

Lidl GB Limited

Proposed Lidl Food Store, Kirkby Retail Park

Transport Assessment

250469

OCTOBER 2025



SCP GENERAL NOTES

Project No.: 250469-TA (1.0)

Title: Proposed Lidl Food Store, Kirkby Retail Park, Transport Assessment

Client: Lidl GB Limited

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Office: Manchester

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01	14/10/2025	Issue	EW	GW

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

EXECUTIVE/NON-TECHNICAL SUMMARY

SCP have been commissioned by Lidl GB Ltd to provide highways and transportation advice in association with their planning application for a new store at land located on Kirkby Retail Park in the electoral ward of Whitefield, and within the jurisdiction of Knowsley Metropolitan Borough Council (KMBC).

Lidl GB Ltd have designed the site layout to be attractive to pedestrians and cyclists who reside within easy walking and cycling distance of the store, whether they are staff or customers. Cycle storage is conveniently located under the canopy at the front of the store and overlooked by customers inside at the packing shelf. Safe pedestrian routes have been defined into and through the car park.

In recognition that the car will be the main choice of mode for those doing a bulk food shop, Lidl's specification for the layout of their car park incorporates wider aisles and more spacious bays for a safer and more commodious experience for their customers. The demand for parking at peak times has confirmed that there is no risk of overspill parking onto the site access road or the local adopted highway network.

Within the assessment study area, we have examined accessibility by all modes and confirmed that the site is sustainable. We have investigated personal injury accident trends and looked at the existing operation of the local highway network in the network peak hours on both weekdays and a weekend and have reported the baseline levels of service that users of the local highway network are currently experiencing and will expect to experience five years post store opening within the study area.

Access to the site will remain as existing via the signalised junction into the retail park with the A5208 County Road / Irlam Drive. The junction currently operates with one entry lane for inbound vehicles and two exit lanes for outbound vehicles.

Within the study area, our investigations have confirmed that the impact of Lidl's proposals is de minimis and that there is no evidence of any unacceptable impact on highway safety, or of any residual cumulative impact on the road network that might be considered to be severe in the context of the NPPF. The site is easily accessible by non-car modes and is situated next to existing retail stores and close to an existing residential catchment within easy walking and cycling distance. As a result, our advice to KMBC is that, in terms of highways, the application should therefore receive a positive recommendation for approval, subject to conditions.

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- 2 2028 Base
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- 4 Lidl Traffic Assignment
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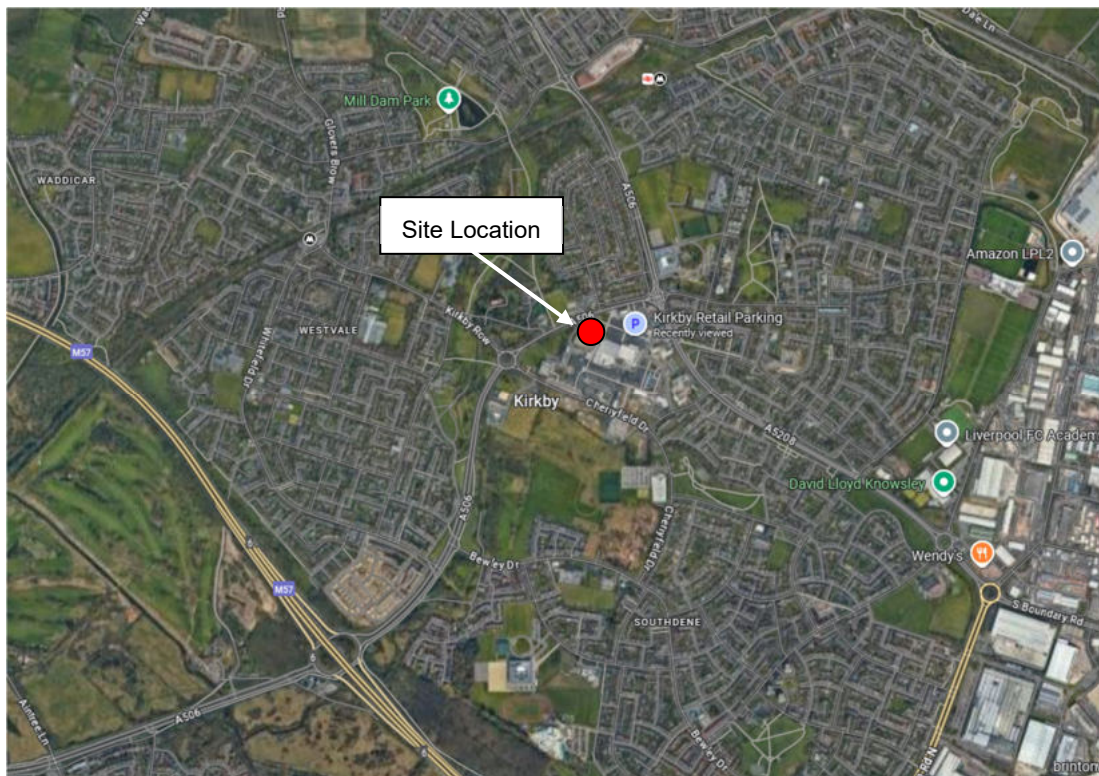
1 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared on behalf of Lidl Great Britain Ltd ("Lidl") to inform the Local Highway Authority, Knowsley Metropolitan Borough Council (KMBC), of the transport and highways implications of the proposed discount food store and associated car parking development at land located on Kirkby Retail Park, to the south of the A506 Hall Lane, Kirkby.

Site location

- 1.2 The location of the Application Site and the surrounding highway network is shown below in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: Google Maps

Site background

- 1.3 The site is located within Kirkby Town Centre, approximately 1.4km north east of Junction 6 of the M57.
- 1.4 The application site is located on Hall Lane Car Park, a pay and display surface car park operated by KMBC. The A506 Hall Lane borders the site to the north, Telegraph Way to the west and south, and Kirkby Retail Park car park to the east.

Proposed Lidl Store development

- 1.5 Lidl's proposals are for the construction of a Class E discount food store with a sales area of 1,516sqm and 2,235sqm of gross internal area.
- 1.6 The area of car parking immediately in front of the store will be reconfigured to be consistent with other Lidl stores and remove the existing shared trolley bay used for other existing stores. This will lead to provision for, 15 accessible spaces (both disabled and parent & child)(an increase from four) and three motorcycle spaces. The proposed site plan is attached in [Appendix 1](#).
- 1.7 Vehicular access to the site would remain as existing via the signalised junction into the retail park with the A5208 County Road / Irlam Drive. The junction currently operates with one entry lane for inbound vehicles and two exit lanes for outbound vehicles. There will be no internal modifications to the circulation within the car park, and no changes to the wider layout beyond the area immediately in front of the proposed Lidl unit.
- 1.8 Deliveries to the store will be served via the existing access off Telegraph Way which will provide access into a proposed service yard located to the rear of the store along with a small number of staff parking spaces.

Planning History

- 1.9 There have been a number of applications for retail development on site. The most recent is set out below as 20/00723/FUL. The only Transport Assessment was submitted with the 2017 application and the data included in that application has been used to assess the impact of the proposed development, on the last section of the retail park to be developed:
 - 20/00723/FUL – VARIATION OF CONDITION NO. 2 (APPROVED PLANS) ATTACHED TO PLANNING PERMISSION 19/00228/FUL TO ALLOW FOR ELEVATIONAL CHANGES TO FOOD STORE AND AMENDMENT TO DESIGN AND LAYOUT OF PETROL FILLING STATION BIN STORE / PLANT AREA, AND VARIATION OF CONDITION 18 TO ALLOW FOR SERVICING AND DELIVERIES TO UNIT 16 TO TAKE PLACE BETWEEN 06:00 AND 00:00 – Approved 9 April 2021.
 - 19/00228/FUL – VARIATION OF CONDITION NO'S. 2 (APPROVED PLANS), 12 (CCTV) AND 21 (VENTILATION) ATTACHED TO PLANNING PERMISSION 17/00559/FUL - ERECTION OF A MIXED-USE DEVELOPMENT, COMPRISING A FOODSTORE AND NON-FOOD RETAIL SHOPS (USE CLASS A1), FOOD & DRINK AND LEISURE USES (USE CLASSES A3/A5/D2), PETROL FILLING STATION, CAR PARKING, LANDSCAPING, HIGHWAY IMPROVEMENTS AND OTHER ASSOCIATED WORKS (INCLUDING 3 NO. ELECTRICITY SUBSTATIONS) ON LAND BOUND BY NORWICH WAY, HALL LANE, COUNTY ROAD AND IRLAM DRIVE; AND THE CONSTRUCTION OF A CAR PARK TOGETHER WITH ASSOCIATED WORKS ON LAND OFF CHERRYFIELD DRIVE AND CHERRYFIELD CRESCENT) - TO ALLOW FOR ELEVATIONAL CHANGES TO FOODSTORE, UNITS 2, 5-9, 14 AND 15; MERGING OF UNITS 3 AND 4 TO FORM ONE LARGER UNIT; ALTERATIONS TO LAYOUT AND DESIGN OF PETROL FILLING STATION; ALTERATIONS TO CAR PARKING AND SERVICE AREAS – Approved 12 November 2019.
 - 17/00559/FUL – ERECTION OF A MIXED-USE DEVELOPMENT, COMPRISING A FOODSTORE AND NON-FOOD RETAIL SHOPS (USE

CLASS A1), FOOD & DRINK AND LEISURE USES (USE CLASSES A3/A5/D2), PETROL FILLING STATION, CAR PARKING, LANDSCAPING, HIGHWAY IMPROVEMENTS AND OTHER ASSOCIATED WORKS (INCLUDING 3 NO. ELECTRICITY SUBSTATIONS) ON LAND BOUND BY NORWICH WAY, HALL LANE, COUNTY ROAD AND IRLAM DRIVE; AND THE CONSTRUCTION OF A CAR PARK TOGETHER WITH ASSOCIATED WORKS ON LAND OFF CHERRYFIELD DRIVE AND CHERRYFIELD CRESCENT – Approved 20 November 2017.

Scope of This Report

- 1.10 This TA reports on the investigations into the sustainability and accessibility of the site and on its potential impact in operational-capacity and safety terms on the local highway network with particular regard to car parking and capacity in light of the previous applications for the retail park.

Report structure

- 1.11 After this introductory section, the report is set out as follows:
- **Vision Statement** – Lidl GB's vision-led transport statement for the application;
 - **Chapter 2 – Policy Context.** This provides an overview of the relevant national and local transport policy and its relationship to the proposed development;
 - **Chapter 3 – Existing Site Context.** This describes the site in relation to the local highway network, its current traffic levels and the road safety of the area;
 - **Chapter 4 – Sustainable Transport Appraisal.** This sets out the site's accessibility in terms of walking, cycling and public transport;
 - **Chapter 5 – Proposed Development.** This details the proposals for the application site;
 - **Chapter 6 – Access Strategy.** This sets out how the site will be accessed via all modes;
 - **Chapter 7 – Delivery, Service and Waste Management Plan.** This summarises Lidl's standard approach to deliveries and servicing adopted across the majority of its UK estate, and how such a strategy will be adopted at the application site;
 - **Chapter 8 – Car Parking.** This reports on the car parking and cycle parking standards to confirm that the proposals are sufficient to meet the required provision for the store;
 - **Chapter 9 – Development Related Transport Movements.** This reports on the anticipated level of additional trips expected to be generated by the new Lidl store, and compares to the previous consent for retail development; and,
 - **Chapter 10 – Conclusions.** This provides our overall conclusions and summarises our advice to the LHA.

VISION STATEMENT

- i) Lidl's vision for the Kirkby Retail Park site is to ensure that it meets its active travel requirements in order to take full advantage of the opportunities for walking, wheeling and cycling. As a result, the approach routes into the site have been designed to be safe, attractive and easy to use for all vulnerable road users.
- ii) For those travelling from further afield, this vision will also serve the needs of those staff and customers for whom public transport is the choice of mode. Frequent bus services will connect the store to both Knowsley and Liverpool City Centre from stops that are within easy walking distance along routes which are safe and attractive to use.
- iii) The application site is positioned near a key junction on the route into and out of Kirkby. This provides the store with excellent visibility for those customers that are already car-borne and are using the local highway network in the vicinity of the new store. A typical Lidl foodstore attracts around 2,000 to 2,500 two-way vehicle movements per average day from customers undertaking a bulk food shop by car.
- iv) However, new food stores do not generate new trips by private car; they merely redistribute existing food retail trips that are already being made as customers seek to minimise their travel costs. For customers that are already car-borne, the store's location close to an already well-trafficked route will ensure that the re-distribution of such movements is localised. Vehicular traffic will then be retained within roads that are either already designed to cater for such movements or which can easily, and cost-effectively, be adapted to suit.
- v) The re-distribution of existing food-retail trips being made by car may lead to some trips appearing as new to the network in the immediate vicinity of the store. However, a store location like this one, adjacent to an already well-trafficked corridor with other retail offer, maximises the degree to which car-borne trade can be generated from journeys that are already being made and minimises the degree to which any new trips to the vicinity will need to appear.
- vi) More discount food retail choice for existing and new Kirkby residents will reduce the distance that car-borne customers need to travel to undertake their bulk-food shop, thereby also reducing total vehicle mileage on the road network. However, just as importantly, the proximity of the store to neighbouring residential, retail, education and commercial development, which is easily accessible by modes other than the private car, will lead to a reduction in the use of the private car for top-up shopping.
- vii) Lidl's vision, underpinned by their accompanying Travel Plan for employees, is that high turnover at their Kirkby store will not be driven by or result from higher than average volumes of car-borne customers. Lidl want the store to be safe and attractive for all users. This will ensure that staff are provided with the greatest opportunities to choose active-travel modes and that customers make the right choice in terms of how to travel more sustainably to the store when the car is not an essential part of that single-purpose visit.

2 POLICY CONTEXT

- 2.1 This chapter provides a summary of relevant national and local transport policies and provides a brief analysis of how the proposed development contributes towards the aims and objectives of these policies.

National policy

National Planning Policy Framework (NPPF), December 2024

- 2.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 NPPF is published by the Ministry for Communities and Local Government to set the framework under which local transport, parking and accessibility plans and policies are set.
- 2.4 At the heart of the NPPF is a presumption in favour of sustainable development which for decision-taking means:
- “Approving development proposals that accord with an up-to-date development plan without delay; or*
- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- o The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or,*
 - o any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”*
- In assessing sites that may be allocated for development in plans, or specific 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; and*
 - c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; 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.*
- 2.5 Importantly, 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.’

‘Within this context, applications for development should:

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

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

Local policy

Knowsley Local Plan: Core Strategy, January 2016

- 2.6 The Local Plan (LP) establishes a strategic approach through which to deal with transport issues and make improvements to the transport network over the period of 2016 to 2028.
- 2.7 All new development will be required to comply with the following:

Policy CS2 Development Principles (Principle 3)

Reduce the need to travel and increase accessibility by:

- a) Selecting locations that reduce the need to travel, especially by car, and enable people as far as possible to meet their needs locally;*
- b) Assisting the Council in achieving a shift towards more sustainable modes of transport for people, goods and freight;*
- c) Encouraging safe and sustainable access for all, particularly by promoting the use of public transport, walking and cycling between homes and employment; and*
- d) Supporting the provision and retention of shared space, community facilities and other local services (such as local shops, health facilities, education provision,*

meeting places, sports venues, cultural buildings, public houses and places of worship).

Policy CS7 Transport Networks

Overall Transport Strategy:

- 1) *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.*

Location, Design and Management of New Development:

- 2) *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.*

Knowsley Replacement Unitary Development Plan, June 2006

- 2.8 The Unitary Development Plan (UDP) sits alongside the Core Strategy and outlines the Council's strategy for the Borough's development, identifying areas suitable for development and those that should be protected from it.
- 2.9 The saved UDP policies relating to transport are:

Policy T5: Location of Major Traffic Generating New Development

1. Major developments (as defined in table 8.1) 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 or Merseytram stop).
2. Developments that are likely to generate significant movement of freight or other vehicular traffic should be located at sites, which have good access to, and which will not cause an unacceptable amount of congestion on the rail network or the Strategic Road Network as indicated on the Proposals Map.
3. Developments that are likely to generate significant movement of freight or other vehicular traffic should be located at sites, which have good access to, and which will not cause an unacceptable amount of congestion on the rail network or the Strategic Road Network as indicated on the Proposals Map.

Policy T6: Ensuring Choice of Travel to Serve New Developments

1. Proposals for new development should provide or be served by a good choice of modes of travel which is appropriate to the scale and nature of the development, as follows:
 - a) Well lit, safe, convenient and clearly sign-posted footways and cycle routes both within the site and linking to the surrounding area and to public transport facilities;
 - b) Cycle parking facilities in accordance with the Council's minimum standards;
 - c) Car parking facilities which do not exceed the Council's maximum standards;
 - d) Parking facilities for the less mobile, delivery and other service vehicles within the site in accordance with the Council's minimum standards;
 - e) Safe and convenient vehicular access to and from the highway and within the site; and
 - f) Good provision of public transport to the site. In the case of major developments, and any other developments likely to generate a significant amount of travel demand, the provision of additional public transport facilities such as bus stops, bus layover bays, taxi bays or other facilities may be required within or adjacent to the site.

Policy T7: New Development and Walking & Cycling Routes

1. 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.

Policy T8: Transport Assessments

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

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

- a) Major traffic generating development proposals;*
- b) Proposals which, either by themselves or in conjunction with wider proposals of which the development forms a part, are likely to cause significant harm as a result of existing road capacity or safety problems in the area;*
- c) Proposals which are likely to significantly increase pollution and/or noise as a result of traffic generation; or cause pollution levels in Air Quality Management areas to exceed guideline levels;*
- d) Proposals that would generate a material increase in traffic entering or using any motorways, trunk roads or other primary routes; and*
- e) Proposals that would impact on the bus network.*

Policy T9: Travel Plans

The following forms of development will require the submission and implementation of a Travel Plan:

- a) Major traffic generating development proposals*
- b) Smaller development proposals which, either by themselves or in conjunction with other proposals, would:*
 - Generate significant amounts of vehicular traffic in or near to Air Quality Management Areas; or*
 - Exacerbate an existing traffic problem in the surrounding area which would otherwise justify a refusal of planning permission.*

Travel Plans will be encouraged to be as sustainable and innovative as possible and also provide inclusive access for all.

Analysis and Conclusions

- 2.10 In general, the national and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.
- 2.11 This TA demonstrates that these general transport policy aims can be met at the proposed Lidl store.

3 EXISTING SITE CONTEXT

- 3.1 The site is located within Kirkby Town Centre, approximately 1.4km north east of Junction 6 of the M57.
- 3.2 The application site currently comprises of Hall Lane Car Park. The A506 Hall Lane borders the site to the north, Telegraph Way to the west and south, and Kirkby Retail Park car park to the east.
- 3.3 The location of the site in the context of the local highway network is illustrated in **Figure 3.1** below.

Figure 3.1 – Site location – Local Context Plan



Source: Google Maps

- 3.4 The site is located on Hall Lane Car Park, accessed from Telegraph Way. This consists of 102 surface parking spaces which are priced for long-stay with a maximum stay of 9 hours.
 - 3.5 The site also covers 30 existing parking spaces within the retail park, which will be reconfigured as part of the development of the store,
- Kirby Retail Park*
- 3.6 The retail park currently includes a wide range of retail options including another food retailer, non-food unit, gym, two fast-food outlets and a petrol station. The western side of the car park (beyond the pedestrian route running north/south) totals 198 spaces.

Surrounding Highway Network

A506 Hall Lane

- 3.7 The A506 Hall Lane is two-lane single carriageway, subject to a 30mph speed limit and forms the northern boundary of the site. The road links Valley Road to County Road to the east, and provides access to both Hall Lane car park and the multi-storey car park via Telegraph Way and Norwich Way.
- 3.8 Footways are provided on both sides of Hall Lane, with street lighting present throughout. A pedestrian crossing facility, in the form of a puffin crossing, is located on the site frontage. There are bus stops located 120m and 130m away from the site on Hall Lane. Further information about bus services can be found in Chapter 4.

Telegraph Way

- 3.9 Telegraph Way is located to the west of the site and is access via a ghost-island right-turn priority junction with Hall Lane. It provides access to Hall Lane Car park, Telegraph Way taxi rank (and turning area) and Kirkby Multi-Storey Car park.
- 3.10 The multi-storey car park has 348 spaces, has a separate access and egress and is for long-stay parking.
- 3.11 The road also provides access to Norwich Way, which is a cul-de-sac but provides access and parking for a B & M store, Kirkby Library and Central House. There is also another taxi rank located off Norwich Way.

A506 Valley Road

- 3.12 To the south west of the site, the A506 meets a four-arm roundabout with Cherryfield Drive and Kirkby Row, and runs south as Valley Road, in the form of a two-lane dual carriageway with a grassed central reserve.
- 3.13 Valley Road is subject to a 40mph speed limit and provides a link to Junction 6 of the M57, approximately 1.4km from the site. The road benefits from a segregated footpath and cycleway along its eastern edge.

A5208 County Road

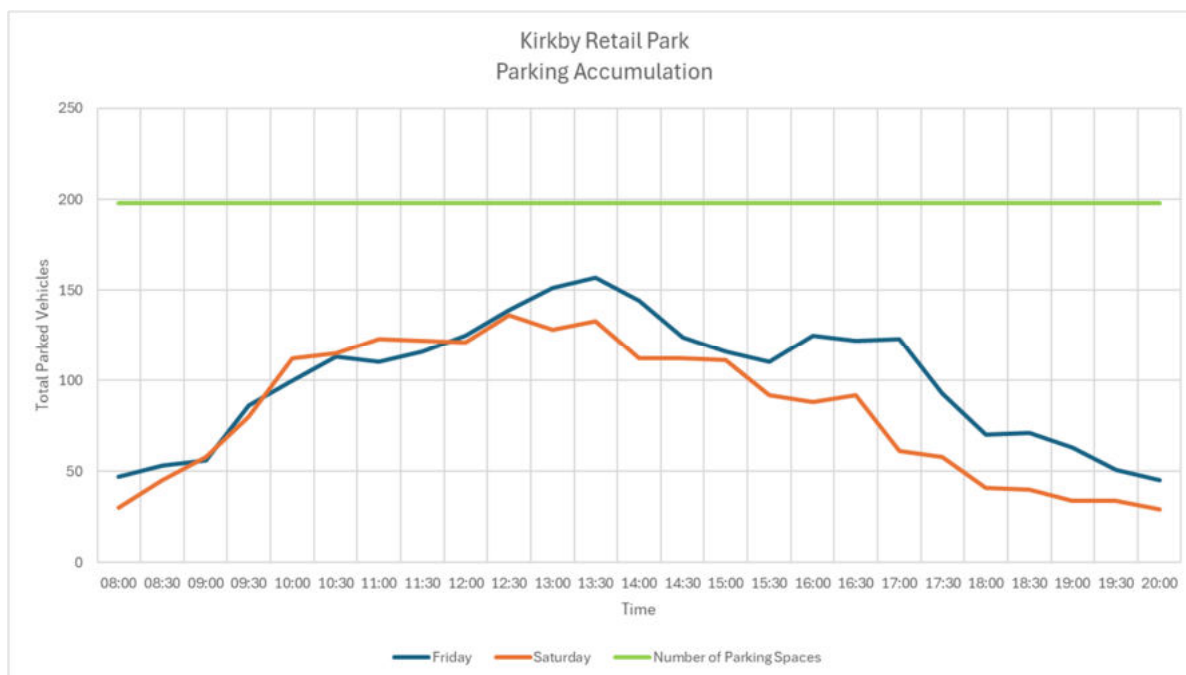
- 3.14 The A5208 County Road is a dual carriageway road located to the east of the site, running north/south. It links the A506 Hall Lane to the west with the A5207 Moorgate Road to the south east, and is subject to a 30mph speed limit, enforced by speed cameras. This increases to 40mph for a short section of the road between its junctions with Simonswood Lane and Moorgate Road.
- 3.15 County Road benefits from pedestrian footways on both sides of the carriageway and is fully lit with street lighting columns. There are dropped kerbs and signalised pedestrian crossing facilities provided at various locations to assist pedestrian crossing on County Road.
- 3.16 The A06 Hall Lane meets the A508 County Road at a four-arm signalised junction with Old Rough Lane. There are signalised pedestrian crossing facilities on all arms of the junction, along with dropped kerbs and tactile paving.

- 3.17 To the south of this junction is the access to Kirkby Retail park, which is formed of a three-arm signalised junction with Irlam Drive/ there are signalised pedestrian crossing facilities, dropped kerbs and tactile paving on all arms of the junction.
- 3.18 To the north of the A5208 County Road / A506 Hall Lane signal-controlled crossroads, County Road runs as the A506 and becomes a single carriageway.

Current Car Park Utilisation

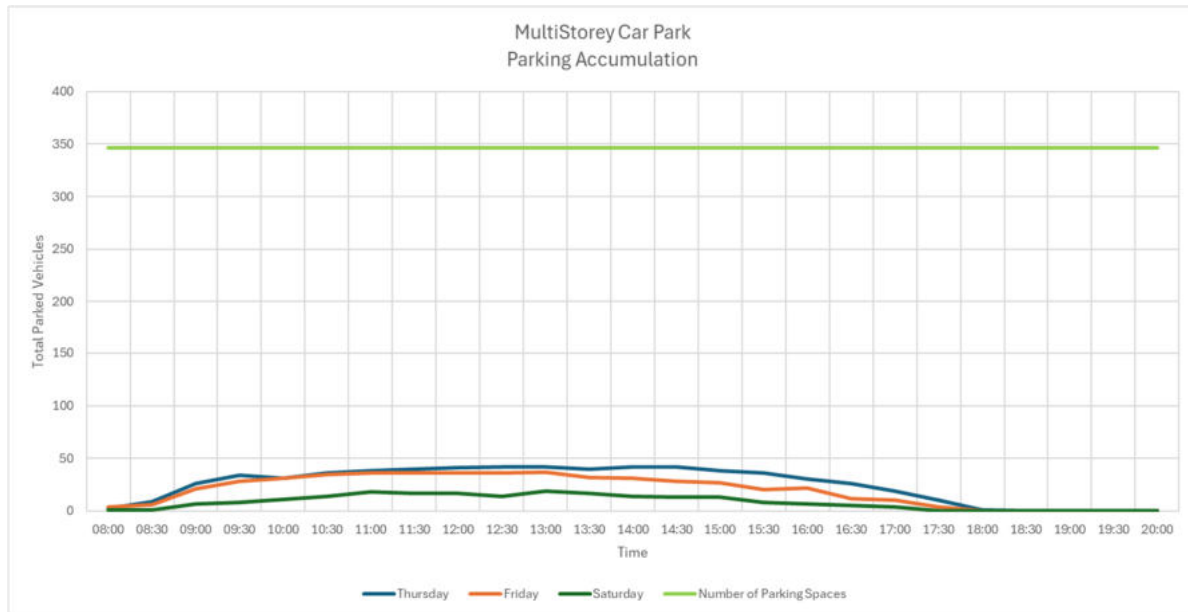
- 3.19 In order to understand how the car parks at Kirkby Retail Park are being used, car park utilisation surveys for the western half of the car park were undertaken during July and August 2025, prior to the summer holidays. These surveys were designed to determine the current demand for car parking at peak periods for the existing retail park. Parking beat surveys were carried out from 08:00-20:00 on Thursday 3rd July, Friday 4th July and Saturday 5th July, and from 09:00-18:00 on Sunday 6th July 2025. These were the days deemed to be the busiest for the proposed store, so the results would provide a robust test of existing parking demand.
- 3.20 Parking accumulation and duration of stay surveys were also carried out on the above dates at the Multi Storey car park and the Hall Lane car park. For the Kirkby Retail Park car park, duration of stay surveys were undertaken from 08:00-20:00 on Friday 1st August and Saturday 2nd August 2025.
- 3.21 The raw data from the parking surveys can be found at [Appendix 2](#).
- 3.22 The figures below present the parking accumulation for each of the car parks across the survey days.

Figure 3.2 – Kirkby Retail Park Car Park Parking Accumulation



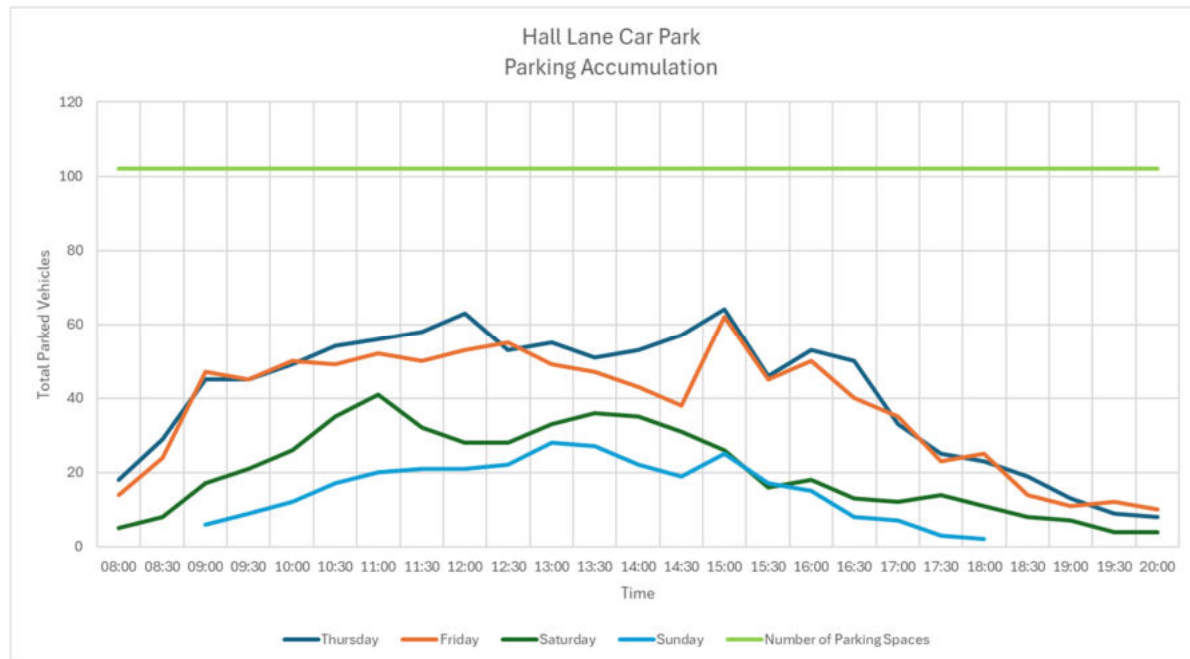
- 3.23 Within the area of the retail park car park that was surveyed, the peak parking demand was observed at 13:30 on the Friday, and 12:30 on the Saturday, with 157 and 136 vehicles parked respectively. This area of the car park provides a total of 198 spaces, equating to maximum occupancy rates of 79% and 69% across the Friday and Saturday, respectively.

Figure 3.3 – Multi Storey Car Park Parking Accumulation



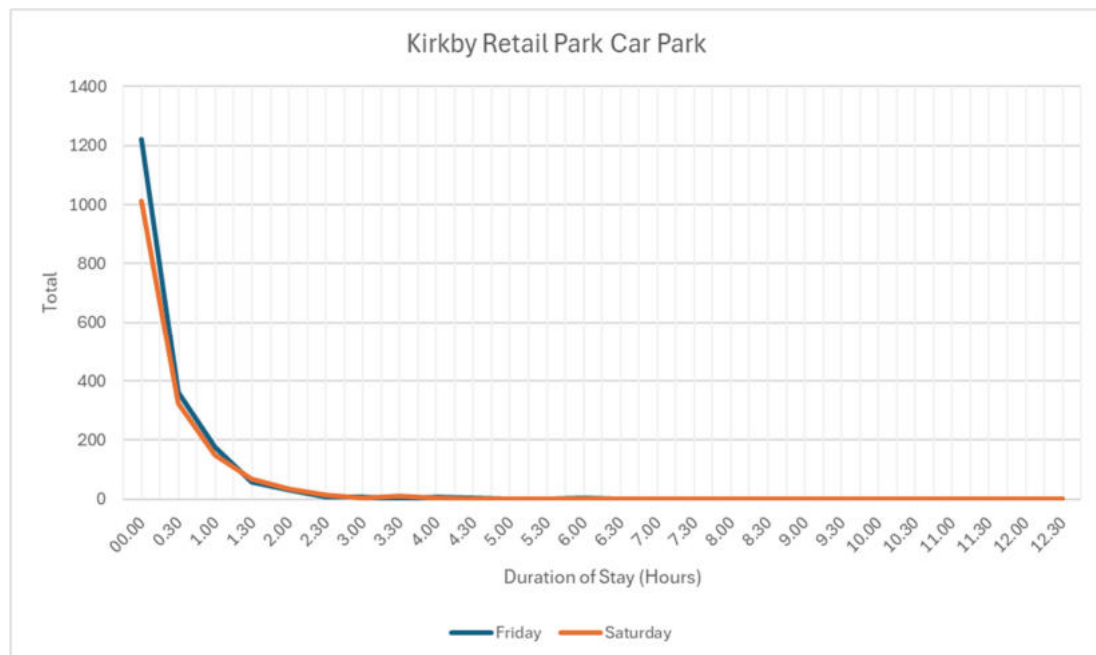
- 3.24 At the multi storey car park, the peak parking demand was observed on the Thursday with 42 vehicles parked at 12:30, 13:00, 14:00 and 14:30. This equates to a maximum occupancy rate of 12% against a total 346 spaces provided within the car park.

Figure 3.4 – Hall Lane Car Park Parking Accumulation



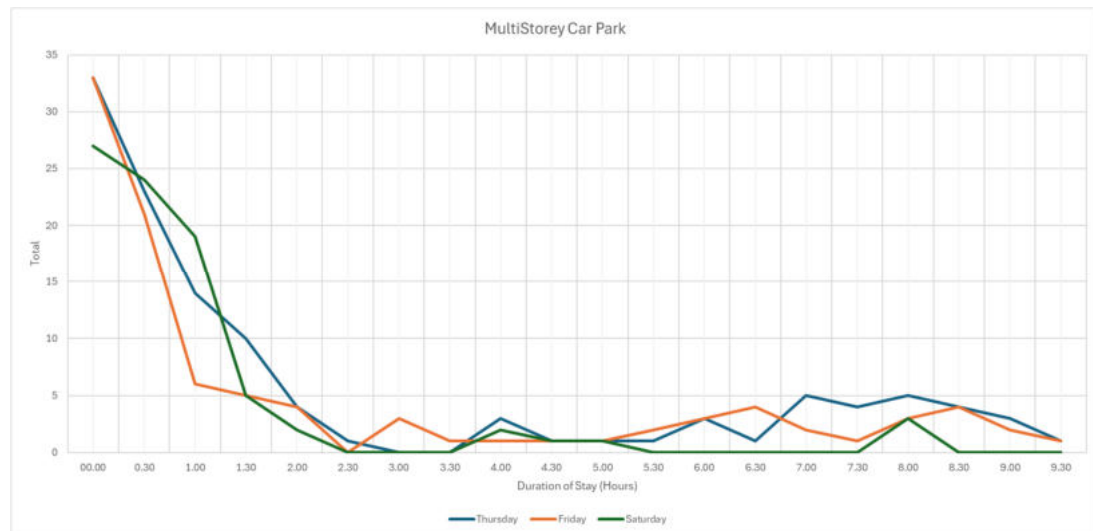
- 3.25 Within the Hall Lane car park, the peak parking demand was observed at 15:00 on both the Thursday and Friday, with a maximum beat of 64 and 62 vehicles parked across the respective days. This equates to a maximum occupancy rate of 63% and 61% against a total of 102 spaces provided within the car park.
- 3.26 The figures below present the duration of stay across the three car parks.

Figure 3.5 – Kirkby Retail Park Car Park Duration of Stay



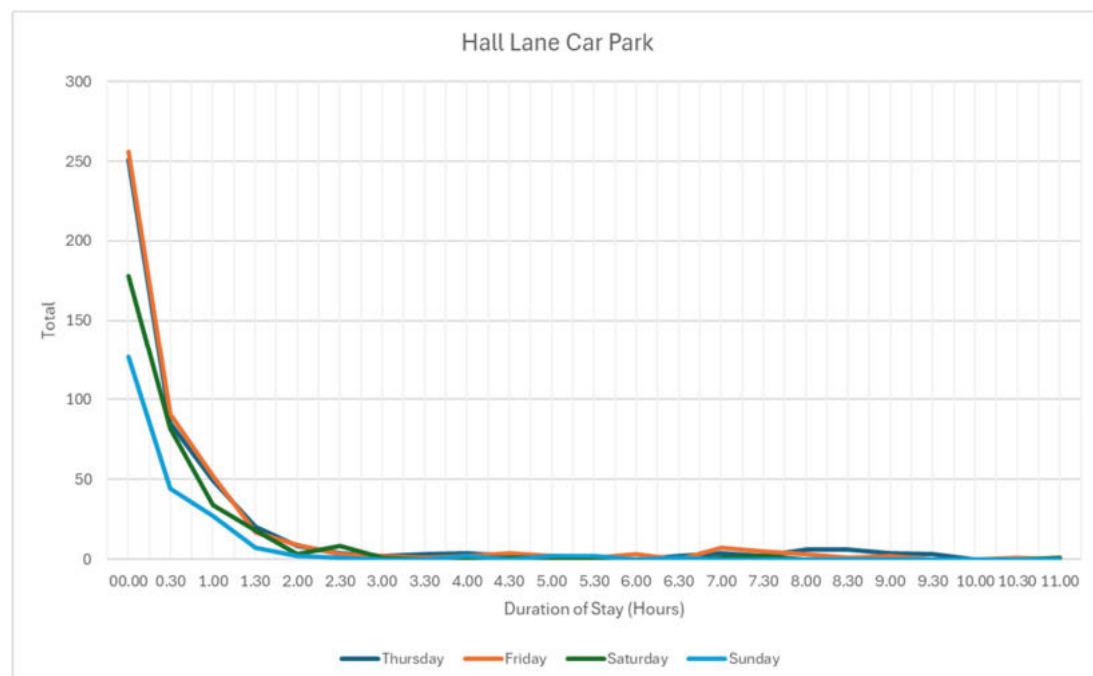
- 3.27 Across both days surveyed within the retail park car park, 83% stayed for an average length of up to one hour, 13% stayed for between one-two hours, and 4% stayed for over two hours.

Figure 3.6 – Multi Storey Car Park Duration of Stay



- 3.28 Across the three days surveyed at the Multi Storey car park, 54% stayed for an average length of up to one hour, 20% stayed for between one-two hours, and 26% stayed for over two hours.

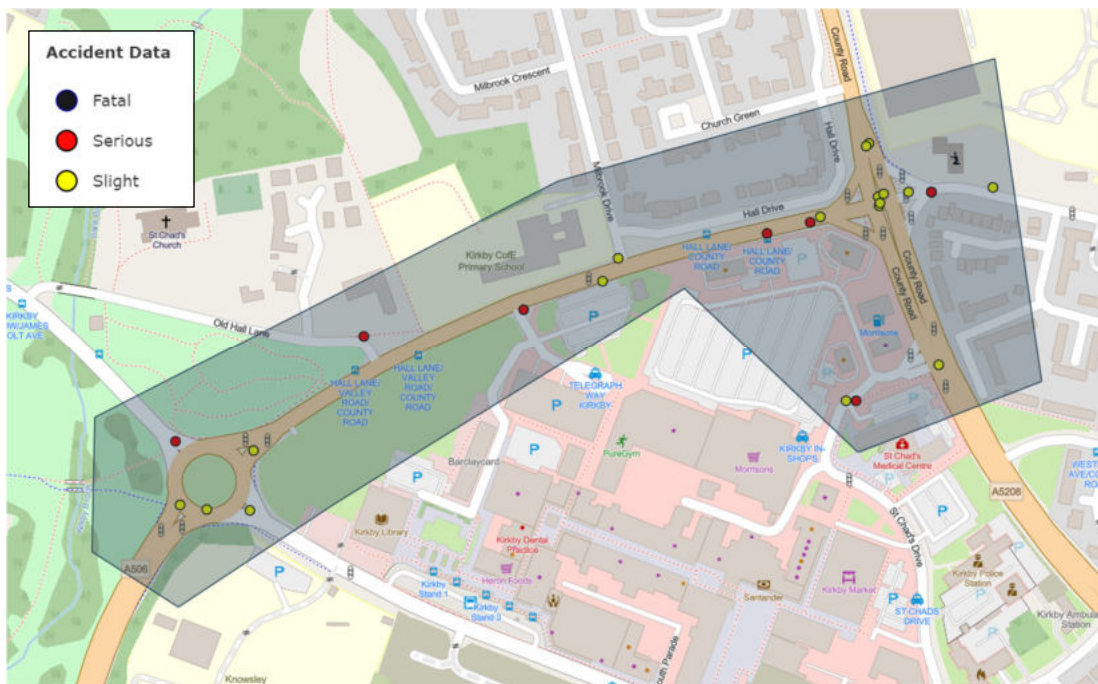
Figure 3.7 – Hall Lane Car Park Duration of Stay



location and severity of all accidents which took place on the adjoining highway network. The full accident report is attached as **Appendix 4**.

- 3.36 An analysis of the surrounding area has been undertaken. **Figure 3.9** below illustrates the extent of the accident analysis study area.

Figure 3.9: Accident Data Study Area



Source: ArcGIS

- 3.37 The analysis of the study area demonstrates that there has been a total of 26 accidents during the most recent 5-year period. Seven of the accidents were recorded as serious in severity, with the remaining 19 recorded as slight. Only one accident was reported at the signalised junction into the retail park with the A5208 County Road / Irlam Drive. 13 accidents occurred at the A5208 County Road / A506 Hall Lane crossroads, and five occurred at the A506 Hall Lane / Valley Road roundabout.
- 3.38 The slight accident which was recorded at the A5208 County Road / Irlam Drive junction took place in January 2023. It involved a car which was turning right into the retail park, when it collided into the front of a car which was travelling southbound in the adjacent lane. Both drivers sustained slight injuries.
- 3.39 One of the serious accidents occurred at the A506 Hall Lane / Valley Road roundabout in November 2019. It involved a car which was slowing or stopping as it was approaching the junction from Kirkby Row, when it hit a pedestrian who was crossing in the carriageway from the driver's nearside. The pedestrian suffered serious injuries as a result.
- 3.40 Two serious accidents occurred at the A5208 County Road / A506 Hall Lane crossroads. The more recent of the two occurred on the western arm on A506 Hall Lane in June 2024. It involved a pedal cycle who was travelling from the southern side of the carriageway to

the north, when it collided into the front of a car travelling westbound. This resulted in serious injuries for the cyclist.

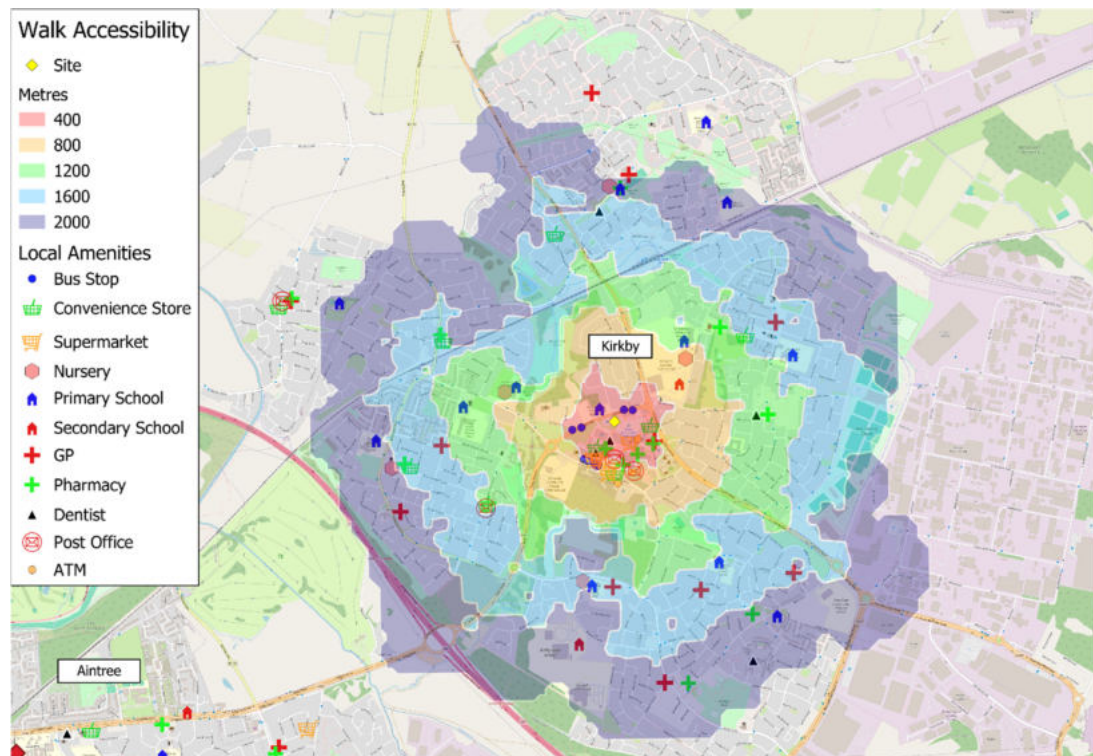
- 3.41 The earlier of the two serious accidents at the A5208 County Road / A506 Hall Lane crossroads occurred on the eastern arm on Old Rough Lane in May 2023. It involved a car which was travelling southbound when it hit a pedestrian who was crossing in the carriageway, resulting in serious injuries for the pedestrian.
- 3.41.1 Another serious accident occurred at the A506 Hall Lane / Telegraph Way junction in December 2021. It took place in darkness but with lights lit, and the road surface was wet or damp. It involved one car which was turning right onto Hall Lane, when it collided into the offside of a car which was travelling north east. Another car was also involved which was in the middle of the junction, travelling south west on Hall Lane. One of the passengers sustained serious injuries as a result.
- 3.42 Given the high volume of pedestrians, cyclists and general traffic in the vicinity of the site, the 5-year highway record represents a relatively good safety record and no obvious patterns are arising. In light of the above analysis, it is considered that the study area does not give rise to any serious concern with regard to road safety.

4 SUSTAINABLE TRANSPORT APPRAISAL

Access on Foot

- 4.1 Walking is recognised as the most important mode of travel at a local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.2 TRACC software has been used to assess the accessibility of the development by foot as shown on **Figure 4.1**. The plan shows the areas within a 2km walk of the site.

Figure 4.1: Walking Accessibility within 2km



Source: TRACC

- 4.3 The figure above demonstrates that Kirkby Town Centre and surrounding residential areas are within a 2km walking catchment area of the site. This demonstrates that employees and customers from the local area will be able to access the site by foot.
- 4.4 A number of local amenities are also within a 2km walk of the site (up to 28 minutes' walk) which will promote linked trips on foot for customers and also for staff before and after work/in breaks; as shown in **Table 4.1**.

Table 4.1 Accessibility to Local Facilities from the Development Site

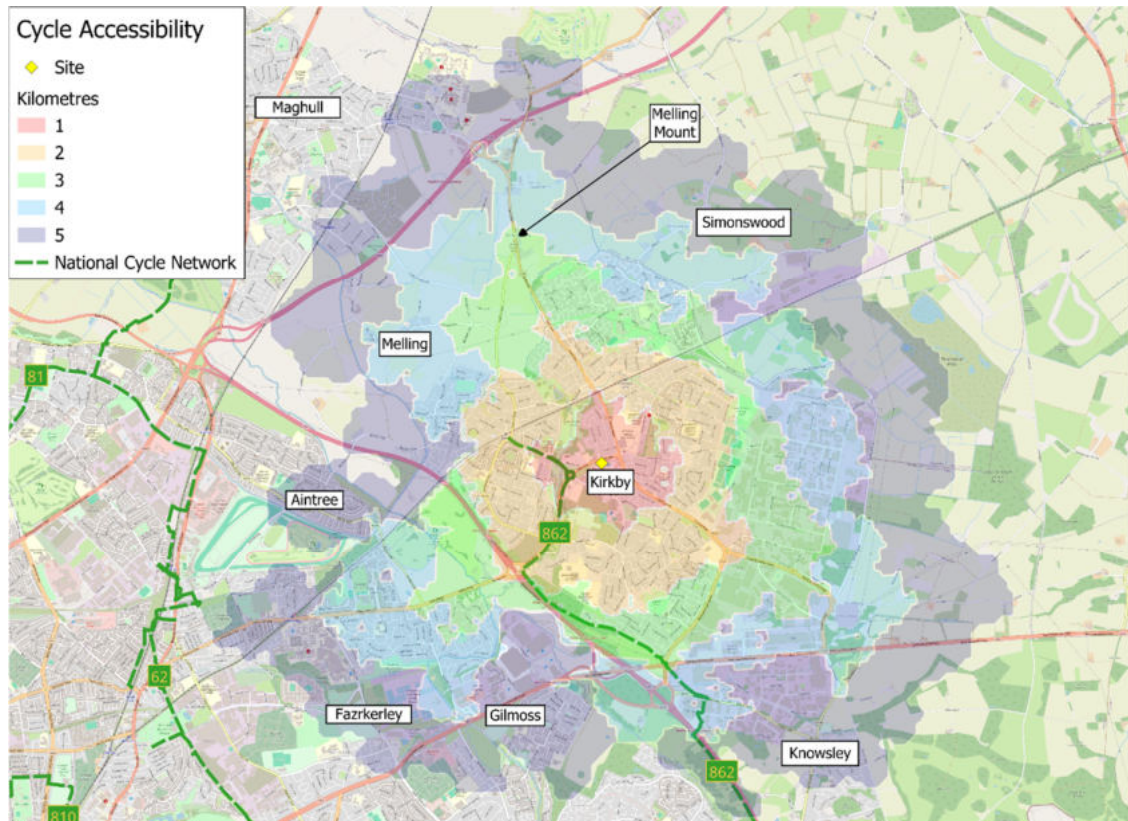
Service	Detail	Distance
Bus Stop	Hall Lane adj Millbrook Drive	90m
Dentist	mydentist, Telegraph Way	100m
Bus Stop	County Road	150m
Supermarket	Morrisons	150m
Primary School	Kirkby C Of E Primary School	170m
ATM	Morrison's ATM	180m
Convenience Store	B&M	220m
GP	St Chad's Health Centre	240m
Pharmacy	Rowlands Pharmacy Market Square	250m
Post Office	Kirkby Post Office	400m
Secondary School & 6 th Form	All Saints Catholic High School	550m
Railway Station	Kirkby Merseyrail	1.0km
Nursery	Tiger Tots Nursery	1.2km
Railway Station	Headbolt Merseyrail	

- 4.5 **Table 4.1** demonstrates that the site is in close proximity to a number of public transport facilities and local amenities that may promote pass-by / linked trips.
- 4.6 The surrounding area benefits from a very good existing level of pedestrian infrastructure, mainly due to the proximity of the Kirkby Retail Park, which is very accessible on-foot as there are a number of pedestrian crossing points along the A506 (Hall Lane) and the A5208 (County Road) which connect the retail park to the surrounding residential areas. The nearest signalised crossing point is 140m walking distance from the site entrance along Hall Lane. This will provide staff and customers safe crossing opportunities from residential areas to the north of the site.

Access on Cycle

- 4.7 Transport policy identifies that cycling represents a realistic and healthy option when compared to the private car, for journeys up to 5km as a whole journey, or as part of a longer journey by public transport.
- 4.8 The cycle accessibility plan in **Figure 4.2** shows a 5km cycling catchment area from the site.

Figure 4.2 Cycle Accessibility within 5km



Source: TRACC

- 4.9 National Cycle Route (NCR) 862 can be accessed in an approximate 1-minute cycle via Hall Lane. This dedicated cycle route connects Stockbridge Village and Knowsley to Kirkby Town Centre encouraging customers and staff to cycle, decreasing short term car trips and congestion through Kirkby and the surrounding areas.
- 4.10 Local Cycle Routes are also accessible from the site. Although they are unnamed there are numerous signed, traffic free and shared use routes available for cyclists to safely and efficiently access the site from across Kirkby. These routes are shown on the active travel plan on **Figure 4.3** below.

Figure 4.3: Local Active Travel Plan



Source: Merseytravel

- 4.11 In addition to this, there is cycle access from the site to Kirkby Railway Station and Headbolt Lane Railway Stations, which are an approximate 5-minute and 6-minute cycle respectively. With Merseyrail and Northern Rail services departing from these stations, this access supports multi-modal trips, and also connects to Liverpool and routes towards Wigan and Manchester to the east, further encouraging cycle journeys as part of the commute to work.
- 4.12 Cycle parking infrastructure currently exists on the retail park in the form of bike racks. The existing cycle racks/parking are set to be moved to the side of the store in between the retail car park/ telegraph way as the existing infrastructure would be obstructing the proposed store entrance. The cycle parking will be located in front of the glazed end to the store, this will provide natural surveillance from the street, retail park and car park externally, and from customers at the packing shelf internally.
- 4.13 The existing cycle infrastructure combined with the cycle parking provision and topography of the area will ensure that employees and customers will easily be able to access the proposed development by bike.

Public transport

Bus

- 4.14 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.15 The nearest accessible bus stop to the site is 'Hall Lane adjacent to Millbrook Drive' located on Hall Lane. The kerbside bus stop is within 90m walking distance from the site and consists of a pole-and-flag configuration displaying necessary timetable information accompanied by a paved awaiting area. This stop is serviced by the 3, 3A, 14, 14A, 20, 20X, 217, 217A and 835 bus services..
- 4.16 Additionally, the 'Hall Lane adjacent to County Road, Kirkby' bus stop, is located 140m from the site, and additionally offers the 14C, 722, and 732 services (as well as the 14A, 20, 217, 217A, and the 835 services). This is another kerbside stop on the opposite side of Hall Lane (A506) and consists of clear road markings besides a sheltered seating area. Other bus stops along Hall Lane are also within 400m walking distance of the site, offering the same services.
- 4.17 Kirkby Bus Station (5 stands) is also located in close proximity to the site (~290m walking distance) and offers an even greater volume of services. In addition to the services offered by stops along Hall Lane, Kirkby Bus Station is also served by the 19, 21, 97, 97A, 133, 289, 297, 319, 725, 739 bus services.
- 4.18 The frequency of the different bus services available from these stops is outlined in **Table 4.2**.

Table 4.2: Bus services within 400m of the site

'Hall Lane adj Millbrook Drive, Kirkby'							
No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-End	Average Freq.
14	Tower Hill - Liverpool	-	-	05:10-6:10	30 mins	-	-
14A	Tower Hill - Liverpool	-	-	06:42	1 service	-	-
20	Tower Hill - Liverpool	05:23-23:53	15 mins	05:28-23:51	20 mins	06:24-22:37	30 mins
20X	Liverpool-Knowsley Industrial Park	05:38	1 service	-	-	-	-
217	Halewood – Tower Hill	05:54-23:41	30 mins	-	-	-	-
217	Halewood - Westvale	-	-	07:05-23:41	30 mins	-	-
217	Halewood - Kirkby	-	-	-	-	07:36-23:41	120 mins

217A	Halewood - Kirkby	22:32, 00:42	2 services	22:32, 00:42	2 services	08:37-22:32	120 mins
3	Huyton Quarry - Halewood	06:13	1 service	-	-	-	-
3A	Huyton Quarry - Speke	05:40	1 service	06:52	1 service	-	-
835	Northwood - Seaforth	06:54	1 service	-	-	-	-
'Hall Lane adj County Road, Kirkby'							
14A	Tower Hill - Liverpool	06:49-07:29	40 mins	-	-	08:58-17:53	30 mins
14C	Tower Hill- Liverpool	07:07	1 service	-	-	-	-
20	Tower Hill- Liverpool	05:23-23:53	20 mins	05:28-23:51	20 mins	06:24-22:37	30 mins
217	Halewood - Tower Hill	05:54-23:41	30 mins	-	-	-	-
217	Halewood - Westvale	-	-	07:05-23:41	30 mins	-	-
217	Halewood - Kirkby	-	-	-	-	07:36-23:41	120 mins
217A	Halewood - Kirkby	22:32, 00:42	2 services	22:32, 00:42	2 services	08:37-22:32	120 mins
722	Melling Mount - Kennessee Green	07:58	1 service	-	-	-	-
732	Kennessee Green - Westvale	16:03	1 service	-	-	-	-
835	Northwood - Seaforth	06:54	1 service	-	-	-	-
'Kirkby Bus Station (Stands 1-5)'							
Stand 1							
133	Knowsley Industrial Park - Waterloo	06:59-19:06	60 mins	07:51-19:06	60 mins	-	-
217	Halewood - Westvale	-	-	07:08	1 service	-	-
289	Kirkby – St Helens	-	-	08:26-17:26	60 mins	-	-
297	St Helens - Kirkby	09:57-17:02	120 mins	-	-	-	-
722	Maghull – Tower Hill	15:39, 15:40	2 services	-	-	-	-
722	Melling Mount – Kennessee Green	08:00	1 service	-	-	-	-
725	Maghull - Melling	15:52	1 Service	-	-	-	-
732	Kennessee Green - Westvale	16:05	1 Service	-	-	-	-
739	Maghull - Melling	15:54	1 Service	-	-	-	-

739	Melling Mount - Maghull	08:17	1 Service	-	-	-	-
Stand 2							
21	Northwood - Liverpool	05:02-23:38	15*- 30 mins	05:01-23:38	20 mins	06:14-22:09	30 mins
217	Halewood - Westvale	05:56-23:43	30 mins	07:43-23:43	30 mins	07:38-23:43	120mins
217	Tower Hill - Huyton	06:22-22:40	30 mins	06:27-22:40	30 mins	-	-
217A	Kirkby - Halewood	21:40	1 service	21:40	1 service	06:40-21:40	120 mins
3	Huyton Quarry - Halewood	06:11	1 service	-	-	-	-
319	Skelmersdale - Kirkby	06:10-23:32	40 mins	06:40-23:32	30 mins	08:32-22:32	60 mins
319	Skelmersdale - Kirkby	06:35-23:04	30 mins	06:38-23:04	30 mins	08:04-23:04	60 mins
3A	Huyton Quarry - Speke	05:38	1 service	06:50	1 service	-	-
Stand 3							
133	Waterloo – Knowsley Industrial Park	07:31-18:52	60 mins	09:10-18:52	60 mins	-	-
14	Tower Hill - Liverpool	05:08-6:08	30 mins	-	-	-	-
14	Liverpool - Kirkby	-	-	06:12	1 service	-	-
14A	Tower Hill - Liverpool	06:54-22:30	40 mins	07:54-22:31	30 mins	09:01-17:56	30 mins
14C	Tower Hill - Liverpool	07:15	1 service	-	-	-	-
17A	Liverpool - Knowsley Industrial Park	06:55-22:40(arr)/00:10(dep)	60 mins	06:22-22:40(arr)/00:10(dep)	60 mins	06:39-00:06	60 mins
19	Knowsley Industrial Park - Liverpool	08:18-22:09	15 mins	05:05-22:09	15 mins	06:20-22:05	20 mins
19	Liverpool-Gilmoor	06:14-23:49	15 mins	06:20-23:49	15 mins	07:58-23:46	20 mins
297	Prescot - Kirkby	07:58	1 service	-	-	-	-
97	Westvale - Westvale	09:24-15:24	30 mins	07:48-17:36	30 mins	-	-
97A	Westvale - Westvale	06:33-18:05	30 mins	-	-	-	-
Stand 4							
14	Liverpool - Kirkby	-	-	06:12	1 service	-	-
14A	Liverpool - Tower Hill	08:16-23:22	40 mins	-	-	-	-
20	Liverpool – Tower Hill	05:03-00:01arr/23:32dep	15 mins	06:39-00:02arr/23:32dep	20 mins	06:03-00:17	30 mins
Stand 5							

17A	Knowsley Industrial Park - Liverpool	04:56-23:20	60 mins	05:13-23:20	60 mins	05:54-23:20	60 mins
20	Tower Hill - Liverpool	05:25-23:55(arr)/23:25(dep)	15 mins	05:30-23:53arr/23:25 dep	20 mins	06:27-22:39	30 mins
21	Northwood - Liverpool	05:02-23:38	20 mins	05:00-23:38	20 mins	06:10-22:09	30 mins
720	Maghull - Fazakerley	17:18	1 service	-	-	-	-
97	Westvale - Westvale	09:41-17:36	30 mins	-	-	-	-

Source: Traveline

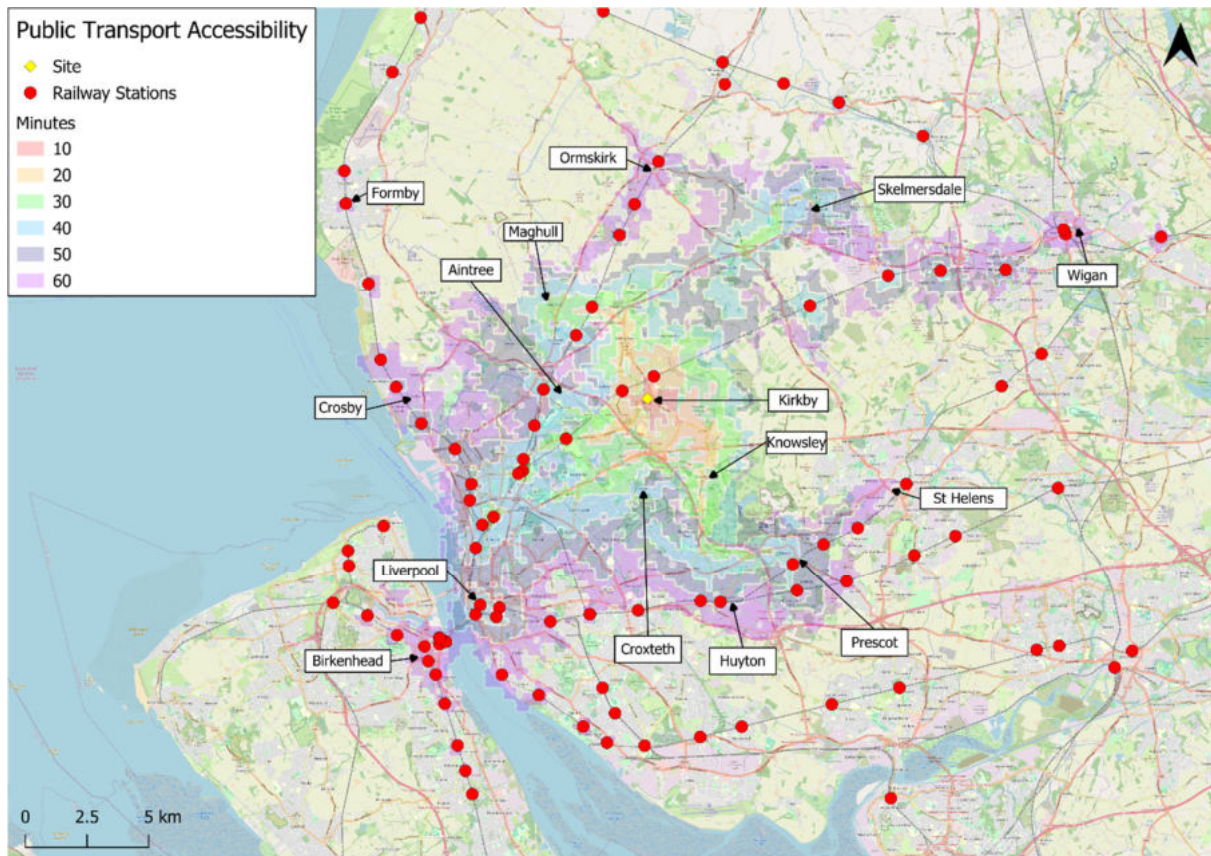
*Peak Times

- 4.19 The above table demonstrates that prospective employees and shoppers at the site will have access to numerous bus services which provide access to and from the site during the majority of shopping hours, including peak times, seven days a week. They also provide access to a range of further destinations.

Rail

- 4.20 Kirkby and Headbolt Lane Railway Stations are the nearest stations to the site and are both located within relatively close proximity (5-6-minute cycle).
- 4.21 Kirkby Railway Station has a manned ticket office window with full-time staffing as well as accessible ticket vending machines. There is also step-free access via ramp to all platforms with accessible shelters and seating areas available. The station offers two free car parks operated by Merseyrail and Merseytravel, one of which an overflow car park. Together they provide a total of 218 parking spaces with 2 designated accessible spaces. The station also provides a secure, sheltered bicycle storage with stands and racks accommodating up to 80 bicycles, monitored by CCTV.
- 4.22 The station is served by direct Merseyrail Northern Line trains westbound to Liverpool Central, the line's terminus, with onward connections available via other Merseyrail services. Eastbound Merseyrail Northern Line services departing from Kirkby Railway Station stop at the following station of Headbolt Lane where Merseyrail services terminate.
- 4.23 Headbolt Lane Railway Station is a newly built station and is an interchange between Merseyrail Northern Lines services to Liverpool Central to the west and Northern Rail services eastward to Blackburn (terminus) via Wigan, Salford, Manchester, Rochdale, and Burnley.
- 4.24 This station has a ticket office window with full-time staff available for assistance and has step-free access with passenger assistance and ramps available for train access. The station provides a car park operated by Merseyrail with a capacity of 125 spaces with designated disabled spaces available. A secure, sheltered bicycle storage with stands and racks accommodating up to 80 bicycles, monitored by CCTV is also available for use.
- 4.25 **Figure 4.3** below illustrates the distance that can be travelled within 60 minutes by public transport to and from the site.

Figure 4.4 Public Transport Accessibility Within 60 Minutes



Source: TRACC

- 4.26 Each isochrone includes the walk to the bus stops/rail stations and the results demonstrate that Kirkby and areas in Liverpool north of Wavertree including the city centre, Fazarkley, West Derby, and Anfield, etc are within an acceptable 60-minute public transport commute. Furthermore, the nearby towns and villages of wider Merseyside and Lancashire such as Knowsley, Ormskirk, Birkenhead, St Helens, and Wigan, among others are all also within a 60-minute public transport commute.

Summary

- 4.27 Having regard to the above, it is considered that the site is easily accessible by all of the main non-car modes of transport. Access to the site by foot and cycle is of an excellent standard, and a variety of bus connections are also available within close proximity, thereby enabling access to the site from a range of local destinations.

5.1 The proposals for the application site include the construction of a discount food retail unit (Use Class E) with a total retail floor area (RFA) of 1,516sqm and a gross internal area (GIA) of 2,235sqm. The application also includes a non-food retail unit with an RFA of 473m2.

5.2 The proposed site layout plan is shown below and is attached to scale in [Appendix 1](#).

[illegible]

- Lidl GB Limited
Proposed Lidl Food Store, Kirkby Retail Park, Transport Assessment
250469-TA (1.0)

- 5.7 There is an existing zebra crossing within the car park which will provide safe access to and from the store entrance for pedestrians.
- 5.8 A service yard will be provided to the rear of the store to accommodate delivery vehicles up to the size of a maximum legal articulated HGV. The neighbouring unit will also be able to be serviced by an HGV at the same time.
- 5.9 There are four existing Sheffield stands located to the immediate west of the store. These spaces will be condensed further up away from the entrance with additional stands proposed to provide a total of 10 stands. A further 10 Sheffield stands, are proposed under the store canopy for shelter and in front of the glazed elevation of the store. This provides a total of 40 cycle parking spaces, which will be shared with the adjacent retail unit. They are overlooked by customers at the packing shelf and are therefore under constant surveillance for maximum security. Secure staff cycle parking is also provided for employees within the warehouse.
- 5.10 A total of 3 motorcycle spaces are located to the west of the parent & child spaces.

6 ACCESS STRATEGY

- 6.1 The proposed Lidl will utilise the existing signalised junction into the retail park from the A5208 County Road / Irlam Drive. The junction currently operates with one entry lane for inbound vehicles and two exit lanes for outbound vehicles. There will be no internal modifications to the circulation within the car park, and no changes to the wider layout beyond the area immediately in front of the proposed Lidl unit.
- 6.2 Internal layout changes for the car park are proposed in line with the development of the Lidl store.
- 6.3 The approach taken with regard to the access strategy for the site follows the hierarchy enshrined within both national and local transport policy. As a result the scheme has been developed as follows:-
 - a) First, priority has been afforded to pedestrian and cycle movements, both within the scheme and within neighbouring areas. Footway connections will continue into the Lidl site and up to the store entrance via defined, segregated routes with zebra crossings of the car park aisles.
 - b) The needs of people with disabilities and reduced mobility in relation to all modes of transport are considered in full. Those arriving on foot or by wheelchair or mobility scooter will enjoy a local environment with gradients no greater than 1:21 and wide footways will fully cater for the ability to pass other vulnerable road users. Internally, Lidl's estate is designed with no gradient steeper than 1:50. Blue badge holders arriving by car will be able to park their vehicle adjacent to the store entrance and the area covered by the canopy.
 - c) Lidl's estate is designed from the outset to be safe, secure and attractive. Due to the nature of Lidl's operation, there will be constant movement of pedestrians, cyclists and vehicles in and out of and within the site. Lidl have a duty under the Health & Safety at Work Act to ensure that all visitors and employees can access, egress and makes use of the site safely and their UK estate is limited to 10mph for all vehicle movements. Car park aisles and bay sizes are materially wider than the UK average and this creates a safe and commodious environment for all users. The provision of sufficient car parking prevents unnecessary congestion from cars circulating in search of a space or waiting in the aisle for spaces to become available.
 - d) Lidl allow for the efficient delivery of goods via the customer car park, and this is a strategy that has been routinely adopted for the vast majority of their UK estate. Since the estate has been designed to be easily accessible by a maximum legal articulated vehicle, it follows that access by other service and emergency vehicles is also afforded in full.
 - e) The site has been designed to enable the charging of plug-in and other ultra-low emission vehicles in a safe, accessible and convenient location.

7 DELIVERY, SERVICING & WASTE MANAGEMENT PLAN

Servicing and Deliveries

- 7.1 Servicing for the new food store will conform to the typical Lidl model. Deliveries to the store will be made by 16.5m articulated lorry via the access into the service yard off Telegraph Way. Drawings provided at **Appendix 5** illustrate the swept path analysis of a 16.5m long articulated lorry entering and leaving the service yard area from the dedicated access.
- 7.2 It is anticipated that there will be two dedicated deliveries per average day and up to three deliveries during seasonal peak periods, such as Easter and Christmas. Recycling and waste will be taken away by the delivery vehicles, reducing the number of vehicles visiting the store per day.

Waste Management

- 7.3 Waste is stored within the building close to the servicing bay, to enable easy collection by vehicles servicing the site. There is no external storage of either stock or waste.
- 7.4 Lidl operates a policy of reloading empty delivery HGVs with store waste to return to the depot for recycling. This reduces the number of on-site vehicle movements required. Empty pallets and TKT boxes along with waste and recycling are returned to the warehouse on the same HGV.
- 7.5 Lidl are committed to developing innovative ways to effectively manage waste streams to ensure that packaging requirements are reduced, more is recycled and surplus food is redistributed to charity.
- 7.6 Lidl boast an award-winning recycling and waste management programme. In-store and warehouse waste management concepts are integral to Lidl's Zero Waste Commitment. Through the commitment of Lidl's logistics and procurement teams and all store and warehouse employees, Lidl achieved Zero Waste to Landfill and are working hard to maintain this. Much of Lidl's waste is cardboard, which is reused for paper and packaging. Segregation is key to the programme's success by increasing Lidl's recycling streams and reducing their environmental impact.

In Store Recycling

- 7.7 Plastic packaging serves important functions – such as containing product, protecting goods in transport, preserving the product and extending its shelf life and communicating product information to customers.
- 7.8 However, Lidl are very aware of the need to reduce the use of plastics in products' packaging and replacing them with more sustainable alternatives. Lidl are also working on increasing the recyclability of the materials. For this reason, Lidl have made ambitious packaging commitments to support the circular economy.

- 7.9 While Lidl continue to reduce and improve their plastic packaging, Lidl want to support their customers by reducing the amount of packaging they take home.

8 CAR PARKING

- 8.1 Knowsley Metropolitan Borough Council's parking standards for A1 Food Retail are set out below.

Town Centre (Maximum)

- 1 space per 16sqm

Disabled – Up to 200 bays (Minimum)

- 3 bays or 6% of total capacity whichever is greater

Bicycles (Minimum)

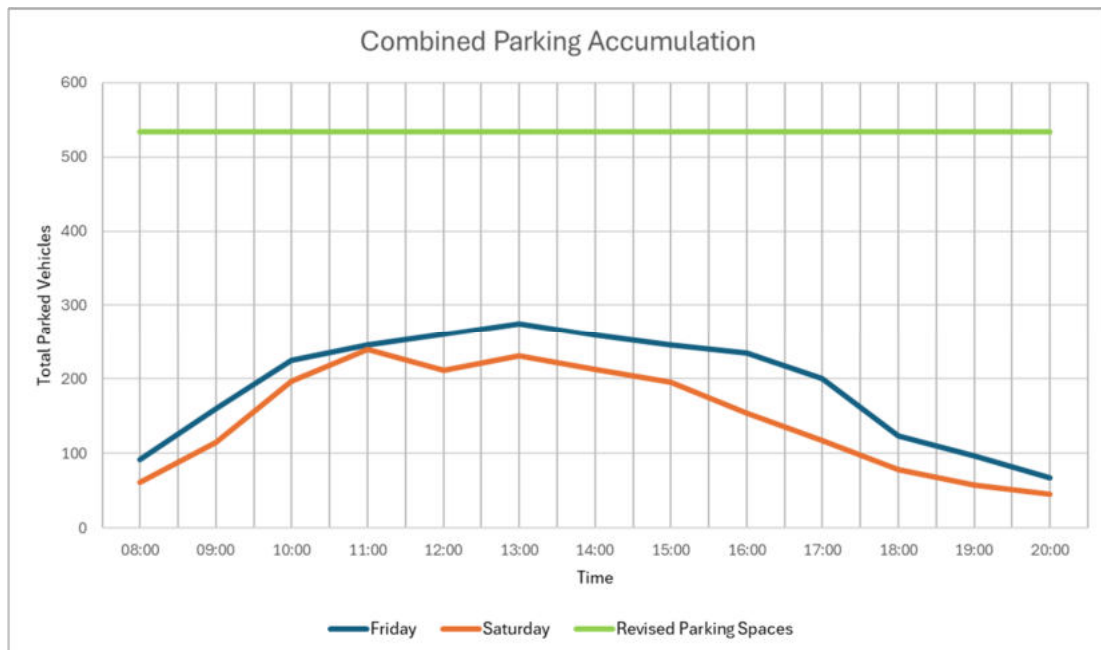
- 1 space per 140sqm (minimum of 2 spaces)

Motorcycles (Minimum)

- 1 space per 350sqm (minimum of 2 spaces)

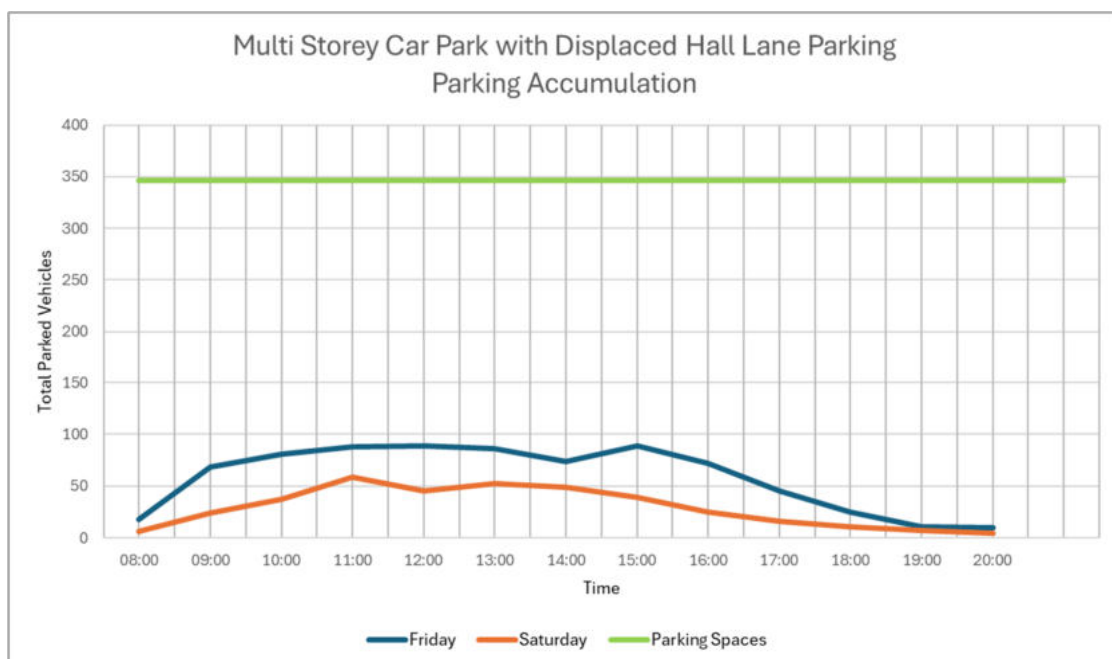
- 8.2 The standards state that all standards are based on GFA unless specified otherwise. Based on the GIA of the proposals, the strict application of KMBC's parking standards would result in the need for a maximum of 140 spaces. However, the needs of a discounter and a traditional open Class E food retailer are very different. The average length of stay of a Lidl customer is only 30 minutes due to the vastly reduced number of product lines over those of other food retailers.
- 8.3 To assess the suitability of the proposed parking provision in relation to the proposed development, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the new development. Details on the trip rates and the estimated generated traffic are presented in the following chapter.
- 8.4 A parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the proposed Lidl, combined with the parking beats undertaken in July and August 2025 across the multi storey car park, the Hall Lane car park, and the western half of the retail park car park. This has been compared against the revised number of parking spaces which comprises the existing number of spaces at the multi storey car park, the removal of 102 parking spaces at the Hall Lane car park, and the reconfiguration of the parking spaces immediately in front of the store.
- 8.5 Assessments have been carried out for both a Friday and a Saturday and the results are shown in **Figure 8.3** below.

Figure 8.3: Combined parking accumulation, Friday and Saturday



- 8.6 The figure above demonstrates that the proposed car parking arrangements can adequately accommodate both the existing and proposed car parking demand with the reconfiguration of the western side of the retail park car park and the multi storey car park.
- 8.7 A parking accumulation exercise has been carried out for the multi storey car park with the addition of the displaced Hall Lane parking. The results for the multi storey car park are shown in **Figure 8.4** below.

Figure 8.4: Multi Storey Car Park with Displaced Hall Lane Parking



- 8.8 The figure above demonstrates that there is plenty of spare capacity within the multi storey car park to accommodate the displaced parking from the Hall Lane car park.
- 8.9 A further parking accumulation exercise has been carried out for the retail park car park with the addition of the proposed Lidl trip generation (new and pass-by trips). The reconfiguration of the car parking immediately in front of the proposed Lidl will result in a revised total number of 188 parking spaces within the western half of the retail park car park. The results are shown in **Figure 8.5** below.

Figure 8.5: Retail Park Car Park with Proposed Lidl Parking Accumulation



- 8.10 With the addition of the forecast Lidl trip generation, **Figure 8.5** shows that in the western half of the retail park car park, capacity is exceeded by one space at 13:00 on the Friday. The parking demand for the retail park will naturally be spread across the whole retail park car park and not just on the western side. The location of the multi-storey car park close to the Lidl access means that people who are already in the town for other purposes can shop at Lidl and return to the multi-storey car park as an alternative to the retail park car park. The multi-storey car park has significant spare capacity as demonstrated previously in **Figure 8.3** and **Figure 8.4**, which highlights that there is sufficient spare capacity.
- 8.11 Notwithstanding this, the assessment of trip generation is extremely robust as there are likely to be significantly more than 20% of trips linked to other uses on the retail park. The trip types and predicted breakdown is set out further in the chapter below.

Cycle parking

- 8.12 A total of 20 Sheffield stands (i.e., 40 cycle parking spaces) will be provided near the entrance, and will be shared with the adjacent retail unit. This provision of cycle spaces is within the cycle parking standard of '1 space per 140sqm' which would require 16 spaces. Given the short-term nature of the majority of Lidl trips (circa 30 minutes average dwell time per customer), it is only staff who will require long-stay cycle parking provision.

This is adequately provided for with staff being permitted to park their bikes within the warehouse area of the food store for additional security and to free up cycle parking spaces for customers.

9 DEVELOPMENT RELATED TRANSPORT MOVEMENTS

Introduction

- 9.1 This chapter provides an estimation of the likely trip-generating potential of the proposed development during the weekday AM and PM and Saturday peak hours.

Proposed Food Store Trip Generation

- 9.2 In order to determine the proposed development flows, trip rates based on other existing Lidl stores within the TRICS database with a similar RFA have been used. Only stores surveyed after July 2016 have been included. The average trip rate was calculated from the TRICS outputs for a weekday and Saturday. The TRICS reports are provided at [Appendix 6](#).
- 9.3 **Table 9.1** below provides the peak hour multi-modal trip rates for these stores for the weekday AM and PM and Saturday midday peak periods.

Table 9.1 – Weekday AM and PM and Saturday Peak Hour Multi-Modal Trip Rates

Mode	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Saturday Peak (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	4.601	3.074	7.153	7.712	9.406	10.334
Cyclists	0.12	0.08	0.159	0.195	0.156	0.151
Pedestrians	1.336	1.144	2.133	2.061	2.962	2.711
Public Transport	0.335	0.144	0.255	0.351	0.436	0.386

- 9.4 **Table 9.2** below shows the estimated trip generation associated with the proposed discount food store calculated for an RFA of 1,516m².

Table 9.2 – Weekday AM and PM and Saturday Peak Hour Multi-Modal Trip Generation (per 100m2 RFA)

Mode	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Saturday Peak (12:00 – 13:00)	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Vehicles	70	47	108	117	143	157
Cyclists	2	1	2	3	2	2
Pedestrians	20	17	31	31	45	41
Public Transport	5	2	4	5	7	6

- 9.5 The non-food retail unit will not generate any new trips and is assumed to attract only linked trips, as customers already visiting the proposed Lidl or other units within the retail park or town centre will also stop at the non-food retail store. Therefore, the adjacent non-food retail unit will have a negligible impact on the operation of the surrounding highway network.

Trip Types

- 9.6 The latest research on trip types is set out within the TRICS Research Report 14/1 and supersedes TRICS Research Report 95/2. This has shown that the vast majority of trips associated with new food retail developments are not 'new' but are a 'secondary' trip as part of an existing journey. The secondary trips can be split into two types; 'linked' to other shops and 'pass-by' where trips are already on the main road past the site.
- 9.7 The research does not specifically mention trips 'diverted' from other stores (although this may come under the linked umbrella) or 'transferred' from another store (using the new store instead of an existing food store). The research relating to linked trips do not differentiate between trips to other stores on the same site or trips to other stores off-site.
- 9.8 From established research, typical proportions of trip types are summarised in **Table 9.3**.

Table 9.3 Typical Trip Type Proportions

Research Source	Range of Each Trip Type (%)	
	Linked	Pass-By
Somerfield 1996	46%	
Benison et al 2000 for Tesco	40%	
Tesco 2001	49%	
Harrison et al 2012	57-67%	
Ghezani et al 2012		72%
Wrigley 2006	60%	
Alsop Verrill	20%	
MacIver 1999		15-35%

- 9.9 The general consensus from the research is that those stores located in Town Centres or on commuter routes will experience higher levels of pass-by and linked trips. Stores with floor areas of less than 4000m² GFA are more likely to act as a convenience store and a convenience store is likely to experience much higher rates of pass-by traffic.
- 9.10 In light of this research and given the scale of the study area, the following trip type assumptions have been made:
- New (primary) trips – It has been assumed that circa 50% of trips will be new to the local highway network in this location.
 - Pass-by/diverted- these are trips already on the network as part of a primary trip. A proportion of 30% has been assumed for this purpose.
 - Linked trips – These are trips that are already on the retail park. A proportion of 20% has been assumed for this purpose.

Vehicle Impact

- 9.11 **Table 9.4** below provides the proposed forecast split of Lidl traffic flows.

Table 9.4 – Proposed Lidl Trip Generation

Peak Period	New Trips (50%)		Linked Trips (20%)		Pass-by/diverted Trips (30%)		Total Trips	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
AM Peak (08:00 – 09:00)	35	23	14	9	21	14	70	47
PM Peak (17:00 – 18:00)	54	58	21	23	32	35	108	117
Saturday Peak (12:00 – 13:00)	71	78	29	31	42	47	143	157

- 9.12 Capacity assessments were carried out at the County Road/Irlam Drive junction for the previously submitted TA, with the results shown below.

Table 9.5 – Traffic flows for retail park application 2024 assessment (ref: 17/00559/FUL)

	PM Peak	Weekend peak
County Road North	749	811
Irlam Drive	547	786
County Road South	816	564
Total inflow	2,112	2,161

- 9.13 The background 2025 traffic has been factored up to 2028 using Temprow factor and the predicted traffic (new trips plus pass-by/diverted trips distributed across the network) have been calculated and shown below.

Table 9.6 – Base 2028 plus Lidl traffic

	PM Peak	Weekend peak
County Road North	721	759
Irlam Drive	592	649
County Road South	771	493
Total inflow	2,084	1,901

9.14 The net change in traffic flows at the junction of Irlam Drive/County Road are as follows:

Table 9.7 – Net change in flows

	PM Peak	Weekend peak
County Road North	-28	-52
Irlam Drive	45	-137
County Road South	-45	-71
Total inflow	-28	-260

9.15 It is clear that the traffic predicted and tested for the 2024 future year was higher than the updated base flows factored up to 2028 and added to the Lidl flows. The flows are significantly lower on a Saturday peak than previously predicted and tested. There is therefore no further requirement for capacity assessments and the junction will operate within capacity.

9.16 The effect of the additional traffic associated with the proposed Lidl food store is therefore de minimis, and the above demonstrates that this additional traffic can be satisfactorily accommodated on the local highway network.

10 SUMMARY AND CONCLUSIONS

- 10.1 This Transport Assessment has been prepared on behalf of Lidl Great Britain Limited and it provides Lidl GB's vision-led approach to the development of a new discount food store at land located on Kirkby Retail Park, with regard to accessibility, sustainability and the safe and efficient movement of all users within the study area. It reviews the transport and highway impacts related to the proposed development, at the site access and within the local adopted highway network.
- 10.2 The proposals for the application site include the construction of a discount food retail unit (Use Class E) with a total retail floor area (RFA) of approximately 1,516sqm and a gross internal area (GIA) of 2,235sqm.
- 10.3 Following the review of the accessibility options by different modes of transport, it is considered that the site has good levels of accessibility. Access to the site on foot and by cycle is of a good standard, there are multiple bus stops nearby providing access to a range of local destinations. Moreover, the site is also well connected to the adjacent highway network allowing it to maximise the custom it attracts from existing pass-by traffic.
- 10.4 Servicing for the new food store will conform to the typical Lidl model, with a service yard provided to the rear of the store accessed from Telegraph Way. The store will be serviced up to two times a day on average (three at Christmas and Easter) by a maximum legal articulated HGV. Swept path analysis drawings provided demonstrate that a 16.5m articulated HGV can safely enter and exit the car park in forward gear and prove that the store can be serviced while fully operational.
- 10.5 A total of 30 existing bays will be reconfigured. Of these, nine will be designated to parent and child standard, six will be DDA compliant, and three will be for motorcycle parking. The parent & child and accessible spaces will be clearly marked and positioned close to the store entrance and trolley bays for customers' convenience. An additional two spaces will be created as a result of the removal of a shared trolley bay. The net change in parking bays is a reduction of 10 spaces.
- 10.6 The existing capacity of the retail park has been considered in combination with the likely trip generation of the new Lidl store. The level of car parking has been found to be more than sufficient to meet the operational needs of Lidl and existing retail units with sufficient spare capacity to accommodate traffic throughout the year. The assessments have found that there is significant spare capacity within the multi-storey car park to accommodate displaced parking from the Hall Lane Car Park.
- 10.7 The previously tested traffic flows from 2024 have been compared to the existing traffic factored up to a base year with additional Lidl traffic. This shows a slight reduction in flows in the weekday peak and a significant reduction in flows in the evening peak. As a result no capacity testing of the junction is required.

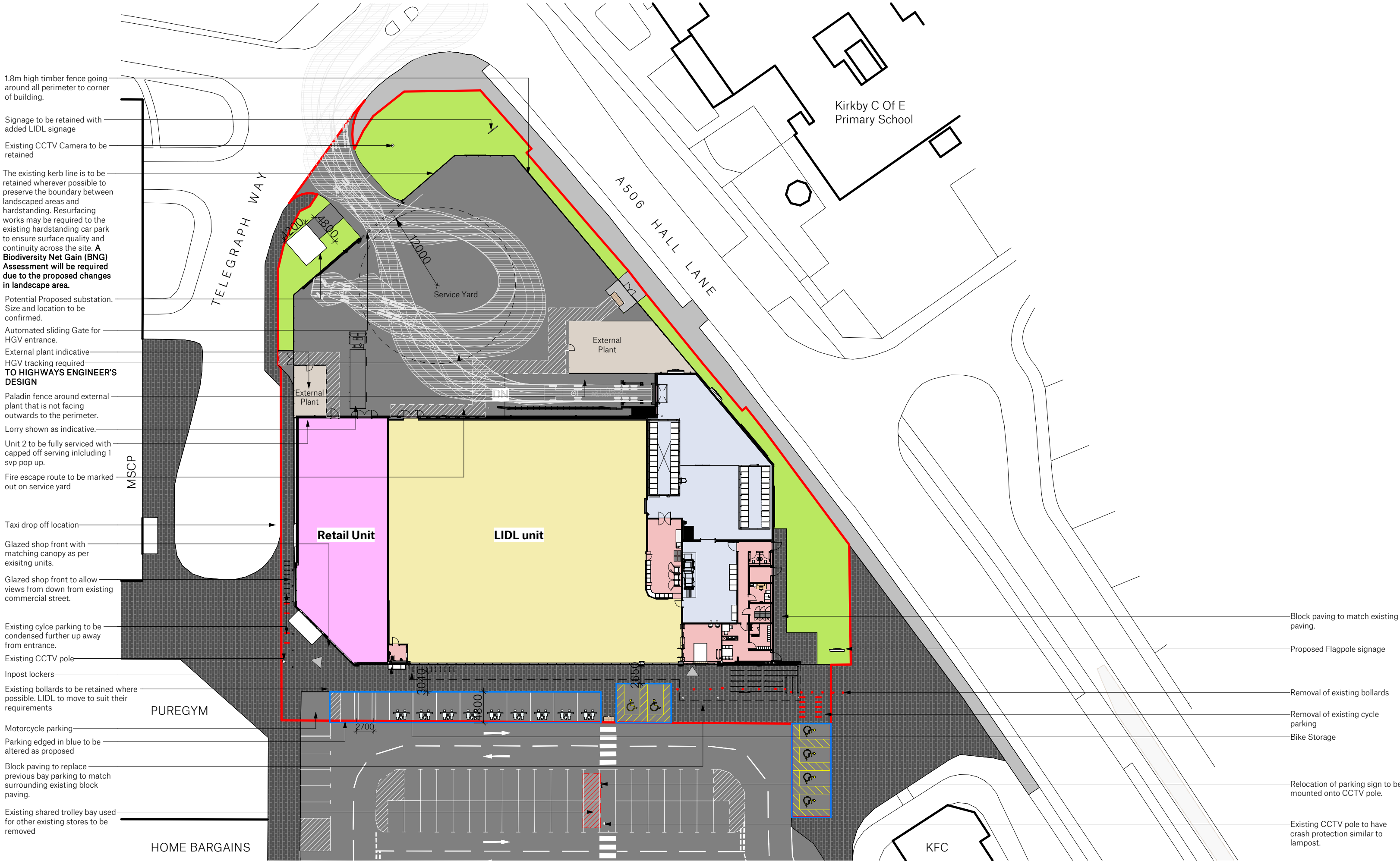
Conclusion

- 10.8 With all of the above in mind, it is concluded that the proposed development meets local and national transport policy objectives in terms of accessibility, sustainability and

highway safety. There is no evidence of any severe impact to the interests of the free flow of traffic or of any unacceptable impact to highway safety resulting from the proposals. Therefore, the proposals are not in contravention of paragraph 116 of the NPPF. We therefore consider there to be no highways-related reasons which could preclude the granting of planning permission.

S|C|P

APPENDIX 1



OVERALL		
SITE AREA (Approx.):		6380 m²
BUILDING AREAS - LIDL		
Ancillary Area		224 m²
Sales Area		1516 m²
Warehouse Area		495 m²
GROSS INTERNAL AREA (TOTAL)		2235 m²
Retail Unit		473m2
Tarmac (Vehicles)	Tarmac (Pedestrians) to be retained where possible	
Paving to match existing	Concrete cast in-situ	
Soft	Tactile	

Store Specification

Bespoke

Drawing Purpose

PLANNING

This drawing has been prepared for the sole purpose of forming part of a planning application, and should not be used for any other purpose.

SPACE

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Project Lidl Kirkby				
Drawing Title Proposed Site Plan				
Project No. 08984	Drawing No. XX-XX-D-A-91001	Status S3	Rev. P26	Scale at A2 1:500
File Reference: 08984-SPACE-XX-XX-D-A-91001-S3-P26				

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APPENDIX 2

Time Beginning	Kirkby Retail Park - Thursday 3rd July 2025		
	Number of Occupied Spaces		
	Zone		Total
	Legal	Illegal	
0800	27	0	27
0830	43	0	43
0900	72	0	72
0930	81	0	81
1000	102	0	102
1030	101	0	101
1100	107	0	107
1130	100	0	100
1200	102	0	102
1230	95	0	95
1300	92	0	92
1330	71	0	71
1400	81	0	81
1430	95	0	95
1500	89	0	89
1530	70	1	71
1600	70	1	71
1630	67	1	68
1700	76	0	76
1730	59	0	59
1800	66	0	66
1830	69	0	69
1900	55	0	55
1930	52	0	52
2000	52	0	52

Time Beginning	Kirkby Retail Park - Friday 4th July 2025		
	Number of Occupied Spaces		
	Zone		Total
	Legal	Illegal	
0800	38	0	38
0830	45	0	45
0900	90	0	90
0930	82	0	82
1000	91	0	91
1030	92	1	93
1100	107	0	107
1130	132	0	132
1200	129	0	129
1230	131	0	131
1300	121	0	121
1330	125	0	125
1400	119	0	119
1430	114	0	114
1500	120	0	120
1530	105	0	105
1600	97	0	97
1630	86	0	86
1700	65	0	65
1730	60	0	60
1800	59	0	59
1830	55	0	55
1900	41	0	41
1930	58	0	58
2000	35	0	35

Time Beginning	Kirkby Retail Park - Saturday 5th July 2025		
	Number of Occupied Spaces		
	Zone		Total
	Legal	Illegal	
0800	18	0	18
0830	29	0	29
0900	60	0	60
0930	98	0	98
1000	84	0	84
1030	121	0	121
1100	117	0	117
1130	119	0	119
1200	134	0	134
1230	117	0	117
1300	99	0	99
1330	95	0	95
1400	115	0	115
1430	87	0	87
1500	93	0	93
1530	77	0	77
1600	72	0	72
1630	66	0	66
1700	57	0	57
1730	48	0	48
1800	38	0	38
1830	30	0	30
1900	25	0	25
1930	32	0	32
2000	29	0	29

Time Beginning	Kirkby Retail Park - Sunday 6th July 2025		
	Number of Occupied Spaces		
	Zone		Total
	Legal	Illegal	
0900	33	0	33
0930	29	0	29
1000	31	0	31
1030	47	0	47
1100	92	0	92
1130	108	0	108
1200	101	0	101
1230	97	0	97
1300	107	0	107
1330	97	0	97
1400	83	0	83
1430	88	0	88
1500	81	0	81
1530	69	0	69
1600	38	0	38
1630	25	0	25
1700	22	0	22
1730	15	0	15
1800	17	0	17

Time Beginning	Duration of Stay Matrix - Thursday 3rd July 2025 - Multi Storey Car Park																																				
	Duration Of Stay in Hours.Minutes																										Manual Counts										
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	Matched Plates	IN	OUT	Beat							
< 0800	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2	0	-							
0800	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	0	0	0		7	7	0	2							
0830	2	2	0	0	0	1	0	0	1	0	0	0	2	1	3	1	0	4	2	0	0	0	0	0			19	19	2	9							
0900	1	1	1	1	0	0	0	0	0	0	0	1	0	0	2	2	1	0	0	0	0	0	0				10	10	2	26							
0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0					1	1	4	34							
1000	0	1	1	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0						6	6	1	31							
1030	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0							4	4	2	36							
1100	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								5	5	3	38							
1130	2	1	1	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0									7	7	6	40							
1200	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0										7	7	6	41							
1230	3	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0										7	7	7	42							
1300	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0											4	4	6	42							
1330	5	2	1	1	0	0	0	0	0	0	0	0	0	0													9	9	7	40							
1400	1	4	0	0	1	0	0	0	0	0	0	0	0	0													6	6	6	42							
1430	2	2	0	1	0	0	0	0	0	0	0	0	0														5	5	9	42							
1500	7	1	1	0	0	0	0	0	0	0	0																9	9	11	38							
1530	0	2	0	0	1	0	0	0	0	0	0																3	3	9	36							
1600	3	1	0	0	0	0	0	0	0	0																	4	4	8	30							
1630	2	0	0	0	0	0	0	0	0																		2	2	9	26							
1700	0	0	0	0	0	0	0																				0	0	9	19							
1730	0	0	0	0	0	0																					0	0	9	10							
1800	0	0	0	0	0																						0	0	1	1							
1830	0	0	0	0																							0	0	0	0							
1900	0	0	0																								0	0	0	0							
1930	0	0																									0	0	0	0							
> 2000	0																																				
Total	33	23	14	10	4	1	0	0	3	1	1	1	3	1	5	4	5	4	3	1	0	0	0	0	0	0	117	117	117								
																																Beat @ 0800: 2			Beat @ 2000: 0		

Beat @ 0800: 2

Beat @ 2000: 0

% Accuracy =

100.00%

Time Beginning	Duration of Stay Matrix - Friday 4th July 2025 - Multi Storey Car Park																																							
	Duration Of Stay in Hours.Minutes																												Manual Counts											
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	Matched Plates	IN	OUT	Beat										
< 0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	4	4	0	-									
0800	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	4	4	2	4										
0830	3	0	0	0	0	0	1	1	1	0	1	2	1	3	0	0	0	3	1	0	0	0	0	0	0	0	17	17	2	6										
0900	1	2	0	0	0	0	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	8	8	1	21										
0930	0	3	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	5	2	28										
1000	0	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	3	31										
1030	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	2	35										
1100	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	36										
1130	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	36										
1200	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	4	36										
1230	3	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	5	36										
1300	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	12	37										
1330	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	5	32										
1400	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	8	31										
1430	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	5	28										
1500	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	10	27										
1530	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	3	20										
1600	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11	22										
1630	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	12										
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10										
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4										
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
> 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0									
Total	33	21	6	5	4	0	3	1	1	1	1	2	3	4	2	1	3	4	2	1	0	0	0	0	0	0	98	98	98											
																																	Beat @ 0800: 4				Beat @ 2000: 0			

% Accuracy = 100.00%

Time Beginning	Duration of Stay Matrix - Saturday 5th July 2025 - Multi Storey Car Park																														
	Duration Of Stay in Hours.Minutes																												Manual Counts		
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	Matched Plates	IN	OUT	Beat	
< 0800	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	-	
0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
0830	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	6	6	0	1	
0900	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	7	
0930	1	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	3	8	
1000	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	4	11	
1030	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	4	14	
1100	2	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	6	18	
1130	4	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	8	17	
1200	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	10	17	
1230	4	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9	4	14	
1300	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	7	19	
1330	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	7	17	
1400	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	7	14	
1430	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	7	13	
1500	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	6	13	
1530	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	8	
1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	
1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	
1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
> 2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	27	24	19	5	2	0	0	0	2	1	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	84	84	84	
Beat @ 0800: 1																															
0																															

Beat @ 0800: 1

0

% Accuracy = 100.00%

Time Beginning	Duration of Stay Matrix - Sunday 6th July 2025 - Multi Storey Car Park																										
	Duration Of Stay in Hours.Minutes																				Manual Counts						
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	09.30	Matched Plates	IN	OUT	Beat			
< 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-			
0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		-	-	-	-			
0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			-	-	-	-				
1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			-	-	-	-	-				
1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			-	-	-	-	-	-				
1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0			-	-	-	-	-	-	-				
1130	0	0	0	0	0	0	0	0	0	0	0	0	0			-	-	-	-	-	-	-	-				
1200	0	0	0	0	0	0	CLOSED						0							-	-	-	-				
1230	0	0	0	0	0	0																		-	-	-	-
1300	0	0	0	0	0	0																		-	-	-	-
1330	0	0	0	0	0	0																		-	-	-	-
1400	0	0	0	0	0	0																		-	-	-	-
1430	0	0	0	0	0	0																		-	-	-	-
1500	0	0	0	0	0	0																		-	-	-	-
1530	0	0	0	0	0	0													-	-	-	-					
1600	0	0	0	0	0																		-	-	-	-	
1630	0	0	0	0																			-	-	-	-	
1700	0	0																					-	-	-	-	
1730	0																-	-	-	-							
> 1800	0																				-	-					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	0	0				
Beat @ 0900: -																											
Beat @ 1800: -																											

Beat @ 0900: -

Beat @ 1800: -

% Accuracy =

Time Beginning	Duration of Stay Matrix - Thursday 3rd July 2025 - Hall Lane Car Park																																
	Duration Of Stay in Hours.Minutes																										Manual Counts						
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	Matched Plates	IN	OUT	Beat			
< 0800	5	2	2	0	1	1	0	0	0	0	0	0	0	1	1	0	3	0	1	0	0	0	0	0	0	0	0	17	18	0	-		
0800	4	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	14	18	7	18			
0830	43	4	0	0	1	0	0	1	0	1	0	0	0	1	3	1	3	2	0	0	0	0	0	0	0	0	60	61	45	29			
0900	7	3	3	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	20	22	22	45			
0930	6	1	1	1	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	13	9	45			
1000	6	7	2	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	19	20	15	49			
1030	5	4	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	15	54			
1100	11	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18	16	56			
1130	13	4	3	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24	19	58			
1200	5	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	13	23	63			
1230	8	5	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	16	14	53			
1300	7	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	13	17	55			
1330	8	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16	14	51			
1400	8	9	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	16	53			
1430	22	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30	23	57			
1500	14	7	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	31	49	64			
1530	8	6	4	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24	17	46			
1600	12	7	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	23	26	53			
1630	9	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14	31	50			
1700	6	4	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13	21	33			
1730	10	3	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	19	25			
1800	7	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	14	23			
1830	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	14	19			
1900	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11	15	13			
1930	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	11	9			
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				8			
Total	251	85	49	20	8	4	2	3	4	2	2	0	0	2	4	2	6	6	4	3	0	0	0	0	0	0	457	480	472				

Beat @ 0800: 18

Beat @ 2000: 8

Beat @ 0800: 18

Beat @ 2000: 8

% Accuracy = 95.21%

Time Beginning	Duration of Stay Matrix - Friday 4th July 2025 - Hall Lane Car Park																															
	Duration Of Stay in Hours.Minutes																										Manual Counts					
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	Matched Plates	IN	OUT	Beat		
< 0800	2	0	1	0	0	0	0	0	1	1	0	2	0	1	2	1	0	0	0	0	1	0	0	0	0		12	14	0			
0800	5	2	2	1	0	0	0	0	0	3	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0		16	16	6	14		
0830	46	5	6	2	1	0	0	1	1	0	1	0	0	0	1	1	2	0	0	0	0	0	0	0		67	67	44	24			
0900	8	8	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		18	20	22	47				
0930	6	4	4	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0			18	18	13	45				
1000	5	4	0	2	0	0	1	0	0	0	0	0	1	0	2	1	0	0	0	0	0				16	16	17	50				
1030	8	4	3	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0					19	20	17	49				
1100	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						10	10	12	52				
1130	15	6	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0							27	27	24	50				
1200	14	4	4	0	1	0	0	0	0	0	0	0	0	0	1	0	0								24	24	22	53				
1230	7	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0									14	15	21	55				
1300	8	6	2	1	0	0	0	0	0	0	0	0	0	0	0										17	17	19	49				
1330	8	0	0	1	1	0	1	0	0	0	0	1	0	0											12	12	16	47				
1400	3	4	2	0	0	1	0	0	0	0	0	0	0												10	10	15	43				
1430	30	7	3	3	0	1	0	0	0	0	0	0													44	44	20	38				
1500	21	7	1	1	0	0	0	0	0	0	0														30	31	48	62				
1530	13	9	2	1	0	0	0	0	0	0	0														25	25	20	45				
1600	8	3	5	0	1	0	0	0	0	0															17	17	27	50				
1630	10	3	1	0	0	0	0	0	0																14	16	21	40				
1700	9	2	3	1	0	0	0																		15	15	27	35				
1730	12	2	1	0	1	0																			16	16	14	23				
1800	5	0	2	1	0																				8	9	20	25				
1830	0	1	1	0																					2	2	5	14				
1900	2	5	0																						7	7	6	11				
1930	4	0																							4	4	6	12				
> 2000	0																															
Total	256	91	52	17	9	3	2	1	2	4	2	1	3	0	7	5	3	1	2	0	0	1	0	0	0	0	462	472	462			

Beat @ 0800: 14

Beat @ 2000: 10

% Accuracy = 97.88%
 *Beat before and after survey

Time Beginning	Duration of Stay Matrix - Saturday 5th July 2025 - Hall Lane Car Park																																		
	Duration Of Stay in Hours.Minutes																										Manual Counts								
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	Matched Plates	IN	OUT	Beat					
< 0800	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	5	0	-					
0800	3	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0		7	9	6	5					
0830	4	5	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		13	13	4	8						
0900	5	4	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			13	14	10	17						
0930	4	3	3	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0				15	16	11	21						
1000	10	5	4	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0					22	22	13	26						
1030	14	11	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						30	30	24	35						
1100	10	0	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0								14	14	23	41						
1130	16	5	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0									24	24	28	32						
1200	10	5	0	2	0	2	0	0	0	0	0	0	0	0	0	0										19	20	20	28						
1230	7	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0										17	18	13	28						
1300	8	7	3	1	0	0	0	0	0	0	0	0	0	0	0											19	19	16	33						
1330	9	6	2	0	1	0	0	0	0	0	0	0	0	0												18	19	20	36						
1400	10	9	0	2	0	0	0	0	0	0	0	0	0													21	21	25	35						
1430	8	4	3	1	0	0	0	0	0	0	0	0														16	16	21	31						
1500	4	2	1	0	0	1	0	0	0	0	0															8	8	18	26						
1530	7	1	1	0	0	1	0	0	1	0																11	11	9	16						
1600	9	1	0	1	0	0	0	0	0																	11	11	16	18						
1630	6	0	2	0	0	0	0	0																		8	9	10	13						
1700	7	2	1	1	0	0	0																			11	11	9	12						
1730	7	0	0	0	1	0																				8	9	12	14						
1800	8	1	0	0	0																					9	10	13	11						
1830	3	1	0	0																						4	4	5	8						
1900	2	0	0																							2	2	5	7						
1930	6	0																								6	7	7	4						
> 2000	0																												4						
Total	178	82	34	18	3	8	1	0	1	1	1	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	331	342	338						
																																			Beat @ 0800: 5
																																			Beat @ 2000: 4

Beat @ 0800: 5

Beat @ 2000: 4

% Accuracy = 96.78%
 *Beat before and after survey

Time Beginning	Duration of Stay Matrix - Sunday 6th July 2025 - Hall Lane Car Park																							
	Duration Of Stay in Hours.Minutes																				Manual Counts			
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	Matched Plates	IN	OUT	Beat
< 0900	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	-
0900	1	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		4	4	1	6
0930	4	1	1	1	0	0	0	0	2	0	0	0	0	1	0	0	0	0			10	10	7	9
1000	9	5	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0				17	17	12	12
1030	8	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0					14	14	11	17
1100	10	2	3	0	0	0	0	0	0	0	0	0	0	0	0						15	15	14	20
1130	12	2	2	2	0	0	0	0	0	0	0	0	0	0							18	18	18	21
1200	13	3	0	0	0	0	0	0	0	0	0	0	0								16	16	15	21
1230	10	8	5	1	0	0	0	0	0	0	1	0									25	25	19	22
1300	12	2	1	0	1	0	0	0	0	0	0										16	16	17	28
1330	10	3	0	1	0	1	0	0	0	0											15	16	21	27
1400	7	3	2	0	0	0	0	0	0												12	12	15	22
1430	9	5	4	0	0	0	0	0													18	18	12	19
1500	8	0	0	1	0	0	0														9	9	17	25
1530	8	0	1	1	0	0															10	10	12	17
1600	2	0	1	0	0																3	3	10	15
1630	0	3	0	0																	3	3	4	8
1700	2	0	0																		2	2	6	7
1730	2	0																			2	2	3	3
> 1800	0																							2
Total	127	44	27	7	2	1	0	0	2	0	2	2	0	1	0	0	0	0	0	0	215	216	214	

Beat @ 0900: 6

Beat @ 1800: 2

Beat @ 0900: 6

Beat @ 1800: 2

% Accuracy = 99.54%
*Beat before and after survey

Time Beginning	Duration of Stay Matrix - Friday 01st August 2025 - Kirkby Car Park																																			
	Duration Of Stay in Hours.Minutes																											Manual Counts								
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	Matched Plates	IN	OUT	Beat						
< 0800	9	6	7	3	3	6	5	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	47		-						
0800	17	5	3	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0		28	29	23	47						
0830	18	4	4	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		30	33	30	53							
0900	38	10	11	2	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			65	68	38	56							
0930	40	10	9	5	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0				68	72	58	86							
1000	48	20	9	3	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0					84	92	79	100							
1030	41	12	10	2	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0						71	72	75	113							
1100	42	22	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							71	75	69	110							
1130	52	22	9	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0								93	93	84	116							
1200	74	25	11	3	1	0	1	0	0	0	0	0	2	0	0	0	0									117	117	103	125							
1230	66	27	18	4	1	0	0	0	0	0	0	0	0	0	0	0										116	121	109	139							
1300	73	22	8	6	0	0	0	0	0	1	0	0	0	0	0											110	110	104	151							
1330	65	20	6	6	3	0	0	0	0	1	0	1	0	0												102	105	118	157							
1400	70	21	8	0	1	0	0	0	0	0	0	0	0													100	100	120	144							
1430	41	17	9	3	1	0	0	0	0	0	0	0														71	71	79	124							
1500	67	20	11	3	2	0	0	0	0	0	0															103	103	109	116							
1530	64	26	6	2	1	0	0	0	0	0																99	101	86	110							
1600	66	15	8	3	0	0	1	0	0																	93	93	96	125							
1630	63	19	8	2	0	0	0	0																		92	92	91	122							
1700	70	8	3	0	0	0	0																			81	81	111	123							
1730	47	9	4	0	0	0																				60	65	88	93							
1800	59	8	6	1	0																					74	74	73	70							
1830	43	11	2	0																						56	57	65	71							
1900	28	4	0																							32	34	46	63							
1930	21	0																								21	41	47	51							
2000	0																												45							
Total	1222	363	175	57	32	8	8	1	9	3	1	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	1837	1899	1901							
																																	Beat @ 0800: 47			
																																	Beat @ 2000: 45			

Beat @ 0800: 47

Beat @ 2000: 45

% Accuracy = 96.74%

Time Beginning	Duration of Stay Matrix - Saturday 02nd August 2025 - Kirkby Car Park																																			
	Duration Of Stay in Hours.Minutes																												Manual Counts							
	00.00	0.30	1.00	1.30	2.00	2.30	3.00	3.30	4.00	4.30	5.00	5.30	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	Matched Plates	IN	OUT	Beat						
< 0800	8	5	4	0	3	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	30		-						
0800	16	5	5	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		32	33	18	30						
0830	12	7	6	6	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0		34	35	22	45							
0900	24	9	9	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		48	49	27	58							
0930	36	17	14	3	5	1	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0				81	81	49	80							
1000	36	18	10	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0					69	69	66	112							
1030	53	26	8	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0						94	97	89	115							
1100	44	18	5	10	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0							81	83	84	123							
1130	36	20	14	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0								77	79	80	122							
1200	54	17	11	3	3	0	0	0	0	1	0	0	0	0	0	0	0									89	92	77	121							
1230	75	13	10	5	0	1	0	0	0	0	0	0	0	0	0	0										104	108	116	136							
1300	49	31	10	3	3	2	0	0	0	0	0	0	0	0	0											98	101	96	128							
1330	62	13	5	5	2	0	0	0	0	0	0	0	0	0												87	88	109	133							
1400	60	29	7	4	0	2	0	0	0	0	0	0	0													102	103	103	112							
1430	53	21	8	5	0	0	0	0	0	0	0	0														87	87	88	112							
1500	53	11	4	3	0	0	0	1	0	0	0															72	72	91	111							
1530	51	14	8	5	1	1	0	0	0	0																80	80	84	92							
1600	58	13	2	3	1	1	0	0	0																	78	80	76	88							
1630	48	10	2	0	1	0	0	0																		61	63	94	92							
1700	45	11	2	0	1	0	0																			59	62	65	61							
1730	22	8	2	0	1	0																				33	34	51	58							
1800	39	1	3	0	0																					43	43	44	41							
1830	37	5	0	0																						42	42	48	40							
1900	21	2	0																							23	30	30	34							
1930	19	0																								19	31	36	34							
2000	0																												29							
Total	1011	324	149	68	33	13	5	10	3	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1593	1642	1643							
																																	Beat @ 0800: 30			
																																	Beat @ 2000: 29			

Beat @ 0800: 30

Beat @ 2000: 29

% Accuracy = 97.02%

S|C|P

APPENDIX 3

Time Beginning	A5208 County Road/Irlam Drive - Thursday 3rd July 2025																																											
	1							2							3							4							5							6								
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV									
1600	0	3	100	22	6	0	0	0	0	28	3	0	0	0	0	1	19	1	0	0	0	0	0	82	8	1	0	0	0	0	2	56	4	0	0	0	0	0	0	78	11	2	3	1
1615	0	0	104	27	3	3	0	0	0	19	3	0	0	0	0	0	23	1	0	0	0	1	2	79	11	0	1	0	0	2	49	6	0	0	0	0	0	2	83	8	4	3	1	
1630	0	2	116	17	1	1	0	0	0	25	2	0	0	0	0	1	30	4	0	0	0	1	0	71	6	0	1	0	0	0	81	6	1	0	0	0	0	0	82	17	4	2	1	
1645	1	2	110	13	3	1	0	1	0	24	3	2	0	0	0	0	24	0	0	0	0	0	1	100	6	1	0	0	0	4	54	6	0	0	0	0	1	85	11	7	2	0		
1700	0	1	139	12	2	1	0	0	0	28	4	0	1	0	0	1	20	4	1	0	0	1	1	80	5	1	0	0	0	1	66	6	0	0	0	0	0	78	12	1	1	0		
1715	0	0	134	14	3	0	1	1	0	44	3	0	0	0	0	0	22	2	0	0	0	1	1	91	10	0	0	0	0	2	56	7	0	0	0	0	0	85	6	3	1	0		
1730	0	0	124	11	3	0	0	0	1	35	1	0	0	0	0	0	35	3	0	0	0	0	2	93	10	0	0	0	0	0	75	5	0	0	0	0	0	74	2	3	2	0		
1745	1	0	111	17	0	2	0	0	0	13	2	0	0	0	0	0	22	2	0	1	0	0	0	98	6	0	0	0	0	1	74	4	0	0	0	0	0	99	5	0	1	0		
1800	0	1	113	12	1	0	0	0	1	29	2	0	0	0	0	0	1	28	0	0	0	0	0	96	6	1	0	0	0	3	78	6	0	0	0	0	0	78	6	0	1	0		
1815	0	0	79	8	1	0	0	0	0	33	0	0	0	0	0	0	30	2	0	0	0	0	2	94	6	0	0	0	0	0	63	4	0	0	0	0	2	59	6	1	3	0		
1830	0	1	69	11	0	0	0	0	0	26	3	0	0	0	0	0	28	2	0	0	0	1	0	91	6	0	0	0	0	3	63	2	0	0	0	0	0	67	6	0	0	0		
1845	0	0	66	5	1	3	0	0	0	21	2	0	0	0	0	0	18	0	0	0	0	0	2	74	6	0	0	0	0	3	52	2	0	0	0	0	0	65	7	1	1	0		

Time Beginning	A5208 County Road/Irlam Drive - Saturday 5th July 2025																																											
	1							2							3							4							5							6								
	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV	PC	MC	CAR	LGV	OGV1	OGV2	PSV		
1100	0	2	77	8	3	0	0	0	0	16	2	0	0	0	0	1	24	3	0	1	0	1	0	92	7	0	0	0	0	4	82	1	0	0	0	0	0	0	56	12	1	0	0	
1115	0	2	61	8	0	0	0	0	0	27	3	0	0	0	0	0	19	2	0	0	0	0	4	90	1	1	0	0	0	2	84	2	0	0	0	0	0	0	61	6	2	0	0	
1130	0	0	72	17	2	0	0	0	0	23	1	0	0	0	0	1	31	2	0	0	0	0	2	93	4	0	0	0	0	3	97	2	0	0	0	0	0	0	68	14	1	0	0	
1145	0	2	79	9	2	0	0	0	0	31	0	0	0	0	0	2	20	2	0	0	0	0	2	114	7	0	0	0	0	2	78	8	0	0	0	0	0	2	62	4	1	0	0	
1200	0	0	78	17	2	0	0	0	0	1	36	0	0	0	0	0	2	28	1	0	0	0	0	1	103	5	0	0	0	0	2	77	3	0	0	0	0	0	0	68	10	1	0	0
1215	0	0	74	9	1	0	0	0	0	1	22	2	0	0	0	0	1	25	1	0	0	0	0	4	96	6	0	0	0	0	2	81	3	0	0	0	0	0	2	70	6	2	0	0
1230	0	0	74	6	1	0	0	0	0	30	3	0	0	0	0	0	25	3	0	0	0	1	2	109	5	0	0	0	0	1	87	2	0	0	0	0	0	1	64	10	0	0	0	
1245	0	0	65	6	2	1	0	0	0	27	1	0	1	0	0	0	17	2	0	0	0	0	1	113	11	0	0	0	0	1	90	3	0	0	0	0	0	1	76	7	0	0	0	
1300	0	1	72	6	2	0	0	0	0	30	2	0	0	0	0	0	27	3	0	0	0	0	1	103	7	0	0	0	0	1	93	6	0	0	0	0	0	0	82	9	0	1	1	
1315	0	2	80	7	0	0	0	0	0	30	2	0	0	0	0	0	29	0	0	0	1	0	0	107	11	0	0	0	0	3	75	3	0	0	1	0	0	53	7	3	0	0		
1330	0	4	82	6	0	0	1	0	2	26	2	0	0	0	0	2	24	2	0	0	0	0	2	98	9	0	1	0	0	1	87	2	0	0	0	0	0	1	59	6	1	0	0	
1345	0	1	68	9	0	0	0	0	1	26	4	0	0	0	0	1	25	1	0	0	0	0	1	100	7	0	0	0	0	2	91	5	0	0	0	0	0	0	76	5	0	1	0	

Time Beginning	A5208 County Road/Irlam Drive, Queues (vehs) - Thursday 3rd July 2025						Time Beginning	A5208 County Road/Irlam Drive, Queues (vehs) - Saturday 5th July 2025					
	A	B	C	D	E	F		A	B	C	D	E	F
1600	10	5	2	1	6	0	1100	2	10	2	4	8	1
1605	2	0	0	4	2	1	1105	0	2	3	4	6	0
1610	0	7	0	2	1	0	1110	1	6	4	1	9	3
1615	3	3	3	2	1	0	1115	1	1	2	3	6	5
1620	9	8	3	0	7	2	1120	2	4	0	2	4	0
1625	2	11	2	2	4	0	1125	1	5	2	9	2	0
1630	5	12	2	3	5	1	1130	1	2	2	5	7	0
1635	3	6	1	2	3	0	1135	1	4	0	2	5	1
1640	6	13	3	1	1	0	1140	2	9	1	6	7	4
1645	6	10	2	6	2	2	1145	2	4	1	5	0	0
1650	3	4	2	5	3	0	1150	5	9	3	8	11	3
1655	0	3	4	3	1	0	1155	2	6	2	4	1	0
1700	6	7	1	0	3	8	1200	0	6	4	0	0	0
1705	7	10	2	3	2	0	1205	3	9	1	6	6	0
1710	5	12	1	7	7	0	1210	2	6	3	6	4	0
1715	9	13	1	4	1	6	1215	2	3	0	6	0	8
1720	4	8	1	6	4	1	1220	2	1	0	7	0	0
1725	6	9	5	6	0	0	1225	3	4	4	1	10	0
1730	10	12	1	9	4	0	1230	1	7	0	2	5	0
1735	2	1	2	6	7	1	1235	5	9	3	5	8	0
1740	3	2	1	2	3	1	1240	0	2	2	6	5	4
1745	1	3	1	6	6	5	1245	1	6	3	2	5	0
1750	2	5	2	2	4	0	1250	1	2	0	4	6	0
1755	4	10	1	5	0	3	1255	4	6	6	2	6	0
1800	8	8	2	6	0	0	1300	0	2	2	5	0	0
1805	2	5	4	1	3	0	1305	5	2	3	2	4	0
1810	8	13	3	6	4	0	1310	1	1	0	6	0	2
1815	8	9	2	4	2	0	1315	2	4	3	1	0	0
1820	0	4	3	2	0	0	1320	3	8	2	1	4	5
1825	5	3	2	2	6	0	1325	6	8	2	2	8	0
1830	4	8	1	1	5	0	1330	3	7	3	1	1	0
1835	3	5	2	4	2	2	1335	3	7	2	2	4	3
1840	1	6	2	0	2	0	1340	4	7	1	6	9	0
1845	1	0	2	3	1	0	1345	1	2	3	6	8	14
1850	2	5	3	1	5	5	1350	4	5	1	1	2	0
1855	1	4	3	1	1	1	1355	1	5	3	1	2	0
1900	1	4	0	5	0	0	1400	2	2	0	6	6	0

S|C|P

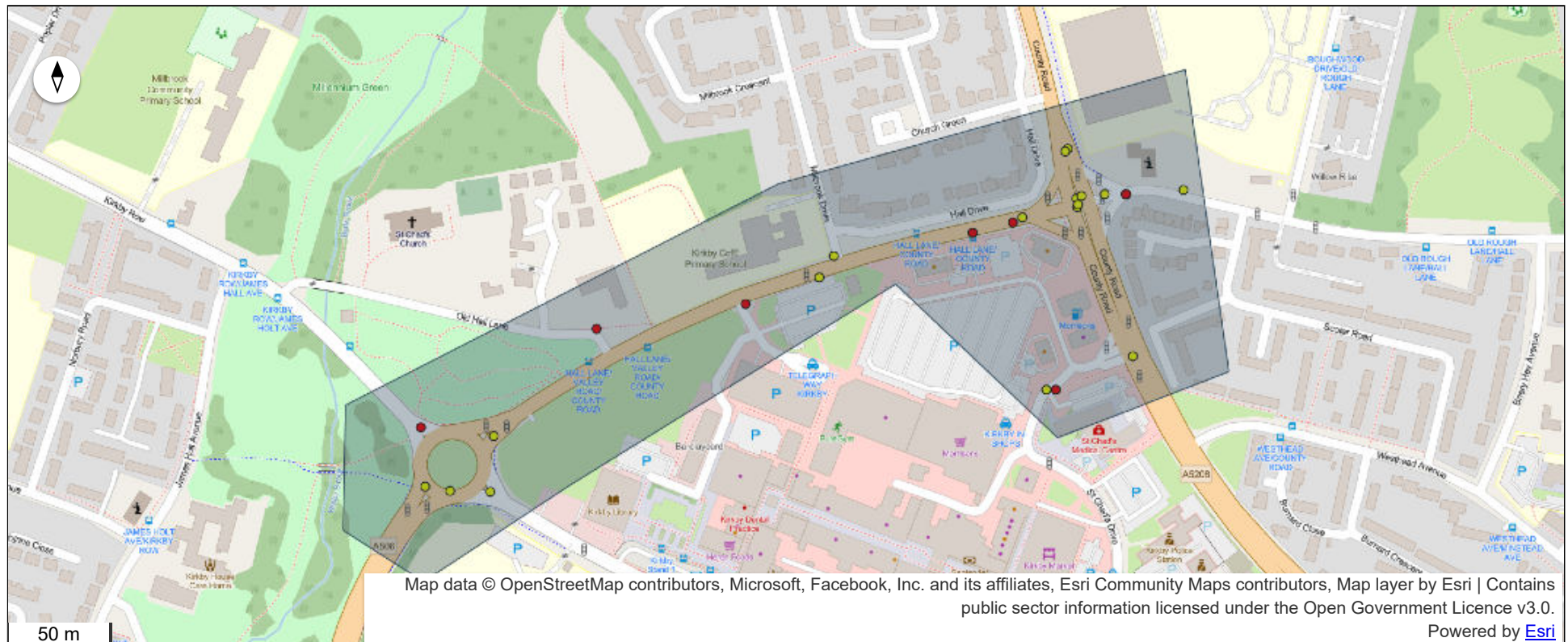
APPENDIX 4

Near Me Report

Area of Interest (AOI) Information

Area:

Date: Wed Sep 17 2025 15:29:30 GMT+0100 (British Summer Time)



DfT Road Safety Data 2019 to mid 2024

Collisions 2019 - mid 2024

Collision severity

Collisions 2019 - mid 2024 | Total count: 26

#	Collision index	Collision reference	Date and time
1	2019051910124	051910124	14/01/2019, 19:30
2	2019051911312	051911312	12/05/2019, 20:15
3	2019051911988	051911988	02/08/2019, 17:52
4	2019051912998	051912998	20/11/2019, 14:50
5	2019051913249	051913249	16/12/2019, 15:56
6	2020052000754	052000754	17/03/2020, 10:58
7	2020052000878	052000878	19/04/2020, 16:44
8	2020052001597	052001597	11/08/2020, 00:30
9	2020052002331	052002331	13/11/2020, 16:58
10	2020052002635	052002635	19/12/2020, 14:30
11	2021052102195	052102195	10/10/2021, 19:25
12	2021052200085	052200085	22/12/2021, 19:00
13	2022052200440	052200440	21/02/2022, 08:00
14	2022052200692	052200692	09/03/2022, 15:30
15	2022052201724	052201724	21/05/2022, 15:30
16	2022052201846	052201846	27/07/2022, 22:45
17	2022052202727	052202727	22/10/2022, 21:30
18	2023052300118	052300118	06/01/2023, 09:25
19	2023052300767	052300767	24/03/2023, 06:22
20	2023052301191	052301191	14/05/2023, 15:00
21	2023052301243	052301243	24/05/2023, 18:15
22	2023052302043	052302043	30/08/2023, 17:25
23	2024052400741	052400741	05/04/2024, 23:30
24	2024052400847	052400847	19/04/2024, 20:30
25	2024052400852	052400852	22/04/2024, 22:40
26	2024052401364	052401364	21/06/2024, 18:00

#	Collision severity	Number of vehicles	Number of casualties
1	Slight	2	1
2	Slight	2	1
3	Slight	2	1
4	Serious	1	1
5	Slight	2	1
6	Slight	2	1
7	Slight	2	1
8	Slight	2	1
9	Slight	2	2
10	Slight	1	1
11	Serious	2	1
12	Serious	3	1
13	Slight	2	1
14	Slight	2	1
15	Slight	2	1
16	Slight	2	1
17	Slight	2	1
18	Slight	2	2
19	Slight	2	1
20	Serious	1	1
21	Slight	2	1
22	Slight	2	1
23	Serious	1	1
24	Serious	2	1
25	Slight	2	1
26	Serious	2	1

#	Enhanced severity collision	Day of week	First road class
1	Data missing or out of range	Monday	A
2	Data missing or out of range	Sunday	Unclassified
3	Data missing or out of range	Friday	A
4	Data missing or out of range	Wednesday	A
5	Data missing or out of range	Monday	Unclassified
6	Data missing or out of range	Tuesday	A
7	Data missing or out of range	Sunday	A
8	Data missing or out of range	Monday	A
9	Data missing or out of range	Friday	Unclassified
10	Data missing or out of range	Saturday	Unclassified
11	Data missing or out of range	Sunday	A
12	Data missing or out of range	Wednesday	A
13	Data missing or out of range	Monday	A
14	Data missing or out of range	Wednesday	Unclassified
15	Data missing or out of range	Saturday	Unclassified
16	Data missing or out of range	Wednesday	A
17	Data missing or out of range	Saturday	A
18	Data missing or out of range	Friday	A
19	Data missing or out of range	Friday	A
20	Data missing or out of range	Sunday	Unclassified
21	Data missing or out of range	Wednesday	A
22	Data missing or out of range	Wednesday	A
23	Data missing or out of range	Friday	Unclassified
24	Data missing or out of range	Friday	Unclassified
25	Data missing or out of range	Monday	A
26	Data missing or out of range	Friday	A

#	First road number	Light conditions	Road type
1	5208	Daylight	Dual carriageway
2	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Daylight	Single carriageway
3	506	Daylight	Single carriageway
4	506	Daylight	Dual carriageway
5	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway
6	5208	Daylight	Single carriageway
7	506	Daylight	Dual carriageway
8	5208	Darkness - lights lit	Dual carriageway
9	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway
10	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Daylight	Single carriageway
11	506	Darkness - lights lit	Single carriageway
12	506	Darkness - lights lit	Single carriageway
13	5208	Daylight	Single carriageway
14	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Daylight	Single carriageway
15	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Daylight	Single carriageway
16	5208	Darkness - lights lit	Dual carriageway
17	5208	Darkness - lights lit	Single carriageway
18	5208	Daylight	Dual carriageway
19	5208	Daylight	Dual carriageway
20	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Daylight	Single carriageway
21	5208	Daylight	Dual carriageway
22	5208	Daylight	Single carriageway
23	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway
24	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway
25	5208	Darkness - lights lit	Single carriageway
26	506	Daylight	Single carriageway

#	Speed limit	Junction detail	Junction control
1	30	More than 4 arms (not roundabout)	Auto traffic signal
2	30	Roundabout	Give way or uncontrolled
3	30	Roundabout	Give way or uncontrolled
4	30	Roundabout	Give way or uncontrolled
5	30	Roundabout	Give way or uncontrolled
6	40	Crossroads	Auto traffic signal
7	40	Not at junction or within 20 metres	Data missing or out of range
8	30	Crossroads	Auto traffic signal
9	30	Not at junction or within 20 metres	Data missing or out of range
10	30	Not at junction or within 20 metres	Data missing or out of range
11	30	T or staggered junction	Give way or uncontrolled
12	30	T or staggered junction	Give way or uncontrolled
13	30	More than 4 arms (not roundabout)	Auto traffic signal
14	30	Not at junction or within 20 metres	Data missing or out of range
15	30	Not at junction or within 20 metres	Data missing or out of range
16	30	Not at junction or within 20 metres	Data missing or out of range
17	30	More than 4 arms (not roundabout)	Auto traffic signal
18	30	Crossroads	Auto traffic signal
19	30	More than 4 arms (not roundabout)	Auto traffic signal
20	30	Not at junction or within 20 metres	Data missing or out of range
21	40	Crossroads	Auto traffic signal
22	30	Crossroads	Auto traffic signal
23	30	Not at junction or within 20 metres	Data missing or out of range
24	20	Not at junction or within 20 metres	Data missing or out of range
25	30	T or staggered junction	Auto traffic signal
26	30	Not at junction or within 20 metres	Data missing or out of range

#	Second road class	Second road number	Pedestrian crossing human control
1	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
2	A	506	None within 50 metres
3	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
4	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
5	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
6	A	506	None within 50 metres
7	Not at junction or within 20 metres	Unknown	None within 50 metres
8	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
9	Not at junction or within 20 metres	Unknown	None within 50 metres
10	Not at junction or within 20 metres	Unknown	Control by other authorised person
11	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
12	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
13	A	506	None within 50 metres
14	Not at junction or within 20 metres	Unknown	None within 50 metres
15	Not at junction or within 20 metres	Unknown	None within 50 metres
16	Not at junction or within 20 metres	Unknown	None within 50 metres
17	A	506	None within 50 metres
18	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
19	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
20	Not at junction or within 20 metres	Unknown	None within 50 metres
21	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
22	A	506	None within 50 metres
23	Not at junction or within 20 metres	Unknown	None within 50 metres
24	Not at junction or within 20 metres	Unknown	None within 50 metres
25	A	506	None within 50 metres

26	Not at junction or within 20 metres	Unknown	None within 50 metres
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#	Pedestrian crossing physical facilities	Weather conditions	Road surface conditions
1	No physical crossing facilities within 50 metres	Fine no high winds	Dry
2	No physical crossing facilities within 50 metres	Fine no high winds	Dry
3	No physical crossing facilities within 50 metres	Fine no high winds	Dry
4	Central refuge	Fine no high winds	Dry
5	Central refuge	Fine no high winds	Dry
6	Pedestrian phase at traffic signal junction	Fine no high winds	Dry
7	No physical crossing facilities within 50 metres	Fine no high winds	Dry
8	Pedestrian phase at traffic signal junction	Fine no high winds	Dry
9	No physical crossing facilities within 50 metres	Fine no high winds	Dry
10	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	Fine no high winds	Wet or damp
11	No physical crossing facilities within 50 metres	Unknown	Dry
12	No physical crossing facilities within 50 metres	Fine no high winds	Wet or damp
13	Pedestrian phase at traffic signal junction	Raining + high winds	Wet or damp
14	No physical crossing facilities within 50 metres	Fine no high winds	Dry
15	No physical crossing facilities within 50 metres	Fine no high winds	Dry
16	No physical crossing facilities within 50 metres	Fine no high winds	Dry
17	Pedestrian phase at traffic signal junction	Raining no high winds	Wet or damp
18	Pedestrian phase at traffic signal junction	Fine no high winds	Dry
19	Pedestrian phase at traffic signal junction	Raining no high winds	Wet or damp
20	No physical crossing facilities within 50 metres	Fine no high winds	Dry
21	Pedestrian phase at traffic signal junction	Fine no high winds	Dry
22	No physical crossing facilities within 50 metres	Fine no high winds	Dry
23	No physical crossing facilities within 50 metres	Fine no high winds	Wet or damp
24	Zebra	Fine no high winds	Dry
25	No physical crossing facilities within 50 metres	Fine no high winds	Dry
26	Pedestrian phase at traffic signal junction	Fine no high winds	Dry

#	Special conditions at site	Carriageway hazards	Urban or rural area
1	Roadworks	None	Urban
2	None	None	Rural
3	None	None	Rural
4	None	None	Rural
5	None	None	Urban
6	None	None	Urban
7	None	None	Rural
8	None	None	Urban
9	None	None	Urban
10	None	None	Urban
11	None	None	Urban
12	None	None	Urban
13	None	None	Urban
14	None	None	Urban
15	None	None	Urban
16	None	None	Urban
17	None	None	Urban
18	None	None	Urban
19	None	None	Urban
20	None	None	Urban
21	None	None	Urban
22	None	None	Urban
23	None	None	Data missing or out of range
24	None	None	Data missing or out of range
25	None	None	Data missing or out of range
26	None	None	Data missing or out of range

#	Trunk road flag	Police force	Did police officer attend scene
1	Non-trunk	Merseyside	No
2	Non-trunk	Merseyside	Yes
3	Non-trunk	Merseyside	Yes
4	Non-trunk	Merseyside	No
5	Non-trunk	Merseyside	No - accident was reported using a self completion form (self rep only)
6	Non-trunk	Merseyside	No - accident was reported using a self completion form (self rep only)
7	Non-trunk	Merseyside	Yes
8	Non-trunk	Merseyside	No
9	Non-trunk	Merseyside	Yes
10	Non-trunk	Merseyside	Yes
11	Non-trunk	Merseyside	Yes
12	Non-trunk	Merseyside	Yes
13	Non-trunk	Merseyside	Yes
14	Non-trunk	Merseyside	No
15	Non-trunk	Merseyside	No
16	Non-trunk	Merseyside	Yes
17	Non-trunk	Merseyside	Yes
18	Non-trunk	Merseyside	Yes
19	Non-trunk	Merseyside	Yes
20	Non-trunk	Merseyside	No
21	Non-trunk	Merseyside	Yes
22	Non-trunk	Merseyside	No
23	Data missing or out of range	Merseyside	Yes
24	Data missing or out of range	Merseyside	No
25	Data missing or out of range	Merseyside	Yes
26	Data missing or out of range	Merseyside	Yes

#	Local authority ONS district	Local authority highway	Local authority district
1	Knowsley	Knowsley	Knowsley
2	Knowsley	Knowsley	Knowsley
3	Knowsley	Knowsley	Knowsley
4	Knowsley	Knowsley	Knowsley
5	Knowsley	Knowsley	Knowsley
6	Knowsley	Knowsley	Knowsley
7	Knowsley	Knowsley	Knowsley
8	Knowsley	Knowsley	Knowsley
9	Knowsley	Knowsley	Knowsley
10	Knowsley	Knowsley	Knowsley
11	Knowsley	Knowsley	Code deprecated
12	Knowsley	Knowsley	Code deprecated
13	Knowsley	Knowsley	Code deprecated
14	Knowsley	Knowsley	Code deprecated
15	Knowsley	Knowsley	Code deprecated
16	Knowsley	Knowsley	Code deprecated
17	Knowsley	Knowsley	Code deprecated
18	Knowsley	Knowsley	Code deprecated
19	Knowsley	Knowsley	Code deprecated
20	Knowsley	Knowsley	Code deprecated
21	Knowsley	Knowsley	Code deprecated
22	Knowsley	Knowsley	Code deprecated
23	Knowsley	Knowsley	Code deprecated
24	Knowsley	Knowsley	Code deprecated
25	Knowsley	Knowsley	Code deprecated
26	Knowsley	Knowsley	Code deprecated

#	LSOA of collision location	ObjectID	Location northing OSGR
1	E01006495	29091	399005
2	E01006437	29775	398766
3	E01006437	30218	398765
4	E01006455	30891	398819
5	E01006437	31051	398811
6	E01006495	141984	398995
7	E01006455	142061	398770
8	E01006495	142524	399043
9	E01006495	142987	399005
10	E01006437	143186	398939
11	E01006457	236622	398899
12	E01006437	237165	398918
13	E01006495	337046	399002
14	E01006437	337218	398844
15	E01006495	337915	399005
16	E01006457	337986	398957
17	E01006495	338584	399008
18	E01006437	442268	398871
19	E01006495	442700	398997
20	E01006495	442988	399005
21	E01006495	443031	399041
22	E01006457	443566	398987
23	Data missing or out of range	532589	398975
24	Data missing or out of range	532656	398844
25	Data missing or out of range	532658	399004
26	Data missing or out of range	532980	398983

#	Location easting OSGR	Longitude	Latitude
1	341412	-2.884376	53.484500
2	340865	-2.892573	53.482291
3	340899	-2.892061	53.482286
4	340842	-2.892930	53.482765
5	340902	-2.892024	53.482699
6	341389	-2.884721	53.484408
7	340845	-2.892875	53.482325
8	341382	-2.884835	53.484838
9	341430	-2.884105	53.484502
10	341174	-2.887950	53.483880
11	340989	-2.890730	53.483500
12	341113	-2.888865	53.483685
13	341389	-2.884723	53.484456
14	341362	-2.885101	53.483033
15	341430	-2.884106	53.484488
16	341187	-2.887759	53.484029
17	341478	-2.883383	53.484520
18	341434	-2.884021	53.483284
19	341390	-2.884707	53.484412
20	341430	-2.884106	53.484488
21	341380	-2.884866	53.484806
22	341344	-2.885399	53.484317
23	341302	No data	No data
24	341370	No data	No data
25	341393	No data	No data
26	341336	No data	No data

#	GlobalID	Collision year	Closest Approximate Distance
1	de47f1c7-3cda-407a-aad5-07eed110f4ac	2019	0 m
2	dca0bedd-eef9-4751-80df-1a28934cb9c7	2019	0 m
3	eb6eeee3-602c-4489-92e6-99d4f29d406b	2019	0 m
4	4ef903f6-e09f-4d9c-a0f5-932a6643f1b7	2019	0 m
5	941f52fa-220b-4943-bd11-270e902eb897	2019	0 m
6	23cb9b52-4efe-4c0f-b253-32be68334f40	2020	0 m
7	0fd365cd-34c9-4caf-bf12-b85d1a0d8a6f	2020	0 m
8	ce4ca222-850b-4cf1-9f19-62c152c337ea	2020	0 m
9	01d112ad-7ff4-4779-837c-fc9c3b9c74c0	2020	0 m
10	30cf6138-c782-42bc-9026-39e5a779eb34	2020	0 m
11	e117b493-94c0-4bbe-97a8-45ae0e07059f	2021	0 m
12	f0785a6b-0fe4-4565-92f4-bfd2e3ea2a7c	2021	0 m
13	68ec6bb8-670a-47e7-ab59-58fb29d99227	2022	0 m
14	538e107c-6004-45b9-bcf9-3ec00976c0a9	2022	0 m
15	252fbde0-c738-49db-944f-3fb0fc846cfc	2022	0 m
16	4d1a4242-10cc-4ee1-84f9-dd75ac7271e1	2022	0 m
17	9d992e3e-5d12-4ff2-a799-830a4c392282	2022	0 m
18	d4db2719-8918-4332-bd05-2e770c10925c	2023	0 m
19	987f1138-79e6-400b-aa06-92553e0dd88c	2023	0 m
20	6cbf16ae-0e25-4f4d-bbe7-febbac4c2753	2023	0 m
21	ddaaa8e1-0cea-40d7-a28c-26e0ff2a3f3b	2023	0 m
22	9e846b18-d810-42c5-a631-0f6e69d360fe	2023	0 m
23	e8ee38e4-998f-40db-bae3-b394d50dcae6	2024 - Provisional	0 m
24	52833b4a-89ad-4ce2-8e8d-9372fa6e1460	2024 - Provisional	0 m
25	37240eca-2080-43e8-8707-81822c7ca1d6	2024 - Provisional	0 m
26	38015680-c632-4ad0-801e-ab631ff02620	2024 - Provisional	0 m

Vehicles 2019 - mid 2024 | Total count: 49

#	Collision index	Collision year	Collision reference
1	2019051910124	2019	051910124
2	2019051910124	2019	051910124
3	2019051911312	2019	051911312
4	2019051911312	2019	051911312
5	2019051911988	2019	051911988
6	2019051911988	2019	051911988
7	2019051912998	2019	051912998
8	2019051913249	2019	051913249
9	2019051913249	2019	051913249
10	2020052000754	2020	052000754
11	2020052000754	2020	052000754
12	2020052000878	2020	052000878
13	2020052000878	2020	052000878
14	2020052001597	2020	052001597
15	2020052001597	2020	052001597
16	2020052002331	2020	052002331
17	2020052002331	2020	052002331
18	2020052002635	2020	052002635
19	2021052102195	2021	052102195
20	2021052102195	2021	052102195
21	2021052200085	2021	052200085
22	2021052200085	2021	052200085
23	2021052200085	2021	052200085
24	2022052200440	2022	052200440
25	2022052200440	2022	052200440
26	2022052200692	2022	052200692
27	2022052200692	2022	052200692
28	2022052201724	2022	052201724
29	2022052201724	2022	052201724
30	2022052201846	2022	052201846
31	2022052201846	2022	052201846
32	2022052202727	2022	052202727

33	2022052202727	2022	052202727
34	2023052300118	2023	052300118
35	2023052300118	2023	052300118
36	2023052300767	2023	052300767
37	2023052300767	2023	052300767
38	2023052301191	2023	052301191
39	2023052301243	2023	052301243
40	2023052301243	2023	052301243
41	2023052302043	2023	052302043
42	2023052302043	2023	052302043
43	2024052400741	2024 - Provisional	052400741
44	2024052400847	2024 - Provisional	052400847
45	2024052400847	2024 - Provisional	052400847
46	2024052400852	2024 - Provisional	052400852
47	2024052400852	2024 - Provisional	052400852
48	2024052401364	2024 - Provisional	052401364
49	2024052401364	2024 - Provisional	052401364

#	Collision severity	Vehicle reference	Vehicle type
1	Slight	1	Car
2	Slight	2	Car
3	Slight	1	Car
4	Slight	2	Car
5	Slight	1	Car
6	Slight	2	Pedal cycle
7	Serious	1	Car
8	Slight	1	Car
9	Slight	2	Car
10	Slight	1	Car
11	Slight	2	Bus or coach (17 or more pass seats)
12	Slight	1	Pedal cycle
13	Slight	2	Car
14	Slight	1	Car
15	Slight	2	Car
16	Slight	1	Car
17	Slight	2	Car
18	Slight	1	Car
19	Serious	1	Motorcycle - unknown cc
20	Serious	2	Car
21	Serious	1	Car
22	Serious	2	Car
23	Serious	3	Car
24	Slight	1	Other vehicle
25	Slight	2	Van / Goods 3.5 tonnes mgw or under
26	Slight	1	Taxi/Private hire car
27	Slight	2	Motorcycle 125cc and under
28	Slight	1	Car
29	Slight	2	Car
30	Slight	1	Car
31	Slight	2	Car
32	Slight	1	Car

33	Slight	2	Car
34	Slight	1	Car
35	Slight	2	Car
36	Slight	1	Car
37	Slight	2	Car
38	Serious	1	Car
39	Slight	1	Car
40	Slight	2	Pedal cycle
41	Slight	1	Pedal cycle
42	Slight	2	Car
43	Serious	1	Car
44	Serious	1	Car
45	Serious	2	Pedal cycle
46	Slight	1	Car
47	Slight	2	Car
48	Serious	1	Pedal cycle
49	Serious	2	Car

#	Generic make model	Age of vehicle	Propulsion code
1	FIAT 500	6	Petrol
2	VAUXHALL INSIGNIA	2	Petrol
3	VAUXHALL INSIGNIA	4	Heavy oil
4	MERCEDES C CLASS	15	Petrol
5	Data missing or out of range	Data missing or out of range	Undefined
6	Data missing or out of range	Data missing or out of range	Undefined
7	Data missing or out of range	Data missing or out of range	Undefined
8	NISSAN MICRA	6	Petrol
9	VAUXHALL ADAM	6	Petrol
10	Data missing or out of range	Data missing or out of range	Undefined
11	ALEXANDER DENNIS Model Missing	4	Heavy oil
12	Data missing or out of range	Data missing or out of range	Undefined
13	LAND ROVER RANGE ROVER EVOQUE	3	Heavy oil
14	Data missing or out of range	Data missing or out of range	Undefined
15	HYUNDAI IONIQ	2	Hybrid electric
16	FORD FOCUS	2	Heavy oil
17	BMW 5 SERIES	8	Heavy oil
18	RENAULT CAPTUR	2	Petrol
19	Data missing or out of range	Data missing or out of range	Undefined
20	BMW X5	4	Heavy oil
21	MERCEDES C CLASS	3	Heavy oil
22	VAUXHALL CORSA	13	Petrol
23	ALFA ROMEO MITO	8	Petrol
24	SCANIA MODEL MISSING	13	Heavy oil
25	FORD TRANSIT CONNECT	2	Heavy oil
26	Data missing or out of range	1	Petrol
27	HONDA WW125	2	Petrol
28	Data missing or out of range	Data missing or out of range	Undefined
29	VAUXHALL INSIGNIA	7	Heavy oil
30	AUDI Q2	2	Petrol
31	AUDI Q2	2	Heavy oil
32	CITROEN C3	15	Petrol

33	FORD MONDEO	7	Heavy oil
34	MINI ONE	8	Petrol
35	FORD FOCUS	6	Petrol
36	CITROEN C3	6	Petrol
37	FORD FOCUS	9	Heavy oil
38	Data missing or out of range	Data missing or out of range	Undefined
39	HYUNDAI IONIQ	6	Hybrid electric
40	Data missing or out of range	Data missing or out of range	Undefined
41	Data missing or out of range	Data missing or out of range	Undefined
42	MG HS	1	Petrol
43	Data missing or out of range	Data missing or out of range	Undefined
44	Data missing or out of range	Data missing or out of range	Undefined
45	Data missing or out of range	Data missing or out of range	Undefined
46	Data missing or out of range	Data missing or out of range	Undefined
47	Data missing or out of range	Data missing or out of range	Undefined
48	Data missing or out of range	Data missing or out of range	Undefined
49	Data missing or out of range	Data missing or out of range	Undefined

#	Engine capacity cc	Vehicle left hand drive	Escooter flag
1	1242	No	Vehicle was not an e-scooter
2	1490	No	Vehicle was not an e-scooter
3	1956	No	Vehicle was not an e-scooter
4	1796	No	Vehicle was not an e-scooter
5	Data missing or out of range	No	Vehicle was not an e-scooter
6	Data missing or out of range	No	Vehicle was not an e-scooter
7	Data missing or out of range	No	Vehicle was not an e-scooter
8	1198	No	Vehicle was not an e-scooter
9	1229	No	Vehicle was not an e-scooter
10	Data missing or out of range	No	Vehicle was not an e-scooter
11	6700	No	Vehicle was not an e-scooter
12	Data missing or out of range	No	Vehicle was not an e-scooter
13	1999	No	Vehicle was not an e-scooter
14	Data missing or out of range	No	Vehicle was not an e-scooter
15	1580	No	Vehicle was not an e-scooter
16	1499	No	Vehicle was not an e-scooter
17	1995	No	Vehicle was not an e-scooter
18	898	No	Vehicle was not an e-scooter
19	Data missing or out of range	No	Vehicle was not an e-scooter
20	2993	No	Vehicle was not an e-scooter
21	2143	No	Vehicle was not an e-scooter
22	1229	No	Vehicle was not an e-scooter
23	1368	No	Vehicle was not an e-scooter
24	8867	No	Vehicle was not an e-scooter
25	1499	No	Vehicle was not an e-scooter
26	999	No	Vehicle was not an e-scooter
27	125	No	Vehicle was not an e-scooter
28	Data missing or out of range	No	Vehicle was not an e-scooter
29	1956	No	Vehicle was not an e-scooter
30	999	No	Vehicle was not an e-scooter
31	1598	No	Vehicle was not an e-scooter
32	1124	No	Vehicle was not an e-scooter

33	1997	No	Vehicle was not an e-scooter
34	1198	No	Vehicle was not an e-scooter
35	999	No	Vehicle was not an e-scooter
36	1200	No	Vehicle was not an e-scooter
37	1560	No	Vehicle was not an e-scooter
38	Data missing or out of range	No	Vehicle was not an e-scooter
39	1580	No	Vehicle was not an e-scooter
40	Data missing or out of range	No	Vehicle was not an e-scooter
41	Data missing or out of range	No	Vehicle was not an e-scooter
42	1490	No	Vehicle was not an e-scooter
43	Data missing or out of range	No	Vehicle was not an e-scooter
44	Data missing or out of range	No	Vehicle was not an e-scooter
45	Data missing or out of range	No	Vehicle was not an e-scooter
46	Data missing or out of range	No	Vehicle was not an e-scooter
47	Data missing or out of range	No	Vehicle was not an e-scooter
48	Data missing or out of range	No	Vehicle was not an e-scooter
49	Data missing or out of range	No	Vehicle was not an e-scooter

#	Towing and articulation	Vehicle manoeuvre	First point of impact
1	No tow/articulation	Slowing or stopping	Front
2	No tow/articulation	Slowing or stopping	Back
3	No tow/articulation	Going ahead left-hand bend	Front
4	No tow/articulation	Going ahead right-hand bend	Back
5	No tow/articulation	Turning right	Nearside
6	No tow/articulation	Turning left	Offside
7	No tow/articulation	Slowing or stopping	Front
8	No tow/articulation	Going ahead other	Front
9	No tow/articulation	Waiting to go - held up	Back
10	No tow/articulation	Going ahead other	Front
11	No tow/articulation	Waiting to go - held up	Back
12	No tow/articulation	Going ahead other	Front
13	No tow/articulation	Going ahead other	Offside
14	No tow/articulation	Going ahead other	Front
15	No tow/articulation	Waiting to go - held up	Offside
16	No tow/articulation	Parked	Back
17	No tow/articulation	Parked	Offside
18	No tow/articulation	Going ahead other	Front
19	No tow/articulation	Going ahead other	Nearside
20	No tow/articulation	Going ahead other	Did not impact
21	No tow/articulation	Turning right	Front
22	No tow/articulation	Going ahead other	Offside
23	No tow/articulation	Going ahead other	Front
24	No tow/articulation	Going ahead other	Front
25	No tow/articulation	Going ahead other	Offside
26	No tow/articulation	Going ahead other	Front
27	No tow/articulation	Going ahead other	Front
28	No tow/articulation	Reversing	Front
29	No tow/articulation	Parked	Back
30	No tow/articulation	Going ahead other	Front
31	No tow/articulation	Going ahead other	Front
32	No tow/articulation	Going ahead other	Front

33	No tow/articulation	Going ahead other	Offside
34	No tow/articulation	Turning right	Nearside
35	No tow/articulation	Going ahead other	Front
36	No tow/articulation	Turning right	Nearside
37	No tow/articulation	Going ahead other	Front
38	No tow/articulation	Going ahead other	Front
39	No tow/articulation	Going ahead other	Front
40	No tow/articulation	Going ahead other	Nearside
41	No tow/articulation	Going ahead other	Offside
42	No tow/articulation	Turning left	Front
43	No tow/articulation	Going ahead other	Front
44	No tow/articulation	Going ahead other	Front
45	No tow/articulation	Moving off	Offside
46	No tow/articulation	Going ahead other	Front
47	No tow/articulation	Turning right	Nearside
48	No tow/articulation	Going ahead other	Offside
49	No tow/articulation	Going ahead other	Front

#	Junction location	Skidding and overturning	Vehicle location restricted lane
1	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
2	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
3	Entering roundabout	None	On main c'way - not in restricted lane
4	Leaving roundabout	None	On main c'way - not in restricted lane
5	Leaving roundabout	None	On main c'way - not in restricted lane
6	Cleared junction or waiting/parked at junction exit	None	On main c'way - not in restricted lane
7	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
8	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
9	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
10	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
11	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
12	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
13	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
14	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
15	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
16	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
17	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
18	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
19	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
20	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
21	Entering main road	None	On main c'way - not in restricted lane
22	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
23	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
24	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
25	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
26	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
27	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
28	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
29	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
30	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
31	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
32	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane

33	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
34	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
35	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
36	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
37	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
38	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
39	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
40	Cleared junction or waiting/parked at junction exit	None	On main c'way - not in restricted lane
41	Entering main road	None	On main c'way - not in restricted lane
42	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
43	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
44	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
45	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
46	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
47	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
48	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane
49	Not at or within 20 metres of junction	None	On main c'way - not in restricted lane

#	Hit object in carriageway	Hit object off carriageway	Vehicle leaving carriageway
1	None	None	Did not leave carriageway
2	None	None	Did not leave carriageway
3	Bollard or refuge	Near/Offside crash barrier	Nearside
4	None	None	Nearside
5	None	None	Did not leave carriageway
6	None	None	Did not leave carriageway
7	None	None	Did not leave carriageway
8	None	None	Did not leave carriageway
9	None	None	Did not leave carriageway
10	None	None	Did not leave carriageway
11	None	None	Did not leave carriageway
12	None	None	Did not leave carriageway
13	None	None	Did not leave carriageway
14	None	None	Did not leave carriageway
15	None	None	Did not leave carriageway
16	Open door of vehicle	None	Did not leave carriageway
17	Parked vehicle	None	Did not leave carriageway
18	None	None	Did not leave carriageway
19	Kerb	None	Did not leave carriageway
20	None	None	Did not leave carriageway
21	None	None	Did not leave carriageway
22	None	None	Did not leave carriageway
23	None	None	Did not leave carriageway
24	None	None	Did not leave carriageway
25	None	None	Did not leave carriageway
26	None	None	Did not leave carriageway
27	None	None	Did not leave carriageway
28	None	None	Did not leave carriageway
29	None	None	Did not leave carriageway
30	None	None	Did not leave carriageway
31	None	None	Did not leave carriageway
32	None	None	Did not leave carriageway

33	None	None	Did not leave carriageway
34	None	None	Did not leave carriageway
35	None	None	Did not leave carriageway
36	None	None	Did not leave carriageway
37	None	None	Did not leave carriageway
38	None	None	Did not leave carriageway
39	None	None	Did not leave carriageway
40	None	None	Did not leave carriageway
41	None	None	Did not leave carriageway
42	None	None	Did not leave carriageway
43	None	None	Did not leave carriageway
44	None	None	Did not leave carriageway
45	None	None	Did not leave carriageway
46	None	None	Did not leave carriageway
47	None	None	Did not leave carriageway
48	None	None	Did not leave carriageway
49	None	None	Did not leave carriageway

#	Vehicle direction from	Vehicle direction to	Journey purpose of driver
1	East	West	Not known
2	East	West	Not known
3	East	West	Not known
4	North East	South West	Not known
5	West	South	Not known
6	North	South East	Commuting to/from work
7	East	West	Not known
8	North East	South West	Not known
9	North East	South West	Not known
10	North	South	Not known
11	North	South	Journey as part of work
12	South	North	Not known
13	West	East	Not known
14	South West	North East	Not known
15	North West	North East	Not known
16	Parked	Parked	Not known
17	Parked	Parked	Not known
18	East	West	Not known
19	North East	South West	Not known
20	North East	South West	Not known
21	South	North East	Not known
22	South West	North East	Not known
23	North East	South West	Not known
24	North	South	Journey as part of work
25	West	East	Journey as part of work
26	North East	South West	Not known
27	North	South West	Journey as part of work
28	South	North	Not known
29	Parked	Parked	Not known
30	West	East	Not known
31	East	West	Not known
32	West	East	Not known

33	North	South	Journey as part of work
34	East	West	Not known
35	North	South	Not known
36	North	West	Commuting to/from work
37	South	North	Not known
38	North	South	Not known
39	North	South	Journey as part of work
40	West	East	Not known
41	North	South	Not known
42	West	East	Not known
43	East	West	Not known
44	South	North	Not known
45	West	East	Not known
46	North	South	Not known
47	South	East	Not known
48	South	North	Not known
49	East	West	Not known

#	Sex of driver	Age of driver	Age band of driver
1	Female	20	16 - 20
2	Male	46	46 - 55
3	Male	47	46 - 55
4	Male	42	36 - 45
5	Not known	Data missing or out of range	Data missing or out of range
6	Male	51	46 - 55
7	Male	Data missing or out of range	Data missing or out of range
8	Female	45	36 - 45
9	Female	29	26 - 35
10	Not known	Data missing or out of range	Data missing or out of range
11	Male	29	26 - 35
12	Male	60	56 - 65
13	Female	30	26 - 35
14	Not known	Data missing or out of range	Data missing or out of range
15	Male	25	21 - 25
16	Female	20	16 - 20
17	Female	33	26 - 35
18	Female	40	36 - 45
19	Male	25	21 - 25
20	Male	43	36 - 45
21	Female	38	36 - 45
22	Female	24	21 - 25
23	Female	51	46 - 55
24	Male	52	46 - 55
25	Male	56	56 - 65
26	Male	21	21 - 25
27	Female	35	26 - 35
28	Male	Data missing or out of range	Data missing or out of range
29	Female	36	36 - 45
30	Female	57	56 - 65
31	Male	21	21 - 25
32	Male	43	36 - 45

33	Male	38	36 - 45
34	Female	50	46 - 55
35	Female	41	36 - 45
36	Female	26	26 - 35
37	Male	35	26 - 35
38	Female	Data missing or out of range	Data missing or out of range
39	Male	37	36 - 45
40	Male	11	11 - 15
41	Male	15	11 - 15
42	Male	45	36 - 45
43	Male	60	56 - 65
44	Not known	Data missing or out of range	Data missing or out of range
45	Male	27	26 - 35
46	Female	39	36 - 45
47	Female	23	21 - 25
48	Male	23	21 - 25
49	Female	32	26 - 35

#	Driver home area type	Driver IMD Decile	LSOA of driver
1	Urban area	Most deprived 10%	E01006447
2	Urban area	Most deprived 10%	E01006435
3	Urban area	Most deprived 10%	E01006455
4	Rural	Less deprived 20-30%	E01025477
5	Data missing or out of range	Data missing or out of range	Data missing or out of range
6	Data missing or out of range	Data missing or out of range	Data missing or out of range
7	Data missing or out of range	Data missing or out of range	Data missing or out of range
8	Urban area	More deprived 40-50%	E01006491
9	Urban area	More deprived 30-40%	Data missing or out of range
10	Data missing or out of range	Data missing or out of range	Data missing or out of range
11	Urban area	Less deprived 30-40%	E01025499
12	Urban area	Most deprived 10%	E01006507
13	Urban area	Most deprived 10%	E01006495
14	Data missing or out of range	Data missing or out of range	Data missing or out of range
15	Urban area	More deprived 20-30%	E01006719
16	Urban area	Most deprived 10%	E01006446
17	Urban area	Most deprived 10%	E01006446
18	Urban area	More deprived 10-20%	E01006660
19	Urban area	Most deprived 10%	E01006605
20	Urban area	More deprived 20-30%	E01006747
21	Urban area	Less deprived 20-30%	E01025477
22	Urban area	Most deprived 10%	E01006447
23	Urban area	Most deprived 10%	E01006494
24	Urban area	Least deprived 10%	E01025475
25	Urban area	More deprived 30-40%	E01006454
26	Small town	More deprived 40-50%	E01006491
27	Urban area	Most deprived 10%	E01006778
28	Data missing or out of range	Data missing or out of range	Data missing or out of range
29	Urban area	Most deprived 10%	E01006437
30	Urban area	Most deprived 10%	E01006494
31	Urban area	Most deprived 10%	E01006494
32	Urban area	Most deprived 10%	E01006677

33	Urban area	Most deprived 10%	E01033759
34	Small town	Less deprived 20-30%	E01025513
35	Urban area	Most deprived 10%	E01006436
36	Urban area	Most deprived 10%	E01006458
37	Urban area	Most deprived 10%	E01006779
38	Data missing or out of range	Data missing or out of range	Data missing or out of range
39	Urban area	More deprived 20-30%	E01025237
40	Urban area	Most deprived 10%	E01006436
41	Urban area	Most deprived 10%	E01006495
42	Urban area	More deprived 40-50%	E01006490
43	Urban area	More deprived 10-20%	E01006441
44	Data missing or out of range	Data missing or out of range	Data missing or out of range
45	Urban area	Most deprived 10%	E01006418
46	Urban area	More deprived 10-20%	E01006451
47	Urban area	More deprived 10-20%	E01006492
48	Urban area	More deprived 30-40%	E01006454
49	Urban area	Data missing or out of range	Data missing or out of range

[illegible]

28	Data missing or out of range	Data missing or out of range	Data missing or out of range
29	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
30	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
31	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
32	Collision occurred between 10.001 and 20km of drivers home postcode	Data missing or out of range	Data missing or out of range
33	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range
34	Collision occurred between 10.001 and 20km of drivers home postcode	Data missing or out of range	Data missing or out of range
35	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
36	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
37	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range
38	Data missing or out of range	Data missing or out of range	Data missing or out of range
39	Collision occurred between 20.001 and 100km of drivers home postcode	Data missing or out of range	Data missing or out of range
40	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
41	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
42	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
43	Data missing or out of range	Data missing or out of range	Data missing or out of range
44	Data missing or out of range	Data missing or out of range	Data missing or out of range
45	Data missing or out of range	Data missing or out of range	Data missing or out of range
46	Data missing or out of range	Data missing or out of range	Data missing or out of range
47	Data missing or out of range	Data missing or out of range	Data missing or out of range
48	Data missing or out of range	Data missing or out of range	Data missing or out of range
49	Data missing or out of range	Data missing or out of range	Data missing or out of range

#	Direction to east	Direction to north	OBJECTID
1	Data missing or out of range	Data missing or out of range	52601
2	Data missing or out of range	Data missing or out of range	52602
3	Data missing or out of range	Data missing or out of range	53809
4	Data missing or out of range	Data missing or out of range	53810
5	Data missing or out of range	Data missing or out of range	54580
6	Data missing or out of range	Data missing or out of range	54581
7	Data missing or out of range	Data missing or out of range	55750
8	Data missing or out of range	Data missing or out of range	56029
9	Data missing or out of range	Data missing or out of range	56030
10	Data missing or out of range	Data missing or out of range	261298
11	Data missing or out of range	Data missing or out of range	261299
12	Data missing or out of range	Data missing or out of range	261450
13	Data missing or out of range	Data missing or out of range	261451
14	Data missing or out of range	Data missing or out of range	262335
15	Data missing or out of range	Data missing or out of range	262336
16	Data missing or out of range	Data missing or out of range	263185
17	Data missing or out of range	Data missing or out of range	263186
18	Data missing or out of range	Data missing or out of range	263510
19	Data missing or out of range	Data missing or out of range	435178
20	Data missing or out of range	Data missing or out of range	435179
21	Data missing or out of range	Data missing or out of range	436142
22	Data missing or out of range	Data missing or out of range	436143
23	Data missing or out of range	Data missing or out of range	436144
24	Data missing or out of range	Data missing or out of range	619616
25	Data missing or out of range	Data missing or out of range	619617
26	Data missing or out of range	Data missing or out of range	619915
27	Data missing or out of range	Data missing or out of range	619916
28	Data missing or out of range	Data missing or out of range	621155
29	Data missing or out of range	Data missing or out of range	621156
30	Data missing or out of range	Data missing or out of range	621286
31	Data missing or out of range	Data missing or out of range	621287
32	Data missing or out of range	Data missing or out of range	622353

33	Data missing or out of range	Data missing or out of range	622354
34	Data missing or out of range	Data missing or out of range	811596
35	Data missing or out of range	Data missing or out of range	811597
36	Data missing or out of range	Data missing or out of range	812341
37	Data missing or out of range	Data missing or out of range	812342
38	Data missing or out of range	Data missing or out of range	812859
39	Data missing or out of range	Data missing or out of range	812938
40	Data missing or out of range	Data missing or out of range	812939
41	Data missing or out of range	Data missing or out of range	813894
42	Data missing or out of range	Data missing or out of range	813895
43	Data missing or out of range	Data missing or out of range	976027
44	Data missing or out of range	Data missing or out of range	976145
45	Data missing or out of range	Data missing or out of range	976146
46	Data missing or out of range	Data missing or out of range	976148
47	Data missing or out of range	Data missing or out of range	976149
48	Data missing or out of range	Data missing or out of range	976720
49	Data missing or out of range	Data missing or out of range	976721

#	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	341412	399005	de47f1c7-3cda-407a-aad5-07eed110f4ac	0 m
2	341412	399005	de47f1c7-3cda-407a-aad5-07eed110f4ac	0 m
3	340865	398766	dca0bedd-eef9-4751-80df-1a28934cb9c7	0 m
4	340865	398766	dca0bedd-eef9-4751-80df-1a28934cb9c7	0 m
5	340899	398765	eb6eeee3-602c-4489-92e6-99d4f29d406b	0 m
6	340899	398765	eb6eeee3-602c-4489-92e6-99d4f29d406b	0 m
7	340842	398819	4ef903f6-e09f-4d9c-a0f5-932a6643f1b7	0 m
8	340902	398811	941f52fa-220b-4943-bd11-270e902eb897	0 m
9	340902	398811	941f52fa-220b-4943-bd11-270e902eb897	0 m
10	341389	398995	23cb9b52-4efe-4c0f-b253-32be68334f40	0 m
11	341389	398995	23cb9b52-4efe-4c0f-b253-32be68334f40	0 m
12	340845	398770	0fd365cd-34c9-4caf-bf12-b85d1a0d8a6f	0 m
13	340845	398770	0fd365cd-34c9-4caf-bf12-b85d1a0d8a6f	0 m
14	341382	399043	ce4ca222-850b-4cf1-9f19-62c152c337ea	0 m
15	341382	399043	ce4ca222-850b-4cf1-9f19-62c152c337ea	0 m
16	341430	399005	01d112ad-7ff4-4779-837c-fc9c3b9c74c0	0 m
17	341430	399005	01d112ad-7ff4-4779-837c-fc9c3b9c74c0	0 m
18	341174	398939	30cf6138-c782-42bc-9026-39e5a779eb34	0 m
19	340989	398899	e117b493-94c0-4bbe-97a8-45ae0e07059f	0 m
20	340989	398899	e117b493-94c0-4bbe-97a8-45ae0e07059f	0 m
21	341113	398918	f0785a6b-0fe4-4565-92f4-bfd2e3ea2a7c	0 m
22	341113	398918	f0785a6b-0fe4-4565-92f4-bfd2e3ea2a7c	0 m
23	341113	398918	f0785a6b-0fe4-4565-92f4-bfd2e3ea2a7c	0 m
24	341389	399002	68ec6bb8-670a-47e7-ab59-58fb29d99227	0 m
25	341389	399002	68ec6bb8-670a-47e7-ab59-58fb29d99227	0 m
26	341362	398844	538e107c-6004-45b9-bcf9-3ec00976c0a9	0 m
27	341362	398844	538e107c-6004-45b9-bcf9-3ec00976c0a9	0 m
28	341430	399005	252fbde0-c738-49db-944f-3fb0fc846cfc	0 m
29	341430	399005	252fbde0-c738-49db-944f-3fb0fc846cfc	0 m
30	341187	398957	4d1a4242-10cc-4ee1-84f9-dd75ac7271e1	0 m
31	341187	398957	4d1a4242-10cc-4ee1-84f9-dd75ac7271e1	0 m
32	341478	399008	9d992e3e-5d12-4ff2-a799-830a4c392282	0 m

33	341478	399008	9d992e3e-5d12-4ff2-a799-830a4c392282	0 m
34	341434	398871	d4db2719-8918-4332-bd05-2e770c10925c	0 m
35	341434	398871	d4db2719-8918-4332-bd05-2e770c10925c	0 m
36	341390	398997	987f1138-79e6-400b-aa06-92553e0dd88c	0 m
37	341390	398997	987f1138-79e6-400b-aa06-92553e0dd88c	0 m
38	341430	399005	6cbf16ae-0e25-4f4d-bbe7-febbac4c2753	0 m
39	341380	399041	ddaaa8e1-0cea-40d7-a28c-26e0ff2a3f3b	0 m
40	341380	399041	ddaaa8e1-0cea-40d7-a28c-26e0ff2a3f3b	0 m
41	341344	398987	9e846b18-d810-42c5-a631-0f6e69d360fe	0 m
42	341344	398987	9e846b18-d810-42c5-a631-0f6e69d360fe	0 m
43	341302	398975	e8ee38e4-998f-40db-bae3-b394d50dcae6	0 m
44	341370	398844	52833b4a-89ad-4ce2-8e8d-9372fa6e1460	0 m
45	341370	398844	52833b4a-89ad-4ce2-8e8d-9372fa6e1460	0 m
46	341393	399004	37240eca-2080-43e8-8707-81822c7ca1d6	0 m
47	341393	399004	37240eca-2080-43e8-8707-81822c7ca1d6	0 m
48	341336	398983	38015680-c632-4ad0-801e-ab631ff02620	0 m
49	341336	398983	38015680-c632-4ad0-801e-ab631ff02620	0 m

Casualties 2019 - mid 2024 | Total count: 28

#	Collision index	Collision year	Collision reference
1	2019051910124	2019	051910124
2	2019051911312	2019	051911312
3	2019051911988	2019	051911988
4	2019051912998	2019	051912998
5	2019051913249	2019	051913249
6	2020052000754	2020	052000754
7	2020052000878	2020	052000878
8	2020052001597	2020	052001597
9	2020052002331	2020	052002331
10	2020052002331	2020	052002331
11	2020052002635	2020	052002635
12	2021052102195	2021	052102195
13	2021052200085	2021	052200085
14	2022052200440	2022	052200440
15	2022052200692	2022	052200692
16	2022052201724	2022	052201724
17	2022052201846	2022	052201846
18	2022052202727	2022	052202727
19	2023052300118	2023	052300118
20	2023052300118	2023	052300118
21	2023052300767	2023	052300767
22	2023052301191	2023	052301191
23	2023052301243	2023	052301243
24	2023052302043	2023	052302043
25	2024052400741	2024 - Provisional	052400741
26	2024052400847	2024 - Provisional	052400847
27	2024052400852	2024 - Provisional	052400852
28	2024052401364	2024 - Provisional	052401364

#	Vehicle reference	Casualty reference	Casualty severity
1	2	1	Slight
2	1	1	Slight
3	2	1	Slight
4	1	1	Serious
5	2	1	Slight
6	2	1	Slight
7	1	1	Slight
8	2	1	Slight
9	1	2	Slight
10	2	1	Slight
11	1	1	Slight
12	1	1	Serious
13	3	1	Serious
14	2	1	Slight
15	2	1	Slight
16	2	1	Slight
17	2	1	Slight
18	2	1	Slight
19	1	1	Slight
20	2	2	Slight
21	1	1	Slight
22	1	1	Serious
23	2	1	Slight
24	1	1	Slight
25	1	1	Serious
26	2	1	Serious
27	2	1	Slight
28	1	1	Serious

#	Casualty class	Casualty type	Sex of casualty
1	Driver or rider	Car occupant	Male
2	Driver or rider	Car occupant	Male
3	Driver or rider	Cyclist	Male
4	Pedestrian	Pedestrian	Male
5	Driver or rider	Car occupant	Female
6	Driver or rider	Bus or coach occupant (17 or more pass seats)	Male
7	Driver or rider	Cyclist	Male
8	Driver or rider	Car occupant	Male
9	Driver or rider	Car occupant	Female
10	Driver or rider	Car occupant	Female
11	Pedestrian	Pedestrian	Male
12	Driver or rider	Motorcycle - unknown cc rider or passenger	Male
13	Passenger	Car occupant	Female
14	Driver or rider	Van / Goods vehicle (3.5 tonnes mgw or under) occupant	Male
15	Driver or rider	Motorcycle 125cc and under rider or passenger	Female
16	Driver or rider	Car occupant	Female
17	Driver or rider	Car occupant	Male
18	Driver or rider	Car occupant	Male
19	Driver or rider	Car occupant	Female
20	Driver or rider	Car occupant	Female
21	Driver or rider	Car occupant	Female
22	Pedestrian	Pedestrian	Male
23	Driver or rider	Cyclist	Male
24	Driver or rider	Cyclist	Male
25	Pedestrian	Pedestrian	Male
26	Driver or rider	Cyclist	Male
27	Driver or rider	Car occupant	Female
28	Driver or rider	Cyclist	Male

#	Age of casualty	Age band of casualty	Enhanced casualty severity
1	46	46 - 55	Data missing or out of range
2	47	46 - 55	Data missing or out of range
3	51	46 - 55	Data missing or out of range
4	52	46 - 55	Data missing or out of range
5	29	26 - 35	Data missing or out of range
6	29	26 - 35	Data missing or out of range
7	60	56 - 65	Data missing or out of range
8	25	21 - 25	Data missing or out of range
9	20	16 - 20	Data missing or out of range
10	33	26 - 35	Data missing or out of range
11	13	11 - 15	Data missing or out of range
12	25	21 - 25	Data missing or out of range
13	14	11 - 15	Data missing or out of range
14	56	56 - 65	Data missing or out of range
15	35	26 - 35	Data missing or out of range
16	36	36 - 45	Data missing or out of range
17	21	21 - 25	Data missing or out of range
18	38	36 - 45	Data missing or out of range
19	50	46 - 55	Data missing or out of range
20	41	36 - 45	Data missing or out of range
21	26	26 - 35	Data missing or out of range
22	36	36 - 45	Data missing or out of range
23	11	11 - 15	Data missing or out of range
24	15	11 - 15	Data missing or out of range
25	17	16 - 20	Data missing or out of range
26	27	26 - 35	Data missing or out of range
27	23	21 - 25	Data missing or out of range
28	23	21 - 25	Data missing or out of range

#	Car passenger	Bus or coach passenger	Pedestrian location
1	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
2	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
3	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
4	Not car passenger	Not a bus or coach passenger	In carriageway, crossing elsewhere
5	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
6	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
7	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
8	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
9	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
10	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
11	Not car passenger	Not a bus or coach passenger	Crossing on pedestrian crossing facility
12	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
13	Rear seat passenger	Not a bus or coach passenger	Not a Pedestrian
14	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
15	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
16	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
17	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
18	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
19	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
20	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
21	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
22	Not car passenger	Not a bus or coach passenger	In carriageway, crossing elsewhere
23	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
24	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
25	Not car passenger	Not a bus or coach passenger	In carriageway, crossing elsewhere
26	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
27	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
28	Not car passenger	Not a bus or coach passenger	Not a Pedestrian

#	Pedestrian movement	Pedestrian road maintenance worker	Casualty home area type
1	Not a Pedestrian	No / Not applicable	Urban area
2	Not a Pedestrian	No / Not applicable	Urban area
3	Not a Pedestrian	No / Not applicable	Data missing or out of range
4	Crossing from driver's nearside	No / Not applicable	Urban area
5	Not a Pedestrian	No / Not applicable	Urban area
6	Not a Pedestrian	No / Not applicable	Urban area
7	Not a Pedestrian	No / Not applicable	Urban area
8	Not a Pedestrian	No / Not applicable	Urban area
9	Not a Pedestrian	No / Not applicable	Urban area
10	Not a Pedestrian	No / Not applicable	Urban area
11	Crossing from driver's nearside	No / Not applicable	Urban area
12	Not a Pedestrian	No / Not applicable	Urban area
13	Not a Pedestrian	No / Not applicable	Urban area
14	Not a Pedestrian	No / Not applicable	Urban area
15	Not a Pedestrian	No / Not applicable	Urban area
16	Not a Pedestrian	No / Not applicable	Urban area
17	Not a Pedestrian	No / Not applicable	Urban area
18	Not a Pedestrian	No / Not applicable	Urban area
19	Not a Pedestrian	No / Not applicable	Small town
20	Not a Pedestrian	No / Not applicable	Urban area
21	Not a Pedestrian	No / Not applicable	Urban area
22	Unknown or other	No / Not applicable	Urban area
23	Not a Pedestrian	No / Not applicable	Urban area
24	Not a Pedestrian	No / Not applicable	Urban area
25	Crossing from nearside - masked by parked or stationary vehicle	No / Not applicable	Urban area
26	Not a Pedestrian	No / Not applicable	Urban area
27	Not a Pedestrian	No / Not applicable	Urban area
28	Not a Pedestrian	No / Not applicable	Urban area

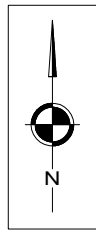
#	Casualty distance banding	Casualty IMD decile	LSOA of casualty
1	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006435
2	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006455
3	Data missing or out of range	Data missing or out of range	Data missing or out of range
4	Collision occurred within 5km of casualties home postcode	More deprived 10-20%	E01006456
5	Data missing or out of range	More deprived 30-40%	Data missing or out of range
6	Collision occurred between 5.001 and 10km of casualties home postcode	Less deprived 30-40%	E01025499
7	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006507
8	Collision occurred between 5.001 and 10km of casualties home postcode	More deprived 20-30%	E01006719
9	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006446
10	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006446
11	Collision occurred within 5km of casualties home postcode	More deprived 20-30%	E01006457
12	Collision occurred between 5.001 and 10km of casualties home postcode	Most deprived 10%	E01006605
13	Collision occurred within 5km of casualties home postcode	More deprived 40-50%	E01006490
14	Collision occurred within 5km of casualties home postcode	More deprived 30-40%	E01006454
15	Collision occurred between 5.001 and 10km of casualties home postcode	Most deprived 10%	E01006778
16	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006437
17	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006494
18	Collision occurred between 5.001 and 10km of casualties home postcode	Most deprived 10%	E01033759
19	Collision occurred between 10.001 and 20km of casualties home postcode	Less deprived 20-30%	E01025513
20	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006436
21	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006458
22	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006448
23	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006436
24	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01006495
25	Data missing or out of range	More deprived 10-20%	E01006456
26	Data missing or out of range	Most deprived 10%	E01006418
27	Data missing or out of range	More deprived 10-20%	E01006492
28	Data missing or out of range	More deprived 30-40%	E01006454

#	OBJECTID	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	35294	341412	399005	de47f1c7-3cda-407a-aad5-07eed110f4ac	0 m
2	36176	340865	398766	dca0bedd-eef9-4751-80df-1a28934cb9c7	0 m
3	36773	340899	398765	eb6eeee3-602c-4489-92e6-99d4f29d406b	0 m
4	37642	340842	398819	4ef903f6-e09f-4d9c-a0f5-932a6643f1b7	0 m
5	37842	340902	398811	941f52fa-220b-4943-bd11-270e902eb897	0 m
6	182125	341389	398995	23cb9b52-4efe-4c0f-b253-32be68334f40	0 m
7	182220	340845	398770	0fd365cd-34c9-4caf-bf12-b85d1a0d8a6f	0 m
8	182815	341382	399043	ce4ca222-850b-4cf1-9f19-62c152c337ea	0 m
9	183393	341430	399005	01d112ad-7ff4-4779-837c-fc9c3b9c74c0	0 m
10	183394	341430	399005	01d112ad-7ff4-4779-837c-fc9c3b9c74c0	0 m
11	183627	341174	398939	30cf6138-c782-42bc-9026-39e5a779eb34	0 m
12	301708	340989	398899	e117b493-94c0-4bbe-97a8-45ae0e07059f	0 m
13	302371	341113	398918	f0785a6b-0fe4-4565-92f4-bfd2e3ea2a7c	0 m
14	429264	341389	399002	68ec6bb8-670a-47e7-ab59-58fb29d99227	0 m
15	429480	341362	398844	538e107c-6004-45b9-bcf9-3ec00976c0a9	0 m
16	430338	341430	399005	252fbde0-c738-49db-944f-3fb0fc846cfc	0 m
17	430426	341187	398957	4d1a4242-10cc-4ee1-84f9-dd75ac7271e1	0 m
18	431164	341478	399008	9d992e3e-5d12-4ff2-a799-830a4c392282	0 m
19	563416	341434	398871	d4db2719-8918-4332-bd05-2e770c10925c	0 m

20	563417	341434	398871	d4db2719-8918-4332-bd05-2e770c10925c	0 m
21	563963	341390	398997	987f1138-79e6-400b-aa06-92553e0dd88c	0 m
22	564315	341430	399005	6cbf16ae-0e25-4f4d-bbe7-febbac4c2753	0 m
23	564371	341380	399041	ddaaa8e1-0cea-40d7-a28c-26e0ff2a3f3b	0 m
24	565054	341344	398987	9e846b18-d810-42c5-a631-0f6e69d360fe	0 m
25	680117	341302	398975	e8ee38e4-998f-40db-bae3-b394d50dcae6	0 m
26	680190	341370	398844	52833b4a-89ad-4ce2-8e8d-9372fa6e1460	0 m
27	680192	341393	399004	37240eca-2080-43e8-8707-81822c7ca1d6	0 m
28	680599	341336	398983	38015680-c632-4ad0-801e-ab631ff02620	0 m

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APPENDIX 5



INBOUND SWEEP PATH

LST (16.5)

Tractor Width : 2550 mm
Trailer Width : 2550 mm
Tractor Track : 2550 mm
Trailer Track : 2550 mm
Lock to Lock Time : 6.0
Steering Angle : 42.6
Articulating Angle : 70.0

OUTBOUND SWEEP PATH

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-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
Rev	Description	Date	By
REVISIONS			

Drawn By:	WB	Date:	02.10.2025
Checked:	GW	Scale@A3:	1:500
Approved:	GW	Status:	-

Client Name:

Project Title:

PROPOSED LIDL FOODSTORE,
KIRKBY, LIVERPOOL

Drawing Title:

SWEPT PATH ANALYSIS
16.5m ARTICULATED VEHICLE
(Based on 08984-SPACE-XX-XX-D-A-91001-P26-
Proposed Site Plan)

Drawing No.	SCP/250469/ATR04
Rev.	-

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

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APPENDIX 6

Calculation Reference: AUDIT-726001-250331-0334

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	SM SOMERSET	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	SR STIRLING	1 days

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

SCP York Street Manchester

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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: Retail floor area
 Actual Range: 900 to 1690 (units: sqm)
 Range Selected by User: 275 to 1870 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/05/24

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

Selected survey days:

Monday	2 days
Tuesday	6 days
Wednesday	2 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	4
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
Residential Zone	3
Retail Zone	5
Built-Up Zone	2
High Street	1
No Sub Category	4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	20 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:Use Class:

E(a)	19 days
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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

SCP York Street Manchester

Licence No: 726001

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	6 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:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
125,001 to 250,000	4 days
250,001 to 500,000	2 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	6 days
1.1 to 1.5	13 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	19 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	6 days
No	12 days

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

PTAL Rating:

No PTAL Present	19 days
-----------------	---------

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

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Retail floor area:	913 sqm		
	Survey date: FRIDAY	21/10/16		Survey Type: MANUAL
2	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Retail floor area:	1407 sqm		
	Survey date: THURSDAY	29/06/17		Survey Type: MANUAL
3	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
4	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Retail floor area:	1425 sqm		
	Survey date: MONDAY	12/06/17		Survey Type: MANUAL
5	NF-01-C-01	LIDL		NORFOLK
	AYLSHAM ROAD			
	NORWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1690 sqm		
	Survey date: FRIDAY	29/11/19		Survey Type: MANUAL
6	NN-01-C-02	LIDL		NORTH NORTHAMPTONSHIRE
	MARINERS WAY			
	KETTERING			
	Edge of Town Centre			
	Retail Zone			
	Total Retail floor area:	1375 sqm		
	Survey date: MONDAY	27/06/22		Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

7	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	1407 sqm		
	Survey date: THURSDAY	22/06/17		Survey Type: MANUAL
10	SO-01-C-01	LIDL		SLOUGH
	BATH ROAD			
	SLOUGH			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Retail floor area:	1100 sqm		
	Survey date: THURSDAY	22/09/22		Survey Type: MANUAL
11	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: THURSDAY	01/06/17		Survey Type: MANUAL
12	WL-01-C-02	LIDL		WILTSHIRE
	HUNGERDOWN LANE			
	CHIPPENHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Retail floor area:	1325 sqm		
	Survey date: TUESDAY	09/05/23		Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

13	WM-01-C-01	LIDL	WEST MIDLANDS
	MACKADOWN LANE		
	BIRMINGHAM		
	KITT'S GREEN		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
14	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
15	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
16	WO-01-C-02	LIDL	WORCESTERSHIRE
	WORCESTER ROAD		
	MALVERN		
	Edge of Town Centre		
	Residential Zone		
	Total Retail floor area:	900 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
17	WS-01-C-05	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD		
	CHICHESTER		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1325 sqm	
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL
18	WS-01-C-06	LIDL	WEST SUSSEX
	FOUNDRY LANE		
	HORSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: WEDNESDAY	07/09/22	Survey Type: MANUAL
19	WS-01-C-07	LIDL	WEST SUSSEX
	NEWLANDS ROAD		
	BOGNOR REGIS		
	Edge of Town		
	Industrial Zone		
	Total Retail floor area:	1410 sqm	
	Survey date: THURSDAY	21/09/23	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
AD-01-C-02	covid
BC-01-C-02	not lidl
CA-01-C-02	not lidl
DH-01-C-01	not lidl
GT-01-C-01	covid
NN-01-C-01	not lidl
NY-01-C-03	not lidl

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
TW-01-C-01	not lidl
TW-01-C-02	not lidl
WS-01-C-04	not lidl

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.98

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.483	4	1293	0.039	4	1293	0.522
07:00 - 08:00	19	1320	0.849	19	1320	0.283	19	1320	1.132
08:00 - 09:00	19	1320	4.601	19	1320	3.074	19	1320	7.675
09:00 - 10:00	19	1320	5.969	19	1320	5.176	19	1320	11.145
10:00 - 11:00	19	1320	6.850	19	1320	6.172	19	1320	13.022
11:00 - 12:00	19	1320	7.405	19	1320	7.281	19	1320	14.686
12:00 - 13:00	19	1320	7.520	19	1320	7.520	19	1320	15.040
13:00 - 14:00	19	1320	7.313	19	1320	7.855	19	1320	15.168
14:00 - 15:00	19	1320	7.736	19	1320	7.580	19	1320	15.316
15:00 - 16:00	19	1320	7.656	19	1320	7.732	19	1320	15.388
16:00 - 17:00	19	1320	7.668	19	1320	7.875	19	1320	15.543
17:00 - 18:00	19	1320	7.153	19	1320	7.712	19	1320	14.865
18:00 - 19:00	19	1320	6.192	19	1320	6.623	19	1320	12.815
19:00 - 20:00	19	1320	4.530	19	1320	5.212	19	1320	9.742
20:00 - 21:00	19	1320	2.867	19	1320	3.573	19	1320	6.440
21:00 - 22:00	19	1320	1.208	19	1320	1.866	19	1320	3.074
22:00 - 23:00	18	1343	0.037	18	1343	0.360	18	1343	0.397
23:00 - 24:00									
Total Rates:			86.037			85.933			171.970

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

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

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Parameter summary

Trip rate parameter range selected:	900 - 1690 (units: sqm)
Survey date range:	01/01/16 - 19/05/24
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	10

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.

SCP York Street Manchester

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.019	4	1293	0.000	4	1293	0.019
07:00 - 08:00	19	1320	0.016	19	1320	0.004	19	1320	0.020
08:00 - 09:00	19	1320	0.120	19	1320	0.080	19	1320	0.200
09:00 - 10:00	19	1320	0.120	19	1320	0.084	19	1320	0.204
10:00 - 11:00	19	1320	0.124	19	1320	0.112	19	1320	0.236
11:00 - 12:00	19	1320	0.108	19	1320	0.120	19	1320	0.228
12:00 - 13:00	19	1320	0.132	19	1320	0.136	19	1320	0.268
13:00 - 14:00	19	1320	0.108	19	1320	0.112	19	1320	0.220
14:00 - 15:00	19	1320	0.120	19	1320	0.124	19	1320	0.244
15:00 - 16:00	19	1320	0.136	19	1320	0.132	19	1320	0.268
16:00 - 17:00	19	1320	0.140	19	1320	0.104	19	1320	0.244
17:00 - 18:00	19	1320	0.159	19	1320	0.195	19	1320	0.354
18:00 - 19:00	19	1320	0.136	19	1320	0.108	19	1320	0.244
19:00 - 20:00	19	1320	0.064	19	1320	0.084	19	1320	0.148
20:00 - 21:00	19	1320	0.072	19	1320	0.104	19	1320	0.176
21:00 - 22:00	19	1320	0.008	19	1320	0.052	19	1320	0.060
22:00 - 23:00	18	1343	0.004	18	1343	0.021	18	1343	0.025
23:00 - 24:00									
Total Rates:			1.586			1.572			3.158

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

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

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.213	4	1293	0.019	4	1293	0.232
07:00 - 08:00	19	1320	0.239	19	1320	0.028	19	1320	0.267
08:00 - 09:00	19	1320	1.336	19	1320	1.144	19	1320	2.480
09:00 - 10:00	19	1320	1.495	19	1320	1.392	19	1320	2.887
10:00 - 11:00	19	1320	1.798	19	1320	1.643	19	1320	3.441
11:00 - 12:00	19	1320	2.026	19	1320	2.018	19	1320	4.044
12:00 - 13:00	19	1320	2.504	19	1320	2.448	19	1320	4.952
13:00 - 14:00	19	1320	2.141	19	1320	2.213	19	1320	4.354
14:00 - 15:00	19	1320	1.914	19	1320	1.858	19	1320	3.772
15:00 - 16:00	19	1320	2.109	19	1320	2.161	19	1320	4.270
16:00 - 17:00	19	1320	2.460	19	1320	2.265	19	1320	4.725
17:00 - 18:00	19	1320	2.133	19	1320	2.061	19	1320	4.194
18:00 - 19:00	19	1320	1.663	19	1320	1.643	19	1320	3.306
19:00 - 20:00	19	1320	0.865	19	1320	1.184	19	1320	2.049
20:00 - 21:00	19	1320	0.829	19	1320	0.985	19	1320	1.814
21:00 - 22:00	19	1320	0.459	19	1320	0.694	19	1320	1.153
22:00 - 23:00	18	1343	0.000	18	1343	0.112	18	1343	0.112
23:00 - 24:00									
Total Rates:			24.184				23.868	48.052	

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.

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.097	4	1293	0.000	4	1293	0.097
07:00 - 08:00	19	1320	0.084	19	1320	0.020	19	1320	0.104
08:00 - 09:00	19	1320	0.335	19	1320	0.144	19	1320	0.479
09:00 - 10:00	19	1320	0.367	19	1320	0.327	19	1320	0.694
10:00 - 11:00	19	1320	0.351	19	1320	0.359	19	1320	0.710
11:00 - 12:00	19	1320	0.363	19	1320	0.339	19	1320	0.702
12:00 - 13:00	19	1320	0.319	19	1320	0.299	19	1320	0.618
13:00 - 14:00	19	1320	0.355	19	1320	0.335	19	1320	0.690
14:00 - 15:00	19	1320	0.323	19	1320	0.323	19	1320	0.646
15:00 - 16:00	19	1320	0.303	19	1320	0.307	19	1320	0.610
16:00 - 17:00	19	1320	0.307	19	1320	0.295	19	1320	0.602
17:00 - 18:00	19	1320	0.255	19	1320	0.351	19	1320	0.606
18:00 - 19:00	19	1320	0.235	19	1320	0.283	19	1320	0.518
19:00 - 20:00	19	1320	0.120	19	1320	0.195	19	1320	0.315
20:00 - 21:00	19	1320	0.104	19	1320	0.124	19	1320	0.228
21:00 - 22:00	19	1320	0.040	19	1320	0.092	19	1320	0.132
22:00 - 23:00	18	1343	0.000	18	1343	0.029	18	1343	0.029
23:00 - 24:00									
Total Rates:			3.958			3.822			7.780

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-726001-250331-0330

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	SR STIRLING	1 days

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

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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: Retail floor area
 Actual Range: 926 to 1690 (units: sqm)
 Range Selected by User: 275 to 1870 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/05/24

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

Selected survey days:

Saturday 13 days

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

Selected survey types:

Manual count 13 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 4
 Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3
 Neighbourhood Centre (PPS6 Local Centre) 4

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

Selected Location Sub Categories:

Industrial Zone 1
 Development Zone 1
 Residential Zone 2
 Retail Zone 1
 Built-Up Zone 2
 High Street 1
 No Sub Category 5

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 12 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:Use Class:

E(a) 13 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

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Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days
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:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	2 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:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	8 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	13 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
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	13 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Retail floor area:	1407 sqm		
	Survey date: SATURDAY	01/07/17		Survey Type: MANUAL
2	ES-01-C-02	LIDL		EAST SUSSEX
	SEASIDE			
	EASTBOURNE			
	ST. ANTHONY'S HILL			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Retail floor area:	926 sqm		
	Survey date: SATURDAY	16/03/24		Survey Type: MANUAL
3	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
4	LN-01-C-02	LIDL		LINCOLNSHIRE
	DIXON STREET			
	LINCOLN			
	NEW BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Retail floor area:	1235 sqm		
	Survey date: SATURDAY	28/10/17		Survey Type: MANUAL
5	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Retail floor area:	1425 sqm		
	Survey date: SATURDAY	10/06/17		Survey Type: MANUAL
6	NF-01-C-02	LIDL		NORFOLK
	AYLSHAM ROAD			
	NORWICH			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1690 sqm		
	Survey date: SATURDAY	10/09/22		Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

7	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	1407 sqm		
	Survey date: SATURDAY	24/06/17		Survey Type: MANUAL
10	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	03/06/17		Survey Type: MANUAL
11	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1341 sqm		
	Survey date: SATURDAY	09/07/16		Survey Type: MANUAL
12	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Retail floor area:	1341 sqm		
	Survey date: SATURDAY	09/07/16		Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)**13 WO-01-C-01 LIDL****WORCESTERSHIRE**

BLACKPOLE ROAD

WORCESTER

BRICKFIELDS

Edge of Town

Retail Zone

Total Retail floor area: 1424 sqm

Survey date: SATURDAY

16/07/16

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
LN-01-C-03	not lidl
LO-01-C-01	covid
MS-01-C-04	covid
MS-01-C-05	not lidl
SF-01-C-01	not lidl
SF-01-C-02	covid
WM-01-C-03	not lidl

SCP York Street Manchester

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 3.27

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	1424	0.386	2	1424	0.140	2	1424	0.526
07:00 - 08:00	13	1376	0.872	13	1376	0.173	13	1376	1.045
08:00 - 09:00	13	1376	4.443	13	1376	3.236	13	1376	7.679
09:00 - 10:00	13	1376	6.025	13	1376	5.231	13	1376	11.256
10:00 - 11:00	13	1376	8.277	13	1376	6.992	13	1376	15.269
11:00 - 12:00	13	1376	10.032	13	1376	9.200	13	1376	19.232
12:00 - 13:00	13	1376	9.406	13	1376	10.334	13	1376	19.740
13:00 - 14:00	13	1376	9.323	13	1376	8.887	13	1376	18.210
14:00 - 15:00	13	1376	8.484	13	1376	8.590	13	1376	17.074
15:00 - 16:00	13	1376	8.311	13	1376	8.780	13	1376	17.091
16:00 - 17:00	13	1376	7.696	13	1376	8.177	13	1376	15.873
17:00 - 18:00	13	1376	6.634	13	1376	6.808	13	1376	13.442
18:00 - 19:00	13	1376	4.611	13	1376	5.757	13	1376	10.368
19:00 - 20:00	13	1376	3.448	13	1376	4.242	13	1376	7.690
20:00 - 21:00	13	1376	2.040	13	1376	2.414	13	1376	4.454
21:00 - 22:00	13	1376	1.006	13	1376	1.526	13	1376	2.532
22:00 - 23:00	13	1376	0.056	13	1376	0.319	13	1376	0.375
23:00 - 24:00									
Total Rates:			91.050			90.806			181.856

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

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

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Parameter summary

Trip rate parameter range selected:	926 - 1690 (units: sqm)
Survey date range:	01/01/16 - 19/05/24
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	13
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	1424	0.035	2	1424	0.000	2	1424	0.035
07:00 - 08:00	13	1376	0.039	13	1376	0.011	13	1376	0.050
08:00 - 09:00	13	1376	0.095	13	1376	0.073	13	1376	0.168
09:00 - 10:00	13	1376	0.117	13	1376	0.129	13	1376	0.246
10:00 - 11:00	13	1376	0.196	13	1376	0.101	13	1376	0.297
11:00 - 12:00	13	1376	0.179	13	1376	0.162	13	1376	0.341
12:00 - 13:00	13	1376	0.156	13	1376	0.151	13	1376	0.307
13:00 - 14:00	13	1376	0.224	13	1376	0.156	13	1376	0.380
14:00 - 15:00	13	1376	0.156	13	1376	0.190	13	1376	0.346
15:00 - 16:00	13	1376	0.140	13	1376	0.106	13	1376	0.246
16:00 - 17:00	13	1376	0.134	13	1376	0.184	13	1376	0.318
17:00 - 18:00	13	1376	0.123	13	1376	0.196	13	1376	0.319
18:00 - 19:00	13	1376	0.134	13	1376	0.145	13	1376	0.279
19:00 - 20:00	13	1376	0.129	13	1376	0.129	13	1376	0.258
20:00 - 21:00	13	1376	0.101	13	1376	0.106	13	1376	0.207
21:00 - 22:00	13	1376	0.034	13	1376	0.084	13	1376	0.118
22:00 - 23:00	13	1376	0.000	13	1376	0.011	13	1376	0.011
23:00 - 24:00									
Total Rates:			1.992				1.934	3.926	

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.

SCP York Street Manchester

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	1424	0.562	2	1424	0.000	2	1424	0.562
07:00 - 08:00	13	1376	0.252	13	1376	0.078	13	1376	0.330
08:00 - 09:00	13	1376	0.956	13	1376	0.822	13	1376	1.778
09:00 - 10:00	13	1376	1.056	13	1376	1.179	13	1376	2.235
10:00 - 11:00	13	1376	1.733	13	1376	1.408	13	1376	3.141
11:00 - 12:00	13	1376	2.163	13	1376	2.252	13	1376	4.415
12:00 - 13:00	13	1376	2.962	13	1376	2.711	13	1376	5.673
13:00 - 14:00	13	1376	3.068	13	1376	2.789	13	1376	5.857
14:00 - 15:00	13	1376	3.046	13	1376	3.141	13	1376	6.187
15:00 - 16:00	13	1376	2.683	13	1376	3.180	13	1376	5.863
16:00 - 17:00	13	1376	2.878	13	1376	2.739	13	1376	5.617
17:00 - 18:00	13	1376	2.700	13	1376	2.543	13	1376	5.243
18:00 - 19:00	13	1376	2.470	13	1376	2.062	13	1376	4.532
19:00 - 20:00	13	1376	1.397	13	1376	1.749	13	1376	3.146
20:00 - 21:00	13	1376	1.319	13	1376	1.503	13	1376	2.822
21:00 - 22:00	13	1376	0.604	13	1376	0.788	13	1376	1.392
22:00 - 23:00	13	1376	0.061	13	1376	0.218	13	1376	0.279
23:00 - 24:00									
Total Rates:			29.910			29.162			59.072

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.

SCP York Street Manchester

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TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	2	1424	0.105	2	1424	0.035	2	1424	0.140
07:00 - 08:00	13	1376	0.101	13	1376	0.045	13	1376	0.146
08:00 - 09:00	13	1376	0.330	13	1376	0.235	13	1376	0.565
09:00 - 10:00	13	1376	0.414	13	1376	0.402	13	1376	0.816
10:00 - 11:00	13	1376	0.402	13	1376	0.341	13	1376	0.743
11:00 - 12:00	13	1376	0.402	13	1376	0.347	13	1376	0.749
12:00 - 13:00	13	1376	0.436	13	1376	0.386	13	1376	0.822
13:00 - 14:00	13	1376	0.391	13	1376	0.347	13	1376	0.738
14:00 - 15:00	13	1376	0.419	13	1376	0.380	13	1376	0.799
15:00 - 16:00	13	1376	0.341	13	1376	0.369	13	1376	0.710
16:00 - 17:00	13	1376	0.279	13	1376	0.374	13	1376	0.653
17:00 - 18:00	13	1376	0.240	13	1376	0.324	13	1376	0.564
18:00 - 19:00	13	1376	0.252	13	1376	0.257	13	1376	0.509
19:00 - 20:00	13	1376	0.145	13	1376	0.274	13	1376	0.419
20:00 - 21:00	13	1376	0.078	13	1376	0.151	13	1376	0.229
21:00 - 22:00	13	1376	0.039	13	1376	0.078	13	1376	0.117
22:00 - 23:00	13	1376	0.006	13	1376	0.034	13	1376	0.040
23:00 - 24:00									
Total Rates:			4.380				4.379	8.759	

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.

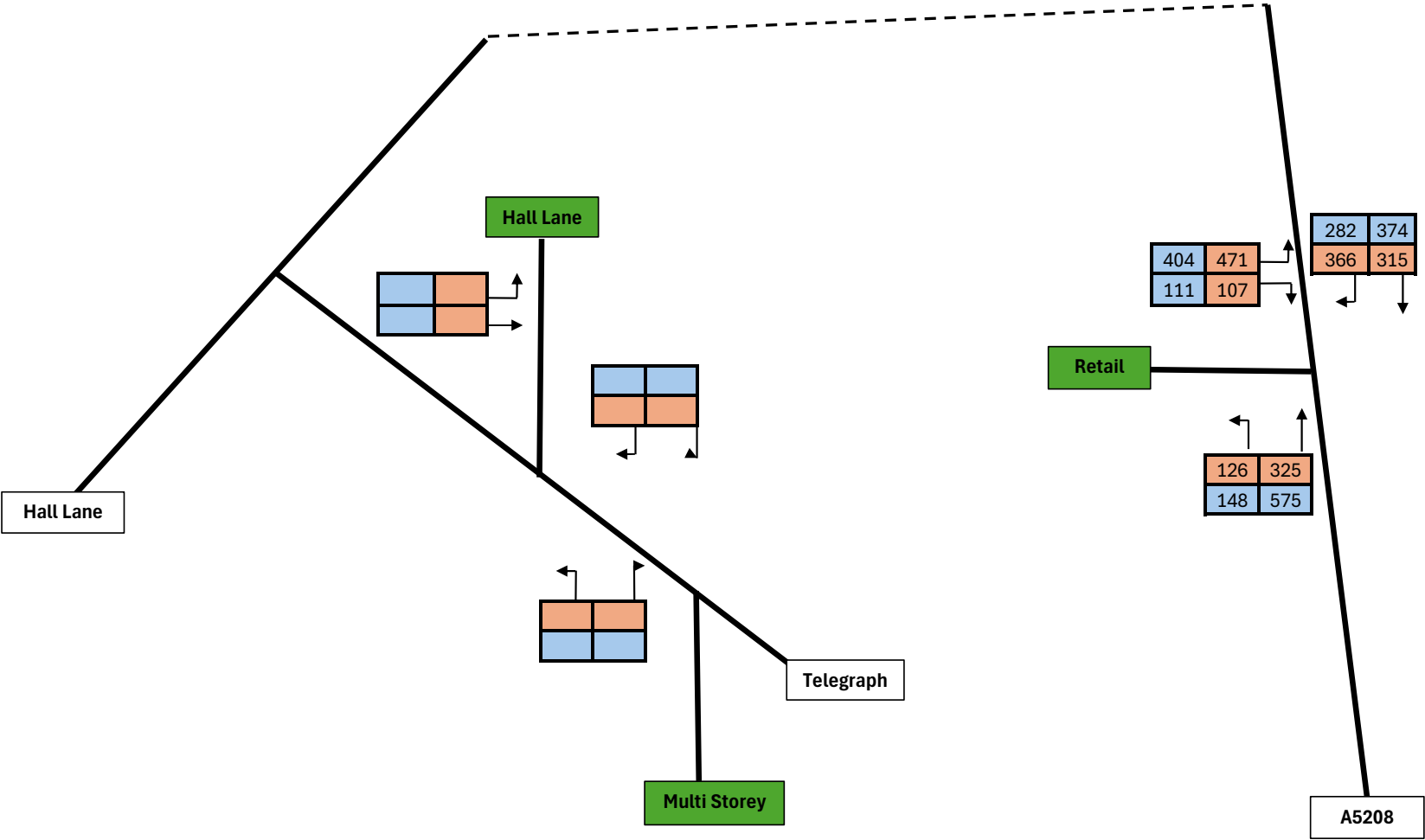
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected 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.

S|C|P

TRAFFIC FLOW FIGURES

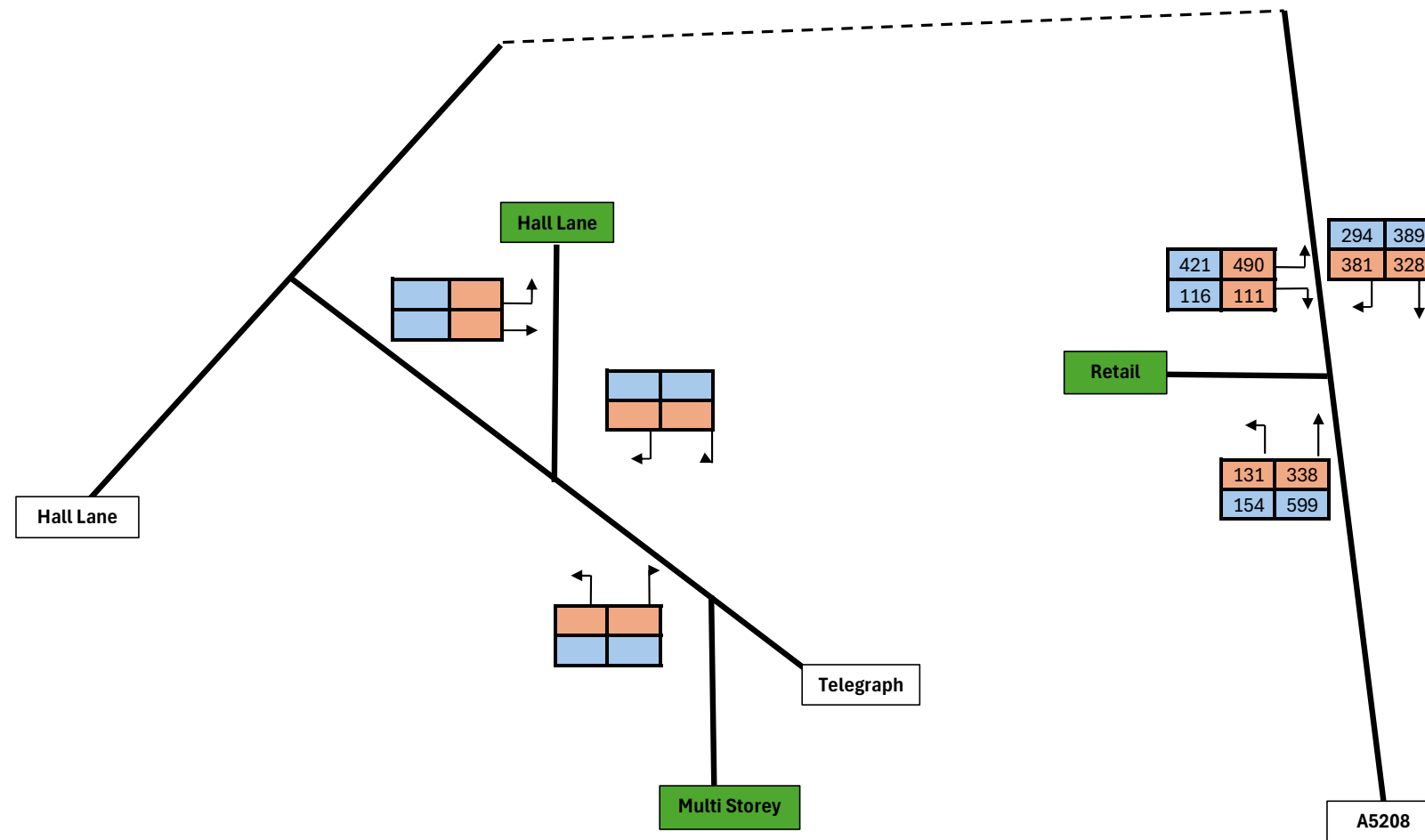


PEAK HOURS
PM 16:45-17:45
SAT 12:30-13:30



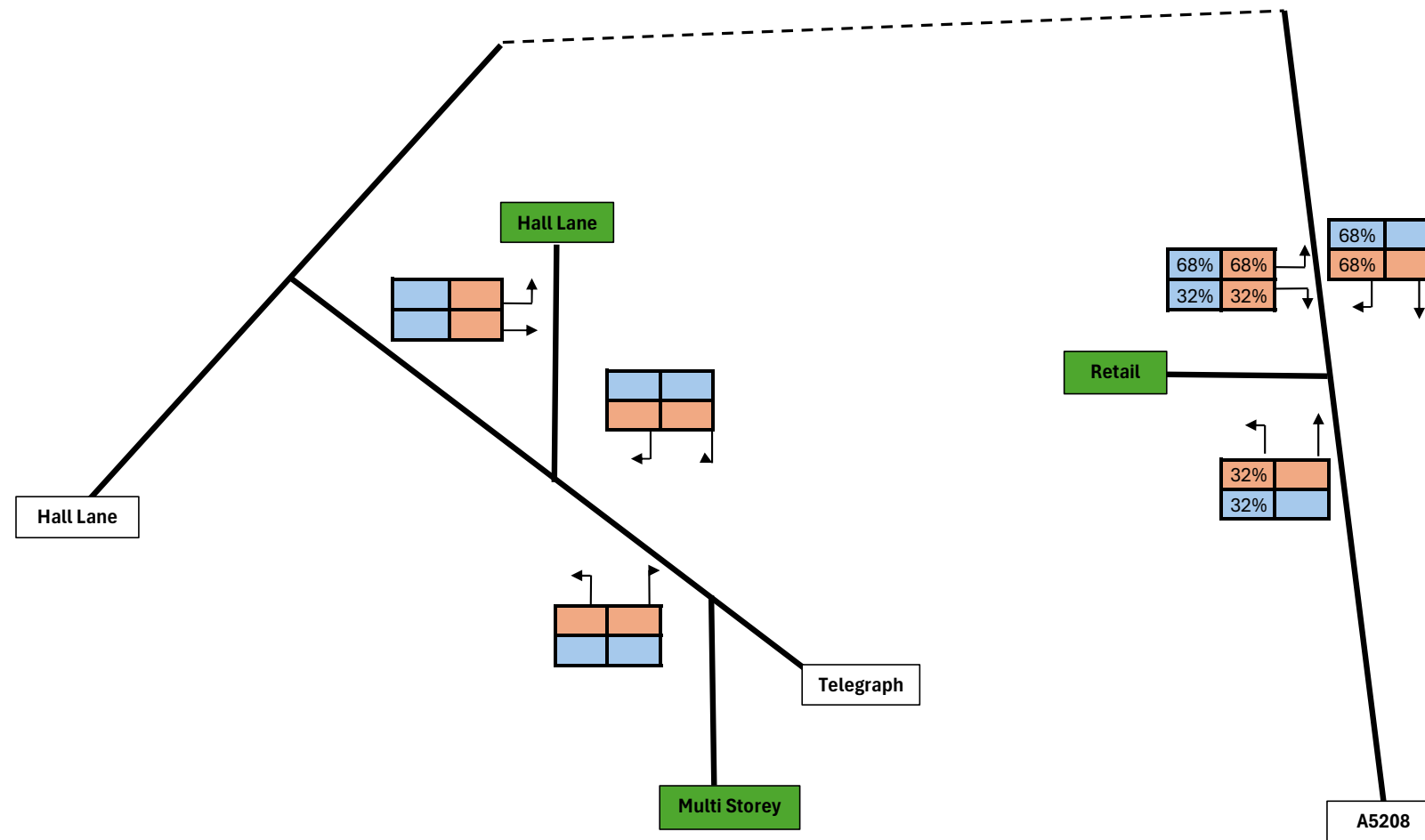


TEMPro	PEAK HOURS	
1.0413	PM	16:45-17:45
1.0402	SAT	12:30-13:30



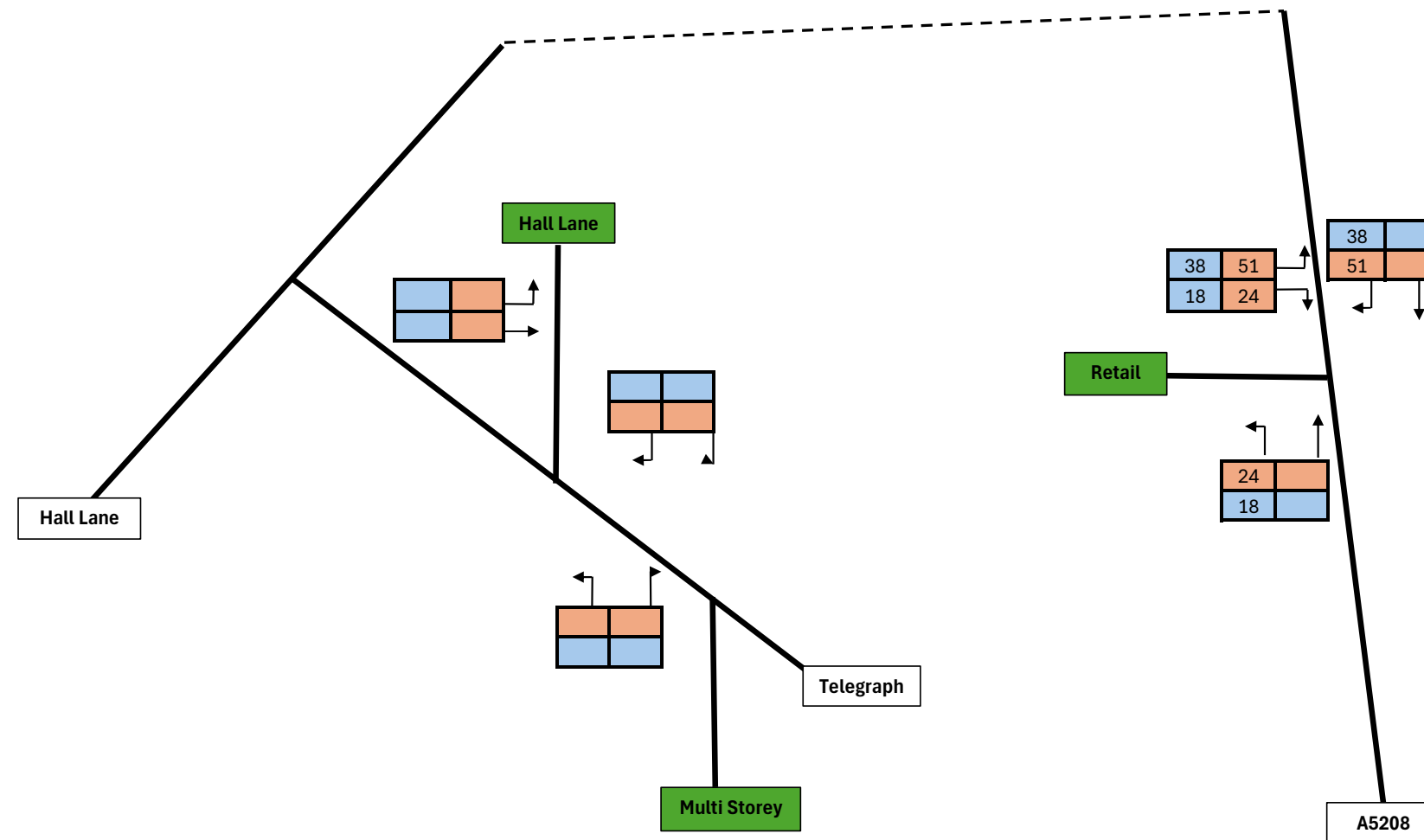


PEAK HOURS	
PM	16:45-17:45
SAT	12:30-13:30





TWO-WAY
PM 56
SAT 75
**assumes 50% primary*





PEAK HOURS
PM 16:45-17:45
SAT 12:30-13:30

