high-quality pedestrian infrastructure located within the vicinity of the site. A summary of the available and frequent bus services from the aforementioned bus stops is presented in **Table 4.1**.

Table 4.1 Frequency Per Hour of Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Weekday (per hour)			Saturday (per hour)			Sunday (per hour)
		AM Peak	PM Peak	Evening	AM Peak	PM Peak	Evening	
3A	Huyton Quarry - Liverpool John Lennon Airport	1	1	1	1	1	-	-
3A	Liverpool John Lennon Airport - Huyton Quarry	1	1	1	1	1	-	-
7	Liverpool to Warrington	2	2	1	2	2	1	2
7	Warrington to Liverpool	2	2	1	2	2	1	2
8 / 8E	Liverpool - Huyton Circular	2	2	1	2	2	1	-
10B	Liverpool to Huyton	5	5	2	4	4	2	2
10B	Huyton - Liverpool	5	5	2	4	4	2	2
15	Liverpool to Huyton	5	5	1	4	4	2	1
15	Huyton - Liverpool	5	5	1	4	4	2	1



Service No	Route	Weekday (per hour)			Saturday (per hour)			Sunday (per hour)
		AM Peak	PM Peak	Evening	AM Peak	PM Peak	Evening	
61	Liverpool / Huyton Bus Station - Halton Hospital	1	1	1	1	1	1	1
61	Halton Hospital - Liverpool / Huyton Bus Station	1	1	1	1	1	1	1
89	St Helens to Liverpool John Lennon Airport	3	3	2	2	2	1	2
89	Liverpool John Lennon Airport to St Helens	3	3	2	2	2	1	2
239	Prescot - Huyton Circular	1	1	-	1	1	-	-
258	Stockbridge Village - Huyton Bus Station Circular	1	1	-	1	1	-	-

- 4.34. As shown in **Table 4.1**, the site is very well connected to the local bus network and the regular services provide access to a range of key destinations and facilities including Stockbridge Village, Liverpool City Centre, Liverpool John Lennon Airport, Halton Hospital, Warrington, St Helens, and Prescot, as well as intermediate stops.
- 4.35. Huyton Bus Station is located circa 300m (4-minute walk) from the site to the south and provides access to approximately 21 bus and coach services, providing regular bus services to and from a range of destinations across Merseyside and further afield. All bus stop stands at the bus station are sheltered with seating and bus service information provided. The footways on Griffith's Road and the pedestrianised section of Derby Road provide the most direct route for pedestrians between the development site and Huyton Bus Station.
- 4.36. On the basis that a significant number of bus routes and services operate within an acceptable walking distance of the site serving both Huyton Bus Station and other bus stops located around the town centre, the proposed site is considered to be highly accessible by bus.

Accessibility to Rail Network

- 4.37. Huyton Rail Station is the closest train station to the main development site; platform 4 is accessible via an estimated 4-minute walk (300m) from Derby Road, whereas the rest of the station and platforms are accessible via an estimated 5-minute walk (400m). The priority junctions on Poplar Bank with Civic Way, Westmorland Road and Derby Road consist of dropped kerbs and tactile paving providing pedestrian connectivity between the development site and the station a short walk to the southwest, and the station consists of both at-grade and subway pedestrian



access arrangements. The subway facilitates access to the south of the rail line and connects to the station building and platforms 1 to 3.

- 4.38. Huyton Rail Station is managed by Northern and offers up to nine services an hour to destinations such as Wigan North Western, Liverpool Lime Street, Preston, Blackpool North, Manchester Piccadilly and Manchester Airport, as well as serving intermediate stations along the Liverpool-Manchester rail line such as Earlestown and Newton-le-Willows. The station also offer 12 spaces for bicycle storage via stands within the car park.
- 4.39. In summary, the proposed site is considered to be accessible by rail.
- 4.40. The bus and rail accessibility analysis demonstrates that there are excellent opportunities for travel by these modes given the level of public transport provision that is available in Huyton Town Centre, including the immediate proximity of the bus and rail stations to the proposed development site, which will result in a very high Public Transport Accessibility Index in line with the relevant BREEAM guidance.

Minimum Accessibility Standard Assessment (MASA)

- 4.41. As per the requirements in KMBC's 'Ensuring a Choice of Travel SPD', an accessibility assessment using the MASA tool has been carried out and has been included as **Appendix H** of this report.
- 4.42. This assessment shows that the proposals exceed the minimum criteria for scoring in the MASA assessment, including for pedestrian, cycling, public transport and car parking infrastructure, and there are no shortfalls that require addressing.

Summary

- 4.43. This Section of the report has demonstrated that the proposed development site occupies a highly sustainable location in the heart of Huyton Town Centre and is accessible by a range of sustainable travel modes. As such, it is considered that the site is well-placed to facilitate access by active modes and public transport for future employees, residents, and other site users.



5. Development Proposals

- 5.1. This Section details the development proposals, including the access arrangements, provision for active travel modes, emergency access and servicing arrangements. The detailed and outline elements of the proposed St Michael's Place masterplan in Huyton Town Centre are described earlier in Section 1 of the report, and the Phase 1 (Part A) proposed masterplan layout and the wider plot parameter plan are included in **Appendix I**.

Detailed Application

- 5.2. The detailed elements of the proposed masterplan consist of the new Council HQ building (Plot 1) and the hotel (Plot 4), plus a new public park in the heart of the site and the change of use of the existing Cavendish Walk building.

New Hotel

- 5.3. The proposed hotel will have 130-bedrooms and a Gross Internal Area (GIA) of 4,857sqm. The new building will feature front-of-house public areas on the ground floor, including a reception, restaurant, and gym, in accordance with the hotel brand standards. Back-of-house areas, also located on the ground floor, will accommodate operational facilities and plant equipment. Access points include the main entrance at the north of the building facing the new public park, with service and back-of-house access points situated at the rear along Civic Way. The development plot will provide a service yard area, as well as two accessible car parking bays, two motorcycle parking bays and cycle parking for staff (12 spaces in an internal cycle store) and short-stay visitors. Service vehicles will access the service yard via Civic Way.

New Council HQ

- 5.4. A single new office building will replace a number of old Municipal Buildings and provide a new home for KMBC as the catalyst and anchor of the wider masterplan, and it will provide 8,461sqm GIA of space over ground plus 4 floors. Externally to the building, the northern façade has been set back 10m from the back of the footway on the south side of the B5199 Archway Road. To the south elevation, the main entrance to the building is framed by the 'civic circle' element of new public realm with the relocated cenotaph and adjacent public park / Village Green. To the left of this façade is a dedicated and separate entrance for members of the public when attending Council Chamber events, and there is a new footpath link between Archway Road and the public park along the west elevation. To the east elevation, an external generator serves as back up supply for the building adjacent to a new car park for the Council HQ (circa 11 spaces including four accessible bays), and access / egress routes to allow servicing of the bin store and suitable access for maintenance vehicles. There will be secure cycle parking provision for staff (42 spaces) in the lower ground floor of the building.



Cavendish Walk

- 5.5. Cavendish Walk is a parade of retail units at the northern end of Derby Road, with 50% of the building currently unoccupied following the departure of B&M Bargains. The proposed development would see the building comprehensively refurbished to provide a multi-use community hub. It will be anchored by the relocated library within the ground floor of the currently vacant unit, with the first floor of the vacant unit being used a temporary decant location for Council staff whilst the new Council HQ is being constructed, and then it is proposed for flexible managed workspace for micro businesses and small or medium-sized enterprises (SME) in the medium to longer term. Externally to the building to the west of Cavendish House the proposals include public realm enhancements, a new car park (circa 19 spaces including three accessible bays, and two motorcycle bays), relocated taxi bays from the existing taxi rank by Archway Road, and access / egress routes with suitable areas for manoeuvring to accommodate servicing and maintenance vehicles.

Public Open Space

- 5.6. The new public park will consist of the following elements:
- Open green space, tree, hedgerow and wildflower planting.
 - New pedestrian and cycle routes through the Village Green area connecting to the north (Archway Road), east (Derby Road), south and west (Civic Way). The proposed new active travel routes will deliver enhanced permeability in Huyton Town Centre and access to key amenities and transport nodes (Huyton Bus and Rail Stations), providing a welcoming environment for active travel users.
 - Relocated cenotaph.
 - Seating, lighting and associated furniture.
 - Wayfinding signage.

Outline Application

- 5.7. The outline proposals are divided into six development plots, which are shown on the wider St Michael's Place plot parameter plan. The residential development proposals will be up to 420 units (Use Class C2 / C3) on Plots 2A, 2B, 3, 5 and 6, comprising any of the following:
- Market and affordable housing units.
 - Later living and retirement accommodation.
 - Assisted living.



- 5.8. The community and commercial uses (up to 5,600sqm GIA) are envisaged to allow for circa 4,000sqm of office accommodation with circa 1,600sqm of retail, food and drink, community and other Class E and F1 uses at active ground floor levels.
- 5.9. To provide a robust assessment in relation to the predicted trip generation associated with the office accommodation, the traffic impact analysis considers the scenario that in the event that 5,600sqm of commercial (inclusive of 4,000sqm office uses) floorspace comes forward, then no more than 370 residential units shall be delivered.
- 5.10. The Lathom Road plot comprises the Lathom Road MSCP, the former Indoor Market Hall beneath and the adjoining Lansdowne Way Shopping Arcade. All existing buildings and structures will be demolished in order to provide a new surface level car park of up to around 109 spaces to permanently accommodate the relocated Archway Road Short Stay car park, therefore maintaining public short stay parking provisions in the town centre. The design of the new car park at the Lathom Road plot will be future proofed to allow for the construction of a parking decks comprising up to a maximum of circa 400 spaces in the event that this is required based on the quantum of development to come forward at reserved matters stage. The Lathom Road works will also incorporate active travel facilities and public realm improvements connecting to Derby Road to aid in permeability through the town centre.
- 5.11. The outline application includes the ability to provide meanwhile uses on Plot 2A, including sport and recreation uses, pocket parks, community gardens and an events space.
- 5.12. The transport elements of the outline application proposals will be considered in detail as part of subsequent reserved matters applications, and at this stage information on the associated transport infrastructure requirements is not provided as part of this TA.

Vehicle Access Proposals

- 5.13. The proposed hotel will be located in the southwest part of the detailed application area, and it will be served from the existing highway network. The hotel service yard will comprise of separate entry and exit priority junctions, and the priority access is proposed to be on the one-way section of Civic Way (westbound direction link) with the priority egress on the two-way section of Civic Way that runs between the mini-roundabouts with Poplar Bank and the petrol station entrance / exit to the south and north respectively. The layout of the proposed hotel service yard is shown in **Figure 5.1**, and it includes a proposed pedestrian connection that leads into the public park towards the main hotel entrance on the east elevation of the building. The existing cenotaph is in the footway on the north side of the carriageway at the location of the proposed service yard entry junction, and as part of the masterplan proposals this will be relocated to the new public park to the northeast.



Figure 5.1: Proposed Hotel Service Yard

- 5.14. **Drawing A25008-P-0100-001** shows the proposed hotel service yard access and egress general arrangement, including the visibility splays for the exit junction and the tracking for a servicing vehicle and the accessible bays. The vehicle tracking demonstrates that a 12m rigid HGV (2-axle) can access and egress the service yard in forward gear, and park up to load / unload at the northeast corner. It is understood that the 12m rigid HGV is in line with the largest vehicle sizes associated with delivery / servicing activity for the proposed brand operator. It is considered that an exit junction visibility splay of 'x' distance 2m by 'y' distance 25m in line with Manual for Streets (MfS) guidance for a 20mph road speed is appropriate for this location, given the nature of this section of Civic Way, and there is a traffic calming feature located in close proximity to the hotel service yard egress.
- 5.15. The service yard could potentially consist of secure gate / barrier arrangements at the access and egress, and any such detailed requirements will be determined through the planning application process and agreed with KMBC Highways.
- 5.16. The service yard exit will not conflict with the existing egress from the Library Red Zone car park on the opposite side of Civic Way.
- 5.17. The hotel vehicle access arrangements include a proposed coach bay on the westbound one-way section of Civic Way. The proposed highway scheme will utilise the existing carriageway arrangement on Civic Way to create the coach bay area, and the current highway layout is shown in **Figure 5.2**.

Figure 5.2: Existing Highway Layout on Civic Way for the Proposed Coach Bay



- 5.18. This will be reconfigured to increase its length to accommodate coach drop-off / pick-up manoeuvres, as illustrated in **Figure 5.3**. This shows that a coach is able to park in the bay and exit in forward gear, that this arrangement will not conflict with a rigid HGV accessing the service yard entry junction, and there is a 3m carriageway width adjacent to the coach waiting in the bay to accommodate passing vehicles. The proposed scheme will also consist of some highway works to reconfigure the Civic Way / Civic Way priority junction.
- 5.19. **Figure 5.4** shows the tracking of a coach accessing the northbound one-way section of Civic Way at its junction with Westmorland Road. The footway along the south side of this section of Civic Way will be retained with a minimum width of 2m, including a pedestrian connection to the rear of the coach bay across Civic Way towards the main hotel entrance via a new traffic calming / shared surface area proposal at the existing bend on the one-way section. The tracking of a rigid HGV accessing the service yard entry junction whilst a coach is parked in the proposed bay on Civic Way is illustrated in **Figure 5.5**.
- 5.20. The existing Traffic Regulation Orders (TRO) on this section Civic Way will need amending to accommodate the coach bay proposal, and this will be subject to further review and agreement with KMBC Highways at the post submission stage.

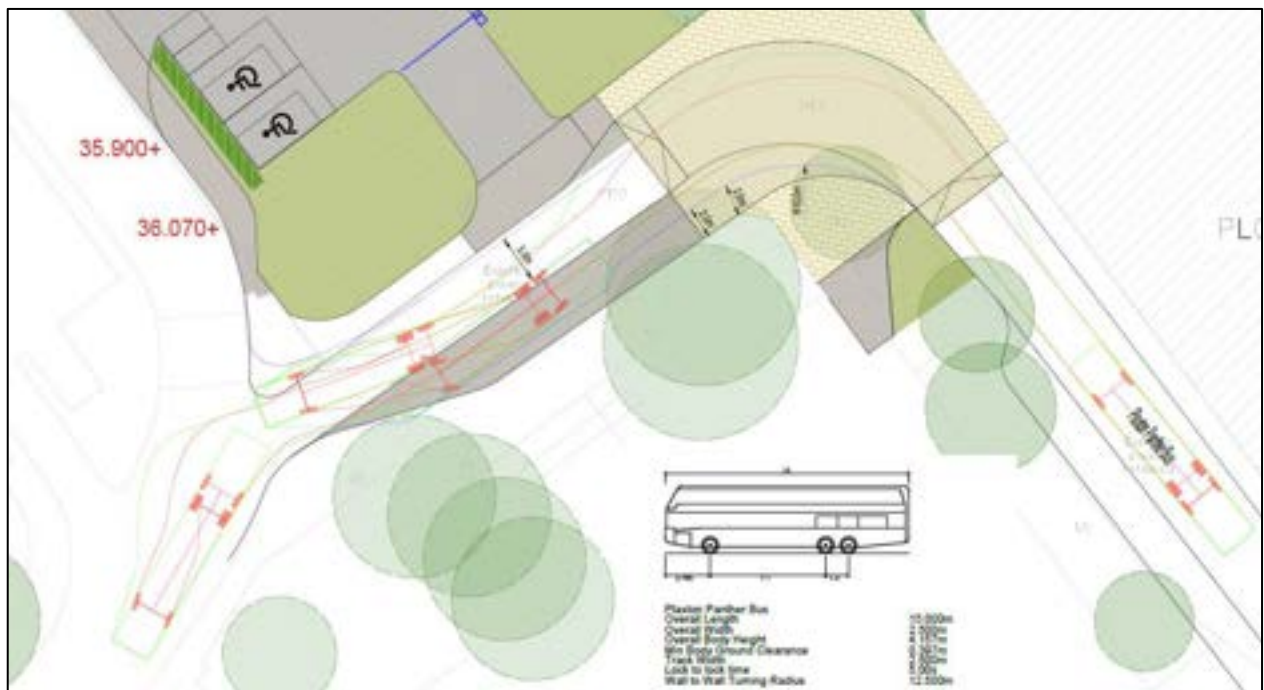
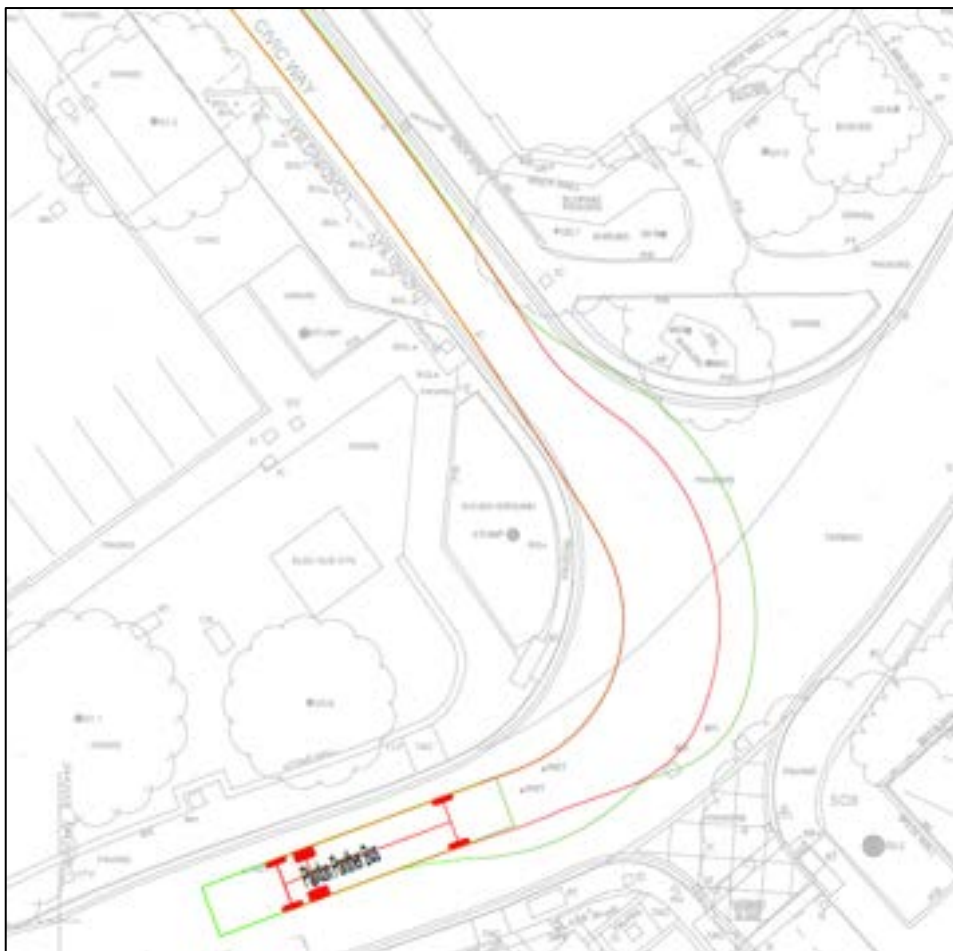
Figure 5.3: Proposed Coach Bay on Civic Way - Indicative Sketch Layout**Figure 5.4: Vehicle Tracking of a Coach at the Civic Way / Westmorland Road Priority Junction**

Figure 5.5: Vehicle Tracking of a 12m Rigid HGV Accessing the Service Yard with the Coach Bay Occupied



- 5.21. The new Council HQ building will be located in the northern part of the detailed application area, and Cavendish House is in the northeast corner. Between these two buildings is the back of Cavendish House area that is proposed to deliver public realm enhancements including an active travel link connecting the B5199 Archway Road to the public park, two car parking areas and relocated taxi bays to facilitate the removal of the existing tank rank by Archway Road. The public realm proposals include the provision of sets of bollards to control the access to the car parks, existing servicing area and active travel route to the public park.
- 5.22. The back of Cavendish House area will be served by a reconfigured priority junction on Archway Road that will consist of a more compact access arrangement, as illustrated in the proposed masterplan layout. **Figure 5.6** shows the tracking of two cars accessing and egressing the new priority junction arrangement on Archway Road simultaneously, and **Figure 5.7** shows the entry and exit tracking movements of an 11.5m refuse vehicle at the junction.

Figure 5.6: Vehicle Tracking of Two Cars at the Reconfigured Archway Road Priority Junction

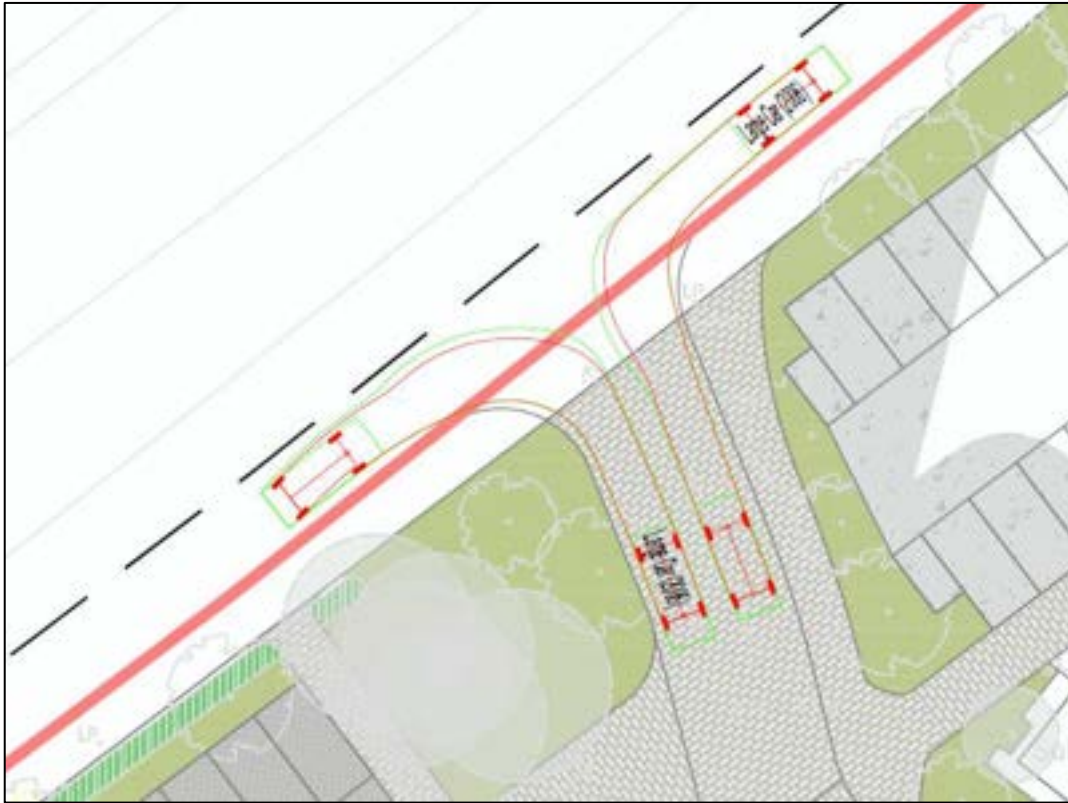
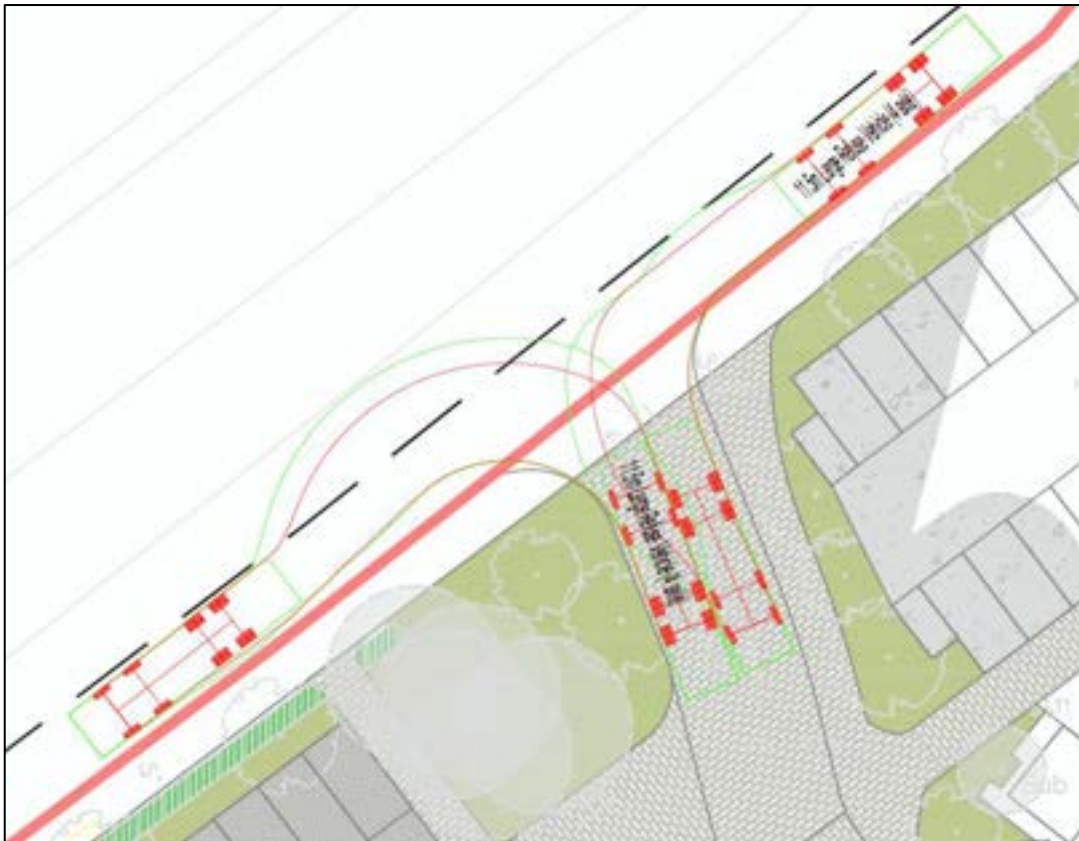


Figure 5.7: Vehicle Tracking of 11.5m Refuse Vehicle at the Reconfigured Archway Road Priority Junction



- 5.23. The preliminary layouts of the proposed car parking areas have been subject to vehicle tracking, and this is presented in **Figure 5.8**.

Figure 5.8: Vehicle Tracking of the Proposed Car Parking Areas



- 5.24. Transit van and 7.5T box van vehicles can access and egress the proposed loading bay adjacent to the existing retail units at the southern end of Cavendish House for servicing / deliveries, as illustrated in **Figures 5.9 and 5.10**.

Figure 5.9: Proposed Loading Bay for Cavendish House Retail Units - Transit Van Vehicle Tracking



Figure 5.10: Proposed Loading Bay for Cavendish House Retail Units - 7.5T Box Van Vehicle Tracking



- 5.25. There is provision for a maintenance vehicle to access and turn around adjacent to the proposed new substation that is located in the back of Cavendish House area, and the vehicle tracking of a transit van is provided in **Figure 5.11**.

Figure 5.11: Proposed New Substation Maintenance Access - Transit Van Vehicle Tracking



- 5.26. The public realm proposals will facilitate access to the existing servicing area to the south of Cavendish House, which may be utilised by larger HGVs to service the retail units at Cavendish House. The vehicle tracking of a 10m rigid HGV is shown in **Figure 5.12**.

Figure 5.12: Vehicle Tracking of 10m Rigid HGV for the Servicing Area to the South of Cavendish House



5.27. **Figure 5.13** shows the tracking of an 11.5m refuse vehicle turning around in the new public realm area and exiting in forward gear via the Archway Road priority junction, and the proposed internal layout arrangements will facilitate access to the proposed bin store locations for the Council HQ building and Cavendish House.

Figure 5.13: Vehicle Tracking of 11.5m Refuse Vehicle Turning Around in the New Public Realm Area

- 5.28. The proposed relocation of the six taxi bays will be at the southern end of the new car parking area for Cavendish House, and the associated vehicle tracking is shown earlier in **Figure 5.8**. Based on observations undertaken on-site and desktop analysis, it is considered that the existing tank rank by Archway Road has capacity for around six taxis, and this provision is being retained in the proposed masterplan layout.
- 5.29. Astute have undertaken a traffic survey of the arrival and departure movements associated with the existing tank rank by Archway Road. The traffic survey period was one week from Friday 4th July 2025 to Thursday 10th July 2025, between the hours of 08:00 and 20:00. The results of the traffic survey are summarised in **Table 5.1**.

Table 5.1: Traffic Survey of the Archway Road Taxi Rank in Huyton Town Centre

	12 Hour Demand (08:00-20:00)		
	Non-Taxi Cars	Taxis	Total
Friday 4th July 2025	6	3	9
Saturday 5th July 2025	0	3	3
Sunday 6th July 2025	1	0	1
Monday 7th July 2025	1	10	11
Tuesday 8th July 2025	1	9	10
Wednesday 9th July 2025	0	5	5
Thursday 10th July 2025	0	11	11



- 5.30. As can be seen from the above table, between the hours of 08:00 and 20:00 across a typical week, the demand for the tank rank is generally very low, and the survey also confirms that the tank rank is used by non-taxi vehicles to a limited extent, particularly on the surveyed Friday. In summary, the traffic survey results of the Archway Road taxi rank show that the number of taxis arriving and departing from this location is minimal, and therefore the masterplan proposals to provide six taxi bays in line with the capacity of the existing tank rank would be appropriate.
- 5.31. In addition, the relocation is only a very small distance from the existing taxi rank and brings the provision closer to the town centre high street to the east (Derby Road), which is considered to be acceptable in principle.

Servicing

- 5.32. The Phase 1 proposed masterplan layout is designed to accommodate the movements of large service vehicles, to enable them to access and egress the proposed Council HQ building, hotel development and Cavendish House in forward gear. This is demonstrated in the swept path assessments in **Drawing A25008-P-0100-001** for the hotel service yard, and **Figures 5.7 and 5.9 to 5.13** for the Council HQ building and Cavendish House.

Proposed Active Travel Proposals

- 5.33. As outlined earlier in this Section, the Phase 1 proposed masterplan layout provides new active travel routes across the development site on north, south, east and west desire lines.
- 5.34. The new pedestrian and cycle routes through the public park / Village Green area will connect into the existing infrastructure to the north (B5199 Archway Road), east (Derby Road), south and west (Civic Way). This will include an active travel link through the back of Cavendish House area that connects Archway Road to the public park. The proposed new active travel routes will deliver enhanced permeability in Huyton Town Centre and access to key amenities and transport nodes (Huyton Bus and Rail Stations), and in conjunction with a high-quality wayfinding strategy and directional signage this will provide a welcoming environment for active travel users in the town centre.
- 5.35. There is proposed provision of a 2m footway along the east side of the two-way section of Civic Way adjacent to the proposed hotel development site. The footway along the south side of the westbound one-way section of Civic Way will be retained with a minimum width of 2m, including a pedestrian connection across Civic Way into the public park via a new traffic calming / shared surface area proposal at the existing bend.

Emergency Access Strategy

- 5.36. The Phase 1 proposed masterplan layout is designed to accommodate provision for emergency vehicles, to enable them to access and egress the proposed Council HQ building and hotel development. This is broadly in line with the requirements identified by the Fire Engineering Consultant (Jensen Hughes), which is that access for a high reach fire vehicle should be provided to at least 50% of the buildings. The emergency access provision will be a combination of using the existing highway network such as the B5199 Archway Road, Civic Way and Westmorland Road, as well the



new active travel and shared surface routes that are being provided as part of the masterplan proposals, which will be designed with an appropriate construction specification to accommodate emergency vehicles. The emergency access strategy is in general accordance with Building Regulation requirements, and it will be subject to further review and agreement with the relevant stakeholders at the post submission stage.

Travel Plan

- 5.37. A Travel Plan has been prepared which accompanies the TA. This will ensure the mixed-use development proposals work towards the sustainable travel principles highlighted in national and local planning policy guidance. The Travel Plan Framework has been prepared as part of this document.

Construction Access Arrangements

- 5.38. The management of construction activity will be a key focus for the Phase 1 development proposals at St Michael's Place. A Construction Traffic Management Plan (CTMP) will be required to set out the construction vehicle management procedures, including the proposals for construction vehicle access, extents of the construction site, measures to ensure potential conflicts as a result of construction activity are managed and mitigated appropriately. It is suggested that the provision of a detailed CTMP for the development site for approval by KMBC could be secured by planning condition.



6. Parking Strategy

- 6.1. This Section sets out the Parking Strategy to support the St Michael's Place masterplan proposals. It considers the displacement effects and strategy for accommodating current car parking demand (KMBC car parks and general town centre users) and assesses the car parking requirements / proposals for the new mixed-use scheme for the demolition, construction and operational phases, including associated parking management and enforcement measures.

Pre-Application Discussions With KMBC

- 6.2. The car parking proposals are a key component of the St Michael's Place masterplan proposals, and the principles of the Parking Strategy have been agreed with KMBC Planning and Highways Officers at a meeting on the 8th October 2025.

Parking Assessment

- 6.3. The Parking Strategy has been prepared as a series of slides that provide a detailed assessment of the changes to car parking supply and demand through the key phases of the project, and this document is included in **Appendix J**. To assist in the understanding of a delivery strategy for the development scheme, an indicative phasing plan has been determined in consultation with Genr8 Kajima Regeneration that underpins the assumptions and proposals in the Parking Strategy.

Short Stay Parking For Town Centre Users

- 6.4. The parking strategy proposals safeguard the existing Archway Road Short Stay car park that provides 109 spaces to serve the public accessing Huyton Town Centre. To facilitate the proposed Council HQ building, this provision will be temporarily accommodated within the Library Red Zone car park at approximately the same number of spaces, before being permanently relocated to the new car park at Lathom Road, therefore maintaining existing short stay parking provision that is available in the town centre.

Hotel Parking Proposals

- 6.5. The proposed hotel will have 130-bedrooms, and the car parking proposals are for 33 spaces based on the operator requirement of one space per four bedrooms. The permanent proposal is for 31 spaces to be provided in the new car park at Lathom Road, and there will be two accessible bays located immediately adjacent to the hotel in the service yard. There is also long stay public car parking available (overnight) for guests to use at the Huyton Hey car park (between 5pm Saturday and 8am on Monday). In addition, the new car park at Lathom Road is likely to have some additional capacity for long stay public car parking within the maximum provision of circa 400 spaces.



- 6.6. The 'KMBC Ensuring a Choice of Travel SPD' contains the Council's parking standards to be applied to new development, and for C1 Hotel use the maximum standard is 1 space per bedroom including staff parking provision. The proposed car parking provision of 33 spaces for the hotel is well within the maximum policy standard. This is considered appropriate given that the site is in a highly accessible location with immediate access to Huyton Bus and Rail Stations for public transport services, there is excellent accessibility by active travel modes plus a good range of amenities in close proximity, and also noting that there is additional long stay car parking provision available in the town centre.

Council HQ Parking Proposals

- 6.7. The current proposals will retain circa 180 car parking spaces for KMBC staff, which aligns with the Council's parking standards. For B1 Office use the maximum standard is 1 space per 40sqm floor area, and the proposed car parking provision of 180 spaces for the Council HQ is within the maximum policy standard. The 180 spaces will be made up of existing parking provision of 150 spaces that is being retained in conjunction with the masterplan proposals, and 30 new spaces that will be provided at the back of Cavendish House in two car parking areas as part of the public realm improvements in the development site.
- 6.8. It is important to note that around half of the car parking provision that is currently available to KMBC staff is temporary car parking that was recently established to offset the permanent loss of staff car parking as a result of the St Michael's Place development proposals, and this includes the Venue car park.

Residential Parking Proposals

- 6.9. For the residential developments a ratio of 0.4 car parking spaces per residential unit has been adopted for the redevelopment of the town centre. This figure has been determined with reference to the following evidence:
- The Council's adopted car parking standards and relevant policy / guidance.
 - Local car ownership data.
 - Local transport mode share data.
 - National precedents utilising data from the TRICS database.
 - Recently approved planning applications in Knowsley town and district centres.
- 6.10. Please refer to the Parking Advice Note that is included as **Appendix K** to this report for further details on the methodology used to arrive at this parking ratio.



- 6.11. For C3 Dwelling Houses the maximum standard is 0.5 to 1 space for a 1-bedroom dwelling and 1.5 spaces for a 2–3-bedroom dwelling. The proposed car parking of 0.4 spaces per residential unit is within the maximum policy standard, and this provision will be in the new car park at Lathom Road. This is considered appropriate given that the site is in a highly accessible location with immediate access to Huyton Bus and Rail Stations for public transport services. There is excellent accessibility by walking and cycling modes, and the proposed new active travel routes and wayfinding strategy as part of the St Michael's Place masterplan will deliver enhanced permeability in Huyton Town Centre and access to key amenities in close proximity. Therefore, the residential development is not intending to attract high car ownership rates.
- 6.12. Genr8 have received some market feedback in relation to the residential parking proposals. A potential residential occupier for one of the outline plots has indicated a broad acceptance to the provision of a ratio of 0.4 spaces per unit, and this is acknowledged in the context of the parking strategy for the wider St Michael's Place masterplan.
- 6.13. The excellent accessibility of the residential development plots is further highlighted in **Figure 6.1**, which summarises a desktop analysis of the walking distances to Derby Road (town centre high street), and Huyton Bus and Rail Stations. This analysis is based on a desktop review using Google Maps and also taking into account the proposed active travel routes that are proposed as part of the St Michael's Place masterplan. This shows that all of the proposed residential development plots are within around a 4-minute walk or less from these three destinations in Huyton Town Centre (assuming an average walk speed of 80m per minute).

Figure 6.1: Overview of Accessibility to Key Amenities for Each Residential Plot



- 6.14. The residential parking proposals will be subject to further review and agreement with KMBC Highways at the post submission stage. This will include the consideration of the need for additional parking controls in the surrounding area, such as the introduction of TROs to mitigate any safety and / or residential amenity concerns with regard to overspill parking.

Parking Management and Enforcement Strategy

- 6.15. To support and help deliver the parking strategy, robust parking management and enforcement measures as part of a KMBC Parking Policy will be critical. The reintroduction of a permit-based system for staff will be required to ensure that parking supply and demand is closely managed / enforced. The reintroduction of permits for car parking will need to be supported by a robust enforcement strategy that could include using Civil Enforcement Officers in relation to KMBC staff and visitor parking areas, as well as the potential introduction of Automatic Number Plate Recognition (ANPR) systems for other public / private car parking facilities with supporting bespoke management solutions to support its operation.
- 6.16. It is recommended that the development of a more detailed Car Parking Management Plan in relation to the implementation of this strategy is secured by planning condition.

Electric Vehicle Charging Point Provision

- 6.17. The parking proposals for the St Michael's Place masterplan will include an appropriate strategy and provision of electric vehicle charging points (EVCPs) to serve the Council HQ building, new hotel, Cavendish House and the residential development proposals. The Discussion Note included in **Appendix L** provides a position statement in respect of the proposed EVCP provision as part of the masterplan with reference to Building Regulations Approved Document S (June 2022). The EVCP proposals will be subject to further review and agreement with KMBC Highways at the post submission stage.

Accessible, Cycle and Motorcycle Parking Provision

- 6.18. The 'KMBC Ensuring a Choice of Travel SPD' contains the Council's parking standards to be applied to new development. Provision for accessible bays, cycle and motorcycle parking will be provided in general accordance with the KMBC policy standards for the Council HQ building, new hotel and Cavendish House, as detailed earlier in this report and on the Phase 1 proposed masterplan layout, and in the associated planning application drawings.
- 6.19. The parking requirements of the outline application proposals will be considered in detail as part of subsequent reserved matters applications, and at this stage information on the detailed proposals for accessible bays, cycle and motorcycle parking is not provided as part of this TA.



7. Traffic Impact Assessment Methodology

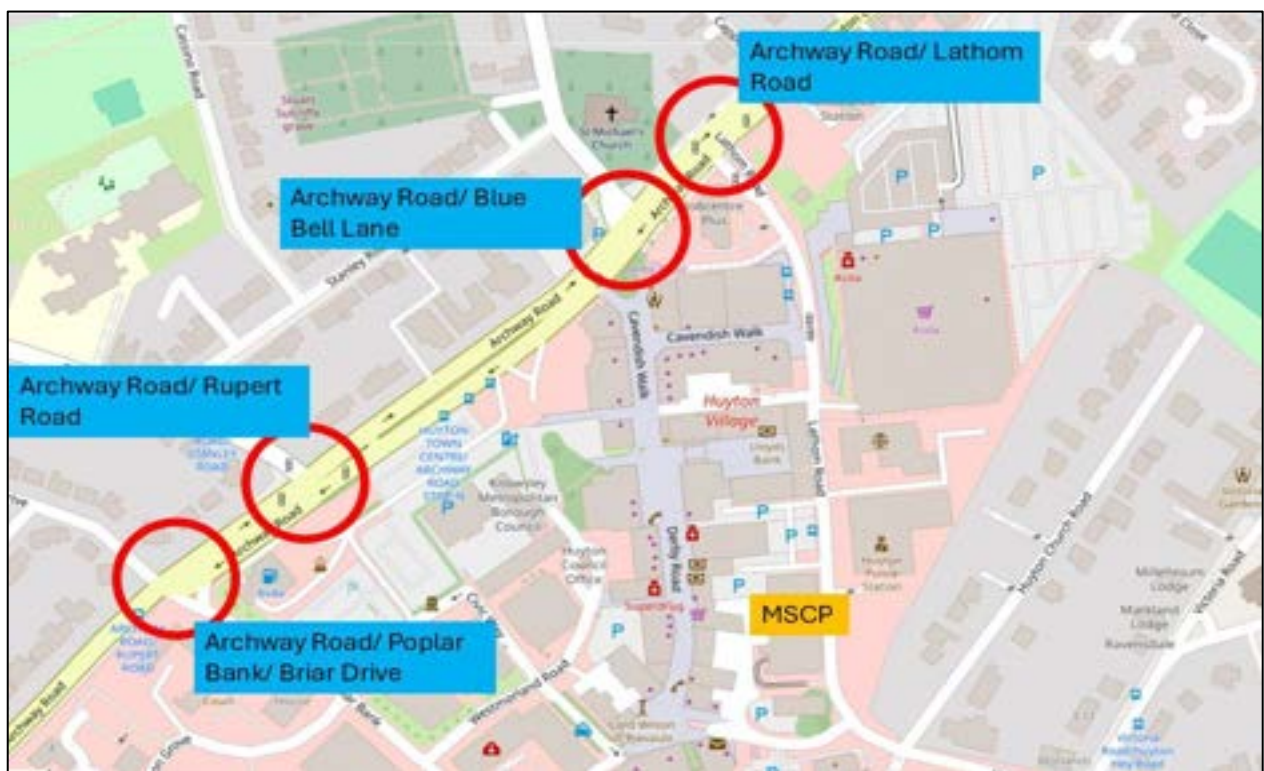
Introduction

- 7.1. This Section of the report outlines the methodology used to undertake an assessment of the proposed development's relative impact of the local highway network.

Study Area

- 7.2. **Figure 7.1** provides a location map of the junctions that form the adopted study area for this assessment.

Figure 7.1: Adopted Study Network



Baseline Traffic Flows and Network Peak Hours

- 7.3. The assessment of the junctions listed above has been informed by traffic surveys undertaken on 10th June 2025 between the hours of 07:00-10:00 and 16:00-19:00. An Automatic Traffic Counter (ATC) was also in place for a week on Lathom Road in close proximity to the existing MSCP facility serving the town centre. The full traffic count data included as **Appendix D** of this report.



7.4. Analysis of the traffic count data identified the following peak hours:

- AM Peak Hour – 08:00-09:00.
- PM Peak Hour – 16:30-17:30.

7.5. The surveyed traffic flows have been converted to Passenger Car Units (PCU) which is a standard approach to traffic impact assessment. PCUs are a metric that represents the relative effect of a vehicle on traffic flow compared to a standard passenger car. As different vehicles occupy different road space, PCUs are used to standardise these effects.

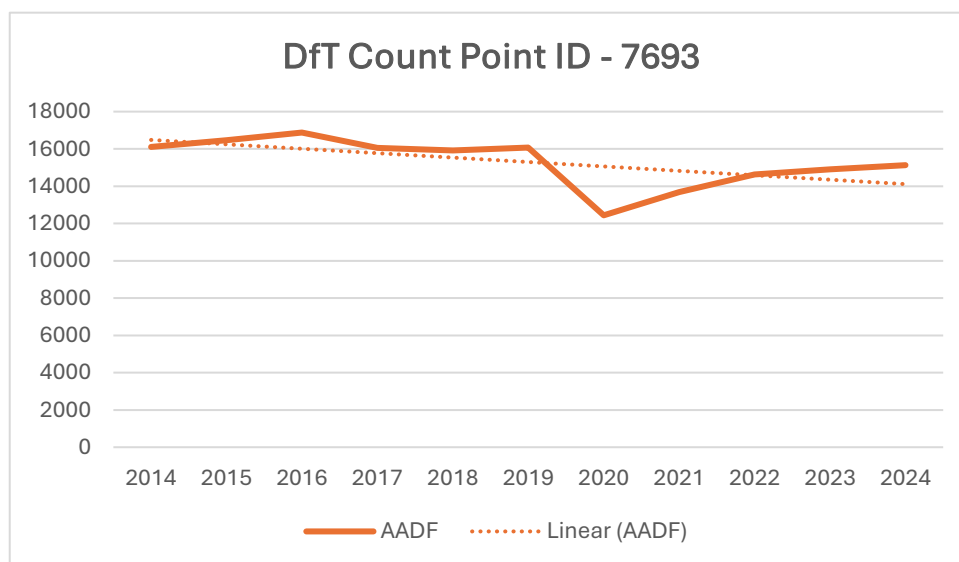
7.6. The 2025 Survey traffic flows for the above peak hours are presented in **Figure 1**.

2030 Baseline 'Without Development' Traffic Flow Scenario

7.7. 2030 has been adopted as the future year baseline for the assessment of the identified study area. This scenario represents a position that is five years post-registration of the planning application for the proposals and is a standard approach to assessing the impact of traffic from a proposed development on local roads.

7.8. An interrogation of nearby DfT traffic count points has been undertaken to understand recent trends on the local highway network. **Figure 7.2** shows annual average daily flows at a count point located on the A5080 for the period 2014-2024.

Figure 7.2: DfT Background Traffic



7.9. As illustrated by the trendline in **Figure 7.2**, there has been an overall downward trend in traffic flows at this count point for the period 2014-2024. The graph also shows that traffic flows have not returned to pre-Covid levels.



- 7.10. Notwithstanding the above, to provide a reasonable worst case assessment of the local highway network, NTM adjusted TEMPro background traffic growth factors have been calculated in order to uplift the 2025 surveyed flows to a 2030 assessment year. The adopted factors are presented in **Table 7.1**.

Table 7.1: NTM Adjusted TEMPro Growth Factors 2025-2030

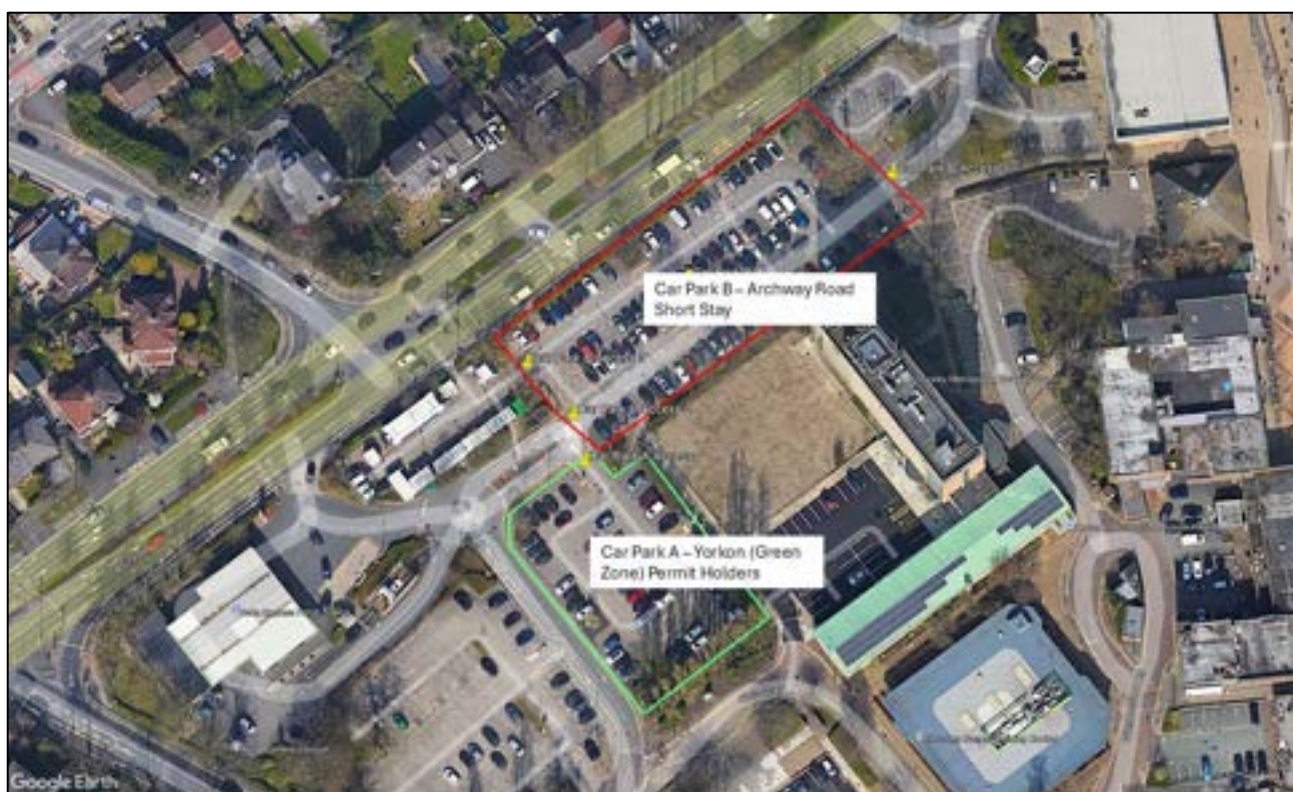
Level	Area	Local Growth Figure 2025-2030	
		AM Peak	PM Peak
E02001342	Knowsley 016	1.047811	1.04946

- 7.11. The growth factors in **Table 7.1** have been applied to the 2025 surveyed flows presented in **Figure 1** to generate a 2030 Baseline 'Without Development' traffic flow scenario which is shown in **Figure 2**.

Existing Parking Demand

- 7.12. To account for traffic movements associated with existing car parking facilities at the site, surveys of two car parks were undertaken. The location of these car parking facilities is shown in **Figure 7.3**.

Figure 7.3: Surveyed Car Parks - Council & Short Stay Provision



Council Car Parking Traffic Demand

7.13. **Table 7.2** shows the surveyed arrivals and departures during the identified peak hours for Car Park A.

Table 7.2: Car Park A - Surveyed Peak Hour Arrivals and Departures

Car Park A – Yorkon (Green Zone) Permit Holders					
AM Peak			PM Peak		
Arr	Dep	Total	Arr	Dep	Total
50	5	55	6	37	43

7.14. The surveyed arrivals and departures presented in **Table 7.2** have then been factored up to account for other KMBC car parking demand across the site. As detailed previously, it is estimated that KMBC benefit from around 400 car parking spaces across the town centre, including 150 spaces at Club 3000 Bingo.

7.15. The factored KMBC car parking demand is presented in **Table 7.3**.

Table 7.3: Factored Council Car Parking Demand (Excluding Club 3000 Bingo Provision)

Total Council Car Parking Traffic Demand					
AM Peak			PM Peak		
Arr	Dep	Total	Arr	Dep	Total
205	20	225	25	152	176

7.16. As shown in **Table 7.3**, existing KMBC car parking across the town centre is estimated to generated 225 two-way vehicle trips in the AM peak and 176 two-way trips in the PM peak.

Short Stay Car Parking Traffic Demand

7.17. The surveyed arrivals and departures at the Archway Road short stay car park are presented in **Table 7.4**.

Table 7.4: Car Park B - Surveyed Peak Hour Arrivals and Departures

Car Park B - Archway Road Short Stay					
AM Peak			PM Peak		
Arr	Dep	Total	Arr	Dep	Total
160	72	232	95	60	155

7.18. As shown in **Table 7.4**, existing short stay parking demand at the Archway Road car park generates 232 two-way vehicle trips in the AM peak and 155 two-way vehicle trips in the PM peak.



Total Existing Car Parking Demand

- 7.19. The factored Council flows and the surveyed short stay flows have been added together to provide a total existing car parking demand figure which is summarised in **Table 7.5**.

Table 7.5: Total Existing Car Parking Demand

Total Existing Car Parking Demand - Short Stay and Permit Holders					
AM Peak			PM Peak		
Arr	Dep	Total	Arr	Dep	Total
365	92	457	120	212	331

- 7.20. As shown in **Table 7.5**, the existing operation of the proposed site generates 457 two-way vehicle trips in the AM peak and 331 two-way vehicle trips in the PM peak.

Distribution and Assignment – Existing Car Parking Demand

- 7.21. To account for the existing traffic demand generated by the site, it has been necessary to assign these trips to the adopted study network.
- 7.22. The distribution profile adopted for existing parking demand is shown in **Figure 3**, and has been calculated using surveyed turning proportions.
- 7.23. The existing car parking traffic demand presented in **Table 7.5**, has then been assigned to the adopted study network using the distribution profile presented in **Figure 3**. The resultant assignment of existing car parking demand is presented in **Figure 4**.

Lathom Road MSCP & Cavendish Walk – Forecast Demand

- 7.24. For the purposes of this assessment, it has been assumed that traffic demand for the proposed MSCP at Lathom Road will be generated from two key sources, the proposed development itself and short stay parking demand displaced from the existing provision at Archway Road.



Proposed Development Trip Forecasts

- 7.25. In order to forecast traffic demand associated with the proposed development, the industry standard TRICS database has been interrogated for residential, office and hotel development. The full TRICS outputs are included as **Appendix M** of this report and a summary of the weekday AM and PM trip rates and resultant vehicle trips is provided in **Table 7.6**.

Table 7.6: Proposed Development Trip Forecasts

		AM Peak			PM Peak		
		Arr	Dep	Total	Arr	Dep	Total
Apartments	Trip Rate (per unit)	0.057	0.178	0.235	0.144	0.076	0.220
	Trip Gen.	21	66	87	53	28	81
Office	Trip Rate (per 100sqm)	0.580	0.096	0.676	0.074	0.335	0.409
	Trip Gen.	23	4	27	3	13	16
Hotel	Trip Rate (per room)	0.070	0.108	0.178	0.068	0.037	0.105
	Trip Gen.	9	14	23	9	5	14
Total		53	84	137	64	45	109

- 7.26. As shown in **Table 7.6**, the proposed mixed-use redevelopment of the town centre is predicted to generate demand for Lathom Road MSCP of 137 two-way vehicle movements in the AM peak and 109 two-way vehicle movements in the PM peak.
- 7.27. As detailed previously in this report, the proposed MSCP will have additional headroom to accommodate demand from other uses. For the purposes of this assessment, it has been assumed that the additional spaces that do not fall within the minimum MSCP requirements will be used by additional town centre users.



- 7.28. To this end, the surveyed short stay parking arrivals and departures presented in **Table 7.4** have been uplifted to account for the additional capacity that will be available within the proposed MSCP. The factored flows are shown in **Table 7.7**.

Table 7.7: Factored Short Stay Demand

Total Existing Car Parking Demand - Short Stay and Permit Holders					
AM Peak			PM Peak		
Arr	Dep	Total	Arr	Dep	Total
220	99	319	131	83	213

- 7.29. The forecast development trips and factored short stay trips have been added together to provide a total traffic demand for the proposed MSCP. This is presented in **Table 7.8**.

Table 7.8: Lathom Road MSCP - Total Forecast Demand

	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Short Stay	220	99	319	131	83	213
Residential	21	66	87	53	28	81
Office	23	4	27	2	12	14
Hotel	9	14	23	9	5	14
Total	273	183	456	195	128	322

- 7.30. As shown in **Table 7.8**, the redevelopment of the town centre and the displacement of short stay car parking from Archway Road will generate 456 two-way vehicle trips in the AM peak and 322 two-way vehicle trips in the PM at the proposed Lathom Road MSCP.
- 7.31. As previously detailed, in addition to the proposed Lathom Road MSCP, parking provision is also proposed at the Cavendish Walk area of the site and this forecast demand has been included in our assessment.
- 7.32. **Table 7.9** provides a summary of the forecast arrivals and departures to the proposed Cavendish Walk area of car parking. This demand has been forecast using the survey of KMBC car parking in Car Park A and factored to reflect the 30 spaces proposed for this area of the site.

Table 7.9: Cavendish Walk Car Parking- Forecast Demand

	AM Peak			PM Peak		
	Arr	Dep	Total	Arr	Dep	Total
Cav. Walk	25	2	27	3	18	21



Distribution and Assignment – Lathom Road MSCP & Cavendish Walk

- 7.33. Assignment of the Lathom Road MSCP forecast demand to the identified study network has been undertaken using two distribution profiles. These profiles have been developed with reference to the aforementioned existing car parking demand profile that has been calculated using surveyed turning proportions for the study network. The profile has been adapted to reflect the proposed MSCP's access onto Lathom Road.

Adopted Distribution Profiles

- 7.34. **Figure 5** shows the distribution profile adopted for the residential parking demand within the proposed MSCP.
- 7.35. **Figure 6** shows the distribution profile adopted for the remaining uses as well as the short stay parking demand.
- 7.36. **Figure 7** shows the distribution profile adopted for the parking provided at the proposed Cavendish Walk parking area.

Assigned Vehicle Trips

- 7.37. **Figure 8** shows the assignment of vehicle trips associated with the proposed residential units.
- 7.38. **Figure 9** shows the assignment of vehicle trips associated with the proposed office use at Plot 5.
- 7.39. **Figure 10** shows the assignment of vehicle trips associated with the proposed hotel.
- 7.40. **Figure 11** shows reassignment of short stay parking demand to the proposed MSCP included an uplift to account for the additional capacity within this facility.
- 7.41. **Figure 12** shows the assignment of vehicle trips associated with the Cavendish Walk parking area.
- 7.42. **Figure 13** provides a total of both the MSCP and Cavendish Walk assigned vehicle trips.
- 7.43. **Figure 14** has been prepared to illustrate the net change in vehicle trips expected across the network as a result of the proposed development.

2030 Baseline 'With Development' Traffic Flow Scenario

- 7.44. The 2030 Baseline 'Without Development' traffic flows presented in **Figure 2**, have been added to the net change presented in **Figure 14** to generate a 2030 Baseline 'With Development' traffic flow scenario. This adopted scenario, which reflects the operational phase of the proposed development, is presented in **Figure 15**.



Summary

- 7.45. This Section of the report has outlined the manner in which the 'Without Development' and 'With Development' scenarios have been generated. These scenarios enable the relative impact of development traffic on the operation of the local highway network to be assessed and understood.
- 7.46. The next Section of this report presents the results and discussion of the traffic impact assessment of the proposed development at key junctions using these traffic flow scenarios.



8. Traffic Impact Assessment Results and Discussion

Introduction

- 8.1. This Section of the report presents and discusses the traffic impact assessment of the proposed development. It firstly considers the relative increases in traffic forecast to occur across the study network as a result of the proposed development before presenting the results of further detailed assessments at key locations.

Percentage Impact Across Study Network

- 8.2. **Table 8.1** has been prepared to provide an overview of the relative increases in traffic forecast to occur across the junctions forming the study network for this assessment.

Table 8.1: Proposed Development Percentage Impact Table

Junction	2030 Without Dev.		Net Change		Net Change %	
	AM	PM	AM	PM	AM	PM
Archway Road/ Poplar Bank/ Briar Drive	1943	2124	-92	-118	-4.7%	-5.6%
Archway Road/ Rupert Road	2216	2287	112	16	5.1%	0.7%
Archway Road/ Blue Bell Lane	2276	2303	96	39	4.2%	1.7%
Archway Road/ Lathom Road	2305	2359	273	186	11.8%	7.9%

- 8.3. As shown in **Table 8.1**, a net reduction in traffic is predicted to occur at the Archway Road/ Poplar Bank/ Briar Drive signal junction as a result of the development proposals.
- 8.4. At the Archway Road/ Rupert Road signal junction, a net increase in trips is predicted to occur. In the weekday AM peak, and additional 112 trips are predicted to pass through the junction, equating to fewer than two additional vehicles per minute. In the PM peak, a net increase of just 16 vehicles is forecast.
- 8.5. As shown, the relative increase in traffic at the Archway Road/ Rupert Road signal junction is 5.1% in the AM peak and 0.7% in the PM peak. As detailed within Institute of Environmental Management and Assessment (IEMA) Guidelines, "day-to-day variation of traffic on a road is frequently at least + or -10%", which suggests that proposed development traffic would have an imperceptible impact on this part of the highway network.



- 8.6. On review of the above and considering observations of the operational performance of the highway network, the Archway Road/ Poplar Bank/ Briar Drive and Archway Road/ Rupert Road signal junctions have not been subject to further detailed assessment.
- 8.7. At the Archway Road/ Blue Bell Lane priority junction, relative increases in traffic as a result of the proposed development are forecast to be 4.2% in the AM peak and 1.7% in the PM peak. Notwithstanding the above in respect of daily variation in flow, this junction has been subject to a further test in light of its proximity to the Archway Road/ Lathom Road signal junction, which forms the primary offsite junction from which access to the proposed Lathom Road MSCP will be achieved.
- 8.8. Detailed capacity assessments of both the Archway Road/ Blue Bell Lane and Archway Road/ Lathom Road junctions are presented below:

Capacity Assessment - Archway Road/ Blue Bell Lane

- 8.9. The capacity of the Archway Road/ Blue Bell Lane priority T-junction has been tested in JUNCTIONS 11 for the 2030 Baseline 'Without Development' and 'With Development' traffic flow scenarios. The software expresses capacity using a Ratio to Flow (RFC) value for each arm of the junction and a corresponding queue value which is given in PCUs.
- 8.10. The full JUNCTIONS modelling outputs for this assessment have been included as **Appendix N** of this report with **Table 8.2** providing a summary of the results. For completeness, the full outputs also include additional assessments using the 2025 survey flows for the weekday AM and PM peaks.

Table 8.2: Archway Road/ Blue Bell Lane - JUNCTIONS Results Summary

Arm	'Without Development'				'With Development'			
	AM		PM		AM		PM	
	Queue	RFC	Queue	RFC	Queue	RFC	Queue	RFC
Blue Bell Lane (left turn)	3	0.79	3	0.73	5	0.84	3	0.78
Blue Bell Lane (right turn)	2	0.64	2	0.71	1	0.56	2	0.70
Archway Road	2	0.50	3	0.64	2	0.58	4	0.68

- 8.11. As shown in **Table 8.2**, the net change in traffic predicted to occur at the Archway Road/ Blue Bell Lane priority junction is not forecast to result in any significant change in the junction's performance.



Capacity Assessment - Archway Road/ Lathom Road

- 8.12. The junction has been modelled using signal timing information provided by KMBC.
- 8.13. The junction has been tested using the forecast 2030 Baseline scenario traffic flows for both the 'Without Development' and 'With Development' forecasts. The full LinSig modelling outputs for this assessment have been included as **Appendix O** of this report with **Table 8.3** providing a summary of the results. An assessment using the 2025 survey flows is included in the full modelling outputs.
- 8.14. LinSig expresses capacity using Degree of Saturation (DoS) values and also provides Mean Maximum Queue (MMQ) values for lanes and approaches to a junction. The software also provides a calculated Practical Reserve Capacity (PRC) value for the junction as a whole to indicate the level of available capacity.

Table 8.3: Archway Road/ Lathom Road - LinSig Results Summary

Arm	'Without Development'				'With Development'			
	AM		PM		AM		PM	
	MMQ (PCU)	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)	DoS (%)	MMQ (PCU)	DoS (%)
Huyton Lane	10	69.0	10	70.6	15	81.7	14	77.3
Lathom Road	10	68.8	10	69.7	11	83.0	12	78.3
Archway Road (ahead)	4	30.0	7	43.6	3	28.8	6	39.7
Archway Road (right turn)	11	65.3	6	46.1	17	81.7	9	62.1
PRC	30.5		27.5		8.4		14.9	

- 8.15. As shown in **Table 8.3**, the Archway Road/ Lathom Road signal junction is forecast to continue to operate within capacity with the addition of traffic from the proposed development.

Summary

- 8.16. The results and discussion above have provided an overview of the relative impact of the proposed development on the operation of the local highway network. The key test within the NPPF is whether a development will have a 'severe' impact on the operation of the highway network.
- 8.17. On the basis of the above, it is not considered that the impact of the proposed development on the local highway network could be reasonably considered severe. As a result, it is concluded that the proposals meet this critical policy test.
- 8.18. Furthermore, there is no evidence to suggest that the proposed development would have any negative impact on highway safety.



9. Travel Plan Framework

- 9.1. This Section of the report sets out a Travel Plan Framework for the proposed mixed-use development within Huyton Town Centre. This framework provides a structure to inform the development of detailed, site-specific Travel Plans in the future. It is anticipated that several separate Travel Plans will be developed, including for the new Council HQ, but with broadly consistent themes aimed at reducing demand for car travel across the site.
- 9.2. It should be noted that KMBC's existing headquarters in Huyton town centre is already subject to a staff Travel Plan document, which has been included as **Appendix P** of this report. This document has been used to inform elements of this framework.
- 9.3. It is recommended that development of a detailed travel planning strategy for the proposed development, particularly in respect of the Council HQ, is undertaken as soon as possible following the submission of the planning application.

Travel Plan Approach

- 9.4. Travel Plans are an increasingly important tool to facilitate sustainable development. Together with Transport Assessments, they provide the mechanism for assigning and managing multi-modal access to development sites.
- 9.5. The benefits of a Travel Plan include an increased choice of transport mode and reduced journey times. Benefits should include a strong emphasis towards the personal advantages of using sustainable transport initiatives. These are often not evident once such alternative modes of travel are used and include cost saving, time saving and social benefits.
- 9.6. The development and implementation of the Travel Plan should be a dynamic process subject to a continuous cycle of action, monitoring and review. This should be achieved to give the Travel Plan a recognisable direction and focus towards its goals.

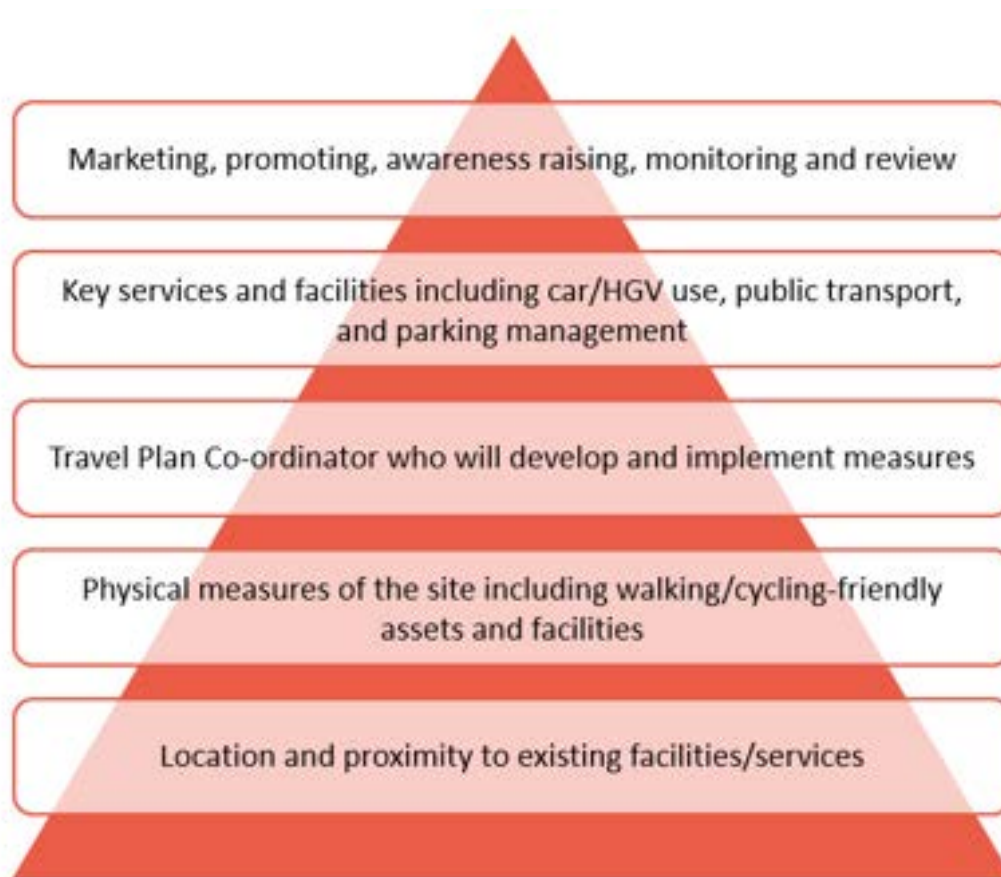
Key Travel Plan Policy

- 9.7. The future Travel Plan will be developed with reference to specific policy and guidance. This will ensure that a high-quality Travel Plan is developed. The documentation includes:
- National Planning Policy Framework.
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process.
 - Travel Plans, Transport Assessments and Statements in Decision-Taking.
 - Knowsley 2030 Strategic Plan.



- 9.8. Within the DfT guidance 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', the Travel Plan pyramid sets out the various facets of a Travel Plan that are key to ensuring the Travel Plan is successful. The pyramid within the aforementioned guidance is reproduced in **Figure 9.1**.

Figure 9.1: Travel Plan Pyramid



- 9.9. Under the Knowsley 2030 strategy, there are five targeted outcomes, with Knowsley becoming a place:
- With welcoming, vibrant, well-connected neighbourhoods and town centres.
 - With a thriving, inclusive economy with opportunities for people and business.
 - Where people of all ages are confident and can achieve their full potential.
 - Where people are active and healthy, and have access to the support they need.
 - Where strong and safe communities can shape their future.

Aim of the Travel Plan

- 9.10. Essentially, the aim of the Travel Plans will be to minimise the number of car trips generated by the development, as well as encourage employees, residents, and other site users to use sustainable modes of transport.
- 9.11. Whilst the scope of the detailed Travel Plans is to be agreed at a later date, these documents will include a number of objectives and identify a range of measures that are to be implemented in order to achieve these objectives.

Travel Plan Objectives

- 9.12. In summary, the objectives of the Travel Plan will include the following:
- To provide employees, residents, and other site users with convenient, safe and viable alternatives to the car in order to access the site as well as local destinations and amenities.
 - To regularly monitor the means of travel used by employees, residents, and other site users to encourage transfer to the most sustainable modes, as achieved through the implementation of the Travel Plan.
 - To reduce the environmental impact of the site as a whole and promote a commitment to environmental values.
 - To reduce demand for car parking across the site.
- 9.13. The following is a sub-set of objectives, which are reflective of the aforementioned overarching objectives:
- To raise awareness amongst employees, residents, and other site users of the detrimental impacts of car use in order to encourage the use of alternatives. This would be achieved by promoting benefits such as cost savings and health advantages etc.
 - To encourage safe and viable alternatives to single occupancy car trips for trips generated by the mixed-use development.
 - To ensure the ongoing development and implementation of sustainable travel practices in the longer term.



Targets

- 9.14. The success of the Travel Plan will be measured against a series of targets. However, as the development is not operational and baseline travel surveys have not yet been undertaken, it is not appropriate to set targets at this stage. This section therefore outlines a process for establishing appropriate targets.
- 9.15. Appropriate targets for a mixed-use development mainly surround the reduction of vehicle trips, especially in the peak hours. Indicators of this target include monitoring the number of walking, cycling, bus and rail trips to and from a site. It should be noted that specific aims of the Travel Plan must take account of factors including hours of operation, the commercial and residential composition of the site, and realistic transport options available to employees, residents, and other site users.
- 9.16. Guidance produced by the DfT suggests that the main target should be to reduce the number of car trips generated by the site per day. It is also suggested that targets could also be set for other modes of transport, for example, bus patronage or walking trips.
- 9.17. Following the completion of the baseline travel surveys, a range of targets would be developed, with a view to:
- Promoting healthy lifestyles and a sustainable travel first culture.
 - Minimising the number of single occupancy car trips generated by the site.
 - Providing adequately for those with mobility difficulties.
 - Maximising the number of trips made by sustainable modes.
 - Supporting access to and from the site by employees, residents, and other site users.
 - Support the parking strategy across the town centre by reducing overall car parking demand.
- 9.18. It is important that the targets are SMART (Specific, Measurable, Achievable, Relevant and Time-based) and meaningful to the employees, residents, and other site users who are participating in the Travel Plan.



Measures

9.19. The Travel Plan's proposed measures need to be linked with its targets and desired outcomes. It would therefore be necessary to implement a number of "hard" and "soft" measures in order to achieve such outcomes. The measures would be part of an action plan with timescales for delivery and individuals responsible identified, and could include:

- Provision of maps showing safe walking and cycling routes.
- On-site provision of public transport information, including bus routes, and rail services.
- Car share promotion, including events with opportunities for finding a match amongst employees, and residents.
- Publication and effective distribution of both the Travel Plan and specific initiatives.
- Providing the service of personal travel advice.
- Provide existing and new employees with a Travel Information Handbook on available travel options.
- Provide new residents on occupation with a Travel Information Handbook on available travel options.

Cycling

- 9.20. Employees, residents, and other site users may wish to cycle and will be able to accommodate bikes within cycle parking providing on site.
- 9.21. To encourage and support traveling by cycling as a viable option for employees an on-site provision of shower and locker facilities to be provided at the Council HQ.
- 9.22. KMBC already offers a Cycle to Work scheme to staff that supports the purchase of bicycles and associated equipment. Continuation of this scheme should be considered as part of any Travel Plan developed for the Council HQ, and the potential office space at Plot 5.

Walking

- 9.23. Walking offers many health benefits and fits in well with the growing interest in a healthy lifestyle. As detailed earlier in this report, the walking facilities surrounding the development site are of a good standard and will assist in encouraging travel on foot. In addition to the provision new internal footways around the site and connections with the external networks, walking maps and information on access to local amenities could be made available to users of the site along with other potential measures.



Public Transport

- 9.24. As previously detailed, the proposed site benefits from excellent access to public transport opportunities, including Huyton rail and bus stations. The Travel Plan will further support site users in accessing this provision through a range of measures.
- 9.25. The following initiatives will be considered to encourage uptake of trips by bus, and rail modes:
- Provision of public transport information and timetables for employees, residents, and other site users.
 - Seek to negotiate discounted / free travel passes from public transport operators for employees, residents, and other site users.
 - Consider the provision of interest free loans for public transport season tickets for employees. It is noted that KMBC currently offer this to staff and continuation of this scheme should be considered for the proposed Council HQ.

Car Sharing

- 9.26. Car sharing offers significant benefits not just for the environment but also financially. Therefore, consideration will be given to organising a car sharing scheme that is specifically aimed at finding matches amongst employees, residents, and other site users who would be able to car share when travelling to and from their daily commutes.
- 9.27. Liftshare (<https://liftshare.com/uk>) is one example of an existing car sharing platform that could be promoted to employees, residents, and other site users at the proposed development.

Flexible and Remote Working

- 9.28. Flexible and remote working offers opportunities for employees to reduce their need to travel into the office, which includes KMBC staff. It is understood that KMBC already operate a flexible working policy, and it is recommended that this is reviewed and maintained for the proposed Council HQ to assist in reducing demand for car travel and staff car parking.

Parking Management and Enforcement

- 9.29. As previously detailed within this report, travel planning for the proposed development will be complimented by car parking management and enforcement. This approach seeks to ensure that car travel is only undertaken if absolutely necessary and by those with the greatest need.



Travel Plan Co-ordinator

- 9.30. It will be necessary to appoint a Travel Plan Co-ordinator for the development prior to it becoming operational to deliver the Travel Plan initiatives and bring forward the associated action plan. This role may form part of an existing member of staff's duties. The Travel Plan will be implemented under the control of a Travel Plan Co-ordinator who will drive the work forward, promote the measures and be a key contact point for employees, residents, and other site users.
- 9.31. As well as ensuring the success in terms of improving modal split, the Travel Plan Co-ordinator should liaise with employees, residents, and other site users to ensure the promotion of sustainable alternatives. The Travel Plan Co-ordinator should also consult with the Local Authority and other key stakeholders on a regular basis to obtain information and share ideas. This would also provide the opportunity to review the Travel Plan on a periodic basis, to monitor its effectiveness and to agree new measures required to meet the Travel Plans aims, objectives and targets.
- 9.32. The following bullet points summarise the role of the Travel Plan Co-ordinator:
- To be the key decision maker on day-to-day matters of implementation of the Travel Plan.
 - Liaise with users of the site as well as KMBC, other external organisations and stakeholders.
 - To provide a point of contact for employees, residents, and other site users in relation to travel advice.
 - To promote the use of travel modes other than the car, including the distribution of publicity material and travel information.
 - To co-ordinate the implementation of Travel Plan measures.
 - Data collection, surveys, monitoring, and report production.



Promotion, Communication & Training

9.33. The Travel Plan Co-ordinator will be responsible for the promotion of the Travel Plan and for the communication of its targets and objectives to employees, residents, and other site users. The following measures could be undertaken to ensure that this is done:

- Provide information in communal staff/ residential areas around the site.
- Provide employees, residents, and other site users with a Travel Information Handbook on available travel options.
- Promote and reinforce the aims of the Travel Plan to users on a regular basis.

Monitoring

9.34. Once the site is operational, then it would be necessary to monitor the plan on a regular basis. This would be one of the roles of the Travel Plan Co-ordinator, and the likely steps would include:

- Post occupation / baseline travel survey.
- Annual Progress reviews (including travel surveys).
- Liaison with the Highway Authority / Travel Plan Officer.

Summary

9.35. This section of the report set out a Travel Plan Framework for the proposed mixed-use development. The next Section of this report continues to provide a summary and conclusions.



10. Summary and Conclusions

Summary

- 10.1. Astute Transport Planning has been appointed by Genr8 Kajima Regeneration Limited to provide highways and transportation advice in support of a hybrid planning application for St Michael's Place, which is a mixed-use regeneration of Huyton Town Centre comprising a new Council Headquarters, hotel, public realm including active travel facilities, residential and commercial floorspace with associated works.
- 10.2. This TA report includes the following principal findings:
- In accordance with national, regional and local planning policy guidance, which promotes sustainable development, the site has been demonstrated to be highly accessible by active travel modes and public transport.
 - The site has been demonstrated to be accessible on foot and on bicycle, with safe and convenient access available to a range of surrounding services, amenities, and employment opportunities. The proposed provision for active travel modes will include sections of new footways and public realm improvements across the site, including new pedestrian and cycle routes through the public park / Village Green area that will connect into the existing infrastructure to the north (Archway Road), east (Derby Road), south and west (Civic Way).
 - The site is very well located for access to a range of local services and amenities in Huyton Town Centre, which is of benefit to employees, residents, visitors, and other site users of the mixed-use development.
 - The site is highly accessible by public transport and a wide range of bus and train services, with Huyton Bus and Rail Stations located within a short walking distance providing access to local and regional destinations.
 - A review of historical collision data has demonstrated that there are no existing accident blackspots in the vicinity of the site. Based upon the findings of the traffic impact assessment, it has been concluded that there is no reason to believe highway safety would be worsened as a result of the development proposals.
 - The proposed development is served by appropriate vehicular access arrangements, including provision for emergency access and delivery / servicing vehicles.
 - The development represents an excellent opportunity for a development to include reduction of on-site car parking, and therefore as a reflection of the highly sustainable town centre location.
 - A detailed Parking Strategy has been developed to support the St Michael's Place masterplan proposals. This includes the provision of a new car park at Lathom Road that will accommodate the relocation of short



stay parking to serve the public accessing Huyton Town Centre, and the maximum provision of circa 400 spaces takes into the account the requirements associated with the hotel and residential development proposals. The Parking Strategy provides details on the future car parking proposals to serve the Council HQ building, including potential parking management and enforcement measures.

- The proposals for EVCPs, and accessible, motorcycle and cycle parking provision are considered appropriate in line with the relevant standards and guidance.
- An assessment of the local highway network has been undertaken at key locations, including an allowance background traffic growth. The results of this assessment indicate that the proposed development will have a minimal impact on the operation of key junctions along the Archway Road corridor.
- A Travel Plan Framework has been provided, which provides a structure for future detailed Travel Plans and suggested measures intended to encourage staff, residents, visitors, and other site users to reduce demand for car travel.
- It is therefore concluded that the residual cumulative impact of the development on the local highway network could not be considered severe.

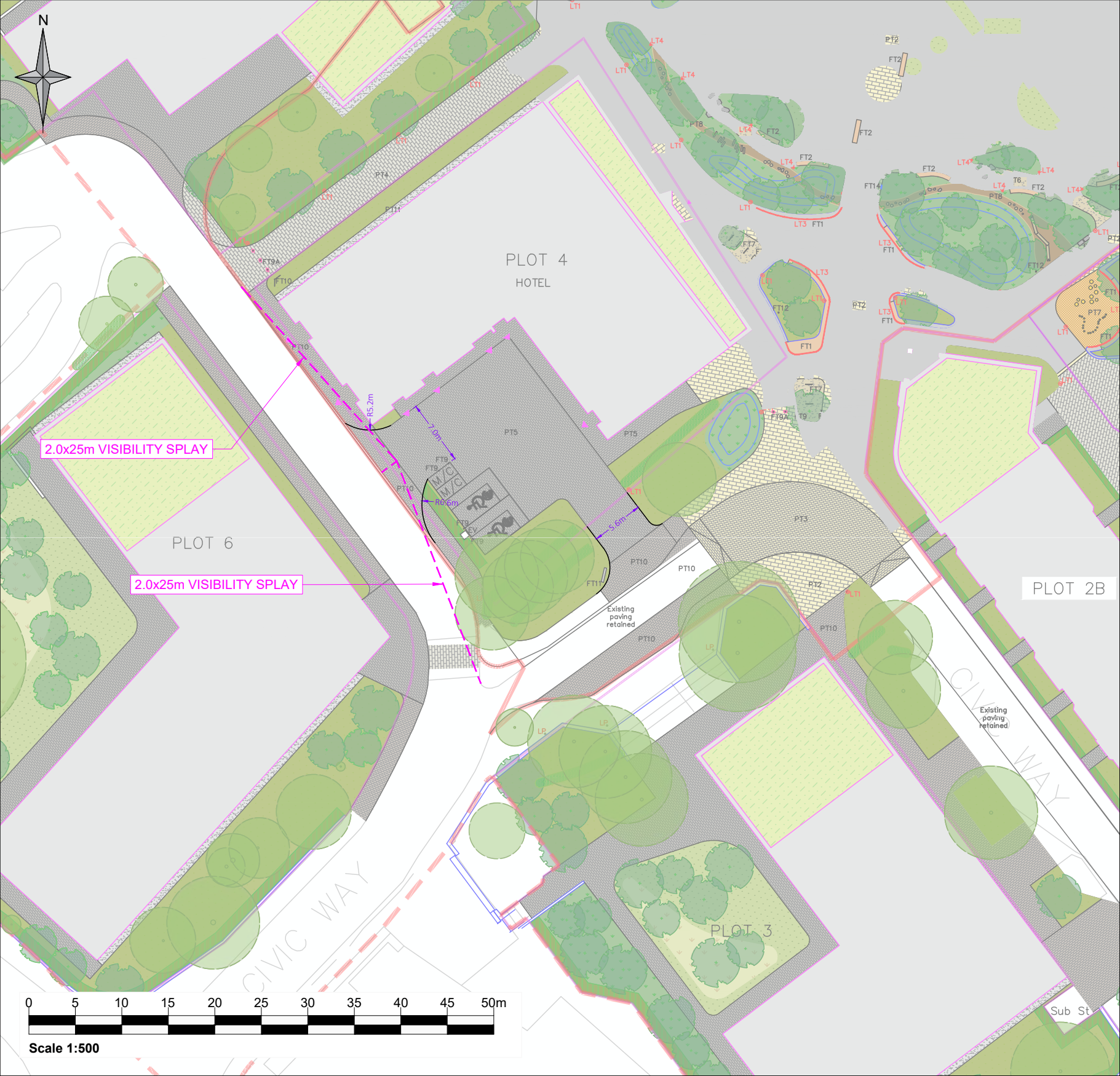
Conclusion

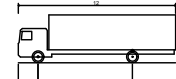
- 10.3. The NPPF states that, "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*"
- 10.4. This TA has demonstrated that the development site is located in a highly accessible location, and that the proposed mixed-use development would not have unacceptable impact upon the safe or efficient operation of the surrounding highway network.
- 10.5. It is therefore concluded that the residual cumulative impact of the St Michael's Place masterplan would not be severe, and on this basis, there are no material reasons why the proposed development should be refused on highways or transportation grounds.



DRAWINGS

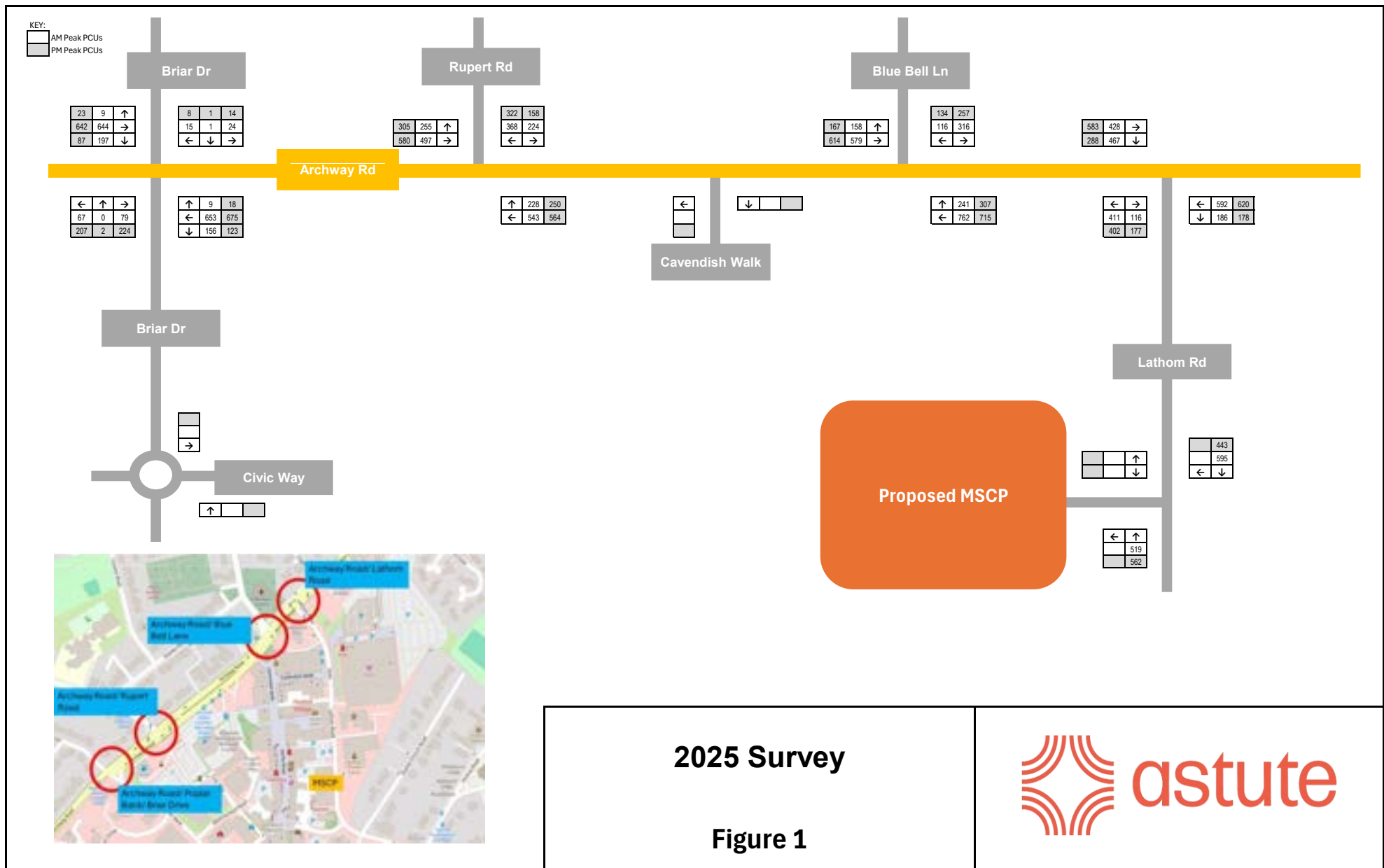


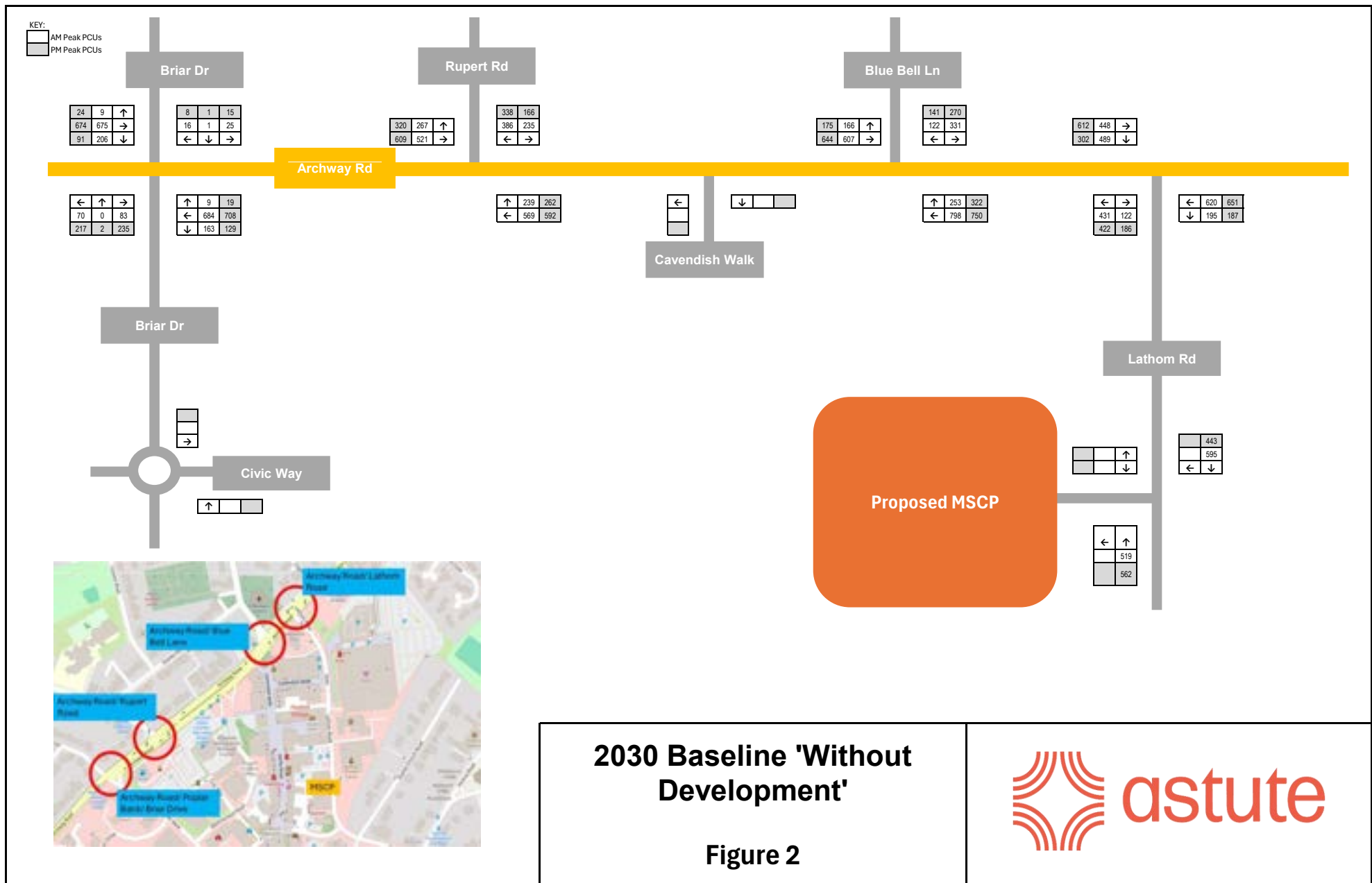


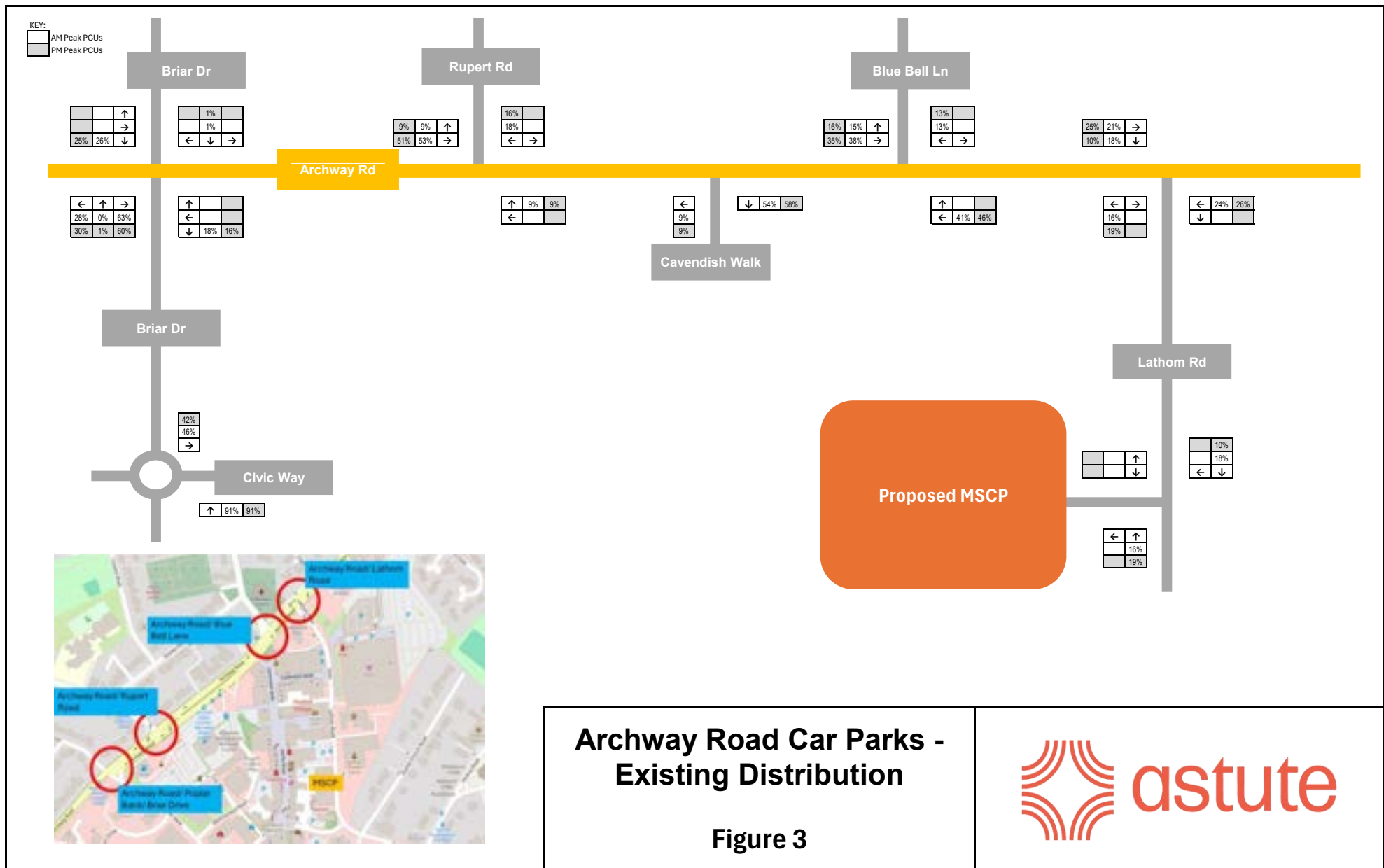
		Client GENR8 KAJIMA REGENERATION LTD		Rev Amendments Date By Chk Auth	
www.astutetransport.com		Project ST MICHAEL'S PLACE, HUYTON TOWN CENTRE			
Drawing Status & Suitability Code PLANNING		Drawing Title PROPOSED HOTEL SERVICE YARD GENERAL ARRANGEMENT AND VEHICLE TRACKING			
Drawn RO	Checked PT				
Date 23.10.25	Date 23.10.25	Drawing Number A25008-P-0100-001		Rev. -	
Scale 1:500		Astute Project No. A25XXX		Legend:  Large Car (2006) Overall Length 5.070m Overall Width 1.872m Overall Body Height 1.520m Min Body Ground Clearance 0.310m Max Track Width 1.831m Lock to lock time 4.500s Kerb to Kerb Turning Radius 5.900m  12m 2 Axle Rigid HGV Overall Length 12.000m Overall Width 2.220m Overall Body Height 3.440m Min Body Ground Clearance 0.440m Track Width 2.500m Lock to lock time 3.000s Kerb to Kerb Turning Radius 12.200m	
Notes:		1. This is not a construction drawing and is intended for illustrative purposes only.			

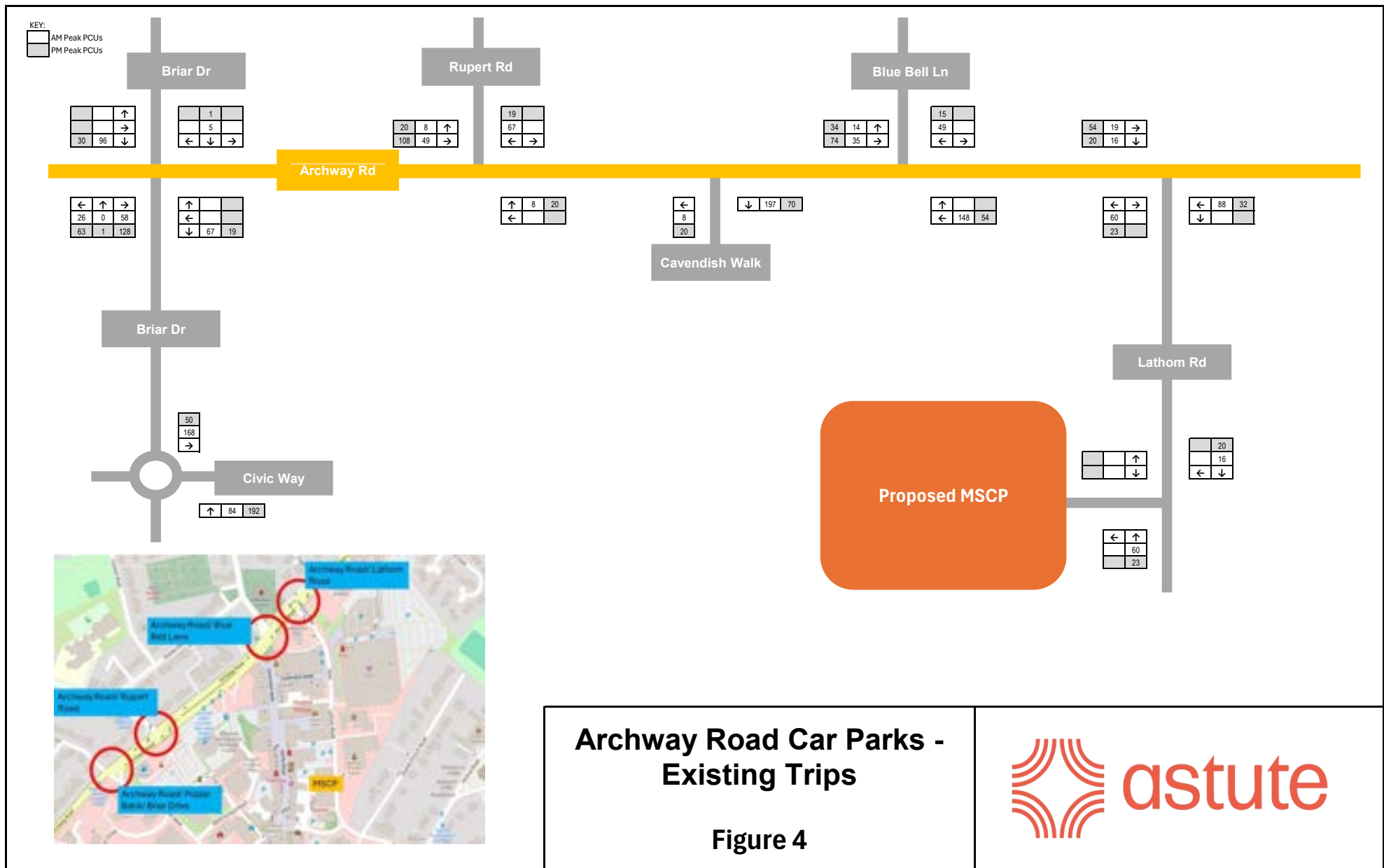
FIGURES

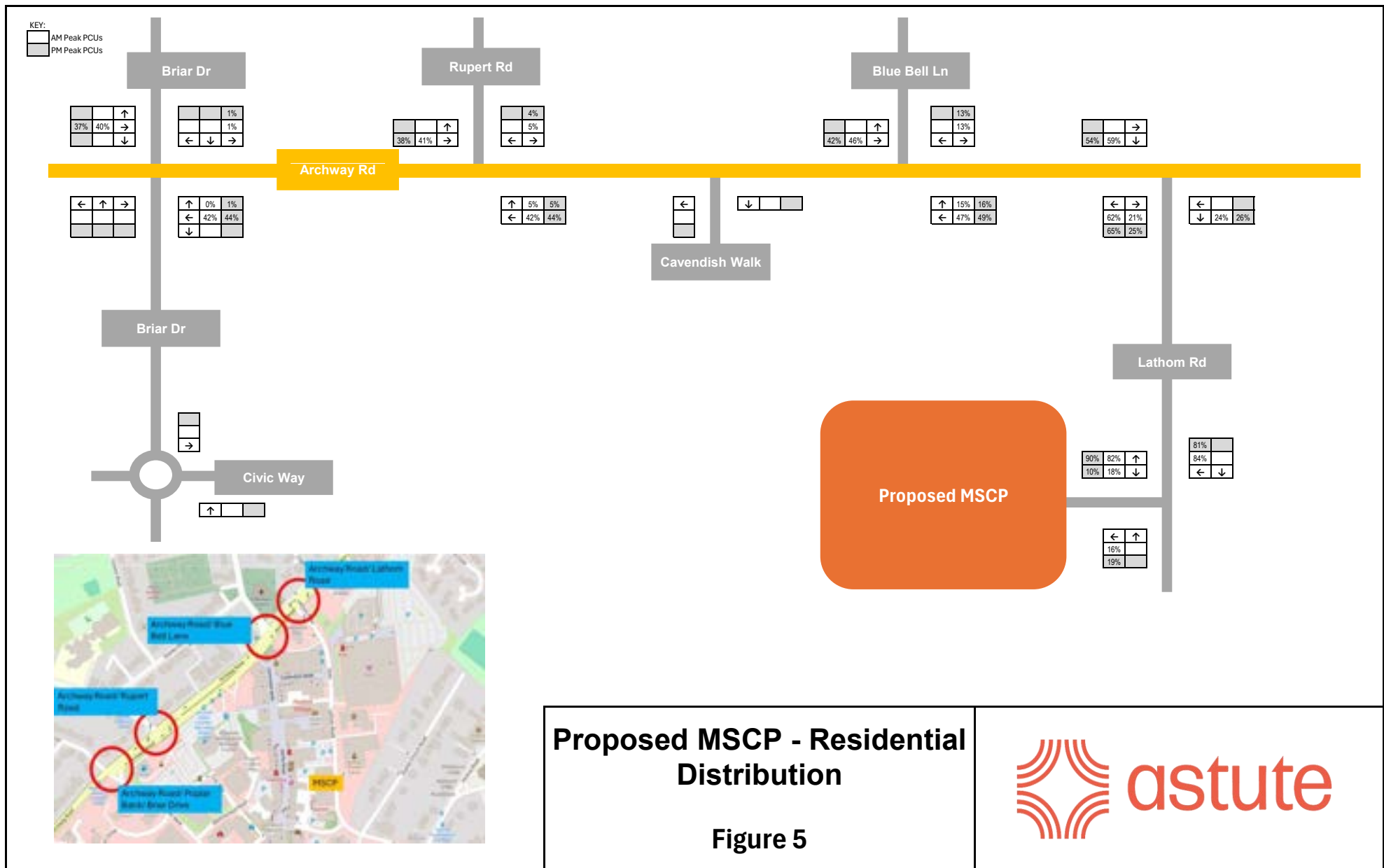


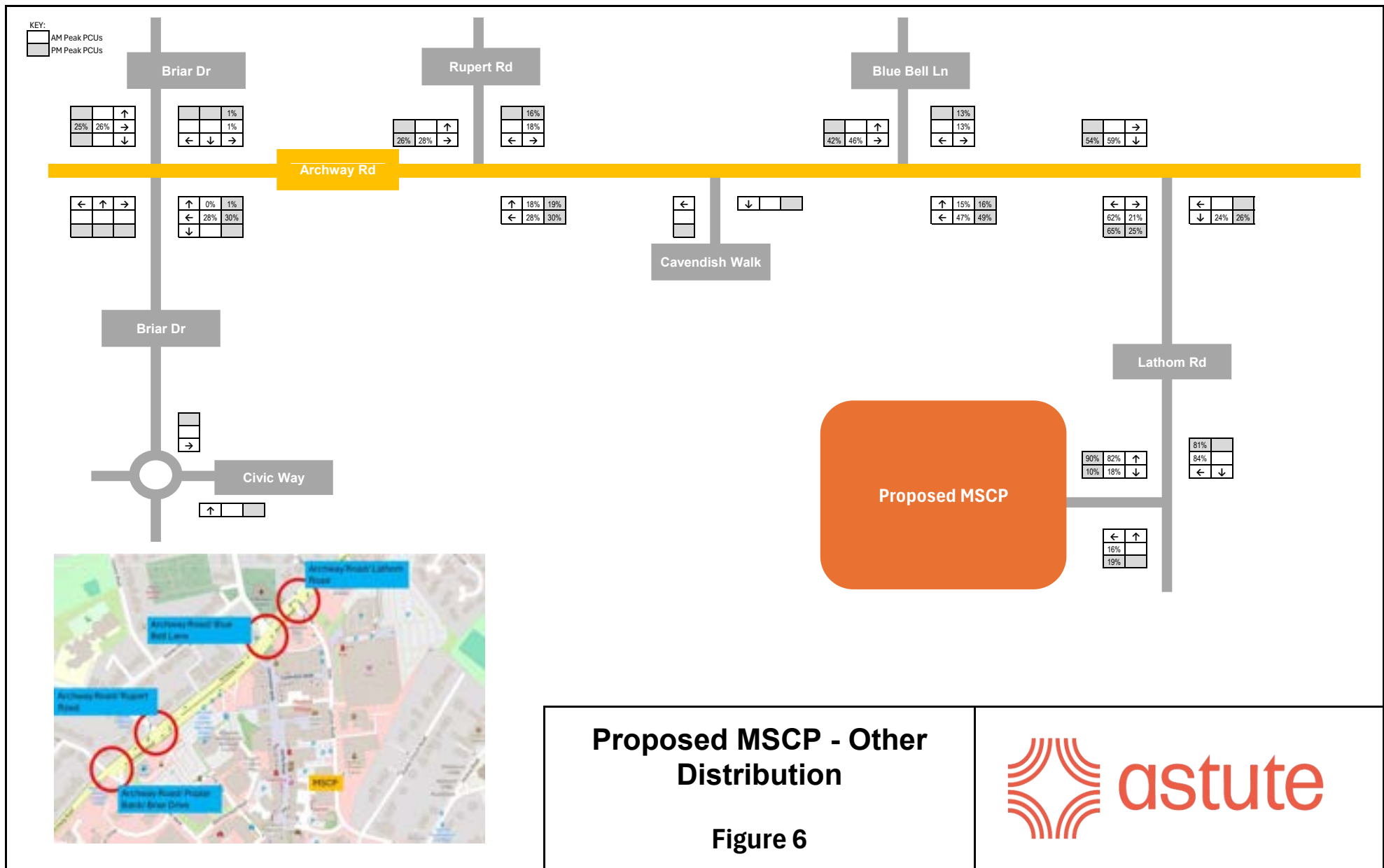


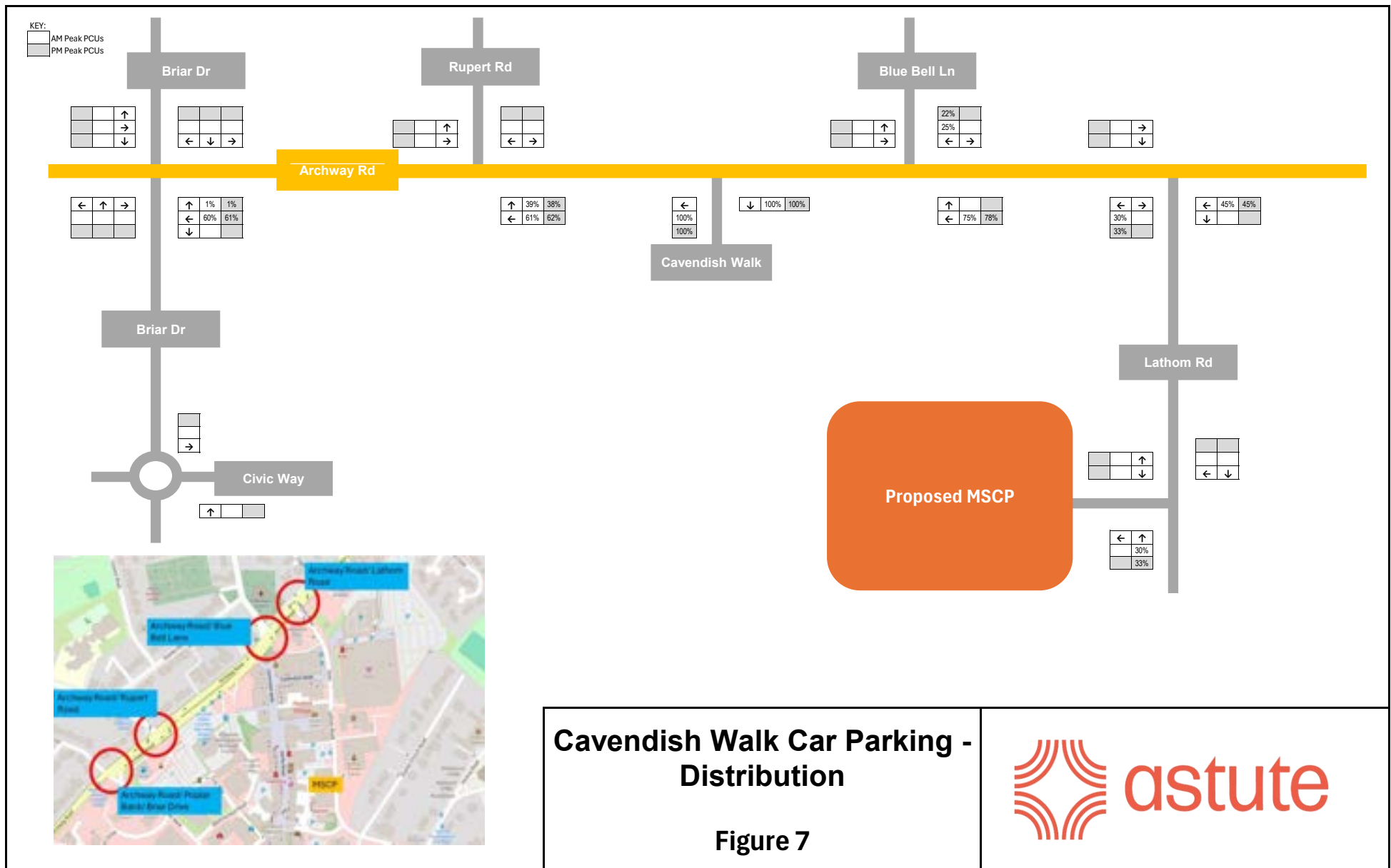


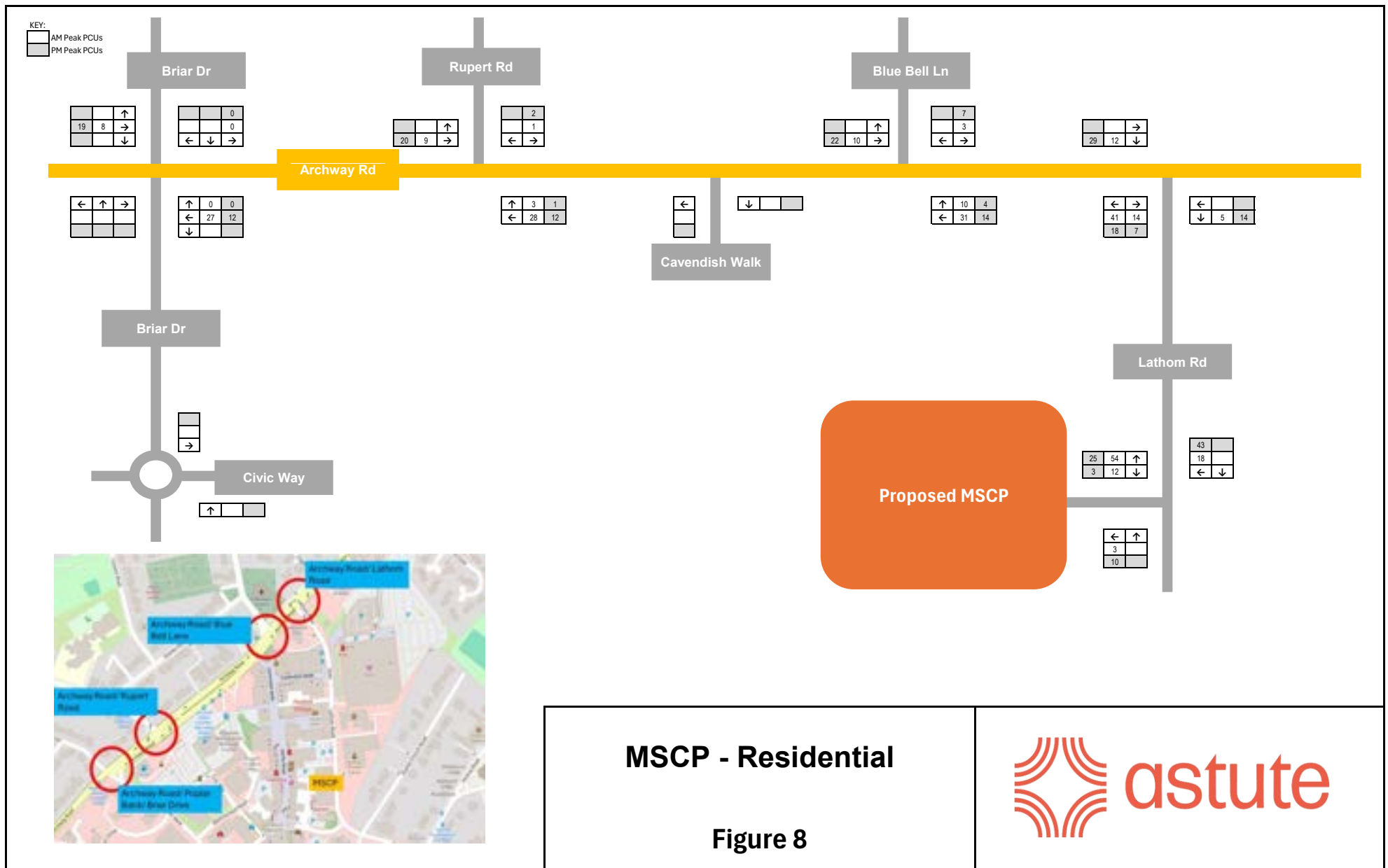


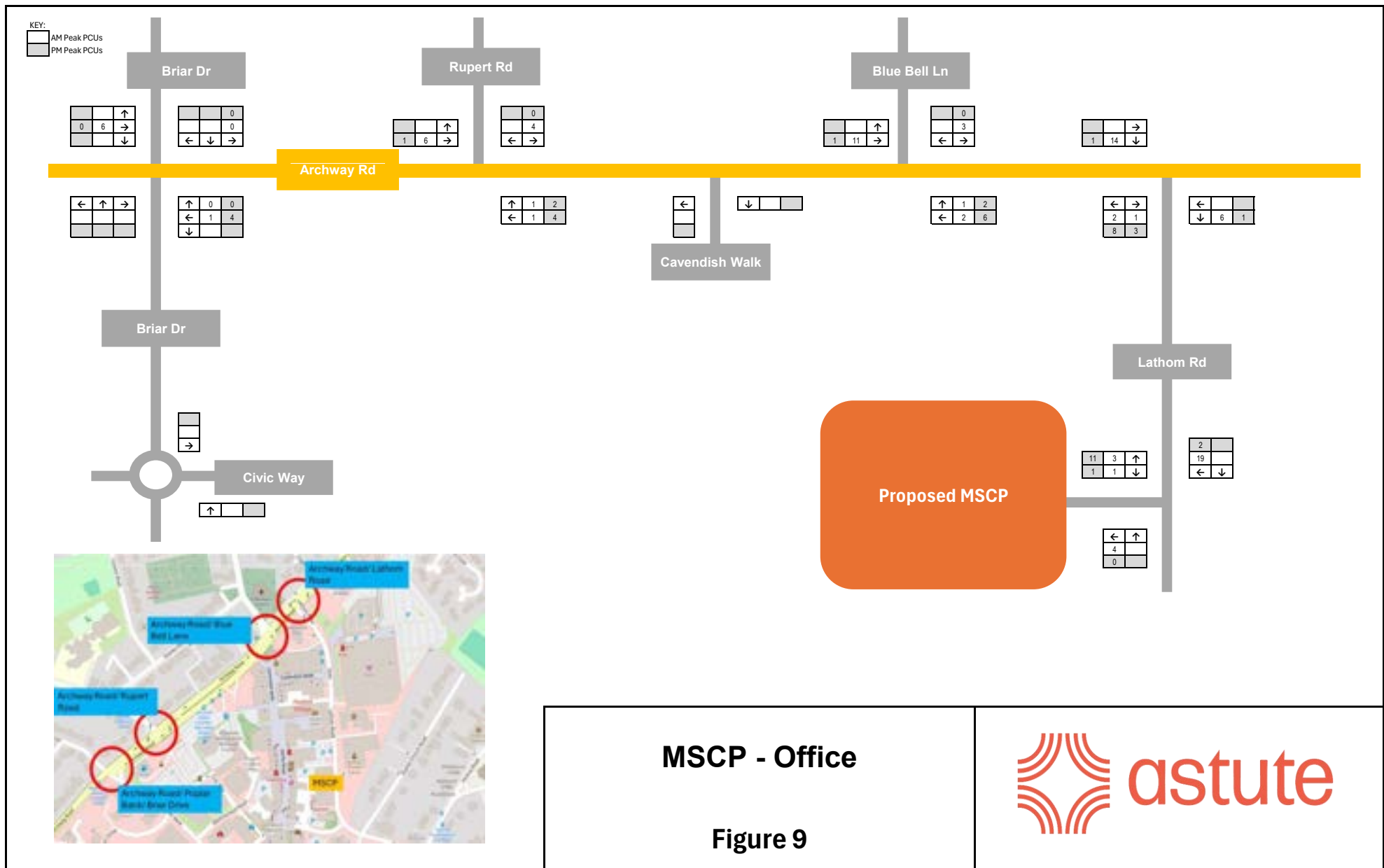


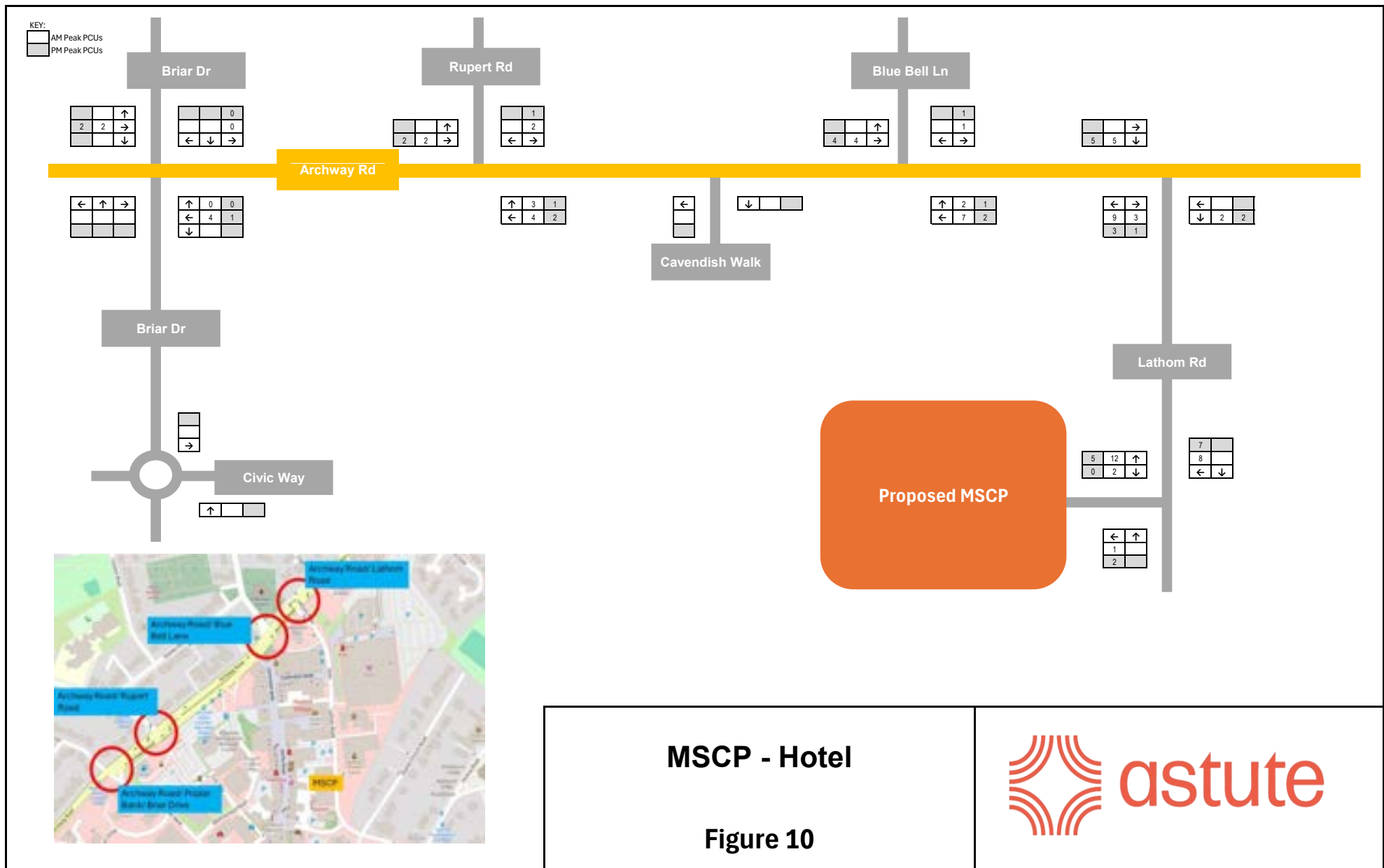


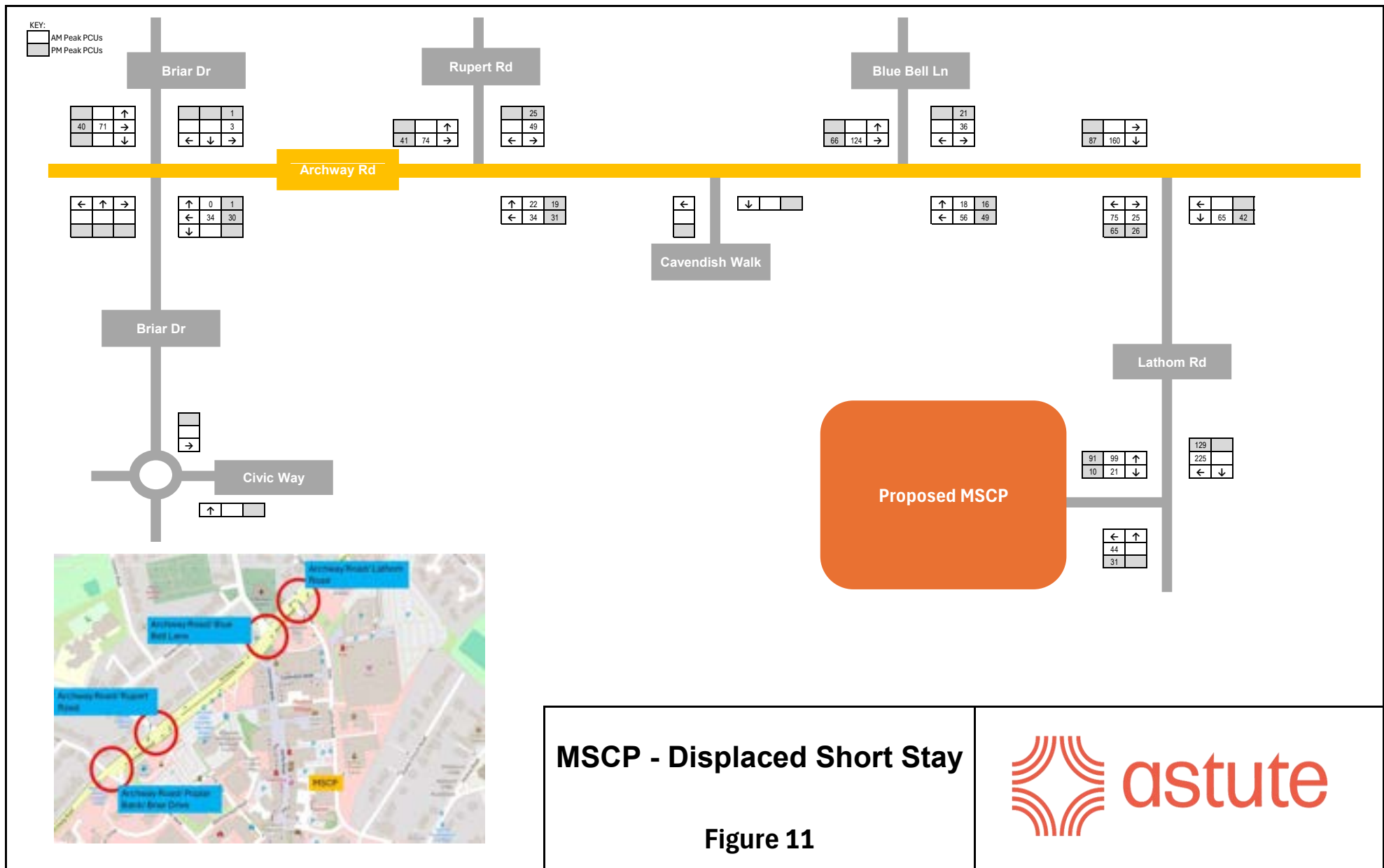


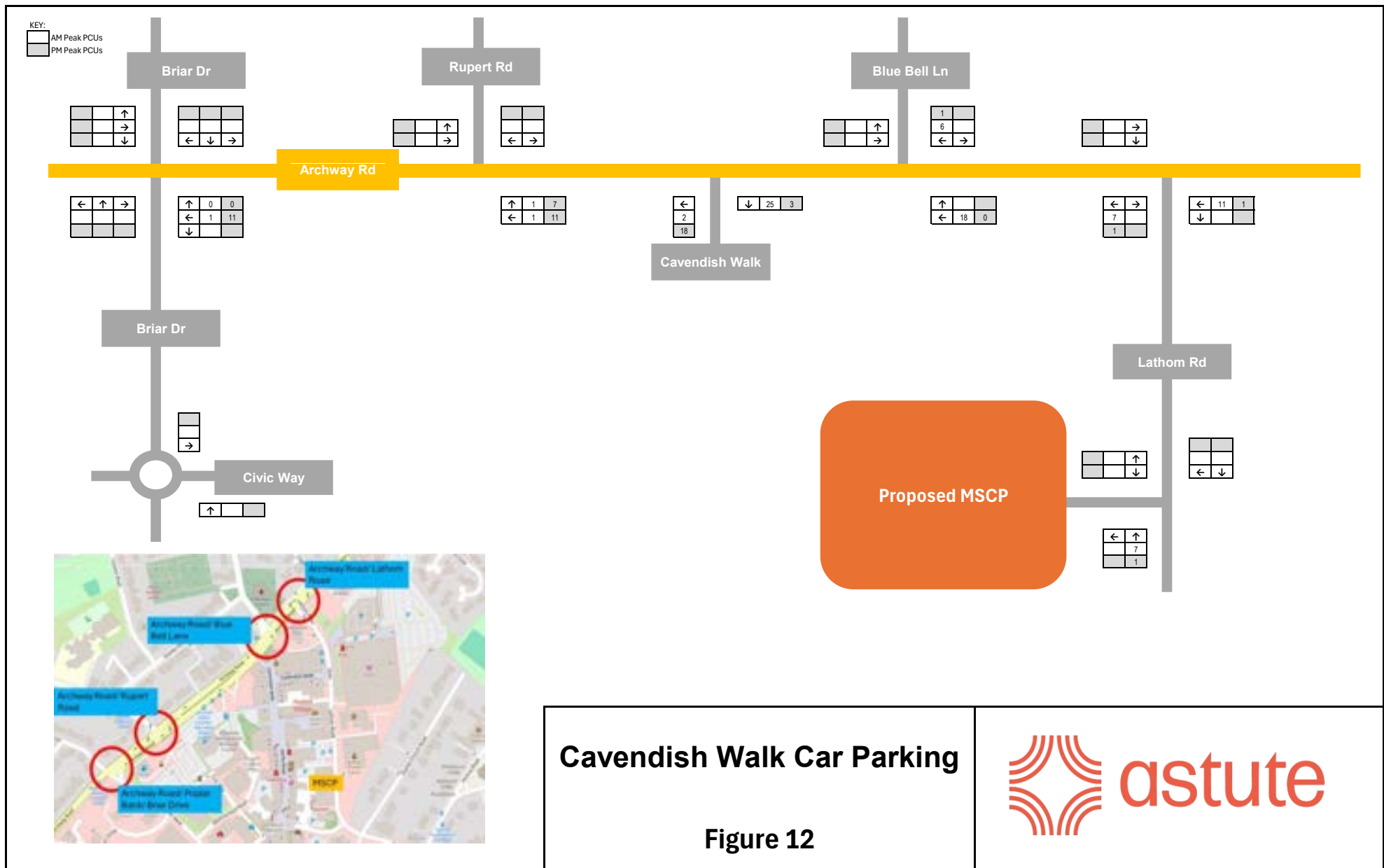


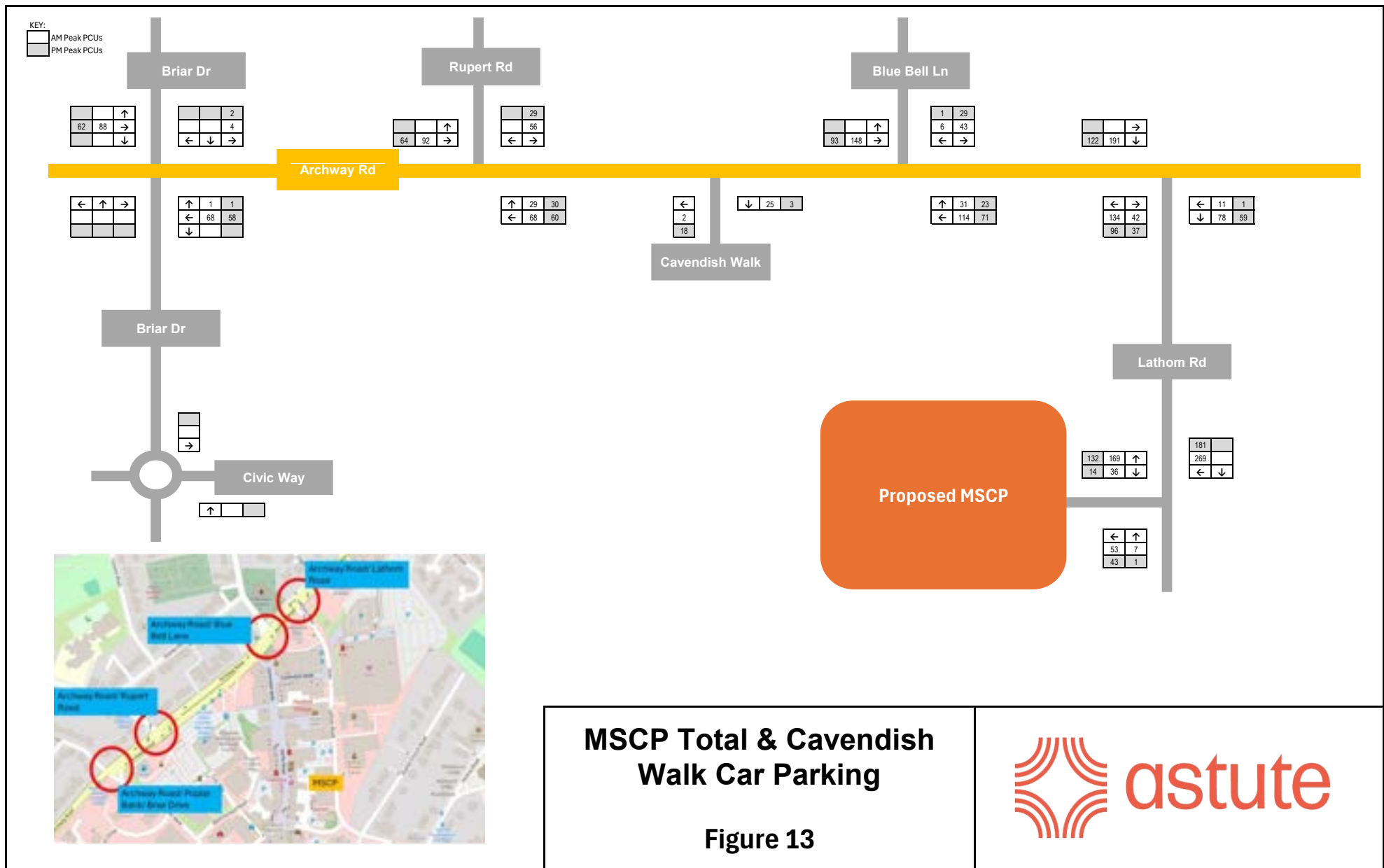


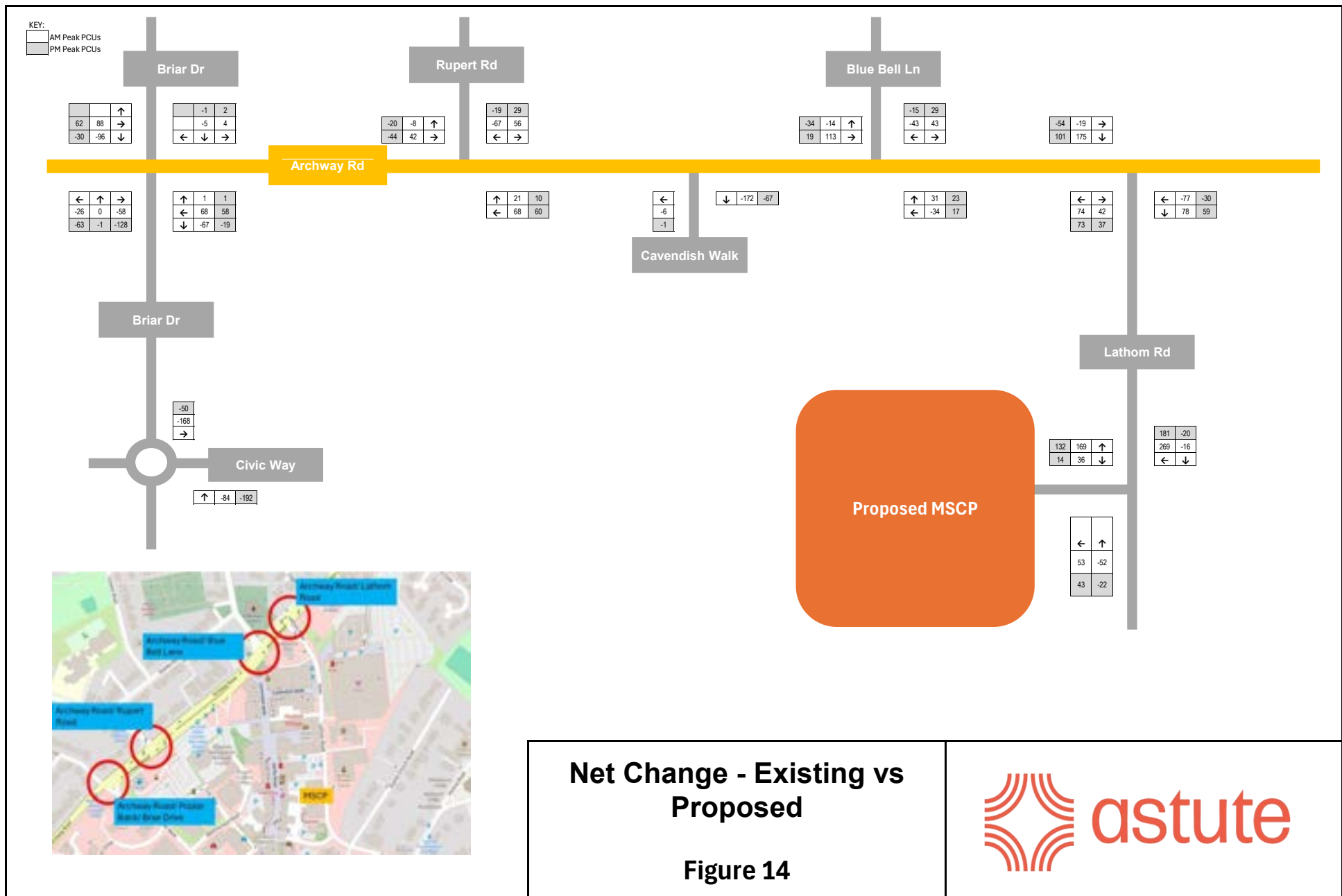


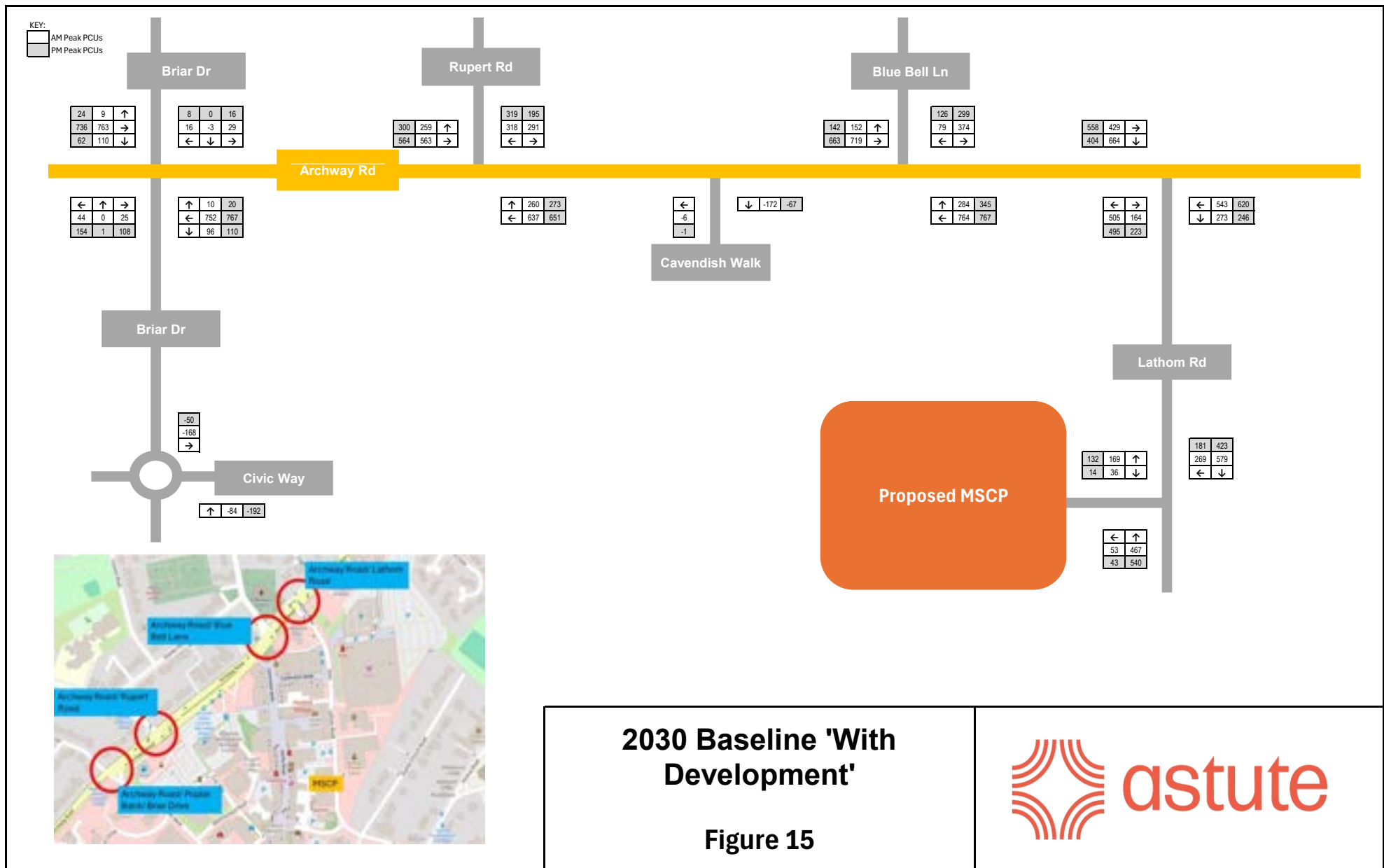












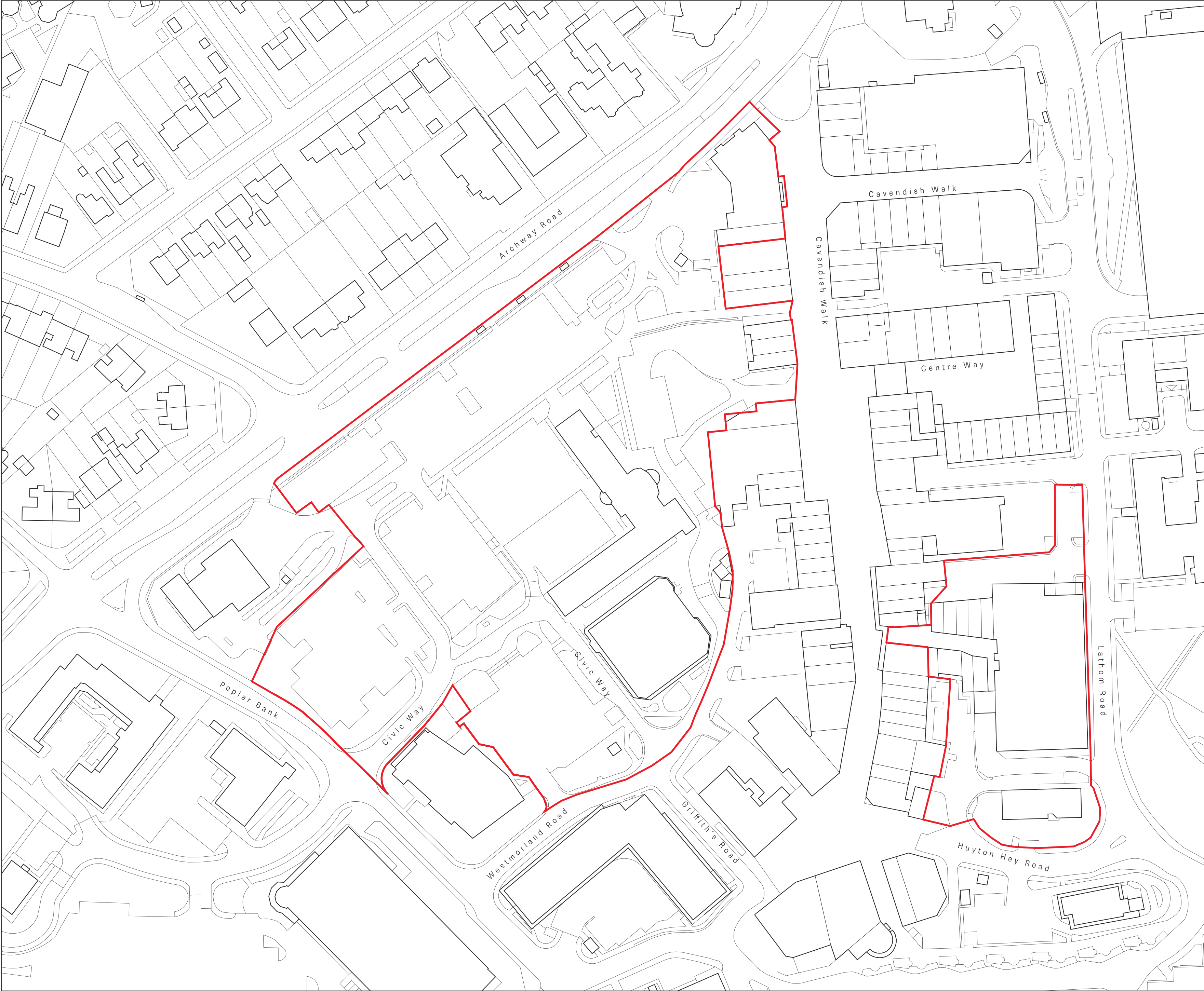
APPENDICES



Appendix A

Application Red Line Boundary Plan





Notes:
1. Do not scale from this drawing
2. Drawing must not be copied without prior written consent from Lucid Design Studio Ltd.
3. Drawing information based on:

Key:

Application boundary

02	Boundary amended at Cavendish House and Civic Way.	AW	04/09/25
01	Boundary amended around Cavendish House entrance.	AW	19/08/25
Revision	Reason	Initial	Date

Client
Genr8 Kajima
Project Name
St. Michael's Place, Huyton
Drawing Title
Red Line Boundary Plan

Status
Planning

Scale Bar

0 500 1000 2000m

Scale
1:1000@A2

Drawn by
MF

Drawing Number
SMP-LUD-MP-ZZ-DR-U-91-00-01

Date
10/04/25
Checked
AW
Revision
02



Renold Building, 32a Altrincham Street, Manchester, M1 7JR

Appendix B

Transport Scoping Note



Huyton Town Centre Village

Technical Note 03 - Transport Scoping Note

A25008

1. Introduction

- 1.1. Astute Transport Planning Ltd has been commissioned by Genr8 Kajima Regeneration Ltd to advise on the Huyton Town Centre Village Masterplan.
- 1.2. This Scoping Note has been prepared to outline the scope of transportation work proposed to be undertaken in support of a hybrid planning application for the masterplan. It follows a meeting held between the project team and officers at Knowsley Metropolitan Borough Council (KMBC) on the 1st April 2025.

2. Proposed Development

- 2.1. The proposed development is for the mixed-use regeneration of Huyton town centre. The development plots in the current masterplan proposals are illustrated in **Figure 1**.

Figure 1: Huyton Town Centre Village Masterplan Proposed Development Plots





2.2. The planning application is to be submitted as a hybrid of detailed and outlined elements which are set out below:

Detailed

- New Council Head Quarters (HQ) (circa 9,000sqm floor area).
- Hotel (130 bedrooms).

Outline

2.3. Two development scenarios are envisaged for the outline element of the proposals as detailed below:

- In the event that 420 residential units come forward then no more than 1,600sqm of commercial floorspace shall be delivered (intended to comprise ground floor active uses).
- In the event that 5,600sqm of commercial (inclusive of 4,000sqm office uses) floorspace comes forward then no more than 370 residential units shall be delivered.

2.4. The proposed development is to be supported by a robust car parking strategy that aims to meet the operational demands of the various land uses but without undermining sustainable transport initiatives by overproviding for private-vehicle users. As is explored later in this Note, this strategy will act to suppress vehicle demand to and from the proposed masterplan area.

2.5. The proposed development will deliver supporting public realm and connectivity improvements that will enhance accessibility by active travel modes. These improvements will also increase access to extensive rail and bus facilities within the town centre.

2.6. The combination of the proposed car parking strategy and connectivity improvements will ensure that the proposed development supports sustainable travel options and puts Vision-led transport planning at the forefront of the scheme, to accord with the principles of the National Planning Policy Framework.



3. Transport Assessment

3.1. To support the planning application a Transport Assessment (TA) will be prepared. This report will provide the following information:

- A review of the site's baseline transport conditions, including the surrounding highway network, existing parking provision, and local collision statistics.
- A review of pertinent national and local planning policy guidance.
- A detailed assessment of the site's accessibility by sustainable modes of travel, including an audit of walking, cycling and public transport modes, and their supporting infrastructure. A Minimum Accessibility Standard Assessment (MASA) will be provided.
- A description of the development proposals, including measures to encourage travel by sustainable modes.
- General Arrangement drawings of proposed alterations to the highway infrastructure, including site access points, active travel provision, Traffic Regulation Orders (TROs), a coach bay, car parking and changes to the taxi pick-up / drop-off provision off Archway Road.
- Supporting AutoTRACK assessments as required to demonstrate the workability of internal arrangements within the masterplan site, including consideration of servicing, delivery and coach access/ egress.
- Details of a parking strategy for the site, to consider provision for private vehicle demand and sustainable travel options - at the time of drafting this Scoping Note, the car parking strategy for the masterplan area is currently being developed in consultation with key stakeholders, including the client team at KMBC.
- Traffic Impact Assessment of the proposed development. – see below.



4. Parking Strategy Overview

4.1. The main elements of the proposed car parking strategy can be summarised as follows:

- Existing Lathom Road Multi-Storey Car Park (MSCP) is to be demolished prior to the commencement of the site enabling works. It is important to note that the weekday occupancy at the existing MSCP is minimal, and a parking survey undertaken in March 2025 showed that the peak demand was around 10%. It is understood that the general poor condition of the car park is a large contributing factor to the low occupancy rate.
- As part of the masterplan proposals, five car parks (circa 247 spaces) that are predominantly used by KMBC staff and visitors will be displaced, as well as the Venue car park.
- Archway Road Short Stay car park will be relocated into a new surface car park that will be constructed on the site of the current Lathom Road MSCP. It is proposed that the design of the new car park will be future proofed so that additional decks could be added at a later stage (to accommodate future phases of residential development that come forward via reserved matters applications).
- For the hotel development a minimum car parking allocation of 33 spaces is proposed based on the operator requirement of one space per four bedrooms, and appropriate justification will be provided in the TA to support this level of parking provision including taking account of the relevant policy standards. The permanent location for the proposed hotel car parking provision will be the new Lathom Road car park once the Venue car park is developed for residential use.
- For the residential developments a minimum car parking ratio of around 0.4 spaces per unit is proposed. Please refer to the Parking Advice Note that is included as **Appendix A** to this document for further details on the methodology used to arrive at this parking ratio. Appropriate justification will be provided in the TA to support this level of parking provision including taking account of the relevant policy standards.
- As noted above, the outline element of the proposals includes up to 1,600sqm of commercial floorspace. It is anticipated this will be ancillary uses that form part of the proposed development and overall town centre offering, and as such will not require dedicated parking provision.
- Should the outline element comprise of an office scheme, the level of proposed parking provision will be supported by appropriate justification in the TA including taking account of the relevant policy standards.
- New Council HQ dedicated staff car parking provision is proposed to be approximately 150 spaces, which will be accommodated in the Club 3000 Bingo car park. The parking strategy assumes the reprovision of the KMBC visitor car parking and the Municipal Offices Members car park via the reconfigured service yard at



Cavendish Walk. The reduced car parking provision for KMBC staff will be supported by a Travel Plan to promote and encourage increased travel to Huyton Town Centre using sustainable transport modes, and a parking management / enforcement regime to ensure that parking demand and supply is appropriately managed. It should be noted that KMBC's adopted parking standards allow for a maximum provision of 1 space per 40sqm for B1 office use (town centre maximum), which equates to up to 225 car parking spaces. Therefore, a 150-space provision is around 70% of the maximum policy standards.

- 3.1. KMBC's adopted parking standards for new development are contained within the Ensuring Choice of Travel Supplementary Planning Document (SPD) dated 2010, and the 'New Residential Development' SPD (September 2018). These policy standards will be the starting point for the consideration of appropriate levels of disabled, motorcycle, cycle and electric vehicle car parking (EVCP) provision.
- 4.2. One of the key areas of KMBC's Climate Emergency Action Plan (November 2020) relates to the actions that Knowsley can take to reduce carbon emissions in the wider community, including reducing carbon emissions from both transport and new development in Knowsley. A robust parking strategy for the town centre will play a central role in supporting the objectives of the Action Plan.



5. Traffic Impact Assessment

5.1. The proposed approach to the traffic impact assessment is outlined below.

Assessment Time

5.2. The traffic impact assessment will consider the weekday AM (07:00-10:00) and PM (16:00-19:00) peak periods. A peak hour within each of these periods will be identified and adopted for the assessment.

Study Area

5.3. It is proposed that the following junctions are included as part of the study network for the TA:

- Archway Road/ Briar Drive/ Poplar Bank.
- Huyton Lane/ Lathom Road (including the Blue Bell Lane junction).
- Archway Road/ Rupert Road.

Baseline Traffic Flows

Traffic Surveys

- 5.4. It is proposed that new manually classified traffic turning count surveys are undertaken at the junctions detailed in this Note.
- 5.5. It is also proposed to survey the existing Archway Road Short Stay car park to understand the arrivals and departures that will be displaced from this part of the site and reassigned within the masterplan area.
- 5.6. Similarly, it is proposed to survey one of the at-grade car parks that is mainly used by KMBC staff and visitors e.g., Yorkon Green Zone car park, to understand the arrival and departure profiles for these types of spaces. This information will be used to determine the overall net reduction in vehicle demand that will result from the removal of the at grade car parks within the masterplan area.

Committed Development

5.7. Confirmation of committed developments for inclusion in the assessment is sought from KMBC.



Traffic Growth Factors

- 5.8. As part of the traffic impact assessment, it is proposed to review traffic trends local to the proposed site to consider whether the application of background traffic growth factors to surveyed data is appropriate.
- 5.9. If required, it is proposed that the TEMPro database is used to derive background traffic factors, and that the Alternative Assumptions function is applied to remove any committed developments agreed to be included in the assessment. This approach will avoid the double counting of background trips.

Assessment Years

- 5.10. It is proposed that 2030 is adopted as the future year of assessment as this represents a position that is five years post-application registration.

Development Traffic Flows

- 5.11. In order to forecast development trips for the proposed development, the industry standard TRICS database has been interrogated for the proposed land uses across the masterplan.

Council HQ

- 5.12. The proposed Council HQ is replacing the existing KMBC facility within the masterplan area. The existing facility benefits from access to circa 400 car parking spaces across the town centre for staff and visitors, and it is currently proposed to reduce this figure to around 150 spaces as part of the masterplan proposals. This proposed parking strategy will be facilitated by continued travel planning support and connectivity improvements to be delivered as part of the proposed masterplan.
- 5.13. On review of the TRICS database, only a limited number of representative surveys of Council buildings are available. As a result, the database has been interrogated for general office use with those survey sites with no parking or low parking ratios manually removed to ensure a representative sample of sites with similar characteristics.
- 5.14. It should be noted that the majority of town centre office surveys within TRICS have low parking provision, and so these are not considered to be generally representative of the Council HQ. To address this, the selection criteria has been expanded to include sites categorised within TRICS as being located within edge of town centre areas.



- 5.15. The full TRICS outputs for the exercise are included as **Appendix B** of this Note, with **Table 1** providing a summary of the weekday AM and PM peak hour trip rates and resultant vehicle trips generations. As shown, the table includes a forecast for the existing Council HQ facility, the proposed Council HQ and the resultant forecast net change in vehicle trips.
- 5.16. The forecast trips for the proposed Council HQ have been calculated by factoring the existing trips on the basis of a reduction in car parking from the existing provision of circa 400 spaces to the proposed 150 spaces, a reduction of around 63%. For the purposes of this exercise, a total gross internal area of circa 9,000sqm has been adopted, which also broadly reflects the total existing floor area of the Council buildings in Huyton town centre that will be reprovioned within the new proposed Council HQ.

Table 1: Council HQ Existing vs Proposed

Floorspace - 9,000sqm		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Council HQ (Existing)	Trip Rate (100sqm)	1.888	0.215	2.103	0.119	1.585	1.704
	Trip Generation	170	19	189	11	143	153
Council HQ (Proposed)		64	7	71	4	53	58
Net Change		-106	-12	-118	-7	-89	-96

- 5.17. As shown in **Table 1**, the proposed car parking strategy for the new Council HQ building would reduce overall vehicle trips associated with KMBC's operation in the town centre. A net reduction in two-way vehicle trips of 118 and 96 have been forecast for the weekday AM and PM peaks respectively.
- 5.18. The current strategy for the Council HQ car parking is to accommodate future parking demand within the existing Club 3000 Bingo car park. This is an existing situation in terms of traffic movements.

Hotel, Residential Apartments and Office

- 5.19. As noted previously, two development scenarios are envisaged for the outline element of the proposals. To present a worst case for the forecast trip generation of the proposed development, it has been assumed that 370 residential apartments and 4,000 sqm of B1 office use will come forward.
- 5.20. It should be noted that the composition and type of apartments is to be determined at a later stage and as a result, to present a reasonable worst case and for the purposes of this initial TRICS exercise, it has been assumed that all of the apartments will be privately owned.
- 5.21. The 1,600sqm of commercial ground floor use is considered to be ancillary to the proposed development and the wider town centre. As such, this floorspace will not generate dedicated vehicle trips, with future users of this proposed development located in close proximity (walking/ cycling) or linking their trip with other journeys.
- 5.22. A trip forecast for the 130-bed hotel development has also been presented.



- 5.23. The relevant TRICS outputs are included as **Appendix C**. It should be noted that for residential apartments, the TRICS outputs adopted for this exercise include a number of Edge of Town Centre survey sites which is considered to be robust for a town centre location.
- 5.24. A summary of the weekday AM and PM vehicle trip forecasts provided in **Table 2**.

Table 2: Vehicle Trip Forecast Summary

		AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Residential - 370 units	Trip Rate per unit	0.057	0.178	0.235	0.144	0.076	0.220
	Trip Generation	21	66	87	53	28	81
Office - 4,000 sqm	Trip Rate (100sqm)	0.580	0.096	0.676	0.057	0.290	0.347
	Trip Generation	23	4	27	2	12	14
Hotel - 130	Trip Rate per bed.	0.07	0.108	0.178	0.068	0.037	0.105
	Trip Generation	9	14	23	9	5	14
Total		53	84	137	64	45	109

- 5.25. As shown in **Table 2**, the proposed hotel and residential apartments are expected to generate two-way vehicle movements of 137 and 109 in the weekday AM and PM peak hours respectively.

Trip Generation Summary and Net Change

- 5.26. **Table 3** has been prepared to illustrate the net change in trips forecast for the proposed development.

Proposed Development	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Total	Arr	Dep	Total
Council HQ	-106	-12	-118	-7	-89	-96
Residential	21	66	87	53	28	81
Office	23	4	27	2	12	14
Hotel	9	14	23	9	5	14
Net Change	-53	72	19	57	-44	13

- 5.27. As shown, with a robust parking strategy for the proposed Council HQ acting to suppress vehicle demand, the overall net change in traffic forecast to be generated by the proposed development is minimal. As shown, a net increase of 19 vehicle trips is forecast for the weekday AM peak. Overall vehicle trips in the PM are forecast to increase slightly by 13 vehicles.
- 5.28. On the basis of the above, it is considered that the overall traffic generation of the proposed development would be unlikely to result in a significant impact on the operation of the local highway network.



Trip Distribution

- 5.29. Notwithstanding the above evidence on forecast trip generation, it is proposed that the surveyed turning counts at the three identified junctions and two car parks are used to assign vehicle trips to the adopted study network. Journey to Work Census data will also be reviewed in relation to the distribution and assignment of the proposed development vehicle trips.

Operational Impact Assessment

- 5.30. Due to the limited number of vehicle trips forecast to be generated by the proposed development and the low net increase in forecast trips, it is not proposed to undertake detailed capacity testing over a large study area.
- 5.31. As part of the TA, it is proposed to undertake a detailed assessment of the Huyton Lane/ Lathom Road signalised junction to consider the effects of the net increase in departure trips in the weekday AM peak and arrival trips in the PM peak. Lathom Road / new car park access junction (at the site of the current Lathom Road MSCP) will also be subject to a detailed assessment to consider the impact of the full masterplan scenario with the proposed hotel and future phases of development using this car park.
- 5.32. It is proposed to provide a qualitative review of the impact of the proposed development on the other surveyed off-site junctions in the study area.

6. Travel Plan

- 6.1. A Travel Plan strategy will be submitted with the planning application and contain a robust package of measures aimed at increasing the uptake of sustainable modes amongst future site users.

7. Summary

- 7.1. Astute Transport Planning Ltd has been commissioned by Genr8 Kajima Regeneration Ltd to advise on the Huyton Town Centre Village Masterplan. This Scoping Note has been prepared to outline the scope of transportation work proposed to be undertaken in support of a hybrid planning application for the masterplan. The feedback of KMBC Highways is sought to the scoping information contained in this Note.

Appendix C

KMBC Pre-Application Meeting Minutes



Meeting

Client:	Genr8 Kajima		
Project:	Huyton SMP	Ref:	GENM3000
Venue:	MS Teams	Date:	3 rd June 2025
Attendees:	Steven Healey, Turley (SH) Lydia Connell, Turley (LC) Alan Hall, Genr8 (AH) Ellen Lockhart, Genr8 (EL) Andrew Fairest, Genr8 (AF) Libby Bulter, Kajima (LB) Paul Norbury, 5plus (PN) Victoria Bray, KKA (VB) Andrew Watson, Lucid (AW) Phil Anwyl, Buro Happold (PA) Helen Erskine, Buro Happold (HE) Oliver McLaughlin, Astute Transport (OM) Dominic Carr, KMBC (DC) Louise Fortune, KMBC (LF) Jo Sheridan, KMBC (JS) Vahid Tayefi, LLFA (VT)		
Objective:	Pre-application Meeting – Drainage, Transport and Detailed Design Updates		

Action

Introductions given by all.

1. Drainage Proposals and Surveys

- **PA** shared their screen to present and discuss the proposed drainage strategy.
- CCTV surveys were undertaken in early spring, showing current surface water discharge through land near Asda.
- The proposal includes new drainage connections at Archway Road into the United Utilities network.

2. Hydraulic Modelling Strategy

- A brief overview of the hydraulic modelling strategy was provided.

- The approach follows the SUDS hierarchy, prioritising surface water discharge via surface systems. This strategy has been agreed in principle with United Utilities.
- Positive progress has been made in ongoing discussions and feedback exchange with United Utilities.
- **AL** raised a query regarding maintenance of external areas and whether this should be explicitly set out within the planning submission.
- **JS** questioned whether third-party management companies will be involved and not had previous good experience.
- **AL** agreed to draft a document outlining the proposed maintenance responsibilities and arrangements. **PA/ AL**

3. Cavendish Walk Refurbishment

- Cavendish Walk will be refurbished as part of the wider scheme. It was confirmed that the building footprint will be retained, and service areas to the rear will be maintained where possible.
- The refurbishment will include replacing areas of hardstanding with soft landscaping, representing a natural betterment of the site's drainage.
- **AL** noted minor changes of use and slight alterations to improve accessibility. These interventions are minimal in scale.
- **JS** queried three large white areas on the plans. **AW** confirmed that one of these is an outline plot intended for future public realm.
- **JS** observed that one end of the building presents a dead elevation, which is considered a design concern. **DC**
- **JS** suggested that this issue might need to be discussed further with **DC**.

4. SUDS

- **VT** queried the statement that the surface water strategy has been agreed in principle with United Utilities.
- **VT** asked how the existing discharge rate was calculated. **PA** confirmed that a detailed model has been developed.
- **VT** emphasised the importance of incorporating SUDS controls such as soft features and a system of green corridors, focusing on connectivity and attenuation at site scale.
- **PA** acknowledged the challenge, stating that due to the urban context, incorporating green corridors or significant ponds would be difficult. Conveying water through green infrastructure is constrained, so the strategy will rely primarily on pipe networks.
- **VT** reiterated that the main concern is how SUDS are being addressed at the site level.

- **DC** noted that the "village green" is a key design feature highlighted through public consultation and could play a role in the site's green infrastructure.
- **PA** to prepare a briefing note setting out consideration of SUDS hierarchy and feasibility of above ground features.

5. Highways and Parking Strategy

PA

- **OM** presented an overview of the latest highways proposals, which adopt a worst-case scenario approach.
- The scheme includes a reduction in parking provision, acknowledging both the limited enforcement of existing parking regulations and that the changes will lead to a net loss of car parking spaces.
- A survey of the Archway Road corridor is proposed - pending confirmation of scope - to assess the level of traffic displacement expected as a result of the changes.
- Displaced parking is to be relocated to the Bingo car park, which will be actively managed.
- **JS** queried the lease arrangements for the Bingo car park. **DC** to confirm.
- The site benefits from a range of modal transport options, including proximity to the train station and other public transport links.

DC

- **LF** will respond separately regarding the scoping note. Raised concerns about the significant reduction in car parking and noted the reliance on the Bingo car park. If this is removed, alternative solutions must be identified.
- **LF** also pointed out that Point 4 parking levels are particularly low however, appreciate a lower ratio given the town centre location.
- Residential parking will be provided in a car park located on Lathom Road, which **OM** confirmed as the intended approach.
- **AL** emphasised the role of third-party management in overseeing parking and noted that surface car parking will be retained.
- **JS** stressed the importance of a clear narrative and questioned whether construction welfare facilities would use the current surface car parks.
- **JS** also raised concerns about existing users of the village green, emphasising the need for a phasing plan and clear timeline showing what spaces will be available, to whom, and when. **OM** to produce this plan.
- **LF** questioned where local shop owners currently park, requesting this be considered. **OM**
- **SH** noted that Lathom Road is being future-proofed for a potential parking deck, allowing for additional resident parking capacity if needed.

- **JS** acknowledged the move towards sustainable transport, but highlighted that this transition must be realistic and gradual, particularly for certain user groups.
- **OM** recognised the operational needs of the site and stated that a robust Travel Plan strategy will be essential to support users through the transition.
- **AL** assured that contractor parking can be strictly managed, with no impact on the operation of existing car parks.
- **JS** stated that this control over contractor parking must be included in the planning documentation.
- **JS** also called for the car parking strategy to be revisited, incorporating a real-life assessment of demand and usage. It was noted that the multi-storey car park is currently only used on the lower two floors, and this level of usage should be reflected in the updated strategy.
- **LF** queried the travel plan from the council. **DC** stated the current travel plan is only a year old but isn't very strong.
- **JS** stressed importance of engagement with NHS and local residents.
- **SH** confirmed that a further internal discussion needs to take place to discuss what is realistic ahead of submission.

6. Design of Council HQ

- **PN** discussed the architectural precedents, emphasising the use of red brick and the importance of civic rhythm.
- **PN** outlined the evolution of the design concept, covering key elements such as material selection and sampling, ground floor layout and activation strategies, and the development of the façade articulation.
- **PN** highlighted opportunities for community engagement and integration of public art to reinforce the civic significance of the scheme. One proposal includes engraved patterns on precast panels at the first-floor level, designed to be clearly visible from both sides to users at street level.
- **JS** queried the term generator block, which **PN** clarified refers to a plant room. **PN** noted that while it serves a functional purpose, its appearance will differ from standard specifications and will be largely concealed in the final design.
- **JS** raised a question about the use of aluminium panels on the elevation facing Archway Road. **PN** explained the internal layout rationale for their placement, noting that this choice helps maintain the façade rhythm and provides a deliberate break from the precast elements. The aluminium, matching the window frame finish, offers a visual counterpoint.
- **JS** asked whether stone could be considered as an alternative material in that location which could soften the appearance of the contrast.

- **PN** agreed to adopt a warmer tone for the aluminium panels.
- **JS** raised concerns regarding the design and pattern of some doors. **PN** referenced the plant room doors, explaining that ventilation requirements constrain the design possibilities. **JS** acknowledged this but recommended exploring options to enhance their appearance, given the doors' prominence and the expansive nature of the façade.

7. Design update – Hotel

- **VB** briefly ran through the previous pre-app slides and then explained the how the proposals have advanced including the influence of local context and precedents.
- **AL** queried where signage would go. **VB** showed location of signage on elevations explaining that it will be visible from various points across the site, including from public transport.
- **AL** also noted that the prospective operator could be Hilton, which enforces the brand guidelines and maintains high standards of quality.
- **JS** asked whether the Hilton design team would be open to feedback or if they intended to proceed with a model approach.
- **EL** responded that the scheme has been developed in accordance with Hilton's January 2025 design standards, while also incorporating ongoing input throughout the process.
- **JS** praised the design, highlighting that while the internal requirements are necessarily utilitarian, the external approach responds appropriately to the local context.
- **JS** questioned the use of headers on the windows. **VB** confirmed that these will be constructed from PPC aluminium and will form an integrated part of the window frame.
- **JS** also commented that the use of dark material around the entrance successfully grounds the building visually. However noted that the side and rear elevations had not been shown and questioned whether similar treatment might be needed there to achieve the same visual grounding.
- **JS** asked whether each plot would be serviced by its own substation, noting that these are often placed in highly visible locations. **VB** confirmed that the hotel substation will be landscaped and screened to ensure it is hidden from view.
- **AL** added that, where possible, substations are being located within buildings and their visual impact is being minimised through the use of screening.
- **JS** raised the need to consider a site-wide energy strategy, suggesting a more holistic approach.

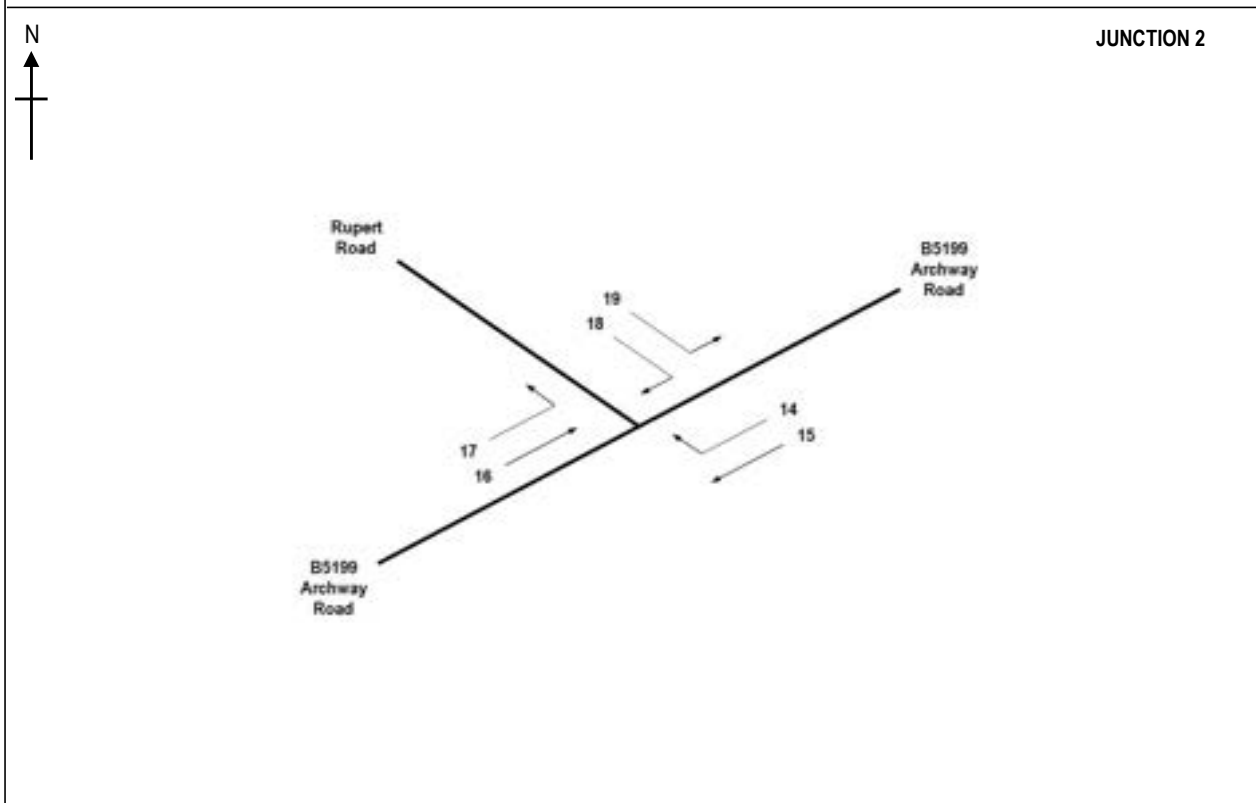
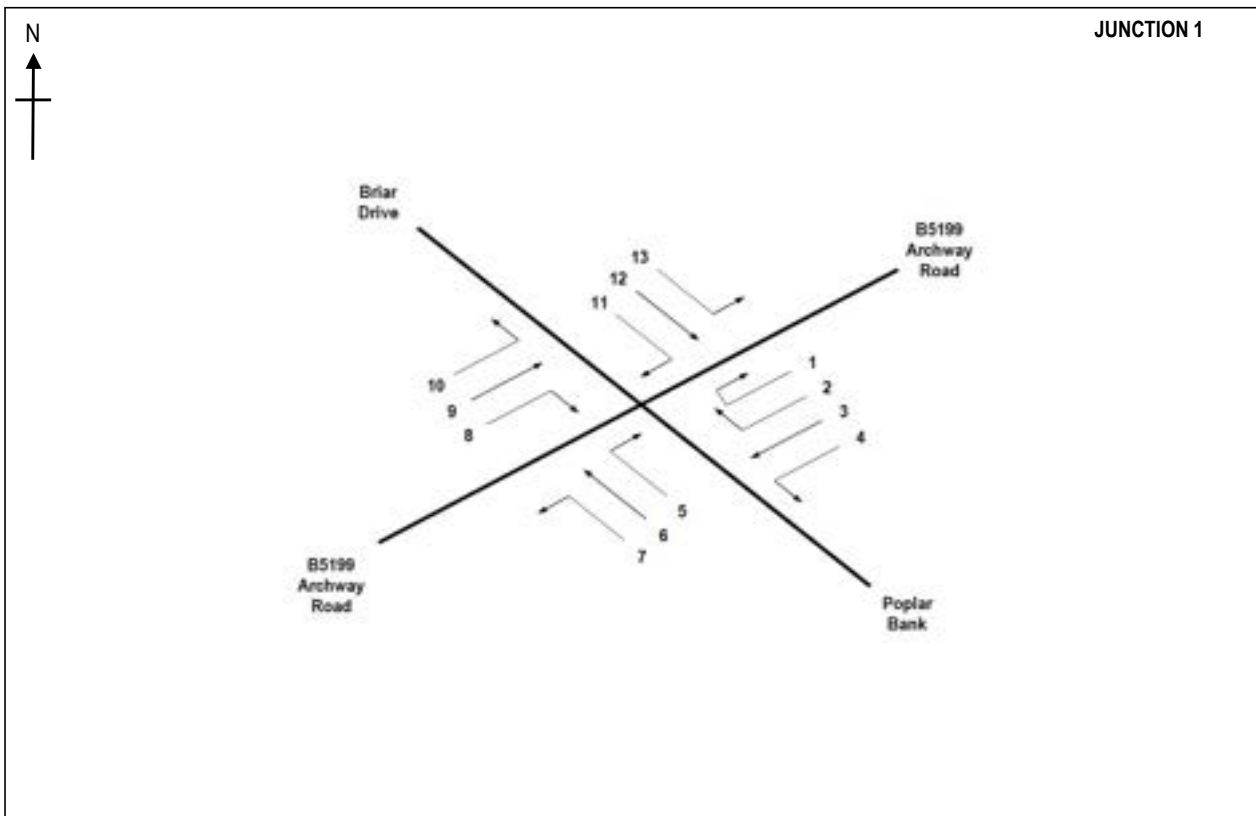
Contact

Lydia Connell
lydia.connell@turley.co.uk

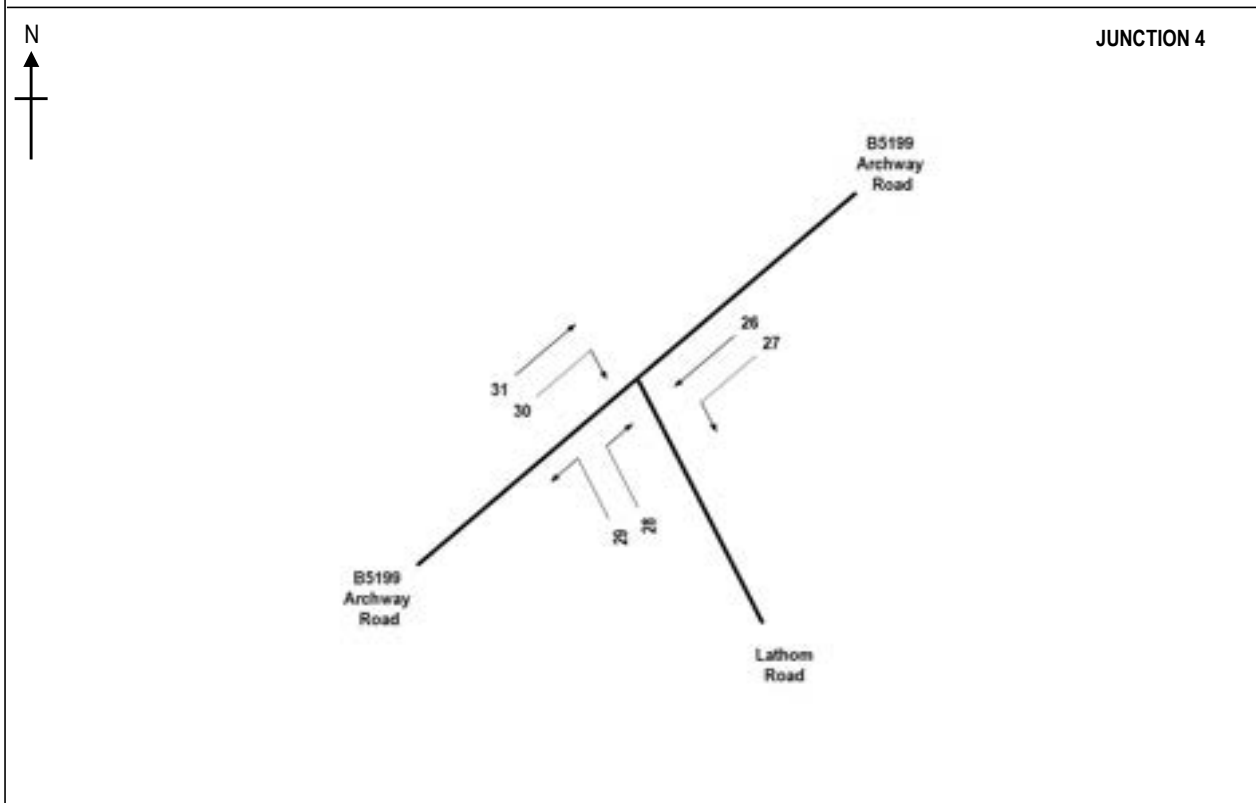
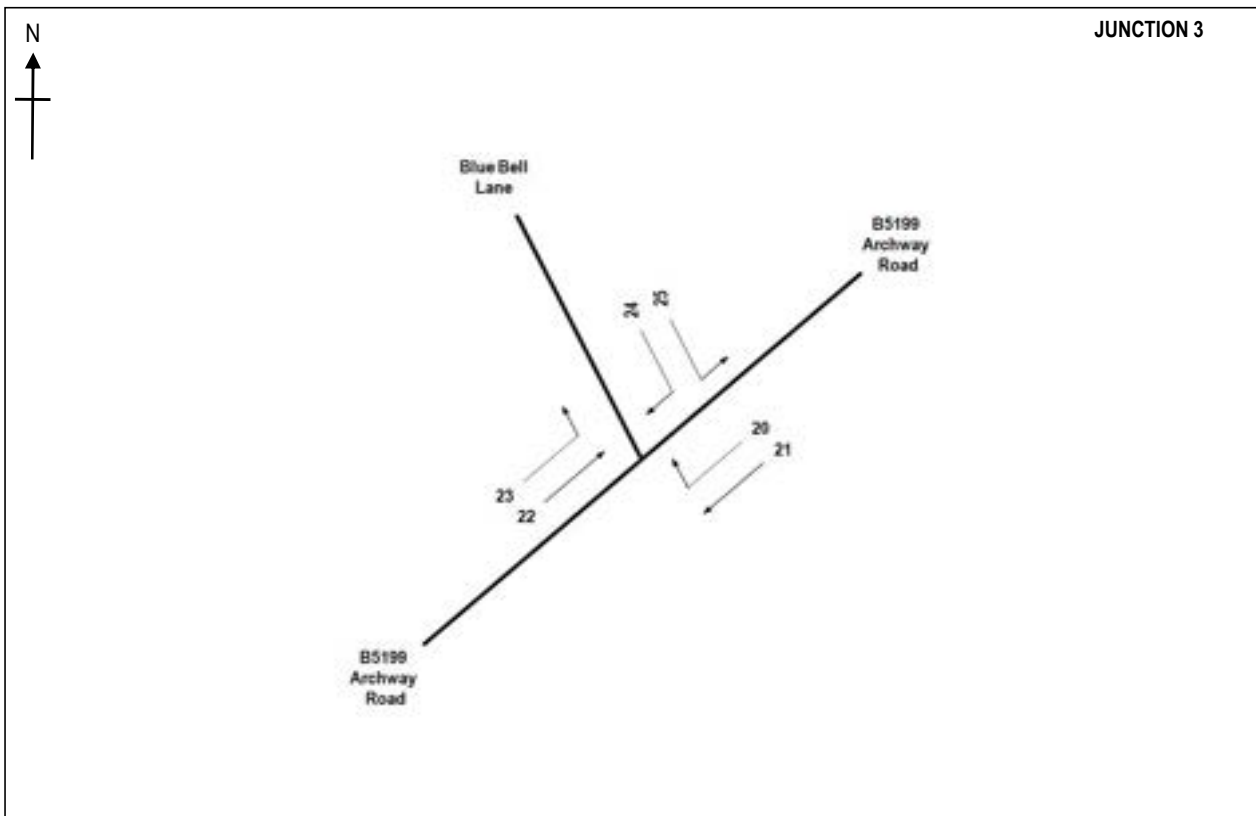
Appendix D

Traffic Survey Data

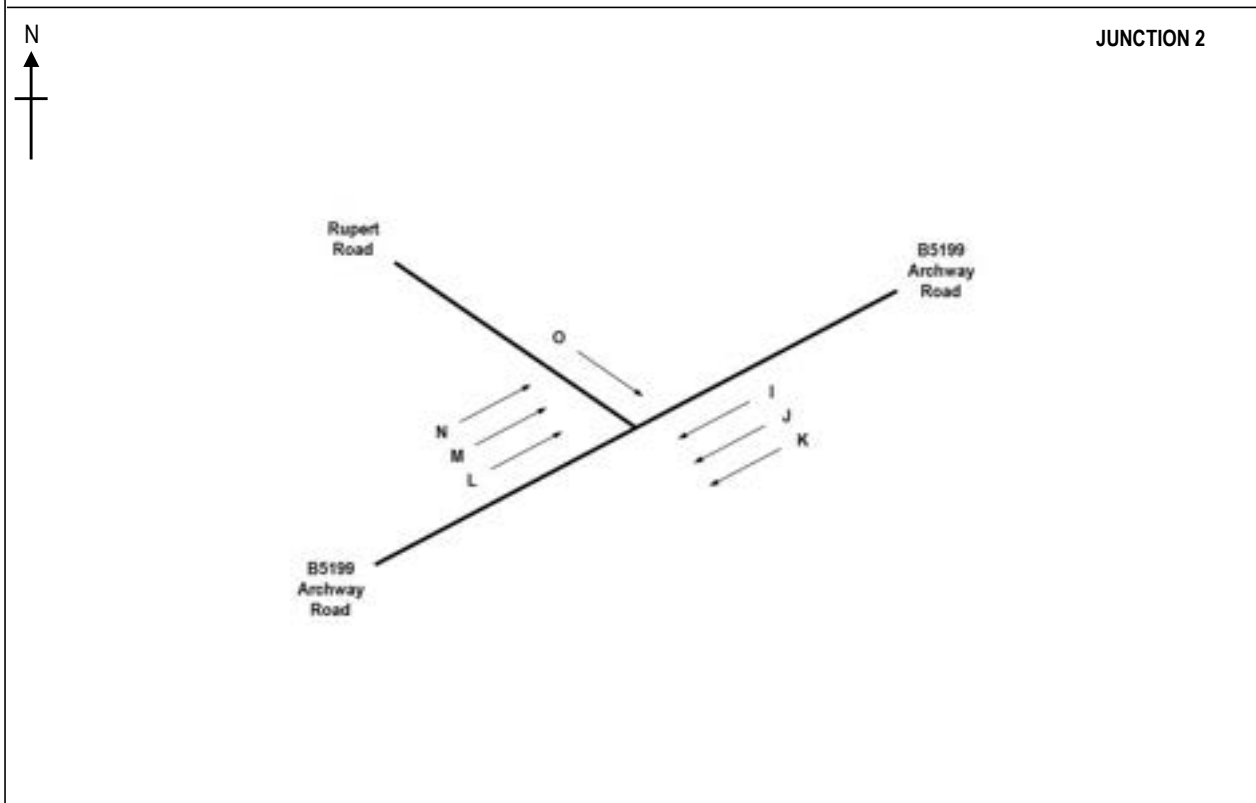
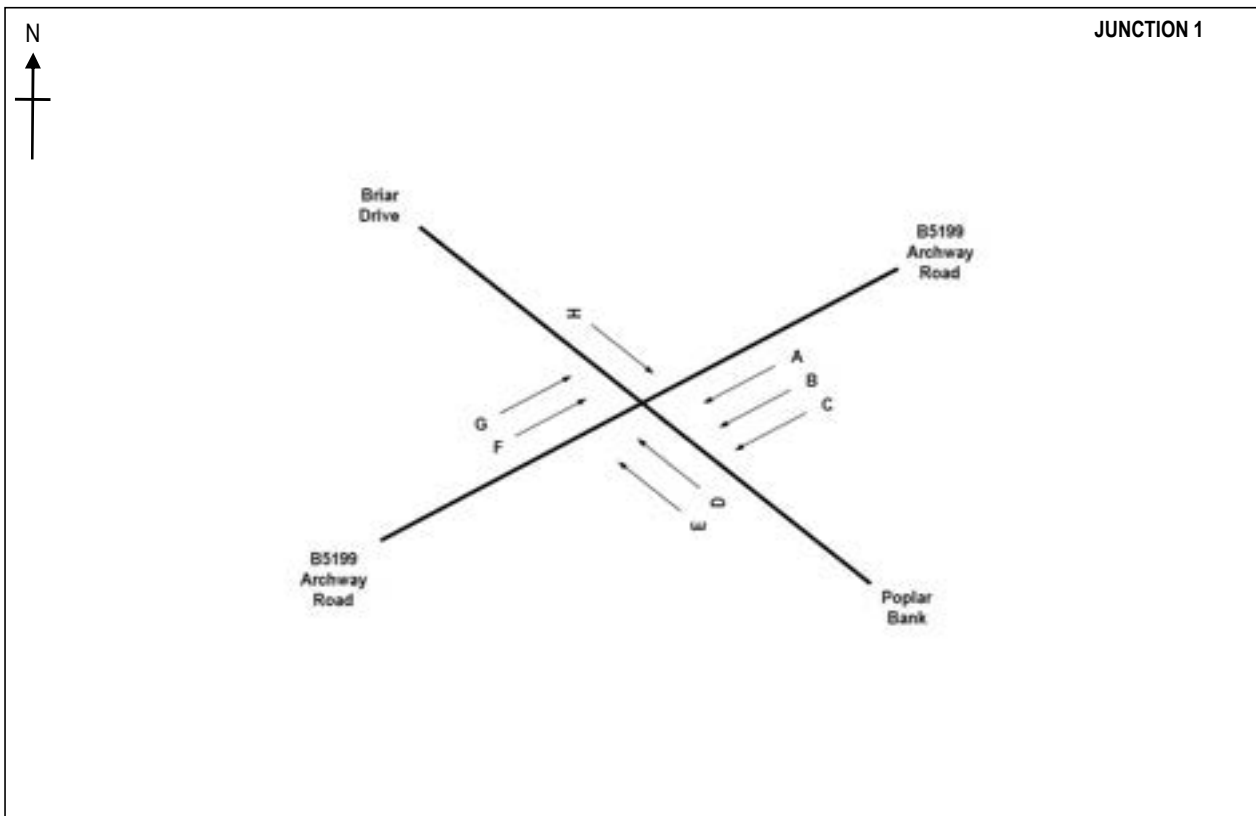




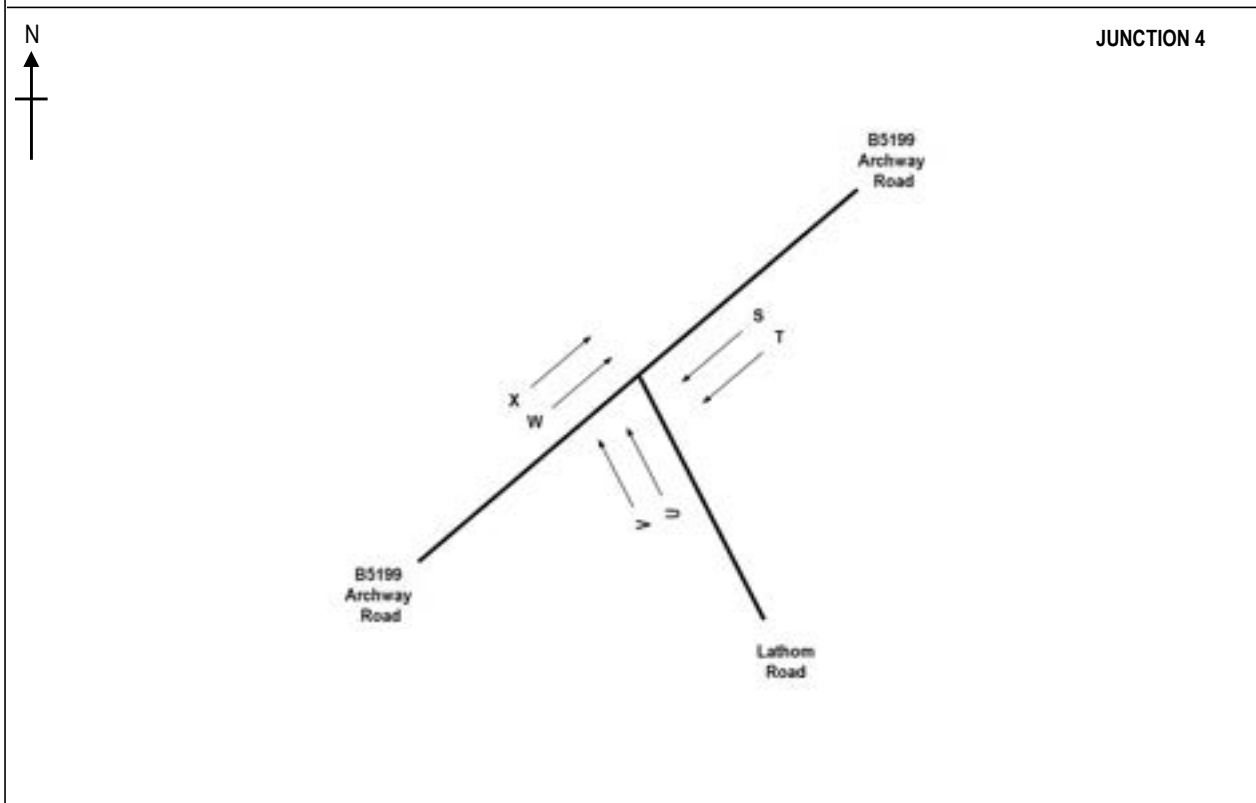
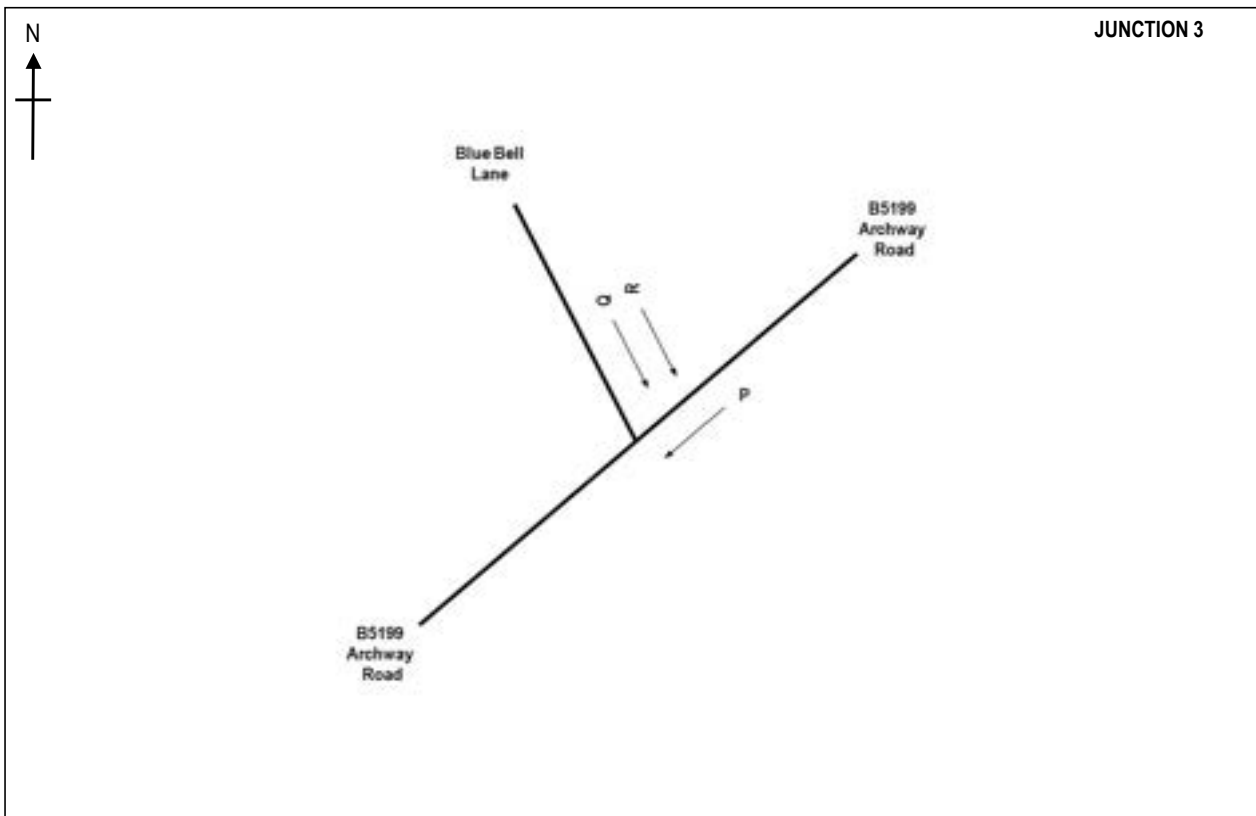
DRAWING TITLE				Transport Data Specialists Ltd W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
TRAFFIC MOVEMENT REFERENCE				
JOB TITLE				
25.055 HUYTON				
DRAWN BY CC	DATE JUN 2025	SCALE NTS	REF FIGURE 1	



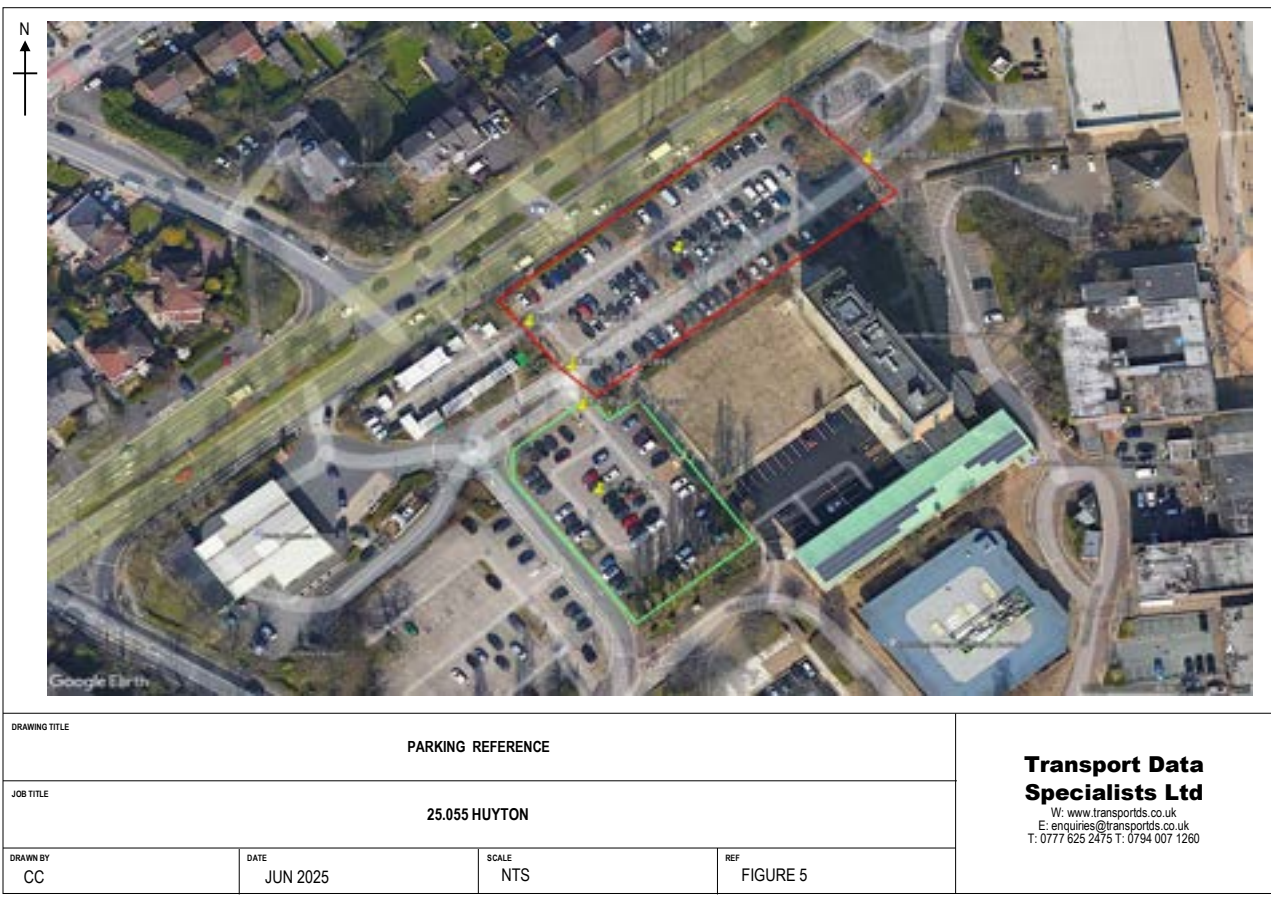
DRAWING TITLE				Transport Data Specialists Ltd W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
TRAFFIC MOVEMENT REFERENCE				
JOB TITLE				
25.055 HUYTON				
DRAWN BY	DATE	SCALE	REF	
CC	JUN 2025	NTS	FIGURE 2	



DRAWING TITLE				Transport Data Specialists Ltd W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
QUEUE REFERENCE				
JOB TITLE				
25.055 HUYTON				
DRAWN BY CC	DATE JUN 2025	SCALE NTS	REF FIGURE 3	



DRAWING TITLE				Transport Data Specialists Ltd W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260
TRAFFIC MOVEMENT REFERENCE				
JOB TITLE				
25.055 HUYTON				
DRAWN BY	DATE	SCALE	REF	
CC	JUN 2025	NTS	FIGURE 4	





**Transport Data
Specialists Ltd**
W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

Time Beginning	Briar Drive/Poplar Bank/B5199 Archway Road - Tuesday 10th June 2025																									
	1		2		3		4		5		6		7		8		9		10		11		12		13	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	0	0	0	0	107	3	8	5	6	2	0	0	14	1	7	2	85	1	0	0	4	0	0	0	2	0
0715	0	0	1	0	132	4	9	7	15	2	0	0	4	0	6	2	97	2	1	0	3	0	2	0	3	0
0730	0	0	1	0	168	2	25	4	14	0	0	0	17	1	13	4	158	1	2	0	6	0	0	0	3	0
0745	0	0	2	0	187	6	17	2	9	0	0	0	14	0	26	1	170	4	3	0	10	0	1	0	2	0
0800	0	0	3	0	180	4	18	4	15	0	0	0	24	2	33	1	168	3	2	0	5	0	0	0	7	0
0815	0	0	3	0	155	5	32	6	21	1	0	0	10	0	39	2	162	2	2	0	5	0	0	0	11	0
0830	0	0	2	0	153	3	19	6	13	1	0	0	13	0	57	2	164	5	1	0	5	0	0	0	3	0
0845	1	0	1	0	135	3	45	5	24	1	0	0	12	2	56	1	126	2	4	0	0	0	1	0	3	0
0900	1	0	5	0	114	9	42	4	27	0	0	0	15	1	72	0	154	4	4	0	5	0	0	0	4	1
0915	0	0	1	0	113	7	31	7	24	0	0	0	25	0	41	3	103	3	4	0	1	0	0	0	6	0
0930	1	0	3	0	118	8	18	2	27	0	0	0	25	1	27	2	91	5	4	0	5	0	1	0	5	0
0945	0	0	3	0	111	3	29	5	24	0	0	0	19	1	32	2	108	1	2	1	2	0	0	0	8	1

Time Beginning	Briar Drive/Poplar Bank/B5199 Archway Road - Tuesday 10th June 2025																									
	1		2		3		4		5		6		7		8		9		10		11		12		13	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	0	0	3	0	150	3	20	10	43	0	0	0	36	1	15	0	151	2	4	0	5	0	1	0	1	0
1615	0	0	2	0	158	2	9	3	53	0	1	0	36	0	13	0	175	2	4	0	8	0	1	0	3	0
1630	0	0	4	0	167	4	13	1	58	1	1	0	62	0	21	5	154	0	4	0	3	0	2	0	3	0
1645	0	0	8	0	173	6	18	6	51	1	3	0	61	0	23	1	137	1	7	0	4	0	0	0	6	0
1700	1	0	2	0	153	1	16	3	71	0	0	0	62	0	14	2	147	2	3	0	3	0	0	0	2	0
1715	0	0	5	0	172	3	18	7	62	0	1	0	54	0	13	1	176	1	4	0	3	0	0	0	3	0
1730	0	0	7	0	176	3	16	3	49	0	0	0	44	0	19	0	158	2	8	0	0	0	0	0	4	0
1745	1	0	4	0	158	1	29	9	42	0	1	0	43	2	31	2	145	3	8	0	2	0	1	0	5	0
1800	1	0	5	0	166	3	13	5	42	0	0	0	24	1	22	1	143	2	4	0	10	0	0	0	6	0
1815	0	0	4	0	133	1	25	3	25	0	0	0	22	0	19	1	134	0	4	0	2	0	0	0	2	0
1830	0	0	4	0	101	3	12	5	18	0	0	0	23	1	14	5	126	1	9	0	4	0	0	0	3	0
1845	0	0	6	0	120	5	8	5	24	0	0	0	19	0	6	0	130	0	2	0	1	0	0	0	4	0

Time Beginning	Rupert Road/B5199 Archway Road - Tuesday 10th June 2025											
	14		15		16		17		18		19	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	10	5	89	3	75	1	10	1	42	4	22	1
0715	19	4	106	5	86	5	26	2	44	6	37	1
0730	35	3	132	4	122	0	53	2	82	2	43	0
0745	22	4	130	4	126	3	52	1	93	3	51	0
0800	41	3	127	6	121	1	67	1	95	3	40	2
0815	45	5	130	6	139	1	65	2	80	5	65	0
0830	54	5	123	5	117	2	56	3	70	5	52	1
0845	56	3	117	6	110	1	53	1	87	5	57	2
0900	30	6	111	8	126	4	49	1	90	7	52	0
0915	32	4	110	10	100	3	37	1	48	4	36	1
0930	26	7	107	4	89	4	36	1	58	3	34	1
0945	28	2	103	2	103	1	35	1	55	7	38	2
Time Beginning	Rupert Road/B5199 Archway Road - Tuesday 10th June 2025											
	14		15		16		17		18		19	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	55	3	127	7	135	0	69	2	62	7	40	1
1615	58	3	123	3	127	0	96	2	62	2	35	1
1630	52	4	147	3	135	1	85	0	68	2	39	1
1645	47	0	149	7	125	1	68	1	69	5	33	1
1700	61	5	121	1	162	2	62	0	81	4	30	0
1715	68	4	137	5	136	1	89	0	61	4	44	0
1730	54	1	144	6	138	0	79	2	82	0	37	2
1745	39	4	136	1	132	3	71	0	66	8	43	0
1800	61	5	163	6	145	0	51	1	48	3	48	0
1815	41	1	109	3	109	1	52	0	56	2	37	1
1830	36	2	88	5	100	1	47	0	53	3	48	2
1845	44	2	101	7	111	0	44	0	39	2	45	0

Time Beginning	Blue Bell Lane/B5199 Archway Road - Tuesday 10th June 2025											
	20		21		22		23		24		25	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	22	6	77	7	71	1	31	1	27	3	42	3
0715	20	5	102	7	92	5	39	1	38	1	33	1
0730	38	5	132	5	102	0	47	0	36	2	40	1
0745	42	2	139	8	158	2	43	1	26	2	75	2
0800	49	5	165	11	114	3	41	1	24	0	62	3
0815	49	6	188	7	169	0	40	1	20	3	79	2
0830	62	5	167	7	150	0	33	2	28	0	63	0
0845	45	2	182	5	134	3	36	0	30	4	98	2
0900	45	5	139	10	144	2	29	2	32	6	73	2
0915	36	3	144	7	134	3	28	1	26	5	53	2
0930	36	7	128	11	97	4	29	1	18	3	36	3
0945	42	5	97	3	127	2	19	1	30	2	55	3
Time Beginning	Blue Bell Lane/B5199 Archway Road - Tuesday 10th June 2025											
	20		21		22		23		24		25	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	72	6	187	4	135	1	35	0	26	3	50	2
1615	65	4	178	5	151	1	43	0	32	2	56	1
1630	87	2	187	5	139	1	33	1	27	2	61	1
1645	54	5	171	5	139	1	35	1	20	3	62	1
1700	93	2	175	5	146	1	46	0	22	1	65	2
1715	61	4	174	5	166	1	42	1	28	3	62	0
1730	65	4	180	6	134	3	48	0	35	2	62	0
1745	62	3	150	2	152	3	29	0	33	2	64	0
1800	55	2	171	7	166	0	38	0	29	3	48	2
1815	46	2	136	2	117	2	41	0	21	1	57	1
1830	45	2	115	6	133	2	23	0	18	3	38	1
1845	41	2	130	6	132	1	26	0	17	2	34	1

Time Beginning	Lathom Road/B5199 Archway Road - Tuesday 10th June 2025											
	26		27		28		29		30		31	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	72	2	15	1	6	4	27	11	52	3	61	1
0715	91	0	23	2	9	1	31	12	66	3	59	3
0730	119	0	16	0	17	1	51	10	65	1	77	0
0745	129	1	29	2	15	2	52	9	118	3	115	1
0800	145	6	56	2	14	0	69	10	90	5	86	1
0815	145	1	32	1	31	2	92	12	143	2	105	0
0830	128	3	38	3	29	1	101	9	103	0	110	0
0845	154	0	40	4	34	1	73	7	107	5	125	0
0900	110	3	43	3	31	3	74	12	91	2	126	2
0915	127	0	32	2	19	3	53	10	66	4	121	1
0930	103	3	25	1	24	4	61	15	44	4	89	3
0945	96	1	27	3	24	2	43	7	61	4	121	1
Time Beginning	Lathom Road/B5199 Archway Road - Tuesday 10th June 2025											
	26		27		28		29		30		31	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	165	1	44	2	40	2	94	9	58	3	127	0
1615	156	1	37	2	40	0	87	8	64	2	143	0
1630	170	0	48	2	43	4	104	7	70	2	130	0
1645	154	3	36	1	41	1	71	7	59	2	142	0
1700	153	1	52	1	48	2	115	6	73	2	138	1
1715	157	1	45	2	45	0	78	8	72	0	156	1
1730	158	1	38	1	40	2	87	9	59	3	137	0
1745	146	0	33	1	34	1	66	5	70	2	146	1
1800	162	1	35	2	37	2	64	8	61	2	153	0
1815	126	0	25	0	23	0	56	4	59	1	115	2
1830	115	0	26	1	23	1	45	8	42	2	129	1
1845	121	0	22	3	29	1	50	8	47	2	119	0

Time Beginning	Briar Drive/Poplar Bank/B5199 Archway Road, Queues (vehs) - Tuesday 10th June 2025								Time Beginning	Briar Drive/Poplar Bank/B5199 Archway Road, Queues (vehs) - Tuesday 10th June 2025							
	A	B	C	D	E	F	G	H		A	B	C	D	E	F	G	H
0700	0	6	0	1	1	0	6	1	1600	0	2	2	5	3	2	4	0
0705	0	5	0	0	0	0	4	0	1605	0	5	2	5	2	0	16	0
0710	0	3	2	1	3	0	0	0	1610	0	13	1	6	3	1	10	0
0715	0	6	0	1	1	0	5	0	1615	0	6	1	3	0	0	13	3
0720	0	6	0	1	2	0	5	1	1620	0	5	0	7	2	1	16	2
0725	0	7	0	0	0	0	3	0	1625	0	16	4	2	1	0	5	0
0730	0	12	2	0	2	0	1	1	1630	0	16	0	3	7	0	21	0
0735	0	11	1	1	0	1	9	1	1635	0	16	0	4	5	1	18	0
0740	0	11	0	1	1	1	4	0	1640	0	16	3	12	3	0	7	1
0745	0	14	2	0	2	0	11	2	1645	1	16	1	11	7	1	8	0
0750	0	10	0	2	0	1	5	1	1650	0	16	1	9	5	0	6	0
0755	0	14	1	2	1	0	14	2	1655	0	15	0	8	5	1	5	0
0800	0	8	2	0	1	1	9	0	1700	1	14	3	7	5	0	10	1
0805	1	13	0	1	2	0	8	1	1705	1	15	2	7	16+	1	2	1
0810	0	6	2	3	4	4	4	1	1710	0	15	4	16+	7	2	30+	0
0815	0	11	0	1	1	3	9	1	1715	1	16	8	16+	1	0	18	1
0820	0	9	2	3	1	1	11	0	1720	0	16	2	16+	8	0	12	0
0825	0	12	4	4	1	8	2	0	1725	0	15	0	7	5	2	30+	0
0830	0	12	4	1	0	3	20	1	1730	0	4	0	5	3	1	10	0
0835	0	15	0	4	0	1	14	0	1735	0	16	1	6	6	1	30+	0
0840	0	16	5	1	0	1	6	0	1740	0	16	2	3	2	1	30+	3
0845	0	16	1	1	1	3	19	0	1745	1	16	3	3	2	0	30+	0
0850	0	10	3	0	1	2	30+	3	1750	0	16	4	5	6	0	30+	1
0855	0	5	4	2	0	4	2	0	1755	2	16	4	6	4	3	30+	1
0900	0	1	0	2	1	2	1	0	1800	0	4	5	2	2	2	13	1
0905	1	8	3	1	2	1	10	0	1805	0	16	2	3	2	1	14	1
0910	1	13	0	2	1	6	4	1	1810	0	10	0	2	0	0	1	1
0915	0	0	1	1	1	5	8	0	1815	0	16	1	4	1	1	5	1
0920	0	15	2	1	1	1	5	0	1820	0	3	1	1	1	0	9	1
0925	0	0	1	3	3	1	0	0	1825	0	3	0	0	3	1	6	1
0930	0	16	5	1	1	3	1	0	1830	0	8	2	0	1	0	6	0
0935	0	4	0	0	0	4	3	2	1835	0	5	1	1	2	0	3	0
0940	0	12	1	1	3	1	6	0	1840	0	3	1	0	0	0	8	0
0945	0	8	1	0	3	0	2	1	1845	1	6	2	0	0	0	6	0
0950	0	10	2	1	0	3	8	0	1850	0	4	2	1	3	0	4	0
0955	0	7	3	4	2	2	1	1	1855	0	2	0	2	2	0	7	0
1000	0	11	1	3	3	2	8	0	1900	0	12	0	0	1	0	8	1

Time Beginning	Rupert Road/B5199 Archway Road, Queues (vehs) - Tuesday 10th June 2025							Time Beginning	Rupert Road/B5199 Archway Road, Queues (vehs) - Tuesday 10th June 2025						
	I	J	K	L	M	N	O		I	J	K	L	M	N	O
0700	3	5	0	0	5	0	2	1600	8	5	3	1	14	6	23
0705	0	5	0	1	4	0	1	1605	9	13	5	1	14	3	23
0710	1	5	0	0	2	0	4	1610	5	11	0	0	14	1	15
0715	0	1	2	1	6	0	3	1615	7	18	3	0	14	1	15
0720	0	7	0	0	5	1	3	1620	7	24	0	0	14	7	21
0725	2	1	0	2	6	0	4	1625	2	27	3	3	14	1	29
0730	3	9	2	3	7	3	9	1630	0	33	0	1	14	6	35
0735	1	11	3	1	12	0	18	1635	3	23	0	3	14	6	50+
0740	3	13	1	2	6	1	15	1640	0	22	3	2	14	7	44
0745	1	4	2	2	12	4	21	1645	3	21	5	0	14	4	50+
0750	0	18	1	2	14	4	17	1650	0	25	2	1	14	3	50+
0755	0	13	0	3	14	0	26	1655	8	11	2	2	5	3	50+
0800	3	9	4	2	14	1	23	1700	6	14	1	1	8	6	50+
0805	6	8	1	1	3	0	21	1705	4	13	1	0	14	3	50+
0810	0	23	1	1	14	1	31	1710	8	19	0	3	14	3	50+
0815	2	22	3	5	14	2	37	1715	5	23	1	1	14	4	50+
0820	7	10	4	1	11	3	34	1720	9	18	4	3	14	7	50+
0825	4	7	5	1	8	3	33	1725	7	11	0	1	14	4	43
0830	4	23	0	1	14	2	39	1730	2	17	2	2	14	7	35
0835	8	21	3	2	14	5	38	1735	2	15	1	3	14	5	24
0840	7	11	6	3	9	2	41	1740	1	22	1	1	14	6	39
0845	4	12	5	1	14	2	36	1745	0	24	0	1	14	1	45
0850	4	6	2	2	14	2	40	1750	1	17	4	1	14	3	38
0855	10	15	5	3	5	1	43	1755	7	13	0	1	14	2	36
0900	0	13	3	5	11	2	36	1800	1	22	3	1	14	1	29
0905	5	6	0	3	14	1	21	1805	7	8	1	4	10	0	5
0910	1	4	0	0	14	0	8	1810	0	7	1	2	9	0	9
0915	3	2	4	0	14	1	9	1815	3	4	2	1	12	0	8
0920	8	7	2	1	14	0	11	1820	2	16	1	1	12	0	9
0925	2	12	2	0	3	0	10	1825	2	2	1	2	9	0	8
0930	0	15	0	0	14	1	6	1830	4	6	2	0	3	0	6
0935	1	5	1	1	7	1	3	1835	4	2	0	2	7	0	7
0940	5	7	0	1	14	0	4	1840	5	0	1	1	7	0	5
0945	3	9	2	1	7	1	5	1845	5	3	3	1	2	0	11
0950	0	2	3	0	8	0	6	1850	0	0	0	1	5	0	5
0955	1	7	1	1	6	0	13	1855	3	3	0	0	7	1	3
1000	1	6	3	0	7	0	5	1900	3	11	2	2	10	0	5

Time Beginning	Blue Bell Lane/B5199 Archway Road, Queues (vehs)Bluebell Lane, B5199 Archway Road, Queues (vehs) - Tuesday 10th June 2025			Time Beginning	Blue Bell Lane/B5199 Archway Road, Queues (vehs)Bluebell Lane, B5199 Archway Road, Queues (vehs) - Tuesday 10th June 2025		
	P	Q	R		P	Q	R
0700	0	1	0	1600	4	2	1
0705	0	2	1	1605	0	1	0
0710	0	2	1	1610	4	0	1
0715	0	1	0	1615	7	3	1
0720	0	1	4	1620	0	3	2
0725	0	3	3	1625	5	4	1
0730	0	2	0	1630	0	2	2
0735	0	5	1	1635	0	2	2
0740	0	1	1	1640	0	3	1
0745	1	1	4	1645	0	2	1
0750	2	2	1	1650	1	3	2
0755	1	2	1	1655	2	3	6
0800	6	1	1	1700	6	1	3
0805	0	2	1	1705	5	3	4
0810	2	1	3	1710	1	2	3
0815	1	1	0	1715	7	1	4
0820	4	2	2	1720	6	1	3
0825	3	1	5	1725	0	1	1
0830	6	1	6	1730	3	5	4
0835	3	2	5	1735	0	3	1
0840	3	4	3	1740	6	2	2
0845	1	1	1	1745	3	5	1
0850	2	0	4	1750	0	3	3
0855	0	3	1	1755	2	3	1
0900	0	0	0	1800	4	1	4
0905	3	5	0	1805	4	3	3
0910	2	3	2	1810	5	1	0
0915	1	1	3	1815	1	0	1
0920	0	1	0	1820	2	4	5
0925	3	2	3	1825	0	1	1
0930	0	0	0	1830	0	1	2
0935	2	1	0	1835	0	2	1
0940	4	1	0	1840	3	0	1
0945	0	1	0	1845	3	2	1
0950	1	2	5	1850	2	0	2
0955	3	1	0	1855	1	0	0
1000	1	0	0	1900	0	2	1

Time Beginning	Lathom Road/B5199 Archway Road, Queues (vehs) - Tuesday 10th June 2025						Time Beginning	Lathom Road/B5199 Archway Road, Queues (vehs) - Tuesday 10th June 2025					
	S	T	U	V	W	X		S	T	U	V	W	X
0700	4	4	1	1	3	3	1600	3	9	2	10	4	4
0705	1	0	1	2	0	1	1605	5	7	5	5	1	4
0710	6	6	2	2	1	4	1610	1	9	5	6	1	6
0715	3	1	0	2	2	0	1615	4	6	0	4	2	5
0720	1	1	0	1	3	1	1620	6	25+	3	9	4	5
0725	0	1	0	4	1	1	1625	5	25+	4	11	5	2
0730	4	7	6	7	3	0	1630	9	25+	3	16	5	7
0735	3	4	3	7	0	3	1635	3	25+	5	20	2	0
0740	2	5	3	3	2	5	1640	8	11	5	2	2	2
0745	7	9	1	4	2	0	1645	5	9	0	3	0	1
0750	5	4	2	5	1	7	1650	6	13	3	3	0	5
0755	5	3	0	0	2	3	1655	3	5	6	7	3	1
0800	1	8	0	2	1	2	1700	4	7	4	11	2	1
0805	3	7	1	4	2	0	1705	2	6	4	12	3	4
0810	4	10	0	11	3	5	1710	5	20	3	3	3	3
0815	2	4	2	0	4	6	1715	4	17	2	9	4	9
0820	1	4	5	10	5	6	1720	4	11	3	8	0	10
0825	2	8	4	5	6	1	1725	0	1	3	0	1	2
0830	4	7	4	8	2	1	1730	4	8	3	7	1	1
0835	6	9	2	5	5	5	1735	7	5	7	4	2	3
0840	2	7	1	4	4	3	1740	4	6	3	8	0	4
0845	3	6	2	9	5	5	1745	6	7	3	6	4	1
0850	3	10	5	7	3	3	1750	5	8	3	7	1	1
0855	7	10	4	5	3	0	1755	5	6	0	4	3	4
0900	4	8	4	8	2	3	1800	4	7	3	10	2	4
0905	3	7	4	9	4	2	1805	5	8	3	8	1	6
0910	1	9	1	3	2	5	1810	2	5	2	7	1	4
0915	0	2	3	4	0	7	1815	0	0	1	6	0	1
0920	3	8	1	2	8	3	1820	3	8	1	4	2	4
0925	1	3	4	4	0	1	1825	5	7	2	3	2	3
0930	0	0	1	1	0	0	1830	2	3	4	0	0	2
0935	1	3	1	8	2	6	1835	4	3	1	4	2	3
0940	2	0	2	4	0	0	1840	1	6	0	2	2	3
0945	2	2	0	3	1	2	1845	5	7	0	0	1	1
0950	2	4	2	0	4	2	1850	3	8	1	0	1	5
0955	0	1	6	1	1	0	1855	10	7	0	1	0	7
1000	3	3	1	0	2	2	1900	3	5	3	3	0	3

Time Beginning	Car Park A - Tuesday 10th June 2025			
	IN		OUT	
	LV	HV	LV	HV
0700	0	0	0	0
0715	4	0	1	0
0730	3	0	0	0
0745	11	0	0	0
0800	11	0	0	0
0815	25	0	1	0
0830	12	0	3	0
0845	2	0	1	0
0900	6	0	6	0
0915	2	0	2	0
0930	3	0	3	0
0945	2	0	2	0

Time Beginning	Car Park A - Tuesday 10th June 2025			
	IN		OUT	
	LV	HV	LV	HV
1600	1	0	4	0
1615	1	0	9	0
1630	1	0	7	0
1645	1	0	9	0
1700	0	0	17	0
1715	4	0	4	0
1730	1	0	3	0
1745	2	0	3	0
1800	0	0	3	0
1815	0	0	2	0
1830	0	0	0	0
1845	0	0	1	0

Time Beginning	Car Park B - Tuesday 10th June 2025											
	Access 1				Access 2				Access 3			
	IN 1		OUT 1		IN 2		OUT 2		IN 3		OUT 3	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0700	0	0	8	0	7	0	0	0	0	0	0	0
0715	7	0	6	0	6	0	7	0	0	0	0	0
0730	8	0	2	0	4	0	9	0	0	0	0	0
0745	16	0	7	0	7	0	15	0	0	0	0	0
0800	15	0	5	0	7	0	16	0	0	0	0	0
0815	28	0	5	0	9	0	23	0	0	0	4	0
0830	28	0	11	0	22	0	17	0	0	0	14	0
0845	34	0	7	0	18	0	19	0	1	0	13	0
0900	32	0	8	0	38	0	26	0	3	0	2	0
0915	19	0	22	0	28	0	21	0	0	0	0	0
0930	15	0	15	0	20	0	16	0	0	0	0	0
0945	15	0	15	0	22	0	16	0	0	0	0	0
Time Beginning	Car Park B - Tuesday 10th June 2025											
	IN 1		OUT 1		IN 2		OUT 2		IN 3		OUT 3	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	19	0	13	0	15	0	21	0	2	0	0	0
1615	23	0	12	0	8	0	28	0	2	0	0	0
1630	25	0	10	0	11	0	29	0	2	0	2	0
1645	8	0	14	0	19	0	14	0	3	0	0	0
1700	14	0	13	0	15	0	27	0	9	0	0	0
1715	6	0	9	0	13	0	17	0	2	0	0	0
1730	8	0	10	0	5	0	18	0	1	0	0	0
1745	6	0	10	0	14	0	12	0	0	0	0	0
1800	6	0	11	0	13	0	12	0	4	0	0	0
1815	8	0	12	0	9	0	11	0	1	0	0	0
1830	9	0	12	0	7	0	6	0	1	0	0	0
1845	6	0	6	0	5	0	13	0	0	0	0	0

Default

Globals

Report Id	CustomList-916
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-06-19T20:44:29
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Huyton
Site Attribute	ATC 1
File Name	D:\TDS\2025 - 2026\25.055 Huyton\Huyton 0 2025-06-17 1524.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Lathom Road
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-06-09T19:18:02
Start Time	2025-06-09T19:18:02
Finish Time	2025-06-17T15:24:36
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2025-06-10T00:00:00
Filter End	2025-06-17T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(5,140) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	5
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Tuesday, 10 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
-------------	-------	----------	----------	----------	----------	----------	----------	----------	----------	----------	-----------	-----------	-----------	------	-----------

Wednesday, 11 June 2025

Thursday, 12 June 2025

[illegible]

Friday, 13 June 2025

Saturday, 14 June 2025

Sunday, 15 June 2025

[illegible]

0400	12	0	9	0	3	0	0	0	0	0	0	0	0	25.7	29.6
0500	15	0	13	0	2	0	0	0	0	0	0	0	0	25.4	31.1
0600	33	0	30	0	3	0	0	0	0	0	0	0	0	24.7	28.4
0700	47	2	39	0	5	1	0	0	0	0	0	0	0	24.6	29
0800	103	3	85	0	15	0	0	0	0	0	0	0	0	24.7	27.9
0900	154	1	136	0	17	0	0	0	0	0	0	0	0	24.6	27.9
1000	319	4	290	2	23	0	0	0	0	0	0	0	0	24.2	27.3
1100	347	2	318	0	27	0	0	0	0	0	0	0	0	24.6	27.5
1200	338	0	315	1	22	0	0	0	0	0	0	0	0	23.7	26.4
1300	319	3	297	0	19	0	0	0	0	0	0	0	0	24.1	27
1400	318	0	300	1	17	0	0	0	0	0	0	0	0	23.7	26.8
1500	251	1	231	0	19	0	0	0	0	0	0	0	0	24.3	27.3
1600	189	3	166	0	20	0	0	0	0	0	0	0	0	24.5	27.7
1700	223	0	202	0	21	0	0	0	0	0	0	0	0	24.7	27.8
1800	210	3	190	0	17	0	0	0	0	0	0	0	0	25.1	28.7
1900	164	4	139	0	21	0	0	0	0	0	0	0	0	24.2	27.7
2000	163	3	148	0	12	0	0	0	0	0	0	0	0	25.2	28.7
2100	86	0	75	0	11	0	0	0	0	0	0	0	0	24.6	27.9
2200	66	1	56	0	9	0	0	0	0	0	0	0	0	23.7	27.6
2300	42	0	34	0	8	0	0	0	0	0	0	0	0	23.6	27
07-19	2818	22	2569	4	222	1	0	0	0	0	0	0	0	24.3	27.4
06-22	3264	29	2961	4	269	1	0	0	0	0	0	0	0	24.4	27.5
06-00	3372	30	3051	4	286	1	0	0	0	0	0	0	0	24.3	27.5
00-00	3545	30	3212	4	298	1	0	0	0	0	0	0	0	24.3	27.5

Monday, 16 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	42	2	36	0	4	0	0	0	0	0	0	0	0	24.4	27.8
0100	11	0	11	0	0	0	0	0	0	0	0	0	0	23.7	28.3
0200	18	0	18	0	0	0	0	0	0	0	0	0	0	26.4	31.8
0300	11	0	9	0	1	1	0	0	0	0	0	0	0	25.8	29.9
0400	15	0	11	0	4	0	0	0	0	0	0	0	0	25.6	29.5
0500	35	0	22	0	13	0	0	0	0	0	0	0	0	25.1	30
0600	99	2	63	0	32	2	0	0	0	0	0	0	0	24.4	28.3
0700	245	2	184	0	55	0	1	2	0	0	1	0	0	23.2	26.4
0800	448	4	392	0	49	1	0	1	0	0	1	0	0	22.1	25.3
0900	394	1	334	1	55	1	2	0	0	0	0	0	0	22.7	25.3
1000	381	3	300	0	77	0	1	0	0	0	0	0	0	22.1	25
1100	372	4	303	0	62	1	0	0	2	0	0	0	0	22.4	25.5
1200	353	3	292	0	58	0	0	0	0	0	0	0	0	21.9	25.1
1300	356	4	294	2	56	0	0	0	0	0	0	0	0	22.4	25.3
1400	393	4	322	0	63	0	3	0	1	0	0	0	0	22.1	25.7
1500	434	6	380	0	47	0	1	0	0	0	0	0	0	21.2	25.6
1600	497	2	422	2	68	0	2	0	1	0	0	0	0	21.8	25.4
1700	405	3	358	0	43	0	0	0	1	0	0	0	0	22.7	26.4
1800	281	8	238	1	34	0	0	0	0	0	0	0	0	24.7	27.6
1900	285	3	253	1	28	0	0	0	0	0	0	0	0	24	27.2
2000	190	1	167	0	21	1	0	0	0	0	0	0	0	24.5	27.7
2100	138	2	121	1	14	0	0	0	0	0	0	0	0	24.5	27.9
2200	61	2	48	0	11	0	0	0	0	0	0	0	0	23.7	27.4
2300	58	0	46	0	12	0	0	0	0	0	0	0	0	23.9	27.8
07-19	4559	44	3819	6	667	3	10	3	5	0	2	0	0	22.3	25.7
06-22	5271	52	4423	8	762	6	10	3	5	0	2	0	0	22.6	25.9
06-00	5390	54	4517	8	785	6	10	3	5	0	2	0	0	22.6	25.9
00-00	5522	56	4624	8	807	7	10	3	5	0	2	0	0	22.7	26.1

Default

Globals

Report Id	CustomList-917
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2025-06-19T20:45:02
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	Huyton
Site Attribute	ATC 1
File Name	D:\TDS\2025 - 2026\25.055 Huyton\Huyton 0 2025-06-17 1524.EC0
File Type	Plus
Algorithm	Factory default axle
Description	Lathom Road
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2025-06-09T19:18:02
Start Time	2025-06-09T19:18:02
Finish Time	2025-06-17T15:24:36
Operator	TDS
Configuration	80 00 14 6a 6a 00 00 00 00 00

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2025-06-10T00:00:00
Filter End	2025-06-17T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(S) Sp(5,140) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	5
High Speed	140
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

Time [--	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Tuesday, 10 June 2025

Time [--	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
-------------	-------	----------	----------	----------	----------	----------	----------	----------	----------	----------	-----------	-----------	-----------	------	-----------

Wednesday, 11 June 2025

Thursday, 12 June 2025

[illegible]

Friday, 13 June 2025

Saturday, 14 June 2025

Sunday, 15 June 2025

[illegible]

0400	17	0	17	0	0	0	0	0	0	0	0	0	0	26.7	31.5
0500	18	1	16	0	1	0	0	0	0	0	0	0	0	26.3	30
0600	27	0	26	0	1	0	0	0	0	0	0	0	0	26.8	32.4
0700	63	1	58	0	3	1	0	0	0	0	0	0	0	25.2	28.2
0800	153	1	140	0	12	0	0	0	0	0	0	0	0	24.5	27.5
0900	208	1	194	0	12	1	0	0	0	0	0	0	0	24.5	27.6
1000	303	3	288	0	10	1	1	0	0	0	0	0	0	23.6	26.4
1100	298	2	280	0	16	0	0	0	0	0	0	0	0	23.5	27
1200	329	2	316	2	9	0	0	0	0	0	0	0	0	23.4	26.8
1300	299	2	284	1	12	0	0	0	0	0	0	0	0	23.7	26.6
1400	327	0	317	1	9	0	0	0	0	0	0	0	0	23.7	26.5
1500	279	1	262	0	16	0	0	0	0	0	0	0	0	23.8	27
1600	251	7	231	1	12	0	0	0	0	0	0	0	0	24.4	27.1
1700	214	1	202	1	10	0	0	0	0	0	0	0	0	24.7	28
1800	202	3	192	0	7	0	0	0	0	0	0	0	0	23.7	27.1
1900	160	1	155	0	4	0	0	0	0	0	0	0	0	24.8	27.7
2000	153	0	149	0	4	0	0	0	0	0	0	0	0	24.9	27.7
2100	119	1	114	0	4	0	0	0	0	0	0	0	0	24.9	28.4
2200	64	0	59	0	5	0	0	0	0	0	0	0	0	23.2	26.5
2300	46	0	44	0	2	0	0	0	0	0	0	0	0	23.8	27.7
07-19	2926	24	2764	6	128	3	1	0	0	0	0	0	0	23.9	27
06-22	3385	26	3208	6	141	3	1	0	0	0	0	0	0	24.1	27.2
06-00	3495	26	3311	6	148	3	1	0	0	0	0	0	0	24	27.2
00-00	3686	27	3487	6	160	4	2	0	0	0	0	0	0	24	27.2

Monday, 16 June 2025

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	36	1	32	0	2	0	0	0	1	0	0	0	0	22.9	27.9
0100	15	0	15	0	0	0	0	0	0	0	0	0	0	28.3	39
0200	17	0	17	0	0	0	0	0	0	0	0	0	0	26.4	34.1
0300	13	0	13	0	0	0	0	0	0	0	0	0	0	30.2	42.6
0400	23	0	21	0	2	0	0	0	0	0	0	0	0	26.2	30
0500	51	4	40	0	6	1	0	0	0	0	0	0	0	26.5	30.4
0600	129	4	100	0	23	1	1	0	0	0	0	0	0	24.7	27.7
0700	337	2	281	0	50	2	0	1	0	1	0	0	0	22	26.2
0800	516	4	462	4	34	1	6	3	0	0	2	0	0	16.9	23.1
0900	367	2	309	0	49	3	3	0	1	0	0	0	0	21.5	25.2
1000	329	1	290	0	35	1	2	0	0	0	0	0	0	21.9	25.4
1100	321	2	286	0	27	4	1	1	0	0	0	0	0	21.3	24.7
1200	372	1	327	0	43	1	0	0	0	0	0	0	0	21.1	24.7
1300	366	4	318	2	38	2	1	0	0	0	1	0	0	21.8	25.3
1400	343	3	299	3	34	0	0	0	3	0	1	0	0	21.3	25.2
1500	402	0	353	1	41	1	4	1	0	0	1	0	0	21.3	24.9
1600	413	3	366	3	36	3	0	0	1	1	0	0	0	20.4	24.5
1700	433	5	398	1	25	1	2	0	0	0	1	0	0	21.8	25.8
1800	300	4	273	1	20	0	1	0	1	0	0	0	0	22.9	26.2
1900	262	1	244	0	17	0	0	0	0	0	0	0	0	23.4	26.8
2000	189	2	176	0	11	0	0	0	0	0	0	0	0	24.2	27.1
2100	110	0	105	0	5	0	0	0	0	0	0	0	0	24.3	27.8
2200	67	0	62	0	5	0	0	0	0	0	0	0	0	23.3	25.8
2300	60	1	55	0	4	0	0	0	0	0	0	0	0	22.9	26.3
07-19	4499	31	3962	15	432	19	20	6	6	2	6	0	0	21	25.2
06-22	5189	38	4587	15	488	20	21	6	6	2	6	0	0	21.4	25.5
06-00	5316	39	4704	15	497	20	21	6	6	2	6	0	0	21.4	25.6
00-00	5471	44	4842	15	507	21	21	6	7	2	6	0	0	21.6	25.7

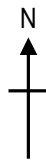
Appendix E

Parking Survey Data



SURVEY CONTROL

Client:	Astute
Client Contact:	Oliver McLaughlin
Survey Location:	Huyton
Date(s) of Survey:	Thursday 13th March 2025 Saturday 15th March 2025
Notes:	
On Site Supervisor(s):	Neil Harley/David Cheng
Data Checking:	David Cheng
Survey Reference:	24.131 Huyton Town Centre Parking Beats
Status:	Final
Date of Issue:	17th March 2025



DRAWING TITLE

PARKING BEATS REFERENCE

JOB TITLE

24.131 HUYTON TOWN CENTRE PARKING BEATS

DRAWN BY
CC

DATE
MAR 2025

SCALE
NTS

REF
FIGURE 1

**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

CC	MANELOS	HTC	ROCKEY	
----	---------	-----	--------	--

24.131 Huyton Town Centre Parking Beats - TOTAL NUMBER OF SPACES

Zone	Total Number of Spaces					Total	
	S	D	P&C	NHS	EV		
1	98	9	0	0	2	109	
2	29	0	0	0	0	29	
6	69	3	0	25	0	97	
7	288	10	0	0	0	298	
8A	24	0	0	0	0	24	
8B	0	0	0	0	0	0	* No Parking Zone
9	103	0	0	0	0	103	
11	30	0	0	0	0	30	
13	10	2	0	0	0	12	
14	61	0	0	0	0	61	
27	24	0	0	0	0	24	
28A	19	0	0	0	0	19	* Resident Parking; Spaces unmarked and estimated
28B	7	0	0	0	0	7	* Spaces unmarked and estimated
28C	0	0	0	0	0	0	* All double yellow zone
38	50	0	0	0	0	50	
Total	812	24	0	25	2	863	

S - Standard Spaces

D - Disabled Spaces

P&C - Parent & Child Spaces

EV- Electric Vehicle Spaces

NHS - NHS Permit Spaces

NB See Map for Locations of Zones

Time Beginning	Huyton Town Centre - Thursday 13th March 2025																	
	Number of Occupied Spaces																	
	Zone																	Total
	1	2	6	7	8A	8B	9	11	13	14	27	27 Illegal	28A	28B	28B Illegal	28C Illegal	38	
1000	102	28	71	23	9	15	102	9	3	60	16	0	4	6	3	2	47	500
1100	104	29	85	26	9	12	101	10	5	59	18	0	4	5	3	2	48	520
1200	98	29	87	29	6	12	102	10	6	59	16	0	4	5	3	4	46	516
1300	95	29	88	29	7	14	103	9	6	60	17	0	5	5	3	4	47	521
1400	93	29	86	27	11	14	103	9	6	60	17	0	6	5	3	3	47	519
1500	68	29	67	23	10	12	100	9	4	52	17	0	6	1	3	1	42	444

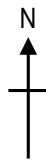
Key

Closed

Time Beginning	Huyton Town Centre - Saturday 15th March 2025																	
	Number of Occupied Spaces																	
	Zone																	Total
	1	2	6	7	8A	8B	9	11	13	14	27	27 Illegal	28A	28B	28B Illegal	28C Illegal	38	
1000	74	1	27	1	1	10	6	0	2	2	21	3	0	6	2	1	24	181
1100	69	2	35	2	0	10	4	0	3	7	17	3	0	5	5	2	29	193
1200	65	1	37	3	0	8	6	0	4	5	13	2	0	5	2	3	28	182
1300	67	1	28	3	0	11	4	0	4	0	15	2	0	6	2	0	29	172
1400	78	1	28	3	0	12	3	0	5	1	12	2	1	5	3	0	28	182
1500	65	1	30	4	1	9	1	0	3	1	12	1	0	6	1	1	25	161

SURVEY CONTROL

Client:	Astute
Client Contact:	Oliver McLaughlin
Survey Location:	Huyton
Date(s) of Survey:	Thursday 13th March 2025 Saturday 15th March 2025
Notes:	
On Site Supervisor(s):	Neil Harley/David Cheng
Data Checking:	David Cheng
Survey Reference:	24.131 Huyton Town Centre Parking Beats
Status:	Final
Date of Issue:	17th March 2025



DRAWING TITLE

PARKING BEATS REFERENCE

JOB TITLE

24.131 HUYTON TOWN CENTRE PARKING BEATS

DRAWN BY

CC

DATE

MAR 2025

SCALE

NTS

REF

FIGURE 1

**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

CC	MANESES	TRC	PROJE 1	
----	---------	-----	---------	--

24.131 Huyton Town Centre Parking Beats - TOTAL NUMBER OF SPACES

Total Number of Spaces							
Zone	S	D	P&C	NHS	EV	Total	
1	98	9	0	0	2	109	
2	29	0	0	0	0	29	
6	69	3	0	25	0	97	
7	288	10	0	0	0	298	
8A	24	0	0	0	0	24	
8B	0	0	0	0	0	0	* No Parking Zone
9	103	0	0	0	0	103	
11	30	0	0	0	0	30	
13	10	2	0	0	0	12	
14	61	0	0	0	0	61	
27	24	0	0	0	0	24	
28A	19	0	0	0	0	19	* Resident Parking; Spaces unmarked and estimated
28B	7	0	0	0	0	7	* Spaces unmarked and estimated
28C	0	0	0	0	0	0	* All double yellow zone
38	50	0	0	0	0	50	
Total	812	24	0	25	2	863	

S - Standard Spaces

D - Disabled Spaces

P&C - Parent & Child Spaces

EV- Electric Vehicle Spaces

NHS - NHS Permit Spaces

NB See Map for Locations of Zones

Time Beginning	Huyton Town Centre - Thursday 13th March 2025																	
	Number of Occupied Spaces																	
	Zone																	Total
	1	2	6	7	8A	8B	9	11	13	14	27	27 Illegal	28A	28B	28B Illegal	28C Illegal	38	
1000	102	28	71	23	9	15	102	9	3	60	16	0	4	6	3	2	47	500
1100	104	29	85	26	9	12	101	10	5	59	18	0	4	5	3	2	48	520
1200	98	29	87	29	6	12	102	10	6	59	16	0	4	5	3	4	46	516
1300	95	29	88	29	7	14	103	9	6	60	17	0	5	5	3	4	47	521
1400	93	29	86	27	11	14	103	9	6	60	17	0	6	5	3	3	47	519
1500	68	29	67	23	10	12	100	9	4	52	17	0	6	1	3	1	42	444

Key

Closed

Time Beginning	Huyton Town Centre - Saturday 15th March 2025																	
	Number of Occupied Spaces																	
	Zone																	Total
	1	2	6	7	8A	8B	9	11	13	14	27	27 Illegal	28A	28B	28B Illegal	28C Illegal	38	
1000	74	1	27	1	1	10	6	0	2	2	21	3	0	6	2	1	24	181
1100	69	2	35	2	0	10	4	0	3	7	17	3	0	5	5	2	29	193
1200	65	1	37	3	0	8	6	0	4	5	13	2	0	5	2	3	28	182
1300	67	1	28	3	0	11	4	0	4	0	15	2	0	6	2	0	29	172
1400	78	1	28	3	0	12	3	0	5	1	12	2	1	5	3	0	28	182
1500	65	1	30	4	1	9	1	0	3	1	12	1	0	6	1	1	25	161

Appendix F

KMBC STAT19 Accident Data



Search

Search Area

Date Range

Search Conditions

Edit Search

Results

Results Summary

View Records

Reports

Plot Locations

Charts

Export

Save

Accidents	No.	%
Fatal	1	8
Serious	2	15
Slight	10	77
Damage	0	0
TOTAL	13	
Pedestrian	8	62
Passengers	1	8
P/C Riders	2	15

Casualties	No.	%
Fatal	1	7
Serious	2	13
Slight	12	80
TOTAL	15	
Drivers	3	20
Pedestrian	9	60
Passengers	1	7
P/C Riders	2	13

Accidents involving	No.	%	N %
Right Turns	2	15	17
Left Turns	0	0	6
U-Turns	0	0	1
Overtaking Near/Off	1	8	5
Going Ahead	8	62	74
Going Ahead on Bend	0	0	7
Stopping	1	8	8
Waiting to go ahead	1	8	12
Loss of control	0	0	24

Adverse Conditions	No.	%	N %
Dark with lights	5	38	18
Dark without lights	0	0	3
Adverse Weather	4	31	21
Wet Road Surface	7	54	31
Snow/Ice on Road	0	0	2
Special Conditions	0	0	3
Cway Hazards	0	0	2

Accidents involving	No.	%	N %
Cars/Taxis etc	12	92	91
Powered Two Wheelers	0	0	6
Pedal Cycles	2	15	8
HGVs	0	0	5
PSVs	1	8	5
Others	1	8	10

Order By Accident Date, Reference Number

Close



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
1		E08000011	2100183	Fatal	Wednesday	13/01/2021	13:00	344250 / 390844		

1st Rd: U 2nd Rd:

Location: KNOWSLEY MBC WESTMORLAND ROAD

Speed		C'Way	Jct Det/Ctrl		Lighting		Weather		Rd Surf	PedX - Human		- Phy Fac	Special	Hazard		
30 MPH		Single c'way	Not JCT		Daylight		Rain		Wet	None		None	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc		Junct. loc	Skidding	Hit obj in	Left cway		Hit obj off	Sex	Age	B/T
1	Car		No	Reversing	S N	On main		Not at	No	None	No		None	Male	51	N/C
Cas No	Veh ref	Cas Class		Sex	Age	Severity	Car Pass	Ped Direction		Ped Movement		Ped location		School Pupil		
1	1	Pedestrian		Male	87	Fatal	No	East		Unknown		c'way not cross		Other		

Description: AT AROUND 13:00 HOURS ON WEDNESDAY 13TH JANUARY 2021, THE DECEASED WAS BEING TAKEN FOR A COVID TEST BY HIS SON AT HUYTON CIVIC CENTRE. THEIR JOURNEY WAS MADE IN A PRIVATE CAR DRIVEN BY HIS SON. IT PARKED UP OUTSIDE THE MAIN ENTRANCE AND THE DECEASED ALIGHTED AND RETRIEVED HIS WALKING FRAME FROM THE BOOT. THE BOOT WAS THEN CLOSED AND THE DECEASED BEGAN TO CLIMB UP THE KERB. AT THIS POINT THE VEHICLE ROLLED BACK SLIGHTLY AND AT THE SAME TIME, THE ELDERLY MALE STUMBLED AND FELL BACK WITH HIS FRAME ONTO THE ROAD SURFACE.

User Information:

2		E08000011	2102685	Slight	Wednesday	01/12/2021	18:00	344397 / 390909		
---	--	-----------	---------	--------	-----------	------------	-------	-----------------	--	--

1st Rd: U 2nd Rd:

Location: CAVENDISH WALK SEGMENT LATHOM ROAD

Speed		C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH		Single c'way	Not JCT		Dark/lights lit		Fine	Wet	None	Pelican	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Going ahead	N S	On main	Not at	No	None	No	None	Female	30	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil				
1	1	Pedestrian	Male	16	Slight	No	East	Offside	Ped x'ing	Other				

Description: V001 HAS BEEN TRAVELING DOWN LATHOM ROAD FROM THE B5199 APPROACHING THE PEDESTRIAN CROSSING WITH ASDA/ HUYTON TOWN CENTRE. THE LIGHTS HAVE BEEN ON GREEN AT THIS TIME. TWO MALES, DRESSED ALL IN BLACK THEN RUN FROM THE TOWN CENTRE, OVER THE FIRST HALF OF THE ROAD. ONE MALE THEN STOPS IN THE TRAFFIC ISLAND AND THE OTHER CONTINUES RUNNING, RUNNING INTO THE PATH OF THE ONCOMING VEHICLE. PEDESTRIAN IS THEN HIT BY VEHICLE AND FLUNG INTO THE LAMPOST. TAKEN TO HOSPITAL AS A PRECAUTIONARY PROCEDURE.

User Information:

3		E08000011	2102803	Slight	Tuesday	07/12/2021	18:00	344402 / 390854		
---	--	-----------	---------	--------	---------	------------	-------	-----------------	--	--

1st Rd: U 2nd Rd:

Location: SEGMENT (HUYTON POLICE STATION) LATHOM ROAD LATHOM ROAD

Speed		C'Way	Jct Det/Ctrl		Lighting		Weather		Rd Surf	PedX - Human		- Phy Fac	Special	Hazard		
20 MPH		Single c'way	Not JCT		Dark/lights lit		Fine		Dry	None		Pelican	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc		Junct. loc	Skidding	Hit obj in	Left cway		Hit obj off	Sex	Age	B/T
1	Car		No	O/T on N/S	S N	On main		Not at	No	None	No		None	Untra.	u/k	N/C
Cas No	Veh ref	Cas Class		Sex	Age	Severity	Car Pass	Ped Direction		Ped Movement		Ped location		School Pupil		
1	1	Pedestrian		Female	41	Slight	No	East		Stationary		c'way not cross		Other		

Description: IP WAS OUT OF HER VEHICLE PUTTING AN ITEM IN THE BOOT OF HER CAR WHEN V001 HAS DROVE PAST HITTING IPS CAR RESULTING IN HER HITTING HER HEAD ON THE INSIDE OF THE CAR AND DAMAGED THE CAR.

User Information:

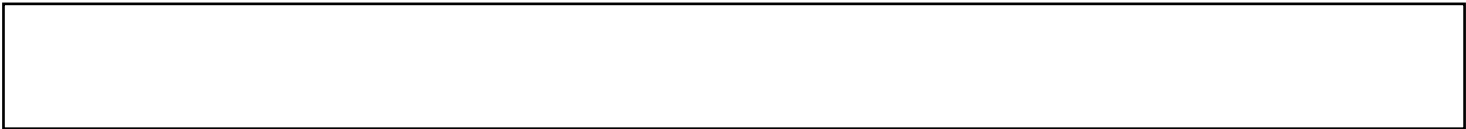


No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street		
4		E08000011	2200220	Slight	Thursday	27/01/2022	08:25	344394 / 390717				
1st Rd: U 2nd Rd: U												
Location: MCDONALDS HUYTON HEY ROAD												
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
20 MPH	Single c'way	T/Stag Give		Daylight		Fine	Wet	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Right turn	E N	On main	Junt appr	No	None	No	None	Male	34 -ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Pedestrian	Female	57	Slight	No	West	Offside	In c'way	Other		
Description: DRIVER OF VEH001 FAILED TO LOOK PROPERLY WHEN EXITING CAR PARK, VEH001 COLLIDED WITH PEDESTRIAN												
User Information:												

5		E08000011	2200376	Slight	Monday	07/02/2022	17:20	344388 / 391002				
1st Rd: U 2nd Rd:												
Location: SEGMENT (HUYTON POLICE STATION) LATHOM ROAD LATHOM ROAD												
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30 MPH	Single c'way	Not JCT		Dark/lights lit		Fine	Wet	None	Pelican	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Bus or Coach	No	Start	S N	On main	Not at	No	None	No	None	Male	39 N/C
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Pedestrian	Female	38	Slight	No	South	Stationary	c'way not cross	Other		
Description: BUS HAS BEEN WITHIN BUS STOP AREA, PEDESTRIAN HAS WALKED BETWEEN BUS AND GUARD RAILINGS AS THE BUS WAS PULLING AWAY, REAR CORNER OF BUS HAS COLLIDED WITH PEDESTRIAN PUSHING HER AGAINST THE RAILINGS AND CAUSING MINOR INJURIES.												
User Information:												

6		E08000011	2200356	Serious	Saturday	12/02/2022	18:40	344399 / 390898				
1st Rd: U 2nd Rd:												
Location: SEGMENT (HUYTON POLICE STATION) LATHOM ROAD LATHOM ROAD												
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30 MPH	Single c'way	Not JCT		Dark/lights lit		Fine	Dry	None	Ped Phas	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Going ahead	N S	On main	Not at	No	None	No	None	Female	56 -ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	1	Pedestrian	Female	44	Serious	No	East	Offside	Ped x'ing	Other		
2	1	Pedestrian	Male	46	Slight	No	East	Offside	Ped x'ing	Other		
Description: TWO PEDESTRIANS STRUCK BY CAR WHILST CROSSING ROAD AT PEDESTRIAN CROSSING												
User Information:												

7		E08000011	2300057	Slight	Wednesday	04/01/2023	07:40	344330 / 390730				
1st Rd: U 2nd Rd:												
Location: HUYTON HEY ROAD SEGMENT 16 HUYTON HEY ROAD												
Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard	
30 MPH	Single c'way	Not JCT		Dark/lights lit		Fine	Dry	None	None	None	None	
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age B/T
1	Car	No	Start	N E	On main	Not at	No	None	No	None	Female	40 N/C
2	Pedal Cycle	No	Going ahead	N S	On main	Not at	No	None	No	None	Male	25 N/A
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil		
1	2	Drv/Rider	Male	25	Slight	No	Not ped	Not ped	Not ped	Other		
Description: RTC SLIGHT INJURY CAR VS CYCLIST V1 HAS TURNED ACROSS THE PATH OF THE CYCLIST, WHO WAS DRESSED IN ALL DARK CLOTHING, AND KNOCKED HIM OFF THE PEDAL BIKE. DETAILS EXCHANGED, SLIGHT INJURY TO THE CYCLIST.												
User Information:												



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street
8		E08000011	2302415	Slight	Wednesday	11/10/2023	16:55	344047 / 390856		

1st Rd: B5199 2nd Rd:

Location: ARCHWAY ROAD SEGMENT ARCHWAY ROAD

Speed	C'Way	Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH	Single c'way	Not JCT		Daylight		Rain	Wet	None	None	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Van/Goods < 3.5t	No	Going ahead	S N	On main	Not at	No	None	No	None	Untra.	u/k	N/C
2	Car	No	Stop	S N	On main	Not at	No	None	No	None	Male	33	N/C
3	Car	No	Stop	S N	On main	Not at	No	None	No	None	Male	39	N/C
4	Taxi	No	Stop	S N	On main	Not at	No	None	No	None	Male	u/k	N/C
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	3	Drv/Rider	Male	39	Slight	No	Not ped	Not ped	Not ped	Other			

Description: RTC SLIGHT INJURY FTS
X4 VEHICLES INVOLVED
V1, UNKNOWN VRM, HAS COLLIDED INTO THE REAR OF V2, SHUNTING IT INTO V3, AND V3 THEN INTO V4. V1 HAS FTS. V2, V3 AND V4 HAVE ALL STOPPED AND EXCHANGED DETAILS. DRIVER OF V3 REPORTING RTC AND HAS SLIGHT INJURIES, BEING CUT TO CHIN/ KNEE AND NECK PAIN. DRIVER OF V4 POSSIBLY HAS DASH CAMERA FOOTAGE.

User Information:

9		E08000011	2302725	Slight	Tuesday	14/11/2023	08:25	344247 / 391001		
1st Rd: B5199 2nd Rd:										

Location: ARCHWAY ROAD SEGMENT ARCHWAY ROAD

Speed		C'Way	Jct Det/Ctrl	Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard			
30 MPH		Single c'way	Not JCT	Daylight		Fine	Dry	None	None	None	None			
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Pedal Cycle		No	Going ahead	E W	On main	Not at	No	None	No	None	Male	13	N/A
2	Car		No	Going ahead	S N	On main	Not at	No	None	No	None	Male	73	-ve
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil				
1	1	Drv/Rider	Male	13	Slight	No	Not ped	Not ped	Not ped	Other				

Description: CHILD ON PEDAL CYCLE HAS CROSSED OVER ROAD WITHOUT LOOKING, VEHICLE TRAVELLING THROUGH GREEN LIGHT HAS STRUCK PEDESTRIAN.

User Information:

10		E08000011	2400414	Serious	Friday	16/02/2024	15:30	344144 / 390915		
1st Rd: 2nd Rd:										

Location: STREET RECORD CIVIC WAY

Speed		C'Way	Jct Det/Ctrl		Lighting		Weather		Rd Surf	PedX - Human		- Phy Fac	Special	Hazard		
20 MPH		0.00	Not JCT		Daylight		Fine		Dry	None		None	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc		Junct. loc	Skidding		Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Reversing	N S	On main		Not at	No		None	No	None	Male	69	N/C
Cas No	Veh ref	Cas Class		Sex	Age	Severity	Car Pass	Ped Direction		Ped Movement		Ped location		School Pupil		
1	1	Pedestrian		Female	88	Serious	No	Unknown		Unknown		Unknown or othe		Other		

Description: DRIVER WAS REVERSING OUT OF A CAR PARK SPACE COLLIDED WITH ELDERLY PEDESTRIAN FEMALE KNOCKING HER TO THE GROUND . DRIVER AND WITNESS ASKED WAS SHE OK SHE MENTIONED SHE WAS SORE .. THEY ASKED DID SHE REQUIRE AN AMBULANCE SHE STATED NO... WITNESS OUT HER IN HIS CAR TO TAKE HER HOME FEMALE RANG HER DAUGHTER WHO THEN CALLED TO THE CAR PARK TO COLLECT HER

User Information:



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coords	Link/Node	Street				
11		E08000011	2401957	Slight	Tuesday	10/09/2024	12:50	344280 / 391064						
1st Rd: B5199 2nd Rd: U														
Location: ARCHWAY ROAD and BLUEBELL LANE														
Speed	C'Way		Jct Det/Ctrl		Lighting		Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH	Dual c'way		T/Stag Give		Daylight		Rain	Wet	None	Ped Phas	None	None		
Veh	Vehicle type		Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car		No	Right turn	NE N	On main	Junt appr	No	None	No	None	Male	32	N/C
2	Car		No	Going ahead	SW NE	On main	Junt appr	No	None	No	None	Female	27	N/C
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil				
1	2	Drv/Rider	Female	27	Slight	No	Not ped	Not ped	Not ped	Other				

Description: RTC SLIGHT INJURY
CAR VS CAR
V2 HAS BEEN TRAVELLING AHEAD, WHEN V1 HAS COME OUT OF THE JUNCTION - GIVE WAY - AND COLLIDED INTO V2. DRIVER V2 HAS NECK AND SHOULDER PAIN. DETS EXCHANGED.

.....

User Information:

12	E08000011		2500308	Slight		Saturday	15/02/2025	14:41	344398 / 390864																		
1st Rd: U 2nd Rd:																											
Location: LATHOM ROAD																											
Speed		C'Way		Jct Det/Ctrl		Lighting		Weather		Rd Surf		PedX - Human		- Phy Fac		Special		Hazard									
30 MPH		Slip road		Not JCT		Daylight		Rain		Wet		None		Pelican		None		None									
Veh		Vehicle type		Towing		Manoeuvre		Dir		Veh loc		Junct. loc		Skidding		Hit obj in		Left cway		Hit obj off		Sex		Age		B/T	
1		Car		No		Going ahead		N S		On main		Not at		No		None		No		None		Female		33		-ve	
Cas No		Veh ref		Cas Class		Sex		Age		Severity		Car Pass		Ped Direction		Ped Movement		Ped location		School Pupil							
1		1		Pedestrian		Male		13		Slight		No		West		Nearside		Zigzag exit		Other							

Description: C001 IS PED ON PAVEMENT APPROACHING CROSSING. V001 IS APPROACHING THE CROSSING DRIVING NORMALLY AND APPEAARS WELL WITHIN THE SPEED LIMIT. C001 STEPS OUT INTO THE ROAD WITHOUT LOOKING AND WITHOUT USING THE CROSSING. TRAFFIC LIGHTS ARE GREEN FOR TRAFFIC AND SHOWING RED FOR PEDESTRIANS. COLLISION BETWEEN CAR AND PEDESTRAIN. ALL PARTIES STOP AT SCENE

.....

User Information:

13	E08000011		2500949	Slight	Sunday	11/05/2025	12:09	344400 / 390848					
1st Rd: U 2nd Rd:													
Location: STREET RECORD LATHOM ROAD													
Speed	C'Way	Jct Det/Ctrl		Lighting	Weather		Rd Surf	PedX - Human	- Phy Fac	Special	Hazard		
30 MPH	Single c'way	Not JCT		Daylight	Fine		Dry	None	Pelican	None	None		
Veh	Vehicle type	Towing	Manoeuvre	Dir	Veh loc	Junct. loc	Skidding	Hit obj in	Left cway	Hit obj off	Sex	Age	B/T
1	Car	No	Going ahead	SE N	On main	Not at	No	None	No	None	Female	38	N/C
2	Car	No	Waiting	SE N	On main	Not at	No	None	No	None	Female	28	N/C
Cas No	Veh ref	Cas Class	Sex	Age	Severity	Car Pass	Ped Direction	Ped Movement	Ped location	School Pupil			
1	2	Drv/Rider	Female	28	Slight	No	Not ped	Not ped	Not ped	Other			
2	2	Passenger	Male	28	Slight	Front	Not ped	Not ped	Not ped	Other			

Description: V1 HAS REAR ENDED V2, CAUSING DAMAGE AND NECK PAIN TO DRIVER V2.

.....

User Information:

Appendix G

Active Travel England Planning Application Assessment Toolkit



Criterion	Description	Common Shortfalls	Rating	Appraiser Comments
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	Source data is not representative of the proposed development, is out-of-date or is confined to commuting journeys only. Forecasted trip generation is limited to motor vehicle traffic or peak hours only. Future year forecasts do not realise the potential of the development to support a greater number of walking, wheeling and cycling journeys or do not align with the national target (or any adopted local targets) that half of all journeys in towns and cities shall be walked, wheeled or cycled by 2030.	Pass	Currently the Transport Assessment (TA) and Framework Travel Plan does not offer any forecast of trips to, from, and within the site by walking, wheeling, and cycling. Forecasting of trip generation by walking, wheeling, and cycling is intended to be included within detailed site-specific Travel Plans which are to be conditioned as part of any approval. The strategy documents will support and encourage active travel trips in and around the proposed development.
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Local pedestrian and cycling routes are only identified in application documents by their location, with no assessment provided on whether these are safe, direct, convenient and accessible for people of all abilities (paragraph 82 of the National Design Guide) or coherent, direct, safe, comfortable and attractive (core design principles in LTN 1/20). Applications that include new dwellings have not demonstrated how local schools and colleges will be accessed by active travel modes. Qualitative analysis to inform any necessary improvements to the design and accessibility of key routes does not include maps, photographs and comments nor has regard to the following guidance, tools and plans in the assessment of key routes: • Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and Sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate); • PAS 6463: Design for the Mind (Sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12); • LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool); • the government's Walking Route Audit Tool; and • any adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).	Pass	A qualitative analysis of local pedestrian, cycling, and public transport infrastructure has been presented in the TA. This has been supported with pedestrian and cycle catchment maps/ plans using isochrones. The mapping included within the TA provides an overview of nearby amenities, including shops and schools. An appraisal of local walking and cycling routes has been undertaken to review existing infrastructure provided for key desire lines to/ from the site. Infrastructure and crossing points in the nearby vicinity of the site have been reviewed. Noting the presence of good natural surveillance and street lighting if applicable.
3. Pedestrian access to local amenities	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?	Trip lengths to key amenities as presented in application documents are based on straight-line distances from site boundaries or main access points. There are few everyday amenities within the recommended distance from most buildings using safe and accessible routes for pedestrians. Footpaths/ways to local amenities do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: • have a minimum width of 2m, with limited pinch points no less than 1.5m; • are step-free; • have a smooth, even surface; • have seating at regular intervals; • are uncluttered; • have good natural surveillance and clear lines of sight; • have street lighting; • have wayfinding; and • have crossing points suitable for the speed and traffic flow of the road(s).	Pass	The proposed development site forms part of the town centre and benefits from immediate access to a wide range of local services and amenities.
4. Cycling accessibility	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?	Cycle routes relied on by the development are not coherent, direct, safe, comfortable or attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). This may be due to physical features, steps, steep gradients or surface quality; or the absence of ramps, lighting or appropriate crossing facilities. The development relies on shared use routes in full or intermittently, which conflicts with the clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians. There is insufficient protection from motor traffic in accordance with the suitability and segregation standards in LTN 1/20 (see Figure 4.1 and Section 6) such that some potential cyclists would be excluded.	Pass	As above.
5. Access to public transport	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?	There are no public transport nodes with a regular service (this will differ between urban and rural areas) within the recommended distances. Local bus stops do not have good natural surveillance or do not provide seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs. Local rail stations do not provide sufficient cycle parking, including spaces for non-standard cycles. Footpaths/ways to public transport nodes do not conform to the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that: • have a minimum width of 2m, with limited pinch points no less than 1.5m; • are step-free; • have a smooth, even surface; • have seating at regular intervals; • are uncluttered; • have good natural surveillance and clear lines of sight; • have street lighting; • have wayfinding; and • have crossing points suitable for the speed and traffic flow of the road(s).	Pass	The proposed site is located in close proximity to both Huyton bus and rail stations. The submitted evidence has considered walking distances to these key transport nodes.

6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	The application fails to identify necessary, directly related and proportionate improvements or contributions to: • footpaths/ways in line with the design standards identified in criteria 3 and 5; • cycling routes in line with LTN 1/20 standards identified in criteria 4; or • public transport infrastructure (where this is not provided on-site) that may include: new or extended services; seating, lighting, shelter, real-time passenger information and raised bus boarders or specialist kerbs at bus stops; and secure cycle parking with pumps and repair tools at rail stations and mobility hubs. The application fails to identify the mechanism to secure identified improvements and the trigger point(s) for delivery or payment. Proposed road/junction improvements do not prioritise pedestrian and cycling movements, including appropriate crossings.	Pass	The proposed development includes significant public realm which will enhance permeability and amenity for all users. The legible and attractive urban environment will support trips by non-car modes.
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	Opportunities have been missed to maximise accessibility for active travel modes, including: • the development does not provide or safeguard pedestrian and cycling connections to neighbouring sites including future phases of development; • routes for pedestrians and cyclists are not at least as direct – and preferably more direct – than the equivalent by car; • routes are not fully accessible or do not have adjacent accessible alternatives (e.g. ramps alongside steps or bound paths next to unbound paths); • inappropriate or infrequent crossings are proposed (see Inclusive Mobility Sections 4.10-4.11, PAS 6463 Section 7.6.2, LTN 1/20 Table 10-2, Manual for Streets Section 6.3 and Manual for Streets 2 Section 9.3); • pedestrians and cyclists are not prioritised at side road crossing points (see LTN 1/20 Figure 10.13); • priority junctions have radii that interrupts the pedestrian desire line (see Manual for Streets Sections 6.3-6.4 and Manual for Streets 2 Section 9.4); • there are red/zero scores when applying the Junction Assessment Tool in LTN 1/20; • signalised junctions do not have pedestrian aspects on some arms; • where cyclists would mix with motor vehicles, lane widths are between 3.2m and 3.9m (paragraph 7.2.5 of LTN 1/20 identifies that such widths allow motor vehicles to drive alongside a cyclist without a safety margin for their comfort and protection); • there are unsafe or poorly signed transitions for cyclists when moving between cycleways on and off the carriageway; or • cycleways within commercial sites are not continuous through to cycle parking areas. Shared use routes for pedestrians and cyclists are proposed and these do not meet the limited situations listed in paragraph 6.5.6 of LTN 1/20. Where shared use routes are acceptable, their widths are below 3m (<300 cyclists per hour) or below 4.5m elsewhere, contrary to LTN 1/20 Table 6-3.	Pass	As above.
8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	The design of streets does not encourage social interaction or create attractive, safe and accessible open spaces that would support an active life for everyone, contrary to the National Design Guide (See Part 2). This may include missed opportunities to incorporate green infrastructure / street trees, shared space residential streets (such as appropriately designed home-zones, mews and culs-de-sac), equipped play facilities, seating at regular intervals, and clear lines of sight to assist with orientation (including measures to prevent inconsiderate parking). Aspects of the proposed design give rise to personal and highway safety concerns, including: • streets, public transport nodes and other public spaces do not benefit from appropriate levels of natural surveillance and lighting; • the requirements of disabled people have not been appropriately considered; • the development includes 'blind-spots', sharp turns or high-sided boundary treatments; • the development does not provide continuous and legible routes or is not supported by an effective wayfinding strategy; or • residential or local streets encourage traffic movements through the site or are not designed for a 20mph speed limit (see Manual for Streets Section 7.4 for guidance on achieving appropriate traffic speeds). There are gaps in the provision of well-located, on-site amenities to support the quantum of development proposed, in conflict with paragraph 83 of the National Design Guide. For larger residential-led developments, this may include a lack of evidence that the applicant has utilised local authority pupil yield data (or the Department for Education's Pupil Yield Dashboard in the absence of such) to inform the need for new schools and early years settings.	Pass	As above.
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	Cycle parking is not provided in accordance with up-to-date local standards, or Section 11 of LTN 1/20 in the absence of such. Details of accessibility, parking types and dimensions, security arrangements or lighting as appropriate is not provided (highly accessible cycle parking is essential for people with sensory and/or information processing differences and disabled cyclists who may be unable to walk very far or navigate a change in levels). For workplaces, public buildings (including those used for leisure and recreation) larger retail developments and other developments with communal parking: • internal cycle stores cannot be accessed from building frontages, are not step-free or require passing through more than two sets of doors; • a proportion of cycle parking (typically 5%) is not provided for non-standard cycles to accommodate people with mobility impairments, which is contrary to paragraph 11.3.2 of LTN 1/20 (Table 11-2 also advises on bay lengths and access aisle widths for larger cycles using Sheffield stands); or • high-quality facilities including showers, lockers, changing rooms and drying areas are not provided for cyclists in non-residential settings (see Section 11.7 of LTN 1/20, BREEAM guidance and any local standards). The quantum and quality of the cycle parking and trip-end facilities proposed does not align with travel plan targets for cycling or application objectives to deliver a sustainable form of development.	Pass	Cycle parking provision is central theme of the proposed development and will ensure that the site is accessible by bicycle.

Appendix H

Minimum Accessibility Standard Assessment



Accessibility Assessment Form

Access on foot			Points	Score	Justification for Scoring	
Location	<u>Residential Development</u> : Is the site within 800m of a district or local centre (see Accessibility Maps) OR <u>Non-residential development</u> : Is the density of existing local housing (i.e. within 800m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	The proposed mixed-use development is within the town centre of Huyton, and as such within 800m of a centre as shown on the Accessibility Map 1 included within Appendix C of Ensuring A Choice of Travel SPD, and the existing local housing is more than 30 houses per hectare.	
		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 cross roads or cycle routes?	Yes	1	1	A range of footways and cycle routes will be provided within the site with new linkages to external destinations.	
		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	There are existing pedestrian links from the proposed development site to Huyton Town Centre, including to the train and bus stations. The roads within and adjacent to the site benefit from street lighting and generally have footways on both sides of carriageways that have flat gradients, are paved and well-maintained, with dropped kerbs provided at side road junctions and access points. Controlled crossing points are provided on the main roads in the vicinity of the site to provide connectivity with the wider area.	
		No	1			
Total Score				4		
Minimum score required				2		

Comments or action needed to correct any shortfall

N/A

Access by Cycle			Points	Score	Justification for Scoring
Location	<u>Residential Development:</u> Is the site within 1500m of a district or local centre (see Accessibility Maps) Or <u>Non-residential development:</u> Is the density of existing local housing (e.g. within 1500m) more than 30 houses per hectare (see Accessibility Maps)	Yes	2	2	The proposed mixed-use development is within the town centre of Huyton and as such within 800m of a centre, as shown on the Accessibility Map 1 included within Appendix C of Ensuring A Choice of Travel SPD, and the existing local housing is more than 30 houses per hectare.
		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	The planning application is a hybrid application, so some of the internal layout is to be determined at the reserved matters stage, but the principles of active travel are shown in the masterplan proposals, which include creating cycle and pedestrian links to ensure safe, and direct access to, from, and through 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	The masterplan proposals include the creation of a new active travel route between the B5199 Archway Road in the northeast of the site and the central Village Green.
		No	-1		
Other	Development includes cycle parking, shower facilities. and lockers for cyclists.	Yes	1	1	The development plots will include provision of these facilities for cyclists.
		No	0		
	Total Score			5	
	Minimum score required			2	

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	2	The proposed development site is within 200m of a bus stop and 400m of Huyton Rail Station.
		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	There are no barriers on direct pedestrian routes to Huyton Bus Station, other local bus stops and the rail station.
		No	1		
Frequency	High (four or more bus or tram services or trains an hour)		2	2	The proposed development site is served by buses and trains with a combined frequency significantly higher than four services an hour.
	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	
		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	This would be subject to review / negotiation with Knowsley Council.
		No	0		
	The proposal contributes to an existing or new supported bus service	Yes	1	0	
		No	0		

	Total Score	6	
	Minimum score required	6	
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	Car parking facilities will not exceed the council's maximum 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	2	Overall, the off-street parking for the new developments will be less than 75% of the Council's maximum parking standards.
		No	0		
	For development in controlled parking zones:				
	Is the proposal for a car free development?	Yes	1	0	The proposal is not for a car free development.
		No	0		
	Does it support the control or removal of on-street parking spaces (include provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)	Yes	1		
		No	0		
		Total Score			3
	Minimum score required			1	

Comments or action needed to correct any shortfall.

Appendix I

Phase 1 Masterplan Layout and Wider St Michael's Place Plot Parameter Plan





- Notes
- 1. Do not scale from this drawing
 - 2. Drawing must not be copied without prior written consent from Lucid Design Studio Ltd
 - 3. Drawing information based on:
- Key:
- Hybrid application boundary (Total area: 3.82 ha)
 - Proposed mixed use development plots, in outline, as part of hybrid application
 - Proposed public realm plot, in outline, as part of hybrid application
 - Proposed plot, designed in detail, as part of hybrid application

01	Updated RLB & plot boundaries	LR	09/10/25
00	First Issue	MF	10/04/25
Rev	Reason	Initial	Date

Client
Genr8 Kajima

Project Name
St. Michael's Place, Huyton

Drawing Title
Plot Definition Parameter Plan

Status
Planning

Scale Bar

0

500

1000

2000m

Scale
1:1000@A2

Drawn by
LR

Drawing Number
SMP-LUD-MP-ZZ-DR-U-90-13-00

Date
09/10/25

Checked
AW

Revision
01



Renold Building, 32a Altrincham Street, Manchester , M1 7JR



LEGEND

GENERAL

Application boundary

Detailed public realm boundary

Outline development plots / meanwhile space

HARDWORKS

Paving type 1: Natural stone

Paving type 2: Natural stone

Paving type 3: Natural stone

Paving type 4: Stone aggregate paving

Paving type 5: Block paving

Paving type 6: Self-binding gravel

Paving type 8: Play bark

Paving type 9: Asphalt

Paving type 10: PCC block paving

Paving type 11: Gravel

Paving type 12: In situ Concrete

Paving type 13: Reinforced grass

PLANTING

Existing trees retained

Existing trees to be removed

Proposed tree planting

Existing hedgerow retained

Existing hedgerow to be removed

Proposed hedge planting

Planting type 1: shrub-herbaceous mix

Planting type 2: SuDS rain garden mix

Planting type 3: Species-rich lawn

EXTERNAL STRUCTURES

Planter wall

Steps & Handrails

EXTERNAL FURNITURE

Furniture Type 1: Seating wall

Furniture Type 2: Bench

Furniture Type 3: Seating boulders

Furniture Type 5: Natural play elements

Furniture Type 6: Litter & recycling bins

Furniture Type 7: Cycle stands

Furniture Type 8: Cycle repair station

Furniture Type 9: Bollards

Furniture Type 10: Wayfinding finger post

Furniture Type 11: Hotel totem sign

Furniture Type 12: Bee posts

Furniture Type 13: Log planters

Furniture Type 14: Interpretation Boards

EXTERNAL LIGHTING

Lighting type 1: Column light

Lighting type 2: Recessed wall light

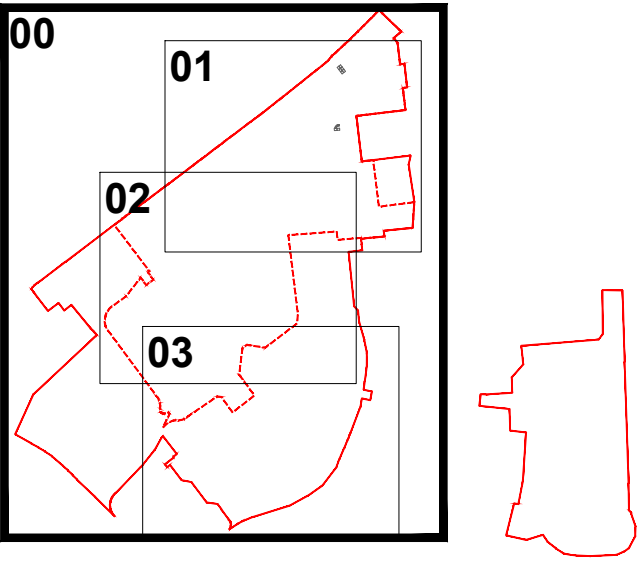
Lighting type 3: Recessed strip light

Lighting type 4: Bollard light

Lighting type 5: Tree uplighter

Existing Highways Lighting

- Notes:
1. Do not scale from this drawing
 2. Drawing must not be copied without prior written consent from Lucid Design Studio Ltd.
 3. Drawing information based on:



Key Plan

06	Civic Way layout revised	EB	21/10/25
05	Detailed public realm works boundary revised	AW	08/10/25
04	Area around Cavendish House revised. Primary sub st added. Paths amended for fire access. EV's added.	AW	09/09/25
03	Public realm and parking layout revised	AW	08/08/25
02	Additional benches added & hotel service area amended	AW	18/06/25
01	Street furniture and lighting added	AW	05/06/25
Revision	Reason	Initial	Date

Client

Genr8 Kajima

Project Name

St Michael's Place, Huyton

Drawing Title

Public Realm - General Arrangement Plan

Status

Planning

Scale Bar

Scale

1:500@A1

Drawn by

AW

Drawing Number

SMP-LUD-MP-ZZ-DR-L-91-02-00

Date

17/04/25

Checked

JF

Revision

06

Appendix J

Parking Strategy



Executive Summary

We have undertaken a review of the existing car parking provision in Huyton, which is informed by desktop review and on-site surveys.

Currently, KMBC staff and other town centre users have the use of free parking with around 700 parking spaces currently available, of which around are 400 occupied by KMBC staff. Additional staff parking has been added in recent years, further adding to supply, across the Club 3000 Bingo and Venue car parks, while staff numbers have remained flat.

The redevelopment of Huyton town centre will increase parking demand in line with residential, leisure and commercial policy and operational requirements by around 255 parking spaces of which 38 spaces will be provided within the main development site itself.

The redevelopment will result in the removal of circa 420 spaces of surface car parking across the town centre. The current proposals will retain 180 car parking spaces for KMBC staff which aligns with the Council's own adopted car parking standards.

A range of parking facilities are currently available to the public in and around the town centre. This includes 109 short stay spaces at Archway Road. To facilitate the proposed new HQ, this provision will be temporarily accommodated within the Library (Red Zone) car park, before being permanently relocated to a new parking facility at Lathom Road therefore maintaining short stay parking provisions.

Parking demand associated with the redevelopment will also be accommodated within the enhanced parking offer at Lathom Road, which is currently proposed to provide a minimum of 400 car parking spaces.

Therefore, the above will result in a net reduction in KMBC staff parking of over 220 spaces. It is recommended that KMBC parking practices are reviewed and supported through the implementation of robust travel planning measures along with parking management and enforcement. This approach will require close consultation and engagement with KMBC staff from an early stage of the process, which will return KMBC staff parking numbers to a similar level to that prior to the temporary parking provisions of Club 3000 Bingo and Venue car parks.

Baseline and Post-Development



Town Centre Short Stay

A range of parking facilities are available to the public in and around the town centre. This includes 109 short stay spaces at Archway Road. Upon the closure of this facility to allow remediation of the site prior to the construction of the new HQ, this provision will be temporarily accommodated within the Library (Red Zone) car park, before being permanently relocated to a new parking facility at Lathom Road.

Existing Council Provision

8 car parks totalling 459 spaces (10% assumed to be used by non-Council staff based on KMBC feedback, e.g. NHS staff) = circa 413 spaces. This includes circa 200 spaces across the Club 3000 Bingo and Venue car parks, which have only been added to this supply in recent years.

Future Council Provision

Circa 180 spaces (Club 3000 Bingo + HQ and Cavendish House).
KMBC maximum parking standards for B1 Office (Town Centre) – 212 spaces (8,461sqm / 40).

Baseline

Plot	Car Park	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay		109	
	UKPC Car Park		12	
	Municipal Members		30	
	KMBC Visitors		24	
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)		61	
5	Archway Rd (Brown Zone)		29	
6	Library (Red Zone)		103	
7	Lathom Road MSCP		29 *	
	Club 3000 Bingo		150	
	Huyton Hey		97 **	
	Total		694	
	KMBC Total (-10%)		413 ***	

KMBC Provision
Town Centre Short Stay

* recorded occupancy rather than supply
** not impacted by redevelopment
*** 10% reduction applied

Phase 1 – Lathom Road Car Park Demolition



Phase 1A

- Demolition and remediation of Lathom Road car park and adjoining land.
- Existing car parking demand will be reassigned across other town centre short and long stay public car parks - baseline weekday occupancy of the existing demand is minimal (29 spaces). Dispersal of these trips can be accommodated in the context of the overall supply of town centre parking.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay		109	
	UKPC Car Park		12	
	Municipal Members		30	
	KMBC Visitors		24	
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)		61	
5	Archway Rd (Brown Zone)		29	
6	Library (Red Zone)		103	
7	Lathom Road MSCP			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		665	
	KMBC Total (-10%)		413	

Key

Demolition

Remediation

Construction

Completed Development

Meanwhile Use

Contractor Compound

Temp. Car Park

KMBC Provision

Town Centre Short Stay

Phase 1 – KMBC Office Demolition / Remediation



- Phase 1B**
- Construction of Lathom Road multi-storey car park (MSCP) – circa 400 spaces.
- Phase 1C**
- Demolition of existing KMBC facilities, and remediation of NW area of site under same contract (4 car parks displaced).
 - Plot 5, once remediated to be utilised as a contractor compound (1 car park displaced).
 - Plot 1 remediated, piling mat completed.
 - Archway Road (109 spaces) short stay car park relocated to Library Red Zone (103 spaces). Potential option for KMBC to agree temporary / short term solution for displaced Council staff parking – Asda (upper deck) or Cavendish Walk underground car park.

Significant Reduction in KMBC Car Parking Provision

Proposed mitigation strategy, including Travel Plan and Parking Management/ Enforcement, outlined overleaf.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorcon (Green Zone)		61	
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		461	
	KMBC Total (-10%)		235	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Temporary Short Stay

KMBC Travel Plan

A comprehensive sustainable travel planning strategy for the Council HQ will be needed to further support the shift toward sustainable transport modes, encouraging behavioural and cultural change, and reducing reliance on private car use. The targeted modal shift will help support an overall reduction in parking demand.

The Travel Plan strategy will be underpinned by wide ranging measures aimed at all modes of sustainable transport including walking, cycling, public transport and car sharing. To ensure the effectiveness of the strategy, consideration of the following key measures to be implemented and/ or maintained:

- Flexible working, hybrid working and working from home practices, including the provision of appropriate IT equipment, to assist staff who may not be able to reach the site by sustainable modes every day of the week and to reduce pressure on available car parking.
- A cycle to work scheme to assist in the purchase of bicycles and equipment.
- Interest-free loans to purchase public transport season tickets.
- Active promotion of sustainable transport options amongst staff and allocation of resource to the Travel Plan Co-ordinator role (including budget provision) to ensure the continued implementation and responsiveness of the travel planning strategy to changing circumstances.
- Establish a dedicated car sharing TEAMS channel.

KMBC Parking Management

To compliment the existing Council Travel Plan and to ensure the success of the parking strategy, robust parking management and enforcement measures as part of a KMBC Parking Policy will be critical. It is noted that KMBC previously operated a permit-based parking allocation for staff, but this has not been in place since the onset of Covid-19. The reintroduction of a permit-based system will be required to ensure that parking demand is closely managed and enforced. The allocation of permits to KMBC users will need to consider the following:

- Prioritisation and allocation of car parking to car sharers to encourage the uptake of this mode and a move away from single-occupancy car travel.
- A charging regime for parking permits, which could be calculated on a sliding scale related to pay grade and compliment hybrid working patterns e.g. parking permits for identified office working days.
- Introducing sustainable accessibility and needs-based criteria to restrict applying for parking permits. The allocation of permits will need to consider the various needs of staff, including location of place of residence, mobility / health requirements, vehicle requirements outside of work, access to sustainable transport options and if the use of car is required to fulfil a job role.
- As detailed above as part of the Travel Plan, where appropriate the allocation of permits should be prioritised to car sharers.

KMBC Parking Enforcement

The reintroduction of permits for car parking will need to be supported by a robust enforcement strategy that could include using Civil Enforcement Officers in relation to KMBC staff and visitor parking areas, as well as the potential introduction of Automatic Number Plate Recognition (ANPR) systems for other public / private car parking facilities. ANPR systems are offered by providers such as Parking Eye or National Parking Control, who can offer bespoke management solutions which can address the following management considerations:

- Warden / ANPR / Self Ticketing System.
- 24/7 Customer Support Line / Designated Account Manager.
- Report A Vehicle System.
- Permit / e - permit solution.
- Bespoke signage throughout the site.
- Client cancellation requests for incorrectly issued Penalty Charge Notices (PCNs).

Residential, Hotel and Short Stay Parking

Residential Parking Provision

A ratio of 0.4 car parking spaces per residential unit has been adopted for the redevelopment of the town centre. This figure has been determined with reference to the following evidence:

- The Council's adopted car parking standards and relevant policy/ guidance.
- Local car ownership data.
- Local transport mode share data.
- National precedents utilising data from the TRICS database.
- Recently approved planning applications in Knowsley town and district centres.

Plot 5 may come forward as office space rather than residential development. To account for this scenario, this parking strategy adopts a worst-case approach and assumes Plot 5 will come forward as office, with a minor uplift in future parking supply to reflect this.

Hotel Parking Provision

The proposed level of hotel parking has been determined on the basis of operator requirements and assumes 1 space per 4 bedrooms.

Town Centre Short Stay

As previously detailed, the 109 short stay spaces currently located at Archway Road will be temporarily accommodated within the Library (Red Zone) car park, before being permanently relocated to a new parking facility at Lathom Road.

Phase 1 – KMBC Office Demolition / Construction



Phase 1B

- Construction of Lathom Road MSCP completed – circa 400 spaces.

Phase 1C

- Archway Road (109 spaces) short stay car park relocated to Lathom Road MSCP and Council staff car parking in Library Red Zone (103 spaces).

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)		61	
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		861	109
	KMBC Total (-10%)		328	

- Key
- Demolition
 - Remediation
 - Construction
 - Completed Development
 - Meanwhile Use
 - Contractor Compound
 - Temp. Car Park

KMBC Provision
Short Stay Provision in MSCP

Phase 1 & 2 – Remediation of Public Realm & Hotel Plots



- Phase 1D**
- Plot 4 and Village Green remediation commences.
 - Yorkon Green Zone car park (61 spaces) is displaced.
- Phase 2**
- HQ Construction commences.
 - Lathom Road MSCP, The Venue (Plot 3) and Library Red Zone car parks in operation.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		800	109
	KMBC Total (-10%)		273	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 1, 2 & 3 – Remediation, Commencement of Hotel, HQ Ongoing



- Phase 1D**
- Plot 4 and Village Green remediation complete.
- Phase 1E**
- Plot 2 (A&B) Remediation commences.
- Phase 2**
- HQ Construction ongoing, Village Green area handed over to HQ main contractor.
- Phase 3**
- Hotel Construction commences.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		800	109
	KMBC Total (-10%)		273	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 1, 2, 3 & 4 – Remediation, Commencement of Residential Plot



- Phase 1E**
- Plot 2 (A&B) Remediation complete.
 - Plot 2A utilised to store remediation stockpile material.
- Phase 1F**
- Plot 3 Remediation commences.
- Phase 2**
- HQ & Village Green area Construction ongoing.
- Phase 3**
- Hotel Construction ongoing.
- Phase 4**
- Residential Plot 2B construction commences.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue			
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		750	109
	KMBC Total (-10%)		228	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 1, 2, 3 & 4 – Remediation, Plot 2B, HQ & Hotel Ongoing



- Phase 1F**
- Plot 3 Remediation complete, temporary car park opened on Plot 3 providing 50 spaces as per the existing situation.
- Phase 2, 3 & 4**
- HQ, Village Green, Hotel & Residential Plot 2B Construction ongoing.
- Other Car Parks**
- Lathom Road MSCP and Library Red Zone car parks in operation.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Archway Rd Short Stay			
	UKPC Car Park			
	Municipal Members			
	KMBC Visitors			
2A	-			
2B	-			
3	Venue		50	
4	Yorkon (Green Zone)			
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)		103	
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		800	109
	KMBC Total (-10%)		273	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 3 & 4 – Residential Plot 2B, & Hotel Ongoing



- Phase 2**
- HQ construction complete.
- Phase 3 & 4**
- Hotel & Residential Plot 2B Construction ongoing.
- Phase 7**
- Plot 6 Remediation commences. Library Red Zone car park (103 spaces) is displaced.
- Car Parking**
- Lathom Road MSCP in operation.
 - Plot 3 – temporary car park (50 spaces).
 - New parking at HQ and Cavendish House – 30 spaces.

KMBC CAR PARKING REGIME FULLY IMPLEMENTED

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ	Completed Development	30	
2A	-	Contractor Compound		
2B	-	Construction		
3	Venue	Temp. Car Park	50	
4	Yorkon (Green Zone)	Construction		
5	Archway Rd (Brown Zone)	Contractor Compound		
6	Library (Red Zone)	Remediation		
7	Lathom Road MSCP	Completed Development	400	109
-	Village Green	Completed Development		
	Club 3000 Bingo	Completed Development	150	
	Huyton Hey	Completed Development	97	
	Total		727	109
	KMBC Total		230*	

Key

- Demolition
- Remediation
- Construction
- Completed Development
- Meanwhile Use
- Contractor Compound
- Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

* assumes exclusive to KMBC

Phase 5 – Lathom Rd Ongoing



Phase 3 & 4

- Hotel & Residential Plot 2B complete.
- Plot 2A meanwhile use.

Phase 7

- Plot 6 Remediation complete.

Other Car Parks

- Temporary car park opened on Plot 6 of 83 spaces (20 spaces displaced by installation of telecom masts and impact of mature trees). Car park split between Council staff parking (32 spaces), hotel parking (31 spaces) and residential plot parking (30 spaces).
- Plot 3 – temporary car park (50 spaces).
- Parking at HQ and Cavendish House – 30 spaces.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ	Completed Development	30	
2A	Meanwhile Use TBC	Meanwhile Use		30
2B	Residential	Completed Development	6	
3	Venue	Completed Development	50	
4	Hotel	Completed Development	2	31
5	Archway Rd (Brown Zone)	Contractor Compound		
6	Library (Red Zone)	Completed Development	83	*
7	Lathom Road MSCP	Completed Development	400	109
-	Village Green	Completed Development		
	Club 3000 Bingo	Completed Development	150	
	Huyton Hey	Completed Development	97	
	Total		818	170
	KMBC Total		222	

Key

Demolition

Remediation

Construction

Completed Development

Meanwhile Use

Contractor Compound

Temp. Car Park

KMBC Provision

Partial KMBC Provision

Short Stay Provision in MSCP

* reduction in provision compared with existing due to constraints

Phase 5 & 6 – Plot 3 Ongoing



Phase 5

- Hotel parking (31 spaces) and Residential Plot 2B parking (30 spaces) relocate to Lathom Road MSCP.

Phase 6

- Plot 3 residential development commences. Temporary car park (50 spaces) is displaced.

Other Car Parks

- Plot 6 – temporary car park (93 spaces), 100% for Council staff parking.
- Parking at HQ and Cavendish House – 30 spaces.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ	Completed Development	30	
2A	Meanwhile Use TBC	Meanwhile Use		
2B	Residential	Completed Development	6	30
3	Venue	Construction		
4	Hotel	Completed Development	2	31
5	Archway Rd (Brown Zone)	Contractor Compound		
6	Library (Red Zone)	Temp. Car Park	83	
7	Lathom Road MSCP	Completed Development	400	109
-	Village Green	Completed Development		
	Club 3000 Bingo	Completed Development	150	
	Huyton Hey	Completed Development	97	
	Total		768	170
	KMBC Total		263	

Key

Demolition

Remediation

Construction

Completed Development

Meanwhile Use

Contractor Compound

Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 7 – Plot 6 Ongoing



Phase 6

- Plot 3 residential development complete.

Phase 7

- Plot 6 residential development commences. Temporary car park (83 spaces) is displaced.

Other Car Parks

- Lathom Road MSCP – Archway Road short stay, hotel, Residential Plot 2B & Plot 3 (87 spaces) plus short stay (109 spaces) - total requirement 196 spaces.
- Parking at HQ and Cavendish House – 30 spaces.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ		30	
2A	Meanwhile Use TBC			
2B	Residential		6	30
3	Venue			26
4	Hotel		2	31
5	Archway Rd (Brown Zone)			
6	Library (Red Zone)			31
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		685	227
	KMBC Total		180	

Key

Demolition

Remediation

Construction

Completed Development

Meanwhile Use

Contractor Compound

Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Phase 8 – Plot 6 Ongoing



Phase 7

- Plot 6 residential development complete.

Phase 8

- Plot 5 Residential / commercial commences.

Phase 9

- Plot 2A residential development commences.

Other Car Parks

- Lathom Road MSCP Archway Road short stay, hotel, Residential Plot 2B, Plot 3, Plot 6 parking – total requirement 227 spaces.
- Parking at HQ and Cavendish House – 30 spaces.

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ	Completed Development	30	
2A	Meanwhile Use TBC	Construction		
2B	Residential	Completed Development	6	30
3	Residential	Completed Development		26
4	Hotel	Completed Development	2	31
5	Archway Rd (Brown Zone)	Construction		
6	Residential	Completed Development		31
7	Lathom Road MSCP	Completed Development	400	109
-	Village Green	Completed Development		
	Club 3000 Bingo	Completed Development	150	
	Huyton Hey	Completed Development	97	
	Total		685	227
	KMBC Total		180	

- Key
- Demolition
 - Remediation
 - Construction
 - Completed Development
 - Meanwhile Use
 - Contractor Compound
 - Temp. Car Park

KMBC Provision
Short Stay Provision in MSCP

Phase 9 – HQ, Hotel, Plot 2B, 3, 5 & 6, Lathom Rd. Complete, Plot 2A Complete



Phase 8

- Plot 5 Residential / commercial completes.

Phase 9

- Plot 2A residential development complete.

Other Car Parks

- Lathom Road MSCP – Archway Road short stay, hotel, Residential Plot 2B, Plot 3, Plot 6, Plot 2A, Plot 5 parking – total minimum requirement 326 spaces. This would leave a “headroom” within the proposed MSCP of around 70-80 spaces on the basis of a total provision of circa 400 spaces. This additional provision could further support town centre short stay demand, additional hotel demand for visitors and events or residential visitors.
- Parking at HQ and Cavendish House – 30 spaces.

Total KMBC provision of 180 spaces (circa 26% of total town centre car parking)

Plot	Use	Development Stage	Parking	Minimum MSCP Demand
1	Council HQ		30	
2A	Residential			61
2B	Residential		6	30
3	Residential			26
4	Hotel		2	31
5	Residential / Commercial			38
6	Residential			31
7	Lathom Road MSCP		400	109
-	Village Green			
	Club 3000 Bingo		150	
	Huyton Hey		97	
	Total		685	326
	KMBC Total		180	

- Key
- Demolition
 - Remediation
 - Construction
 - Completed Development
 - Meanwhile Use
 - Contractor Compound
 - Temp. Car Park

KMBC Provision

Short Stay Provision in MSCP

Appendix K

Residential Parking Advice Note



Huyton Town Centre Village

Technical Note 01 - Phase 1 Residential Parking Provision

A25008

1. Introduction

- 1.1. Astute Transport Planning Ltd have been commissioned by Genr8 to advise on the Huyton Town Centre Village Masterplan.
- 1.2. This Technical Note has been prepared to inform consideration of future residential parking provision to support the redevelopment scheme, and specifically for the phase 1 residential plot. It is understood that the proposal is a development of a circa 74-unit residential scheme within the town centre masterplan area, comprising mainly of one-bed and two-bed apartments.
- 1.3. This Note considers the following principal matters:
 - The Council's Adopted Car Parking Standards and relevant policy / guidance.
 - Car Ownership Data.
 - Transport Mode Share Data.
 - National Precedents utilising data from the TRICS database.
 - Review of recently approved planning applications in Knowsley town and district centres.
- 1.4. The Note then includes recommendations to aid further discussions amongst the project team.

2. Council Parking Standards

- 2.1. Knowsley Metropolitan Borough Council's (KMBC) adopted parking standards for new development are contained within the Ensuring Choice of Travel Supplementary Planning Document (SPD) dated 2010, and the 'New Residential Development' SPD (September 2018).
- 2.2. A summary of the car parking standards applicable to proposed residential development in a town centre location are provided below. The SPD identifies these as maximum standards:



Car Parking

- One-bed dwelling (town centre) - 0.5 to 1 spaces per unit.
- Two- to three-bed dwelling (town centre) - 1.5 spaces per unit.
- Four-bed dwelling (town centre) - 2 spaces per unit.

2.3. Policy T6 of the 2010 SPD states that proposals for new development should provide, “*car parking facilities which do not exceed the Council’s maximum standards*”. There is no policy stipulation that parking should meet the maximum standards, indeed the SPD goes on to state in paragraph 4.5 that the standards define ‘upper limits’ for new developments and that:

“In all areas there may be instances where provision should be less than the maximum specified for example where a site is particularly accessible by modes of transport other than the private car”.

2.4. The standards do not include specific provision for disabled parking and state that for residential dwellings this will be “negotiated on a case-by-case basis”. Our recommendations for accessible parking provision are discussed later in this Note.

2.5. The 2018 SPD makes reference to electric vehicle car parking (EVCP) within the standards. This will be discussed later in this Note.

2.6. The SPD also includes standards for cycle parking provision, which are expressed as minimum requirements. These are summarised below:

Cycle Parking

- One-bed dwelling (town centre) - 1 allocated and 1 communal space per unit (2 total).
- Two- to three-bed dwelling (town centre) - 2 allocated and 1 communal space per unit (3 total).

3. KMBC's Climate Emergency Action Plan

3.1. One of the key areas of KMBC's Climate Emergency Action Plan (November 2020) relates to the actions that Knowsley can take to reduce carbon emissions in the wider community, including reducing carbon emissions from both transport and new development in Knowsley.



4. Key Data

- 4.1. The Council's parking standards provide a starting point for consideration of provision for the proposed residential development. However, the adopted standards are from 2010 and are therefore considered to be relatively dated. As such, it is considered appropriate to review other evidence for the local area to derive supporting information as part of our advice and recommendations.

Car Ownership Data

- 4.2. 2021 Census Data has been interrogated to understand car ownerships trends in the local area. A summary of the extracted data from two Medium Super Output Areas that cover Huyton Town (E02001341: Knowsley 015 and E02001342: Knowsley 016) is provided below with a parking ratio based on number of cars owned per residential unit.
- Huyton Town Centre - Flats (all types of tenure) - 47%.
 - Huyton Town Centre -Socially Rented Properties - 50%.
 - Knowsley Local Authority - Flats (all types of tenure) - 40%.
- 4.3. As shown, within Huyton Town Centre the ratio of cars to properties is around 50% for both flats and socially-rented properties (this category includes both houses and flats).
- 4.4. For the Knowsley Local Authority area as a whole, a 40% ratio of cars to residential properties is recorded within the Census Data.

Mode Share Data

- 4.5. The Census has been further interrogated to understand existing travel behaviour amongst residents within Huyton Town Centre. This is based on recorded journey to work data and whilst this category does not capture other trip types, such as those undertaken for leisure or educational purposes, it still provides a useful indication of travel behaviour.
- 4.6. Of respondents within the dataset, 62% travel by car and 2% by bicycle.

Local and National Precedents

TRICS Database

- 4.7. The TRICS database is an industry-standard database of survey sites across the country. A range of survey sites within town centres have been reviewed to understand the typical car parking ratios provided.



4.8. An average unit to car parking space ratio is presented below for two key residential dwelling types contained within the database using comparable site locations and characteristics:

- Affordable Local Authority Flats - 60%.
- Flats Privately Owned - 72%.

Local Planning Precedents

4.9. In collaboration with Turley, planning consultants advising on the project, we have reviewed recent planning applications within Knowsley which are similar in scale and nature. A summary of these schemes is provided in **Table 1** along with the approved parking ratios:

Table 1: Parking Ratios - Local Planning Precedent

Location	Planning Ref.	Development Description	Units	Parking Provision	Ratio
Kirkby	23/02815/FUL	Erection of a 53no. Apartment retirement living development (Use Class C3), landscaping, car parking and all associated works (Car Park St Chads Drive, Kirkby Town Centre, Knowsley, L32 8RE)	53	22	0.42
Prescot	21/00597/FUL	Erection of a three-storey apartment block comprising of 18no. Dwellings together with the construction of new vehicular access to Aspinall Street, car parking, landscaping and other associated works (Eccleston House, Aspinall Street, Prescot, Knowsley, L34 5QQ)	18	18	1
Huyton	23/00075/FUL	Erection of 53no. retirement living apartments (Use Class C3) together with landscaping, car parking and all other associated works (Land At Former Ambulance / Fire Station Huyton Lane, Huyton, Knowsley, L36 7XG)	53	22	0.42
	22/00263/FUL	Erection of a part two storey/ part three storey apartment block for over 55's comprising of 40no. Apartments with Juliette balconies and communal areas together with vehicular access, car parking and other associated works (Land Adjacent Greenhill, The Orchard, Huyton, Knowsley, L36 5UZ)	40	22	0.55

4.10. As shown in **Table 1**, a review of local planning precedents reveals a range of parking ratios that have been approved for residential developments within Knowsley town and district centres in recent years.



- 4.11. Across the applications considered, an average parking ratio of 0.60 has been agreed, and the two retirement living apartment schemes in and on the edge of Huyton Town Centre comprise of parking ratios of 0.42 and 0.55 (average 0.485).

5. Discussion

- 5.1. Our initial recommended provisions for various types of parking are provided below, and this is informed by KMBC's policy standards and key data outlined above.

- 5.2. However, it is also acknowledged that there are also commercial considerations that will need to be taken into account when deciding the level of parking provision that is appropriate for the proposed residential scheme.

Total Car Parking

- 5.3. On the basis of the above review and our experience of working on similar town centre schemes, our recommended initial parking ratio range for the proposed development is provided below:

- **0.3-0.5 car parking space per unit.**

- 5.4. On the basis of an 74-unit scheme, this would equate to between 22 - 37 car parking spaces provided for the proposed development. We consider that the local car ownership data provides support for a level of car parking provision around this level. The car parking spaces would be included as part of the car parking strategy that is being developed for the wider town centre masterplan proposals.

- 5.5. The recommended overall car parking provision is reflective of the proposed site's highly sustainable location with ease of access to both bus and rail services. This level of provision will also be supported by associated cycle parking to reduce dependence upon the private car, and a strong Travel Plan in place would provide further choice for residents in terms of travel by non-car modes and could potentially enable a ratio towards the lower end of the above range at around 0.3 spaces per unit.

- 5.6. It is considered that the above would strike a suitable balance between supporting sustainable travel uptake by not overproviding for private cars, whilst at the same time provide sufficient parking to avoid an impact on off-site parking provision and associated road safety / amenity issues. The car parking ratio to serve the proposed phase 1 residential scheme would be subject to negotiation with KMBC Highways.

Disabled Car Parking Provision

- 5.7. As noted previously, the Council's car parking standards are not specific when it comes to disabled car parking provision for residential schemes. However, based on our previous experience we recommend the following:



- **Around 10% of total car parking provision to be accessible bays.**

5.8. This would equate to between 2-4 accessible parking spaces based on the overall number of car parking spaces indicated above.

EVCP

5.9. Reference should be made to the Buildings Regulation Approved Document S in respect of EVCP provision. The 'New Residential Development' SPD (2018) recommends that vehicle charging points should be provided at a rate of at least one for every two parking bays (where communal car parking is provided).

Cycle Parking

5.10. As detailed above, the Council's parking standards include minimum recommended levels of cycle parking. We have considered these standards in the context of policy guidance, the existing mode share for cyclists in the local area and our experience of similar development schemes. We recommend allocated cycle parking provision in general accordance with KMBC's standards for one and two-bed dwellings, which is also in line with the national guidance contained in Local Transport Note 1/20 Cycle Infrastructure Design Guidance (2020), and it will help support the proposed car parking strategy that is lower than the maximum policy standards.

5.11. However, one communal cycle parking space per dwelling is not considered to be practical or appropriate for the proposed development, and this level of provision assumes that every dwelling could have one visitor arriving at the site by bicycle at the same time, which we suggest is a highly unlikely scenario and also taking account of the existing very low cycle mode share in the Huyton area. The level of communal cycle parking provision for the proposed residential development would need to be negotiated with KMBC Highways.

5.12. The cycle parking should be provided in secure and weatherproof location with ease of access. Space saving solutions could include two-tiered stacker-style cycle parking spaces to reduce the overall footprint and impact of this storage provision on the proposed development layout.

5.13. In accordance with Local Transport Note 1/20, a proportion of the cycle parking should be provided for non-standard cycles to accommodate people with mobility impairments, typically around 5%.

Appendix L

Electric Vehicle Charging Points Discussion Note



Huyton Town Centre Village

Discussion Note - Electric Vehicle Charging Points

A25008

- 1.1. Astute Transport Planning Ltd has been commissioned by Genr8 Kajima Regeneration Ltd to advise on the Huyton Town Centre Village Masterplan.
- 1.2. The below provides a position statement in respect of electric vehicle charging points (EVCP) with reference to Building Regulations Approved Document S (June 2022).

Residential Plots

- 1.3. With the exception of disabled parking identified for the residential plot, parking for the residential plots is to be provided within the proposed Lathom Road multi-storey car park (MSCP).
- 1.4. The presumption within the Regulations for new residential development is that, if there are fewer spaces than dwellings, a charging point is to be provided for every on-site space subject to costs.
- 1.5. The Regulations include a cost cap of £3,600 including hardware, installation, labour etc. If full compliance would exceed the cost cap, then the number of charge points can be reduced accordingly. The cost cap does not apply to cable routes which must be provided for all on-site spaces. It should be noted that the costs of installing the necessary equipment within the structure of the proposed MSCP is likely to be high, and this cost cap could easily be exceeded, particularly with any additional fire safety requirements to support EVCPs within this proposed facility.
- 1.6. The Regulations include exemptions for off-site provision for which the proposed residential parking qualifies by virtue of its location within the MSCP. The various residential plots are located between around 150-300m from the MSCP and for this reason are not considered to fall within the requirements for on-site provision as identified within the Regulations outlined above.
- 1.7. Exemptions are also identified in the Regulations if the electrical capacity of the local grid is insufficient. Evidence is required to support this, but it is understood that the masterplan requires the delivery of a new primary substation which would likely trigger this additional exemption.
- 1.8. Notwithstanding the above, there are currently provisions for a number of EVCPs to be provided within the proposed Lathom Road MSCP, but at a lower rate than the on-site requirements.



- 1.9. As noted above, limited on-site car parking provision is planned for the residential plot in the form of six accessible car parking bays. The presumption within the regulations is that charging facilities will be provided for these spaces subject to the cost cap and available electrical capacity previously detailed.

Council HQ

- 1.10. As identified within the proposed parking strategy, the large majority of Council HQ car parking is to be provided within the current lease agreement for 150 spaces at the Club 3000 Bingo car park. This provision is already in place and is linked to the existing Council uses. These uses are being replaced by the proposed Council HQ, which is therefore not strictly 'new' development.
- 1.11. It is therefore considered that the provisions within the Regulations are not applicable to this area of parking as this is a redevelopment scheme and a reprovision of existing parking. It should also be noted that this parking allocation is located on third party land and not directly under the control of the applicant, limiting options to install EVCPs at this location.
- 1.12. For the Cavendish Walk area of parking that is proposed, the Regulations require that New Non-Residential Buildings with more than 10 spaces provide a minimum of one charge point, and cable routes for 20% of spaces (1 in 5). This requirement is being met under the current proposals.

Hotel

- 1.13. The hotel requirements are the same as those identified for Cavendish Walk, i.e. a minimum of one charge point, and cable routes for 20% of spaces (1 in 5). This requirement is being met under the current proposals.

Reinstated Provision

- 1.14. Under current construction phasing plans, existing car parks located on Plots 3 and 6 will be closed in stages throughout the programme and then remediated to prepare for construction. Immediately following the completion of the remediation of each plot, these will be reinstated as temporary car parks.
- 1.15. It is considered that the future reinstatement of these facilities does not fall within the requirements of Regulations as they are simply a temporary reprovision of existing car parking facilities.

Appendix M

TRICS Outputs



Calculation Reference: AUDIT-725101-250523-0558

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of bedrooms
 Actual Range: 24 to 154 (units:)
 Range Selected by User: 4 to 380 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 12/11/21

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

Selected survey days:

Monday 2 days
 Tuesday 1 days
 Wednesday 2 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Town Centre 5

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

Selected Location Sub Categories:

Built-Up Zone 4
 High Street 1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:**Use Class:**

C1 5 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

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

Travel Plan:

No	5 days
----	--------

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

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BH-06-A-01 KINGS ROAD BRIGHTON	HOTEL			BRIGHTON & HOVE
	Town Centre Built-Up Zone				
	Total Number of bedrooms:		154		
	Survey date: WEDNESDAY		16/10/19		Survey Type: MANUAL
2	CU-06-A-01 ENGLISH STREET CARLISLE	HOTEL			CUMBERLAND
	Town Centre High Street				
	Total Number of bedrooms:		92		
	Survey date: MONDAY		20/06/16		Survey Type: MANUAL
3	GM-06-A-08 PORTLAND STREET MANCHESTER	IBIS			GREATER MANCHESTER
	Town Centre Built-Up Zone				
	Total Number of bedrooms:		127		
	Survey date: MONDAY		26/09/16		Survey Type: MANUAL
4	NY-06-A-02 CROWN PLACE HARROGATE	BESPOKE HOTEL			NORTH YORKSHIRE
	Town Centre Built-Up Zone				
	Total Number of bedrooms:		114		
	Survey date: WEDNESDAY		13/03/19		Survey Type: MANUAL
5	TW-06-A-03 SANDHILL NEWCASTLE UPON TYNE QUAYSIDE	HOTEL			TYNE & WEAR
	Town Centre Built-Up Zone				
	Total Number of bedrooms:		24		
	Survey date: TUESDAY		14/06/16		Survey Type: MANUAL

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TOTAL VEHICLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.019	1	154	0.013	1	154	0.032
07:00 - 08:00	5	102	0.055	5	102	0.061	5	102	0.116
08:00 - 09:00	5	102	0.070	5	102	0.108	5	102	0.178
09:00 - 10:00	5	102	0.074	5	102	0.100	5	102	0.174
10:00 - 11:00	5	102	0.057	5	102	0.096	5	102	0.153
11:00 - 12:00	5	102	0.047	5	102	0.061	5	102	0.108
12:00 - 13:00	5	102	0.035	5	102	0.027	5	102	0.062
13:00 - 14:00	5	102	0.043	5	102	0.027	5	102	0.070
14:00 - 15:00	5	102	0.035	5	102	0.020	5	102	0.055
15:00 - 16:00	5	102	0.023	5	102	0.018	5	102	0.041
16:00 - 17:00	5	102	0.057	5	102	0.037	5	102	0.094
17:00 - 18:00	5	102	0.068	5	102	0.037	5	102	0.105
18:00 - 19:00	5	102	0.049	5	102	0.025	5	102	0.074
19:00 - 20:00	5	102	0.016	5	102	0.023	5	102	0.039
20:00 - 21:00	5	102	0.018	5	102	0.012	5	102	0.030
21:00 - 22:00	5	102	0.022	5	102	0.022	5	102	0.044
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.688			0.687			1.375

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	24 - 154 (units:)
Survey date range:	01/01/16 - 12/11/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

TAXIS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.013	1	154	0.013	1	154	0.026
07:00 - 08:00	5	102	0.014	5	102	0.014	5	102	0.028
08:00 - 09:00	5	102	0.010	5	102	0.010	5	102	0.020
09:00 - 10:00	5	102	0.014	5	102	0.014	5	102	0.028
10:00 - 11:00	5	102	0.006	5	102	0.006	5	102	0.012
11:00 - 12:00	5	102	0.002	5	102	0.000	5	102	0.002
12:00 - 13:00	5	102	0.004	5	102	0.006	5	102	0.010
13:00 - 14:00	5	102	0.010	5	102	0.010	5	102	0.020
14:00 - 15:00	5	102	0.012	5	102	0.012	5	102	0.024
15:00 - 16:00	5	102	0.004	5	102	0.004	5	102	0.008
16:00 - 17:00	5	102	0.010	5	102	0.010	5	102	0.020
17:00 - 18:00	5	102	0.004	5	102	0.004	5	102	0.008
18:00 - 19:00	5	102	0.016	5	102	0.016	5	102	0.032
19:00 - 20:00	5	102	0.002	5	102	0.002	5	102	0.004
20:00 - 21:00	5	102	0.006	5	102	0.006	5	102	0.012
21:00 - 22:00	5	102	0.004	5	102	0.004	5	102	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.131			0.131			0.262

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

OGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	5	102	0.004	5	102	0.004	5	102	0.008
08:00 - 09:00	5	102	0.008	5	102	0.008	5	102	0.016
09:00 - 10:00	5	102	0.006	5	102	0.006	5	102	0.012
10:00 - 11:00	5	102	0.002	5	102	0.002	5	102	0.004
11:00 - 12:00	5	102	0.000	5	102	0.000	5	102	0.000
12:00 - 13:00	5	102	0.004	5	102	0.004	5	102	0.008
13:00 - 14:00	5	102	0.002	5	102	0.002	5	102	0.004
14:00 - 15:00	5	102	0.000	5	102	0.000	5	102	0.000
15:00 - 16:00	5	102	0.000	5	102	0.000	5	102	0.000
16:00 - 17:00	5	102	0.000	5	102	0.000	5	102	0.000
17:00 - 18:00	5	102	0.000	5	102	0.000	5	102	0.000
18:00 - 19:00	5	102	0.000	5	102	0.000	5	102	0.000
19:00 - 20:00	5	102	0.000	5	102	0.000	5	102	0.000
20:00 - 21:00	5	102	0.000	5	102	0.000	5	102	0.000
21:00 - 22:00	5	102	0.000	5	102	0.000	5	102	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

PSVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	5	102	0.002	5	102	0.000	5	102	0.002
08:00 - 09:00	5	102	0.000	5	102	0.002	5	102	0.002
09:00 - 10:00	5	102	0.002	5	102	0.002	5	102	0.004
10:00 - 11:00	5	102	0.000	5	102	0.000	5	102	0.000
11:00 - 12:00	5	102	0.000	5	102	0.000	5	102	0.000
12:00 - 13:00	5	102	0.000	5	102	0.000	5	102	0.000
13:00 - 14:00	5	102	0.000	5	102	0.000	5	102	0.000
14:00 - 15:00	5	102	0.000	5	102	0.000	5	102	0.000
15:00 - 16:00	5	102	0.000	5	102	0.000	5	102	0.000
16:00 - 17:00	5	102	0.000	5	102	0.000	5	102	0.000
17:00 - 18:00	5	102	0.002	5	102	0.002	5	102	0.004
18:00 - 19:00	5	102	0.000	5	102	0.000	5	102	0.000
19:00 - 20:00	5	102	0.000	5	102	0.000	5	102	0.000
20:00 - 21:00	5	102	0.000	5	102	0.000	5	102	0.000
21:00 - 22:00	5	102	0.000	5	102	0.000	5	102	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
CYCLISTS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	5	102	0.004	5	102	0.000	5	102	0.004
08:00 - 09:00	5	102	0.002	5	102	0.000	5	102	0.002
09:00 - 10:00	5	102	0.000	5	102	0.000	5	102	0.000
10:00 - 11:00	5	102	0.000	5	102	0.000	5	102	0.000
11:00 - 12:00	5	102	0.004	5	102	0.000	5	102	0.004
12:00 - 13:00	5	102	0.002	5	102	0.000	5	102	0.002
13:00 - 14:00	5	102	0.004	5	102	0.000	5	102	0.004
14:00 - 15:00	5	102	0.002	5	102	0.002	5	102	0.004
15:00 - 16:00	5	102	0.004	5	102	0.002	5	102	0.006
16:00 - 17:00	5	102	0.000	5	102	0.010	5	102	0.010
17:00 - 18:00	5	102	0.000	5	102	0.004	5	102	0.004
18:00 - 19:00	5	102	0.008	5	102	0.006	5	102	0.014
19:00 - 20:00	5	102	0.000	5	102	0.000	5	102	0.000
20:00 - 21:00	5	102	0.000	5	102	0.000	5	102	0.000
21:00 - 22:00	5	102	0.000	5	102	0.000	5	102	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.024			0.054

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
CARS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.006	1	154	0.000	1	154	0.006
07:00 - 08:00	5	102	0.027	5	102	0.037	5	102	0.064
08:00 - 09:00	5	102	0.047	5	102	0.088	5	102	0.135
09:00 - 10:00	5	102	0.035	5	102	0.065	5	102	0.100
10:00 - 11:00	5	102	0.043	5	102	0.080	5	102	0.123
11:00 - 12:00	5	102	0.045	5	102	0.059	5	102	0.104
12:00 - 13:00	5	102	0.020	5	102	0.014	5	102	0.034
13:00 - 14:00	5	102	0.029	5	102	0.012	5	102	0.041
14:00 - 15:00	5	102	0.023	5	102	0.010	5	102	0.033
15:00 - 16:00	5	102	0.018	5	102	0.010	5	102	0.028
16:00 - 17:00	5	102	0.045	5	102	0.022	5	102	0.067
17:00 - 18:00	5	102	0.055	5	102	0.029	5	102	0.084
18:00 - 19:00	5	102	0.031	5	102	0.008	5	102	0.039
19:00 - 20:00	5	102	0.012	5	102	0.020	5	102	0.032
20:00 - 21:00	5	102	0.012	5	102	0.010	5	102	0.022
21:00 - 22:00	5	102	0.012	5	102	0.012	5	102	0.024
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.460			0.476			0.936

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

LGVS

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	5	102	0.008	5	102	0.006	5	102	0.014
08:00 - 09:00	5	102	0.010	5	102	0.004	5	102	0.014
09:00 - 10:00	5	102	0.016	5	102	0.014	5	102	0.030
10:00 - 11:00	5	102	0.006	5	102	0.008	5	102	0.014
11:00 - 12:00	5	102	0.002	5	102	0.002	5	102	0.004
12:00 - 13:00	5	102	0.008	5	102	0.006	5	102	0.014
13:00 - 14:00	5	102	0.002	5	102	0.004	5	102	0.006
14:00 - 15:00	5	102	0.002	5	102	0.000	5	102	0.002
15:00 - 16:00	5	102	0.002	5	102	0.004	5	102	0.006
16:00 - 17:00	5	102	0.002	5	102	0.006	5	102	0.008
17:00 - 18:00	5	102	0.008	5	102	0.002	5	102	0.010
18:00 - 19:00	5	102	0.006	5	102	0.006	5	102	0.012
19:00 - 20:00	5	102	0.000	5	102	0.000	5	102	0.000
20:00 - 21:00	5	102	0.004	5	102	0.000	5	102	0.004
21:00 - 22:00	5	102	0.006	5	102	0.006	5	102	0.012
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.082			0.068			0.150

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MOTOR CYCLES

Calculation factor: 1 BEDRMS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	154	0.000	1	154	0.000	1	154	0.000
07:00 - 08:00	5	102	0.000	5	102	0.000	5	102	0.000
08:00 - 09:00	5	102	0.000	5	102	0.000	5	102	0.000
09:00 - 10:00	5	102	0.002	5	102	0.000	5	102	0.002
10:00 - 11:00	5	102	0.000	5	102	0.000	5	102	0.000
11:00 - 12:00	5	102	0.000	5	102	0.000	5	102	0.000
12:00 - 13:00	5	102	0.000	5	102	0.000	5	102	0.000
13:00 - 14:00	5	102	0.000	5	102	0.000	5	102	0.000
14:00 - 15:00	5	102	0.000	5	102	0.000	5	102	0.000
15:00 - 16:00	5	102	0.000	5	102	0.000	5	102	0.000
16:00 - 17:00	5	102	0.000	5	102	0.000	5	102	0.000
17:00 - 18:00	5	102	0.000	5	102	0.000	5	102	0.000
18:00 - 19:00	5	102	0.000	5	102	0.000	5	102	0.000
19:00 - 20:00	5	102	0.002	5	102	0.002	5	102	0.004
20:00 - 21:00	5	102	0.000	5	102	0.000	5	102	0.000
21:00 - 22:00	5	102	0.000	5	102	0.000	5	102	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.002			0.006

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

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

Calculation Reference: AUDIT-725101-250529-0549

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 118 to 6420 (units: sqm)
Range Selected by User: 118 to 175000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 28/06/24

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

Selected survey days:
Monday 3 days
Wednesday 1 days
Thursday 1 days
Friday 1 days

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

Selected survey types:
Manual count 6 days
Directional ATC Count 0 days

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

Selected Locations:
Town Centre 6

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

Selected Location Sub Categories:
Built-Up Zone 5
High Street 1

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 6 days

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

Filter by Site Operations Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

20,001 to 25,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	1 days

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

Travel Plan:

No	6 days
----	--------

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

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BR-02-A-03 COLSTON STREET BRISTOL	ARCHITECTS		BRISTOL CITY
	Town Centre Built-Up Zone			
	Total Gross floor area:	118 sqm		
	Survey date: MONDAY	15/11/21	Survey Type: MANUAL	
2	EB-02-A-06 ST ANDREW SQUARE EDINBURGH	REGUS OFFICES		CITY OF EDINBURGH
	Town Centre Built-Up Zone			
	Total Gross floor area:	4500 sqm		
	Survey date: WEDNESDAY	16/03/16	Survey Type: MANUAL	
3	ES-02-A-01 SOUTH STREET EASTBOURNE	OFFICES		EAST SUSSEX
	Town Centre High Street			
	Total Gross floor area:	506 sqm		
	Survey date: THURSDAY	21/03/24	Survey Type: MANUAL	
4	GM-02-A-08 FOUNTAIN STREET MANCHESTER	REGUS		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	3960 sqm		
	Survey date: MONDAY	26/09/16	Survey Type: MANUAL	
5	GM-02-A-11 SAINT PETER'S SQUARE MANCHESTER	OFFICES		GREATER MANCHESTER
	Town Centre Built-Up Zone			
	Total Gross floor area:	6420 sqm		
	Survey date: FRIDAY	22/04/22	Survey Type: MANUAL	
6	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone			
	Total Gross floor area:	2090 sqm		
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL	

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
GS-02-A-01	Covid-19 restrictions
KS-02-A-01	Public Transport Accessibility Unrepresentative

Astute Transport Planning The Express Building Manchester

Licence No: 725101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2932	0.074	6	2932	0.000	6	2932	0.074
07:30 - 08:00	6	2932	0.131	6	2932	0.074	6	2932	0.205
08:00 - 08:30	6	2932	0.273	6	2932	0.028	6	2932	0.301
08:30 - 09:00	6	2932	0.307	6	2932	0.068	6	2932	0.375
09:00 - 09:30	6	2932	0.193	6	2932	0.125	6	2932	0.318
09:30 - 10:00	6	2932	0.136	6	2932	0.068	6	2932	0.204
10:00 - 10:30	6	2932	0.063	6	2932	0.023	6	2932	0.086
10:30 - 11:00	6	2932	0.085	6	2932	0.068	6	2932	0.153
11:00 - 11:30	6	2932	0.051	6	2932	0.051	6	2932	0.102
11:30 - 12:00	6	2932	0.034	6	2932	0.034	6	2932	0.068
12:00 - 12:30	6	2932	0.051	6	2932	0.051	6	2932	0.102
12:30 - 13:00	6	2932	0.051	6	2932	0.057	6	2932	0.108
13:00 - 13:30	6	2932	0.034	6	2932	0.057	6	2932	0.091
13:30 - 14:00	6	2932	0.068	6	2932	0.074	6	2932	0.142
14:00 - 14:30	6	2932	0.063	6	2932	0.063	6	2932	0.126
14:30 - 15:00	6	2932	0.045	6	2932	0.068	6	2932	0.113
15:00 - 15:30	6	2932	0.045	6	2932	0.068	6	2932	0.113
15:30 - 16:00	6	2932	0.017	6	2932	0.068	6	2932	0.085
16:00 - 16:30	6	2932	0.017	6	2932	0.125	6	2932	0.142
16:30 - 17:00	6	2932	0.057	6	2932	0.153	6	2932	0.210
17:00 - 17:30	6	2932	0.017	6	2932	0.182	6	2932	0.199
17:30 - 18:00	6	2932	0.040	6	2932	0.108	6	2932	0.148
18:00 - 18:30	6	2932	0.028	6	2932	0.216	6	2932	0.244
18:30 - 19:00	6	2932	0.028	6	2932	0.068	6	2932	0.096
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.908			1.897			3.805

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	118 - 6420 (units: sqm)
Survey date range:	01/01/16 - 28/06/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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

Astute Transport Planning The Express Building Manchester

Licence No: 725101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
07:30 - 08:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
08:00 - 08:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
08:30 - 09:00	6	2932	0.017	6	2932	0.017	6	2932	0.034
09:00 - 09:30	6	2932	0.011	6	2932	0.011	6	2932	0.022
09:30 - 10:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
10:00 - 10:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
10:30 - 11:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
11:00 - 11:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
11:30 - 12:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
12:00 - 12:30	6	2932	0.011	6	2932	0.011	6	2932	0.022
12:30 - 13:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
13:00 - 13:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
13:30 - 14:00	6	2932	0.011	6	2932	0.011	6	2932	0.022
14:00 - 14:30	6	2932	0.011	6	2932	0.011	6	2932	0.022
14:30 - 15:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
15:00 - 15:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
15:30 - 16:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
16:00 - 16:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
16:30 - 17:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
17:00 - 17:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
17:30 - 18:00	6	2932	0.017	6	2932	0.011	6	2932	0.028
18:00 - 18:30	6	2932	0.011	6	2932	0.017	6	2932	0.028
18:30 - 19:00	6	2932	0.011	6	2932	0.006	6	2932	0.017
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.130			0.125			0.255

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.

Astute Transport Planning The Express Building Manchester

Licence No: 725101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
07:30 - 08:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
08:00 - 08:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
08:30 - 09:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
09:00 - 09:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
09:30 - 10:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
10:00 - 10:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
10:30 - 11:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
11:00 - 11:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
11:30 - 12:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
12:00 - 12:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
12:30 - 13:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
13:00 - 13:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
13:30 - 14:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
14:00 - 14:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
14:30 - 15:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
15:00 - 15:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
15:30 - 16:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
16:00 - 16:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
16:30 - 17:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
17:00 - 17:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
17:30 - 18:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
18:00 - 18:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
18:30 - 19:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.006			0.006			0.012

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.

Astute Transport Planning The Express Building Manchester

Licence No: 725101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2932	0.006	6	2932	0.000	6	2932	0.006
07:30 - 08:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
08:00 - 08:30	6	2932	0.023	6	2932	0.000	6	2932	0.023
08:30 - 09:00	6	2932	0.034	6	2932	0.000	6	2932	0.034
09:00 - 09:30	6	2932	0.023	6	2932	0.000	6	2932	0.023
09:30 - 10:00	6	2932	0.006	6	2932	0.000	6	2932	0.006
10:00 - 10:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
10:30 - 11:00	6	2932	0.006	6	2932	0.000	6	2932	0.006
11:00 - 11:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
11:30 - 12:00	6	2932	0.000	6	2932	0.006	6	2932	0.006
12:00 - 12:30	6	2932	0.006	6	2932	0.006	6	2932	0.012
12:30 - 13:00	6	2932	0.006	6	2932	0.000	6	2932	0.006
13:00 - 13:30	6	2932	0.006	6	2932	0.000	6	2932	0.006
13:30 - 14:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
14:00 - 14:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
14:30 - 15:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
15:00 - 15:30	6	2932	0.000	6	2932	0.006	6	2932	0.006
15:30 - 16:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
16:00 - 16:30	6	2932	0.000	6	2932	0.017	6	2932	0.017
16:30 - 17:00	6	2932	0.000	6	2932	0.011	6	2932	0.011
17:00 - 17:30	6	2932	0.000	6	2932	0.051	6	2932	0.051
17:30 - 18:00	6	2932	0.000	6	2932	0.006	6	2932	0.006
18:00 - 18:30	6	2932	0.000	6	2932	0.011	6	2932	0.011
18:30 - 19:00	6	2932	0.000	6	2932	0.006	6	2932	0.006
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.116			0.120			0.236

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 CARS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2932	0.074	6	2932	0.000	6	2932	0.074
07:30 - 08:00	6	2932	0.108	6	2932	0.057	6	2932	0.165
08:00 - 08:30	6	2932	0.256	6	2932	0.028	6	2932	0.284
08:30 - 09:00	6	2932	0.279	6	2932	0.045	6	2932	0.324
09:00 - 09:30	6	2932	0.176	6	2932	0.114	6	2932	0.290
09:30 - 10:00	6	2932	0.119	6	2932	0.051	6	2932	0.170
10:00 - 10:30	6	2932	0.057	6	2932	0.023	6	2932	0.080
10:30 - 11:00	6	2932	0.051	6	2932	0.028	6	2932	0.079
11:00 - 11:30	6	2932	0.040	6	2932	0.045	6	2932	0.085
11:30 - 12:00	6	2932	0.034	6	2932	0.034	6	2932	0.068
12:00 - 12:30	6	2932	0.028	6	2932	0.017	6	2932	0.045
12:30 - 13:00	6	2932	0.028	6	2932	0.040	6	2932	0.068
13:00 - 13:30	6	2932	0.034	6	2932	0.051	6	2932	0.085
13:30 - 14:00	6	2932	0.051	6	2932	0.063	6	2932	0.114
14:00 - 14:30	6	2932	0.045	6	2932	0.045	6	2932	0.090
14:30 - 15:00	6	2932	0.028	6	2932	0.045	6	2932	0.073
15:00 - 15:30	6	2932	0.040	6	2932	0.051	6	2932	0.091
15:30 - 16:00	6	2932	0.006	6	2932	0.057	6	2932	0.063
16:00 - 16:30	6	2932	0.011	6	2932	0.119	6	2932	0.130
16:30 - 17:00	6	2932	0.045	6	2932	0.136	6	2932	0.181
17:00 - 17:30	6	2932	0.011	6	2932	0.171	6	2932	0.182
17:30 - 18:00	6	2932	0.028	6	2932	0.097	6	2932	0.125
18:00 - 18:30	6	2932	0.011	6	2932	0.199	6	2932	0.210
18:30 - 19:00	6	2932	0.023	6	2932	0.063	6	2932	0.086
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.583			1.579			3.162

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.*

Astute Transport Planning The Express Building Manchester

Licence No: 725101

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
07:30 - 08:00	6	2932	0.017	6	2932	0.011	6	2932	0.028
08:00 - 08:30	6	2932	0.011	6	2932	0.000	6	2932	0.011
08:30 - 09:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
09:00 - 09:30	6	2932	0.006	6	2932	0.000	6	2932	0.006
09:30 - 10:00	6	2932	0.011	6	2932	0.011	6	2932	0.022
10:00 - 10:30	6	2932	0.006	6	2932	0.000	6	2932	0.006
10:30 - 11:00	6	2932	0.028	6	2932	0.034	6	2932	0.062
11:00 - 11:30	6	2932	0.011	6	2932	0.006	6	2932	0.017
11:30 - 12:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
12:00 - 12:30	6	2932	0.011	6	2932	0.023	6	2932	0.034
12:30 - 13:00	6	2932	0.017	6	2932	0.011	6	2932	0.028
13:00 - 13:30	6	2932	0.000	6	2932	0.006	6	2932	0.006
13:30 - 14:00	6	2932	0.006	6	2932	0.000	6	2932	0.006
14:00 - 14:30	6	2932	0.006	6	2932	0.006	6	2932	0.012
14:30 - 15:00	6	2932	0.017	6	2932	0.023	6	2932	0.040
15:00 - 15:30	6	2932	0.006	6	2932	0.011	6	2932	0.017
15:30 - 16:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
16:00 - 16:30	6	2932	0.006	6	2932	0.006	6	2932	0.012
16:30 - 17:00	6	2932	0.006	6	2932	0.006	6	2932	0.012
17:00 - 17:30	6	2932	0.006	6	2932	0.011	6	2932	0.017
17:30 - 18:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
18:00 - 18:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
18:30 - 19:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.183			0.177			0.360

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

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

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
 MOTOR CYCLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
07:30 - 08:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
08:00 - 08:30	6	2932	0.006	6	2932	0.000	6	2932	0.006
08:30 - 09:00	6	2932	0.006	6	2932	0.000	6	2932	0.006
09:00 - 09:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
09:30 - 10:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
10:00 - 10:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
10:30 - 11:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
11:00 - 11:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
11:30 - 12:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
12:00 - 12:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
12:30 - 13:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
13:00 - 13:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
13:30 - 14:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
14:00 - 14:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
14:30 - 15:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
15:00 - 15:30	6	2932	0.000	6	2932	0.006	6	2932	0.006
15:30 - 16:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
16:00 - 16:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
16:30 - 17:00	6	2932	0.000	6	2932	0.006	6	2932	0.006
17:00 - 17:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
17:30 - 18:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
18:00 - 18:30	6	2932	0.000	6	2932	0.000	6	2932	0.000
18:30 - 19:00	6	2932	0.000	6	2932	0.000	6	2932	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.012			0.012			0.024

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

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

Calculation Reference: AUDIT-725101-250523-0514

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	3 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NG NOTTINGHAM	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BY BARNSLEY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	HI HIGHLAND	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: 16 to 175 (units:)
 Range Selected by User: 6 to 215 (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 02/10/23

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

Selected survey days:

Monday	4 days
Tuesday	5 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Town Centre	1
Edge of Town Centre	11

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	5
Built-Up Zone	5
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 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

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	7 days
50,001 to 100,000	2 days

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

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	2 days
No	10 days

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

PTAL Rating:

No PTAL Present	12 days
-----------------	---------

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

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	BY-03-C-01 HEELIS STREET BARNLEY	BLOCKS OF FLATS		BARNLEY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		112	
	Survey date: TUESDAY		08/09/20	Survey Type: MANUAL
2	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		37	
	Survey date: MONDAY		26/03/18	Survey Type: MANUAL
3	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		175	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
4	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
5	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		146	
	Survey date: TUESDAY		15/05/18	Survey Type: MANUAL
6	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS		DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings:		27	
	Survey date: MONDAY		10/07/17	Survey Type: MANUAL
7	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS		HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		91	
	Survey date: THURSDAY		14/11/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HI-03-C-02 KING STREET NAIRN	BLOCK OF FLATS		HIGHLAND
	Edge of Town Centre Residential Zone Total No of Dwellings:	16		
	Survey date: WEDNESDAY	19/04/23	Survey Type: MANUAL	
9	MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOWS EARLESTOWN	BLOCK OF FLATS		MERSEYSIDE
	Edge of Town Centre Residential Zone Total No of Dwellings:	24		
	Survey date: MONDAY	12/04/21	Survey Type: MANUAL	
10	NG-03-C-03 CANAL STREET NOTTINGHAM	BLOCK OF FLATS		NOTTINGHAM
	Town Centre Built-Up Zone Total No of Dwellings:	46		
	Survey date: MONDAY	02/10/23	Survey Type: MANUAL	
11	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS		PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90		
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL	
12	SF-03-C-05 FORE STREET IPSWICH IPSWICH WATERFRONT	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Development Zone Total No of Dwellings:	69		
	Survey date: WEDNESDAY	23/06/21	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/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	75	0.030	12	75	0.144	12	75	0.174
08:00 - 09:00	12	75	0.057	12	75	0.178	12	75	0.235
09:00 - 10:00	12	75	0.066	12	75	0.064	12	75	0.130
10:00 - 11:00	12	75	0.055	12	75	0.077	12	75	0.132
11:00 - 12:00	12	75	0.070	12	75	0.082	12	75	0.152
12:00 - 13:00	12	75	0.085	12	75	0.085	12	75	0.170
13:00 - 14:00	12	75	0.059	12	75	0.064	12	75	0.123
14:00 - 15:00	12	75	0.051	12	75	0.064	12	75	0.115
15:00 - 16:00	12	75	0.097	12	75	0.064	12	75	0.161
16:00 - 17:00	12	75	0.116	12	75	0.064	12	75	0.180
17:00 - 18:00	12	75	0.144	12	75	0.076	12	75	0.220
18:00 - 19:00	12	75	0.181	12	75	0.104	12	75	0.285
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.011			1.066			2.077

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

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

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	16 - 175 (units:)
Survey date range:	01/01/16 - 02/10/23
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	75	0.002	12	75	0.003	12	75	0.005
08:00 - 09:00	12	75	0.003	12	75	0.002	12	75	0.005
09:00 - 10:00	12	75	0.001	12	75	0.002	12	75	0.003
10:00 - 11:00	12	75	0.002	12	75	0.002	12	75	0.004
11:00 - 12:00	12	75	0.008	12	75	0.008	12	75	0.016
12:00 - 13:00	12	75	0.007	12	75	0.007	12	75	0.014
13:00 - 14:00	12	75	0.003	12	75	0.003	12	75	0.006
14:00 - 15:00	12	75	0.000	12	75	0.000	12	75	0.000
15:00 - 16:00	12	75	0.003	12	75	0.003	12	75	0.006
16:00 - 17:00	12	75	0.003	12	75	0.003	12	75	0.006
17:00 - 18:00	12	75	0.003	12	75	0.003	12	75	0.006
18:00 - 19:00	12	75	0.007	12	75	0.007	12	75	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.043			0.085

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	75	0.003	12	75	0.003	12	75	0.006
08:00 - 09:00	12	75	0.000	12	75	0.000	12	75	0.000
09:00 - 10:00	12	75	0.001	12	75	0.001	12	75	0.002
10:00 - 11:00	12	75	0.001	12	75	0.001	12	75	0.002
11:00 - 12:00	12	75	0.003	12	75	0.002	12	75	0.005
12:00 - 13:00	12	75	0.000	12	75	0.001	12	75	0.001
13:00 - 14:00	12	75	0.000	12	75	0.000	12	75	0.000
14:00 - 15:00	12	75	0.001	12	75	0.001	12	75	0.002
15:00 - 16:00	12	75	0.000	12	75	0.000	12	75	0.000
16:00 - 17:00	12	75	0.000	12	75	0.000	12	75	0.000
17:00 - 18:00	12	75	0.000	12	75	0.000	12	75	0.000
18:00 - 19:00	12	75	0.000	12	75	0.000	12	75	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.009			0.009			0.018

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	75	0.001	12	75	0.008	12	75	0.009
08:00 - 09:00	12	75	0.003	12	75	0.016	12	75	0.019
09:00 - 10:00	12	75	0.001	12	75	0.004	12	75	0.005
10:00 - 11:00	12	75	0.002	12	75	0.004	12	75	0.006
11:00 - 12:00	12	75	0.003	12	75	0.004	12	75	0.007
12:00 - 13:00	12	75	0.000	12	75	0.000	12	75	0.000
13:00 - 14:00	12	75	0.003	12	75	0.002	12	75	0.005
14:00 - 15:00	12	75	0.004	12	75	0.002	12	75	0.006
15:00 - 16:00	12	75	0.006	12	75	0.003	12	75	0.009
16:00 - 17:00	12	75	0.003	12	75	0.000	12	75	0.003
17:00 - 18:00	12	75	0.010	12	75	0.006	12	75	0.016
18:00 - 19:00	12	75	0.004	12	75	0.002	12	75	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.040				0.051	0.091	

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

CARS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	75	0.019	12	75	0.130	12	75	0.149
08:00 - 09:00	12	75	0.045	12	75	0.163	12	75	0.208
09:00 - 10:00	12	75	0.054	12	75	0.054	12	75	0.108
10:00 - 11:00	12	75	0.040	12	75	0.057	12	75	0.097
11:00 - 12:00	12	75	0.045	12	75	0.058	12	75	0.103
12:00 - 13:00	12	75	0.066	12	75	0.060	12	75	0.126
13:00 - 14:00	12	75	0.047	12	75	0.048	12	75	0.095
14:00 - 15:00	12	75	0.044	12	75	0.057	12	75	0.101
15:00 - 16:00	12	75	0.076	12	75	0.051	12	75	0.127
16:00 - 17:00	12	75	0.101	12	75	0.049	12	75	0.150
17:00 - 18:00	12	75	0.128	12	75	0.067	12	75	0.195
18:00 - 19:00	12	75	0.170	12	75	0.092	12	75	0.262
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.835			0.886			1.721

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	75	0.004	12	75	0.008	12	75	0.012
08:00 - 09:00	12	75	0.009	12	75	0.011	12	75	0.020
09:00 - 10:00	12	75	0.010	12	75	0.006	12	75	0.016
10:00 - 11:00	12	75	0.010	12	75	0.015	12	75	0.025
11:00 - 12:00	12	75	0.012	12	75	0.013	12	75	0.025
12:00 - 13:00	12	75	0.012	12	75	0.016	12	75	0.028
13:00 - 14:00	12	75	0.007	12	75	0.011	12	75	0.018
14:00 - 15:00	12	75	0.007	12	75	0.006	12	75	0.013
15:00 - 16:00	12	75	0.016	12	75	0.009	12	75	0.025
16:00 - 17:00	12	75	0.012	12	75	0.011	12	75	0.023
17:00 - 18:00	12	75	0.010	12	75	0.004	12	75	0.014
18:00 - 19:00	12	75	0.003	12	75	0.004	12	75	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.112			0.114			0.226

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MOTOR CYCLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	75	0.001	12	75	0.000	12	75	0.001
08:00 - 09:00	12	75	0.000	12	75	0.001	12	75	0.001
09:00 - 10:00	12	75	0.000	12	75	0.001	12	75	0.001
10:00 - 11:00	12	75	0.001	12	75	0.002	12	75	0.003
11:00 - 12:00	12	75	0.002	12	75	0.000	12	75	0.002
12:00 - 13:00	12	75	0.000	12	75	0.001	12	75	0.001
13:00 - 14:00	12	75	0.002	12	75	0.001	12	75	0.003
14:00 - 15:00	12	75	0.000	12	75	0.000	12	75	0.000
15:00 - 16:00	12	75	0.002	12	75	0.000	12	75	0.002
16:00 - 17:00	12	75	0.000	12	75	0.000	12	75	0.000
17:00 - 18:00	12	75	0.002	12	75	0.001	12	75	0.003
18:00 - 19:00	12	75	0.001	12	75	0.001	12	75	0.002
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.008			0.019

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 N

Archway Road/ Blue Bell Lane - JUNCTIONS Modelling Outputs



Junctions 11													
PICADY 11 - Priority Intersection Module													
Version: 11.1.0.2307													
© Copyright TRL Software Limited, 2024													
For sales and distribution information, program advice and maintenance, contact TRL Software:													
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com													
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution													

Filename: Archway Rd-Blue Bell Ln_existing config.j11

Path: C:\Users\OliverMcLaughlin\Astute Transport\Astute Transport - Shared Drive\Jobs\2025 Projects\A25008 Huyton TC Regeneration\Analysis\JUNCTIONS

Report generation date: 20/10/2025 21:18:56

»D1 - 2025 | Survey | AM

»D2 - 2025 | Survey | PM

»D3 - 2030 | Base | AM

»D4 - 2030 | Base | PM

»D5 - 2030 | Base+Dev | AM

»D6 - 2030 | Base+Dev | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
	2025 - Survey													
Stream B-C	D1	2.4	25.99	0.71	D	6.93	A	D2	1.7	22.74	0.64	C	7.23	A
Stream B-A		1.2	34.85	0.54	D				1.6	40.84	0.61	E		
Stream C-AB		1.3	9.41	0.47	A				2.3	11.13	0.60	B		
	2030 - Base													
Stream B-C	D3	3.4	35.93	0.79	E	9.25	A	D4	2.6	33.01	0.73	D	9.81	A
Stream B-A		1.7	49.78	0.64	E				2.4	59.32	0.71	F		
Stream C-AB		1.5	9.61	0.50	A				2.9	11.77	0.64	B		
	2030 - Base+Dev													
Stream B-C	D5	4.6	42.73	0.84	E	10.31	B	D6	3.2	37.62	0.78	E	10.95	B
Stream B-A		1.2	54.13	0.56	F				2.3	63.78	0.70	F		
Stream C-AB		2.2	10.91	0.58	B				3.7	12.66	0.68	B		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

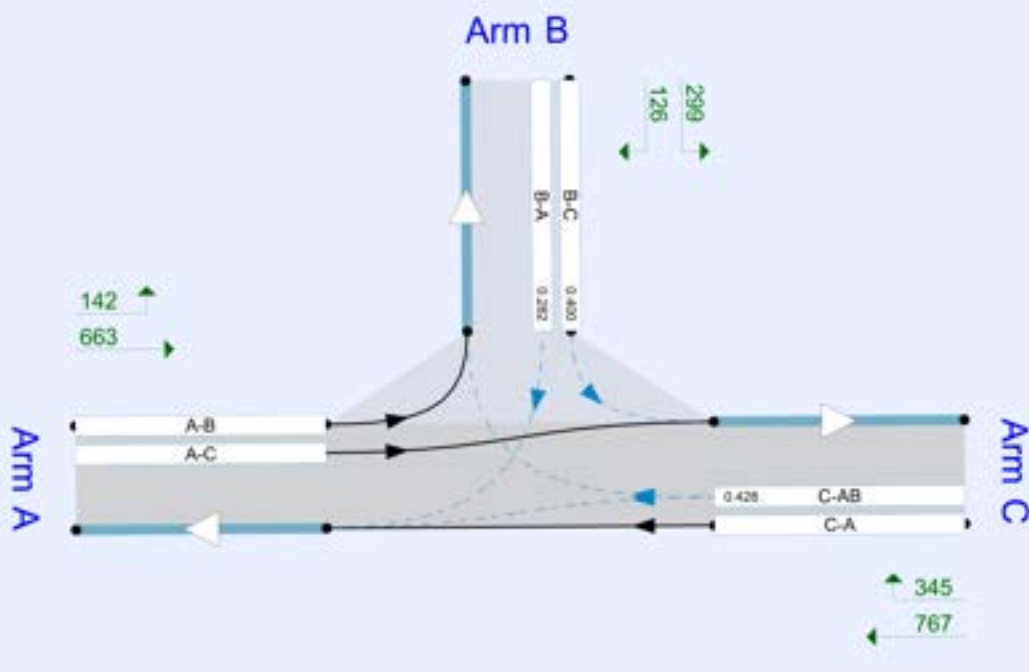
File summary

File Description

Title	
Location	
Site number	
Date	20/10/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\OliverMcLaughlin
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



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC (l)

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						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)	Run automatically
D1	2025	Survey	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Survey	PM	ONE HOUR	16:30	18:00	15	✓
D3	2030	Base	AM	ONE HOUR	08:00	09:30	15	✓
D4	2030	Base	PM	ONE HOUR	16:30	18:00	15	✓
D5	2030	Base+Dev	AM	ONE HOUR	08:00	09:30	15	✓
D6	2030	Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

D1 - 2025 | Survey | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.93	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.93	A

Arms

Arms

Arm	Name	Description	Arm type
A	Archway Rd W		Major
B	Blue Bell Ln		Minor
C	Archway Rd E		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	13.75	✓	1.40		250.0	✓	2.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	7.60	5.60	3.50	2.50	✓	2.00	60	53

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	546	0.064	0.161	0.101	0.230
B-C	710	0.072	0.183	-	-
C-B	719	0.185	0.185	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Survey	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	737	100.000
B		ONE HOUR	✓	432	100.000
C		ONE HOUR	✓	1003	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	158	579
	B	116	0	316
From	C	762	241	0

Proportions

	To			
		A	B	C
	A	0.00	0.21	0.79
	B	0.27	0.00	0.73
From	C	0.76	0.24	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	3	1
	B	7	0	2
From	C	4	9	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.030	1.010
	B	1.070	1.000	1.020
From	C	1.040	1.090	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	555	555
	B	325	325
	C	755	755
08:15-08:30	A	663	663
	B	388	388
	C	902	902
08:30-08:45	A	811	811
	B	476	476
	C	1104	1104
08:45-09:00	A	811	811
	B	476	476
	C	1104	1104
09:00-09:15	A	663	663
	B	388	388
	C	902	902
09:15-09:30	A	555	555
	B	325	325
	C	755	755

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.71	25.99	2.4	D	290	435
B-A	0.54	34.85	1.2	D	106	160
C-AB	0.47	9.41	1.3	A	272	408
C-A					648	972
A-B					145	217
A-C					531	797

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	238	59	0.00	582	0.408	235	0.0	0.7	10.491	B
B-A	87	22	0.00	361	0.242	86	0.0	0.3	13.932	B
C-AB	199	50	0.00	677	0.294	197	0.0	0.5	8.117	A
C-A	556	139	0.00			556				
A-B	119	30	0.00			119				
A-C	436	109	0.00			436				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	284	71	0.00	550	0.517	283	0.7	1.1	13.658	B
B-A	104	26	0.00	317	0.329	104	0.3	0.5	18.016	C
C-AB	255	64	0.00	704	0.363	255	0.5	0.7	8.679	A
C-A	646	162	0.00			646				
A-B	142	36	0.00			142				
A-C	521	130	0.00			521				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	348	87	0.00	491	0.709	343	1.1	2.3	24.089	C
B-A	128	32	0.00	241	0.530	125	0.5	1.1	32.669	D
C-AB	362	90	0.00	778	0.465	360	0.7	1.2	9.318	A
C-A	742	186	0.00			742				
A-B	174	43	0.00			174				
A-C	637	159	0.00			637				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	348	87	0.00	487	0.714	347	2.3	2.4	25.986	D
B-A	128	32	0.00	237	0.538	127	1.1	1.2	34.846	D
C-AB	362	90	0.00	776	0.466	362	1.2	1.3	9.408	A
C-A	742	186	0.00			742				
A-B	174	43	0.00			174				
A-C	637	159	0.00			637				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	284	71	0.00	547	0.519	289	2.4	1.1	14.493	B
B-A	104	26	0.00	314	0.332	107	1.2	0.5	18.786	C
C-AB	255	64	0.00	701	0.364	258	1.3	0.8	8.800	A
C-A	646	162	0.00			646				
A-B	142	36	0.00			142				
A-C	521	130	0.00			521				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	238	59	0.00	581	0.409	240	1.1	0.7	10.800	B
B-A	87	22	0.00	360	0.243	88	0.5	0.3	14.209	B
C-AB	199	50	0.00	676	0.295	200	0.8	0.5	8.218	A
C-A	556	139	0.00			556				
A-B	119	30	0.00			119				
A-C	436	109	0.00			436				

D2 - 2025 | Survey | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		7.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	7.23	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)	Run automatically
D2	2025	Survey	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	781	100.000
B		ONE HOUR	✓	391	100.000
C		ONE HOUR	✓	1022	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	167	614
	B	134	0	257
	C	715	307	0

Proportions

	To			
From		A	B	C
	A	0.00	0.21	0.79
	B	0.34	0.00	0.66
	C	0.70	0.30	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
From		A	B	C	
	A	0	2	1	
	B	9	0	2	
	C	3	4	0	

Average PCU Per Veh

	To			
From		A	B	C
	A	1.000	1.020	1.010
	B	1.090	1.000	1.020
	C	1.030	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A	588	588
	B	294	294
	C	769	769
16:45-17:00	A	702	702
	B	352	352
	C	919	919
17:00-17:15	A	860	860
	B	430	430
	C	1125	1125
17:15-17:30	A	860	860
	B	430	430
	C	1125	1125
17:30-17:45	A	702	702
	B	352	352
	C	919	919
17:45-18:00	A	588	588
	B	294	294
	C	769	769

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.64	22.74	1.7	C	236	354
B-A	0.61	40.84	1.6	E	123	184
C-AB	0.60	11.13	2.3	B	376	563
C-A					562	843
A-B					153	230
A-C					563	845

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	193	48	0.00	564	0.343	191	0.0	0.5	9.799	A
B-A	101	25	0.00	356	0.283	99	0.0	0.4	15.178	C
C-AB	263	66	0.00	693	0.379	260	0.0	0.7	8.584	A
C-A	507	127	0.00			507				
A-B	126	31	0.00			126				
A-C	462	116	0.00			462				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	231	58	0.00	526	0.439	230	0.5	0.8	12.363	B
B-A	120	30	0.00	313	0.385	120	0.4	0.7	20.176	C
C-AB	346	87	0.00	739	0.468	344	0.7	1.1	9.477	A
C-A	573	143	0.00			573				
A-B	150	38	0.00			150				
A-C	552	138	0.00			552				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	283	71	0.00	449	0.630	280	0.8	1.6	21.239	C
B-A	148	37	0.00	245	0.603	144	0.7	1.5	37.812	E
C-AB	518	129	0.00	859	0.603	513	1.1	2.2	10.854	B
C-A	607	152	0.00			607				
A-B	184	46	0.00			184				
A-C	676	169	0.00			676				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	283	71	0.00	443	0.638	283	1.6	1.7	22.741	C
B-A	148	37	0.00	242	0.609	147	1.5	1.6	40.842	E
C-AB	518	129	0.00	858	0.604	518	2.2	2.3	11.132	B
C-A	607	152	0.00			607				
A-B	184	46	0.00			184				
A-C	676	169	0.00			676				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	231	58	0.00	522	0.443	235	1.7	0.8	12.944	B
B-A	120	30	0.00	311	0.387	124	1.6	0.7	21.341	C
C-AB	346	87	0.00	738	0.469	351	2.3	1.2	9.789	A
C-A	573	143	0.00			573				
A-B	150	38	0.00			150				
A-C	552	138	0.00			552				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	193	48	0.00	562	0.344	195	0.8	0.5	10.021	B
B-A	101	25	0.00	355	0.284	102	0.7	0.4	15.575	C
C-AB	263	66	0.00	693	0.379	264	1.2	0.7	8.771	A
C-A	507	127	0.00			507				
A-B	126	31	0.00			126				
A-C	462	116	0.00			462				

D3 - 2030 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.25	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)	Run automatically
D3	2030	Base	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	773	100.000
B		ONE HOUR	✓	453	100.000
C		ONE HOUR	✓	1051	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	166	607
	B	122	0	331
	C	798	253	0

Proportions

	To			
From		A	B	C
	A	0.00	0.21	0.79
	B	0.27	0.00	0.73
	C	0.76	0.24	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
From		A	B	C	
	A	0	3	1	
	B	7	0	2	
	C	4	9	0	

Average PCU Per Veh

	To			
From		A	B	C
	A	1.000	1.030	1.010
	B	1.070	1.000	1.020
	C	1.040	1.090	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	582	582
	B	341	341
	C	791	791
08:15-08:30	A	695	695
	B	407	407
	C	945	945
08:30-08:45	A	851	851
	B	499	499
	C	1157	1157
08:45-09:00	A	851	851
	B	499	499
	C	1157	1157
09:00-09:15	A	695	695
	B	407	407
	C	945	945
09:15-09:30	A	582	582
	B	341	341
	C	791	791

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.79	35.93	3.4	E	304	456
B-A	0.64	49.78	1.7	E	112	168
C-AB	0.50	9.61	1.5	A	296	443
C-A					669	1003
A-B					152	228
A-C					557	835

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	0.00	575	0.433	246	0.0	0.8	11.072	B
B-A	92	23	0.00	351	0.262	90	0.0	0.4	14.703	B
C-AB	213	53	0.00	682	0.312	210	0.0	0.5	8.249	A
C-A	579	145	0.00			579				
A-B	125	31	0.00			125				
A-C	457	114	0.00			457				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	298	74	0.00	539	0.552	296	0.8	1.2	14.995	B
B-A	110	27	0.00	302	0.363	109	0.4	0.6	19.823	C
C-AB	275	69	0.00	716	0.385	274	0.5	0.8	8.830	A
C-A	669	167	0.00			669				
A-B	149	37	0.00			149				
A-C	546	136	0.00			546				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	364	91	0.00	469	0.777	357	1.2	3.1	30.944	D
B-A	134	34	0.00	216	0.622	130	0.6	1.6	43.280	E
C-AB	399	100	0.00	806	0.495	396	0.8	1.5	9.495	A
C-A	758	190	0.00			758				
A-B	183	46	0.00			183				
A-C	668	167	0.00			668				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	364	91	0.00	463	0.788	363	3.1	3.4	35.935	E
B-A	134	34	0.00	210	0.641	134	1.6	1.7	49.779	E
C-AB	399	100	0.00	804	0.496	399	1.4	1.5	9.613	A
C-A	758	190	0.00			758				
A-B	183	46	0.00			183				
A-C	668	167	0.00			668				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	298	74	0.00	534	0.557	306	3.4	1.3	16.638	C
B-A	110	27	0.00	298	0.368	114	1.7	0.6	21.402	C
C-AB	275	69	0.00	713	0.387	278	1.5	0.9	8.981	A
C-A	669	167	0.00			669				
A-B	149	37	0.00			149				
A-C	546	136	0.00			546				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	249	62	0.00	573	0.435	251	1.3	0.8	11.480	B
B-A	92	23	0.00	349	0.263	93	0.6	0.4	15.073	C
C-AB	213	53	0.00	681	0.312	214	0.9	0.6	8.367	A
C-A	579	145	0.00			579				
A-B	125	31	0.00			125				
A-C	457	114	0.00			457				

D4 - 2030 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		9.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	9.81	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)	Run automatically
D4	2030	Base	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	819	100.000
B		ONE HOUR	✓	411	100.000
C		ONE HOUR	✓	1072	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	175	644
	B	141	0	270
	C	750	322	0

Proportions

	To			
From		A	B	C
	A	0.00	0.21	0.79
	B	0.34	0.00	0.66
	C	0.70	0.30	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To			
From		A	B	C	
	A	0	2	1	
	B	9	0	2	
	C	3	4	0	

Average PCU Per Veh

	To			
From		A	B	C
	A	1.000	1.020	1.010
	B	1.090	1.000	1.020
	C	1.030	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A	617	617
	B	309	309
	C	807	807
16:45-17:00	A	736	736
	B	369	369
	C	964	964
17:00-17:15	A	902	902
	B	453	453
	C	1180	1180
17:15-17:30	A	902	902
	B	453	453
	C	1180	1180
17:30-17:45	A	736	736
	B	369	369
	C	964	964
17:45-18:00	A	617	617
	B	309	309
	C	807	807

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.73	33.01	2.6	D	248	372
B-A	0.71	59.32	2.4	F	129	194
C-AB	0.64	11.77	2.9	B	413	619
C-A					571	856
A-B					161	241
A-C					591	886

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	555	0.366	201	0.0	0.6	10.296	B
B-A	106	27	0.00	346	0.307	104	0.0	0.5	16.128	C
C-AB	281	70	0.00	702	0.401	278	0.0	0.8	8.773	A
C-A	526	131	0.00			526				
A-B	132	33	0.00			132				
A-C	485	121	0.00			485				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	243	61	0.00	512	0.474	241	0.6	0.9	13.495	B
B-A	127	32	0.00	299	0.424	126	0.5	0.8	22.429	C
C-AB	377	94	0.00	759	0.496	375	0.8	1.3	9.740	A
C-A	587	147	0.00			587				
A-B	157	39	0.00			157				
A-C	579	145	0.00			579				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	297	74	0.00	417	0.713	292	0.9	2.3	28.167	D
B-A	155	39	0.00	223	0.697	150	0.8	2.1	50.497	F
C-AB	581	145	0.00	905	0.642	575	1.3	2.8	11.366	B
C-A	600	150	0.00			600				
A-B	193	48	0.00			193				
A-C	709	177	0.00			709				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	297	74	0.00	405	0.734	296	2.3	2.6	33.012	D
B-A	155	39	0.00	218	0.711	154	2.1	2.4	59.321	F
C-AB	581	145	0.00	904	0.642	580	2.8	2.9	11.770	B
C-A	600	150	0.00			600				
A-B	193	48	0.00			193				
A-C	709	177	0.00			709				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	243	61	0.00	505	0.481	249	2.6	1.0	14.719	B
B-A	127	32	0.00	296	0.428	133	2.4	0.9	24.863	C
C-AB	377	94	0.00	758	0.497	383	2.9	1.4	10.171	B
C-A	587	147	0.00			587				
A-B	157	39	0.00			157				
A-C	579	145	0.00			579				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	203	51	0.00	553	0.368	205	1.0	0.6	10.592	B
B-A	106	27	0.00	344	0.308	108	0.9	0.5	16.669	C
C-AB	281	70	0.00	702	0.401	284	1.4	0.8	9.003	A
C-A	526	131	0.00			526				
A-B	132	33	0.00			132				
A-C	485	121	0.00			485				

D5 - 2030 | Base+Dev | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.31	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.31	B

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)	Run automatically
D5	2030	Base+Dev	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	871	100.000
B		ONE HOUR	✓	453	100.000
C		ONE HOUR	✓	1048	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	152	719
	B	79	0	374
	C	764	284	0

Proportions

	To			
		A	B	C
	A	0.00	0.17	0.83
	B	0.17	0.00	0.83
	C	0.73	0.27	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	3	1
	B	7	0	2
	C	4	9	0

Average PCU Per Veh

	To			
		A	B	C
	A	1.000	1.030	1.010
	B	1.070	1.000	1.020
	C	1.040	1.090	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	656	656
	B	341	341
	C	789	789
08:15-08:30	A	783	783
	B	407	407
	C	942	942
08:30-08:45	A	959	959
	B	499	499
	C	1154	1154
08:45-09:00	A	959	959
	B	499	499
	C	1154	1154
09:00-09:15	A	783	783
	B	407	407
	C	942	942
09:15-09:30	A	656	656
	B	341	341
	C	789	789

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.84	42.73	4.6	E	343	515
B-A	0.56	54.13	1.2	F	72	109
C-AB	0.58	10.91	2.2	B	353	530
C-A					609	913
A-B					139	209
A-C					660	990

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	282	70	0.00	582	0.483	278	0.0	0.9	11.915	B
B-A	59	15	0.00	326	0.183	59	0.0	0.2	14.374	B
C-AB	245	61	0.00	685	0.358	242	0.0	0.7	8.774	A
C-A	544	136	0.00			544				
A-B	114	29	0.00			114				
A-C	541	135	0.00			541				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	336	84	0.00	550	0.611	334	0.9	1.5	16.761	C
B-A	71	18	0.00	269	0.264	70	0.2	0.4	19.379	C
C-AB	324	81	0.00	731	0.444	323	0.7	1.1	9.554	A
C-A	618	154	0.00			618				
A-B	137	34	0.00			137				
A-C	646	162	0.00			646				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	412	103	0.00	495	0.831	402	1.5	4.1	35.774	E
B-A	87	22	0.00	166	0.524	84	0.4	1.1	45.652	E
C-AB	490	122	0.00	851	0.576	486	1.1	2.1	10.659	B
C-A	664	166	0.00			664				
A-B	167	42	0.00			167				
A-C	792	198	0.00			792				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	412	103	0.00	492	0.837	410	4.1	4.6	42.729	E
B-A	87	22	0.00	156	0.556	86	1.1	1.2	54.125	F
C-AB	490	122	0.00	849	0.577	489	2.1	2.2	10.905	B
C-A	664	166	0.00			664				
A-B	167	42	0.00			167				
A-C	792	198	0.00			792				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	336	84	0.00	547	0.614	348	4.6	1.7	19.336	C
B-A	71	18	0.00	262	0.272	74	1.2	0.4	20.903	C
C-AB	324	81	0.00	726	0.447	329	2.2	1.2	9.848	A
C-A	618	154	0.00			618				
A-B	137	34	0.00			137				
A-C	646	162	0.00			646				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	282	70	0.00	581	0.484	284	1.7	1.0	12.480	B
B-A	59	15	0.00	323	0.184	60	0.4	0.2	14.676	B
C-AB	245	61	0.00	683	0.359	247	1.2	0.7	8.952	A
C-A	544	136	0.00			544				
A-B	114	29	0.00			114				
A-C	541	135	0.00			541				

D6 - 2030 | Base+Dev | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		10.95	B

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	10.95	B

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)	Run automatically
D6	2030	Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	805	100.000
B		ONE HOUR	✓	425	100.000
C		ONE HOUR	✓	1112	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	142	663
	B	126	0	299
	C	767	345	0

Proportions

	To			
From		A	B	C
	A	0.00	0.18	0.82
	B	0.30	0.00	0.70
	C	0.69	0.31	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
From		A	B	C
	A	0	2	1
	B	9	0	2
	C	3	4	0

Average PCU Per Veh

	To			
From		A	B	C
	A	1.000	1.020	1.010
	B	1.090	1.000	1.020
	C	1.030	1.040	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
16:30-16:45	A	606	606
	B	320	320
	C	837	837
16:45-17:00	A	724	724
	B	382	382
	C	1000	1000
17:00-17:15	A	886	886
	B	468	468
	C	1224	1224
17:15-17:30	A	886	886
	B	468	468
	C	1224	1224
17:30-17:45	A	724	724
	B	382	382
	C	1000	1000
17:45-18:00	A	606	606
	B	320	320
	C	837	837

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.78	37.62	3.2	E	274	412
B-A	0.70	63.78	2.3	F	116	173
C-AB	0.68	12.66	3.7	B	461	692
C-A					559	838
A-B					130	195
A-C					608	913

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	225	56	0.00	563	0.400	222	0.0	0.7	10.705	B
B-A	95	24	0.00	336	0.282	93	0.0	0.4	16.067	C
C-AB	308	77	0.00	720	0.428	304	0.0	0.9	8.949	A
C-A	529	132	0.00			529				
A-B	107	27	0.00			107				
A-C	499	125	0.00			499				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	269	67	0.00	522	0.515	267	0.7	1.1	14.331	B
B-A	113	28	0.00	286	0.396	112	0.4	0.7	22.391	C
C-AB	418	104	0.00	789	0.530	416	0.9	1.5	10.021	B
C-A	582	145	0.00			582				
A-B	128	32	0.00			128				
A-C	596	149	0.00			596				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	329	82	0.00	433	0.760	322	1.1	2.8	31.193	D
B-A	139	35	0.00	203	0.683	134	0.7	2.0	52.950	F
C-AB	658	165	0.00	963	0.684	650	1.5	3.5	12.053	B
C-A	566	141	0.00			566				
A-B	156	39	0.00			156				
A-C	730	182	0.00			730				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	329	82	0.00	422	0.780	328	2.8	3.2	37.617	E
B-A	139	35	0.00	197	0.704	138	2.0	2.3	63.781	F
C-AB	658	165	0.00	962	0.684	658	3.5	3.7	12.659	B
C-A	566	141	0.00			566				
A-B	156	39	0.00			156				
A-C	730	182	0.00			730				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	269	67	0.00	514	0.523	277	3.2	1.2	15.976	C
B-A	113	28	0.00	282	0.402	119	2.3	0.8	24.972	C
C-AB	418	104	0.00	788	0.531	426	3.7	1.7	10.628	B
C-A	582	145	0.00			582				
A-B	128	32	0.00			128				
A-C	596	149	0.00			596				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	225	56	0.00	561	0.401	227	1.2	0.7	11.063	B
B-A	95	24	0.00	334	0.284	96	0.8	0.4	16.582	C
C-AB	308	77	0.00	719	0.428	311	1.7	1.0	9.235	A
C-A	529	132	0.00			529				
A-B	107	27	0.00			107				
A-C	499	125	0.00			499				

Appendix O

Archway Road/ Lathom Road - LinSig Modelling Outputs

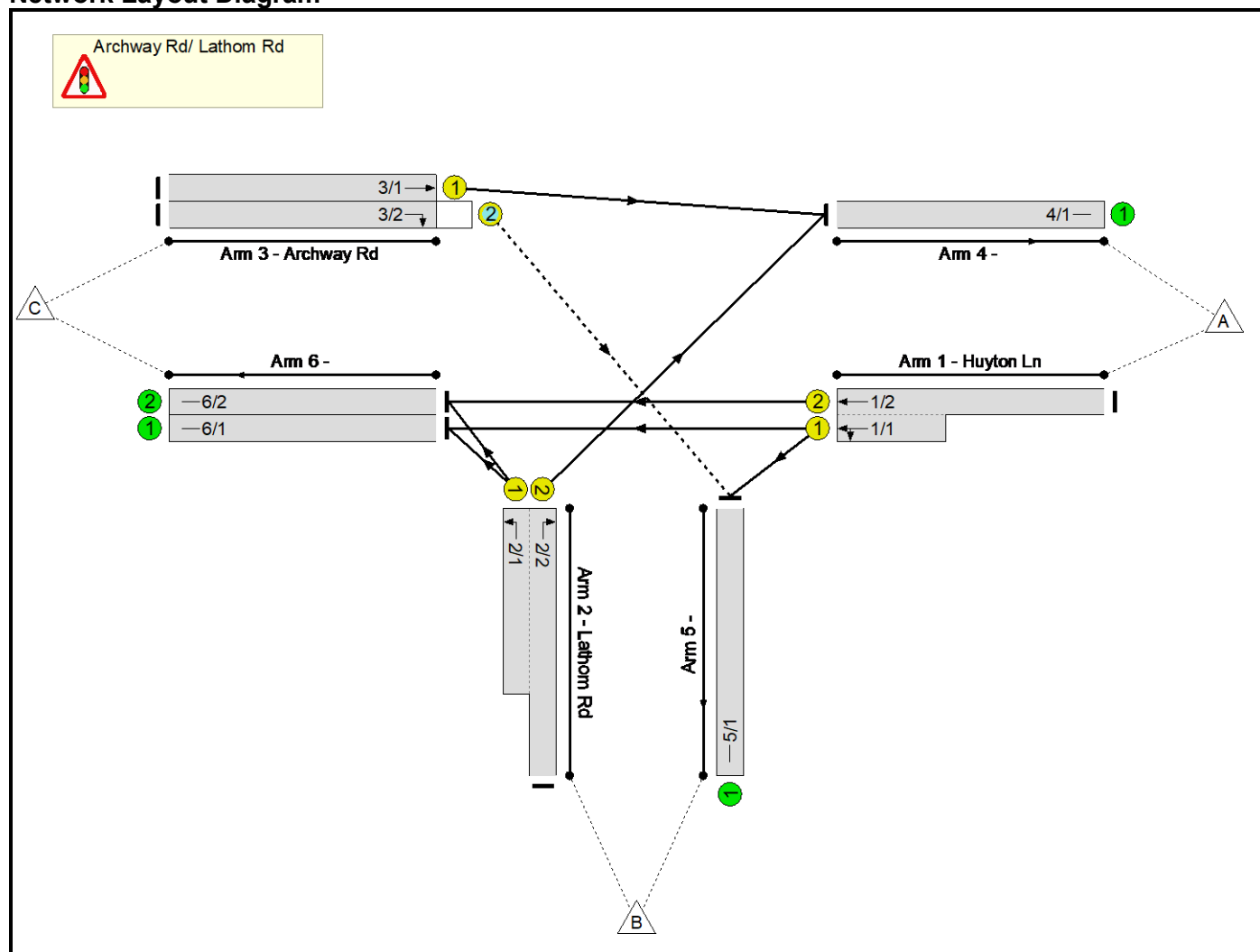


Detailed Input Data And Results

User and Project Details

Project:	A25008 Huyton TC Regeneration
Title:	Archway Rd/ Lathom Rd_Existing Juction Layout
Location:	
Client:	Genr8 Kajima
Additional detail:	
File name:	Archway Rd-Lathom Rd_existing config.lsg3x
Author:	
Company:	Astute Transport Planning Limited
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



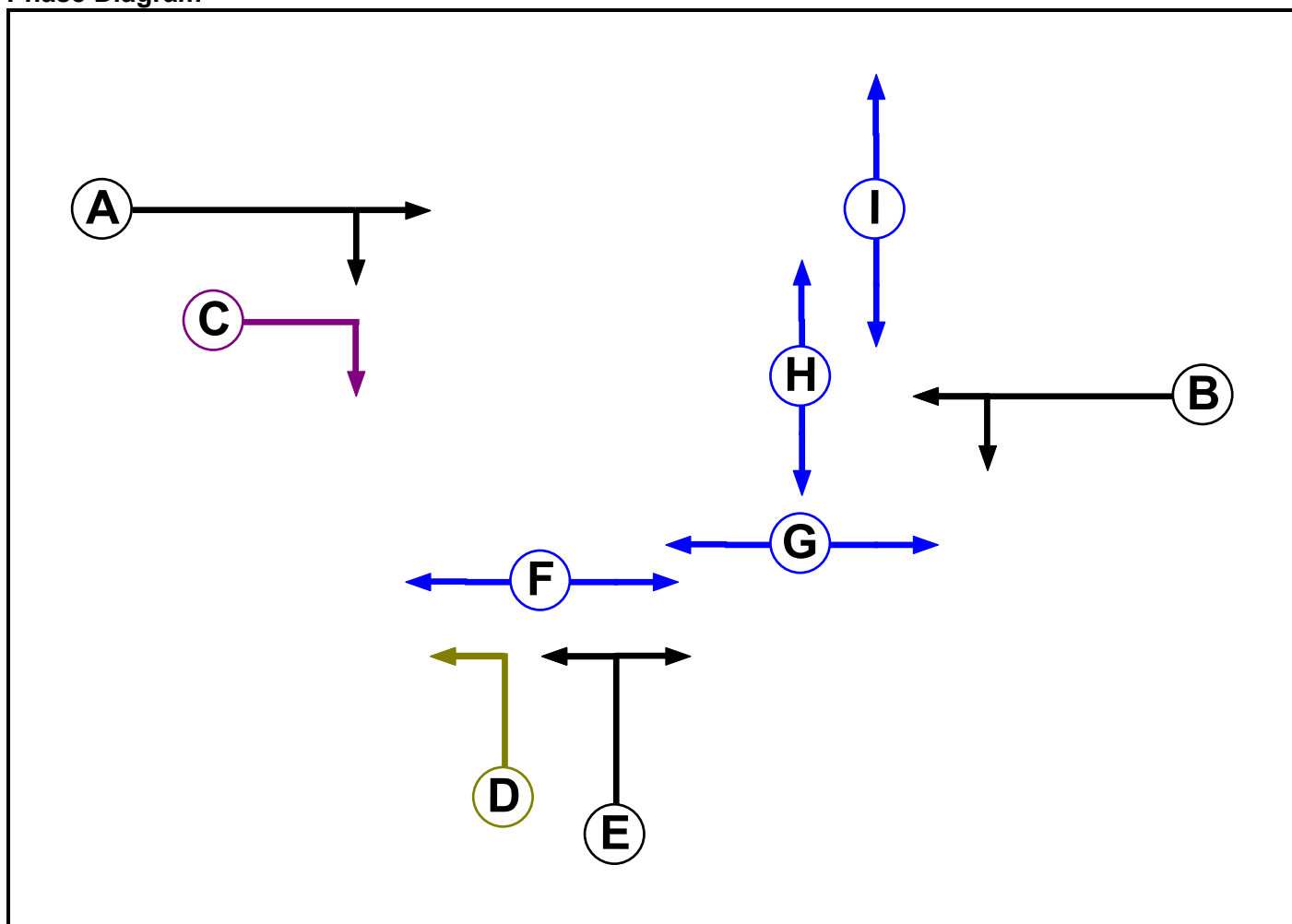
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2025 Survey AM	2025 Survey AM	Network Control Plan 1	08:00 - 09:00	90	37.2	12.62
2	2025 Survey PM	2025 Survey PM	Network Control Plan 1	16:30 - 17:30	90	34.2	12.53
3	2030 Without Dev AM	2030 Base AM	Network Control Plan 1	08:00 - 09:00	90	30.5	14.08
4	2030 Without Dev PM	2030 Base PM	Network Control Plan 1	16:30 - 17:30	90	27.5	13.80
5	2030 With Dev AM	2030 Base + Dev AM	Network Control Plan 1	08:00 - 09:00	90	8.4	19.80
6	2030 With Dev PM	2030 Base + Dev PM	Network Control Plan 1	16:30 - 17:30	90	14.9	17.66

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	9	4	Archway Rd/ Lathom Rd	

Phase Diagram



Phase Input Data

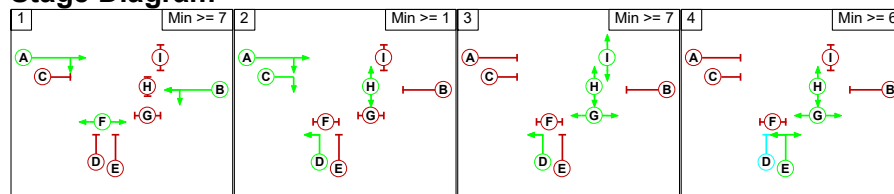
Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	A	4	4
D	Filter	E	4	2
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7

Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	-	-	7	-	8	-	9
	B	-		4	7	7	-	7	6	-
	C	-	4		-	6	-	6	-	9
	D	-	6	-		-	5	-	-	-
	E	7	7	7	-		5	-	-	12
	F	-	-	-	0	0		-	-	-
	G	0	0	0	-	-	-		-	-
	H	-	0	-	-	-	-	-		-
	I	0	-	0	-	0	-	-	-	

Phases in Stage

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

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
	1		7	9
	2	X		9
	3	X	X	
	4	7	7	12

Lane Input Data

Junction: Archway Rd/ Lathom Rd												
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 (Huyton Ln)	U	B	2	3	6.1	Geom	-	3.60	0.00	Y	Arm 5 Left	15.00
											Arm 6 Ahead	Inf
1/2 (Huyton Ln)	U	B	2	3	60.0	Geom	-	3.60	0.00	N	Arm 6 Ahead	Inf
2/1 (Lathom Rd)	U	E D	2	3	10.4	Geom	-	3.50	0.00	Y	Arm 6 Left	11.00
2/2 (Lathom Rd)	U	E	2	3	60.0	Geom	-	3.50	0.00	N	Arm 4 Right	23.00
3/1 (Archway Rd)	U	A	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
3/2 (Archway Rd)	O	A C	2	3	60.0	Geom	-	3.30	0.00	N	Arm 5 Right	16.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Archway Rd/ Lathom Rd											
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)
3/2 (Archway Rd)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00
				1/2	1.09	All					

Lane Connector Input Data

Junction: Archway Rd/ Lathom Rd				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	5/1	Internal	5	35
1/1	6/1	Internal	5	35
1/2	6/2	Internal	5	35
2/1	6/1	Internal	5	35
2/1	6/2	Internal	5	35
2/2	4/1	Internal	5	35
3/1	4/1	Internal	5	35
3/2	5/1	Internal	5	35

Scenario 1: '2025 Survey AM' (FG1: '2025 Survey AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: Archway Rd/ Lathom Rd								
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 (Huyton Ln)	3.60	0.00	Y	Arm 5 Left Arm 6 Ahead	15.00 Inf	51.2 % 48.8 %	1879	1879
1/2 (Huyton Ln)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
2/1 (Lathom Rd)	3.50	0.00	Y	Arm 6 Left	11.00	100.0 %	1729	1729
2/2 (Lathom Rd)	3.50	0.00	N	Arm 4 Right	23.00	100.0 %	1976	1976
3/1 (Archway Rd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/2 (Archway Rd)	3.30	0.00	N	Arm 5 Right	16.00	100.0 %	1906	1906
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2025 Survey PM' (FG2: '2025 Survey PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Archway Rd/ Lathom Rd								
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 (Huyton Ln)	3.60	0.00	Y	Arm 5 Left	15.00	47.8 %	1885	1885
				Arm 6 Ahead	Inf	52.2 %		
1/2 (Huyton Ln)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
2/1 (Lathom Rd)	3.50	0.00	Y	Arm 6 Left	11.00	100.0 %	1729	1729
2/2 (Lathom Rd)	3.50	0.00	N	Arm 4 Right	23.00	100.0 %	1976	1976
3/1 (Archway Rd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/2 (Archway Rd)	3.30	0.00	N	Arm 5 Right	16.00	100.0 %	1906	1906
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2030 Without Dev AM' (FG3: '2030 Base AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Archway Rd/ Lathom Rd								
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 (Huyton Ln)	3.60	0.00	Y	Arm 5 Left	15.00	52.3 %	1877	1877
				Arm 6 Ahead	Inf	47.7 %		
1/2 (Huyton Ln)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
2/1 (Lathom Rd)	3.50	0.00	Y	Arm 6 Left	11.00	100.0 %	1729	1729
2/2 (Lathom Rd)	3.50	0.00	N	Arm 4 Right	23.00	100.0 %	1976	1976
3/1 (Archway Rd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/2 (Archway Rd)	3.30	0.00	N	Arm 5 Right	16.00	100.0 %	1906	1906
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2030 Without Dev PM' (FG4: '2030 Base PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Archway Rd/ Lathom Rd								
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 (Huyton Ln)	3.60	0.00	Y	Arm 5 Left	15.00	48.2 %	1884	1884
				Arm 6 Ahead	Inf	51.8 %		
1/2 (Huyton Ln)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
2/1 (Lathom Rd)	3.50	0.00	Y	Arm 6 Left	11.00	100.0 %	1729	1729
2/2 (Lathom Rd)	3.50	0.00	N	Arm 4 Right	23.00	100.0 %	1976	1976
3/1 (Archway Rd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/2 (Archway Rd)	3.30	0.00	N	Arm 5 Right	16.00	100.0 %	1906	1906
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2030 With Dev AM' (FG7: '2030 Base + Dev AM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Archway Rd/ Lathom Rd								
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 (Huyton Ln)	3.60	0.00	Y	Arm 5 Left	15.00	78.0 %	1832	1832
				Arm 6 Ahead	Inf	22.0 %		
1/2 (Huyton Ln)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
2/1 (Lathom Rd)	3.50	0.00	Y	Arm 6 Left	11.00	100.0 %	1729	1729
2/2 (Lathom Rd)	3.50	0.00	N	Arm 4 Right	23.00	100.0 %	1976	1976
3/1 (Archway Rd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/2 (Archway Rd)	3.30	0.00	N	Arm 5 Right	16.00	100.0 %	1906	1906
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2030 With Dev PM' (FG8: '2030 Base + Dev PM', Plan 1: 'Network Control Plan 1')**Lane Saturation Flows**

Junction: Archway Rd/ Lathom Rd								
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 (Huyton Ln)	3.60	0.00	Y	Arm 5 Left	15.00	64.2 %	1856	1856
				Arm 6 Ahead	Inf	35.8 %		
1/2 (Huyton Ln)	3.60	0.00	N	Arm 6 Ahead	Inf	100.0 %	2115	2115
2/1 (Lathom Rd)	3.50	0.00	Y	Arm 6 Left	11.00	100.0 %	1729	1729
2/2 (Lathom Rd)	3.50	0.00	N	Arm 4 Right	23.00	100.0 %	1976	1976
3/1 (Archway Rd)	3.30	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1945	1945
3/2 (Archway Rd)	3.30	0.00	N	Arm 5 Right	16.00	100.0 %	1906	1906
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Survey AM'	08:00	09:00	01:00	
2: '2025 Survey PM'	16:30	17:30	01:00	
3: '2030 Base AM'	08:00	09:00	01:00	
4: '2030 Base PM'	16:30	17:30	01:00	
5: 'Development AM'	08:00	09:00	01:00	
6: 'Development PM'	16:30	17:30	01:00	
7: '2030 Base + Dev AM'	08:00	09:00	01:00	F3+F5
8: '2030 Base + Dev PM'	16:30	17:30	01:00	F4+F6

Traffic Flows, Desired**FG1: '2025 Survey AM'****Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	186	592	778
	B	116	0	411	527
	C	428	467	0	895
	Tot.	544	653	1003	2200

FG2: '2025 Survey PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	178	620	798
	B	177	0	402	579
	C	583	288	0	871
	Tot.	760	466	1022	2248

FG3: '2030 Base AM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	195	620	815
	B	122	0	431	553
	C	448	489	0	937
	Tot.	570	684	1051	2305

FG4: '2030 Base PM'**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	187	651	838
	B	186	0	422	608
	C	612	302	0	914
	Tot.	798	489	1073	2360

Detailed Input Data And Results

FG5: 'Development AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	78	-77	1
	B	42	0	74	116
	C	-19	175	0	156
	Tot.	23	253	-3	273

FG6: 'Development PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	59	-30	29
	B	37	0	73	110
	C	-54	101	0	47
	Tot.	-17	160	43	186

FG7: '2030 Base + Dev AM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	273	543	816
	B	164	0	505	669
	C	429	664	0	1093
	Tot.	593	937	1048	2578

FG8: '2030 Base + Dev PM'

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	246	621	867
	B	223	0	495	718
	C	558	403	0	961
	Tot.	781	649	1116	2546

Detailed Input Data And Results

Scenario 1: '2025 Survey AM' (FG1: '2025 Survey AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	186	592	778
	B	116	0	411	527
	C	428	467	0	895
	Tot.	544	653	1003	2200

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 2: '2025 Survey PM' (FG2: '2025 Survey PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	178	620	798
	B	177	0	402	579
	C	583	288	0	871
	Tot.	760	466	1022	2248

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 3: '2030 Without Dev AM' (FG3: '2030 Base AM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	195	620	815
	B	122	0	431	553
	C	448	489	0	937
	Tot.	570	684	1051	2305

Traffic Flows, Difference**Difference :**

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 4: '2030 Without Dev PM' (FG4: '2030 Base PM', Plan 1: 'Network Control Plan 1')**Traffic Flows, Actual****Actual Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	187	651	838
	B	186	0	422	608
	C	612	302	0	914
	Tot.	798	489	1073	2360

Traffic Flows, Difference**Difference :**

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Detailed Input Data And Results

Scenario 5: '2030 With Dev AM' (FG7: '2030 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	273	543	816
	B	164	0	505	669
	C	429	664	0	1093
	Tot.	593	937	1048	2578

Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Scenario 6: '2030 With Dev PM' (FG8: '2030 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	246	621	867
	B	223	0	495	718
	C	558	403	0	961
	Tot.	781	649	1116	2546

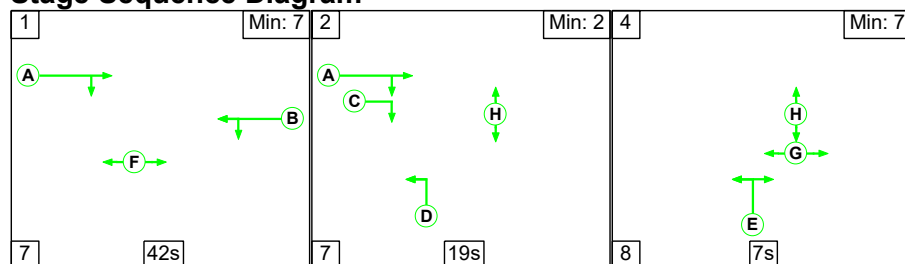
Traffic Flows, Difference

Difference :

	Destination				
		A	B	C	Tot.
Origin	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	Tot.	0	0	0	0

Traffic Lane Flows

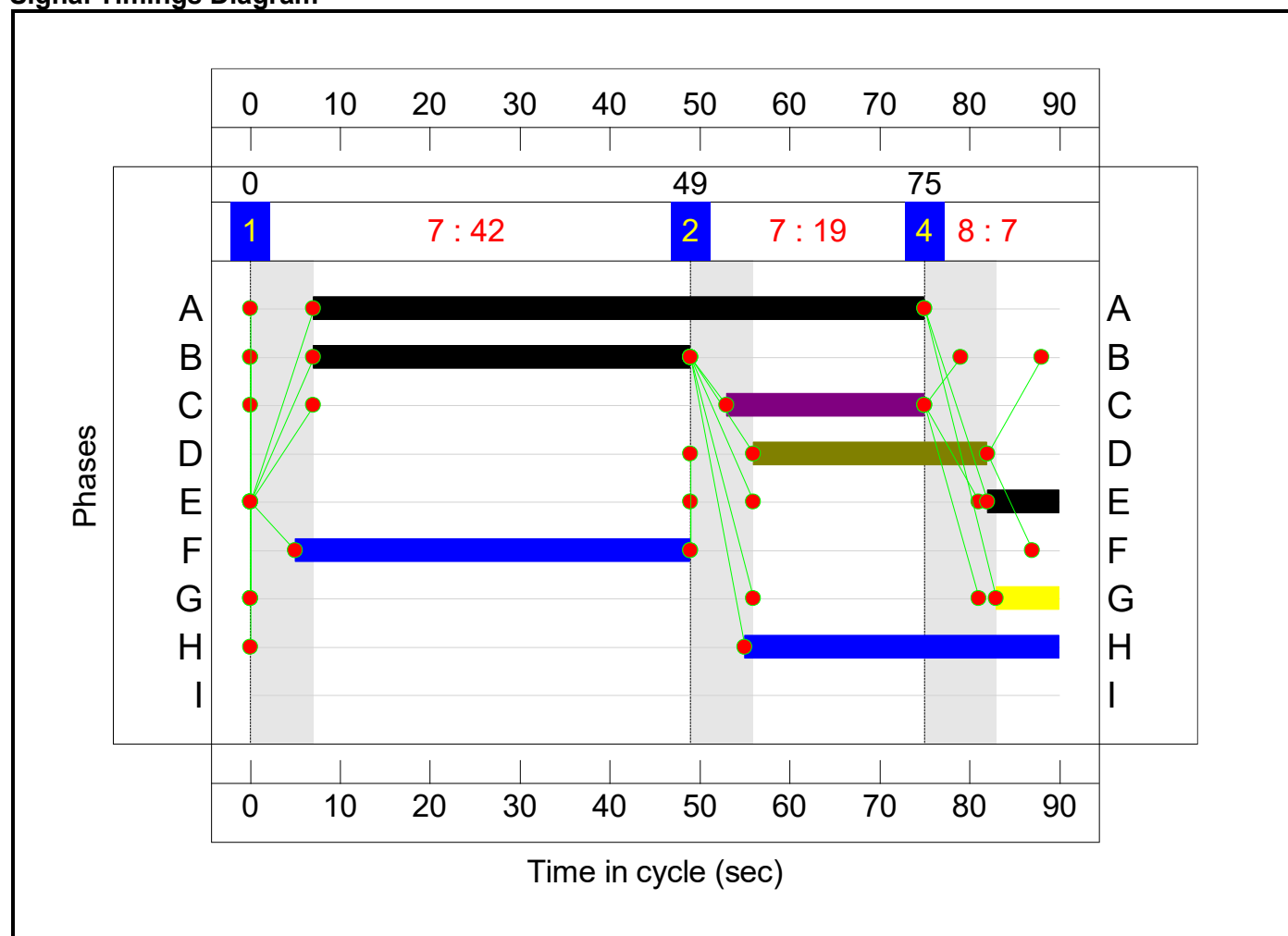
Lane	Scenario 1: 2025 Survey AM	Scenario 2: 2025 Survey PM	Scenario 3: 2030 Without Dev AM	Scenario 4: 2030 Without Dev PM	Scenario 5: 2030 With Dev AM	Scenario 6: 2030 With Dev PM
Junction: Archway Rd/ Lathom Rd						
1/1 (short)	363	372	373	388	350	383
1/2 (with short)	778(In) 415(Out)	798(In) 426(Out)	815(In) 442(Out)	838(In) 450(Out)	816(In) 466(Out)	867(In) 484(Out)
2/1 (short)	411	402	431	422	505	495
2/2 (with short)	527(In) 116(Out)	579(In) 177(Out)	553(In) 122(Out)	608(In) 186(Out)	669(In) 164(Out)	718(In) 223(Out)
3/1	428	583	448	612	429	558
3/2	467	288	489	302	664	403
4/1	544	760	570	798	593	781
5/1	653	466	684	489	937	649
6/1	383	395	394	412	330	385
6/2	620	627	657	661	718	731

Scenario 1: '2025 Survey AM' (FG1: '2025 Survey AM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram****Stage Timings**

Stage	1	2	4
Duration	42	19	7
Change Point	0	49	75

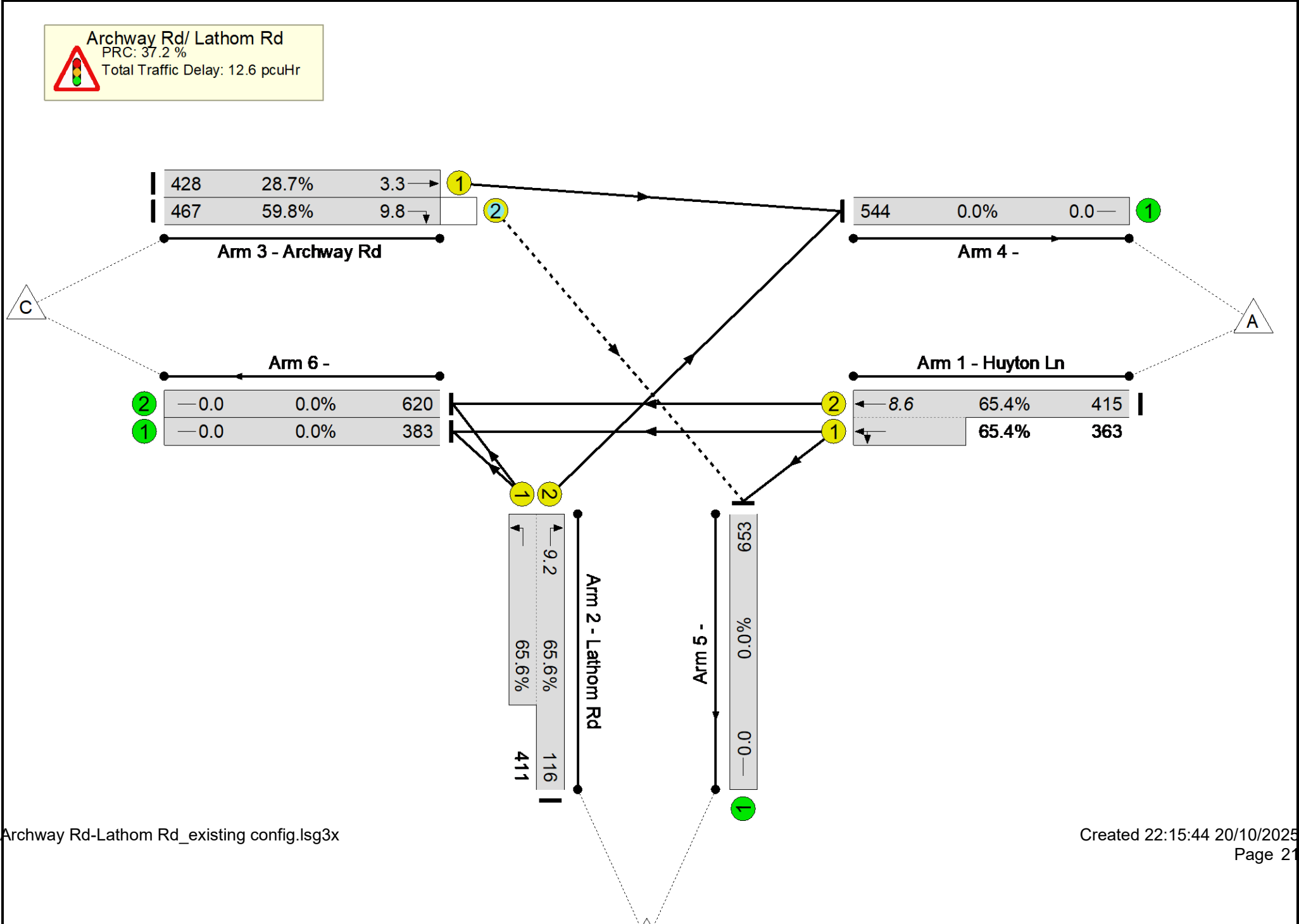
Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Archway Rd Ahead Right	Traffic	68	7	75
B	Huyton Ln Left Ahead	Traffic	42	7	49
C	Archway Rd Right IGA	Ind. Arrow	22	53	75
D	Lathom Rd Left Filter	Filter	26	56	82
E	Lathom Rd Right Left	Traffic	8	82	0
F	Pedestrians across	Pedestrian	44	5	49
G	Pedestrians across	Pedestrian	7	83	0
H	Pedestrians across	Pedestrian	35	55	0
I	Pedestrians across	Pedestrian			

Signal Timings Diagram

Lane Green Times

Junction: Archway Rd/ Lathom Rd					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Huyton Ln Left Ahead	U	B	7	49
1/2	Huyton Ln Ahead	U	B	7	49
2/1	Lathom Rd Left	U	E D	56	0
2/2	Lathom Rd Right	U	E	82	0
3/1	Archway Rd Ahead	U	A	7	75
3/2	Archway Rd Right	O	A C	7	75



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	N/A	-	-		-	-	-	-	-	-	-	65.6%
Archway Rd/ Lathom Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	65.6%
1/2+1/1	Huyton Ln Left Ahead	U	N/A	N/A	B		1	42	-	-	778	2115:1879	634+555	65.4 : 65.4%
2/2+2/1	Lathom Rd Right Left	U	N/A	N/A	E	D	1	8:34	26	-	527	1976:1729	177+626	65.6 : 65.6%
3/1	Archway Rd Ahead	U	N/A	N/A	A		1	68	-	-	428	1945	1491	28.7%
3/2	Archway Rd Right	O	N/A	N/A	A	C	1	68	22	-	467	1906	780	59.8%
4/1		U	N/A	N/A	-		-	-	-	-	544	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	653	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	383	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	-	620	Inf	Inf	0.0%

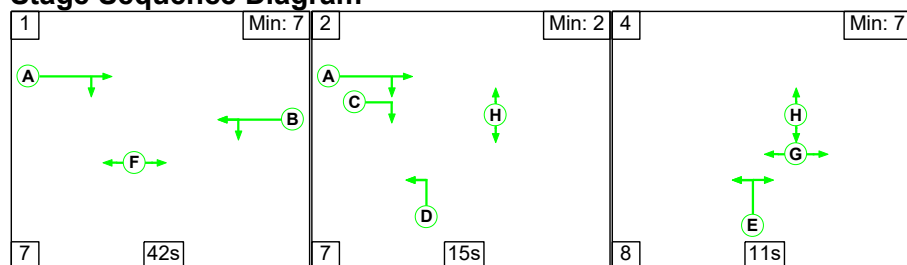
Detailed Input Data And Results

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: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	192	264	10	8.9	2.8	0.9	12.6	-	-	-	-	
Archway Rd/ Lathom Rd	-	-	192	264	10	8.9	2.8	0.9	12.6	-	-	-	-	
1/2+1/1	778	778	-	-	-	3.3	0.9	-	4.2	19.7	7.6	0.9	8.6	
2/2+2/1	527	527	-	-	-	3.8	0.9	-	4.7	32.2	8.2	0.9	9.2	
3/1	428	428	-	-	-	0.4	0.2	-	0.6	4.8	3.1	0.2	3.3	
3/2	467	467	192	264	10	1.4	0.7	0.9	3.1	23.8	9.1	0.7	9.8	
4/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 37.2 PRC Over All Lanes (%): 37.2 Total Delay for Signalled Lanes (pcuHr): 12.62 Total Delay Over All Lanes(pcuHr): 12.62 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 2: '2025 Survey PM' (FG2: '2025 Survey PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



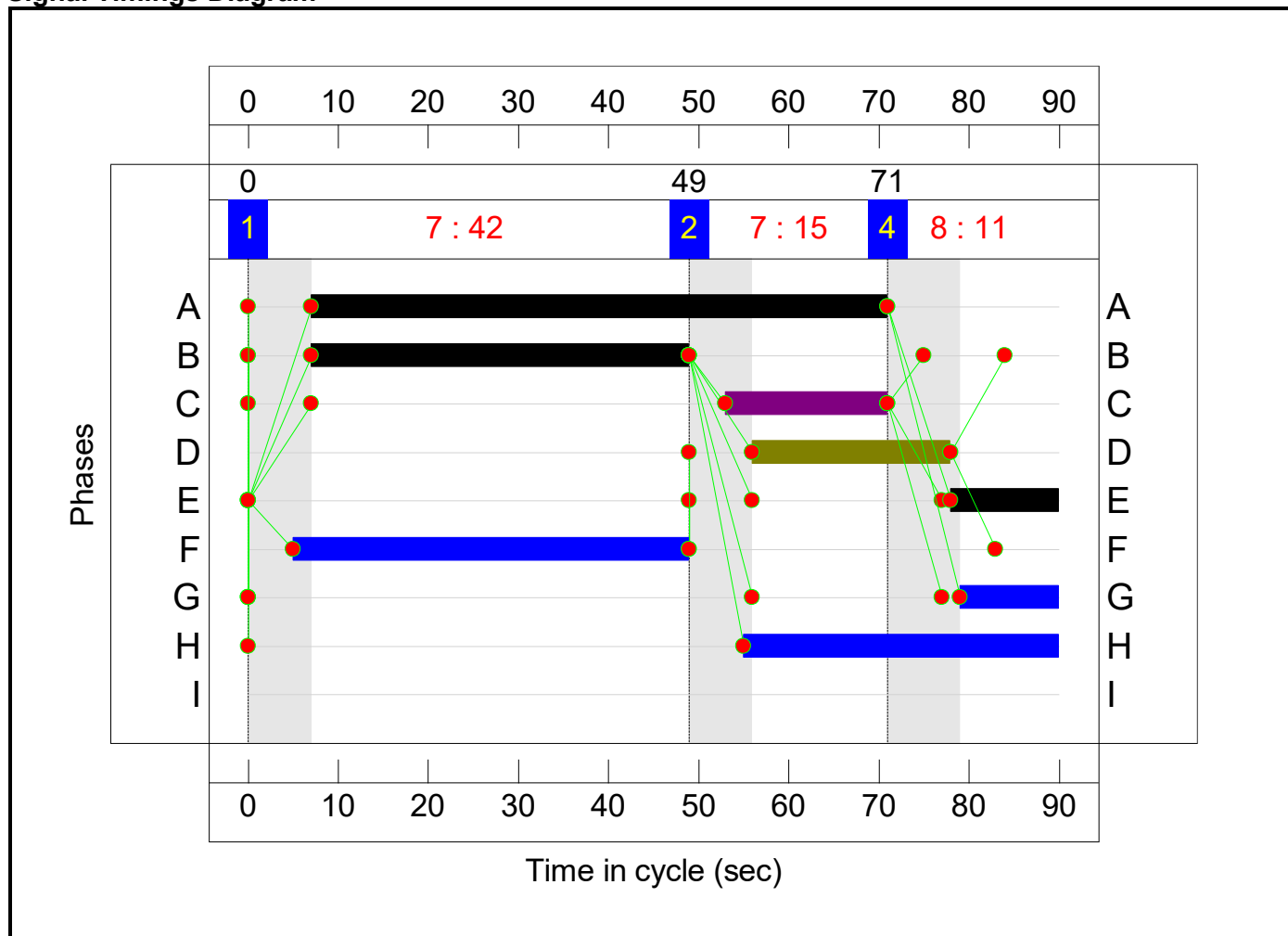
Stage Timings

Stage	1	2	4
Duration	42	15	11
Change Point	0	49	71

Phase Timings

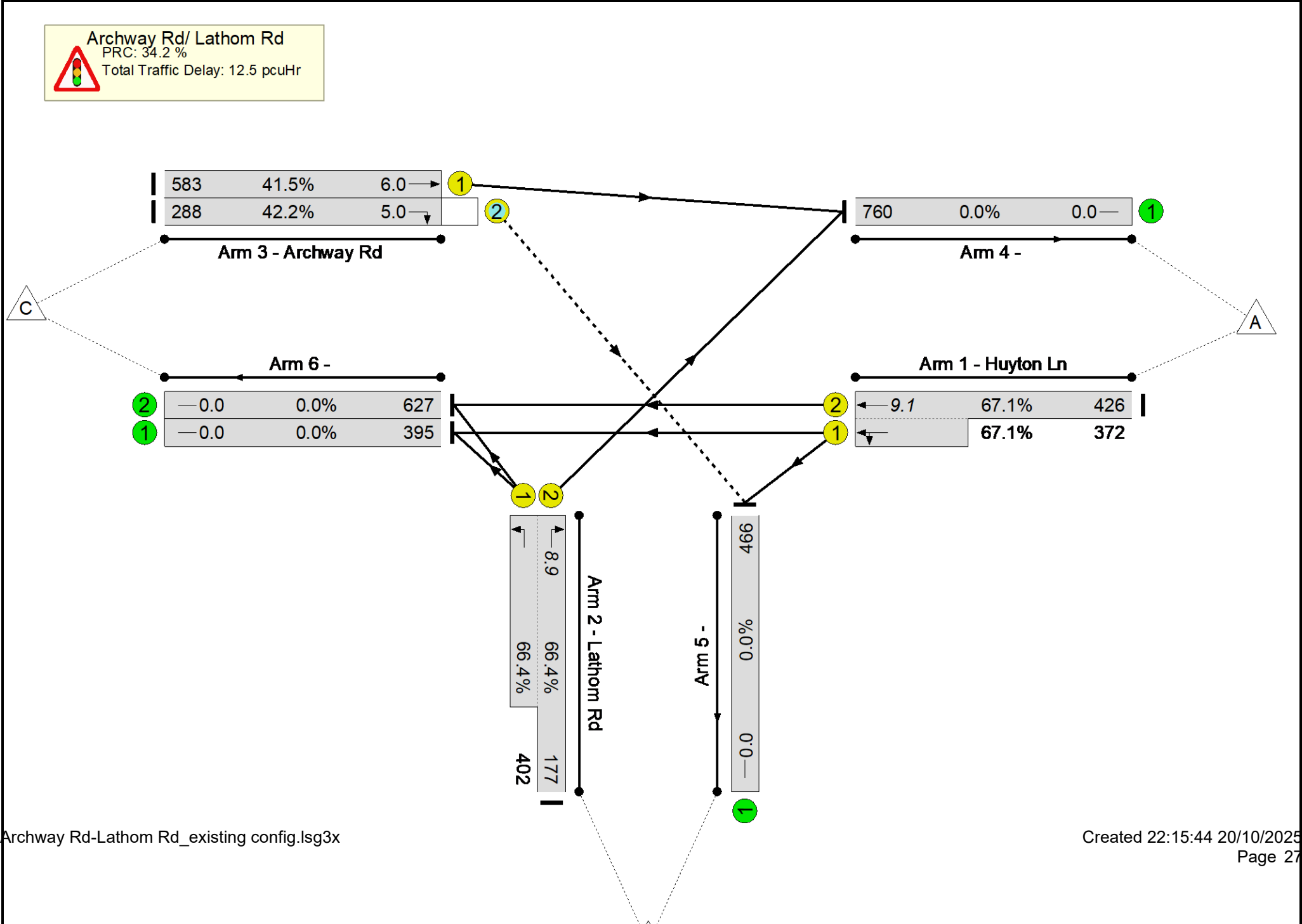
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Archway Rd Ahead Right	Traffic	64	7	71
B	Huyton Ln Left Ahead	Traffic	42	7	49
C	Archway Rd Right IGA	Ind. Arrow	18	53	71
D	Lathom Rd Left Filter	Filter	22	56	78
E	Lathom Rd Right Left	Traffic	12	78	0
F	Pedestrians across	Pedestrian	44	5	49
G	Pedestrians across	Pedestrian	11	79	0
H	Pedestrians across	Pedestrian	35	55	0
I	Pedestrians across	Pedestrian			

Signal Timings Diagram



Lane Green Times

Junction: Archway Rd/ Lathom Rd					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Huyton Ln Left Ahead	U	B	7	49
1/2	Huyton Ln Ahead	U	B	7	49
2/1	Lathom Rd Left	U	E D	56	0
2/2	Lathom Rd Right	U	E	78	0
3/1	Archway Rd Ahead	U	A	7	71
3/2	Archway Rd Right	O	A C	7	71



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	N/A	-	-		-	-	-	-	-	-	-	67.1%
Archway Rd/ Lathom Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	67.1%
1/2+1/1	Huyton Ln Left Ahead	U	N/A	N/A	B		1	42	-	-	798	2115:1885	635+555	67.1 : 67.1%
2/2+2/1	Lathom Rd Right Left	U	N/A	N/A	E	D	1	12:34	22	-	579	1976:1729	267+606	66.4 : 66.4%
3/1	Archway Rd Ahead	U	N/A	N/A	A		1	64	-	-	583	1945	1405	41.5%
3/2	Archway Rd Right	O	N/A	N/A	A	C	1	64	18	-	288	1906	682	42.2%
4/1		U	N/A	N/A	-		-	-	-	-	760	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	466	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	395	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	-	627	Inf	Inf	0.0%

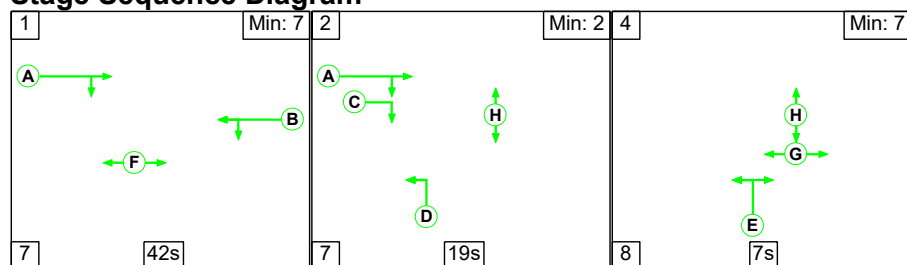
Detailed Input Data And Results

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: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	179	103	6	9.0	2.7	0.8	12.5	-	-	-	-	
Archway Rd/ Lathom Rd	-	-	179	103	6	9.0	2.7	0.8	12.5	-	-	-	-	
1/2+1/1	798	798	-	-	-	3.4	1.0	-	4.4	20.0	8.1	1.0	9.1	
2/2+2/1	579	579	-	-	-	4.2	1.0	-	5.2	32.4	7.9	1.0	8.9	
3/1	583	583	-	-	-	0.8	0.4	-	1.2	7.1	5.7	0.4	6.0	
3/2	288	288	179	103	6	0.6	0.4	0.8	1.7	21.6	4.6	0.4	5.0	
4/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 34.2 PRC Over All Lanes (%): 34.2 Total Delay for Signalled Lanes (pcuHr): 12.53 Total Delay Over All Lanes(pcuHr): 12.53 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 3: '2030 Without Dev AM' (FG3: '2030 Base AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



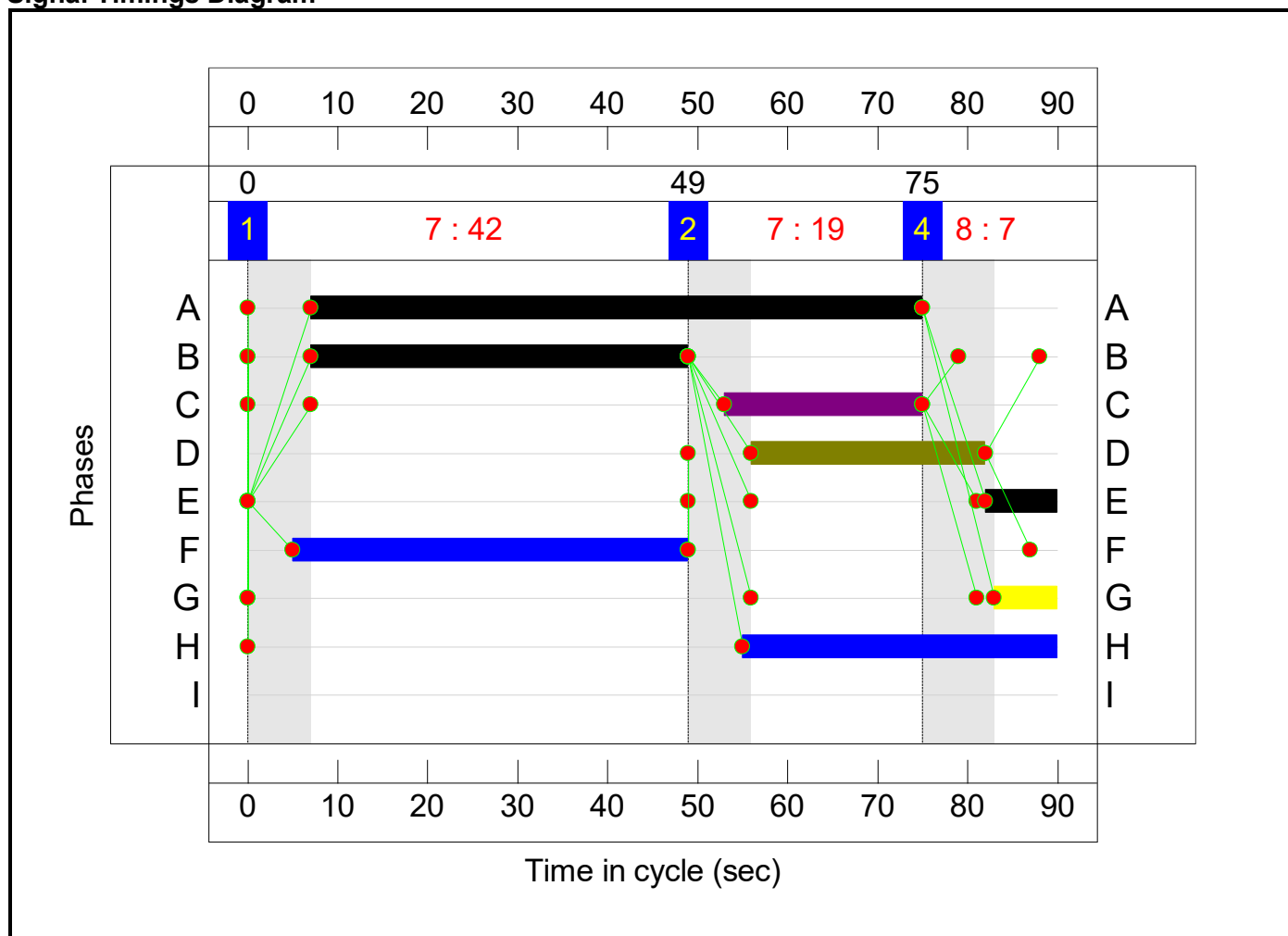
Stage Timings

Stage	1	2	4
Duration	42	19	7
Change Point	0	49	75

Phase Timings

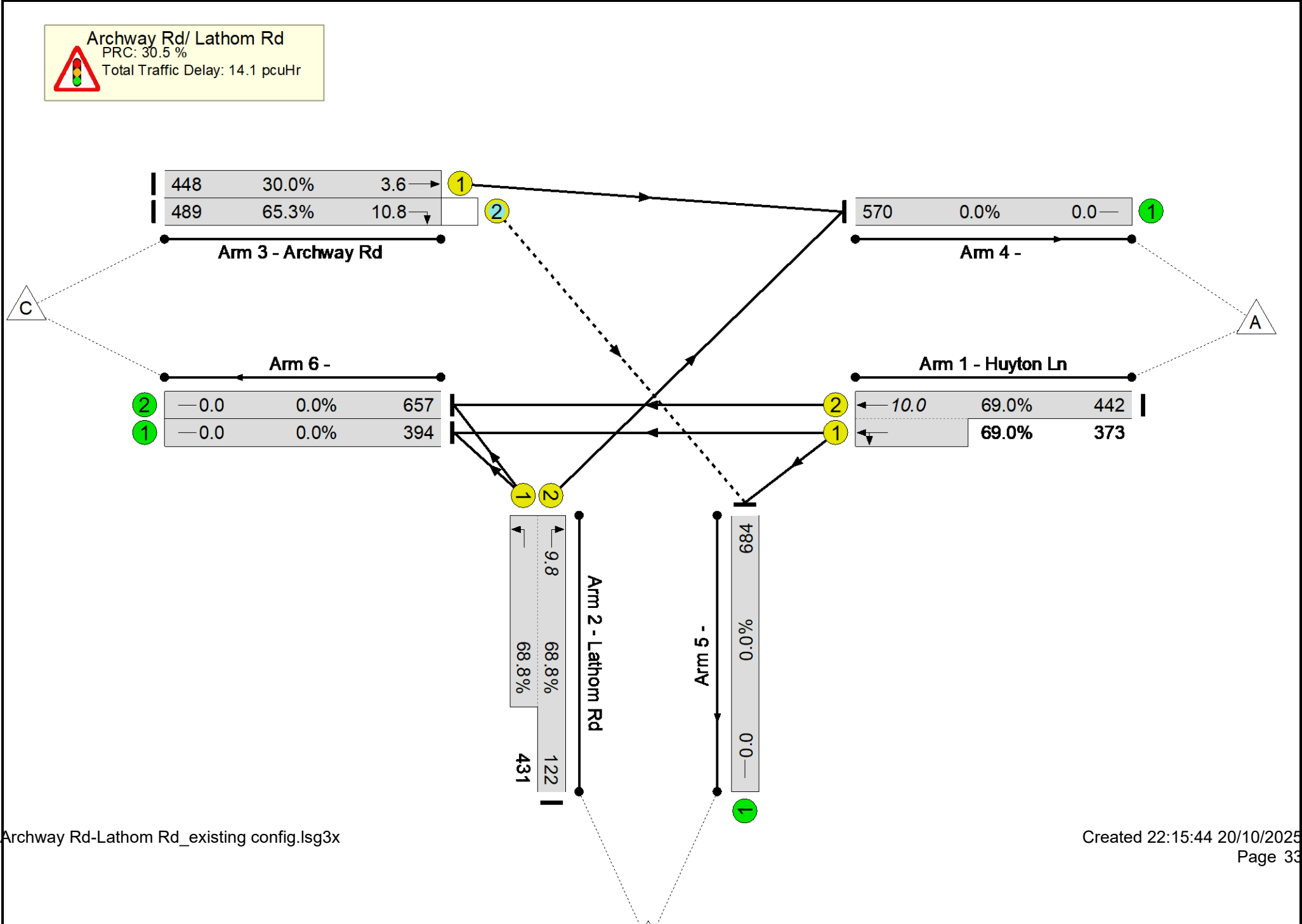
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Archway Rd Ahead Right	Traffic	68	7	75
B	Huyton Ln Left Ahead	Traffic	42	7	49
C	Archway Rd Right IGA	Ind. Arrow	22	53	75
D	Lathom Rd Left Filter	Filter	26	56	82
E	Lathom Rd Right Left	Traffic	8	82	0
F	Pedestrians across	Pedestrian	44	5	49
G	Pedestrians across	Pedestrian	7	83	0
H	Pedestrians across	Pedestrian	35	55	0
I	Pedestrians across	Pedestrian			

Signal Timings Diagram



Lane Green Times

Junction: Archway Rd/ Lathom Rd					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Huyton Ln Left Ahead	U	B	7	49
1/2	Huyton Ln Ahead	U	B	7	49
2/1	Lathom Rd Left	U	E D	56	0
2/2	Lathom Rd Right	U	E	82	0
3/1	Archway Rd Ahead	U	A	7	75
3/2	Archway Rd Right	O	A C	7	75



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	N/A	-	-		-	-	-	-	-	-	-	69.0%
Archway Rd/ Lathom Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	69.0%
1/2+1/1	Huyton Ln Left Ahead	U	N/A	N/A	B		1	42	-	-	815	2115:1877	641+541	69.0 : 69.0%
2/2+2/1	Lathom Rd Right Left	U	N/A	N/A	E	D	1	8:34	26	-	553	1976:1729	177+626	68.8 : 68.8%
3/1	Archway Rd Ahead	U	N/A	N/A	A		1	68	-	-	448	1945	1491	30.0%
3/2	Archway Rd Right	O	N/A	N/A	A	C	1	68	22	-	489	1906	749	65.3%
4/1		U	N/A	N/A	-		-	-	-	-	570	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	684	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	394	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	-	657	Inf	Inf	0.0%

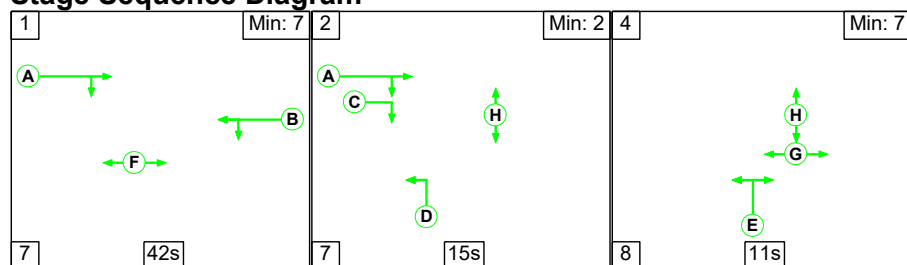
Detailed Input Data And Results

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: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	161	317	11	9.8	3.3	0.9	14.1	-	-	-	-	
Archway Rd/ Lathom Rd	-	-	161	317	11	9.8	3.3	0.9	14.1	-	-	-	-	
1/2+1/1	815	815	-	-	-	3.5	1.1	-	4.6	20.5	8.9	1.1	10.0	
2/2+2/1	553	553	-	-	-	4.0	1.1	-	5.1	33.1	8.7	1.1	9.8	
3/1	448	448	-	-	-	0.4	0.2	-	0.6	4.9	3.4	0.2	3.6	
3/2	489	489	161	317	11	1.9	0.9	0.9	3.7	27.5	9.9	0.9	10.8	
4/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	684	684	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 30.5 PRC Over All Lanes (%): 30.5 Total Delay for Signalled Lanes (pcuHr): 14.08 Total Delay Over All Lanes(pcuHr): 14.08 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 4: '2030 Without Dev PM' (FG4: '2030 Base PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

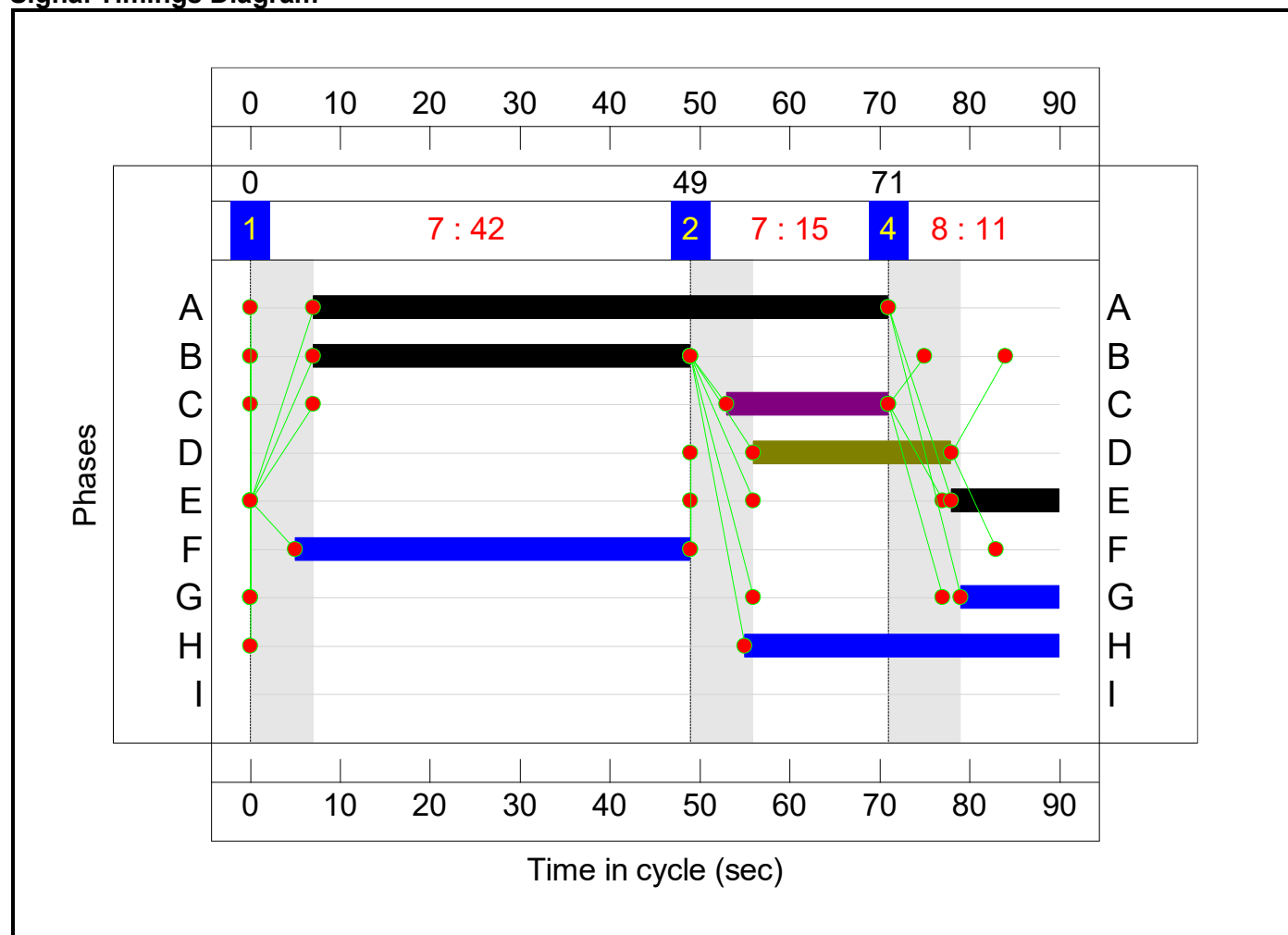


Stage Timings

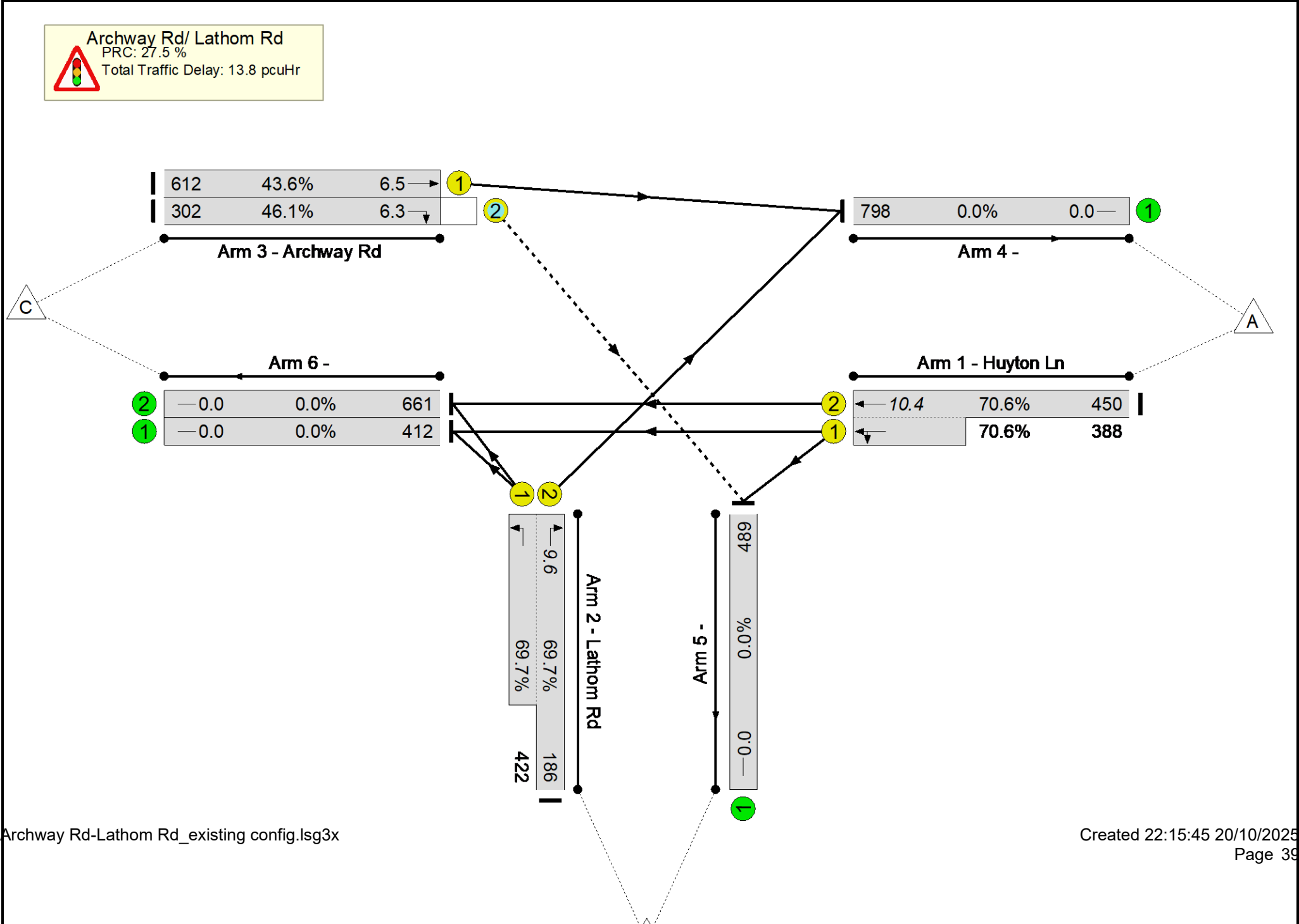
Stage	1	2	4
Duration	42	15	11
Change Point	0	49	71

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Archway Rd Ahead Right	Traffic	64	7	71
B	Huyton Ln Left Ahead	Traffic	42	7	49
C	Archway Rd Right IGA	Ind. Arrow	18	53	71
D	Lathom Rd Left Filter	Filter	22	56	78
E	Lathom Rd Right Left	Traffic	12	78	0
F	Pedestrians across	Pedestrian	44	5	49
G	Pedestrians across	Pedestrian	11	79	0
H	Pedestrians across	Pedestrian	35	55	0
I	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Archway Rd/ Lathom Rd					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Huyton Ln Left Ahead	U	B	7	49
1/2	Huyton Ln Ahead	U	B	7	49
2/1	Lathom Rd Left	U	E D	56	0
2/2	Lathom Rd Right	U	E	78	0
3/1	Archway Rd Ahead	U	A	7	71
3/2	Archway Rd Right	O	A C	7	71



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	N/A	-	-		-	-	-	-	-	-	-	70.6%
Archway Rd/ Lathom Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	70.6%
1/2+1/1	Huyton Ln Left Ahead	U	N/A	N/A	B		1	42	-	-	838	2115:1884	637+550	70.6 : 70.6%
2/2+2/1	Lathom Rd Right Left	U	N/A	N/A	E	D	1	12:34	22	-	608	1976:1729	267+606	69.7 : 69.7%
3/1	Archway Rd Ahead	U	N/A	N/A	A		1	64	-	-	612	1945	1405	43.6%
3/2	Archway Rd Right	O	N/A	N/A	A	C	1	64	18	-	302	1906	655	46.1%
4/1		U	N/A	N/A	-		-	-	-	-	798	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	489	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	412	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	-	661	Inf	Inf	0.0%

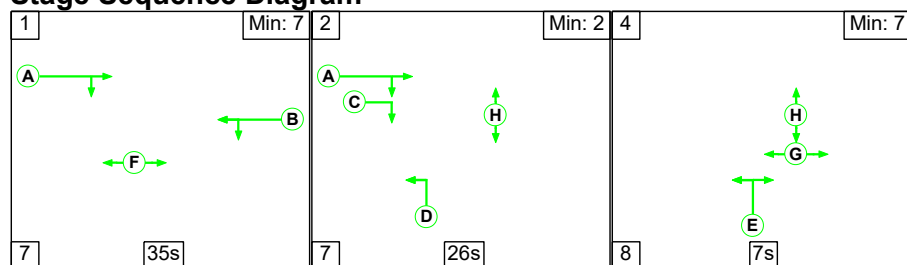
Detailed Input Data And Results

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: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	152	143	7	9.8	3.1	0.9	13.8	-	-	-	-	
Archway Rd/ Lathom Rd	-	-	152	143	7	9.8	3.1	0.9	13.8	-	-	-	-	
1/2+1/1	838	838	-	-	-	3.7	1.2	-	4.9	20.8	9.2	1.2	10.4	
2/2+2/1	608	608	-	-	-	4.5	1.1	-	5.6	33.3	8.4	1.1	9.6	
3/1	612	612	-	-	-	0.9	0.4	-	1.2	7.3	6.1	0.4	6.5	
3/2	302	302	152	143	7	0.8	0.4	0.9	2.1	24.8	5.9	0.4	6.3	
4/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	412	412	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 27.5 PRC Over All Lanes (%): 27.5 Total Delay for Signalled Lanes (pcuHr): 13.80 Total Delay Over All Lanes(pcuHr): 13.80 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 5: '2030 With Dev AM' (FG7: '2030 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

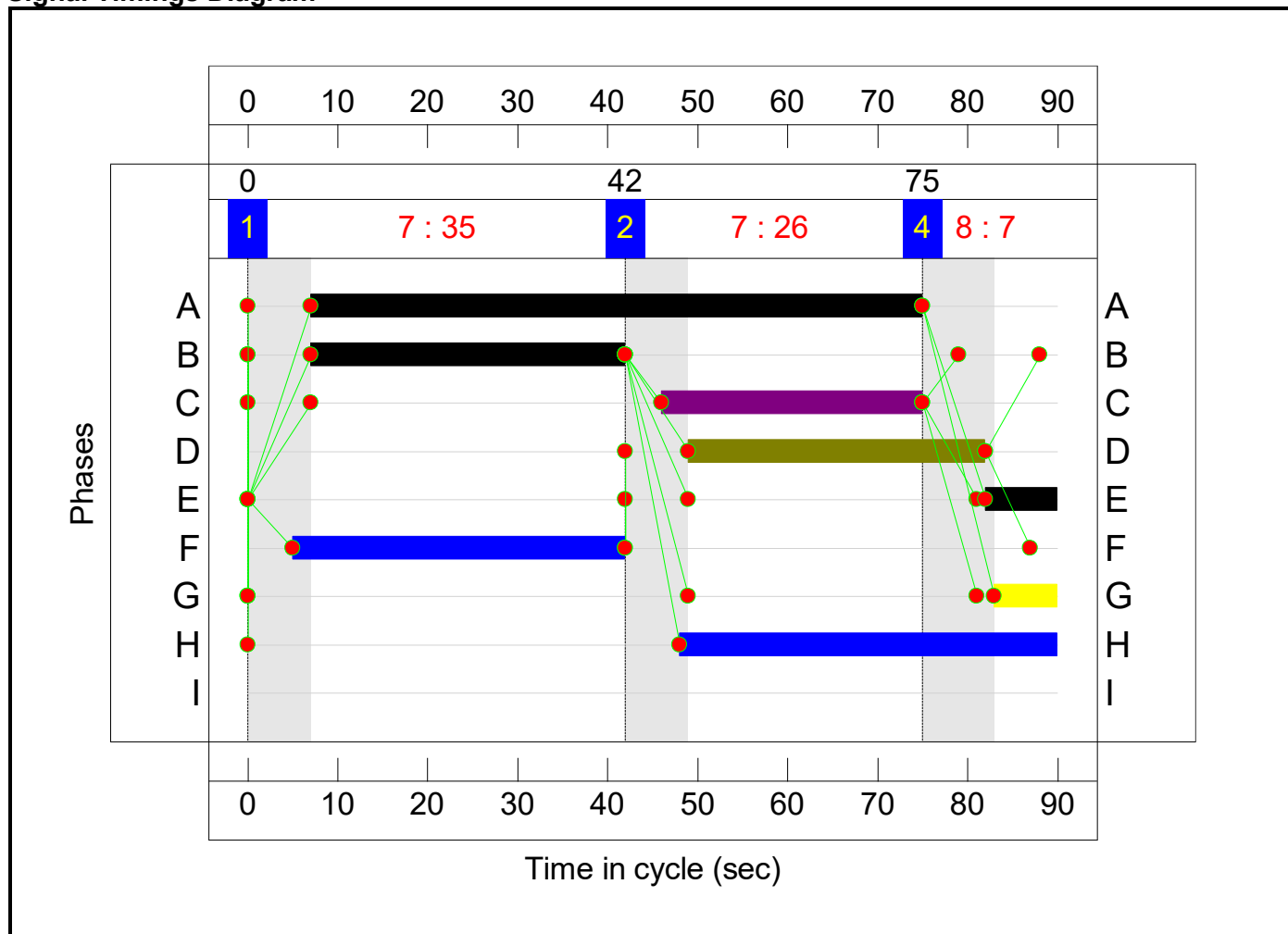


Stage Timings

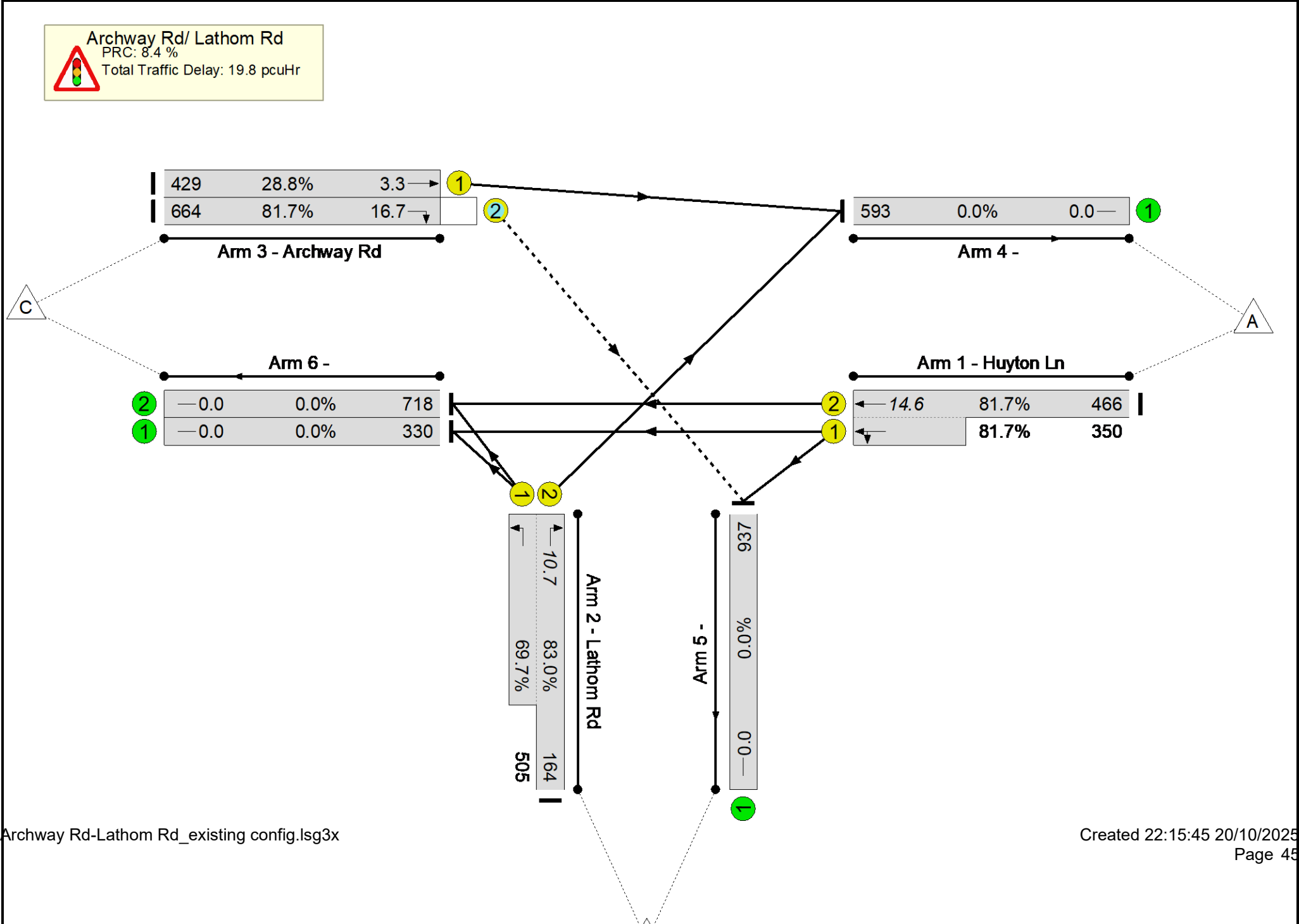
Stage	1	2	4
Duration	35	26	7
Change Point	0	42	75

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Archway Rd Ahead Right	Traffic	68	7	75
B	Huyton Ln Left Ahead	Traffic	35	7	42
C	Archway Rd Right IGA	Ind. Arrow	29	46	75
D	Lathom Rd Left Filter	Filter	33	49	82
E	Lathom Rd Right Left	Traffic	8	82	0
F	Pedestrians across	Pedestrian	37	5	42
G	Pedestrians across	Pedestrian	7	83	0
H	Pedestrians across	Pedestrian	42	48	0
I	Pedestrians across	Pedestrian			

Signal Timings Diagram**Lane Green Times**

Junction: Archway Rd/ Lathom Rd					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Huyton Ln Left Ahead	U	B	7	42
1/2	Huyton Ln Ahead	U	B	7	42
2/1	Lathom Rd Left	U	E D	49	0
2/2	Lathom Rd Right	U	E	82	0
3/1	Archway Rd Ahead	U	A	7	75
3/2	Archway Rd Right	O	A C	7	75



Archway Rd-Lathom Rd_existing config.lsg3x

Created 22:15:45 20/10/2025
Page 45

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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	N/A	-	-		-	-	-	-	-	-	-	83.0%
Archway Rd/ Lathom Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	83.0%
1/2+1/1	Huyton Ln Left Ahead	U	N/A	N/A	B		1	35	-	-	816	2115:1832	571+429	81.7 : 81.7%
2/2+2/1	Lathom Rd Right Left	U	N/A	N/A	E	D	1	8:41	33	-	669	1976:1729	198+725	83.0 : 69.7%
3/1	Archway Rd Ahead	U	N/A	N/A	A		1	68	-	-	429	1945	1491	28.8%
3/2	Archway Rd Right	O	N/A	N/A	A	C	1	68	29	-	664	1906	813	81.7%
4/1		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	937	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	330	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	-	718	Inf	Inf	0.0%

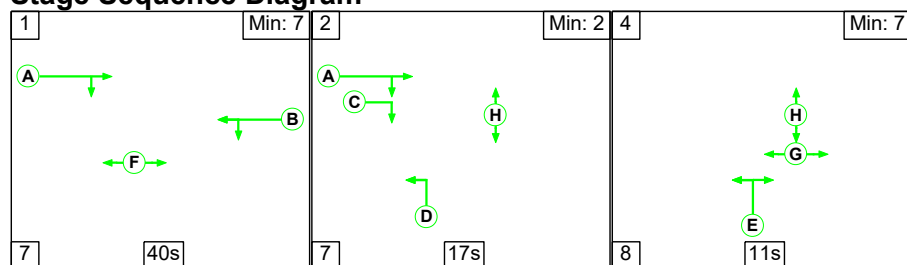
Detailed Input Data And Results

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: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	76	573	15	13.0	5.9	1.0	19.8	-	-	-	-	
Archway Rd/ Lathom Rd	-	-	76	573	15	13.0	5.9	1.0	19.8	-	-	-	-	
1/2+1/1	816	816	-	-	-	4.8	2.2	-	7.0	31.0	12.4	2.2	14.6	
2/2+2/1	669	669	-	-	-	4.3	1.3	-	5.7	30.4	9.4	1.3	10.7	
3/1	429	429	-	-	-	0.4	0.2	-	0.6	4.8	3.1	0.2	3.3	
3/2	664	664	76	573	15	3.4	2.2	1.0	6.5	35.5	14.6	2.2	16.7	
4/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 8.4 PRC Over All Lanes (%): 8.4 Total Delay for Signalled Lanes (pcuHr): 19.80 Total Delay Over All Lanes(pcuHr): 19.80 Cycle Time (s): 90														

Detailed Input Data And Results

Scenario 6: '2030 With Dev PM' (FG8: '2030 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

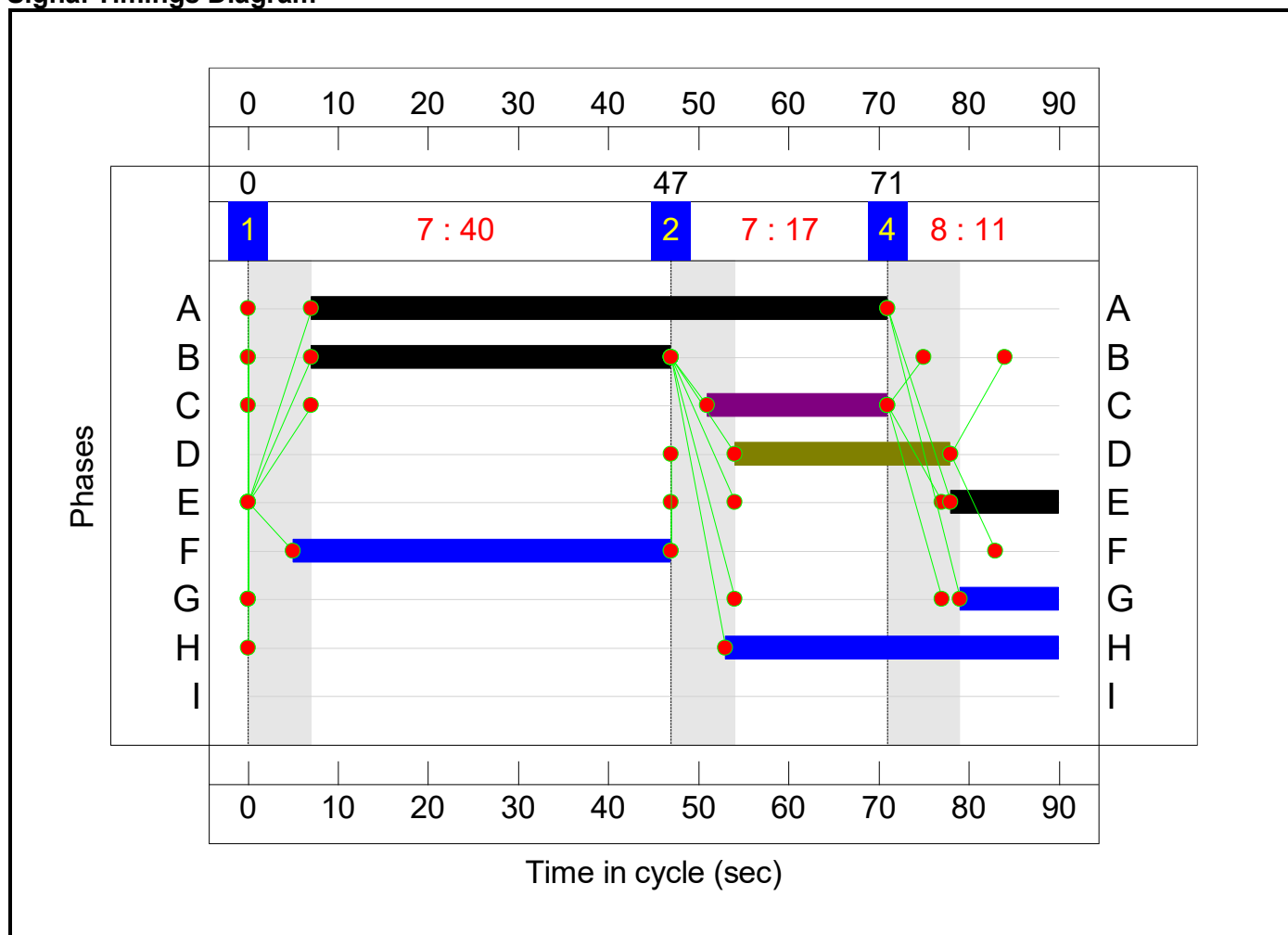


Stage Timings

Stage	1	2	4
Duration	40	17	11
Change Point	0	47	71

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	Archway Rd Ahead Right	Traffic	64	7	71
B	Huyton Ln Left Ahead	Traffic	40	7	47
C	Archway Rd Right IGA	Ind. Arrow	20	51	71
D	Lathom Rd Left Filter	Filter	24	54	78
E	Lathom Rd Right Left	Traffic	12	78	0
F	Pedestrians across	Pedestrian	42	5	47
G	Pedestrians across	Pedestrian	11	79	0
H	Pedestrians across	Pedestrian	37	53	0
I	Pedestrians across	Pedestrian			

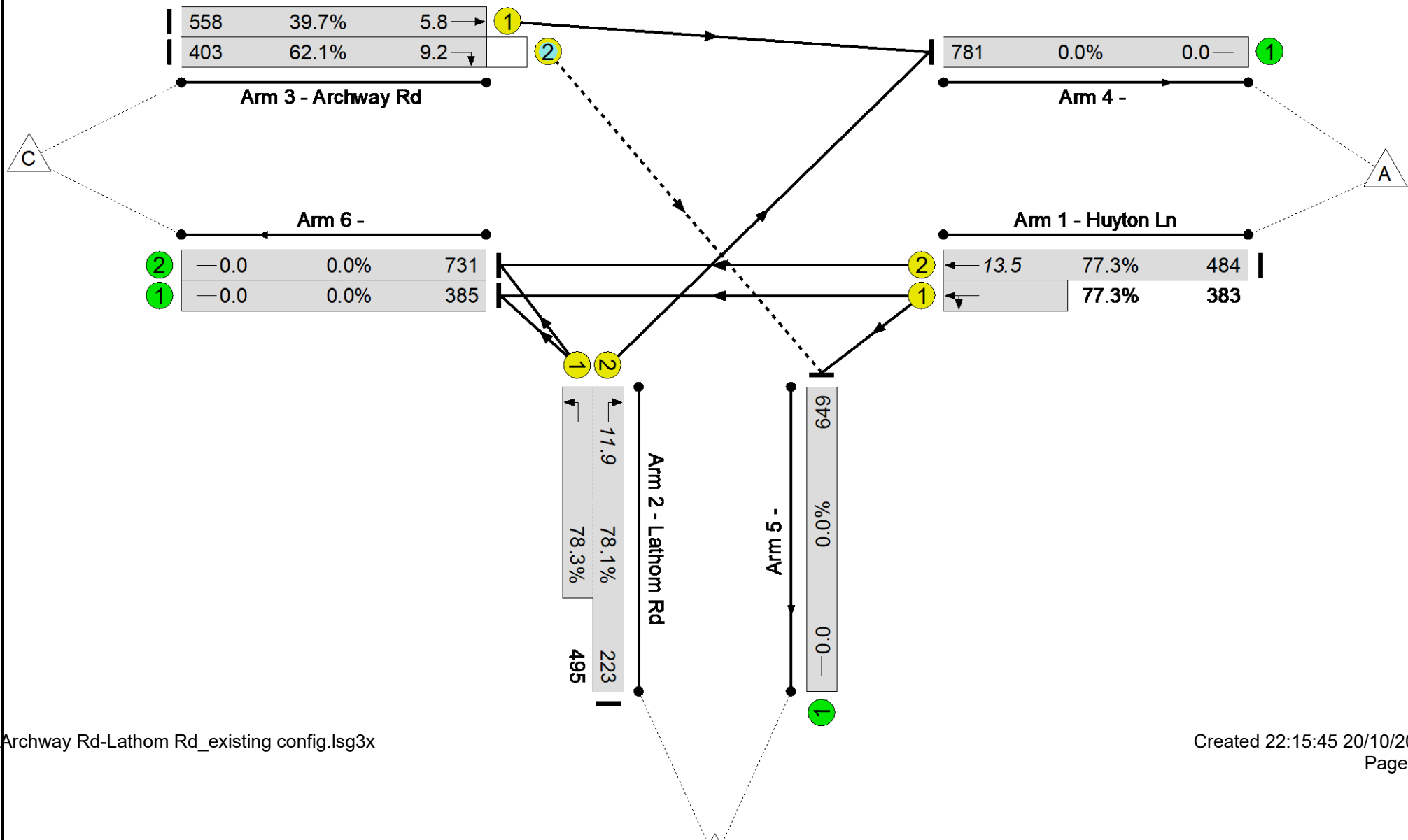
Signal Timings Diagram**Lane Green Times**

Junction: Archway Rd/ Lathom Rd					
Lane	Description	Type	Phases	Start Green	End Green
1/1	Huyton Ln Left Ahead	U	B	7	47
1/2	Huyton Ln Ahead	U	B	7	47
2/1	Lathom Rd Left	U	E D	54	0
2/2	Lathom Rd Right	U	E	78	0
3/1	Archway Rd Ahead	U	A	7	71
3/2	Archway Rd Right	O	A C	7	71

Detailed Input Data And Results



Archway Rd/ Lathom Rd
 PRC: 14.9 %
 Total Traffic Delay: 17.7 pcuHr



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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	N/A	-	-		-	-	-	-	-	-	-	78.3%
Archway Rd/ Lathom Rd	-	-	N/A	-	-		-	-	-	-	-	-	-	78.3%
1/2+1/1	Huyton Ln Left Ahead	U	N/A	N/A	B		1	40	-	-	867	2115:1856	626+496	77.3 : 77.3%
2/2+2/1	Lathom Rd Right Left	U	N/A	N/A	E	D	1	12:36	24	-	718	1976:1729	285+632	78.1 : 78.3%
3/1	Archway Rd Ahead	U	N/A	N/A	A		1	64	-	-	558	1945	1405	39.7%
3/2	Archway Rd Right	O	N/A	N/A	A	C	1	64	20	-	403	1906	649	62.1%
4/1		U	N/A	N/A	-		-	-	-	-	781	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	-	649	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	-	385	Inf	Inf	0.0%
6/2		U	N/A	N/A	-		-	-	-	-	731	Inf	Inf	0.0%

Detailed 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: Archway Rd/ Lathom Rd_Existing Juction Layout	-	-	103	291	9	12.1	4.6	0.9	17.7	-	-	-	-	
Archway Rd/ Lathom Rd	-	-	103	291	9	12.1	4.6	0.9	17.7	-	-	-	-	
1/2+1/1	867	867	-	-	-	4.3	1.7	-	5.9	24.7	11.8	1.7	13.5	
2/2+2/1	718	718	-	-	-	5.3	1.8	-	7.1	35.5	10.2	1.8	11.9	
3/1	558	558	-	-	-	0.8	0.3	-	1.1	7.0	5.4	0.3	5.8	
3/2	403	403	103	291	9	1.8	0.8	0.9	3.6	31.7	8.4	0.8	9.2	
4/1	781	781	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
C1 PRC for Signalled Lanes (%): 14.9 PRC Over All Lanes (%): 14.9 Total Delay for Signalled Lanes (pcuHr): 17.66 Total Delay Over All Lanes(pcuHr): 17.66 Cycle Time (s): 90														

Appendix P

KMBC Staff Travel Plan





Knowsley Council Staff Travel Plan



Knowsley Council Staff Travel Plan

Knowsley Council's Staff Travel Plan supports the Council's Climate Emergency Action Plan and The Local Plan, complimenting other key aims around improved air quality, climate change, sustainable planning, health and wellbeing.

This contributes towards the wider Knowsley 2030 Strategic Plan and the Knowsley Better Together consultations that have set about 3-year delivery plans that bring together small individual behaviour changes with the wider Council commitment to achieving Net Zero 2040.

With community investment in small scale changes, education and bringing the community along, the Council is able to deliver more impactful, sustainable, and long term, achievements.

Under the Knowsley 2030 strategy, there are five outcomes. Knowsley will be a place:

1. With welcoming, vibrant, well-connected neighbourhoods and town centres;
2. With a thriving, inclusive economy with opportunities for people and business;
3. Where people of all ages are confident and can achieve their full potential.
4. Where people are active and healthy, and have access to the support they need;
5. Where strong and safe communities can shape their future

Aims and Objectives

The plan also supports the Government's Clean Air Strategy which is part of the Government's 25-year Plan to leave the UK in a better state than it is now and deliver a Zero Carbon UK by 2050 whilst protecting the health of the nation and futures generations.

The Plan supports themes in both the Air Quality Strategy, the Climate Emergency Action Plan and The Net Zero Delivery Plan 2022-2025.

As part of Knowsley tackles climate Change - Net Zero 2040, Knowsley Council is committed to reducing the number of car journeys made by staff. Helping support staff to reduce car journeys can have several benefits including less traffic congestion, easing parking problems, better air quality, and key benefits to health and financial wellbeing; in addition to contributing to Net Carbon Zero 2040 targets.



Staff Travel Plan

Introduction

The Staff Travel Plan highlights alternatives to private car use for journeys to and from work and travelling during the working day. The ultimate aim is to encourage employees to select sustainable alternatives to using combustion engine vehicles to reduce congestion, carbon emissions and pollution which also assists air quality.

The plan has been developed through feedback from the Staff Travel Survey (December 2023) and includes all the offers available to Council employees, which can be accessed using BERTHA intranet. Your line manager can support those who do not have access to online resources.

The Staff Travel Survey

The Council employs approximately 2,700 staff (this does not include casual staff) across the borough in a variety of offices including Huyton Municipal Campus, Huyton Library, Stretton Way Depot, Nutgrove Villas and various Environment Centres, Children's and Registrars.

As part of the Staff Travel Plan, a Staff Travel Survey was distributed to staff in December 2023. The aim of the survey was to identify how the staff commute and identify any barriers around uptake of sustainable and active travel options.

The majority of employees that responded to the survey reported living within the Liverpool City Region Combined Authority boundary. The Council has hybrid working policies for those whose roles allow working from home and there is a considerable variety of how often employees travel to an office base, the most common being 2-3 times per week.

Some staff also travel between sites as part of their job roles. The Council is investigating how to make these journeys more sustainable.



Key Principles



To provide travel alternatives for any employees who usually use their private vehicle for work;



To reduce unnecessary car usage by employees;



To encourage development and use of alternative methods of travel;



To encourage employees to travel in a way that minimises the environmental impact;



The Travel Offer



Cycle to Work Scheme

Travelling to work by bike is a healthy alternative to car travel, particularly if you live in the borough. As most Council offices are centrally located in Huyton – the options to travel to and from work, via bike can be more straightforward and links to a transportation hub of train and bus stations.

The Liverpool City Region estimates that cycling is up to 9 time cheaper than by car. Save money, get fit and reduce your carbon footprint!

The [Merseytravel](#) website has a comprehensive map of cycle routes across the Liverpool City Region, and a localised map of routes for Knowsley can be found [here](#). There is also further information on cycle support, charities and active travel across Knowsley on the [corporate site](#).

The Cycle to Work scheme is a government initiative to encourage alternative travel to reduce environmental impact. Cycle to Work scheme not only reduces your carbon footprint, but also allows you to spread the cost of getting a new bike, save on Income Tax and National Insurance (where applicable) and increase your fitness.

The Cycle to Work scheme is now available through VIVUP offer as part of the Employee and Member Assistance Programme. The schemes operates through a salary sacrifice and is open to all staff on the PAYE payroll. Full details are available on the [VIVUP website](#).

Barriers to Cycling

- Family commitments i.e. School Run
- Lack of facilities at work
- Weather
- Lack of cycle routes

Benefits to Cycling

- Healthier and provides exercise
- Cycling is free (once a bike and safety equipment is provided)



Public Transport Passes

Using public transport for your commute is an easier option now that many staff members are hybrid working. The LCR region currently has a £2 single bus fare cap on all bus routes within the Liverpool City Region. Information on public transport travel and routes are available on the Merseytravel [website](#).

Interest free loans for travel passes

The council offers an interest free loan for annual train, bus and Trio travel passes. This gives a considerable saving compared to buying your tickets daily, weekly or monthly.

The council purchases an annual rail pass, Trio or Solo pass (specified area or all zones) on your behalf, which you pay for through 12, monthly, deductions from your salary.

This gives you the same saving that you would get if you bought the annual pass yourself (i.e. 12 months for the price of 10) but allows you to spread the cost over 12 months (You cannot do this when buying passes directly from Merseyrail or Merseytravel).

For further information please download the application form and loan agreement to join.

Barriers to Public Transport

- Need direct services
- Frequency of services
- Reliability of services
- Cost of fares

Benefits to Public Transport

- No need to find a parking space
- Often cheaper than running a car
- Walking to and from the bus/train provides exercise



Travelling by Car

Car Benefit Scheme

Through Vivup, staff are now able to access a car benefit scheme through a salary sacrifice arrangement. The Scheme is run by CPC Drive in partnership with Tusker. You can view the webinar which introduced the scheme [here](#).

A fixed monthly amount is taken directly from your gross salary (salary sacrifice) and in return, you get the use of a brand new electric or plug-in hybrid car. The reduction to your gross salary is made before Income Tax and National Insurance contributions are made. This can reduce tax contributions, however you will need to pay Benefit in Kind as the car is being provided as a benefit by your employer.

Car Sharing

Car sharing with someone who lives close by, to travel to and from work, can reduce travel costs as well as carbon emissions. Currently 6% of staff Car-Share.

Car sharing is:

- Low cost – with significant potential to reduce your travel costs
- Available to drivers and passengers, not just drivers
- Flexible and without obligation – you don't have to car-share every day, it can be for one-off or occasional journeys.

If you would like to find a carshare "buddy"; with a similar journey to yours, contact HR to register your interest. Once you've contacted someone who lives close to you, it's up to you to agree how you want to share the driving and/or petrol costs.

