



TRANSPORT STATEMENT

Revised Access Arrangement Moorgate Road North Kirkby Liverpool

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CONFIDENTIALITY STATEMENT

This report is addressed to and may be relied upon by the following:

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This report has been prepared for the sole use and reliance of the above named parties. This report shall not be relied upon or transferred to any other parties without the express written authorisation of JPG (Leeds) Limited. No responsibility will be accepted where this report is used, either in its entirety or in part, by any other party.

DOCUMENT HISTORY

Revision	Date	Revision Details	Status	Author(s)	Approved
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1.0 INTRODUCTION

1.1 Background

JPG (Leeds) Limited (JPG) has been appointed by Commercial Development Projects Limited (CDP) to prepare a Transport Statement (TS) to accompany an outline planning application for amendments to the existing Saputo Factory access from Moorgate Road North, Kirkby, Liverpool.

The site is located within the jurisdiction of Knowsley Council as Local Planning and Highway Authority.

1.2 Site Location and Development Proposals

The site is located the east of A5207 Moorgate Road North, Kirkby, Liverpool, approximately 2.0 kilometres to the southeast of the town of Kirkby. Figure 1.2 below illustrates the site location.

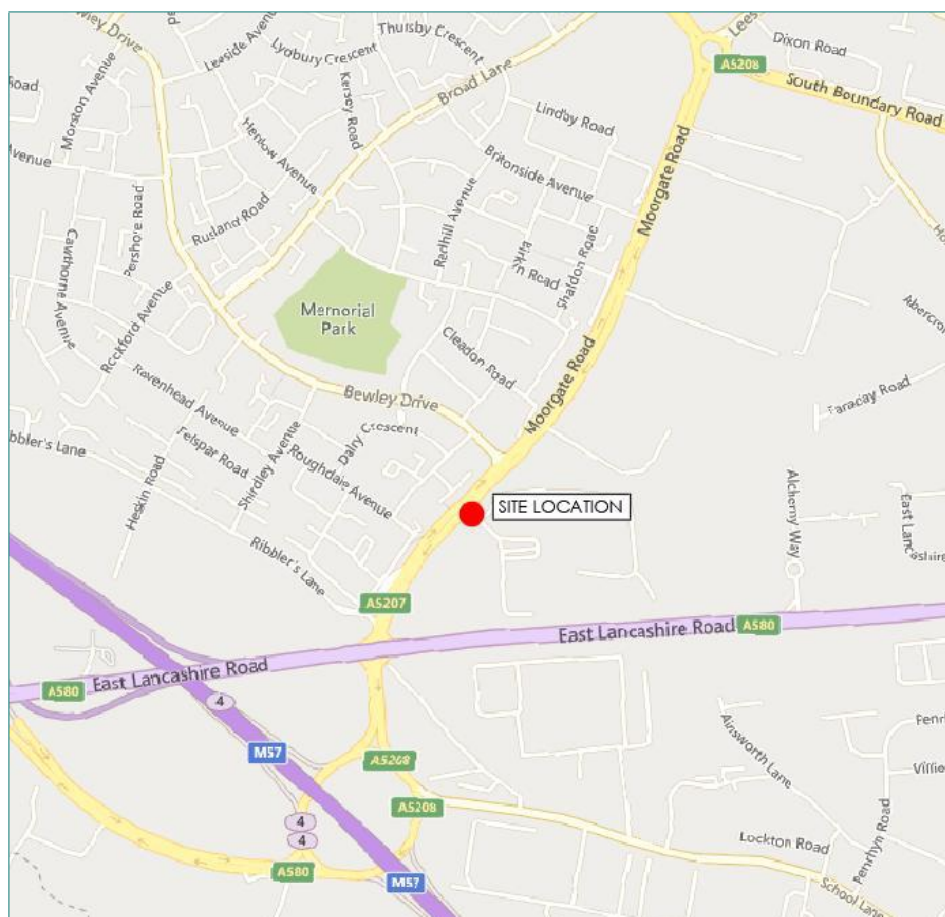


Figure 1.2 – Site Location

The development proposals seek to reconfigure the existing Saputo factory entrance to provide a link road into the land directly to the south and southeast of the existing Saputo factory. The land is allocated for employment land use within the 2016 Knowsley Local Plan.



The proposals will provide a new priority junction in place of the existing factory access on Moorgate Road North. The HGV factory access will be relocated to the southeast of its current location. A secondary access into the factory will also be provided for cars only.

The proposed site plan is attached at Appendix A.

1.3 Report Structure

This TS has been prepared to provide information on the access arrangements and the suitability of the proposed junction. The TS demonstrates that the proposed junction will operate safely and will provide facilities for all road users and that the proposed development is, therefore, in accordance with the National Planning Policy Framework (NPPF).

This TS is set out as follows:

Section 2.0

Sets out the relevant transport-related planning policies and guidance which has been used in relation to the proposals.

Section 3.0

Describes the existing site and its operation, includes details of the local highway network and references the road safety record.

Section 4.0

Provides details of the development proposals.

Section 5.0

This section discusses the future year baseline operating conditions of the local highway network, without the proposed development.

Section 6.0

Discusses the Existing 2026 operational assessments of the existing Saputo factory access and the Base 2031 operational assessments of the proposed junction arrangement.

Section 7.0

Provides a sensitivity test considering the full build out of the allocated site to the south of the proposed junction, with access taken via the proposed junction arrangement.

Section 8.0

Provides a summary and draws the conclusions from the results of the assessment.



2.0 NATIONAL AND LOCAL POLICY

2.1 National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently revised in February 2025. It sets out the Government's planning policies for England and how these should be applied.

Paragraph 11 of the NPPF sets out the '*presumption in favour of sustainable development*', this states:

"Plans and decisions should apply a presumption in favour of sustainable development.

For decision-taking this means:

- c) Approving development proposals that accord with an up-to-date development plan without delay; or
- d) 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:
 - i. The application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or,
 - ii. 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."

Paragraph 116 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

Paragraph 117 of the NPPF goes on to state:

"Within this context, applications for development should:

- e) 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;
- f) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;



- g) 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;
- h) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- i) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

Paragraph 118 of the NPPF states that all developments that will generate significant amounts of movement should be supported by a TS or Transport Assessment so that the likely impacts of the proposal can be assessed. This TS has been prepared to support the development proposals in line with this requirement. This TS demonstrates that the proposed development is in a location that provides good opportunities to travel by sustainable modes of transport and that the residual cumulative impact is not severe. This approach is in line with NPPF guidance.

2.2 Planning Practice Guidance

The Planning Practice Guidance (PPG) was released in 2014 by the Department for Transport and most recently revised in February 2024. The PPG was prepared to bring together planning practice guidance for England in an accessible and usable way.

Paragraph 2 of the 'Travel Plans, Transport Assessments and Statements' section of PPG states that:

"...Travel Plans; Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements".

In terms of the key principles, paragraph 7 of the 'Travel Plans, Transport Assessments and Transport Statements' section of PPG states that:

"...Travel Plans, Transport Assessments and Statements should be:

- *Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *Established at the earliest practicable possible stage of a development proposal;*
- *Be tailored to particular local circumstances (other locally determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally)..."*

It is considered that the production of this TS is aligned to the requirements of the PPG.



2.3 Liverpool City Region Combined Authority Local Transport Plan (Draft)

The Liverpool City Region Combined Authority Local Transport Plan is currently being prepared and sets out the Combined Authority's transport vision up to 2040. The Local Transport Plan has gone through a consultation period and is currently under review.

The vision comprises five main goals as shown in Table 2.3 below:

Table 2.3 – LTP Goals

The Vision	
Clean, safe and accessible transport for moving people and goods	
Goal 1	Support good, clean job growth and opportunity for all
Goal 2	Achieve net-zero carbon and an improved environment
Goal 3	Improve health, safety and quality of life
Goal 4	Transport infrastructure that's well maintained and resilient
Goal 5	Plan and respond to uncertainty and change to be innovative

2.4 Knowsley Local Plan Core Strategy (January 2016)

The Knowsley Local Plan Core Strategy was adopted by Knowsley Council in 2016 and sets out a vision for the district up to 2028. The Local Plan provides an overarching framework of policies to guide and deliver that vision.

Policy CS1 – Spatial Strategy for Knowsley

This policy sets out the overall spatial development strategy for Knowsley and identifies principal regeneration areas which will be subject to change during the local plan period. Knowsley Industrial and Business Parks has been highlighted as one of six principal regeneration areas.

Policy CS2 – Development Principles

New development in Knowsley will be expected to support the following development principles:

- Promote sustainable economic development.
- Reduce carbon emissions.
- Reduce the need to travel and increase accessibility.
- Protect and enhance environmental assets; and
- Prioritise locations consistent with the spatial strategy.

Development assessment tools such as Transport Assessments and Travel Plans will be used to implement the development principles.



Policy CS7 – Transport Networks

New developments will be required to be located and designed to prioritise accessibility and sustainable travel and in accordance with parking standards with focus on road safety.

Policy CS11 – Principal Regeneration Area – Knowsley Industrial and Business Parks

Areas within the Principal Regeneration Areas will be supported. Knowsley Industrial and Business Parks forms part of the principal regeneration areas with a particular focus on developments which provide B2 and B8 land uses of a high quality.

The development proposals will contribute towards the achievement of the objectives and policies contained within the Local Plan by providing development in a location which has opportunities for access by a variety of modes of travel, including sustainable travel modes.

2.5 Summary

This TS has been written with regard to the policies detailed above and is considered to be in accordance with both local and national transport policy.



3.0 THE SITE AND THE LOCAL HIGHWAY NETWORK

3.1 The Application Site

The proposed access arrangement will be located to the east of Moorgate Road North, Kirkby and will replace the existing Saputo factory access. Moorgate Road is subject to a 40mph speed limit.

The existing access has an entry radius of 6.0 metres and an exit radius of 5.0 metres with the factory gatehouse separating the two lanes. The access leads directly into the factory's service yard. Both the entrance and exit are controlled by a barrier system, all drivers entering the site currently report to the gatehouse before being directed to the service yard to the northwest of the factory or car parking facilities to the west of the factory.

Footway is provided to both sides of the existing access with a width of circa 3.0 metres; no tactile paving is present. Pedestrian access to the Saputo factory is gained from the southern side of the existing access.

3.2 Surrounding Highway Network

Moorgate Road North will form the major arm of the proposed junction and is a dual carriageway with two lanes northbound and southbound separated by a central island. The northbound carriageway is 7.4 metres wide, and the southbound carriageway is 7.3 metres wide.

There is an existing right turn lane for northbound vehicles which is separated from southbound vehicles by a physical island.

Travelling 340 metres south from the site Moorgate Road North meets the A580 East Lancashire Road at a four arm signalised junction which has recently been improved. Works included widening Moorgate Road South to add a new lane, constructing a new segregated cycleway, and upgrading traffic signals at the junction.

Returning to the site, Moorgate Road North continues north from the site for approximately 1.0 kilometres as a dual carriageway with central reserve before meeting the Moorgate Road North/County Road/Lees Road/South Boundary Road four arm roundabout. There are a number of breaks in the central reserve along this stretch of carriageway providing protected right turn facilities for accesses serving a number of industrial land uses.

3.3 Personal Injury Collision Data

A review of the Personal Injury Collision (PIC) data available on the CrashMap online database for the most recent five-year period available (2020-2025) has been undertaken, and included at Appendix B. Figure 3.3 below shows the location and severity of the collisions within the study area.

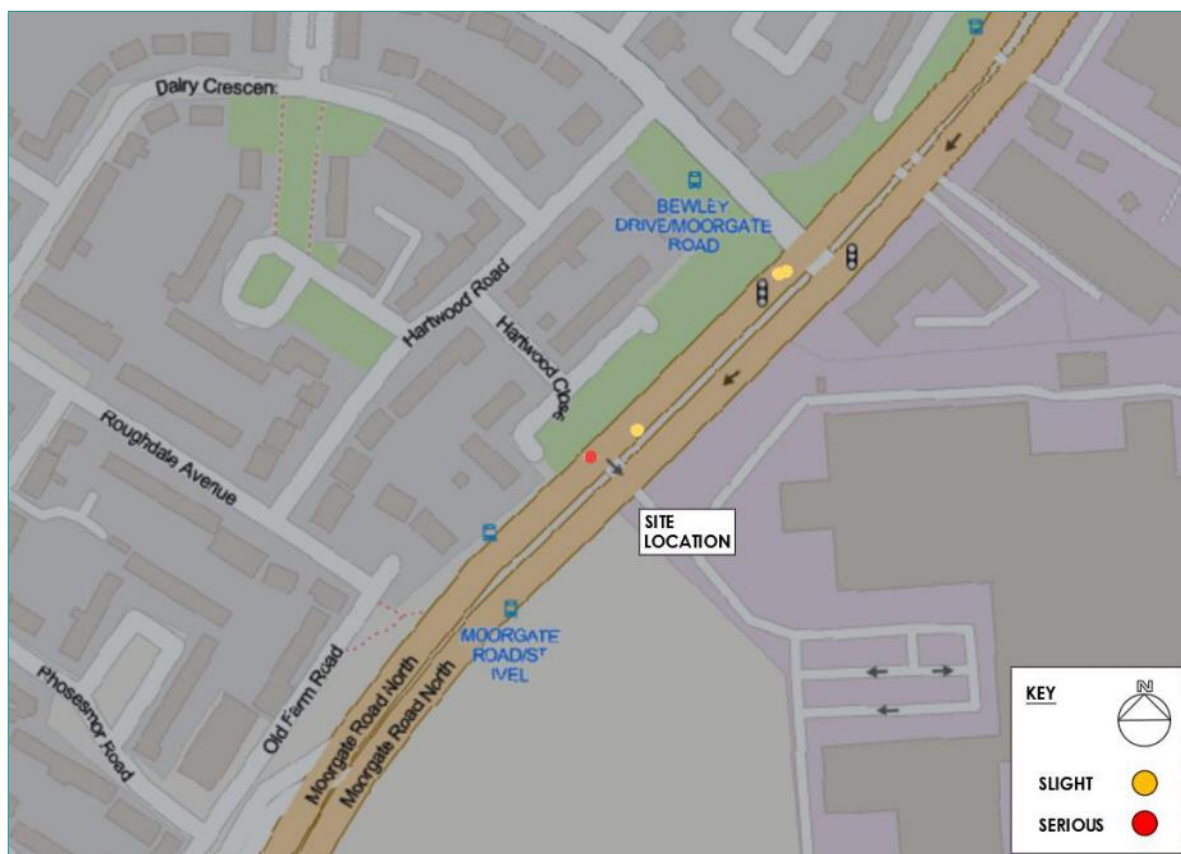


Figure 3.3 – PIC Data

The PIC data is summarised in Table 3.3 below and shows that there has been a total of four reported PICs over the five-year period. Three of the reported PICs were classified as slight in severity and one was serious in severity.

Table 3.3 – PIC Data

Year	Slight	Serious	Fatal	All Severities
2020	1	0	0	1
2021	1	0	0	1
2022	0	0	0	0
2023	0	1	0	1
2024	1	0	0	1

PICs recorded in 2020

A single PIC was reported in 2020.

- The PIC (ref: 2020052002567) occurred on the northbound side of the Moorgate Road North dual carriageway, to the north of the existing Saputo factory access. The PIC occurred during daylight hours; the carriageway was dry and was slight in severity. The collision involved a car and a van; the car collided with the van which was making a U-turn from the southbound carriageway onto the northbound carriageway.



PICs recorded in 2021

A single PIC was recorded in 2021.

- The PIC (ref: 2021052101845) occurred on Moorgate Road North at the signalised junction 100 metres to the north of the Saputo factory access in dry road conditions in the hours of daylight. The PIC involved motorcycle which was carrying a passenger on the northbound approach to the signals. No other vehicles were involved, and the PIC resulted in injuries classed as being slight in severity.

PICs recorded in 2023

A single PIC was recorded in 2023.

- The PIC (ref: 2023052300254)) occurred on the northbound carriageway of Moorgate Road North at the Saputo factory access. The road surface was wet, and the PIC occurred in the hours of darkness. A cyclist aged 11-15 was changing lanes into the right turn lane at the Saputo factory entrance and a car collided with the rear of the cycle. The collision was classed as serious in severity.

PICs recorded in 2024

A single PIC was recorded in 2024.

- The PIC (ref: 2024052401059) occurred on the northbound carriageway of Moorgate Road North at the signalised junction 100 metres to the north of the Saputo factory access in wet road conditions in the hours of daylight. The PIC was slight in severity and was a shunt type collision on the approach to the signals involving a car and an HGV.

Based on the review of the available CrashMap PIC data there have been four PICs across the study area over the latest five-year period with three of the reported PICs classified as slight in severity and one serious in severity. This equates to an average annual collision rate of 0.8 PICs per year across the study area.

It is concluded that the data does not indicate any existing road safety issues on the highway network in the vicinity of the site. Therefore, the highway network in the vicinity of the site is operating safely at present and the proposed junction arrangement will not have a significant impact on road safety.



4.0 DEVELOPMENT PROPOSAL

4.1 Overview of the Proposed Development

The proposals are for the construction of a new junction with Moorgate Road North and a link road which would serve the existing Saputo factory and provide access to land directly to the south and southeast of the Saputo factory.

The existing Saputo factory takes access directly from Moorgate Road with access and egress controlled by barrier. This arrangement would be relocated to the east as part of the proposals, allowing space for a new priority junction with Moorgate Road North to be constructed. This would also allow a link road to the allocated sites to the south to be constructed.

In addition to the Saputo factory access the proposals would provide a separate car/van only access, therefore, separating car and HGV movements. The proposed arrangement is shown at Appendix A.

4.2 Vehicular Access

The proposed junction arrangement makes use of the existing right turn lane which facilitates right turns from the northbound side of the dual carriageway. The entry radius for left turning vehicles has been increased to 15.0 metres and the radius for vehicles turning left out of the junction is 7.5 metres. The proposals would also introduce a pedestrian refuge island midway across the junction.

Swept path analysis of the proposed junction arrangement, Saputo factory access and the link road has been undertaken utilising an 18.5 metre HGV as shown at Appendix C.

From the proposed access the link road sweeps to the south with the relocated Saputo factory access located to the east of the link road, approximately 20.0 metres from the junction with Moorgate Road. The proposed car/van only access to the Saputo factory will be located approximately 30.0 metres further south along the link road.

4.3 Pedestrian Access

The proposed junction arrangement includes provision for pedestrians with continuous footway provided to the southern side of the junction and along the western side of the proposed link road. Pedestrians arriving from the north would be required to cross the junction before joining the footway to the south of the junction in order to follow the link road into the allocated site.

Tactile paving will be provided at the junction and on the pedestrian refuge island. A further uncontrolled pedestrian crossing will be provided across the link road in the vicinity of the Saputo factory access, facilitating pedestrian access to the site. Tactile paving is also provided across the car/van access into the Saputo factory.



5.0 BASE OPERATING CONDITIONS

5.1 Existing Traffic Flows

In order to determine the peak hour usage of the local highway network, traffic surveys were undertaken on Wednesday 18 March 2026 between the hours of 7:00am–7:00pm. This time period, which represents normal conditions during school term time, was chosen to ensure that the weekday morning and evening peak hours were fully captured for consideration in this TS. The surveys recorded fully classified turning counts in 15-minute intervals at the junction between Moorgate Road North and the Saputo Factory access, the survey data is attached at Appendix D.

It has been identified from the raw traffic survey data that the weekday morning peak hour occurred between 07:15–08:15 and the weekday evening peak hour occurred between 16:15–17:15, traffic flow diagrams showing the 2026 existing peak hour traffic flows on the local highway network are attached at Appendix E.

5.2 Growth Factors

Historic good practice guidance on TA's set out within the DfT's '*Guidance on Transport Assessment*' sets out that traffic flows should be projected to a future year of five years post submission of the planning application, which in this case would be 2031. To assess the operation of the local highway network in the future year, growth factors have been obtained to increase the 2026 traffic flows to a future base year of 2031.

The 2026 traffic flows have, therefore, been projected to this future year by applying growth factors which have been determined using TEMPro (v8.1), for the Knowsley 005 MSOA (middle super output area), as the area in which the site is situated. The Road Traffic Forecasts (RTF) adjusted growth rates are set out in Table 5.2.

Table 5.2 – TEMPro Adjusted Road Traffic Forecasts Growth Factors

	RTF Growth Factors	
	AM Peak Period	PM Peak Period
2026-2031 Knowsley 005 MSOA	1.0616	1.0605

The factors take account of planned increases in households and employment figures and indicate a circa 6.0% growth in both the AM and PM Peak Period. The growth factors have been applied to the 2026 existing peak hour traffic flows at Appendix E, resulting in the 2031 growth traffic flows as shown on the diagrams at Appendix F.

A review of the Knowsley Council planning portal has been undertaken to determine if there are any committed developments in the area which may have an impact on the study network over the next five years. No such committed developments have been found and, therefore, the factors detailed above have been applied to account for a general level of development in the local area.



6.0 OPERATIONAL ASSESSMENT

The proposals for a new priority junction and link road will not generate additional trips on the highway network. In order to consider the suitability of the proposed junction arrangement the industry standard PICADY module of the Junctions11 software package has been used.

The 2026 existing peak hour traffic flows attached at Appendix E have been used to assess the existing operation.

The 2031 base traffic flows shown on the diagrams at Appendix F have been used to assess the proposed scenario.

The geometric parameters used to build the existing 2026 and proposed 2031 traffic models have been measured using a topographical survey and the proposed scheme shown at Appendix A respectively.

6.1 Junction Analysis

The operation of the existing Saputo factory access junction with Moorgate Road North has been assessed for the 2026 existing weekday morning and evening peak hours, using the PICADY element of the Junctions 11 modelling software. The results of the modelling are summarised in Table 6.1 and the full model outputs are attached at Appendix G.

The existing junction arrangement has then been assessed using the 2031 base traffic flows with the results also shown in Table 6.1 below. The full model outputs are attached at Appendix G.

The proposed junction arrangement has then been assessed using the 2031 base traffic flows with the results also shown in Table 6.1 below. The full model outputs are attached at Appendix H.

Table 6.1 – Results Analysis

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2026 Existing Scenario				
Site Access - (Left & Right Out)	0	0	0.02	0
Moorgate Road North (Ahead & Right In)	0.02	0	0.01	0
2031 Base Scenario				
Site Access - (Left & Right Out)	0	0	0.02	0
Moorgate Road North (Ahead & Right In)	0.02	0	0.01	0
2031 Proposed Scenario				
Proposed Junction - (Left & Right Out)	0	0	0.02	0
Moorgate Road North (Ahead & Right In)	0.02	0	0.01	0



Table 6.1 shows that the proposed junction is predicted to operate well within capacity and with no change to RFC or queuing as a result of the changes to the junction arrangement or growth, with only the Saputo factory served by the proposed junction.

6.2 Summary

The above analysis confirms that the proposed junction is expected to operate within capacity in the future year scenario with no change to RFC or queuing as a result of changes to the junction or growth on the highway network.



7.0 SENSITIVITY TEST

The proposals will provide a link road which will serve to facilitate access into the allocated site to the south of the existing Saputo factory. The allocated site is anticipated to yield some 14,000 square metres of B2/B8 floorspace based on the masterplan included at Appendix I. In order to assess the impact of this on the proposed junction and to ensure that the junction provides sufficient capacity to accommodate the allocated site, a sensitivity test has been undertaken.

7.1 Trip Generation and Distribution

It has been assumed that the full 14,000 square metres of development would comprise 100% B2 land uses as this would be expected to generate more trips than B8 land uses and is, therefore, a robust approach to this sensitivity test.

B2 trip rates have been extracted from the Transport Assessment associated with an approved planning application (ref: 25/00464/FUL) for a B2/B8 development off Alchemy Way, to the east of the allocated site as shown in Table 7.1.1 below.

Table 7.1.1 – Trip Rates Extracted from 25/00464/FUL

B2 Trip Rates						
	Morning Peak			Evening Peak		
Type	Arrivals	Departures	Total	Arrivals	Departures	Total
Lights	0.338	0.0331	0.369	0.029	0.32	0.349
Heavies	0.015	0.013	0.028	0.001	0.001	0.002
All Vehicles	0.353	0.0461	0.397	0.03	0.321	0.351

This would result in the allocated site generating the car and HGV movements shown in Table 7.1.2 below.

Table 7.1.2 – Trip Generation of Allocated Site

Allocated Site Trip Generation						
	Morning Peak			Evening Peak		
Type	Arrivals	Departures	Total	Arrivals	Departures	Total
Lights	47	5	52	4	45	49
Heavies	2	2	4	0	0	0
All Vehicles	49	6	56	4	45	49

The trips detailed in Table 7.1.2 have then been distributed at the proposed site access based on the existing turning count data obtained for the existing Saputo factory access. Due to the low number of HGV movements at the existing site access the HGV movements associated with the allocated site have been split based on the northbound and southbound HGV proportions observed in the 2026 traffic count. HGV movements are therefore split equally arriving/departing to/from the north and south. The resulting distribution is shown at Appendix J.



This distribution has then been applied to the trip generation shown at Table 7.1.2 and combined with the 2031 base traffic flows detailed on the diagram at Appendix F to provide the sensitivity test traffic flows shown on the diagram at Appendix K, these traffic flows have been used to assess the proposed junction arrangement.

7.2 Sensitivity Test – Proposed Junction and Allocated Site Trips

The Junctions 11 model produced to assess the proposed junction improvements has been used to inform this sensitivity test, the results of the 2031 Proposed Scenario and 2031 Sensitivity Test (with the allocated site) are shown in Table 7.2 below. The full model outputs are attached at Appendix H.

Table 7.2 – Proposed Site Access

Movement	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2031 Proposed Scenario				
Proposed Junction - (Left & Right Out)	0	0	0.02	0
Moorgate Road North (Ahead & Right In)	0.02	0	0.01	0
2031 Sensitivity Test – With Allocated Site				
Proposed Junction - (Left & Right Out)	0.02	0	0.11	0.1
Moorgate Road North (Ahead & Right In)	0.09	0.1	0.01	0

The results of the 2031 Sensitivity Test demonstrate that the proposed junction arrangement would provide sufficient capacity to accommodate both existing trips associated with the Saputo factory and trips generated by the allocated site to the south. The maximum predicted RFC would be 0.11 at the site access in the evening peak period with minimal queuing anticipated.

7.3 Summary

The above analysis confirms that the proposed junction is expected to operate within capacity with the addition of trips associated with the 14,000 square metre allocated site to the south of the Saputo factory.

The Sensitivity Test has been undertaken on the basis that the full allocation would come forward as B2 land use and is, therefore, considered robust as there is likely to be a mix of B2 and B8 land uses when the site does come forward.



8.0 SUMMARY AND CONCLUSIONS

JPG Group has been appointed by Commercial Development Projects Limited prepare a Transport Statement (TS) to accompany an outline planning application for amendments to the existing Saputo Factory access from Moorgate Road North, Kirkby, Liverpool.

The development proposals seek to reconfigure the existing Saputo factory entrance to provide a link road into the land directly to the south and southeast of the existing Saputo factory, this land is allocated for employment use within the 2016 Knowsley Local Plan.

The existing Saputo factory takes access directly from Moorgate Road with access and egress controlled by barrier. This arrangement would be relocated to the east as part of the proposals, allowing space for a new priority junction with Moorgate Road North to be constructed. This would also allow a link road to the allocated site to the south to be constructed.

The proposed junction arrangement makes use of the existing right turn lane which facilitates right turns from the northbound side of the dual carriageway. The entry radius for left turning vehicles has been increased to 15.0 metres and the radius for vehicles turning left out of the junction is 7.5 metres. The proposals would also introduce a pedestrian refuge island midway across the junction.

A review of personal injury collision data for the most recent five-year period available has revealed that there are no existing road safety issues which would be exacerbated by the proposed development.

The operation of the existing Saputo factory access junction with Moorgate Road North has been assessed for the 2026 existing and 2031 base weekday morning and evening peak hours, using the PICADY element of the Junctions 11 modelling software and growth factors obtained using TEMPro.

The proposed junction arrangement has then been assessed using the 2031 base traffic flows and it has been demonstrated that the junction arrangement would not lead to an increase in RFC or queuing at the junction.

In order to ensure that the junction arrangement can accommodate future trips associated with the allocated site to the south a further Sensitivity Test has been carried out. The allocated site could yield some 14,000 square metres of B2/B8 floorspace and in order to undertake a robust assessment it has been assumed that the full build out would comprise of 100% B2 land uses. B2 trip rates have been extracted from the Transport Assessment associated with an approved planning application (ref: 25/00464/FUL) for a B2/B8 development off Alchemy Way, to the east of the allocated site. These trips have then been distributed at the proposed junction and assessed.

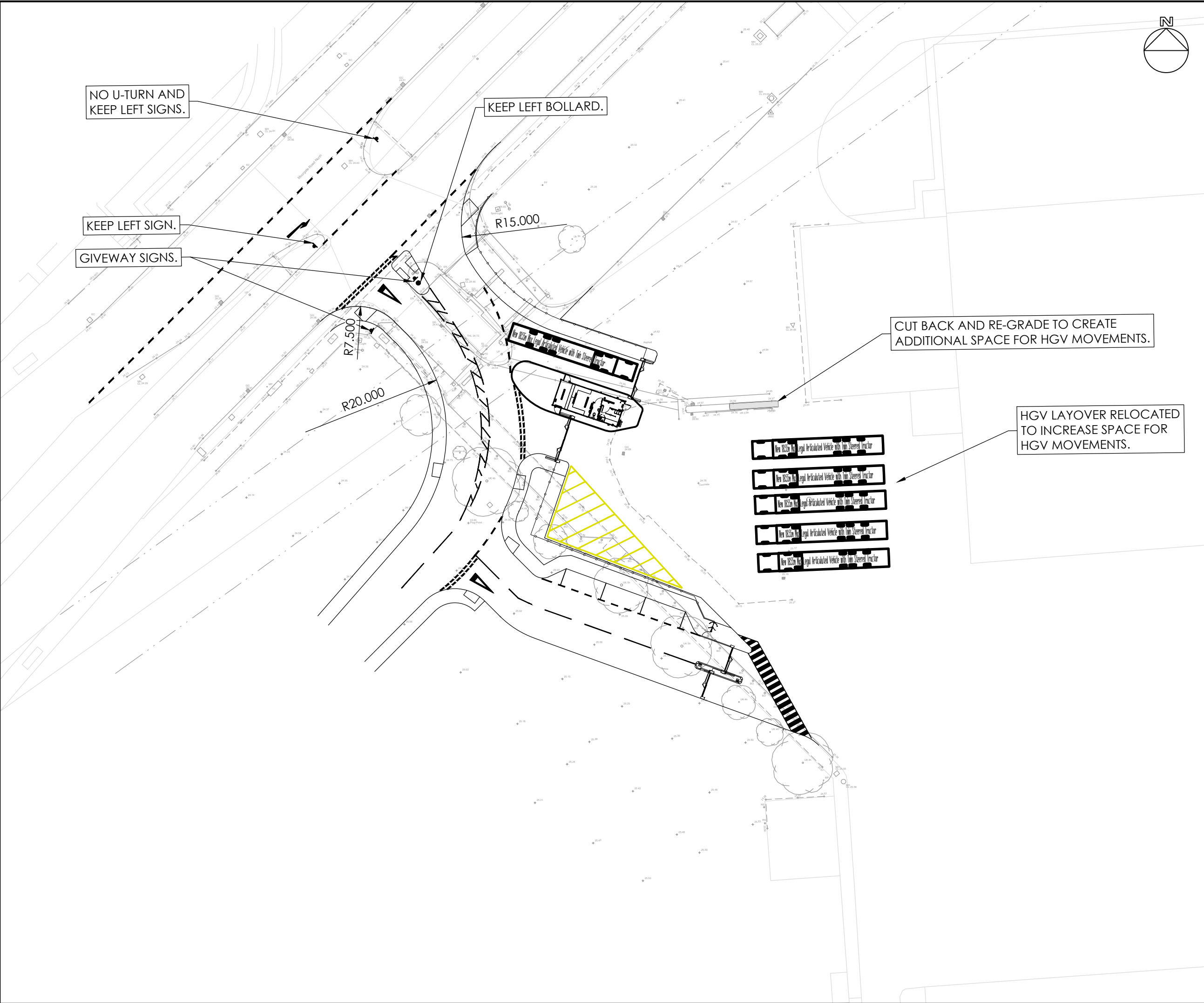
The results of the 2031 Sensitivity Test demonstrate that the proposed junction arrangement would provide sufficient capacity to accommodate both existing trips associated with the Saputo factory and trips generated by the allocated site to the south.



On the basis that the proposed junction arrangement will not lead to an increase in trips on the network, and that the capacity assessments undertaken as part of this Transport Statement do not suggest that there would be a severe impact on the highway network, it is considered that the proposed junction arrangement is in full accordance with national and local planning policy and guidance. It is, therefore, concluded that there are no justifiable highways or transport related reasons why the proposed junction arrangement should not be granted planning approval.



Appendix A Proposed Site Plan



DO NOT SCALE (A3)

NOTES

GENERAL NOTES

1. ALL MATERIALS AND WORKMANSHIP IS TO COMPLY WITH JPG CONSULTANTS STANDARD SPECIFICATION & ALL RELEVANT BRITISH & EUROPEAN STANDARDS.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, M & E CONSULTANTS AND JPG CONSULTANTS DRAWINGS.
3. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.

0m 12.5m 25m
SCALE 1:500

P03	SITE LAYOUT UPDATE	29.04.26	AB	EY
P02	GENERAL UPDATE	21.04.26	AB	AB
P01	INITIAL ISSUE	19.03.26	AB	LSG
REV	DESCRIPTION	DATE	CHK	BY

Project
MOORGATE ROAD,
KIRKBY,
LIVERPOOL

Drawing Title
OPTION 1
SITE ENTRANCE GENERAL ARRANGEMENT

INFORMATION



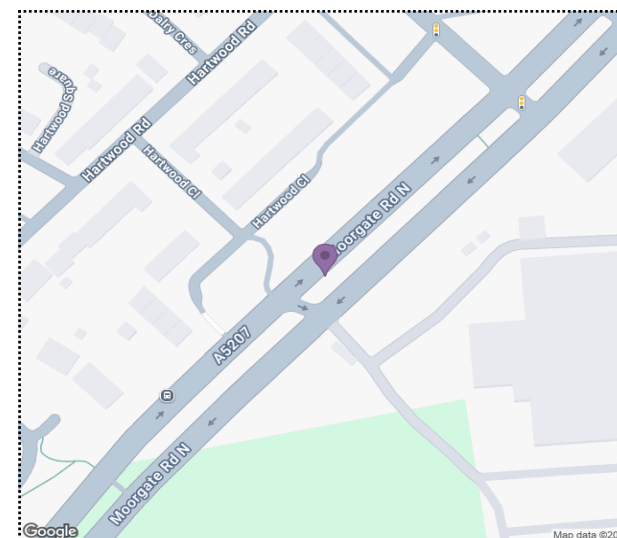


Appendix B PIC Data



Validated Data

Crash Date:	Saturday, December 12, 2020	Time of Crash:	12:25:00	Crash Reference:	2020052002567
Highest Injury Severity:	Slight	Road Number:	A5207	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	2
Local Authority:	Knowsley			OS Grid Reference:	342037 397067
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Saturday, December 12, 2020

Time of Crash: 12:25:00

Crash Reference: 2020052002567

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	5	Female	36 - 45	Unknown	Offside	Unknown	None	None
1	Van or goods vehicle 3.5 tonnes maximum gross weight (mgw) and under	2	Male	56 - 65	Vehicle is performing a U turn	Front	Journey as part of work	None	None

Casualties

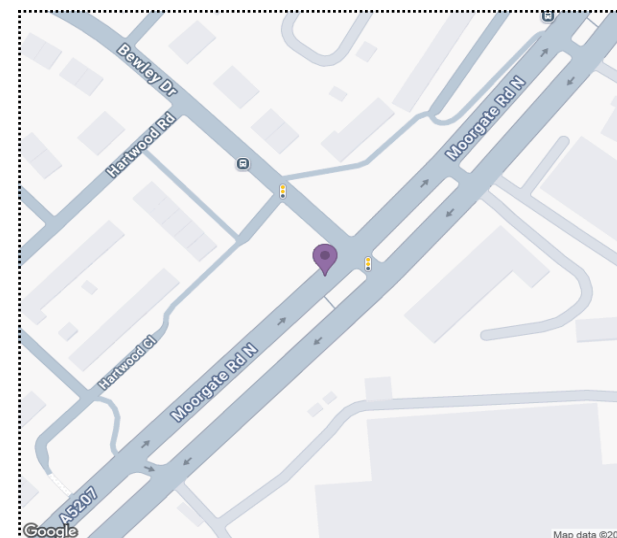
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Tuesday, September 7, 2021	Time of Crash:	16:45:00	Crash Reference:	2021052101845
Highest Injury Severity:	Slight	Road Number:	U	Casualties:	1
Highway Authority:	Knowsley			Vehicles:	1
Local Authority:	Knowsley			OS Grid Reference:	342095 397131
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, September 7, 2021

Time of Crash: 16:45:00

Crash Reference: 2021052101845

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc Â (2005 onwards)	1	Male	26 - 35	Unknown	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

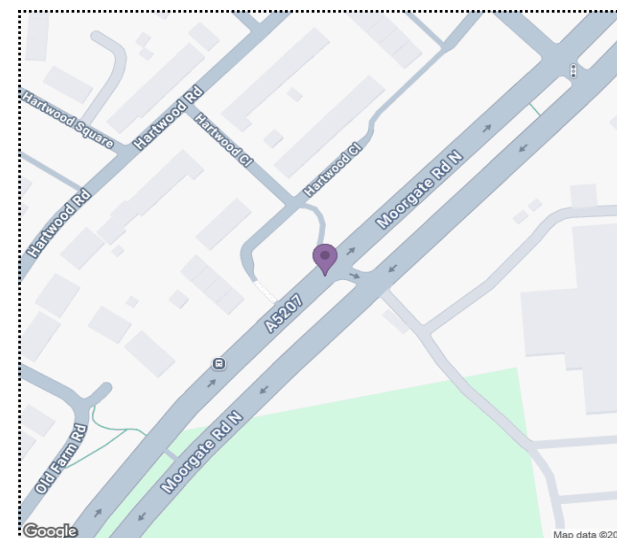
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Wednesday, January 25, 2023	Time of Crash:	18:27:00	Crash Reference:	2023052300254
Highest Injury Severity:	Serious	Road Number:	A5207	Casualties:	1
Highway Authority:	Knowsley	Vehicles:	2	OS Grid Reference:	342018 397056
Local Authority:	Knowsley				
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Wednesday, January 25, 2023

Time of Crash: 18:27:00

Crash Reference: 2023052300254

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	11	Male	36 - 45	Unknown	Front	Commuting to/from work	None	None
1	Pedal cycle	-1	Male	11 - 15	Vehicle is changing lane to the right (including slip road)	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

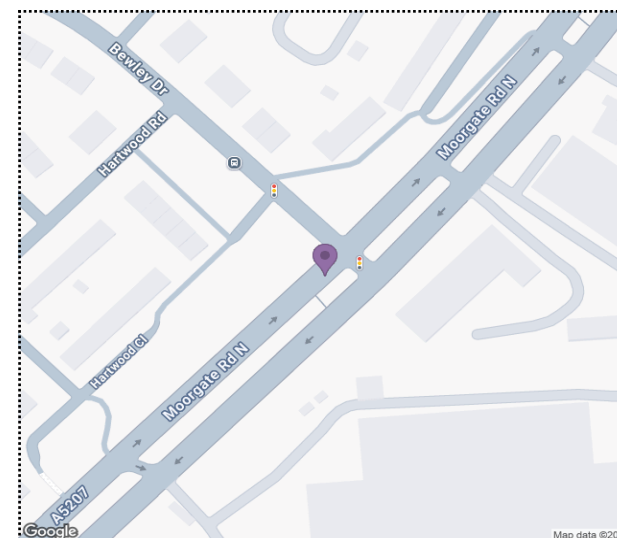
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:	Thursday, May 16, 2024	Time of Crash:	14:50:00	Crash Reference:	2024052401059
Highest Injury Severity:	Slight	Road Number:	A5207	Casualties:	1
Highway Authority:	Knowsley	Vehicles:	2	OS Grid Reference:	342098 397132
Local Authority:	Knowsley				
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Unknown				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Validated Data

Crash Date:

Thursday, May 16, 2024

Time of Crash: 14:50:00

Crash Reference: 2024052401059

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire cars 2005 onwards)	20	Female	66 - 75	Vehicle is slowing down or stopping	Back	Unknown	None	None
1	Goods vehicle 7.5 tonnes mgw and over Å (1999 onwards)	3	Male	46 - 55	Vehicle is slowing down or stopping	Back	Journey as part of work	None	None

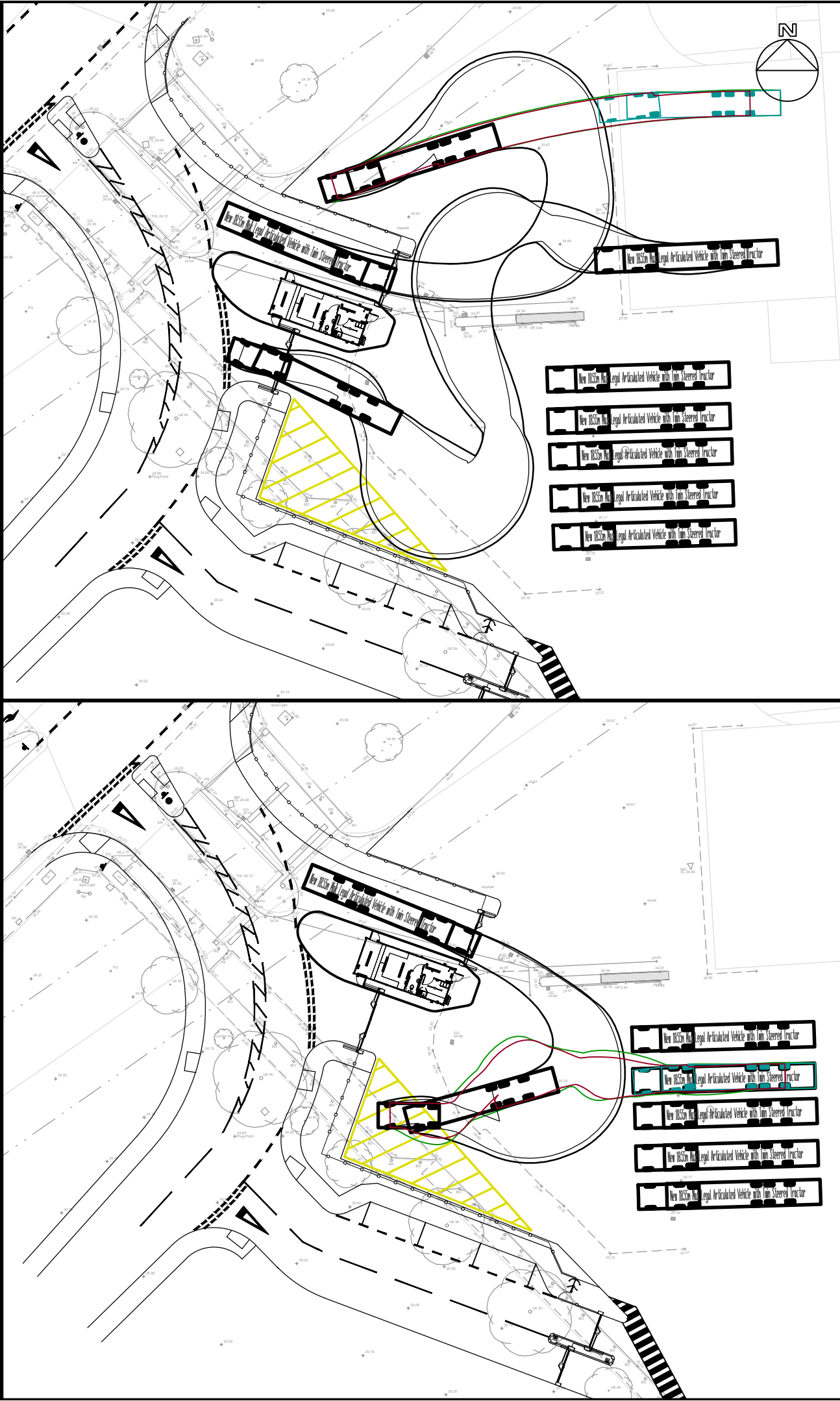
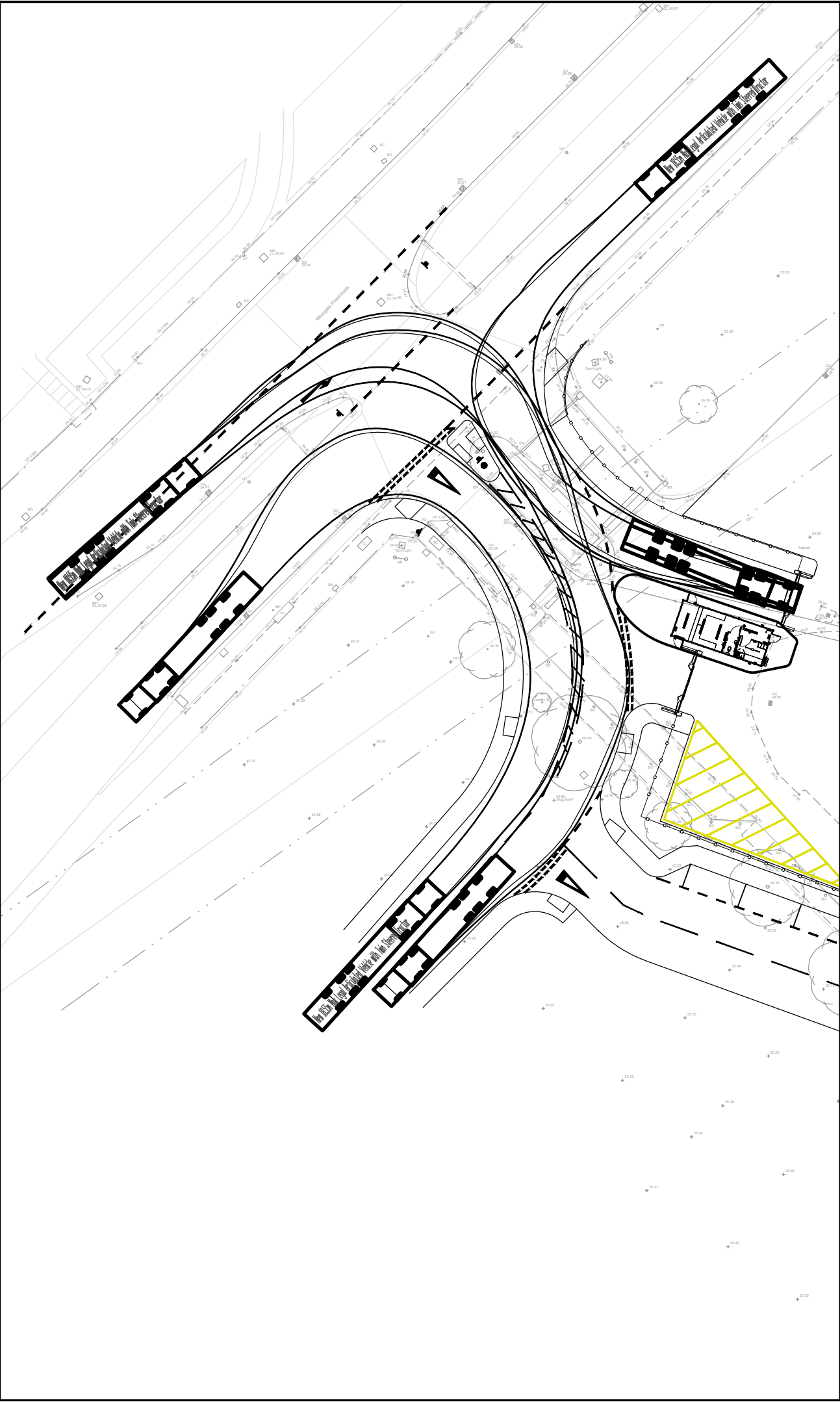
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faqTo subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Appendix C Swept Path Analysis



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DO NOT SCALE (A3)

NOTES

GENERAL NOTES

- ALL MATERIALS AND WORKMANSHIP IS TO COMPLY WITH JPG CONSULTANTS STANDARD SPECIFICATION & ALL RELEVANT BRITISH & EUROPEAN STANDARDS.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, M & E CONSULTANTS AND JPG CONSULTANTS DRAWINGS.
- ANY DISCREPANCIES SHOULD BE REPORTED TO THE ENGINEER IMMEDIATELY SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO COMMENCEMENT OF WORKS.

0m12.5m25m

SCALE 1:500

New 18.55m Max Legal Articulated Vehicle with Twin Steer

Overall Length	18.55m
Overall Width	2.55m
Overall Body Height	4.29m
Min Body Ground Clearance	0.45m
Max Track Width	2.00m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

P03	SITE LAYOUT UPDATE.	29.04.26	AB	EY
P02	GENERAL UPDATE.	21/04/2024	AB	AB
P01	INITIAL ISSUE.	19.03.26	AB	LSG
REV	DESCRIPTION	DATE	CHK	BY

Project
MOORGATE ROAD,
KIRKBY,
LIVERPOOL

Drawing Title
OPTION 1
SITE ENTRANCE GENERAL ARRANGEMENT
SWEEP PATH ANALYSIS

INFORMATION

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6673-JPG-ZZ-ZZ-DR-T-1 603S2P03



Appendix D 2026 Traffic Count



Moorgate Road, Kirby - Manual Traffic and Queue Length Survey: Wednesday, 18 March 2026

Produced by Streetwise Services Ltd.

Junction: A - (North East) A5207 Moorgate Road North / B - Car Park Access / C - (South West) A5207 Moorgate Road North

Approach: A - (North East) A5207 Moorgate Road North

A to B										A to C										A to A												
TIME	CAR	LGV		OSV1	OSV2	BUS	PCYCLE	MCYCLE	PCU	TOTAL	CAR	LGV		OSV1	OSV2	BUS	PCYCLE	MCYCLE	PCU	TOTAL	CAR	LGV		OSV1	OSV2	BUS	PCYCLE	MCYCLE	PCU	TOTAL		
0700-0715	0	0		0	0	0	0	0	0.0	0	115	33	3	13	3	3	0	189.0	170	0	0	0	0	0	0	0	0	0	0.0	0		
0715-0730	1	0		0	0	0	0	0	1.0	1	133	40	13	15	3	4	0	233.8	208	0	0	0	0	0	0	0	0	0	0.0	0		
0730-0745	0	0		0	0	0	0	0	0.0	0	104	37	19	14	1	0	0	203.7	176	0	0	0	0	0	0	0	0	0	0.0	0		
0745-0800	0	0		0	0	0	0	0	0.0	0	99	24	12	9	5	1	0	171.9	160	0	0	0	0	0	0	0	0	0	0.0	0		
Hourly Total	1	0		0	0	0	0	0	1	1	451	134	47	51	12	8	0	783	733	0	0	0	0	0	0	0	0	0	0	0.0	0	
0800-0815	0	1		0	0	0	0	0	1.0	1	101	53	24	9	2	0	0	214.7	189	0	0	0	0	0	0	0	0	0	0	0.0	0	
0815-0830	0	0		0	0	0	0	0	0.0	0	97	42	13	15	1	0	1	195.4	169	0	0	0	0	0	0	0	0	0	0	0.0	0	
0830-0845	0	0		0	0	0	0	0	0.0	0	90	44	15	16	1	0	0	195.3	166	0	0	0	0	0	0	0	0	0	0	0.0	0	
0845-0900	2	0		0	0	0	0	0	2.0	2	88	26	11	15	2	1	0	166.2	143	0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	2	1		0	0	0	0	0	3	3	376	165	63	56	6	1	1	776	667	0	0	0	0	0	0	0	0	0	0	0	0.0	0
0900-0915	1	0		0	0	0	0	0	1.0	1	102	38	18	18	4	0	0	214.4	190	0	0	0	0	0	0	0	0	0	0	0.0	0	
0915-0930	1	0		0	0	0	0	0	1.0	1	80	16	12	12	3	0	0	147.6	123	0	0	0	0	0	0	0	0	0	0	0.0	0	
0930-0945	1	1		0	0	0	0	0	2.0	2	56	16	5	17	1	0	0	120.6	95	0	0	0	0	0	0	0	0	0	0	0.0	0	
0945-1000	0	0		0	0	0	0	0	0.0	0	74	15	6	12	2	0	1	130.0	110	0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	3	1		0	0	0	0	0	4	4	312	85	41	59	18	0	1	611	560	0	0	0	0	0	0	0	0	0	0	0	0.0	0
1000-1015	1	0		0	0	0	0	0	1.0	1	86	3	12	11	3	2	1	163.9	132	0	0	0	0	0	0	0	0	0	0	2.0	2	
1015-1030	0	1		0	0	0	0	0	1.0	1	78	28	11	13	3	0	0	165.4	133	0	0	0	0	0	0	0	0	0	0	0	0.0	0
1030-1045	1	0		0	0	0	0	0	1.0	1	48	41	9	14	1	2	0	137.1	116	0	0	0	0	0	0	0	0	0	0	0.0	0	
1045-1100	0	0		0	0	0	0	0	0.0	0	65	36	7	13	3	1	0	147.6	125	0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	2	1		0	0	0	0	0	3	3	277	118	41	48	15	6	2	617	515	2	0	0	0	0	0	0	0	0	0	0	0.0	0
1100-1115	0	0		0	0	0	0	0	0.0	0	65	45	8	11	1	0	0	169.9	131	3	1	0	0	0	0	0	0	0	0	4.0	4	
1115-1130	0	0		0	0	0	0	0	0.0	0	81	27	8	7	2	1	0	140.3	126	0	0	0	0	0	0	0	0	0	0	0.0	0	
1130-1145	0	0		0	0	0	0	0	0.0	0	58	38	9	17	1	0	0	165.6	123	1	0	0	0	0	0	0	0	0	0	1.0	1	
1145-1200	0	0		0	0	0	0	0	0.0	0	75	21	3	15	4	0	0	163.0	128	2	0	0	0	0	0	0	0	0	0	2.0	2	
Hourly Total	0	0		0	0	0	0	0	0	0	279	141	29	60	8	0	1	595	508	6	1	0	0	0	0	0	0	0	0	7	7	
1200-1215	1	0		0	0	0	0	0	1.0	1	81	19	8	10	3	0	0	141.9	121	1	0	0	0	0	0	0	0	0	0	1.0	1	
1215-1230	1	0		0	0	0	0	0	1.0	1	94	29	5	13	3	0	0	166.4	144	0	0	0	0	0	0	0	0	0	0	0.0	0	
1230-1245	0	0		0	0	0	0	0	0.0	0	86	16	8	9	2	0	0	146.7	123	0	0	0	0	0	0	0	0	0	0	0.0	0	
1245-1300	0	0		0	0	0	0	0	0.0	0	85	23	5	16	0	0	0	162.3	129	0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	2	0		0	0	0	0	0	2	2	348	87	26	48	8	0	0	690	617	1	0	0	0	0	0	0	0	0	0	1	1	
1300-1315	0	0		0	0	0	0	0	0.0	0	67	26	7	17	3	0	3	143.8	117	4	0	0	0	0	0	0	0	0	4.0	4		
1315-1330	0	0		0	0	0	0	0	0.0	0	91	18	7	9	2	0	0	144.2	127	2	0	0	0	0	0	0	0	0	2.0	2		
1330-1345	0	0		0	0	0	0	0	0.0	0	75	19	6	17	1	0	0	144.1	118	4	0	0	0	0	0	0	0	0	0	4.0	4	
1345-1400	0	0		0	0	0	0	0	0.0	0	85	26	8	10	5	0	0	166.0	134	1	0	0	0	0	0	0	0	0	1.0	1		
Hourly Total	0	0		0	0	0	0	0	0	0	318	85	26	63	11	0	3	591	496	11	0	0	0	0	0	0	0	0	11	11		
1400-1415	1	1		0	0	0	0	0	2.0	2	124	11	7	13	3	1	0	175.4	161	2	0	0	0	0	0	0	0	0	0	3.0	3	
1415-1430	0	0		0	0	0	0	0	0.0	0	96	19	12	15	3	0	0	173.5	145	1	0	0	0	0	0	0	0	0	1.0	1		
1430-1445	0	0		0	0	0	0	0	0.0	0	134	25	3	16	3	1	2	200.3	185	1	0	0	0	0	0	0	0	0	1.0	1		
1445-1500	0	0		0	0	0	0	0	0.0	0	114	25	13	13	1	0	0	199.4	166	0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	1	1		0	0	0	0	0	2	2	466	81	36	57	8	2	2	751	657	4	0	0	0	0	0	0	0	0	0	2	2	
1500-1515	0	0		0	1	0	0	0	2.3	1	177	24	5	10	2	0	0	236.5	218	0	0	0	0	0	0	0	0	0	0	0.0	0	
1515-1530	0	0		0	0	0	0	0	0.0	0	110	30	9	15	5	0	0	185.0	169	0	0	0	0	0	0	0	0	0	0	0.0	0	
1530-1545	0	0		0	0	0	0	0	0.0	0	144	26	3	11	1	0	1	201.2	188	0	0	0	0	0	0	0	0	0	0	0.0	0	
1545-1600	1	0		0	0	0	0	0	1.0	1	161	31	4	14	3	0	1	236.6	214	0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	2	0		0	1	0	0	0	4	3	592	119	21	50	11	0	2	871	788	0	0	0	0	0	0	0	0	0	0	0	0	0
1600-1615	0	0		0	0	0	0	0	0.0	0	176	33	7	5	1	0	0	233.0	222	0	0	0	0	0	0	0	0	0	0	0.0	0	
1615-1630	0	0		0	0	0	0	0	0.0	0	142	27	4	12	2	0	0	206.4	187	0	0	0	0	0	0	0	0	0	0	0.0	0	
1630-1645	0	0		0	0	0	0	0	0.0	0	185	28	3	5	1	3	1	232.0	226	0	0	0	0	0	0	0	0	0	0	0.0	0	
1645-1700	0	0		0	0	0	0	0	0.0	0	163	16	0	10	1	2	0	204.4	192	0	0	0	0	0	0	0	0	0	0	0.0	0	
Hourly Total	0	0		0	0	0	0	0	0	0	666	164	14	32	5	6	1	876	817	0	0	0	0	0	0	0	0	0	0	0	0	0
1700-1715	1	0		0	0	0	0	0	1.0	1	205	25	1	2	3	3	0	237.7	224	0	0	0	0	0	0	0	0	0	0	0	0	0
1715-1730	0	1		0	0	0	0	0	1.0	1	156	15	5	7	3	3	1	201.6	190	0	0	0	0	0	0	0	0	0	0	0.0	0	
1730-1745	0	0		0	0	0	0	0	0.0	0	165	14	4	6	1	1	0															



Moorgate Road, Kirkby - Manual Traffic and Queue Length Survey: Wednesday, 18 March 2026

Produced by Streetwise Services Ltd.

Junction: A - (North East) A5207 Moorgate Road North / B - Car Park Access / C - (South West) A5207 Moorgate Road North

Approach: B - Car Park Access

TIME	B to C										B to A										B to B									
	CAR	LGV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL			
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0			
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
11:00 - 11:15	0	0	0	1	0	0	0	2.3	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
11:15 - 11:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0			
Hourly Total	1	0	0	1	0	0	0	3	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0			
12:00 - 12:15	0	2	0	1	0	0	0	4.3	3	1	0	0	1	0	0	0	3.3	2	0	0	0	0	0	0	0	0.0	0			
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
12:45 - 13:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	3	0	1	0	0	0	5	4	1	0	0	1	0	0	0	3	2	0	0	0	0	0	0	0	0.0	0			
13:00 - 13:15	0	0	0	2	0	0	0	5.6	3	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0			
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	3	0	2	0	0	0	6	3	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0			
14:00 - 14:15	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0			
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
14:45 - 15:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	0	2	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0.0	0			
15:00 - 15:15	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
15:45 - 16:00	1	1	0	0	0	0	0	4.3	3	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0			
Hourly Total	3	1	0	1	0	0	0	6	4	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0.0	0			
16:00 - 16:15	1	0	0	2	0	0	0	6.0	4	0	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0			
16:15 - 16:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
16:45 - 17:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	5	1	0	2	0	0	0	11	9	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0.0	0			
17:00 - 17:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
17:15 - 17:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
17:30 - 17:45	0	1	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0			
17:45 - 18:00	8	0	0	0	0	0	0	8.0	8	5	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	14	1	0	0	0	0	0	13	13	6	1	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0.0	0			
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
18:15 - 18:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0			
Hourly Total	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0			
Session Total	32	8	0	8	0	0	1																							



Moorgate Road, Kirkby - Manual Traffic and Queue Length Survey: Wednesday, 18 March 2026

Produced by Streetwise Services Ltd.

Junction: A - (North East) A5207 Moorgate Road North / B - Car Park Access / C - (South West) A5207 Moorgate Road North

Approach: C - (South West) A5207 Moorgate Road North

TIME	CAR	LOV	C to A							C to B							C to C																		
			ODV1	ODV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LOV	ODV1	ODV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL	CAR	LOV	ODV1	ODV2	BUS	PICYCLE	MCYCLE	PCU	TOTAL								
07:00 - 07:15	149	39			6	15	3	2	0	237.9	214	2	1	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:15 - 07:30	156	27	10	14	1		1	0	0	286.4	211	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:30 - 07:45	191	33	10	9	3	1	0	0	0	265.9	247	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
07:45 - 08:00	189	32	5	11	4		0	0	0	266.4	242	3	1	0	0	1	0	6.3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	685	131	31	49	10	8	0	0	0	309.3	256	7	2	0	0	1	0	9	11	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:00 - 08:15	190	49	7	7	2	1	0	0	0	289.8	256	2	1	0	0	0	0	3.0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:15 - 08:30	178	31	8	10	1	0	0	0	0	240.0	228	2	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:30 - 08:45	182	27	5	16	2	1	0	0	0	267.6	233	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	193	26	12	12	3	0	0	0	0	271.4	248	2	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	743	133	32	46	8	2	2	0	0	345.7	265	7	1	0	0	0	0	8	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:00 - 09:15	197	29	11	21	3	1	1	0	0	266.4	222	0	0	0	1	0	0	1.0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:15 - 09:30	161	29	8	16	0	0	0	0	0	239.2	216	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30 - 09:45	113	35	11	7	0	1	0	0	0	227.2	188	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45 - 10:00	103	43	12	10	3	0	0	0	0	213.7	180	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	634	139	42	77	13	1	3	0	0	937	805	0	0	1	0	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	100	49	8	15	2	0	0	0	0	199.5	174	1	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 - 10:30	111	46	14	17	3	1	0	0	0	223.3	192	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 - 10:45	94	39	6	9	4	0	0	0	0	176.7	162	0	2	0	0	0	0	2.0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 - 11:00	111	29	17	16	3	2	0	0	0	208.7	170	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	416	163	45	57	12	3	0	0	0	802	696	1	2	0	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	150	30	16	26	1	0	0	0	0	212.6	171	1	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 - 11:30	90	37	16	15	2	0	1	0	0	189.9	161	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 - 11:45	90	30	14	16	2	1	1	0	0	193.0	162	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45 - 12:00	109	40	22	15	2	0	2	0	0	221.3	190	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	289	143	67	73	7	1	4	0	0	516	524	1	0	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	92	35	21	22	3	0	0	0	0	215.1	171	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 - 12:30	105	26	15	17	2	0	0	0	0	196.6	165	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 - 12:45	107	44	15	15	2	2	0	0	0	212.4	185	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 - 13:00	98	39	13	15	3	0	0	0	0	191.9	164	0	0	0	0	0	0	0.0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	402	138	64	69	10	2	2	0	0	816	685	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	90	34	7	18	0	0	2	0	0	176.3	151	2	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15 - 13:30	115	30	12	11	2	4	0	0	0	219.3	182	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30 - 13:45	109	30	10	16	1	0	0	0	0	187.4	168	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45 - 14:00	109	28	12	32	4	0	0	0	0	236.6	185	3	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	423	122	41	89	9	2	0	0	0	830	696	5	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00 - 14:15	118	38	15	26	2	2	0	0	0	242.7	201	1	1	0	0	0	0	2.0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15 - 14:30	94	40	16	25	2	0	0	0	0	219.5	177	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30 - 14:45	86	37	13	26	5	0	1	0	0	212.7	160	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45 - 15:00	99	32	25	19	3	0	0	0	0	218.2	176	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	387	147	89	96	12	2	1	0	0	893	724	1	1	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	106	35	16	19	0	2	1	0	0	209.5	178	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15 - 15:30	95	35	9	19	3	0	0	0	0	193.2	161	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 - 15:45	107	52	13	20	1	0	0	0	0	227.3	196	0	1	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 - 16:00	114	41	12	14	5	0	1	0	0	216.6	187	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly Total	422	163	69	72	9	2	4	0	0	946	722	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	132	39	13	8	1	3	0	0	0	211.6	196	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15 - 16:30	131	34	7	8	3	1	0	0	0	200.1	184	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 - 16:45	149	33	13	12	2	1	0	0	0	233.3	210	0	0	0	0	0	0	0.0	0	0	0	0													



Appendix E 2026 Peak Hour Traffic Flow Diagram

WEEKDAY AM PEAK HOUR
07:15 TO 08:15

956	10
50	1

Moorgate Road North

58	0
722	2

Saputo Factory Entrance

1	0
0	0

Moorgate Road North

EXISTING 2026 TRAFFIC FLOWS

HGV

All Vehicles

WEEKDAY PM PEAK HOUR
16:15 TO 17:15

793	3
42	0

Moorgate Road North

36	0
839	1

Saputo Factory Entrance

2	0
8	0

Moorgate Road North



Client:	CDP
Project:	Moorgate Road
Job No:	6673



Appendix F 2031 Peak Hour Traffic Flow Diagram

WEEKDAY AM PEAK HOUR
07:15 TO 08:15

↑		→
1015	11	
53	1	

Moorgate Road North

62	0
766	2
↓	→

Saputo Factory Entrance

↑	1	0
↓	0	0

Moorgate Road North

BASE 2031 TRAFFIC FLOWS

HGV

All Vehicles

WEEKDAY PM PEAK HOUR
16:15 TO 17:15

↑		→
841	3	
45	0	

Moorgate Road North

38	0
890	1
↓	→

Saputo Factory Entrance

↑	2	0
↓	8	0

Moorgate Road North



Client:	CDP
Project:	Moorgate Road
Job No:	6673



Appendix G Existing Junction 2026 & 2031 Model Outputs

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.1.1.2424							
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Filename: Moorgate Rd North_Existing Site Access.j11

Path: O:\6673 - Moorgate Road, Kirkby, Liverpool\Design\Transport_Planning\Models\Junctions\Existing Site access

Report generation date: 09/04/2026 11:36:33

»D1 - 2026 | Existing | AM

»D2 - 2026 | Existing | PM

»D3 - 2031 | Base | AM

»D4 - 2031 | Base | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 - Existing									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	6.82	0.02	A
Stream C-AB		0.0	6.19	0.02	A		0.0	5.73	0.01	A
	2031 - Base									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	6.86	0.02	A
Stream C-AB		0.0	6.30	0.02	A		0.0	5.76	0.01	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	25/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JPG\Adam.Bradley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Existing	AM	ONE HOUR	07:15	08:45	15
D2	2026	Existing	PM	ONE HOUR	16:15	17:45	15
D3	2031	Base	AM	ONE HOUR	07:15	08:45	15
D4	2031	Base	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2026 | Existing | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.04	A

Arms

Arms

Arm	Name	Description	Arm type
A	Moorgate Road North (N)		Major
B	Site Access		Minor
C	Moorgate Road North (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	14.84	✓	5.25	✓	4.32	160.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	4.80	150	16

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	703	0.071	0.179	0.113	0.256
B-C	748	0.070	0.178	-	-
C-B	820	0.196	0.196	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	Existing	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	782	100.000
B		✓	1	100.000
C		✓	1017	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	780
	B	1	0	0
	C	1006	11	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	8
	B	0	0	0
	C	5	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.02	6.19	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	569	0.000	0	0.0	0.000	A
C-AB	8	0.00	705	0.012	8	0.0	5.681	A
C-A	757	0.00			757			
A-B	2	0.00			2			
A-C	587	0.00			587			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	538	0.000	0	0.0	0.000	A
C-AB	10	0.00	683	0.014	10	0.0	5.883	A
C-A	904	0.00			904			
A-B	2	0.00			2			
A-C	701	0.00			701			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	494	0.000	0	0.0	0.000	A
C-AB	12	0.00	652	0.019	12	0.0	6.188	A
C-A	1108	0.00			1108			
A-B	2	0.00			2			
A-C	859	0.00			859			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	494	0.000	0	0.0	0.000	A
C-AB	12	0.00	652	0.019	12	0.0	6.188	A
C-A	1108	0.00			1108			
A-B	2	0.00			2			
A-C	859	0.00			859			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	538	0.000	0	0.0	0.000	A
C-AB	10	0.00	683	0.014	10	0.0	5.884	A
C-A	904	0.00			904			
A-B	2	0.00			2			
A-C	701	0.00			701			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	569	0.000	0	0.0	0.000	A
C-AB	8	0.00	705	0.012	8	0.0	5.681	A
C-A	757	0.00			757			
A-B	2	0.00			2			
A-C	587	0.00			587			

D2 - 2026 | Existing | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2026	Existing	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	876	100.000
B		✓	10	100.000
C		✓	838	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	875
	B	2	0	8
	C	835	3	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.82	0.0	A
C-AB	0.01	5.73	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	603	0.012	7	0.0	6.041	A
C-AB	2	0.00	691	0.003	2	0.0	5.223	A
C-A	629	0.00			629			
A-B	0.75	0.00			0.75			
A-C	659	0.00			659			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	576	0.016	9	0.0	6.343	A
C-AB	3	0.00	666	0.004	3	0.0	5.424	A
C-A	751	0.00			751			
A-B	0.90	0.00			0.90			
A-C	787	0.00			787			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	539	0.020	11	0.0	6.822	A
C-AB	3	0.00	632	0.005	3	0.0	5.728	A
C-A	919	0.00			919			
A-B	1	0.00			1			
A-C	963	0.00			963			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	539	0.020	11	0.0	6.822	A
C-AB	3	0.00	632	0.005	3	0.0	5.728	A
C-A	919	0.00			919			
A-B	1	0.00			1			
A-C	963	0.00			963			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	576	0.016	9	0.0	6.346	A
C-AB	3	0.00	666	0.004	3	0.0	5.426	A
C-A	751	0.00			751			
A-B	0.90	0.00			0.90			
A-C	787	0.00			787			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	603	0.012	8	0.0	6.041	A
C-AB	2	0.00	691	0.003	2	0.0	5.225	A
C-A	629	0.00			629			
A-B	0.75	0.00			0.75			
A-C	659	0.00			659			

D3 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	830	100.000
B		✓	1	100.000
C		✓	1080	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	2	828
	B	1	0	0
	C	1068	12	0

Vehicle Mix

Heavy Vehicle %

		To		
From		A	B	C
	A	0	0	8
	B	0	0	0
	C	5	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.02	6.30	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	559	0.000	0	0.0	0.000	A
C-AB	9	0.00	698	0.013	9	0.0	5.745	A
C-A	804	0.00			804			
A-B	2	0.00			2			
A-C	623	0.00			623			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	526	0.000	0	0.0	0.000	A
C-AB	11	0.00	674	0.016	11	0.0	5.966	A
C-A	960	0.00			960			
A-B	2	0.00			2			
A-C	744	0.00			744			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	478	0.000	0	0.0	0.000	A
C-AB	13	0.00	642	0.021	13	0.0	6.301	A
C-A	1176	0.00			1176			
A-B	2	0.00			2			
A-C	912	0.00			912			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	478	0.000	0	0.0	0.000	A
C-AB	13	0.00	642	0.021	13	0.0	6.301	A
C-A	1176	0.00			1176			
A-B	2	0.00			2			
A-C	912	0.00			912			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	526	0.000	0	0.0	0.000	A
C-AB	11	0.00	674	0.016	11	0.0	5.969	A
C-A	960	0.00			960			
A-B	2	0.00			2			
A-C	744	0.00			744			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	559	0.000	0	0.0	0.000	A
C-AB	9	0.00	698	0.013	9	0.0	5.746	A
C-A	804	0.00			804			
A-B	2	0.00			2			
A-C	623	0.00			623			

D4 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	891	100.000
B		✓	10	100.000
C		✓	844	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	890
	B	2	0	8
	C	841	3	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.86	0.0	A
C-AB	0.01	5.76	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	601	0.013	7	0.0	6.063	A
C-AB	2	0.00	689	0.003	2	0.0	5.240	A
C-A	633	0.00			633			
A-B	0.75	0.00			0.75			
A-C	670	0.00			670			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	574	0.016	9	0.0	6.372	A
C-AB	3	0.00	664	0.004	3	0.0	5.445	A
C-A	756	0.00			756			
A-B	0.90	0.00			0.90			
A-C	800	0.00			800			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	535	0.021	11	0.0	6.864	A
C-AB	3	0.00	628	0.005	3	0.0	5.758	A
C-A	926	0.00			926			
A-B	1	0.00			1			
A-C	980	0.00			980			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	535	0.021	11	0.0	6.864	A
C-AB	3	0.00	628	0.005	3	0.0	5.758	A
C-A	926	0.00			926			
A-B	1	0.00			1			
A-C	980	0.00			980			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	574	0.016	9	0.0	6.373	A
C-AB	3	0.00	664	0.004	3	0.0	5.448	A
C-A	756	0.00			756			
A-B	0.90	0.00			0.90			
A-C	800	0.00			800			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	601	0.013	8	0.0	6.065	A
C-AB	2	0.00	689	0.003	2	0.0	5.242	A
C-A	633	0.00			633			
A-B	0.75	0.00			0.75			
A-C	670	0.00			670			



Appendix H Proposed Junction 2031 Base & 2031 Sensitivity Test Model Outputs

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.1.1.2424							
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Moorgate Rd North_Proposed Junction.j11

Path: O:\6673 - Moorgate Road, Kirkby, Liverpool\Design\Transport_Planning\Models\Junctions\Proposed Junction

Report generation date: 09/04/2026 12:22:29

»D1 - 2031 | Base | AM

»D2 - 2031 | Base | PM

»D3 - 2031 | Sensitivity Test | AM

»D4 - 2031 | Sensitivity Test | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2031 - Base									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	6.65	0.02	A
Stream C-AB		0.0	6.30	0.02	A		0.0	5.83	0.01	A
	2031 - Sensitivity Test									
Stream B-AC	D3	0.0	9.23	0.02	A	D4	0.1	7.33	0.11	A
Stream C-AB		0.1	6.43	0.09	A		0.0	5.87	0.01	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

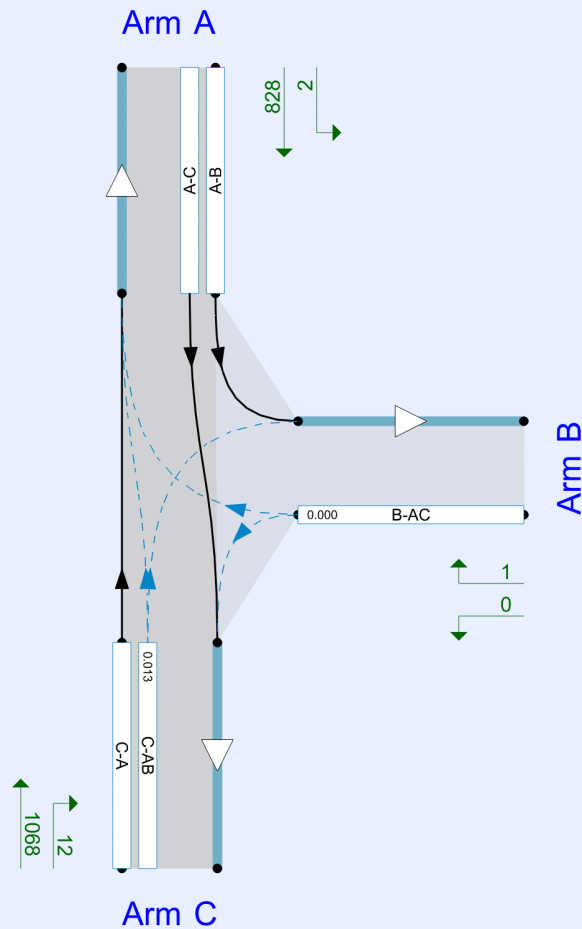
File summary

File Description

Title	
Location	
Site number	
Date	25/02/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	JPG\Adam.Bradley
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



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

The junction diagram reflects the last run of Junctions.

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	Base	AM	ONE HOUR	07:15	08:45	15
D2	2031	Base	PM	ONE HOUR	16:15	17:45	15
D3	2031	Sensitivity Test	AM	ONE HOUR	07:15	08:45	15
D4	2031	Sensitivity Test	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

D1 - 2031 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.04	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.04	A

Arms

Arms

Arm	Name	Description	Arm type
A	Moorgate Road North (N)		Major
B	Site Access		Minor
C	Moorgate Road North (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	14.84	✓	5.25	✓	4.32	160.0	✓	6.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	170	45

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	745	0.075	0.190	0.119	0.271
B-C	783	0.074	0.186	-	-
C-B	820	0.196	0.196	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031	Base	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	830	100.000
B		✓	1	100.000
C		✓	1080	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	828
	B	1	0	0
	C	1068	12	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	8
	B	0	0	0
	C	5	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.02	6.30	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	589	0.000	0	0.0	0.000	A
C-AB	9	0.00	698	0.013	9	0.0	5.745	A
C-A	804	0.00			804			
A-B	2	0.00			2			
A-C	623	0.00			623			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	554	0.000	0	0.0	0.000	A
C-AB	11	0.00	674	0.016	11	0.0	5.966	A
C-A	960	0.00			960			
A-B	2	0.00			2			
A-C	744	0.00			744			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	504	0.000	0	0.0	0.000	A
C-AB	13	0.00	642	0.021	13	0.0	6.301	A
C-A	1176	0.00			1176			
A-B	2	0.00			2			
A-C	912	0.00			912			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	504	0.000	0	0.0	0.000	A
C-AB	13	0.00	642	0.021	13	0.0	6.301	A
C-A	1176	0.00			1176			
A-B	2	0.00			2			
A-C	912	0.00			912			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	554	0.000	0	0.0	0.000	A
C-AB	11	0.00	674	0.016	11	0.0	5.969	A
C-A	960	0.00			960			
A-B	2	0.00			2			
A-C	744	0.00			744			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0.00	589	0.000	0	0.0	0.000	A
C-AB	9	0.00	698	0.013	9	0.0	5.746	A
C-A	804	0.00			804			
A-B	2	0.00			2			
A-C	623	0.00			623			

D2 - 2031 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.05	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.05	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031	Base	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	929	100.000
B		✓	10	100.000
C		✓	889	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	1	928
	B	2	0	8
	C	886	3	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	6.65	0.0	A
C-AB	0.01	5.83	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	624	0.012	7	0.0	5.834	A
C-AB	2	0.00	684	0.003	2	0.0	5.283	A
C-A	667	0.00			667			
A-B	0.75	0.00			0.75			
A-C	699	0.00			699			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	594	0.015	9	0.0	6.148	A
C-AB	3	0.00	657	0.004	3	0.0	5.501	A
C-A	796	0.00			796			
A-B	0.90	0.00			0.90			
A-C	834	0.00			834			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	552	0.020	11	0.0	6.651	A
C-AB	3	0.00	620	0.005	3	0.0	5.834	A
C-A	976	0.00			976			
A-B	1	0.00			1			
A-C	1022	0.00			1022			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	552	0.020	11	0.0	6.651	A
C-AB	3	0.00	620	0.005	3	0.0	5.834	A
C-A	976	0.00			976			
A-B	1	0.00			1			
A-C	1022	0.00			1022			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	594	0.015	9	0.0	6.148	A
C-AB	3	0.00	657	0.004	3	0.0	5.503	A
C-A	796	0.00			796			
A-B	0.90	0.00			0.90			
A-C	834	0.00			834			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	624	0.012	8	0.0	5.837	A
C-AB	2	0.00	684	0.003	2	0.0	5.285	A
C-A	667	0.00			667			
A-B	0.75	0.00			0.75			
A-C	699	0.00			699			

D3 - 2031 | Sensitivity Test | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031	Sensitivity Test	AM	ONE HOUR	07:15	08:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	841	100.000
B		✓	10	100.000
C		✓	1120	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	828
	B	8	0	2
	C	1068	52	0

Vehicle Mix

Heavy Vehicle %

	To			
		A	B	C
	A	0	9	8
	B	14	0	0
	C	5	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.02	9.23	0.0	A
C-AB	0.09	6.43	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	543	0.014	7	0.0	7.448	A
C-AB	39	0.00	697	0.056	39	0.1	5.692	A
C-A	804	0.00			804			
A-B	10	0.00			10			
A-C	623	0.00			623			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	502	0.018	9	0.0	8.099	A
C-AB	47	0.00	672	0.070	47	0.1	5.982	A
C-A	960	0.00			960			
A-B	12	0.00			12			
A-C	744	0.00			744			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	444	0.025	11	0.0	9.225	A
C-AB	57	0.00	639	0.090	57	0.1	6.432	A
C-A	1176	0.00			1176			
A-B	14	0.00			14			
A-C	912	0.00			912			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	0.00	444	0.025	11	0.0	9.226	A
C-AB	57	0.00	639	0.090	57	0.1	6.432	A
C-A	1176	0.00			1176			
A-B	14	0.00			14			
A-C	912	0.00			912			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	0.00	502	0.018	9	0.0	8.101	A
C-AB	47	0.00	672	0.070	47	0.1	5.986	A
C-A	960	0.00			960			
A-B	12	0.00			12			
A-C	744	0.00			744			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8	0.00	543	0.014	8	0.0	7.450	A
C-AB	39	0.00	697	0.056	39	0.1	5.695	A
C-A	804	0.00			804			
A-B	10	0.00			10			
A-C	623	0.00			623			

D4 - 2031 | Sensitivity Test | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.23	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031	Sensitivity Test	PM	ONE HOUR	16:15	17:45	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	930	100.000
B		✓	55	100.000
C		✓	892	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	928
	B	11	0	44
	C	886	6	0

Vehicle Mix

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.11	7.33	0.1	A
C-AB	0.01	5.87	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	624	0.066	41	0.1	6.170	A
C-AB	5	0.00	683	0.007	4	0.0	5.302	A
C-A	667	0.00			667			
A-B	2	0.00			2			
A-C	699	0.00			699			

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	0.00	594	0.083	49	0.1	6.608	A
C-AB	5	0.00	657	0.008	5	0.0	5.525	A
C-A	796	0.00			796			
A-B	2	0.00			2			
A-C	834	0.00			834			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	552	0.110	60	0.1	7.324	A
C-AB	7	0.00	620	0.011	7	0.0	5.867	A
C-A	976	0.00			976			
A-B	2	0.00			2			
A-C	1022	0.00			1022			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	61	0.00	552	0.110	61	0.1	7.327	A
C-AB	7	0.00	620	0.011	7	0.0	5.867	A
C-A	976	0.00			976			
A-B	2	0.00			2			
A-C	1022	0.00			1022			

17:15 - 17:30

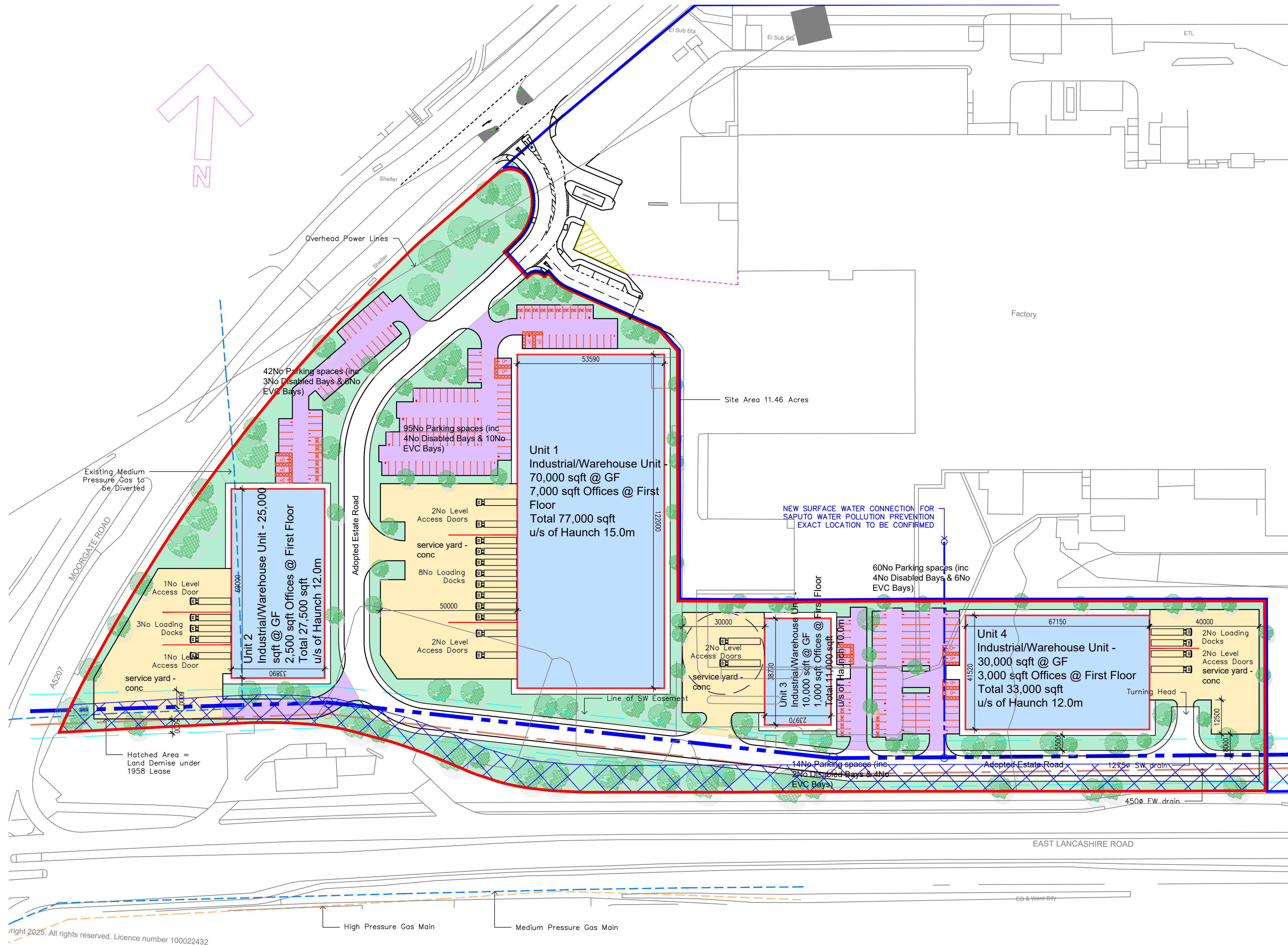
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	0.00	594	0.083	50	0.1	6.613	A
C-AB	5	0.00	657	0.008	5	0.0	5.525	A
C-A	796	0.00			796			
A-B	2	0.00			2			
A-C	834	0.00			834			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	41	0.00	624	0.066	41	0.1	6.179	A
C-AB	5	0.00	683	0.007	5	0.0	5.304	A
C-A	667	0.00			667			
A-B	2	0.00			2			
A-C	699	0.00			699			



Appendix I Allocated Site Masterplan



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Notes
Total Site Area = 11.46 Acres
Total Floor Area=148,500 sqft

Revisions		
Rev	Date	Description
A	FEB 26	SAPUTO SW DRAIN ADDED
B	MAR 26	JPG ENTRANCE PROPOSAL ADDED

BUILDING MANAGEMENT SERVICES LTD

Huddersfield Road
Elland, West Yorkshire
HX5 9BW
TELEPHONE : ELLAND (01422) 371616
FAX No : (01422) 376717
email : mail@bmselland.com

Building Management Services

Client

C . D . P . Ltd

Project
Industrial Development
Moorgate Road/East Lancs Road
Kirkby

Sheet
Schematic Site Plan

Drawn A J Baker	Date 18 Nov 2025
Scale 1:1000 © A2	Status Scheme
Drawing No. M3288-SK100	Revision B



Appendix J Allocated Site Trip Distribution

WEEKDAY AM PEAK HOUR
07:15 TO 08:15

Moorgate Road North

0%	50%
0%	18%

Saputo Factory Entrance

0%	82%
0%	50%

Moorgate Road North

100%	50%
0%	50%

ALLOCATED SITE - DISTRIBUTION

HGV

All Vehicles

WEEKDAY PM PEAK HOUR
16:15 TO 17:15

Moorgate Road North

	50%
	25%

Saputo Factory Entrance

	75%
	50%

Moorgate Road North

20%	50%
80%	50%



Client:	CDP
Project:	Moorgate Road
Job No:	6673



Appendix K 2031 Base & Allocated Site Traffic Flows

WEEKDAY AM PEAK HOUR
07:15 TO 08:15

↑		→
1015	50	
53	2	

Moorgate Road North

62	1
766	12
↓	→

Saputo Factory Entrance

↑	7	1
↓	1	1

Moorgate Road North

BASE 2031 + ALLOCATED SITE TRAFFIC FLOWS

HGV

All Vehicles

WEEKDAY PM PEAK HOUR
16:15 TO 17:15

↑		→
841	6	
45	0	

Moorgate Road North

38	0
890	2
↓	→

Saputo Factory Entrance

↑	11	0
↓	44	0

Moorgate Road North



Client:	CDP
Project:	Moorgate Road
Job No:	6673

5 John Charles Way
LEEDS
LS12 6QA

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