

Proposed Residential Development
Glen Dimplex, Whiston

December 2025

TRANSPORT ASSESSMENT

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REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Taylor Wimpey to advise on the traffic and transport issues relating to a planning application for the former Glen Dimplex Site in Whiston.

1.1.2 The proposed development will be accessed in two locations off Stoney Lane.

1.2 Scope of Report

1.2.1 Given the scale of the residential and employment development, the proposals fall within the threshold requiring a full Transport Assessment (TA) and Travel Plan (TP).

1.2.2 The above scope has been confirmed by highways officers at Knowsley (KC). The extent of the study area in terms of assessing the local highway network has also been agreed with KC. The pre-application comments are included in **Appendix 1**.

1.3 Structure of Report

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

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

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

- 1.3.4 Section 5 considers the accessibility of the site by non-car modes whilst Section 6 contains details of the Framework Travel Plan.
- 1.3.5 Section 7 considers the trip generation and traffic impact assessment on the highway network, whilst Section 8 consider historical accident statistics.
- 1.3.6 Finally, Section 9 draws together the report's findings and conclusions.

2 EXISTING SITE AND CONDITIONS

2.1 Existing Site

2.1.1 The site is located approximately 500 metres to the east of the centre of Whiston. The site is bounded to the north by the Stoney Lane, to the west by the residential properties on Cumber Lane, to the south by St Edmund Arrowsmith Catholic Academy and to the east by the Lec Medical office building.

2.1.2 The location of the application site is shown within **Plan 1**.

2.1.3 Vehicular access into the site is currently provided via the gated access for the Glen Dimplex site is located off the Stoney Lane, which bounds the site to the north.

2.1.4 The existing site is currently occupied by an industrial unit with a total site area of approximately 55,000 square metres which employs a total of around 500 employees.

2.2 Local Highway Network

2.2.1 Stoney Lane has an existing carriageway width of circa 6.8 metres along the frontage of the site and is subject to a 30mph speed limit. There are existing footways located on both sides of the carriageway, with approximate footway widths of 2 metres.

2.2.2 To the west, Stoney Lane continues in an approximate east-west alignment for a distance of around 180 metres until it provides an arm of the Dragon Lane/Stoney Lane. To the north, Dragon Lane provides an arm of the A57 Warrington Road/Dragon Lane signalised junction whilst to the south it provides access towards Whiston Cross and Huyton Quarry.

2.2.3 The A57 Warrington Road runs in an approximate west-east alignment, providing access towards Rainhill to the east and Prescott to the west.

2.2.4 Various pedestrian crossing facilities can be found to the west of the site along Stoney Lane and Dragon Lane.

- 2.2.5** To the east, Stoney Lane provides an arm of the Old Lane/Stoney Lane priority junction. Old Lane provides access to the south towards Junction 7 of the M62.

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 It is proposed to develop the site to provide a total of 204 residential units, comprises of the following mix of residential properties.

- 31 x 2-bedroom units;
- 107 x 3-bedroom units;
- 66 x 4-bedroom units

3.1.2 The proposed site layout plan is displayed in **Plan 2**.

3.2 Vehicular Site Access

3.2.1 Vehicular access to the site is proposed to be via 2 new vehicular accesses off Stoney Lane in the form of priority-controlled junctions. The primary vehicular access will be located at the northwestern corner of the site, approximately 70 metres to the east of the Stoney Lane/Cumber Lane signal junction.

3.2.2 The primary vehicular access into the site will have a carriageway width of 5.5 metres, incorporate 6 metre corner radii and provide 2 metre footways on either side of the access road.

3.2.3 The secondary access will serve the dwellings between numbers 179 to 204 and is located approximately 150 metres to the east of the primary vehicle access and approximately 50 metres to the west of the Whiston Hospital ambulance station access. Due to the adequate junction distancing and the minimal amount of traffic generated through the secondary site access, there will be no impact on the current operation of the ambulance station.

3.2.4 This access will have a carriageway width of 4.5 metres, incorporate 6 metre corner radii and provide 2 metre footways on either side of the access road.

3.2.5 There are also proposed uncontrolled pedestrian crossings across the site accesses in the form of dropped kerbs with associated tactile paving.

3.2.6 Visibility splays of 2.4 by 43 metres can be achieved at both site accesses to the west and east.

3.2.7 **Plan 3** shows the proposed vehicular accesses off the Stoney Lane.

3.3 Pedestrian and Cycle Access

3.3.1 It is proposed that access for pedestrians and cyclists will be provided for at both of the proposed vehicular access junctions off the Stoney Lane. There are also various pedestrian links to Stoney Lane along the site frontage and a pedestrian link to the west on to Cumber Lane. As previously mentioned, there are proposed uncontrolled pedestrian crossing points at both site access junctions which promote pedestrian connectivity.

3.3.2 The internal layout of the site has been designed to maximise connections to the existing pedestrian infrastructure in the vicinity of the site.

3.4 Internal Layout

3.4.1 Raised junction tables and bends in the carriageway are proposed within the highway layout. These features and the changes in surface treatment will act as traffic calming features complementing the overall Manual for Streets environment of the site ensuring that vehicle speeds are low.

3.4.2 Visibility splays of 25 metres have been provided on the main access routes through the site and forward visibility splays of 25 metres on the bends to accord with the internal 20 mph speed limit. This will ensure a pedestrian friendly environment and accords with MfS guidance.

3.4.3 Any solid boundary treatments on the plot frontages / sides or adjacent to the driveways are not to be more than 0.6 metres in height to ensure highway visibility is not compromised for motorists emerging from access points.

3.4.4 **Plan 4** shows the internal site visibility splays.

3.5 Car Parking

3.5.1 Car parking standards for the Whiston area are contained within Knowsley Local Development Framework 'Ensuring a Choice of Travel' SPD which was adopted in September 2010. For residential development it states the following maximum standards:

- 2 spaces per 2/3 bedroom dwelling;
- 3 spaces per 4+ bedroom dwellings.

3.5.2 The proposed development is in accordance with the maximum car parking standards. Where garages are provided these will have internal dimensions that accord with the required design standards.

3.5.3 Cycle parking for the residential houses will be provided for via the proposed garages/sheds.

3.6 Servicing

3.6.1 In order to fully advise the local highway authority, a swept path analysis has been undertaken using a 11.21 metre vehicle which is used by Knowsley Council.

3.6.2 The analysis, included at **Plan 5**, demonstrates that a refuse vehicle can safely manoeuvre within the proposed site layout.

3.7 Pre-Application Comments

3.7.1 Knowsley Council have provided pre-application comments in order to assist with the Transport Assessment. The pre-application comments are included in **Appendix 1**.

4 TRANSPORT PLANNING POLICY

4.1 Introduction

4.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and is a relevant material consideration. The Planning Practice Guidance provides further detail on how the NPPF should be applied.

4.1.2 Local transport planning policy for Whiston is taken from the Knowsley Local Plan Core Strategy.

4.1.3 This section will briefly outline the pertinent policies relating to the proposed development.

4.2 National Policy

4.2.1 The latest version of the NPPF was issued in December 2024. The presumption in favour of sustainable development is a central theme running through the NPPF, which states at paragraph 109 that *'Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:*

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*

- e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) *identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains'*

4.2.2 Paragraph 110 of the NPPF states:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

4.2.3 As will be demonstrated within this Transport Assessment, the proposed development accords with the policy test contained within paragraph 115 of the NPPF, which states that:

'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;*
- 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 Code⁴⁸; 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.'*

4.2.4 Paragraph 116 concludes 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.'

4.2.5 Paragraph 117 continues by advising:

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

4.2.6 Paragraph 118 advises that:

'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.'

4.2.7 The provision of a Travel Plan as part of the development is in accordance with the guidance.

- 4.2.8 The proposed development therefore accords with the aims and objectives of the NPPF.

Planning Practice Guidance

- 4.2.9 The Government has produced the National Planning Practice Guidance to supplement the NPPF. Within the guidance, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.
- 4.2.10 The guidance advises that in determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account a number of considerations. It is considered that the size and nature of this development requires a full Transport Assessment.
- 4.2.11 It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The guidance has been considered in the preparation of this TA and the scope discussed with Knowsley Council.
- 4.2.12 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The guidance has been considered in the production of the accompanying Framework Travel Plan.

4.3 Local Planning Policy

The Third Local Transport Plan for Merseyside (2011)

- 4.3.1 The Third Local Transport Plan for Merseyside sets out a long-term strategy for how to improve transport in Merseyside up until 2024, including transport objectives and transport policy of relevance to the Knowsley area. Its vision is to provide:

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

Knowsley Local Plan Adopted Core Strategy (2011)

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

4.3.3 At a local level, within the adopted Knowsley Local Plan Core Strategy, Policy SUE2c relates specifically to the Site and in relation to transport in particular, this policy sets out the following requirements:

- *Safe and convenient highways access for the sites together with a well-connected internal road system and traffic mitigation measures, including any measures needed to address the impact of the development on traffic generation in the wider area; AND*
- *Provision for public transport, walking and cycling, which enhance linkages within the area and surrounding areas including linkages to the former mineral railway line linking Cronton Colliery and Stadt Moers Park and to Whiston railway station.*

4.3.4 This document will demonstrate how the proposals meet with the criteria of this policy.

4.3.5 In terms of transport, other relevant planning policy includes Policy CS7 of the Core Strategy. Policy CS7 relates to Transport Networks and how the local plan can support a sustainable Transport system and geographical pattern of development which minimises the need to travel, ensuring that jobs, shops and services are accessible to all, leading to a lesser reliance on the private car for travel.

Knowsley Replacement Unitary Development Plan (Saved Policies)

4.3.6 Saved Policies are also detailed in the Knowsley Replacement Unitary Development Plan (UDP). The saved UDP policies have been influential in relation to the development of the Core Strategy and include the following in respect to transport.

4.3.7 Policy T7 aims to ensure the walking and cycling network is at least preserved and where possible enhanced, while Policy T8 requires transport assessments to be submitted with major applications and those likely to significantly increase pollution or cause highway capacity issues. Similarly, Policy T9 relates to the requirement for Travel Plans for major traffic generating developments or those likely to exacerbate existing traffic problems.

4.3.8 This document will confirm that the proposals meet with the criteria of these policies.

4.4 National and Local Policy Summary

4.4.1 Reference to national guidance contained within the new NPPF confirms that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.

4.4.2 The review of both national and local policy has shown that the proposals conform to the aims and aspirations and will assist in delivering the policies contained therein.

5 ACCESSIBILITY BY NON-CAR MODES

5.1 Introduction

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

5.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

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

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

- access by walking/wheeling;
- access by cycle;
- access by bus; and
- access by rail.

5.2 Accessibility by Walking / Wheeling

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

5.2.2 The nearest footways are located along the eastbound and westbound side of Stoney Lane, directly north to the proposed development site. These provide a continuous connection to the town centre and existing amenities within Whiston.

- 5.2.3 These also link to additional footways, including those located along Cumber Lane and Dragon Lane both to the west of the site.
- 5.2.4 Dropped kerbs and tactile paving is provided at key junctions between the application site and the day-to-day amenities located within the surrounding area.
- 5.2.5 As previously mentioned, there are proposed uncontrolled pedestrian crossing points at both site access junctions which promote pedestrian connectivity.
- 5.2.6 As such, the existing provision provides links to a comprehensive network of routes within Whiston, which provide safe pedestrian movement to the local amenities and facilities provided in the area.
- 5.2.7 There are also a number Public Rights of Ways (PRoWs) located around Whiston, creating an accessible public footpath network around the proposed development for commuter or leisure trips.
- 5.2.8 Public Footpath WH/7/2 is located to the west of the site connecting Cross Lane and Carrs Terrace with Pottery Lane to the south, creating an accessible route through Stadt Moers Park. Additionally, to the south of the site a bridleway is located within Whiston Wood, and smaller PRoWs located within Whiston to the west of the site.
- 5.2.9 The PRoWs in the vicinity of the site can be seen in a red line, and the bridleways can be seen in pink lines, in **Figure 5.1** below.

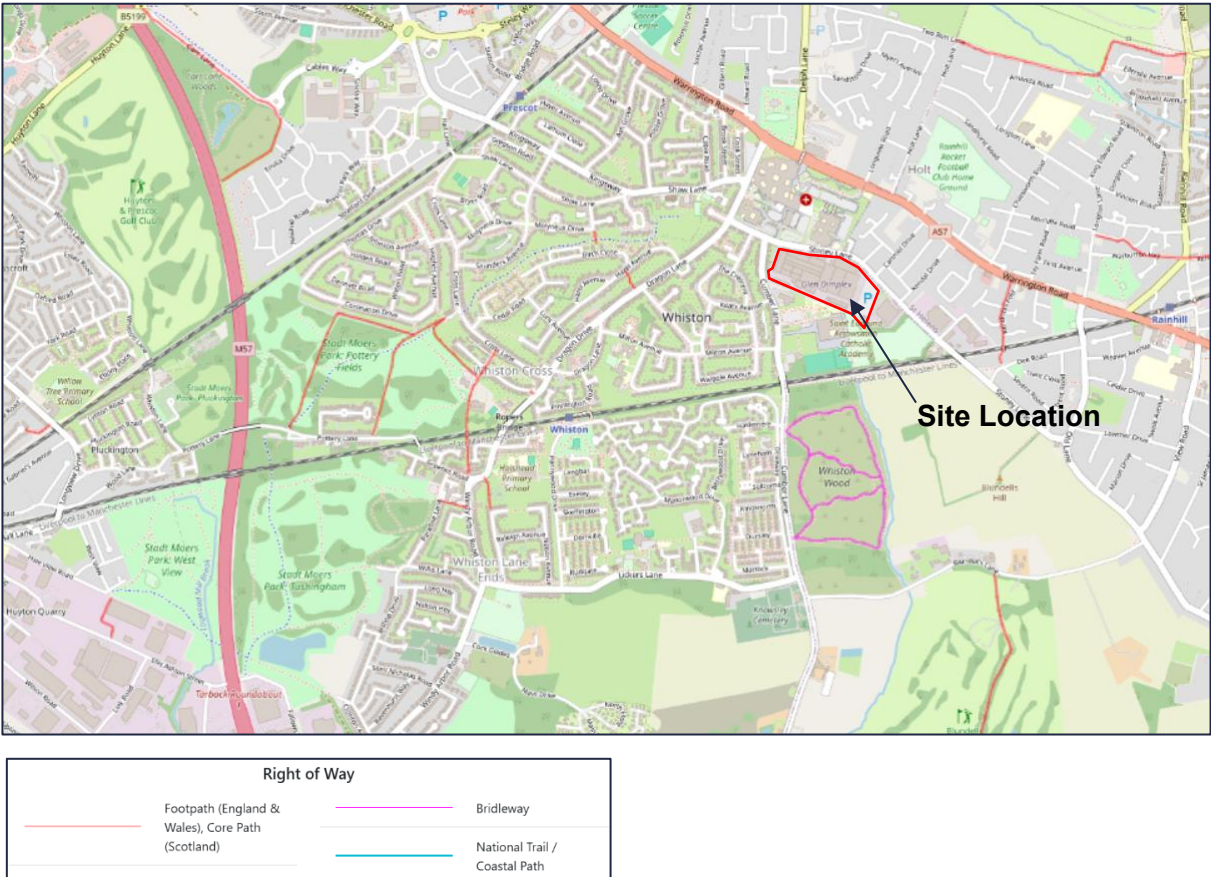


Figure 5.1 Public Rights of Way (Footpathmap)

- 5.2.10 The DFT National Travel Survey of 2022 confirms that 83% of all trips less than a mile (1.6km) are carried out on foot.
- 5.2.11 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 5.1**.

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

Table 5.1 IHT 'Providing for Journeys on Foot' Walk Distances

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

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

5.2.14 **Table 5.2** below summarises this guidance in tabular form.

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

Table 5.2 Manual for Streets Walk Distances

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

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

- 5.2.16** Overall, in Table 5.1 of that document it states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 5.3, below, summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

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

Table 5.3 WYG Report/NTS Data Walk Distances

- 5.2.17** In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 5.2.18** Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- ‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*
- 5.2.19** A 20-minute walk equates to a walking distance of around 1,600 metres.
- 5.2.20** In light of the above, a pedestrian catchment of 2 kilometres and 800m from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 6**.
- 5.2.21** The 800-metre pedestrian catchment encompasses the immediate area surrounding the site, including parts of Whiston and Holt. The catchment includes the nearest bus stops, Whiston Hospital, primary and secondary schools, green spaces and various retail, healthcare and transport facilities.
- 5.2.22** The 2km pedestrian catchment stretches further into Whiston, Eccleston and Prescot. Within the catchment various amenities such as train stations, schools, cafés, public houses and parks.

5.2.23 Clearly, the catchment encompasses destinations for potential employment, retail and leisure trips.

5.2.24 **Table 5.4**, below, shows the walking distance from the centre point of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Whiston Hospital	250m	1,950m	YES
Nearest Bus Stops	270m	1,600m	YES
St Edmund Arrowsmith Catholic Academy (Secondary School)	720m	3,200m	YES
Londis	800m	1,600m	YES
Cornerstone Cafe	820m	1,600m	YES
The Holt Public House	880m	1,600m	YES
Rainhill Rockets Football Club	970m	1,600m	YES
Whiston Willis Primary Academy	1,030m	3,200m	YES
Whiston Woods	1,100m	1,600m	YES
Whiston Railway Station	1,560m	1,600m	YES
Rainhill Post Office	1,570m	1,600m	YES

Table 5.4 Distance from Centre of Site to Local Facilities

5.2.25 An Active Travel England (ATE) review has been carried out which considers that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

5.3 Access by Cycle

5.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 5.3.2 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips, [cycle links] can give cyclists significant advantages over car users in terms of convenience and journey time... Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.'*
- 5.3.3 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Prescott, St Helens, Huyton, Widnes, Woolton and Knowsley.
- 5.3.4 National Cycle Route 56 is located near to the proposed site, around 680 metres to the west. Route 56 travels from Chester to Liverpool, however within Whiston a small section of the route connects Hazel Avenue southwards towards Stadt Moers Country Park. This route can be seen below in **Figure 5.2** in proximity to the proposed site.



Figure 5.2 National Cycle Routes (Sustrans)

5.3.5 Additionally, Knowsley Council and Mersey Rail outline some suggested and existing cycling routes within Whiston, which is displayed below in **Figure 5.3**. To the north and west of the site, along Stoney Lane and Cumber Lane, are suggested cycle routes which connect various routes around Whiston. To the west of the site there are also various traffic-calmed roads, and traffic free cycle routes which create a safer environment for cyclists.



Figure 5.3 Knowsley Cycle (Mersey Rail)

5.3.6 It can be considered that cycling is likely to be the key active travel mode for trips surrounding the proposed site, based on the neighbouring areas that can be reached within a reasonable travelling distance and existing and suggested local cycle routes.

5.4 Access by Bus

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

5.4.2 The nearest bus stops located to the main access of the proposed site is the Whiston Hospital Bus Stops, located 250 metres west from the centre of the site (around a 3-minute walk) along Stoney Lane. These bus stops consist of bus stop poles and bus service timetables. There are additional bus stops located along Dragon Lane and Cumber Lane.

5.4.3 All the nearest bus stops to the site are shown on **Plan 6**.

5.4.4 A summary of the services available from the nearest bus stops from the development site is provided in **Table 5.5** and **Table 5.6**, below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
239	Prescot - Broadgreen Hospital circular	-	14 services	1 service	-	14 services	1 service	-
248	Huyton - Prescot circular	2 services	-	6 services	2 services	-	6 services	Every 60 mins
99	Whiston - Prescot circular	Every 60 mins	Every 60 mins	2 services	Every 60 mins	Every 60 mins	2 services	-

Table 5.5 Existing Bus Services Operating in the Vicinity of the Site

Service No	Route	Monday – Friday	
		AM	PM
686	Buses serving St Edmund Arrowsmith and The Prescot School	1 service	1 service

Table 5.6 Existing School Bus Services Operating in the Vicinity of the Site

5.4.5 As can be seen from Table 5.6, the nearest bus stops to the site provide various services throughout the day to destinations such as Prescot, Huyton, Broadgreen Hospital and St Edmund Arrowsmith and The Prescot School.

5.4.6 It is noted that the above services provide a choice of how people travel with the bus services operating from around 7.30am to around midnight, making travel by public transport a genuine alternative to travelling by car for all journey purposes.

5.4.7 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 5.7** below.

Destination	Duration
Prescot	8 minutes
Huyton	12 minutes
Broadgreen	30 minutes

Table 5.7 Example Bus Journey Times from the Site

5.4.8 The above table demonstrates that Prescot is just an 8-minute bus journey from the site, Huyton is just a 12-minute bus journey and Broadgreen is just a 30-minute bus journey.

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

5.5 Access by Rail

5.5.1 There are four railway stations located within the 2km pedestrian catchment surrounding the site, Whiston Station, Rainhill Station, Prescot Station and Eccleston Park Station.

5.5.2 The nearest stations to the site are Whiston and Prescot Stations.

5.5.3 Whiston Station is located to the south west of the site, approximately 1.2 kilometres away (15-minute walk or 5-minute cycle). The station is managed by Northern Rail, and has 2 platforms with up to 4 services per hour to Manchester Victoria, Manchester Airport, Liverpool Lime Street and Wigan North Western which are interchanges and provide links to nationwide destinations.

5.5.4 Prescot Station is located 1.7 kilometres to the west of the proposed site, around a 20-minute walk or a 4-minute bus journey on the 239 service. The station is managed by Northern Rail and has 2 platforms with up to 5 services per hour to destinations such as Wigan North Western and Liverpool Lime Street. There are 10 cycle storage spaces located on platform 1 and 2, covered by CCTV.

5.5.5 This provides opportunities for residents and visitors to travel by rail.

5.6 ATE Review

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

5.6.2 The Appraiser Report is included in **Appendix 3**.

5.7 Sustainable Access Summary

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

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

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whiston and Prescott;
- The site is in close proximity to convenience stores, schools, healthcare facilities and transport nodes;
- It has been demonstrated that the site is accessible by cycle with national cycle routes and suggested local cycle routes being located within close proximity of the site;
- The services from the bus stops on Stoney Lane travel to destinations such as Prescott and Huyton, shows that the proposed development can be considered as highly accessible by bus; and
- The site is accessible via rail with four different stations in close proximity to the site.
- The proposals will meet with the aspirations of ATE.

5.7.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

6 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

6.1 Introduction

6.1.1 In order to encourage residents and visitors travel to the site by non-car modes, a Travel Plan is proposed.

6.2 Travel Plan

6.2.1 A Framework Travel Plan is included at **Appendix 3**.

6.2.2 The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents, employees and visitors of the development to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

6.2.3 Measures to encourage sustainable modes of travel could include:

- Travel Information and Marketing: mobility hub, travel information packs, personalised travel planning;
- Active Travel;
- Flexible Use of the Car: car clubs, car sharing.

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

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

7 TRAFFIC IMPACT ANALYSIS

7.1 Introduction

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

7.2 Assessment Criteria

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

7.2.2 To ensure that the impact of the proposals is assessed appropriately on the local road network, traffic surveys were undertaken on Tuesday 9th September 2025 at the following junctions:

- Stoney Lane/Cumber Lane Signalised Junction;
- Dragon Lane/Stoney Lane/Meadway Signalised Junction;
- A57 Warrington Road/Dragon Lane Signalised Junction;
- Old Lane/Stoney Lane Mini Roundabout.

7.2.3 These junctions were agreed with Knowsley Council as being those that required consideration. The survey data is included at **Appendix 4**.

7.2.4 From the analysis, the weekday AM peak occurred between 0800 and 0900 hours, whilst the weekday PM peak occurred between 1630 and 1730 hours.

7.2.5 **Figures 1 and 2** show the 2025 surveyed flows in Passenger Car Units (PCU's) for the weekday AM and PM peak periods respectively.

7.3 Growthed Traffic Flows

7.3.1 The proposals seek planning permission for up to 204 new residential dwellings, comprising a mix of properties.

7.3.2 Taylor Wimpey have confirmed that the likely completion year of the development would be around 2031. The 2031 future year traffic flow factors have been derived using TEMPro version 8.1. The application site falls with the Middle Super Output Area (MSOA) Knowsley 009.

7.3.3 The resulting growth factors are as follows:

- 2025 to 2031 AM Peak – 1.0554;
- 2025 to 2031 PM Peak – 1.0536.

7.3.4 The resultant 2031 growthed traffic flows are shown in **Figures 3** and **4** for the weekday AM and PM peak periods respectively.

7.4 Proposed Trip Distribution

7.4.1 In order to assign the proposed residential development trips to the local highway network, reference has been made to the 'Location of Usual Residence and Place of Work' data available from the 2011 census.

7.4.2 The application site falls with the MSOA Knowsley 009. The census data identifies the destination of residents travelling by car and, by using route planning software, the likely routes residents would take when travelling to the various destinations has been determined.

7.4.3 The census data and route assumptions are included at **Appendix 5**.

7.4.4 The resulting proposed trip distribution for the weekday peak periods is shown in **Figures 5**.

7.5 Existing Site Traffic

- 7.5.1** In considering the likely changes in traffic that will occur on the local highway network as a result of the proposed development, account must first be taken of the traffic that could be generated by the existing use on the site, without the need for further planning consent.
- 7.5.2** As previously mentioned, the existing site was occupied by an industrial unit which until recently there were around 500 employees working at the site and clearly generating substantial levels of traffic onto the highway network.
- 7.5.3** Based on this information it will be assumed, for robust, that only 500 employees could work at the site utilising the existing buildings on the site. It is understood that at present there are around 100 employees are still employed at the site but again for robustness these will not be taken off the local road network as part of this exercise.
- 7.5.4** In order to establish the vehicular trip rates for the existing B2 land-use, reference has been made to the TRICS database in the field of 'Employment – Industrial Unit) for all sites between 100 and 1,000 employees excluding those located in Greater London and Ireland.
- 7.5.5** **Table 7.1** below summarises the trip rates and traffic flows for the existing land-use, whilst the full TRICS output is contained within **Appendix 6**.

Mode	Period	Trip Rate		Traffic Flow	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.174	0.086	87	43
	PM Peak Hour	0.029	1.14	15	70

Table 7.1 – Existing Development and Traffic Generation (Industrial Unit - 500 Employees)

7.5.6 As can be seen in Table 7.1 the existing land-use is forecast to generate a total of 130 two-way vehicle movements in the Weekday AM peak period and 85 two-way vehicle movements in the PM peak periods.

7.5.7 The above existing industrial development flows have been assigned highway network using the proposed trip distribution contained within Figure 5. The resultant existing development flows are displayed in **Figures 6 and 7** for the weekday peak periods.

7.6 Proposed Development

7.6.1 As previously stated, the development proposals will provide 204 residential units.

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

- Residential, Houses Privately Owned;
- Greater London and Republic of Ireland sites excluded;
- Range between 150 to 500 units;
- Edge of Town Centre and Suburban Area locations; and
- Weekday surveys only.

7.6.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in **Table 7.2** below, whilst the TRICS output is provided at **Appendix 7**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.128	0.350	26	71
	PM Peak Hour	0.320	0.144	65	29

Table 7.2 Proposed Residential Development Trip Rates and Trips (204 Units)

7.6.4 As can be seen from the above table, the proposed development is predicted to result in 98 two-way vehicular trips during the weekday AM peak and 95 two-way trips during the weekday PM peak.

7.6.5 The above existing industrial development flows have been assigned highway network using the proposed trip distribution contained within Figure 5. The resultant proposed residential development flows are displayed in **Figures 8** and **9** for the weekday peak periods.

7.7 Committed Developments

7.7.1 As part of pre-application scoping discussions, the highways officers at Knowsley Council requested that the following planning applications be included as committed developments.

- Full planning application for the residential development comprising of the erection of 350 no. dwellings together with the construction of vehicular access off Fox's Bank Lane – Fox's Bank Lane, Halsnead Garden Village (Planning Ref: 20/00417/FUL)

7.7.2 To derive the committed development flows for the above site, reference has been made to the Transport Assessment for the applications which are contained on the Knowsley Council Planning website.

7.7.3 The resultant committed development flows are displayed in **Figures 10** and **11** for the weekday peak periods.

7.8 Base Flows

7.8.1 To calculate the 2031 Base Flows, the 2031 growthed flows displayed in Figures 3 and 4 have been added to the existing traffic flows shown in Figures 6 and 7 and the committed development flows displayed in Figures 10 and 11.

7.8.2 The resultant 2031 Base Flows for Weekday AM and PM Peak periods are displayed in **Figures 12 and 13**.

7.9 ‘With Development’ Traffic Flows

7.9.1 The total proposed development trips have then been added to the base flows and the existing traffic flows have been subtracted to derive ‘with development’ flows.

7.9.2 The resultant 2031 ‘With Development’ traffic flows are shown in **Figures 14 and 15** for the weekday AM and PM peak periods respectively.

7.10 Changes in Traffic

7.10.1 Having established the likely levels of traffic that occur as a result of the proposed development, the likely changes that would be experienced can be derived.

7.10.2 **Table 7.3**, below, provides a summary of the changes in traffic that would occur at the junctions under consideration during the weekday peak periods as a result of the proposed development.

	2031 Base	2031 'With Dev'	Change in Traffic	Percentage Change
Stoney Lane/Cumber Lane Signalised Junction				
AM Peak	1229	1215	-14	-1.1%
PM Peak	1047	1052	4	0.4%
Dragon Lane/Stoney Lane/Meadway Signalised Junction				
AM Peak	1739	1726	-14	-0.8%
PM Peak	1552	1554	2	0.1%
A57 Warrington Road/Dragon Lane Signalised Crossing				
AM Peak	2161	2155	-6	-0.3%
PM Peak	2219	2221	2	0.1%
Old Lane/Stoney Lane Mini-roundabout				
AM Peak	1015	1006	-9	-0.9%
PM Peak	763	766	3	0.4%

Table 7.3 Changes in Traffic at Junctions Within the Study Area

- 7.10.3** The DfT document 'Guidance on Transport Assessment' provided some suggested thresholds in respect to traffic impact and, at Appendix B, advised that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.
- 7.10.4** As can be seen in Table 7.3, the proposals are forecasted to reduce traffic during the AM Peak and have minimal impact during the PM Peak.
- 7.10.5** However, in order to fully advise the highway authority, capacity assessments of the Stoney Lane/Site Access junction have been undertaken.

7.11 Capacity Assessments

Stoney Lane/Site Access Priority-controlled Junction

7.11.1 To assess the operation of the proposed Stoney Lane primary Site Access priority junction, reference has been made to the JUNCTION11 computer program.

7.11.2 The results for the 2031 'With Development Flows' scenario are contained within **Table 7.4**, below, with the full PICADY output being contained within **Appendix 8**.

Movement	2031 With Development			
	Weekday AM		Weekday PM	
	RFC	Q	RFC	Q
Site Access	0.14	0	0.05	0
Stoney Lane (W)	0.05	0	0.09	0

Table 7.4 - Summary of PICADY for the proposed Stoney Lane/Site Access Priority-controlled Junction

7.11.3 As can be seen from the above table, the Stoney Lane/Site access priority-controlled junction is predicted to operate well within capacity during both peak periods at 2031.

7.12 Capacity Assessment Summary

7.12.1 In summary, the capacity assessment undertaken as part of this traffic impact analysis has demonstrated the following:

- The proposed site access junctions have been designed to accord with highway design standards.
- The proposed Stoney Lane/Primary Site Access is forecast to operate within its actual capacity with the addition of the development traffic.

- The proposed development will have a negligible net traffic impact on the local highway network.

7.12.2 It is therefore concluded that the development proposals will result in a minimal impact and can be accommodated on the local highway network.

8 ACCIDENT ANALYSIS

8.1.1 In order to consider the potential impact of the development on road safety, a brief review of the most recently available personal injury accident data has been undertaken following receipt of the detailed statistic from Knowsley for the most recent 5-year period.

8.1.2 Consideration of the data indicates that there have been only 6 reported accidents on the wide road network assessed as part of this TA over the last 5 years. The accident statistics are contained within **Appendix 9**.

8.1.3 For the purposes of this analysis, the study area has been split into the following areas to establish whether there are any particular accident hotspots on the local highway network.

- Site frontage along Stoney Lane.
- Stoney Lane/Cumber Lane signalised junction.
- Dragon Lane/Stoney Lane/Meadway signalised junction.

Site Frontage along Stoney Lane

8.1.4 The STATS19 data provided by Knowsley Council confirms that there have been no accidents along the site frontage in the past 5 years.

Stoney Lane/Cumber Lane Signalised Junction

8.1.5 There has been 1 accident recorded in the latest 5-year time period. The accident occurred due to a pedestrian entering the carriageway without looking properly and colliding with a car. This resulted in slight injuries to the pedestrian.

Dragon Lane/Stoney Lane Signalised Junction

8.1.6 There has been a total of 4 accidents recorded at the Dragon Lane/Stoney Lane signalised junction.

8.1.7 The first accident occurred due to a driver of a vehicle failing to see a cyclist in the carriageway and colliding into them. This resulted in slight injuries to the cyclist.

- 8.1.8 The second accident occurred due to a driver mounting the kerb and then colliding with a brick wall. This resulted in serious injuries to the driver.
- 8.1.9 The third accident occurred due to a one vehicle collide into the back of another vehicle. This resulted in slight injuries to the driver of the second vehicle.
- 8.1.10 The fourth accident occurred due to a driver being under the influence and becoming impaired. The driver collided with two vehicles waiting at a red light. This resulted in slight injuries.

8.2 Accident Analysis Summary

- 8.2.1 The data reviewed has not identified any untypical accidents.
- 8.2.2 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.
- 8.2.3 It is not considered that the proposals for a residential development will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.
- 8.2.4 In view of this information, it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record, and it is highly unlikely that this situation should be materially worsened as a consequence of the development proposals.

9 CONCLUSIONS

9.1.1 Eddisons have been instructed by Taylor Wimpey to advise on the traffic and transport issues relating to a planning application for the former Glen Dimplex Site in Whiston.

9.1.2 The following conclusions have been drawn with regard to the proposed development:

- The site can be safely and suitably accessed from Stoney Lane.
- The site is accessible on foot and cycle and these provisions will be improved as part of the works at the development site.
- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whiston and Prescott;
- The site is in close proximity to convenience stores, schools, healthcare facilities and transport nodes;
- It has been demonstrated that the site is accessible by cycle with national cycle routes and suggested local cycle routes being located within close proximity of the site;
- The services from the bus stops on Stoney Lane travel to destinations such as Prescott and Huyton, shows that the proposed development can be considered as highly accessible by bus; and
- The site is accessible via rail with four different stations in close proximity to the site.
- The proposals will meet with the aspirations of ATE.
- The proposed site access junctions have been designed to accord with highway design standards and will have sufficient capacity to accommodate the proposed development traffic.

- The proposed development is likely to have a negligible traffic impact on the local highway network.

9.1.3 In conclusion, the proposed development will provide a sustainable development in transport terms and planning permission should be granted in accordance with the NPPF.

PLANS

PLAN 1



CLIENT:

TAYLOR WIMPEY

DRAWING TITLE:

GLEN DIMPLEX, WHISTON

DRAWN:

SC

DATE:

26.11.25

CHECKED:

HJ

DATE:

26.11.25

SCALES:

SCALE @ A4

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DRAWING NUMBER:

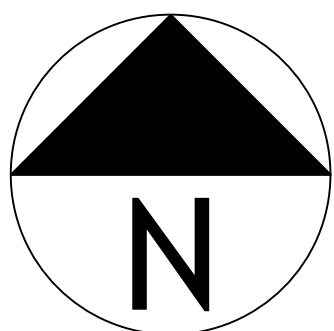
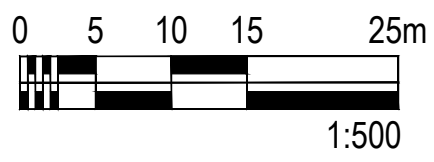
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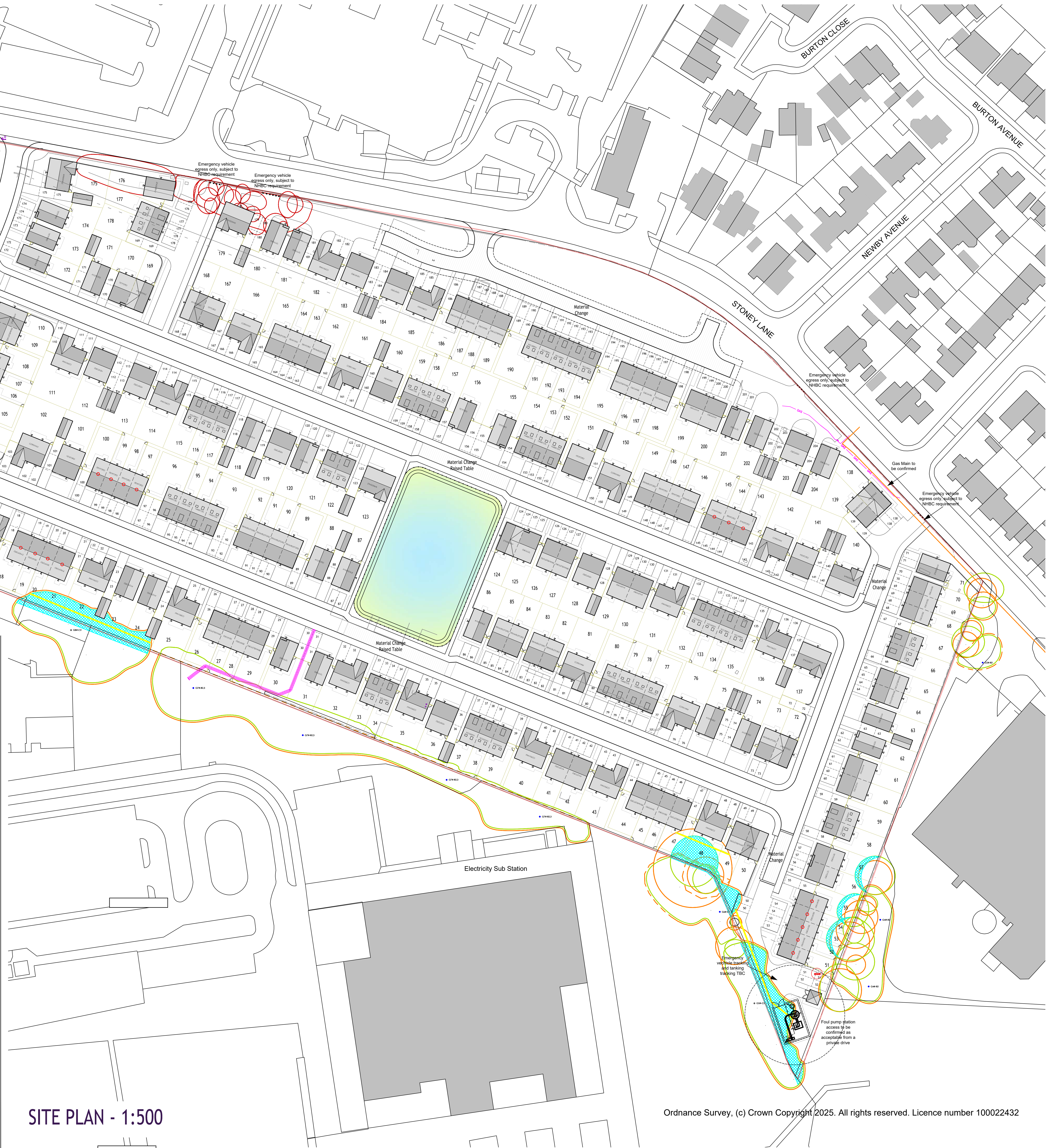
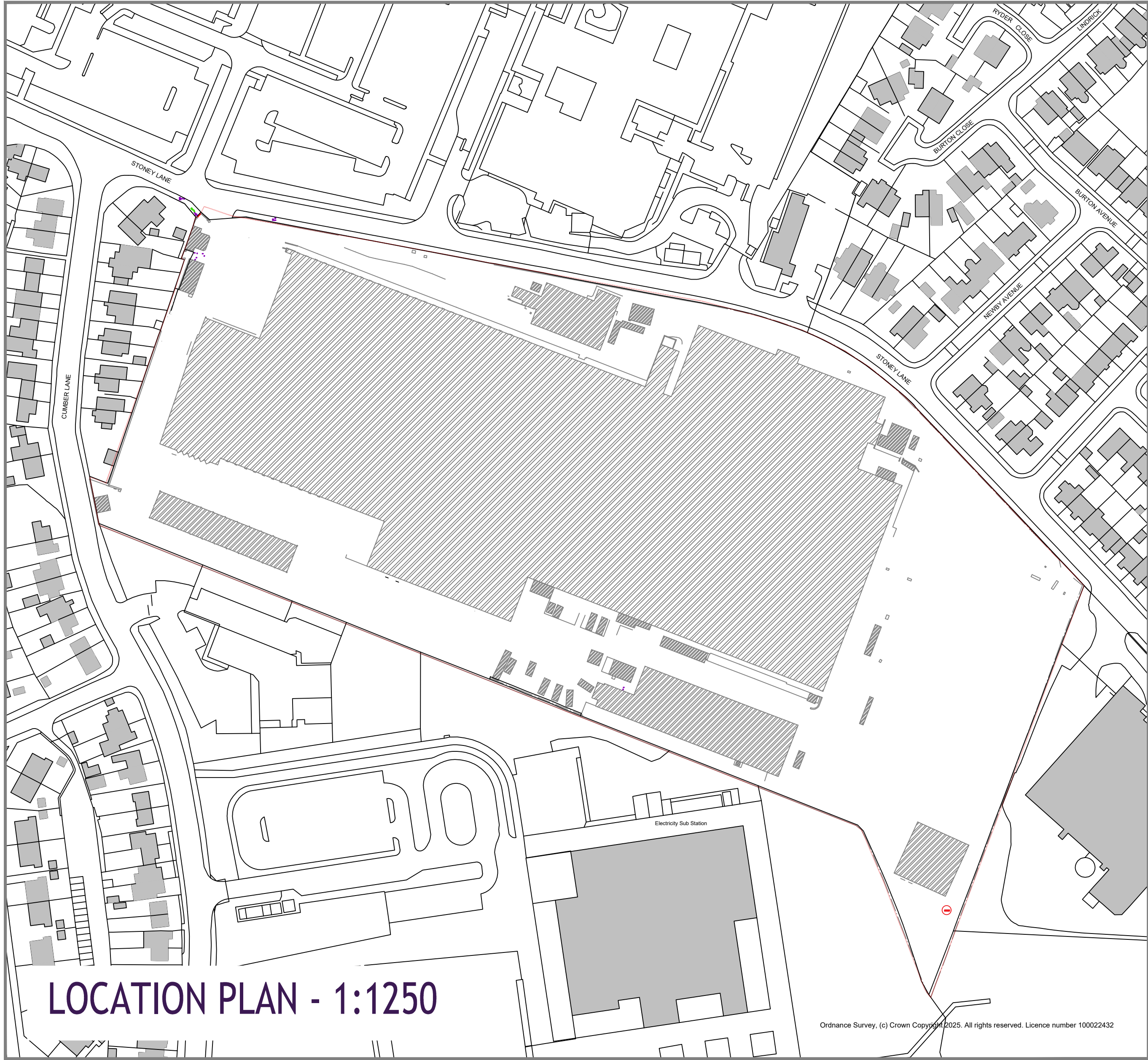
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Eddisons

FORMER GLEN DIMPLEX | LAND SOUTH OF STONEY LANE



ACCOMMODATION SCHEDULE							
Name	Ref	TW ref	Bed	Storey	Unit No's	Unit ft²	ft² Total
Open Market Dwellings (184)							
Beaford Mid	BEA	EMA22	2 Bed	2	14	778	10892
Beaford Semi	BEA	EMA22	2 Bed	2	1	778	778
Brambleford Mid	BRA	EMA32	3 Bed	2	2	907	1814
Brambleford Semi	BRA	EMA33	3 Bed	2	29	907	26303
Aynesdale Semi	AYN	EMT31	3 Bed	2	9	1058	9522
Aynesdale Semi	AYN	EMT31	3 Bed	2	4	1058	4232
Tetford Det	TET	EMA35	3 Bed	2	5	1021	5105
Tetford Semi	TET	EMA35	3 Bed	2	11	1021	11231
Hartton Mid	HAR	EMB31	3 Bed	2.5	13	1140	14820
Hartton End	HAR	EMB31	3 Bed	2.5	30	1140	34200
Ayleford Semi	AYL	EMA41	4 Bed	2	10	1101	11010
Ayleford Det	AYL	EMA41	4 Bed	2	12	1101	13212
Corkham	COR	EMG42	4 Bed	2	24	1347	32328
Hanford	HEN	EMA44	4 Bed	2	12	1359	16306
Wansdale	WAN	EMT45	4 Bed	2	8	1450	11600
Sub Total:					184 Units		203355 ft²
Affordable Dwellings @ 10% (20)							
Beaford Mid	BEA	EMA22	2 Bed	2	10	778	7780
Beaford Semi	BEA	EMA22	2 Bed	2	6	778	4668
Eynsford Mid	EYN	EMA33	3 Bed	2	4	972	3888
Sub Total:					20 Units		16336 ft²
Grand Total:					204 Units		219691 ft²
Net Site Area:					5.147713		12.7200
Net Coverage:					3964.86 m²/ha		17271.31 ft²/ac



FOR COMMENT

PRELIMINARY ISSUE

TENDER ISSUE

CONSTRUCTION ISSUE

AS BUILT

PLAN 2

Key

TW Red line / Legal Ownership

Fencing - rear/side boundaries

Fencing - plot boundaries

Brick Screenwall

Knee Rail Fence

Paladin Mesh Fencing

POS / SUDS Area

POS and buffers

Proposed Tree Planting

Existing Tree / Vegetation to be retained

Existing Tree / Vegetation to be cut back

Existing Tree / Vegetation to be removed

Affordable house types

Rev V 07.11.2025

Schedule amended OM Beaford end to mid. Rear paths, gates and car bay numbers indicated.

Rev U 31.10.2025

Garage shown to Plot 204.

Rev T 30.10.2025

Client amendments. Schedule updated.

Rev S 29.10.2025

Plots 1-13, 71, 86-87, 119-125, 138-139, 169-175, 181-204 repositioned. Schedule updated.

Rev R 23.10.2025

Plots 62-65, 71, 13-139 repositioned. Schedule updated.

Rev P 22.10.2025

Plots 6-9, 36-39, 82-86, 103-110, 124-129, 169-175, 180-204 amended and repositioned. Parking to plots 50-51 amended.

Rev N 09.10.2025

Amend parking bay locations and drive lengths.

Rev M 08.10.2025

Partial layout redesign in accordance with clients sketch design.

Rev L 03.10.2025

Partial layout redesign.

Rev K 26.09.2025

General amendments to layout

Rev J 27.08.2025

Parking bay nos updated. Schedules updated. Net dev and POS areas updated.

Rev H 26.08.2025 (TW)

Entrance pod re-designed and two plots removed to accommodate POS and Sales Centre car park; two plots plotted to central POS to re-balance mix and POS.

Rev G 14.08.2025

Net dev area updated to suit TW Site /Contract boundary.

Rev F 13.08.2025

TW Site /Contract boundary indicated.

Rev E 11.08.2025

Plots 169-170 house type substitution from Brambleford to Tetford. Plots 2-3 house type substitution from Beaford to Brambleford.

Rev D 08.08.2025

Parking bays plots 172-175 corrected to 5.0m length. Plots 177-181 repositioned by 0.1m. Plots 173-175 repositioned by 0.4m. Plots 169-170 house type substitution from Tetford to Brambleford.

Rev C 28.05.2025

Plot 14-33, 62-70 & 181 repositioned by 1m.

Rev B 12.05.2025

Amended in accordance with TW comments.

Rev A 11.04.2025

Amended in accordance with TW comments.

Client:

Taylor Wimpey

Taylor Wimpey North West

Project:

Former Glen Dimplex

Land South of Stoney Lane

Title:

Planning Layout

BANNERS GATE

CIVIL, STRUCTURAL & ARCHITECTURAL DESIGN SERVICES

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Drawn:

Checked:

Approved:

Date:

1:500

AOL

BGA

NOV 2025

Project no.:

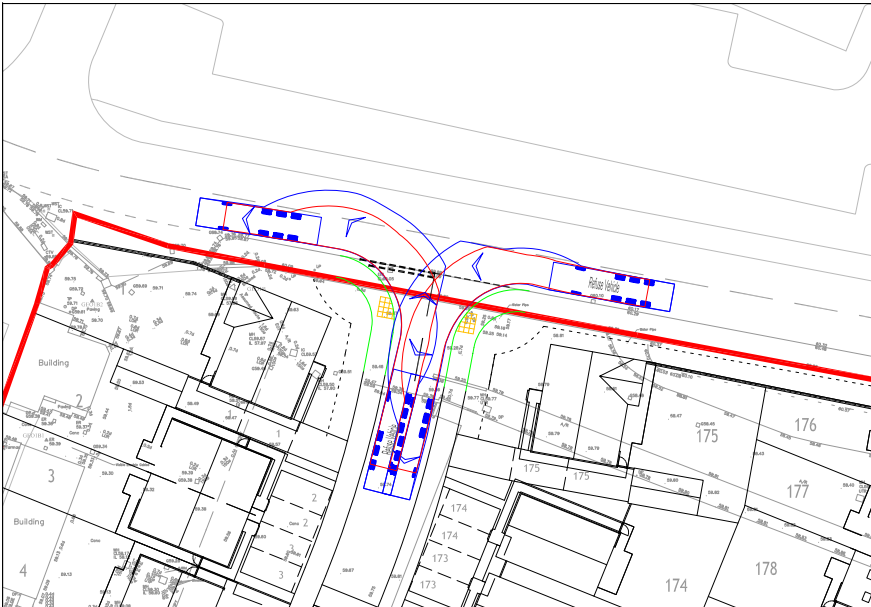
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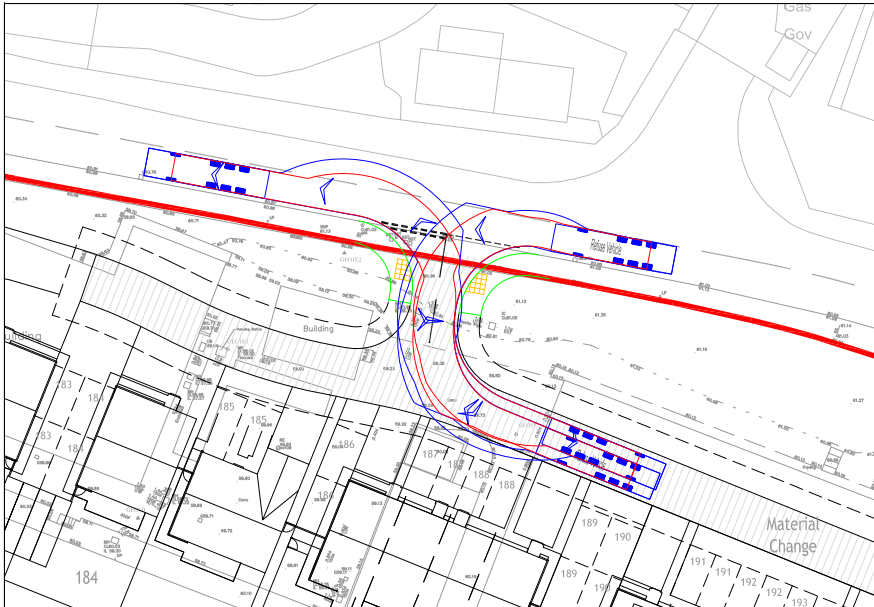
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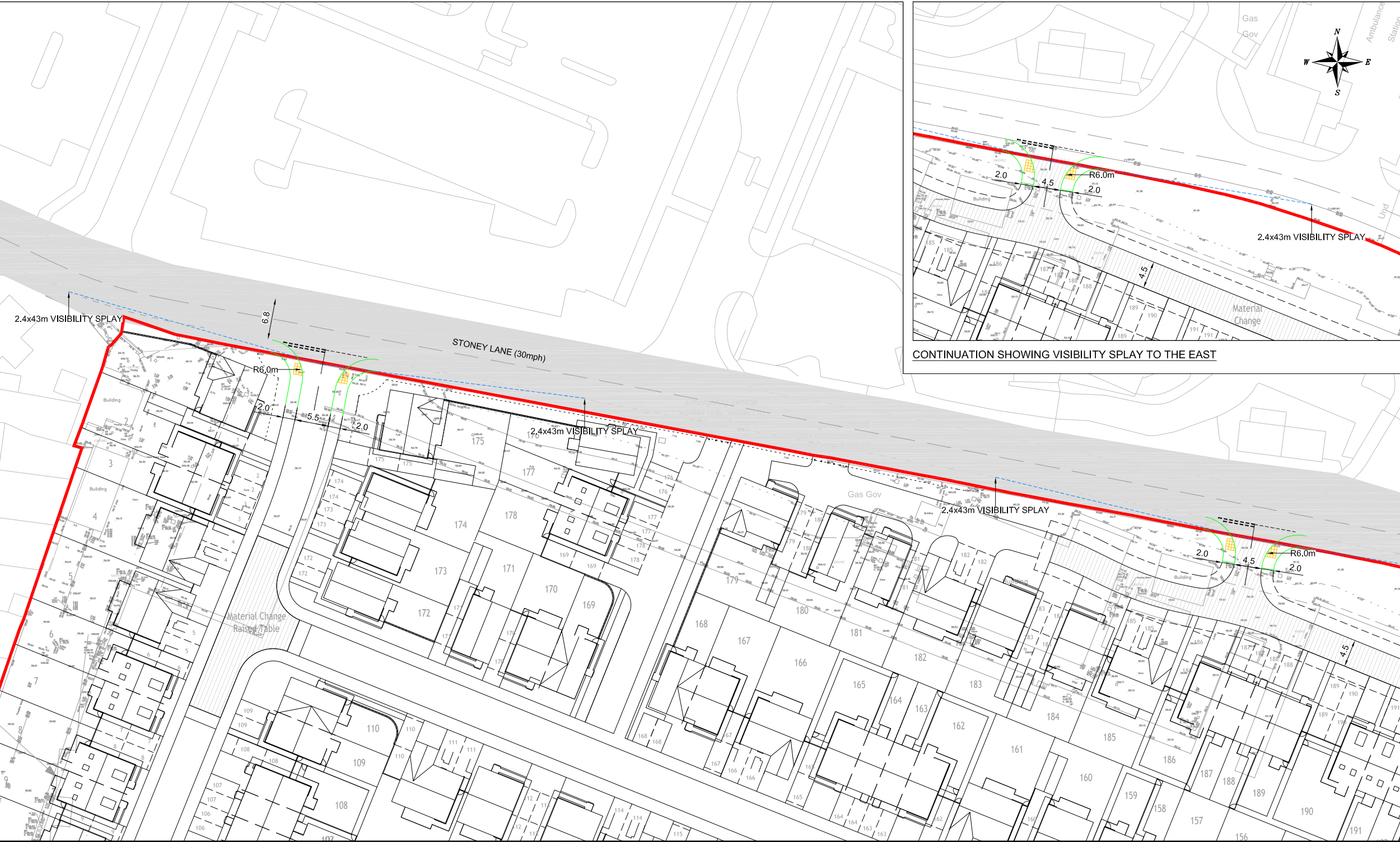
NORTH SOUTH AERIAL VIEW (NTS)



SWEPT PATH ANALYSIS - REFUSE VEHICLE - WESTERN ACCESS - LEFT IN & LEFT OUT



SWEPT PATH ANALYSIS - REFUSE VEHICLE - EASTERN ACCESS - LEFT IN & LEFT OUT

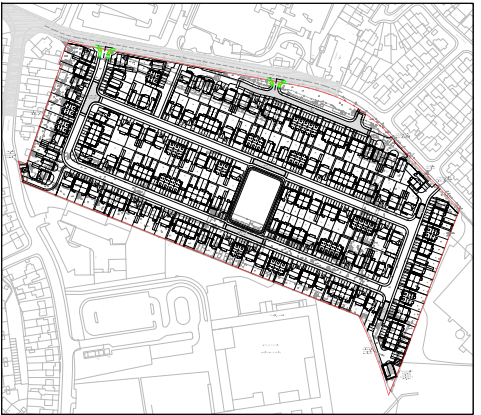


CONTINUATION SHOWING VISIBILITY SPYAL TO THE EAST

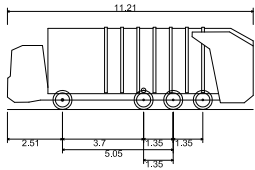
THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- EXISTING ADOPTED HIGHWAY

LOCAL AUTHORITY: KNOWSLEY COUNCIL
TOTAL AREA OF SITE: 5.8 HECTARES (APPROX)



SITE LAYOUT (NTS)



Refuse Vehicle	
Overall Length	11.210m
Overall Width	2.550m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.50s
Kerb to Kerb Turning Radius	10.329m

E	CLIENT NAME UPDATED	LB	PW	NOV 2025
D	PROPOSED SITE LAYOUT & ACCESS UPDATED	SL	PW	NOV 2025
C	PROPOSED SITE LAYOUT & ACCESS UPDATED	SL	PW	NOV 2025
B	EASTERN ACCESS UPDATED	SL	PW	OCT 2025
A	PROPOSED SITE LAYOUT & ACCESSES UPDATED	SL	PW	OCT 2025
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
TAYLOR WIMPEY

PROJECT:
GLEN DIMPLEX, WHISTON

DRAWING TITLE:
PROPOSED SITE ACCESS

SCALES:
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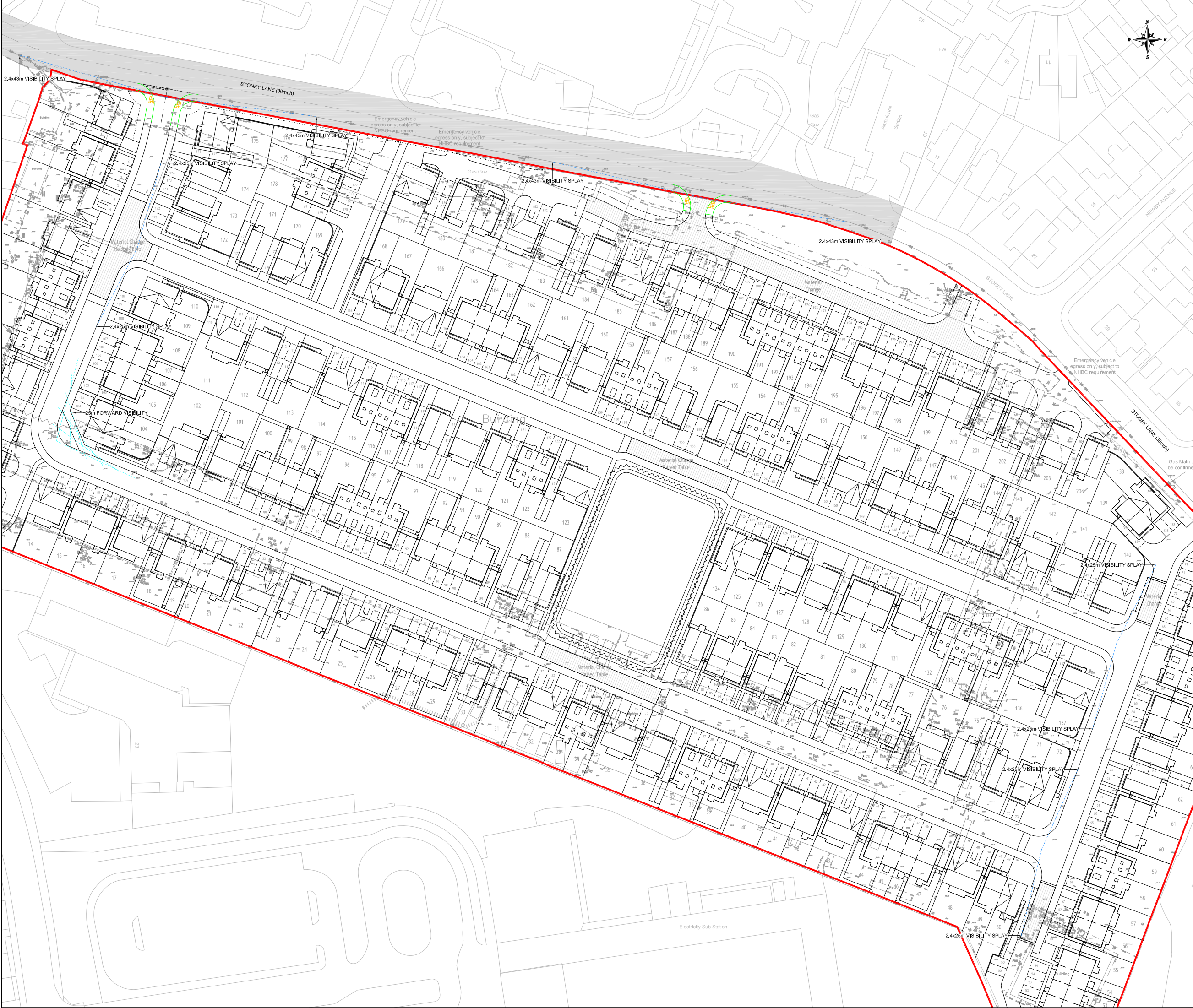
DRAWN: LB | CHECKED: PW | DATE: MAY 2025

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

DRAWING NUMBER: 4726-F03 | REVISION: E

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NOTES

PLAN 4

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--- JUNCTION VISIBILITY
--- FORWARD VISIBILITY

REV	C B A	AMENDMENT TO CLIENT NAME PROPOSED SITE LAYOUT UPDATED PROPOSED SITE LAYOUT UPDATED	LB SL SL	PW PW PW	NOV 2025 NOV 2025 NOV 2025
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:

TAYLOR WIMPEY

PROJECT:

GLEN DIMPLEX, WHISTON

DRAWING TITLE:

VISIBILITY SPLAY

SCALES:

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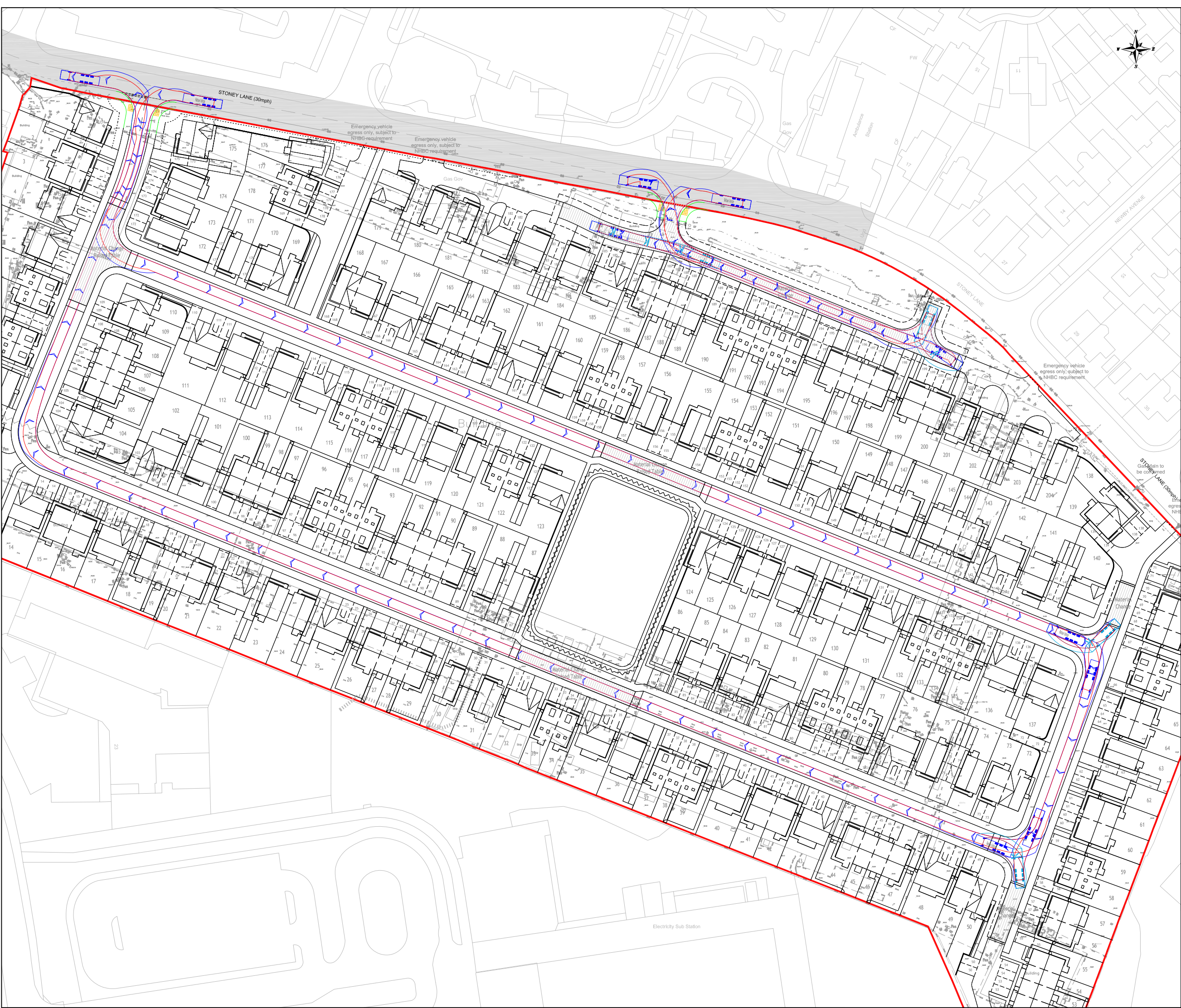
DRAWN:	SL	CHECKED:	PW	DATE:	OCT 2025
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Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@croffts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	4726-01	REVISION:	C
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Eddisons

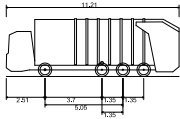
Z:\projects\4726 Glen Dimplex Site, Whiston\CAD\EDDISONS DRAWINGS\4726-SP01 Rev C (Tracking - Refuse Vehicle).dwg



NOTES

PLAN 5

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



Refuse Vehicle
Overall Length 11.210m
Overall Width 2.550m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.50s
Kerb to Kerb Turning Radius 10.329m

REV	C B A	AMENDED TO COMMENTS PROPOSED SITE LAYOUT UPDATED PROPOSED SITE LAYOUT UPDATED	LB SL	PW PW	NOV 2025 NOV 2025 NOV 2025
		DETAILS		DRAWN	CHECKED
					DATE

CLIENT: TAYLOR WIMPEY

PROJECT: GLEN DIMPLEX, WHISTON

DRAWING TITLE: SWEPT PATH ANALYSIS
REFUSE VEHICLE

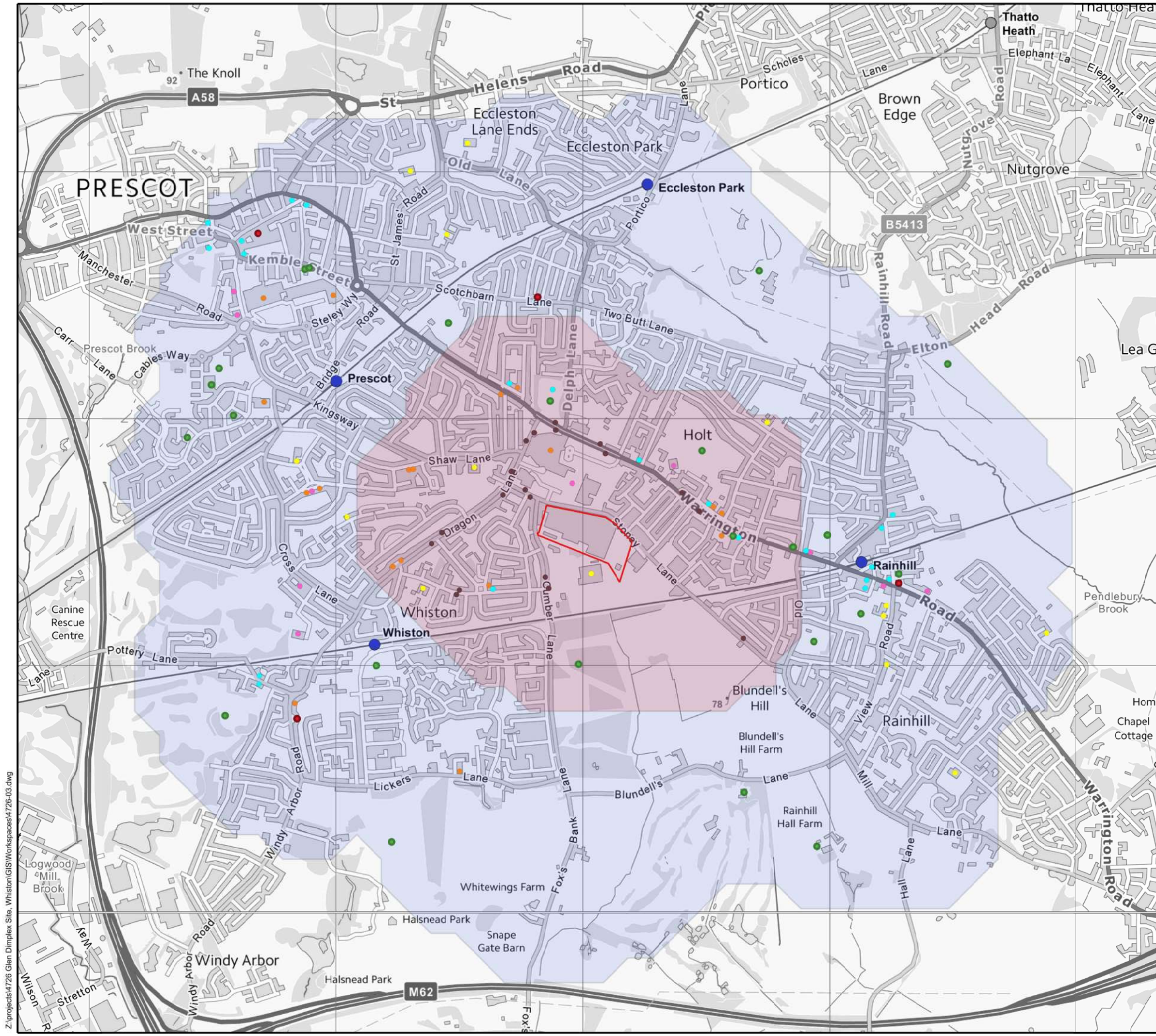
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DRAWN: SL	CHECKED: PW	DATE: OCT 2025
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Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4726-SP01	REVISION: C
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Z:\projects\4726 Glen Dimplex Site, Whiston\GIS\Workspaces\4726-03.dwg

NOTES

Site Location

800m Pedestrian Catchment

2km Pedestrian Catchment

Nearest Train Stations

Nearest Bus Stops

Café/Takeaway/Public House

Education

Medical/Healthcare

Post Box/Post Office

Sport/Leisure/Park

Supermarket/Local Food Store

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

TAYLOR WIMPEY

PROJECT:

GLEN DIMPLEX SITE, WHISTON

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:	SC	CHECKED:	HJ	DATE:	NOV 25
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Eddisons

340 Deansgate

Manchester

M3 4LY

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Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	4726-03	REVISION:	-
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Eddisons

FIGURES

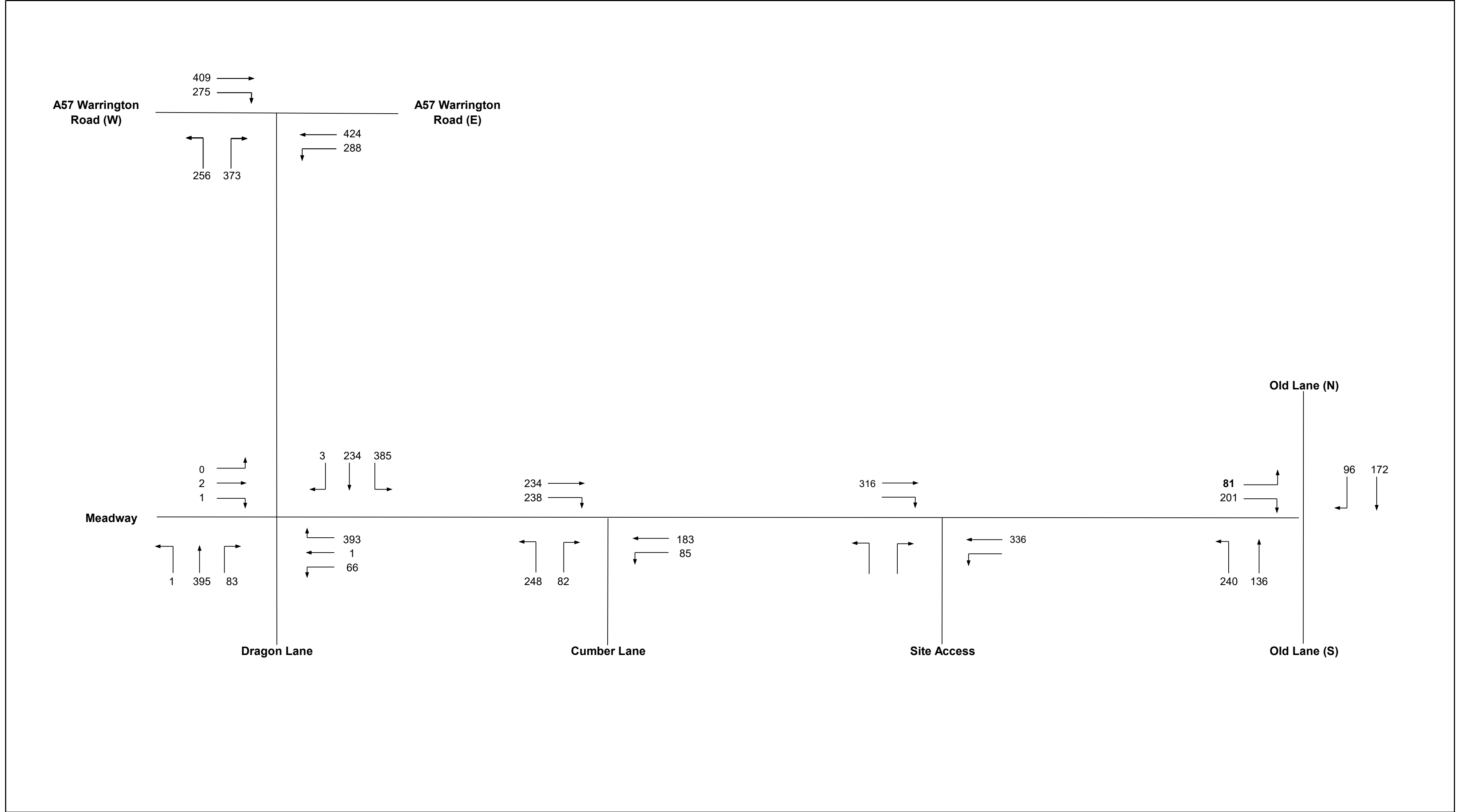


Figure 1 2025 Surveyed Flows - Weekday AM Peak (0800-0900)

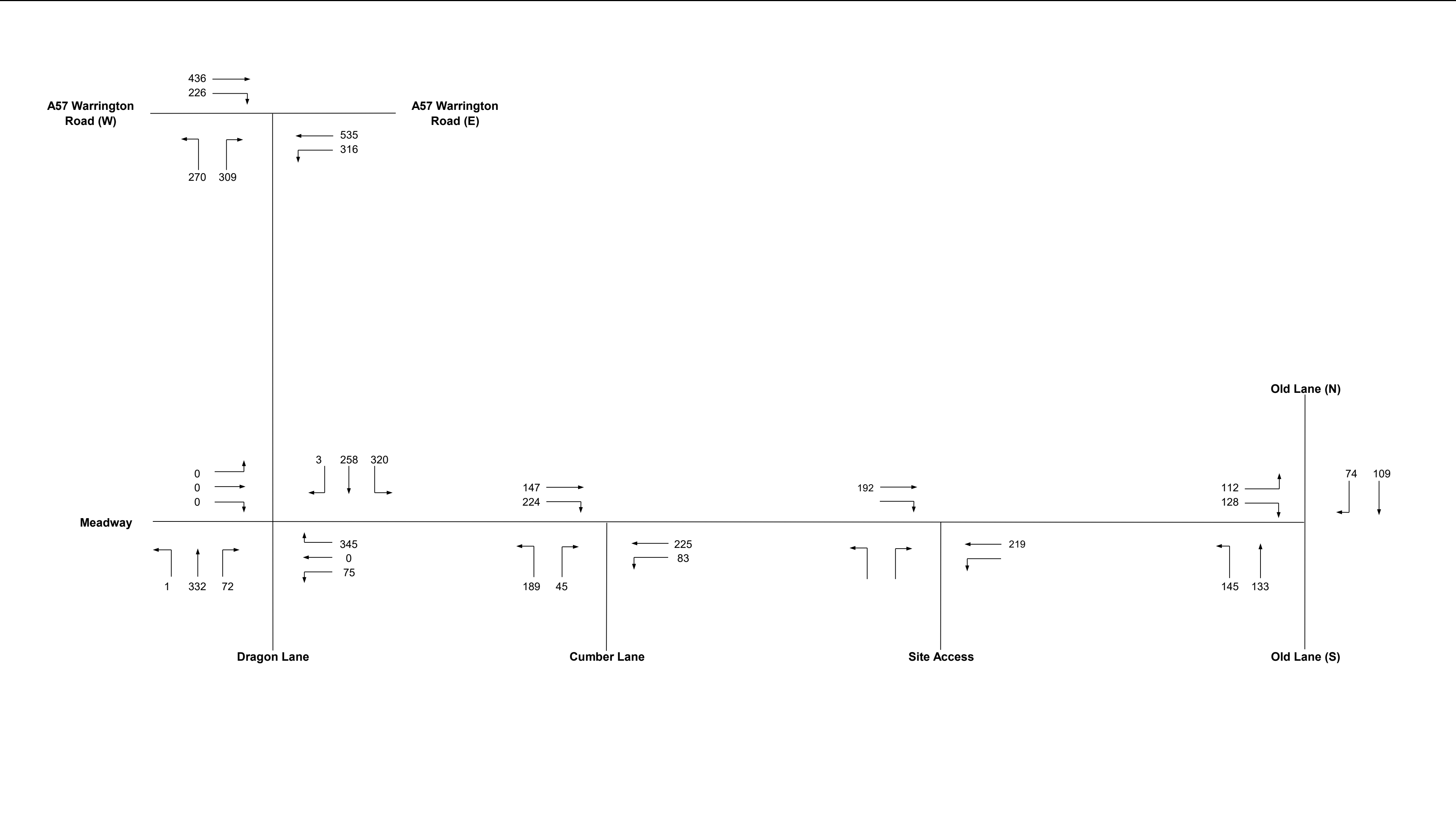


Figure 2 2025 Surveyed Flows - Weekday PM Peak (1630-1730)

Eddisons

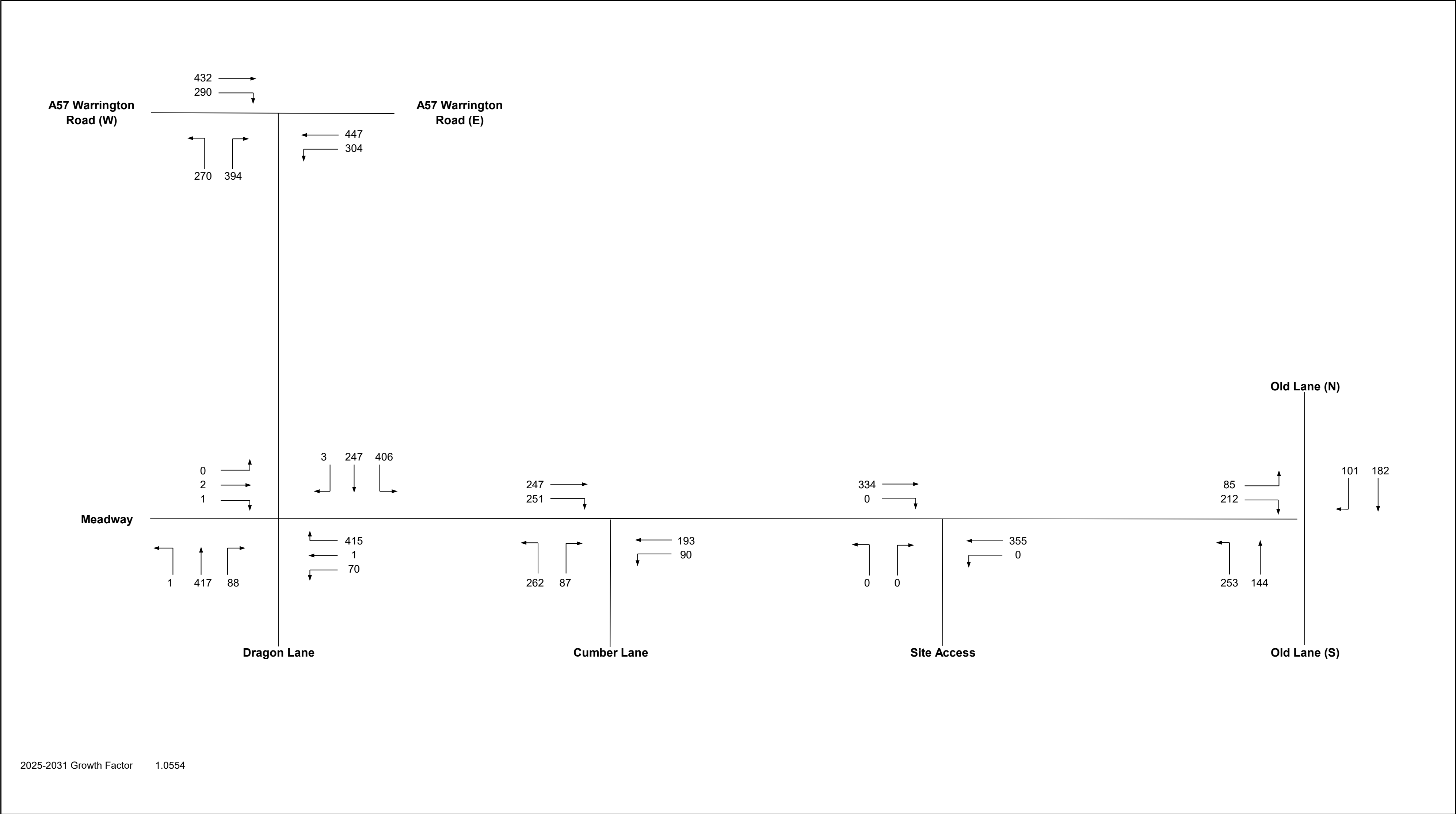


Figure 3 2031 Growthed Flows - Weekday AM Peak (0800-0900)

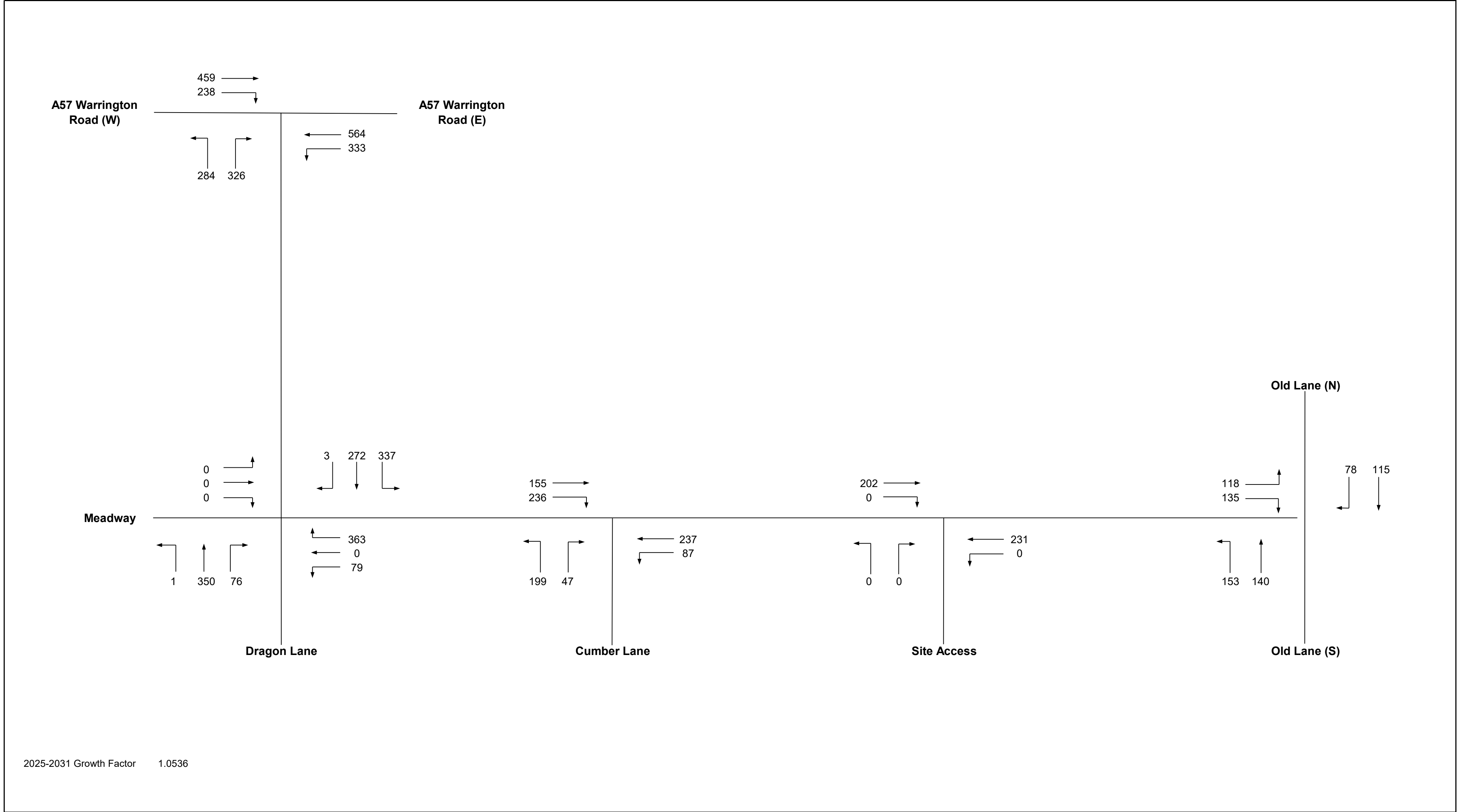


Figure 4 2031 Growthed Flows - Weekday PM Peak (1630-1730)

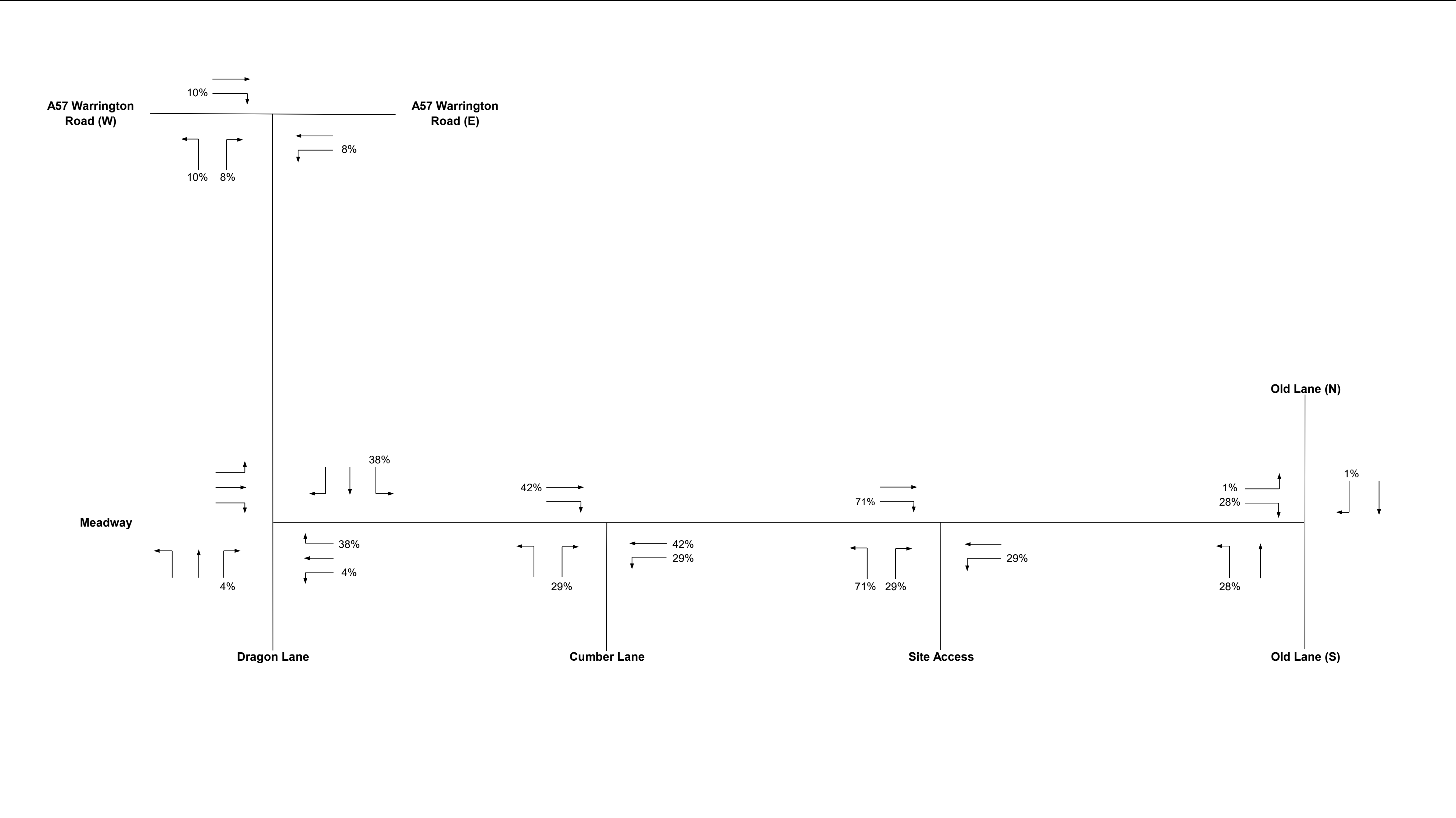


Figure 5 Proposed Trip Distribution - Weekday AM + PM Peak

Eddisons

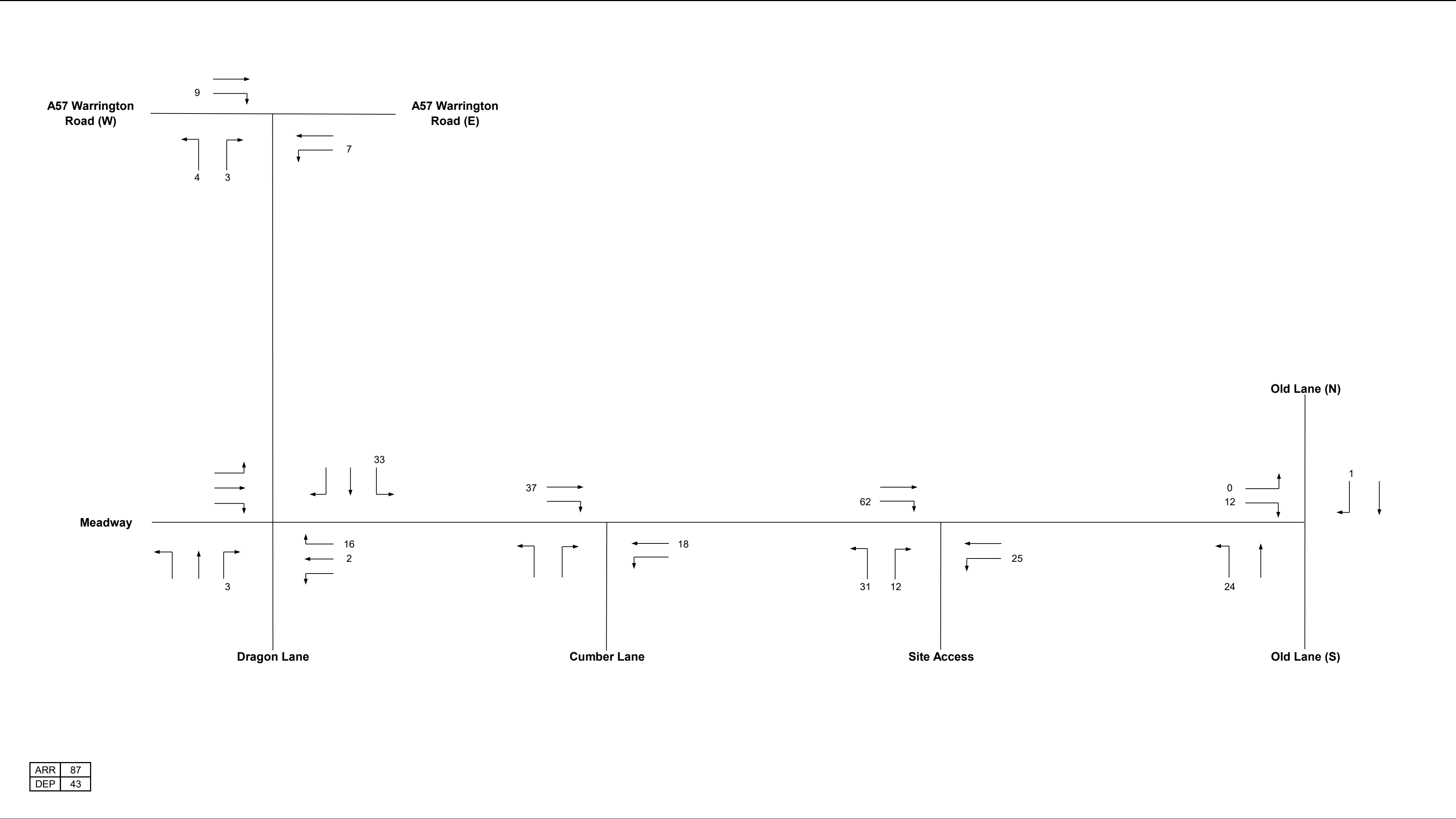


Figure 6 Existing Trip Generation- Weekday AM Peak (0800-0900)

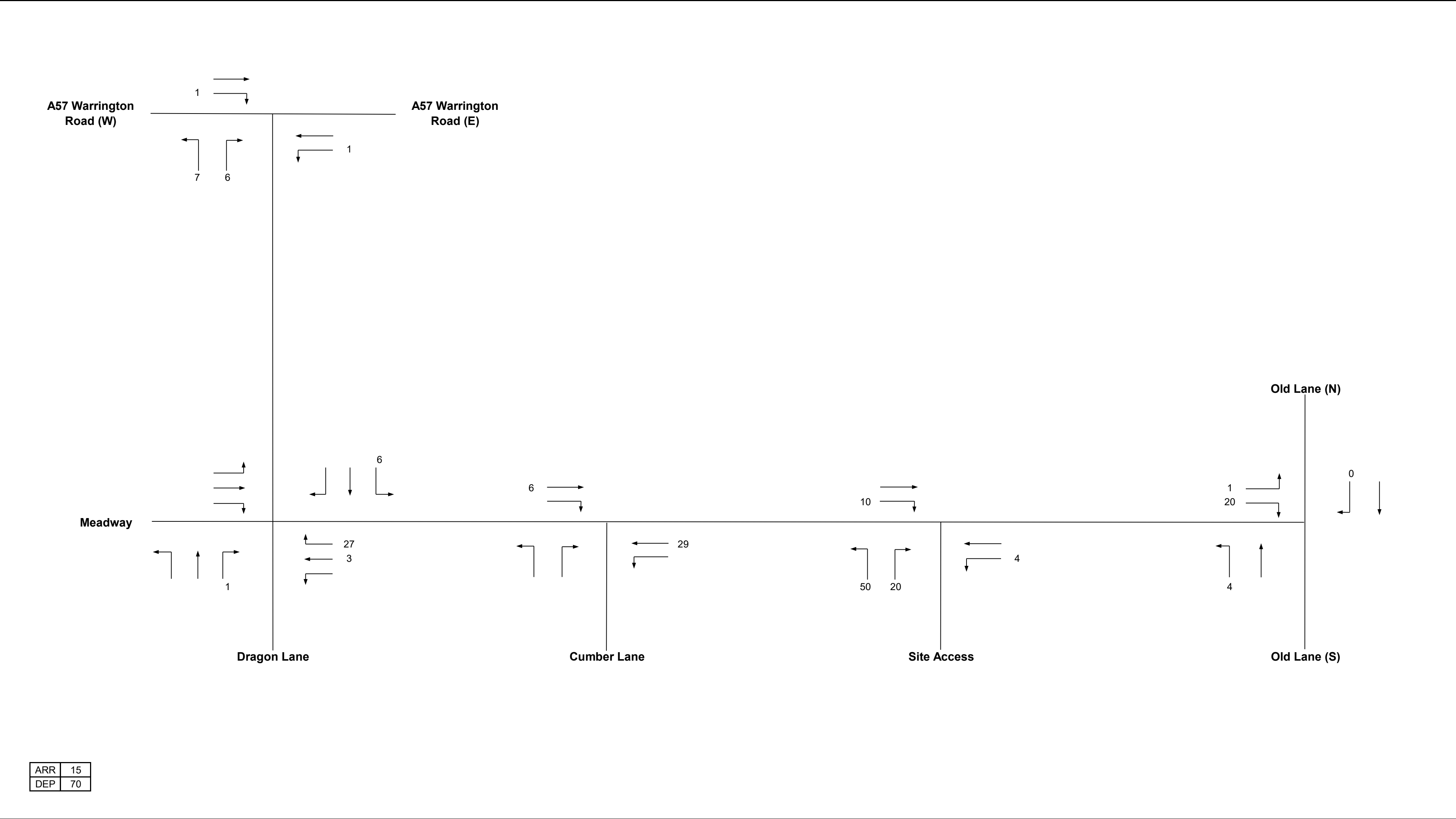


Figure 7 Existing Trip Generation - Weekday PM Peak (1630-1730)

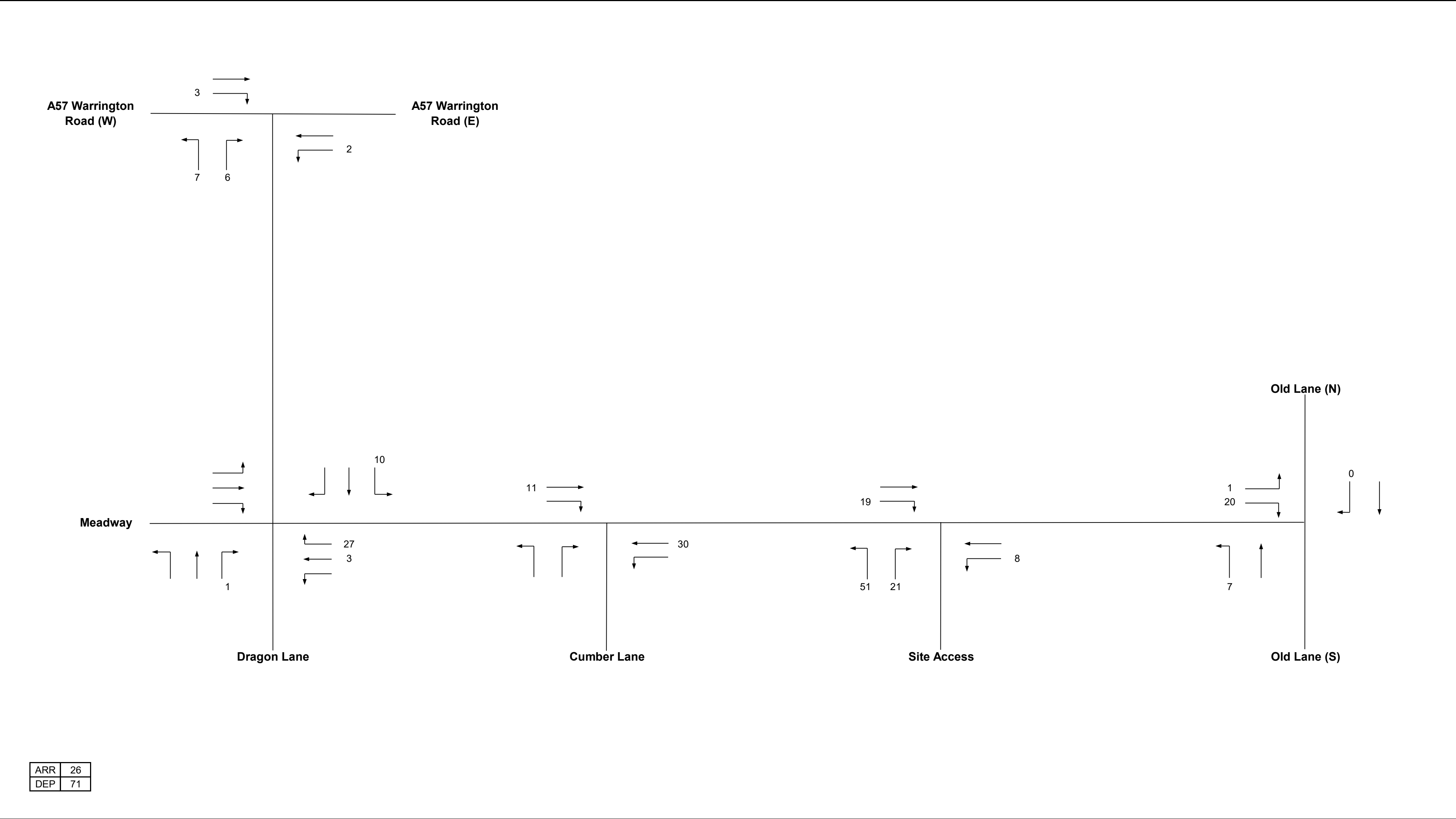
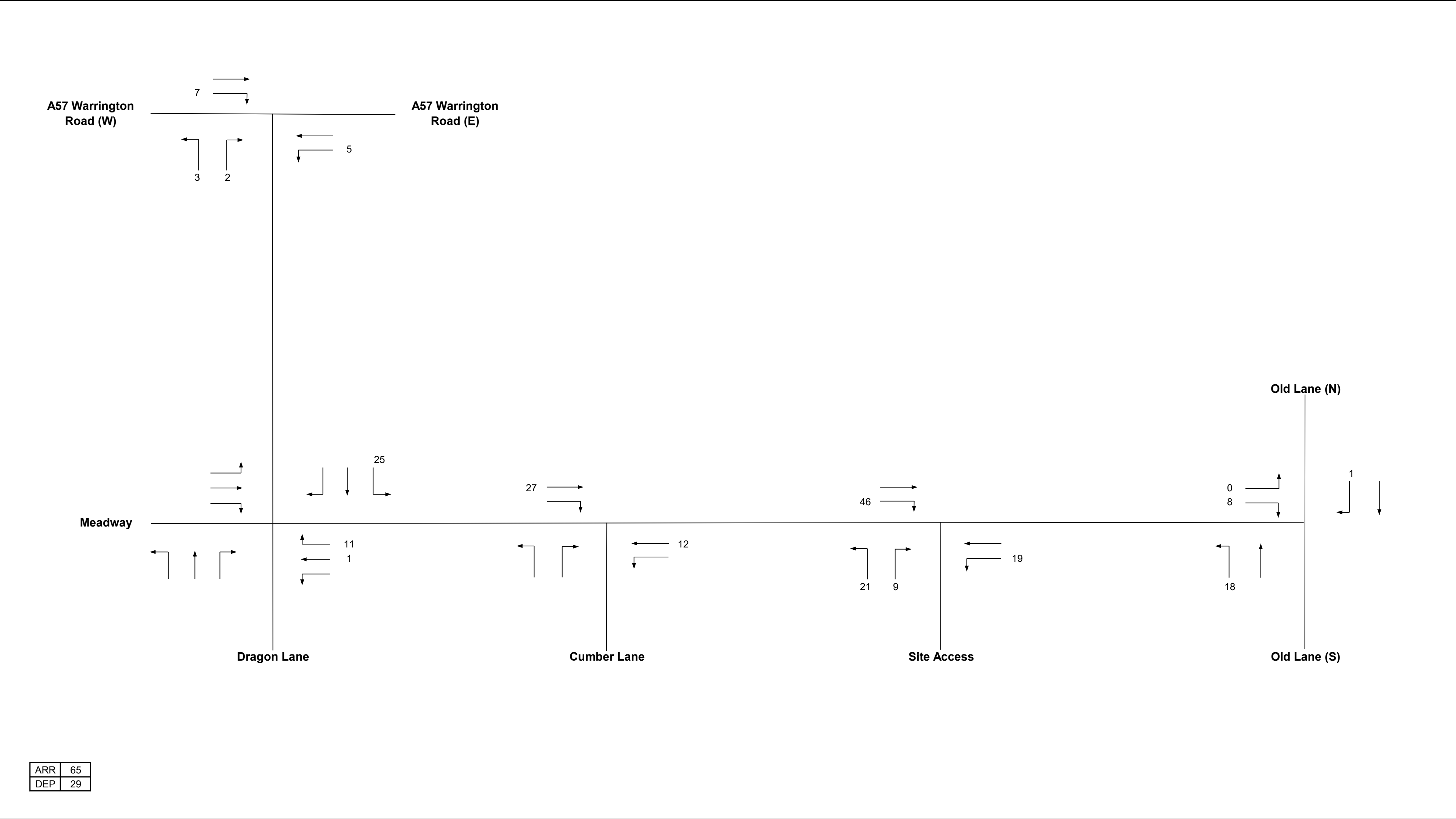


Figure 8 Proposed Residential Trip Generation- Weekday AM Peak (0800-0900)



ARR	65
DEP	29

Figure 9 Proposed Residential Trip Generation - Weekday PM Peak (1630-1730)

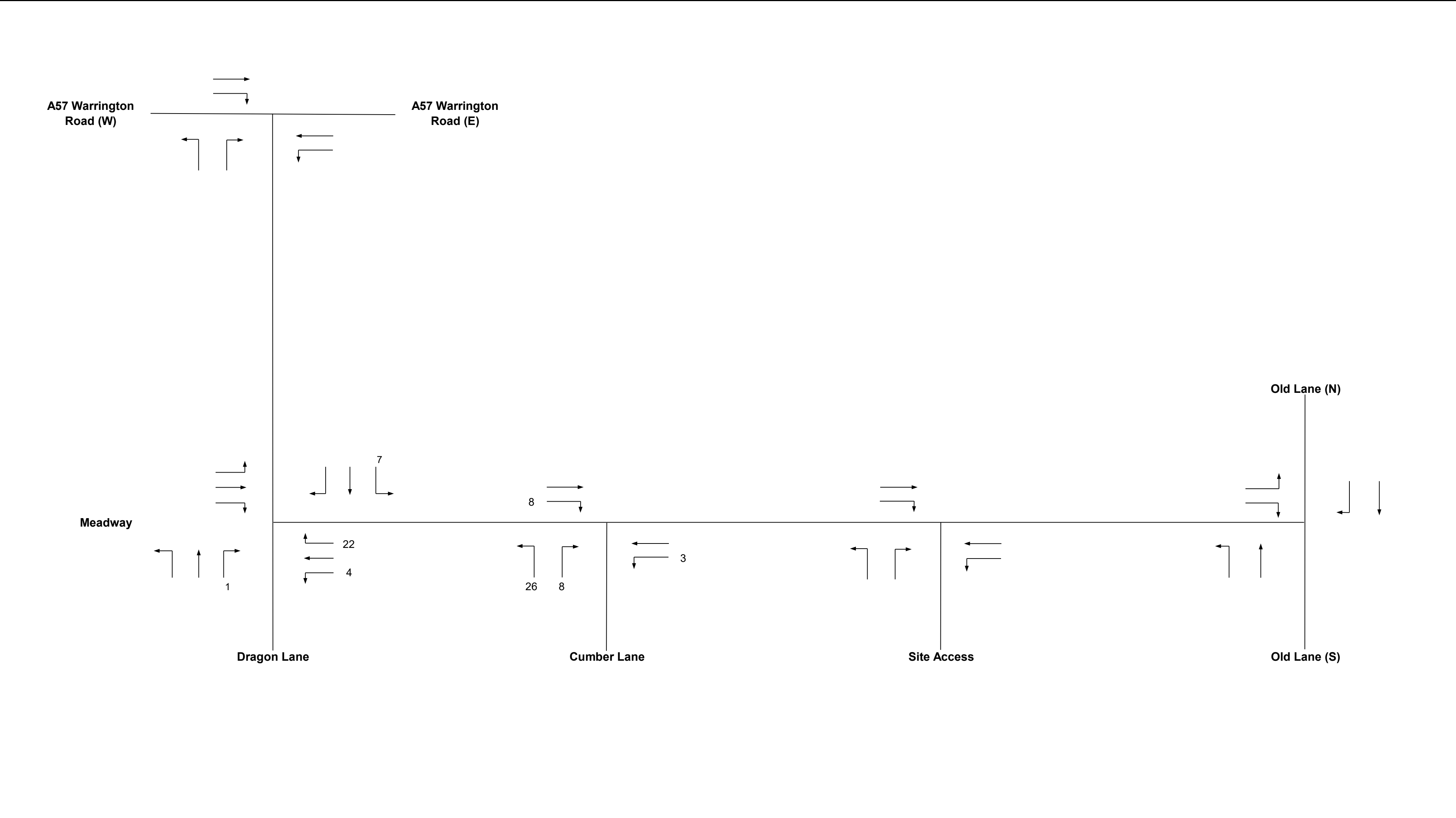


Figure 10 Committed Development Flows (Fox's Bank Lane) - Weekday AM Peak (0800-0900)

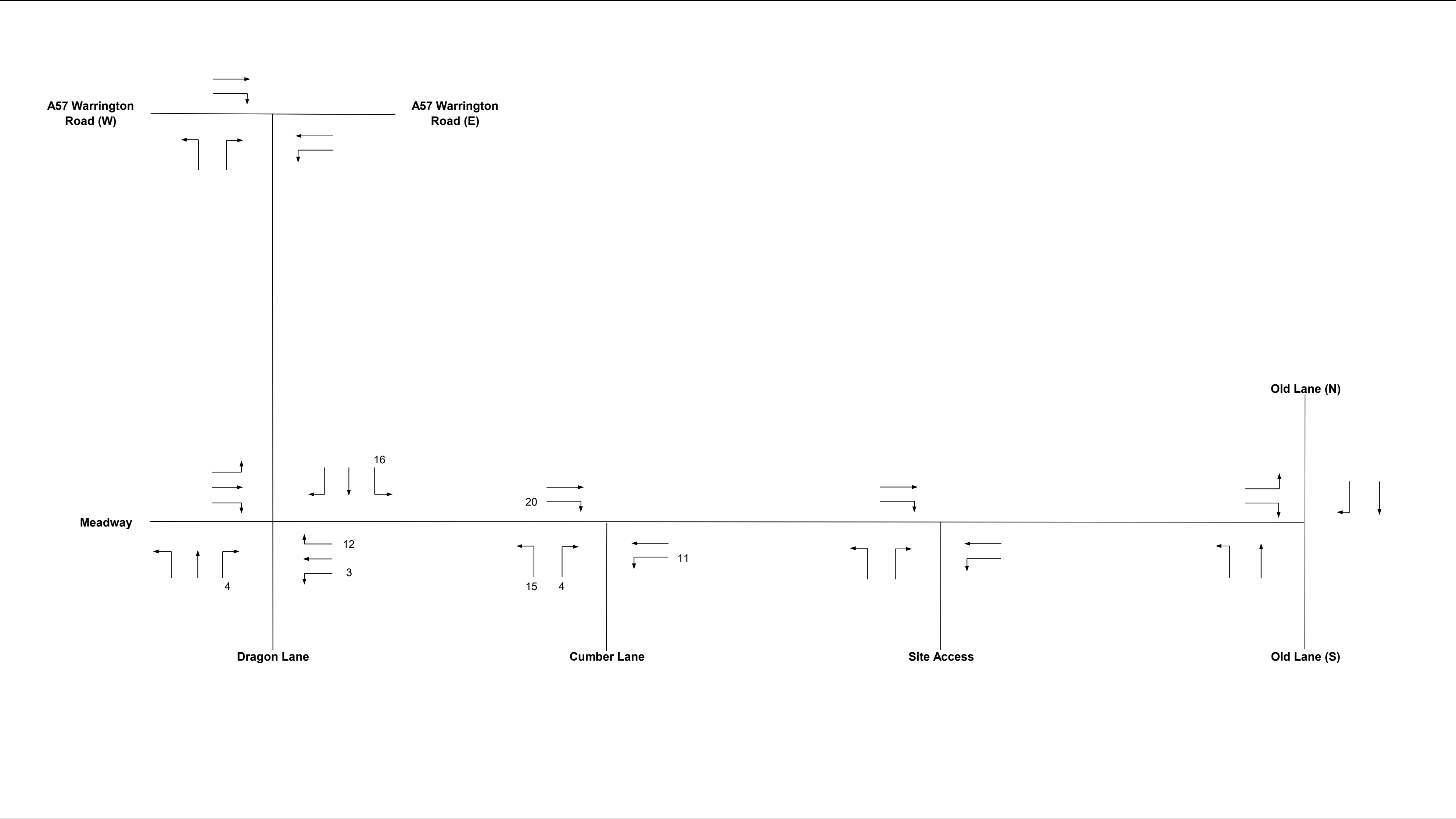


Figure 11 Committed Development Flows (Fox's Bank Lane) - Weekday PM Peak (1630-1730)

Eddisons

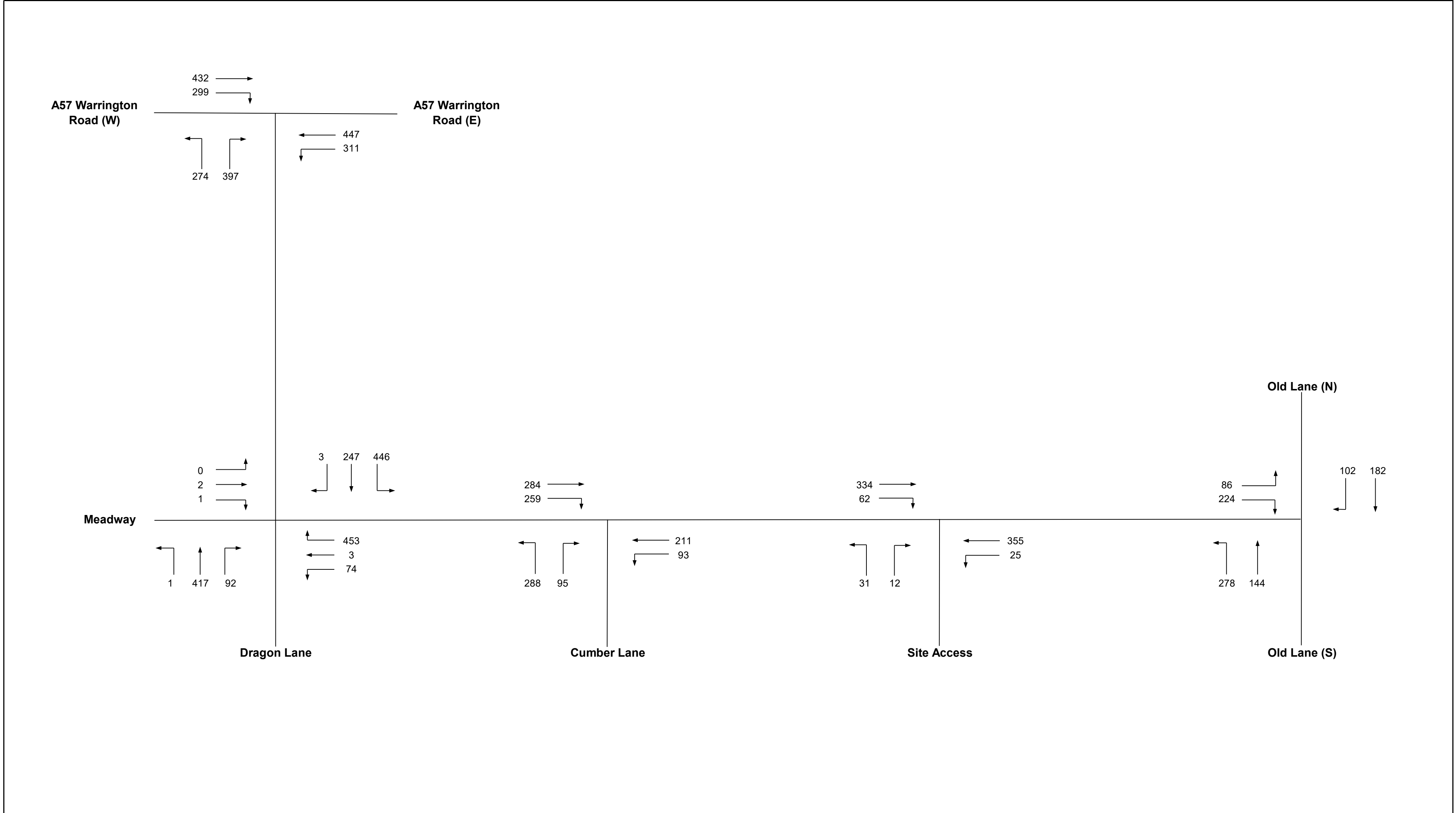


Figure 12 2031 Base Flows - Weekday AM Peak (0800-0900)

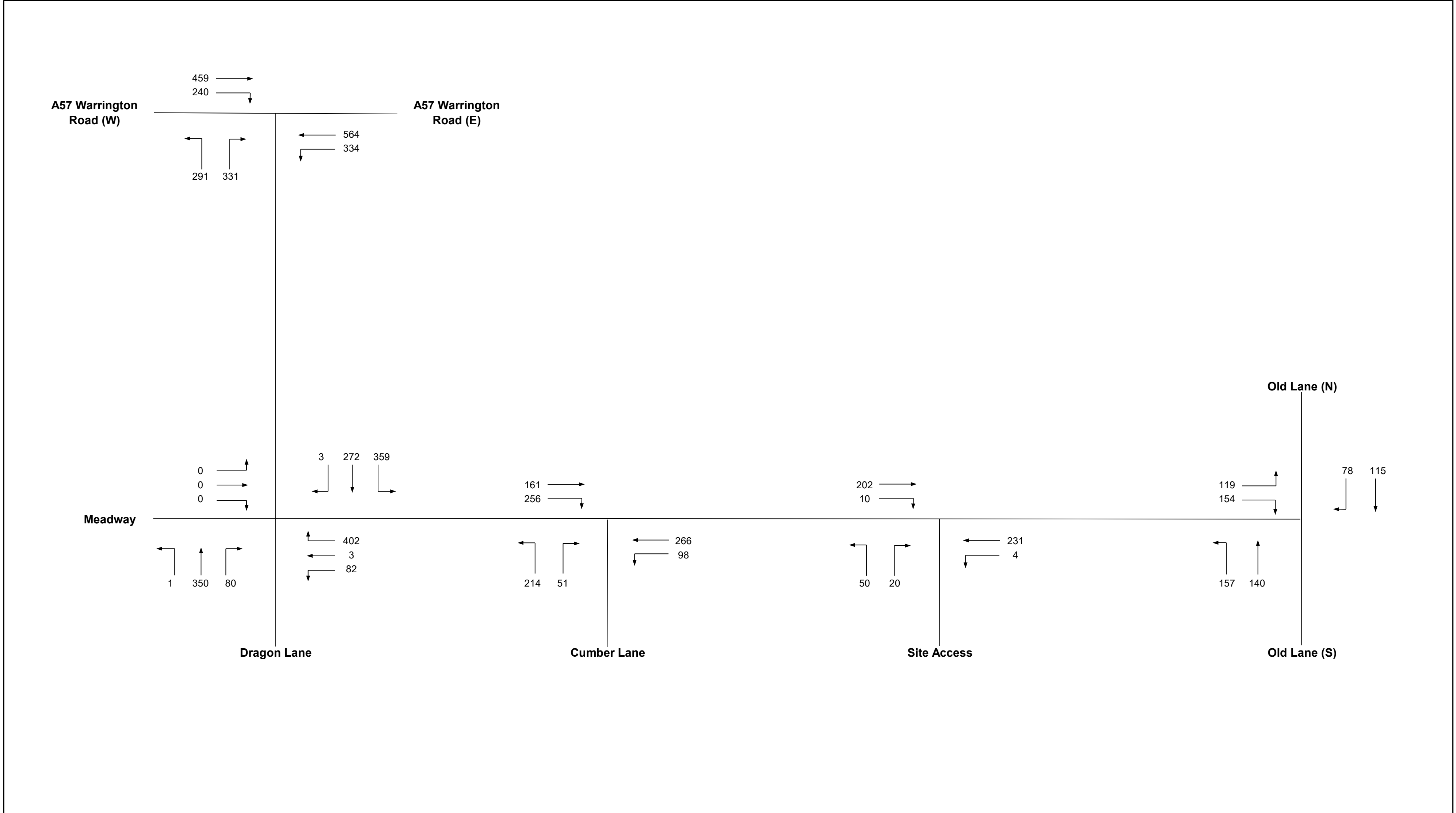


Figure 13 2031 Base Flows - Weekday PM Peak (1630-1730)

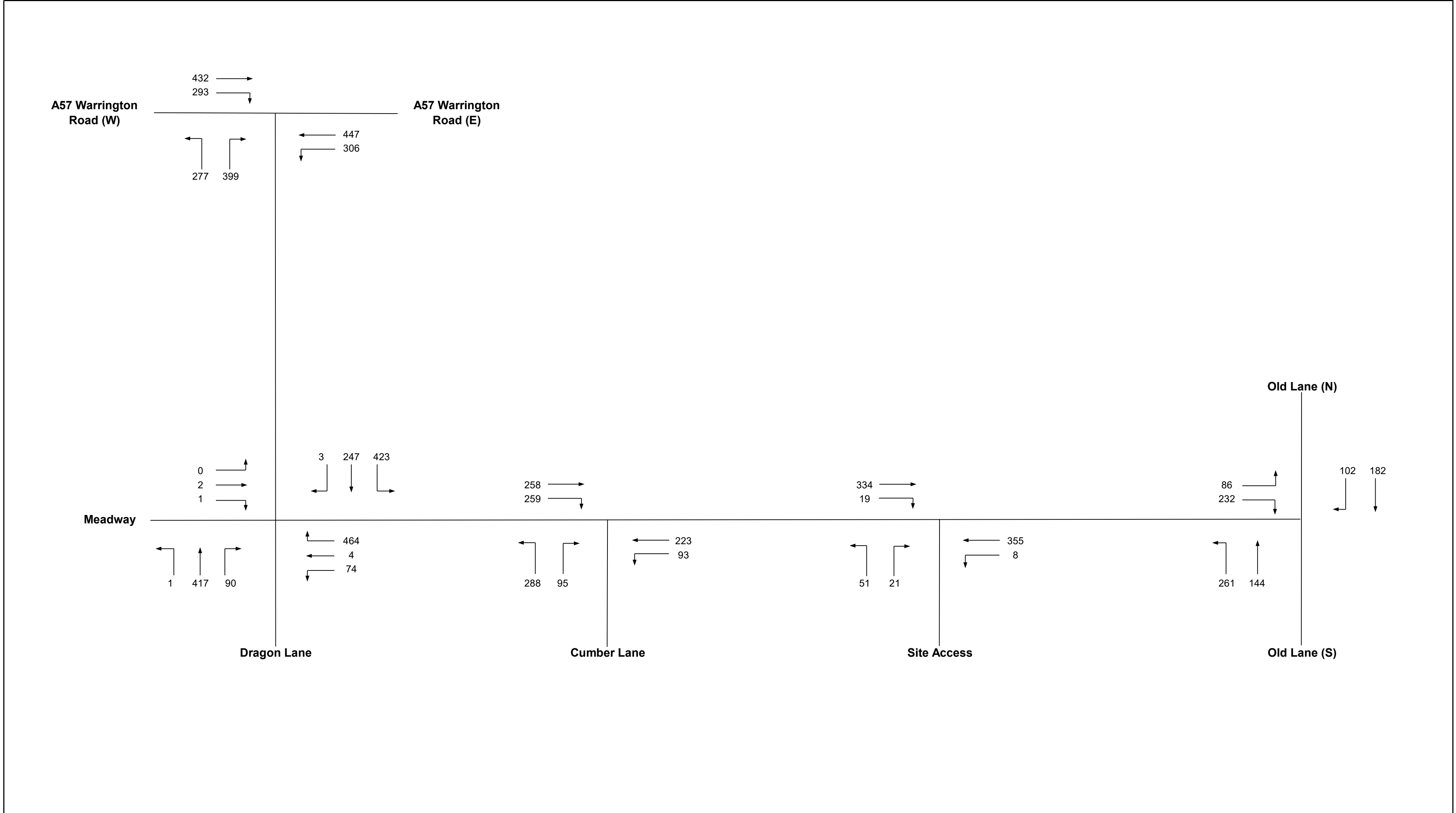


Figure 14 2031 with Development Flows - Weekday AM Peak (0800-0900)

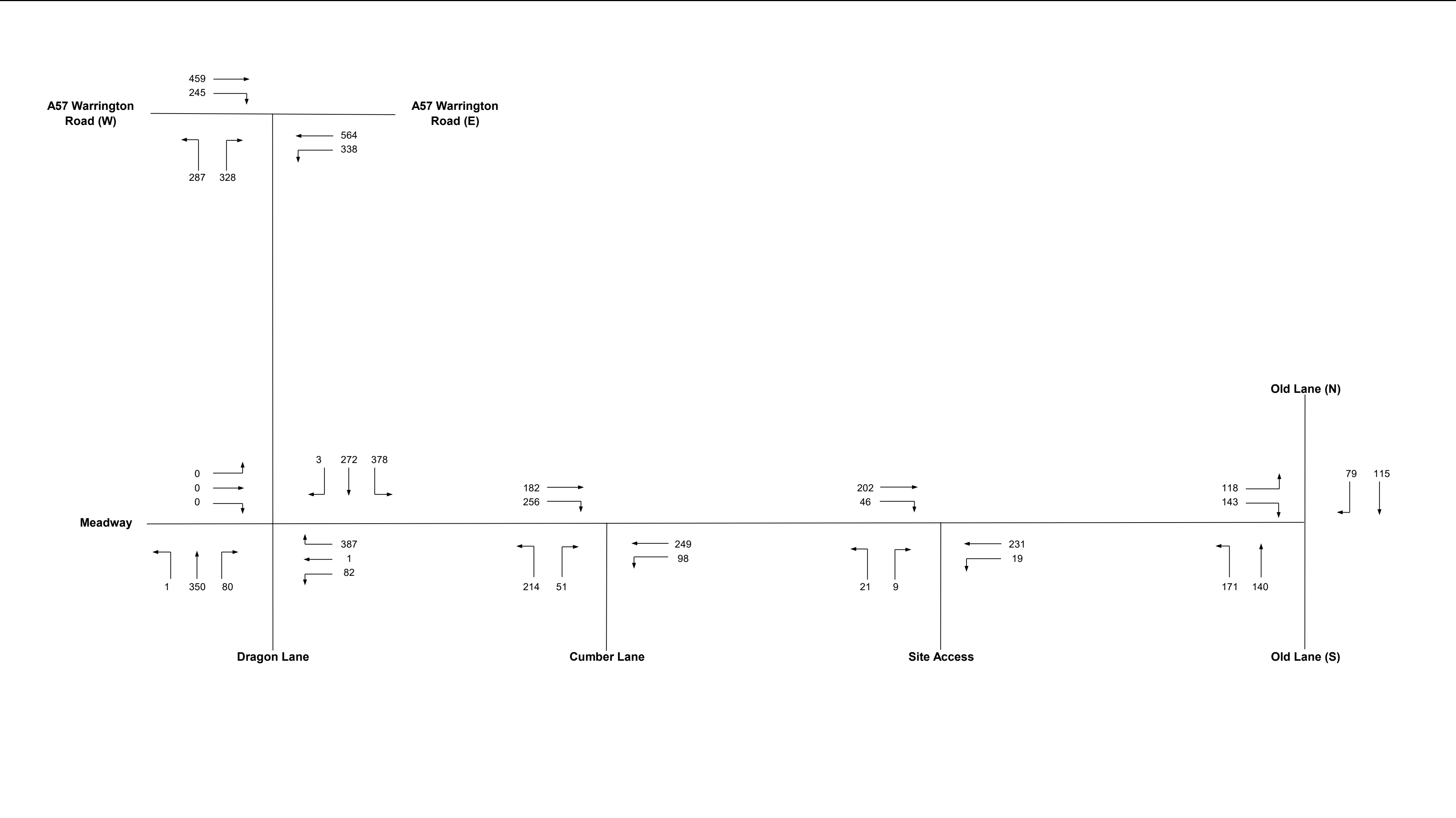


Figure 15 2031 with Development Flows - Weekday PM Peak (1630-1730)

Eddisons

APPENDICES

APPENDIX 1

Pre-application Comments

Highways Observations Memo

Transportation and Traffic Services

Date:	16 th September 2025
To:	Lee Osborne
App. No:	25/00039/PREAPP
Proposal:	DEMOLITION OF WAREHOUSE / MANUFACTURING UNIT (USE CLASS B) TOGETHER WITH REDEVELOPMENT OF THE SITE FOR THE ERECTION OF 206NO. RESIDENTIAL DWELLINGS (USE CLASS C3)
Location:	Glen Dimplex Site, Stoney Lane, Whiston, L35 2XW

☒ **No Highways objection, in principle**

Documents Reviewed

Highways have reviewed the following documents submitted by the agent.

Name	Number	Date	Revision
LOCATION PLAN	GLEND-LP-01	02/07/2025	-
APPRAISAL SITE LAYOUT	25053-00-1000	26/03/2025	C
TRANSPORT ASSESSMENT SCOPING NOTE	-		

Knowsley Highways has provided preliminary advice for the proposed residential development of 206 dwellings at the former Glen Dimplex site, Stoney Lane, Whiston. This advice is based on the submitted documentation alongside publicly available information.

The response focuses solely on highways matters and does not address planning policy, drainage, or other technical issues.

Site Context and Proposal Overview

The site is located on Stoney Lane, opposite Whiston Hospital. Stoney Lane is a local distributor road with a single carriageway, footways on both sides, and street lighting. Key junctions include Dragon Lane signals and the Old Lane mini roundabout. The existing B2 industrial use generates significant traffic, which may offset residential traffic impact.

The proposal is for 206 dwellings, with primary vehicular access from Stoney Lane via an improved ghost island right turn. A secondary access is proposed further east on Stoney Lane for a limited number of units. Emergency and pedestrian/cycle access may be provided from Cumber Lane or the eastern Stoney Lane frontage. Swept path analysis for service, delivery, and emergency vehicles will be required.

Pedestrian and cycle connectivity is limited in some areas, and safe crossing points near the hospital should be considered as part of any proposed Section 278 works. Public transport accessibility requires detailed assessment, including service frequency, destinations, and accessibility for non-car users.

Accident history for Stoney Lane and nearby junctions should be reviewed. The Council can provide official collision data for the latest five-year period for a fee of £212 plus VAT via HighwaysEnquiries@Knowsley.gov.uk. Alternatively, the applicant may source equivalent validated data from other reputable providers (for example, CrashMap), provided it is comprehensive, current, and suitable for assessment purposes.

Access Arrangements

The current layout shows the internal estate road set back from Stoney Lane, which is the preferred arrangement from a highways perspective. A set-back road reduces conflict points with through traffic, allows the incorporation of traffic calming measures, and creates a safer, people-focused street environment. The internal road should be designed in accordance with Manual for Streets 2 and LTN 1/20 guidance, incorporating self-enforcing traffic calming features such as horizontal deflections, junction entry treatments, raised tables, narrowed carriageways, and landscaping.

Continuous pedestrian and cycle links should be provided, along with adequate on-plot and visitor parking. A safe junction onto Stoney Lane should be demonstrated, including swept path analysis for service and emergency vehicles, and adoption and maintenance responsibilities must be clarified.

Should the applicant wish to propose dwellings with direct access from Stoney Lane, this is not the preferred option from a highways perspective. It may, however, be considered if the applicant provides robust justification and demonstrates that all associated highway safety, operational, and parking requirements can be met. Direct driveway access introduces conflict points with through traffic, pedestrians, cyclists, and service vehicles. While Stoney Lane has a carriageway width of 6.5 m, multiple closely spaced driveways, combined with potential overspill or indiscriminate parking, could reduce safe lane width and obstruct the carriageway. Waiting restrictions cannot be relied upon to manage parking. To make this arrangement acceptable, the applicant would need to demonstrate adequate visibility splays for each access, sufficient spacing between driveways, and safe pedestrian and cycle provision alongside or across accesses. A parking strategy must be provided to accommodate residents and visitors without obstructing the street. The safe operation of service, refuse, and emergency vehicles must also be demonstrated, noting that these vehicles are legally permitted to stop on double yellow lines to load, unload, or carry out essential services.

The proposed internal access road serving approximately 20 dwellings is located directly opposite the Whiston Hospital ambulance station access. This creates an unnecessary conflict, as vehicles exiting the residential access must navigate Stoney Lane while simultaneously being opposite the ambulance access, where emergency vehicles may be entering or exiting. Pedestrians and cyclists using the residential access may also be exposed to these movements, increasing the risk of conflict. To be considered acceptable, the applicant must clearly demonstrate the expected movements of ambulances, vehicles, and active travel users, and show how these conflicts will be mitigated. This should include visibility analysis, junction design, and swept path assessments to demonstrate that both the residential and emergency accesses can operate safely under realistic conditions.

All proposed access points, whether from a set-back internal road or directly from Stoney Lane, must demonstrate vehicle and pedestrian visibility in accordance with Manual for Streets 2 and Knowsley Council requirements. No boundary treatment, planting, or street furniture should obstruct sightlines, and scaled visibility splay drawings should be provided.

Internal Road Layout and Parking

The internal road layout appears predominantly long and straight with limited traffic calming. Such arrangements can encourage higher vehicle speeds, compromising safety for pedestrians, cyclists, and other vulnerable users. To address this, the roads should incorporate self-enforcing traffic calming measures in line with Manual for Streets 2 and LTN 1/20 guidance. This could include horizontal deflections, junction entry treatments, raised tables at crossings, narrowed carriageways, and landscaping features, all designed to create a safe, attractive, and people-focused street environment.

The layout includes both inline parking and long runs of adjacent driveways. Inline parking occupies less frontage but Highways do not accept three consecutive inline spaces, as this can create operational difficulties for residents and service vehicles. Long runs of driveways increase the likelihood of overspill parking and obstruction due to minimal visitor parking. The absence of front gardens exacerbates the issue, reducing opportunities for private outdoor space, soft landscaping, and visual relief, which can negatively affect residents' wellbeing and the perceived quality of the street environment. Excessive hard surfacing combined with minimal greenery contributes to a harsh, urbanised environment and may impact mental health. Highways advice is that a balanced approach should be adopted, incorporating small clusters of parking, integrated on-street bays, provision of front gardens where feasible, generous landscaping, and sufficient visitor parking to ensure the safe, practical, and psychologically supportive operation of streets.

Some private shared driveways appear to serve more than five dwellings. Current standards recommend a maximum of four properties per private shared driveway to maintain safe and convenient access for residents, visitors, and service vehicles. Private shared driveways exceeding this threshold should be revised or adoptable alternatives provided. Plans submitted at full planning stage should clearly indicate which roads are intended for adoption and which are to remain in private ownership, and how these are to be managed long term.

Pedestrian Connectivity and Open Space

The proposed central greenspace contains a large pond. While open space is welcomed, safety measures must be considered to mitigate the risk of children accessing the water. This may include appropriate boundary treatments, signage, and natural surveillance. Pedestrian and cycle routes across the greenspace should be direct, accessible, and overlooked to encourage active travel and maintain user safety.

A pedestrian pathway is shown adjacent to Plot 14 in the south-west corner of the site. This route does not appear to follow natural desire lines between key destinations and may be underutilised as a result. Additionally, its location adjacent to the rear of properties could increase the risk of anti-social behaviour. We would encourage pedestrian routes that are direct, overlooked, and follow natural desire lines, linking homes to streets, green spaces, and local amenities, to maximise usage and reduce safety and security risks.

Traffic Impact

A full Transport Assessment is required to cover trip generation and distribution, junction capacity at Stoney Lane / Dragon Lane and Stoney Lane / Old Lane, Stoney Lane / Cumber Lane and impacts on hospital access and the surrounding network. Accident data covering the last five years must be included, and it can be obtained from the Council or an equivalent validated source.

Parking Provision

On-site parking must comply with Knowsley standards and the Ensuring a Choice of Travel SPD. Residential EV charging must be provided for all dwellings with allocated parking, and 10% of non-allocated spaces should provide active EV provision. Disabled parking must be provided at approximately one space per ten units. Driveways should be a minimum of 5.5 metres in length by 3 metres in width, with vehicle crossings constructed to Council standards.

Cycle parking must be provided in line with the standards set out in the Council's Supplementary Planning Document. Provision should be secure, covered, and designed to a standard that reflects the value and vulnerability of modern bicycles and e-bikes. Facilities should be robust, well-lit, conveniently located, and designed to ensure long-term usability and security.

A full parking layout plan should be submitted demonstrating compliance with all standards, including EV provision, disabled spaces, cycle storage, and vehicle crossings.

The proposed development may be affected by the existing and planned residents' parking scheme in the area. The applicant should consider the potential requirement to fund the extension of the scheme to cover new properties, including associated fees and consultation with existing permit holders. This should be factored into the overall parking and access strategy to ensure that on-street parking does not compromise highway safety or operational requirements. The applicant should ensure that the potential impact of residents' parking schemes is clearly communicated to prospective buyers. This should be reflected in the parking strategy, demonstrating how on- and off-plot parking needs will be met and how residents will be informed about any restrictions, fees, or permit requirements associated with the scheme. The applicant is advised to contact the Council's Network Management Team for further advice.

Contact: Network.Management@knowsley.gov.uk

Servicing and Refuse Collection

The development must provide safe access for refuse, delivery, and emergency vehicles. Drag distances for bins must not exceed 25 metres. Turning requirements and potential conflicts with surrounding traffic or pedestrian routes should be addressed. Swept path analysis should demonstrate compliance with Council standards and safe manoeuvring within the site.

Sustainable Transport & Access to Services

The applicant must provide a comprehensive assessment of access to key services and facilities for all users, including those without access to private vehicles. This should go beyond simply identifying the presence of bus stops or local footways and should consider:

- Public Transport:

- Frequency and reliability of services from the site to key destinations (schools, healthcare, retail, employment).
- Quality of the service, including travel times, need for changes or connections, and accessibility for children, elderly, and disabled users.
- Ability of residents to access essential services without undue delay or complexity.
- Walking & Cycling:
 - Safety, convenience, and continuity of pedestrian and cycle routes connecting the site to local schools, shops, health facilities, and public transport nodes.
 - Assessment of gradients, lighting, crossing points, and other barriers to walking or cycling, particularly for vulnerable users.
- Access to Key Services:
 - Proximity and capacity of local schools, healthcare facilities, and essential retail.
 - Whether local schools are over-subscribed, potentially affecting catchment accessibility.
 - Consideration of users without private vehicles and the realistic ability to undertake routine trips.
- Connectivity & Integration:
 - How the proposed development integrates with wider pedestrian, cycle, and public transport networks.
 - Identification of any gaps in service provision or accessibility constraints that could be mitigated through design or Travel Plan measures.

Any assessment provided must be evidence-based. Simply stating the existence of a bus stop or footway will be considered insufficient. This is to ensure that the development aligns with national and local policy (NPPF 2021, Knowsley Travel Plan SPD 2023, Manual for Streets 2) and promotes sustainable, safe, and inclusive travel choices for all residents.

The applicant is encouraged to engage with the Council's Active Travel Team to ensure the development maximises opportunities for walking, cycling, and sustainable transport. In addition, the Local Cycling and Walking Infrastructure Plan (LCWIP) should be consulted to identify existing and proposed strategic routes, priorities, and potential linkages. Any proposed pedestrian or cycle routes should align with these documents and be evidenced to demonstrate safe, convenient, and inclusive access for all users, including children, elderly, and disabled residents.

Contact: Highways.Enquiries@Knowsley.gov.uk

Further Information: [Travel strategies | Knowsley Council](#)

Travel Plan and Monitoring Charges

Knowsley Council has introduced a formal charge for the review and monitoring of Travel Plans. For this development, the likely fee is approximately £5,000 for a five-year monitoring period, with a 10% potential penalty for unsatisfactory updates. Travel Plans must provide a robust framework to promote sustainable transport and align with the Knowsley Travel Plan SPD 2023 and national guidance. These charges are consistent with national practice and seek to balance resource requirements with support for growth within the borough.

Legal and Procedural Requirements

Section 38 and Section 278 agreements will be required for adoption of internal roads and works to the public highway. Where changes to the highway operation are required, the applicant will be responsible for promoting and funding the relevant Traffic Regulation Orders, subject to consultation.

Should direct driveway access be proposed from Stoney Lane, the extension of the residents' parking scheme may be required, subject to consultation and applicable charges. Any impacts on Public Rights of Way must be assessed and works within the public highway must comply with the New Roads and Street Works Act 1991 and be coordinated with the Council's Streetworks team.

Conclusion

In summary, Knowsley Highways' advice identifies the key considerations that must be addressed to ensure the proposed development operates safely, efficiently, and in accordance with current design standards.

The internal road layout, access arrangements, parking strategy, pedestrian and cycle connectivity, servicing, and sustainable transport measures must all be demonstrated in detail within any formal planning submission.

While a set-back internal road from Stoney Lane is the preferred solution, direct driveway access may be considered if robust justification and supporting evidence are provided to mitigate safety, operational, and parking risks.

To ensure the development meets current safety standards, the applicant must submit a Road Safety Audit (RSA) covering all access points, internal roads, pedestrian and cycle routes, and junctions with the public highway. The RSA should identify hazards, assess risks to all users including vehicles, pedestrians, cyclists, and emergency services and recommend mitigations. It must be prepared in accordance with national guidance and include a Designers' Response in line with DfT GG119, demonstrating how issues have been addressed. The RSA should accompany the Transport Assessment and detailed layout plans.

The granting of planning permission does not guarantee technical approval for works under a Section 278 agreement or for adoption of internal roads via a Section 38 agreement. Early engagement with the Highways Site Development Team is strongly recommended to avoid aborted design work. Any post-permission design changes may require a Non-Material Amendment or a full planning application to maintain compliance with safety, operational, and adoptability requirements.

This preliminary advice is informal and non-binding, intended to guide the applicant in preparing a comprehensive submission that meets the operational and safety requirements of the local highway network.

APPENDIX 4

Traffic Survey Data

Knowsley, Tuesday 9th September 2025

Junction: 1

Approach: A57 Warrington Road East



TIME	Left to Dragon Lane					Ahead to A57 Warrington Road (West)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	60	1	0	61	62.3	101	2	2	105	109.6
07:45 - 08:00	63	0	0	63	63.0	96	1	3	100	104.3
Hourly Total	123	1	0	124	125.3	197	3	5	205	213.9
08:00 - 08:15	72	0	0	72	72.0	96	1	2	99	102.3
08:15 - 08:30	73	3	0	76	79.9	88	3	4	95	102.9
08:30 - 08:45	62	3	0	65	68.9	97	0	1	98	99.0
08:45 - 09:00	65	1	0	66	67.3	111	1	3	115	119.3
Hourly Total	272	7	0	279	288.1	392	5	10	407	423.5
09:00 - 09:15	70	1	1	72	74.3	112	2	3	117	122.6
09:15 - 09:30	53	1	0	54	55.3	80	1	2	83	86.3
Hourly Total	123	2	1	126	129.6	192	3	5	200	208.9

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	518	10	1	529	543.0	781	11	20	812	846.3
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16:30 - 16:45	89	0	0	89	89.0	131	0	4	135	139.0
16:45 - 17:00	65	0	0	65	65.0	135	0	2	137	139.0
Hourly Total	154	0	0	154	154.0	266	0	6	272	278.0
17:00 - 17:15	84	0	0	84	84.0	124	0	2	126	128.0
17:15 - 17:30	78	0	0	78	78.0	125	0	2	127	129.0
17:30 - 17:45	79	0	0	79	79.0	123	0	4	127	131.0
17:45 - 18:00	78	0	0	78	78.0	125	0	1	126	127.0
Hourly Total	319	0	0	319	319.0	497	0	9	506	515.0
18:00 - 18:15	81	0	0	81	81.0	122	0	2	124	126.0
18:15 - 18:30	68	0	0	68	68.0	118	0	4	122	126.0
Hourly Total	149	0	0	149	149.0	240	0	6	246	252.0

TOTAL	622	0	0	622	622.0	1003	0	21	1024	1045.0
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Knowsley, Tuesday 9th September 2025

Junction: 1
Approach: Dragon Lane



TIME	Left to A57 Warrington Road (West)					Right to A57 Warrington Road (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	37	0	1	38	39.0	74	2	0	76	78.6
07:45 - 08:00	53	1	0	54	55.3	89	0	0	89	89.0
Hourly Total	90	1	1	92	94.3	163	2	0	165	167.6
08:00 - 08:15	55	1	0	56	57.3	90	1	0	91	92.3
08:15 - 08:30	64	2	0	66	68.6	88	0	0	88	88.0
08:30 - 08:45	55	0	1	56	57.0	91	1	0	92	93.3
08:45 - 09:00	66	2	1	69	72.6	98	1	0	99	100.3
Hourly Total	240	5	2	247	255.5	367	3	0	370	373.9
09:00 - 09:15	58	1	0	59	60.3	76	0	0	76	76.0
09:15 - 09:30	44	2	0	46	48.6	70	3	0	73	76.9
Hourly Total	102	3	0	105	108.9	146	3	0	149	152.9

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	432	9	3	444	458.7	676	8	0	684	694.4
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16:30 - 16:45	65	1	1	67	69.3	76	0	0	76	76.0
16:45 - 17:00	69	0	1	70	71.0	76	0	0	76	76.0
Hourly Total	134	1	2	137	140.3	152	0	0	152	152.0
17:00 - 17:15	65	1	0	66	67.3	69	0	0	69	69.0
17:15 - 17:30	63	0	0	63	63.0	88	0	0	88	88.0
17:30 - 17:45	66	0	1	67	68.0	78	0	0	78	78.0
17:45 - 18:00	69	0	0	69	69.0	75	0	0	75	75.0
Hourly Total	263	1	1	265	267.3	310	0	0	310	310.0
18:00 - 18:15	62	0	1	63	64.0	72	0	0	72	72.0
18:15 - 18:30	70	0	0	70	70.0	64	0	0	64	64.0
Hourly Total	132	0	1	133	134.0	136	0	0	136	136.0

TOTAL	529	2	4	535	541.6	598	0	0	598	598.0
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Knowsley, Tuesday 9th September 2025

Junction: 1
Approach: A57 Warrington Road West



TIME	Ahead to A57 Warrington Road (East)					Right to Dragon Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	91	2	1	94	97.6	46	2	0	48	50.6
07:45 - 08:00	96	1	5	102	108.3	55	1	1	57	59.3
Hourly Total	187	3	6	196	205.9	101	3	1	105	109.9
08:00 - 08:15	97	0	2	99	101.0	59	2	0	61	63.6
08:15 - 08:30	98	0	2	100	102.0	86	0	0	86	86.0
08:30 - 08:45	97	2	1	100	103.6	67	0	1	68	69.0
08:45 - 09:00	88	1	6	95	102.3	52	1	1	54	56.3
Hourly Total	380	3	11	394	408.9	264	3	2	269	274.9
09:00 - 09:15	75	1	2	78	81.3	31	1	0	32	33.3
09:15 - 09:30	68	1	4	73	78.3	40	2	1	43	46.6
Hourly Total	143	2	6	151	159.6	71	3	1	75	79.9

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

TOTAL	710	8	23	741	774.4	436	9	4	449	464.7
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16:30 - 16:45	114	0	2	116	118.0	46	0	1	47	48.0
16:45 - 17:00	96	1	3	100	104.3	59	0	1	60	61.0
Hourly Total	210	1	5	216	222.3	105	0	2	107	109.0
17:00 - 17:15	104	0	2	106	108.0	68	0	0	68	68.0
17:15 - 17:30	102	0	2	104	106.0	49	0	0	49	49.0
17:30 - 17:45	107	0	3	110	113.0	65	0	0	65	65.0
17:45 - 18:00	96	0	4	100	104.0	50	0	0	50	50.0
Hourly Total	409	0	11	420	431.0	232	0	0	232	232.0
18:00 - 18:15	110	0	2	112	114.0	50	0	1	51	52.0
18:15 - 18:30	95	0	4	99	103.0	57	0	0	57	57.0
Hourly Total	205	0	6	211	217.0	107	0	1	108	109.0

TOTAL	824	1	22	847	870.3	444	0	3	447	450.0
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Knowsley, Tuesday 9th September 2025

Junction: 2
Approach: Dragon Lane North



TIME	Left to Stoney Lane					Ahead to Dragon Lane (South)					Right to Meadway				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	73	1	0	74	75.3	44	3	0	47	50.9	1	0	0	1	1.0
07:45 - 08:00	86	0	0	86	86.0	49	1	0	50	51.3	0	0	0	0	0.0
Hourly Total	159	1	0	160	161.3	93	4	0	97	102.2	1	0	0	1	1.0
08:00 - 08:15	88	0	0	88	88.0	55	4	1	60	66.2	0	0	0	0	0.0
08:15 - 08:30	98	2	0	100	102.6	64	0	0	64	64.0	2	0	0	2	2.0
08:30 - 08:45	98	1	1	100	102.3	51	1	0	52	53.3	1	0	0	1	1.0
08:45 - 09:00	83	4	0	87	92.2	46	2	0	48	50.6	0	0	0	0	0.0
Hourly Total	367	7	1	375	385.1	216	7	1	224	234.1	3	0	0	3	3.0
09:00 - 09:15	67	1	0	68	69.3	51	0	2	53	55.0	0	0	0	0	0.0
09:15 - 09:30	49	1	0	50	51.3	46	3	0	49	52.9	1	0	0	1	1.0
Hourly Total	116	2	0	118	120.6	97	3	2	102	107.9	1	0	0	1	1.0
TOTAL	642	10	1	653	667.0	406	14	3	423	444.2	5	0	0	5	5.0

16:30 - 16:45	84	0	0	84	84.0	65	0	0	65	65.0	1	0	0	1	1.0
16:45 - 17:00	76	0	0	76	76.0	61	0	1	62	63.0	0	0	0	0	0.0
Hourly Total	160	0	0	160	160.0	126	0	1	127	128.0	1	0	0	1	1.0
17:00 - 17:15	84	0	0	84	84.0	78	0	0	78	78.0	2	0	0	2	2.0
17:15 - 17:30	76	0	0	76	76.0	52	0	0	52	52.0	0	0	0	0	0.0
17:30 - 17:45	96	0	0	96	96.0	64	0	0	64	64.0	0	0	0	0	0.0
17:45 - 18:00	67	0	0	67	67.0	75	0	0	75	75.0	0	0	0	0	0.0
Hourly Total	323	0	0	323	323.0	269	0	0	269	269.0	2	0	0	2	2.0
18:00 - 18:15	80	0	0	80	80.0	84	0	1	85	86.0	0	0	0	0	0.0
18:15 - 18:30	65	0	0	65	65.0	69	0	0	69	69.0	0	0	0	0	0.0
Hourly Total	145	0	0	145	145.0	153	0	1	154	155.0	0	0	0	0	0.0
TOTAL	628	0	0	628	628.0	548	0	2	550	552.0	3	0	0	3	3.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 2
Approach: Stoney Lane



TIME	Left to Dragon Lane (South)					Ahead to Meadway					Right to Dragon Lane (North)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	19	1	1	21	23.3	0	0	0	0	0.0	63	0	0	63	63.0
07:45 - 08:00	16	0	0	16	16.0	0	0	0	0	0.0	72	2	0	74	76.6
Hourly Total	35	1	1	37	39.3	0	0	0	0	0.0	135	2	0	137	139.6
08:00 - 08:15	13	0	0	13	13.0	0	0	0	0	0.0	81	1	0	82	83.3
08:15 - 08:30	15	0	2	17	19.0	1	0	0	1	1.0	101	1	0	102	103.3
08:30 - 08:45	14	1	0	15	16.3	0	0	0	0	0.0	114	0	0	114	114.0
08:45 - 09:00	16	0	1	17	18.0	0	0	0	0	0.0	86	2	1	89	92.6
Hourly Total	58	1	3	62	66.3	1	0	0	1	1.0	382	4	1	387	393.2
09:00 - 09:15	18	1	0	19	20.3	1	0	0	1	1.0	89	1	0	90	91.3
09:15 - 09:30	10	0	0	10	10.0	1	0	0	1	1.0	62	3	1	66	70.9
Hourly Total	28	1	0	29	30.3	2	0	0	2	2.0	151	4	1	156	162.2
TOTAL	121	3	4	128	135.9	3	0	0	3	3.0	668	10	2	680	695.0

16:30 - 16:45	12	1	0	13	14.3	0	0	0	0	0.0	69	1	0	70	71.3
16:45 - 17:00	12	0	1	13	14.0	0	0	0	0	0.0	78	0	0	78	78.0
Hourly Total	24	1	1	26	28.3	0	0	0	0	0.0	147	1	0	148	149.3
17:00 - 17:15	31	0	0	31	31.0	0	0	0	0	0.0	99	1	0	100	101.3
17:15 - 17:30	16	0	0	16	16.0	0	0	0	0	0.0	94	0	0	94	94.0
17:30 - 17:45	14	0	1	15	16.0	0	0	0	0	0.0	75	0	0	75	75.0
17:45 - 18:00	23	0	0	23	23.0	0	0	0	0	0.0	99	0	0	99	99.0
Hourly Total	84	0	1	85	86.0	0	0	0	0	0.0	367	1	0	368	369.3
18:00 - 18:15	17	0	0	17	17.0	0	0	0	0	0.0	80	0	0	80	80.0
18:15 - 18:30	15	0	0	15	15.0	0	0	0	0	0.0	62	0	0	62	62.0
Hourly Total	32	0	0	32	32.0	0	0	0	0	0.0	142	0	0	142	142.0
TOTAL	140	1	2	143	146.3	0	0	0	0	0.0	656	2	0	658	660.6

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 2
Approach: Dragon Lane South



	Left to Meadway					Ahead to Dragon Lane (North)					Right to Stoney Lane				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0.0	78	2	1	81	84.6	29	0	0	29	29.0
07:45 - 08:00	0	0	0	0	0.0	111	0	0	111	111.0	24	0	1	25	26.0
Hourly Total	0	0	0	0	0.0	189	2	1	192	195.6	53	0	1	54	55.0
08:00 - 08:15	0	0	0	0	0.0	89	1	0	90	91.3	18	0	0	18	18.0
08:15 - 08:30	0	0	0	0	0.0	88	1	0	89	90.3	29	0	0	29	29.0
08:30 - 08:45	1	0	0	1	1.0	93	1	1	95	97.3	18	0	0	18	18.0
08:45 - 09:00	0	0	0	0	0.0	112	1	1	114	116.3	16	0	1	17	18.0
Hourly Total	1	0	0	1	1.0	382	4	2	388	395.2	81	0	1	82	83.0
09:00 - 09:15	0	0	0	0	0.0	66	0	0	66	66.0	12	1	1	14	16.3
09:15 - 09:30	0	0	0	0	0.0	60	2	0	62	64.6	17	0	1	18	19.0
Hourly Total	0	0	0	0	0.0	126	2	0	128	130.6	29	1	2	32	35.3
TOTAL	1	0	0	1	1.0	697	8	3	708	721.4	163	1	4	168	173.3
16:30 - 16:45	0	0	0	0	0.0	84	0	1	85	86.0	20	1	1	22	24.3
16:45 - 17:00	0	0	0	0	0.0	77	0	0	77	77.0	19	0	0	19	19.0
Hourly Total	0	0	0	0	0.0	161	0	1	162	163.0	39	1	1	41	43.3
17:00 - 17:15	1	0	0	1	1.0	80	0	0	80	80.0	13	0	0	13	13.0
17:15 - 17:30	0	0	0	0	0.0	89	0	0	89	89.0	14	0	1	15	16.0
17:30 - 17:45	0	0	0	0	0.0	63	0	1	64	65.0	19	0	0	19	19.0
17:45 - 18:00	1	0	0	1	1.0	92	0	0	92	92.0	14	0	0	14	14.0
Hourly Total	2	0	0	2	2.0	324	0	1	325	326.0	60	0	1	61	62.0
18:00 - 18:15	0	0	0	0	0.0	67	0	1	68	69.0	16	0	0	16	16.0
18:15 - 18:30	0	0	0	0	0.0	89	0	0	89	89.0	14	0	1	15	16.0
Hourly Total	0	0	0	0	0.0	156	0	1	157	158.0	30	0	1	31	32.0
TOTAL	2	0	0	2	2.0	641	0	3	644	647.0	129	1	3	133	137.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 2
Approach: Meadway



TIME	Left to Dragon Lane (North)					Ahead to Stoney Lane					Right to Dragon Lane (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
07:45 - 08:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	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
08:15 - 08:30	0	0	0	0	0.0	0	0	0	0	0.0	1	0	0	1	1.0
08:30 - 08:45	0	0	0	0	0.0	2	0	0	2	2.0	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
Hourly Total	0	0	0	0	0.0	2	0	0	2	2.0	1	0	0	1	1.0
09:00 - 09:15	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
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0

TOTAL	0	0	0	0	0.0	2	0	0	2	2.0	1	0	0	1	1.0
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16:30 - 16:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
16:45 - 17:00	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
Hourly Total	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:00 - 17:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:15 - 17:30	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:30 - 17:45	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
17:45 - 18:00	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
18:00 - 18:15	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
18:15 - 18:30	0	0	0	0	0.0	0	0	0	0	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

TOTAL	0	0	0	0	0.0	0	0	0	0	0.0	0	0	0	0	0.0
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PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 3
Approach: Stoney Lane East



TIME	Left to Cumber Lane					Ahead to Stoney Lane (West)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	12	0	0	12	12.0	45	1	0	46	47.3
07:45 - 08:00	9	0	0	9	9.0	43	0	0	43	43.0
Hourly Total	21	0	0	21	21.0	88	1	0	89	90.3
08:00 - 08:15	26	0	0	26	26.0	44	0	0	44	44.0
08:15 - 08:30	22	0	0	22	22.0	45	0	0	45	45.0
08:30 - 08:45	19	0	0	19	19.0	35	0	0	35	35.0
08:45 - 09:00	18	0	0	18	18.0	57	1	0	58	59.3
Hourly Total	85	0	0	85	85.0	181	1	0	182	183.3
09:00 - 09:15	12	0	0	12	12.0	70	3	0	73	76.9
09:15 - 09:30	6	0	0	6	6.0	35	2	0	37	39.6
Hourly Total	18	0	0	18	18.0	105	5	0	110	116.5
TOTAL	124	0	0	124	124.0	374	7	0	381	390.1
16:30 - 16:45	21	0	0	21	21.0	47	2	0	49	51.6
16:45 - 17:00	22	0	0	22	22.0	49	0	0	49	49.0
Hourly Total	43	0	0	43	43.0	96	2	0	98	100.6
17:00 - 17:15	26	0	0	26	26.0	72	1	0	73	74.3
17:15 - 17:30	14	0	0	14	14.0	50	0	0	50	50.0
17:30 - 17:45	19	0	0	19	19.0	36	0	0	36	36.0
17:45 - 18:00	19	0	0	19	19.0	59	0	0	59	59.0
Hourly Total	78	0	0	78	78.0	217	1	0	218	219.3
18:00 - 18:15	13	0	0	13	13.0	42	0	0	42	42.0
18:15 - 18:30	12	0	0	12	12.0	44	0	0	44	44.0
Hourly Total	25	0	0	25	25.0	86	0	0	86	86.0
TOTAL	146	0	0	146	146.0	399	3	0	402	405.9

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 3
Approach: Cumber Lane



TIME	Left to Stoney Lane (West)					Right to Stoney Lane (East)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	32	0	1	33	34.0	14	0	0	14	14.0
07:45 - 08:00	46	1	0	47	48.3	25	0	0	25	25.0
Hourly Total	78	1	1	80	82.3	39	0	0	39	39.0
08:00 - 08:15	46	2	0	48	50.6	17	0	0	17	17.0
08:15 - 08:30	59	1	2	62	65.3	26	0	0	26	26.0
08:30 - 08:45	85	1	0	86	87.3	19	0	0	19	19.0
08:45 - 09:00	38	1	2	41	44.3	20	0	0	20	20.0
Hourly Total	228	5	4	237	247.5	82	0	0	82	82.0
09:00 - 09:15	33	0	0	33	33.0	10	0	0	10	10.0
09:15 - 09:30	35	0	1	36	37.0	9	0	0	9	9.0
Hourly Total	68	0	1	69	70.0	19	0	0	19	19.0
TOTAL	374	6	6	386	399.8	140	0	0	140	140.0
16:30 - 16:45	37	0	0	37	37.0	10	1	0	11	12.3
16:45 - 17:00	43	0	1	44	45.0	14	0	0	14	14.0
Hourly Total	80	0	1	81	82.0	24	1	0	25	26.3
17:00 - 17:15	52	0	0	52	52.0	10	0	0	10	10.0
17:15 - 17:30	55	0	0	55	55.0	9	0	0	9	9.0
17:30 - 17:45	47	0	1	48	49.0	9	0	0	9	9.0
17:45 - 18:00	55	0	0	55	55.0	13	0	0	13	13.0
Hourly Total	209	0	1	210	211.0	41	0	0	41	41.0
18:00 - 18:15	42	0	0	42	42.0	16	0	0	16	16.0
18:15 - 18:30	30	0	0	30	30.0	17	0	0	17	17.0
Hourly Total	72	0	0	72	72.0	33	0	0	33	33.0
TOTAL	361	0	2	363	365.0	98	1	0	99	100.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 3
Approach: Stoney Lane West



TIME	Ahead to Stoney Lane (East)					Right to Cumber Lane				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	70	1	0	71	72.3	37	0	0	37	37.0
07:45 - 08:00	65	0	0	65	65.0	37	0	1	38	39.0
Hourly Total	135	1	0	136	137.3	74	0	1	75	76.0
08:00 - 08:15	45	0	0	45	45.0	59	0	0	59	59.0
08:15 - 08:30	68	1	0	69	70.3	57	1	0	58	59.3
08:30 - 08:45	53	1	0	54	55.3	58	0	1	59	60.0
08:45 - 09:00	59	2	0	61	63.6	53	2	1	56	59.6
Hourly Total	225	4	0	229	234.2	227	3	2	232	237.9
09:00 - 09:15	42	1	0	43	44.3	33	1	1	35	37.3
09:15 - 09:30	32	0	0	32	32.0	31	1	1	33	35.3
Hourly Total	74	1	0	75	76.3	64	2	2	68	72.6
TOTAL	434	6	0	440	447.8	365	5	5	375	386.5
16:30 - 16:45	53	1	0	54	55.3	49	0	1	50	51.0
16:45 - 17:00	37	0	0	37	37.0	52	0	0	52	52.0
Hourly Total	90	1	0	91	92.3	101	0	1	102	103.0
17:00 - 17:15	30	0	0	30	30.0	49	0	0	49	49.0
17:15 - 17:30	25	0	0	25	25.0	70	0	1	71	72.0
17:30 - 17:45	46	0	0	46	46.0	60	0	0	60	60.0
17:45 - 18:00	37	0	0	37	37.0	49	0	0	49	49.0
Hourly Total	138	0	0	138	138.0	228	0	1	229	230.0
18:00 - 18:15	49	0	0	49	49.0	50	0	0	50	50.0
18:15 - 18:30	33	0	0	33	33.0	38	0	1	39	40.0
Hourly Total	82	0	0	82	82.0	88	0	1	89	90.0
TOTAL	310	1	0	311	312.3	417	0	3	420	423.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 4
Approach: Old Lane North



	Ahead to Old Lane (South)					Right to Stoney Lane					U-Turn				
TIME	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	19	0	0	19	19.0	24	0	0	24	24.0	0	0	0	0	0.0
07:45 - 08:00	29	0	0	29	29.0	24	0	0	24	24.0	0	0	0	0	0.0
Hourly Total	48	0	0	48	48.0	48	0	0	48	48.0	0	0	0	0	0.0
08:00 - 08:15	33	2	0	35	37.6	25	0	0	25	25.0	0	0	0	0	0.0
08:15 - 08:30	38	1	0	39	40.3	21	0	0	21	21.0	0	0	0	0	0.0
08:30 - 08:45	55	0	1	56	57.0	15	0	0	15	15.0	0	0	0	0	0.0
08:45 - 09:00	37	0	0	37	37.0	33	1	0	34	35.3	0	0	0	0	0.0
Hourly Total	163	3	1	167	171.9	94	1	0	95	96.3	0	0	0	0	0.0
09:00 - 09:15	16	0	0	16	16.0	13	2	0	15	17.6	1	0	0	1	1.0
09:15 - 09:30	15	0	1	16	17.0	6	0	0	6	6.0	0	0	0	0	0.0
Hourly Total	31	0	1	32	33.0	19	2	0	21	23.6	1	0	0	1	1.0
TOTAL	242	3	2	247	252.9	161	3	0	164	167.9	1	0	0	1	1.0
16:30 - 16:45	21	0	0	21	21.0	16	0	0	16	16.0	0	0	0	0	0.0
16:45 - 17:00	21	0	0	21	21.0	17	0	0	17	17.0	0	0	0	0	0.0
Hourly Total	42	0	0	42	42.0	33	0	0	33	33.0	0	0	0	0	0.0
17:00 - 17:15	31	0	0	31	31.0	22	0	0	22	22.0	0	0	0	0	0.0
17:15 - 17:30	36	0	0	36	36.0	19	0	0	19	19.0	2	0	0	2	2.0
17:30 - 17:45	24	0	1	25	26.0	20	0	0	20	20.0	0	0	0	0	0.0
17:45 - 18:00	30	0	0	30	30.0	17	0	0	17	17.0	0	0	0	0	0.0
Hourly Total	121	0	1	122	123.0	78	0	0	78	78.0	2	0	0	2	2.0
18:00 - 18:15	21	0	0	21	21.0	12	0	0	12	12.0	0	0	0	0	0.0
18:15 - 18:30	21	0	0	21	21.0	12	0	0	12	12.0	1	0	0	1	1.0
Hourly Total	42	0	0	42	42.0	24	0	0	24	24.0	1	0	0	1	1.0
TOTAL	205	0	1	206	207.0	135	0	0	135	135.0	3	0	0	3	3.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 4
Approach: Old Lane South



TIME	Left to Stoney Lane					Ahead to Old Lane (North)					U-Turn				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	38	0	0	38	38.0	12	0	0	12	12.0	0	0	0	0	0.0
07:45 - 08:00	44	0	0	44	44.0	21	0	0	21	21.0	0	0	0	0	0.0
Hourly Total	82	0	0	82	82.0	33	0	0	33	33.0	0	0	0	0	0.0
08:00 - 08:15	44	0	0	44	44.0	25	0	0	25	25.0	0	0	0	0	0.0
08:15 - 08:30	60	0	0	60	60.0	18	0	1	19	20.0	0	0	0	0	0.0
08:30 - 08:45	61	0	0	61	61.0	38	0	0	38	38.0	0	0	0	0	0.0
08:45 - 09:00	75	0	0	75	75.0	53	0	0	53	53.0	0	0	0	0	0.0
Hourly Total	240	0	0	240	240.0	134	0	1	135	136.0	0	0	0	0	0.0
09:00 - 09:15	63	0	0	63	63.0	38	0	0	38	38.0	0	0	0	0	0.0
09:15 - 09:30	34	0	0	34	34.0	21	0	1	22	23.0	0	0	0	0	0.0
Hourly Total	97	0	0	97	97.0	59	0	1	60	61.0	0	0	0	0	0.0
TOTAL	419	0	0	419	419.0	226	0	2	228	230.0	0	0	0	0	0.0
16:30 - 16:45	32	0	0	32	32.0	28	0	0	28	28.0	0	0	0	0	0.0
16:45 - 17:00	37	0	0	37	37.0	33	0	0	33	33.0	0	0	0	0	0.0
Hourly Total	69	0	0	69	69.0	61	0	0	61	61.0	0	0	0	0	0.0
17:00 - 17:15	46	0	0	46	46.0	25	0	0	25	25.0	0	0	0	0	0.0
17:15 - 17:30	30	0	0	30	30.0	45	0	1	46	47.0	0	0	0	0	0.0
17:30 - 17:45	25	0	0	25	25.0	36	0	0	36	36.0	1	0	0	1	1.0
17:45 - 18:00	40	0	0	40	40.0	30	0	0	30	30.0	0	0	0	0	0.0
Hourly Total	141	0	0	141	141.0	136	0	1	137	138.0	1	0	0	1	1.0
18:00 - 18:15	31	0	0	31	31.0	22	0	0	22	22.0	0	0	0	0	0.0
18:15 - 18:30	36	0	0	36	36.0	21	0	1	22	23.0	0	0	0	0	0.0
Hourly Total	67	0	0	67	67.0	43	0	1	44	45.0	0	0	0	0	0.0
TOTAL	277	0	0	277	277.0	240	0	2	242	244.0	1	0	0	1	1.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

Knowsley, Tuesday 9th September 2025

Junction: 4
Approach: Stoney Lane



TIME	Left to Old Lane (North)					Right to Old Lane (South)				
	LIGHT	HEAVY	BUS	TOTAL	PCUs	LIGHT	HEAVY	BUS	TOTAL	PCUs
07:30 - 07:45	12	0	0	12	12.0	23	0	0	23	23.0
07:45 - 08:00	20	0	0	20	20.0	20	0	0	20	20.0
Hourly Total	32	0	0	32	32.0	43	0	0	43	43.0
08:00 - 08:15	8	1	0	9	10.3	29	0	0	29	29.0
08:15 - 08:30	23	1	0	24	25.3	53	0	0	53	53.0
08:30 - 08:45	28	0	0	28	28.0	82	0	0	82	82.0
08:45 - 09:00	15	1	0	16	17.3	37	0	0	37	37.0
Hourly Total	74	3	0	77	80.9	201	0	0	201	201.0
09:00 - 09:15	12	0	0	12	12.0	14	0	0	14	14.0
09:15 - 09:30	16	0	0	16	16.0	11	0	0	11	11.0
Hourly Total	28	0	0	28	28.0	25	0	0	25	25.0
TOTAL	134	3	0	137	140.9	269	0	0	269	269.0
16:30 - 16:45	24	0	0	24	24.0	49	0	0	49	49.0
16:45 - 17:00	37	0	0	37	37.0	23	0	0	23	23.0
Hourly Total	61	0	0	61	61.0	72	0	0	72	72.0
17:00 - 17:15	29	0	0	29	29.0	33	0	0	33	33.0
17:15 - 17:30	22	0	0	22	22.0	23	0	0	23	23.0
17:30 - 17:45	26	0	0	26	26.0	30	0	0	30	30.0
17:45 - 18:00	22	0	0	22	22.0	22	0	0	22	22.0
Hourly Total	99	0	0	99	99.0	108	0	0	108	108.0
18:00 - 18:15	27	0	0	27	27.0	26	0	0	26	26.0
18:15 - 18:30	21	0	0	21	21.0	15	0	0	15	15.0
Hourly Total	48	0	0	48	48.0	41	0	0	41	41.0
TOTAL	208	0	0	208	208.0	221	0	0	221	221.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3
BUS	2.0

APPENDIX 5

Census Trip Distribution

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

ONS Crown Copyright Reserved [from Nomis on 6 November 2025]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02001335 : Knowsley 009 (2011 super output area - middle layer)

place of work	All categories:					
	Method of travel to work (2001 specification)	Driving a car or van	Route			
Liverpool	642	394	1			
Halton	145	129	3	Routes		
E02001335 : Knowsley 009	505	120	9	1. Cumber Lane	526	29%
Warrington	140	119	3	2. Old Lane (N)	13	1%
E02001333 : Knowsley 007	255	115	5	3. Old Lane (S)	510	28%
Sefton	124	88	6	4. Stoney Lane		0%
E02001341 : Knowsley 015	100	69	7	5. A57 Warrington Road (W)	173	10%
E02001419 : St. Helens 014	86	66	3	6. Shaw Lane	255	14%
E02001331 : Knowsley 005	85	63	6	7. Dragon Lane (S)	69	4%
E02001417 : St. Helens 012	78	57	8	8. A57 Warrington Road (E)	152	8%
E02001424 : St. Helens 019	76	50	8	9. Dragon Lane (N)	120	7%
E02001342 : Knowsley 016	65	42	6			
West Lancashire	52	42	5			
E02001343 : Knowsley 017	67	37	1			
Wirral	60	37	1			
Manchester	50	36	3			
Wigan	36	33	3			
E02001339 : Knowsley 013	49	29	1			
E02001346 : Knowsley 020	36	29	1			
E02001428 : St. Helens 023	46	28	3			
Cheshire West and Chester	35	27	3			
E02001337 : Knowsley 011	31	24	6			
E02001329 : Knowsley 003	29	22	6			
E02001427 : St. Helens 022	29	22	3			
Trafford	21	19	3			
E02001410 : St. Helens 005	21	19	8			
Salford	22	18	3			
E02001327 : Knowsley 001	18	16	5			
E02001334 : Knowsley 008	20	16	6			
E02001421 : St. Helens 016	22	15	8			
Cheshire East	15	13	3			
E02001426 : St. Helens 021	33	13	2			
E02001423 : St. Helens 018	18	11	8			
	Total	1,818				

Best28 min45 min3h 20m53 min

Stoney Ln, Rainhill, Prescot L35 2XW

CodesLL, William Brown St, Liverpool L3

Add destination

Leave now

Options

Send directions to your phone

Copy link

via M62

Fastest route now due to traffic conditions

28 min

10.7 miles

Details

Preview

via M62 and A5047

Some traffic, as usual

29 min

10.2 miles

via A580

Some traffic, as usual

35 min

12.4 miles

Explore nearby CodesLL

St George's Hall

4.7★(4,222)

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

PetrolEV chargingHotels

Sign in

The map displays the Liverpool region with various roads and landmarks. A blue route is highlighted, starting from the city center and heading towards the east. Travel time and distance markers are shown along the route: 35 min / 12.4 miles, 29 min / 10.2 miles, and 28 min / 10.7 miles. The map includes a search bar at the top, navigation controls on the right, and a traffic status legend at the bottom. Landmarks such as St George's Hall, Liverpool Metropolitan Cathedral, and various parks are labeled. The map data is attributed to Google, 2025.

Best

18 min

1h 25m

3h 30m

55 min

—

Stoney Ln, Rainhill, Prescot L35 2XW

Parking lot, Palacefields, Runcorn

Add destination

Leave now

Options

Send directions to your phone

Copy link

via A557 and A533

Fastest route, the usual traffic

This route has tolls.

Details

Preview

18 min

10.1 miles

via A557

Some traffic, as usual

19 min

9.7 miles

via A533

Some traffic, as usual

21 min

10.9 miles

Explore nearby Parking lot

Restaurants

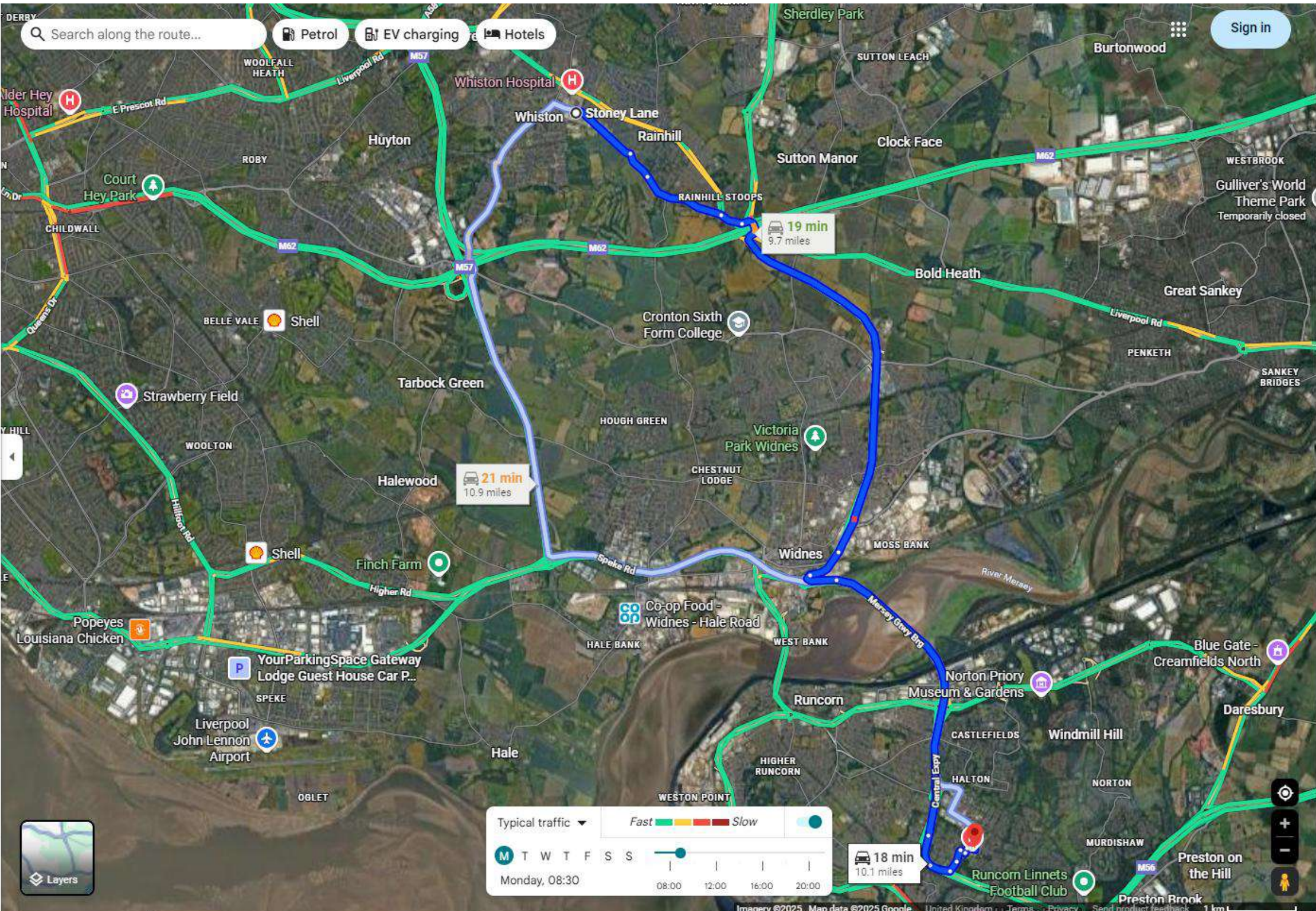
Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions



Best

2 min

8 min

2 min

Stoney Ln, Rainhill, Prescot L35 2XW

Rainhill, Prescot L35 9JU

Add destination

Leave now

Options

Send directions to your phone

Copy link

via Stoney Ln

Fastest route

2 min

0.4 mile

Details

Preview

Explore nearby Rainhill

Restaurants

Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol

EV charging

Hotels

Sign in

Search along the route...

Petrol EV charging Hotels Sign in

Stoney Ln, Rainhill, Prescot L35 2XW

Rainhill, Prescot L35 9JU

Add destination

Leave now Options

Send directions to your phone Copy link

via Stoney Ln 2 min 0.4 mile

Details Preview

Explore nearby Rainhill

Restaurants Hotels Petrol stations Car Places More

New! Continue your trip, tap the notification on your phone to get directions

Typical traffic Fast Slow

Monday, 08:30

08:00 12:00 16:00 20:00

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Best23 min1h 20m3h 7m56 min

Stoney Ln, Rainhill, Prescot L35 2XW

Warrington

Add destination

Leave now

Options

Send directions to your phone

Copy link

via A57

Fastest route, despite the usual traffic

23 min

8.2 miles

Details

Preview

via Watkinson Way/A557 and A562

Some traffic, as usual

25 min

11.2 miles

via M62

Heavy traffic, as usual

29 min

10.8 miles

Explore Warrington



Sankey Valley Park

4.5 ⭐ (571)

New! Continue your trip, tap the notification on your phone to get directions

The map displays the Warrington area with various roads and landmarks. A search bar at the top left allows users to search along the route. Navigation icons for Petrol, EV charging, and Hotels are visible. A 'Sign in' button is in the top right. The map shows several routes with traffic indicators: a blue route (23 min, 8.2 miles) via A57, a green route (25 min, 11.2 miles) via Watkinson Way/A557 and A562, and a red route (29 min, 10.8 miles) via M62. Landmarks include Sutton Manor, Clock Face Country Park, Mersey Valley Golf & Country Club, Bold Heath, Lingley Green, Great Sankey, and Sankey Valley Park. A traffic legend at the bottom indicates typical traffic conditions for Monday, 08:30, with a color-coded scale from Fast (green) to Slow (red).

Best5 min11 min26 min6 min

Stoney Ln, Rainhill, Prescot L35 2XW

Cables Shopping Park - Prescot, Steley

Add destination

Leave now

Options

Send directions to your phone

Copy link

via Warrington Rd/A57

Fastest route, the usual traffic

DetailsPreview

via Kingsway

Explore nearby Cables Shopping Park - Prescot

Restaurants

Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol EV charging Hotels

Sign in

Stoney Ln, Rainhill, Prescot L35 2XW

Cables Shopping Park - Prescot, Steley

Add destination

Leave now Options

Send directions to your phone Copy link

via Warrington Rd/A57
Fastest route, the usual traffic
Details Preview

via Kingsway

Explore nearby Cables Shopping Park - Prescot

Restaurants Hotels Petrol stations Car Places More

New! Continue your trip, tap the notification on your phone to get directions

Typical traffic

Monday, 08:30

Fast Slow

08:00 12:00 16:00 20:00

Whiston

Layers

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Best19 min1h 34m3h 44m1h 4m

Stoney Ln, Rainhill, Prescot L35 2XW

Aintree, Liverpool

Add destination

Leave now

Options

Send directions to your phone

Copy link

via M57

Fastest route, lighter traffic than usual

19 min

10.5 miles

Details

Preview

via E Lancashire Rd/A580 and M57

Some traffic, as usual

25 min

12.0 miles

Explore nearby Aintree

Restaurants

Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

The map displays a route from Stoney Ln, Rainhill, Prescot L35 2XW to Aintree, Liverpool. The route is highlighted in blue and green, indicating traffic conditions. The map includes various landmarks, roads, and a legend for traffic status.

Legend:

- Typical traffic
- Fast
- Slow
- Monday, 08:30

Map Labels:

- Stoney Ln, Rainhill, Prescot L35 2XW
- Aintree, Liverpool
- Asda Aintree Superstore
- Tim Hortons
- PureGym Aintree
- Co-op Food - Fazakerley Copplehouse Lane
- Knowsley
- Knowsley Community College - Main Campus
- Knowsley Safari
- Prescot
- Huyton & Prescot Golf Club
- Whiston Hospital
- Stoney Lane
- Rainhill
- Blundells Hill Golf Club
- Wavertree
- University
- Knowsley
- Knowsley Community College - Main Campus
- Knowsley Safari
- Prescot
- Huyton & Prescot Golf Club
- Whiston Hospital
- Stoney Lane
- Rainhill
- Blundells Hill Golf Club
- Wavertree
- University

Best

10 min

29 min

47 min

10 min

—

X

Stoney Ln, Rainhill, Prescot L35 2XW

Liverpool L36 6AP

Add destination

Leave now

Options

Send directions to your phone

Copy link

via Dragon Ln

Fastest route, despite the usual traffic

Details

Preview

10 min

2.7 miles

via Windy Arbor Rd

Heavy traffic, as usual

Details

Preview

12 min

3.2 miles

Explore Liverpool

Restaurants

Hotels

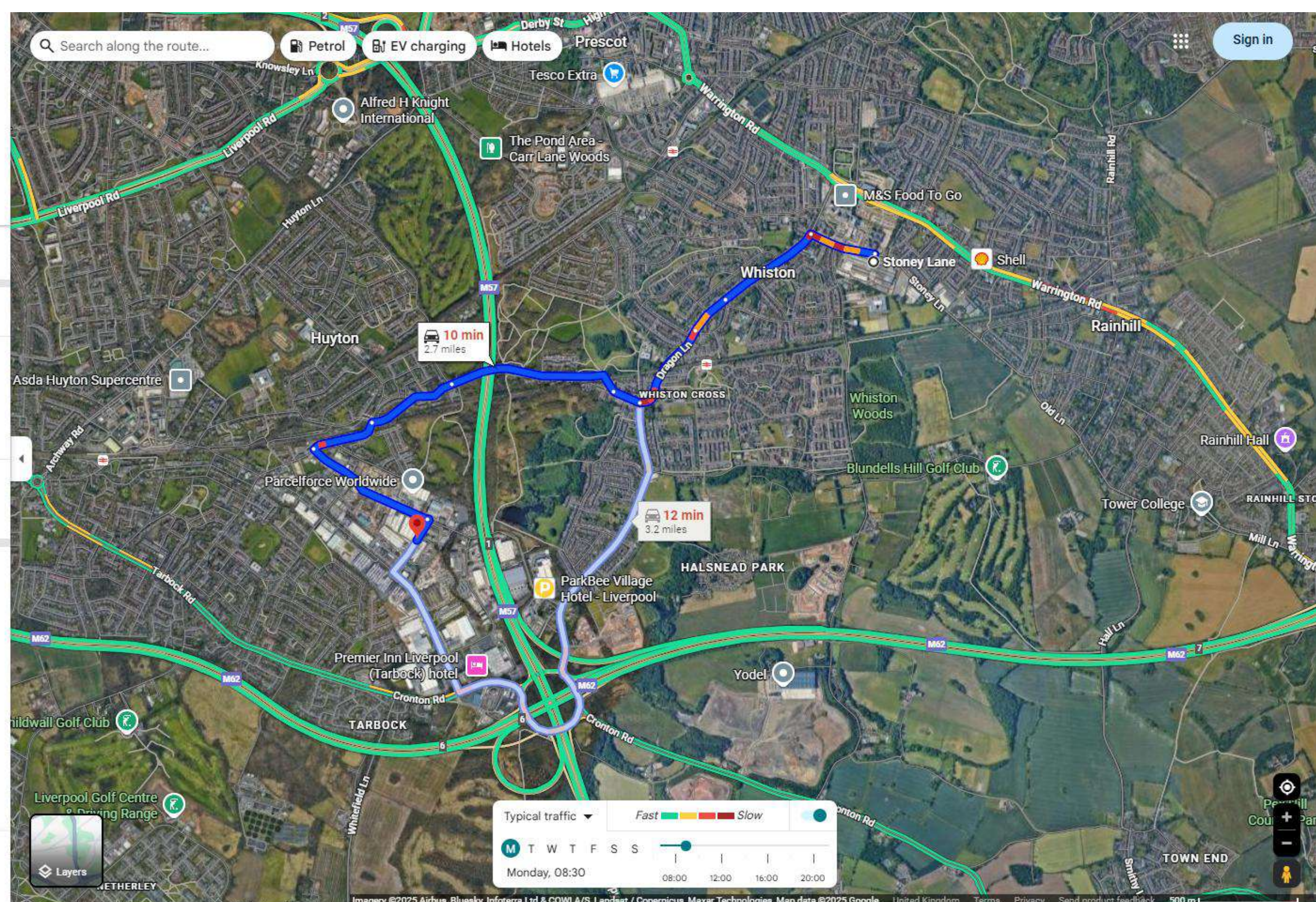
Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

X



Best16 min52 min1h 41m24 min

Stoney Ln, Rainhill, Prescot L35 2XW

2 Navigation Rd, Saint Helens WA9 1NS

Add destination

Leave now

Options

Send directions to your phone

Copy link

via James Roby Wy/A570

16 min

Fastest route now, avoids road closure on B5413

6.2 miles

Details

Preview

Explore nearby 2 Navigation Rd

Restaurants

Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol EV charging Hotels

Sign in

Stoney Ln, Rainhill, Prescot L35 2XW

2 Navigation Rd, Saint Helens WA9 1NS

Add destination

Leave now Options

Send directions to your phone Copy link

via James Roby Wy/A570 16 min

Fastest route now, avoids road closure on B5413 6.2 miles

Details Preview

Explore nearby 2 Navigation Rd

Restaurants Hotels Petrol stations Car Places More

New! Continue your trip, tap the notification on your phone to get directions

Typical traffic Fast Slow

Monday, 08:30

08:00 12:00 16:00 20:00

Layers

Imagery ©2025 Airbus, Bluesky, Infoterra Ltd & COWI, V5, LandSat / Copernicus, Maxar Technologies, Map data ©2025 Google, United Kingdom, Terms, Privacy, Send product feedback, 500 m

Best

14 min

44 min

2h 4m

26 min

—

Stoney Ln, Rainhill, Prescot L35 2XW

B5194, Knowsley, Prescot L34 9JS

Add destination

Leave now

Options

Send directions to your phone

Copy link

via M57

Fastest route, despite the usual traffic

14 min

6.7 miles

Details

Preview

via E Lancashire Rd/A580

Some traffic, as usual

16 min

7.2 miles

via Knowsley Ln

Some traffic, as usual

17 min

5.7 miles

Explore nearby B5194

Restaurants

Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol

EV charging

Hotels

Sign in

Map showing a route from Stoney Ln, Rainhill, Prescot L35 2XW to B5194, Knowsley, Prescot L34 9JS. The route is highlighted in blue and green, indicating different traffic conditions. The map includes various landmarks such as Knowsley Park, Knowsley Safari, and Knowsley Community College. A traffic legend at the bottom shows typical traffic conditions for Monday, 08:30, with a color-coded scale from Fast (green) to Slow (red).

Typical traffic	Fast	Slow
Monday, 08:30	08:00	12:00

Best16 min28 min1h 18m24 min

Glen Dimplex, Stoney Ln, Rainhill, Prescot

King St, Saint Helens WA10 2JZ

Add destination

Leave now

Options

Send directions to your phone

Copy link

via A58

Fastest route, despite heavier traffic than usual

16 min

3.6 miles

Details

Preview

via Rainhill Rd/B5413 and A58

Heavy traffic, as usual

17 min

4.4 miles

via St James Rd and A58

Heavier traffic than usual

17 min

4.2 miles

Explore nearby King St

Restaurants

Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol

EV charging

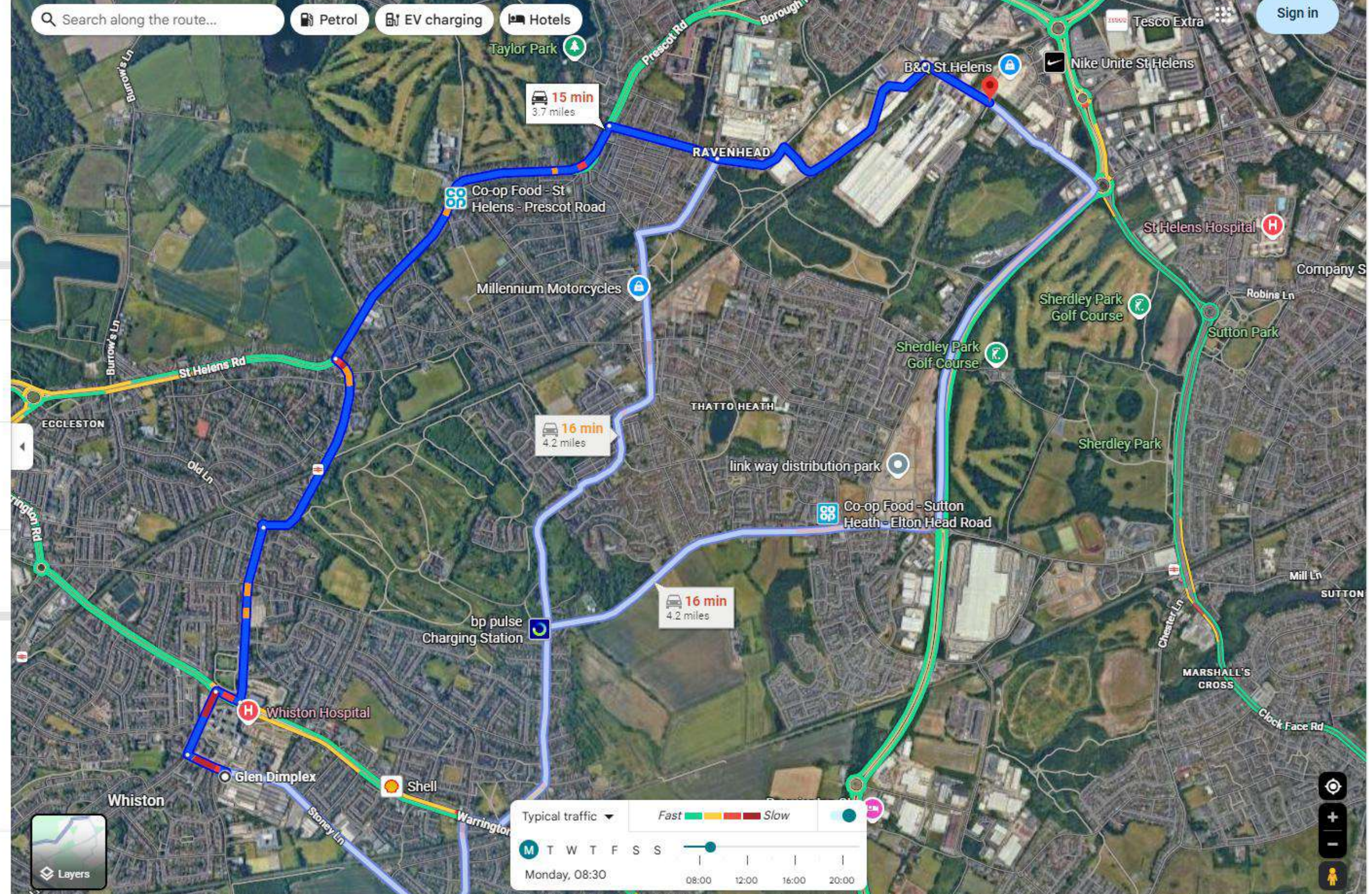
Hotels

Sign in

The map displays a route from King St, Saint Helens WA10 2JZ to Glen Dimplex, Stoney Ln, Rainhill, Prescot. The route is highlighted in blue and green, indicating different traffic conditions. The map includes various landmarks such as Taylor Park, Grange Park Golf Club, and St Helens Hospital. A traffic information box at the bottom center shows typical traffic for Monday, 08:30, with a color-coded scale from Fast (green) to Slow (red).

Time	Typical traffic
Monday, 08:30	Fast (Green)
Monday, 12:00	Fast (Green)
Monday, 16:00	Fast (Green)
Monday, 20:00	Fast (Green)

 New! Continue your trip, tap the notification on your phone to get directions



Best

15 min

41 min

1h 19m

21 min

—

Glen Dimplex, Stoney Ln, Rainhill, Prescot

Burtonhead Rd, Saint Helens

+

Add destination

⌵

Leave now

Options

📱

Send directions to your phone

🔗

Copy link

🚗

via Rainhill Rd/B5413

16 min

Best route now due to traffic conditions

4.2 miles

🚗

via A58

15 min

Heavy traffic, as usual

3.7 miles

Details

Preview

🚗

via Elton Head Rd/B5204

16 min

Heavy traffic, as usual

4.2 miles

Explore nearby Burtonhead Rd

🍴

Restaurants

🏨

Hotels

⛽

Petrol stations

P

Car Places

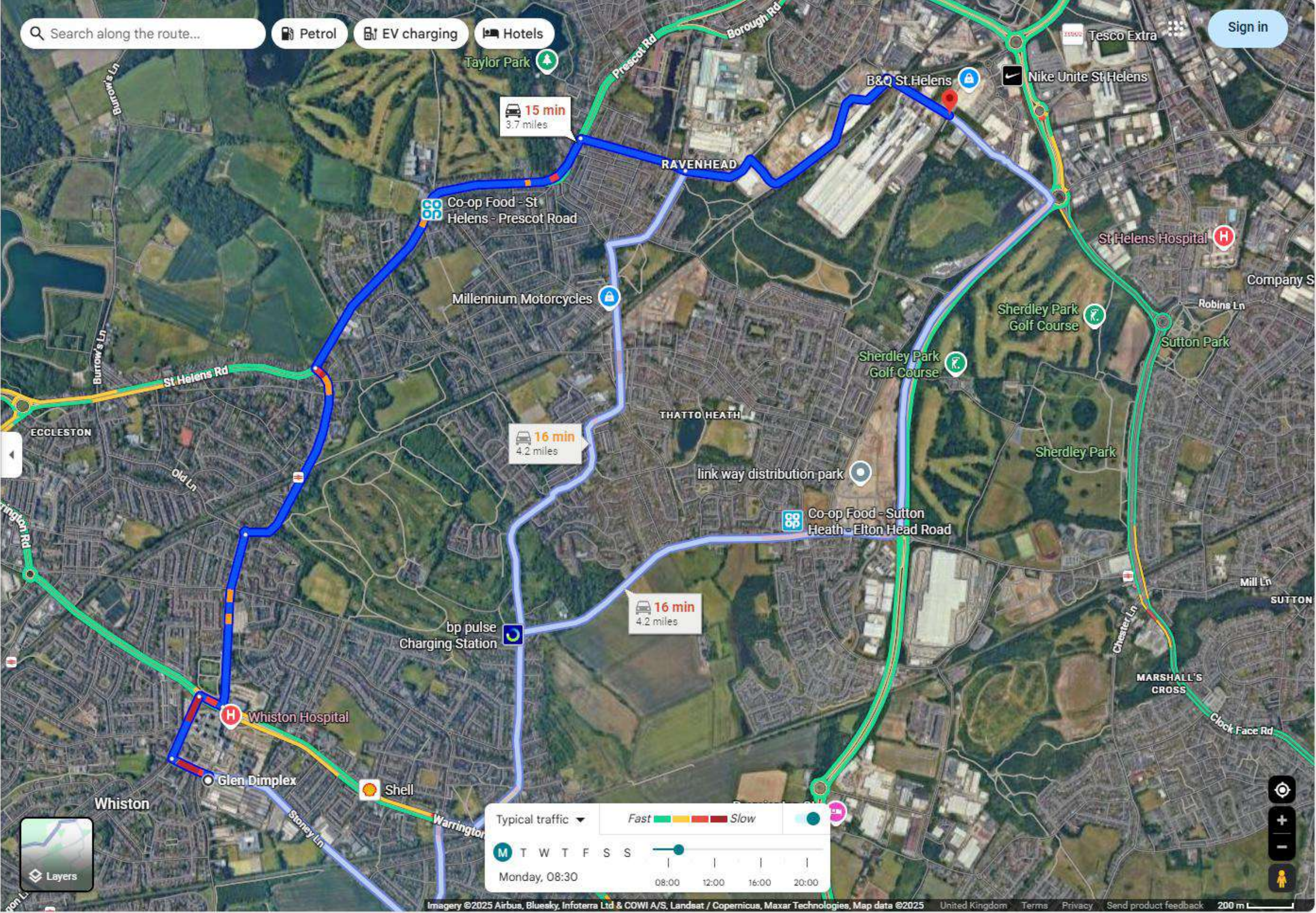
⋮

More

🔔

New! Continue your trip, tap the notification on your phone to get directions

✕



Best35 min2h 9m6 hr1h 26m

Glen Dimplex, Stoney Ln, Rainhill, Prescot

2-5 Ringtail Rd, Burscough, Ormskirk

Add destination

Leave now

Options

Send directions to your phone

Copy link

via B5203

Fastest route, despite the usual traffic

35 min

16.2 miles

Details

Preview

via M57 and A59

Some traffic, as usual

37 min

18.4 miles

via A570

Some traffic, as usual

46 min

19.5 miles

Explore nearby 2-5 Ringtail Rd

Sycamore Dog Field

4.7★(61)

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol

EV charging

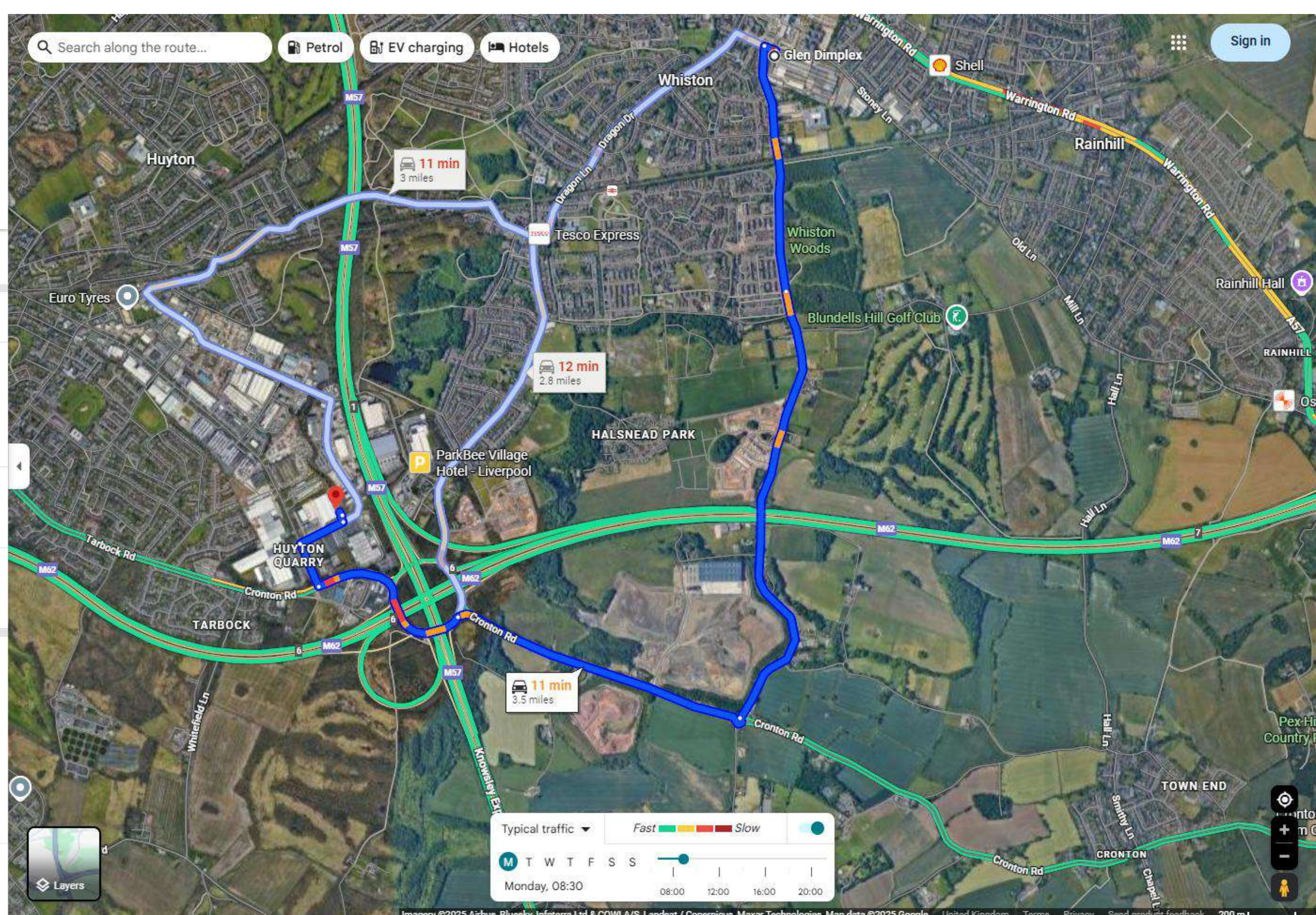
Hotels

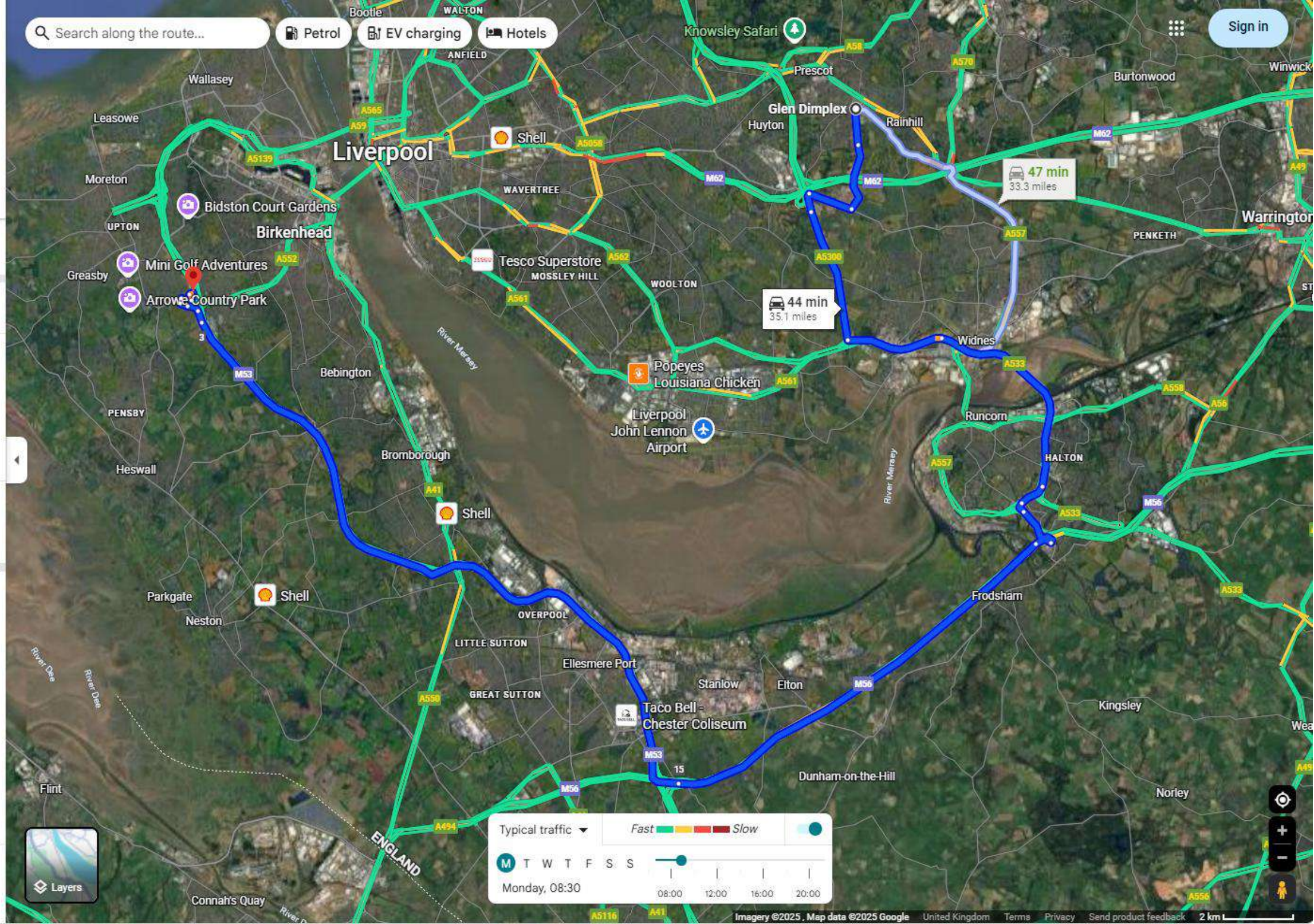
Dog walking field

Sign in

The map displays the Liverpool region with various roads and landmarks. A blue route is highlighted, starting from the center of Liverpool and heading towards the north. The route passes through several areas, including Rainford, Litherland, and Burscough. Travel times and distances are indicated for different segments of the route. For example, the route via B5203 is 35 minutes and 16.2 miles, while the route via M57 and A59 is 37 minutes and 18.4 miles. The route via A570 is 46 minutes and 19.5 miles. The map also shows other roads and landmarks, such as the Mersey River, the Liverpool Airport, and the Liverpool City Centre. A traffic legend at the bottom indicates typical traffic conditions for Monday, 08:30, with a color-coded scale from Fast (green) to Slow (red).

Route	Travel Time	Distance
via B5203	35 min	16.2 miles
via M57 and A59	37 min	18.4 miles
via A570	46 min	19.5 miles

[illegible]

[illegible]

Best

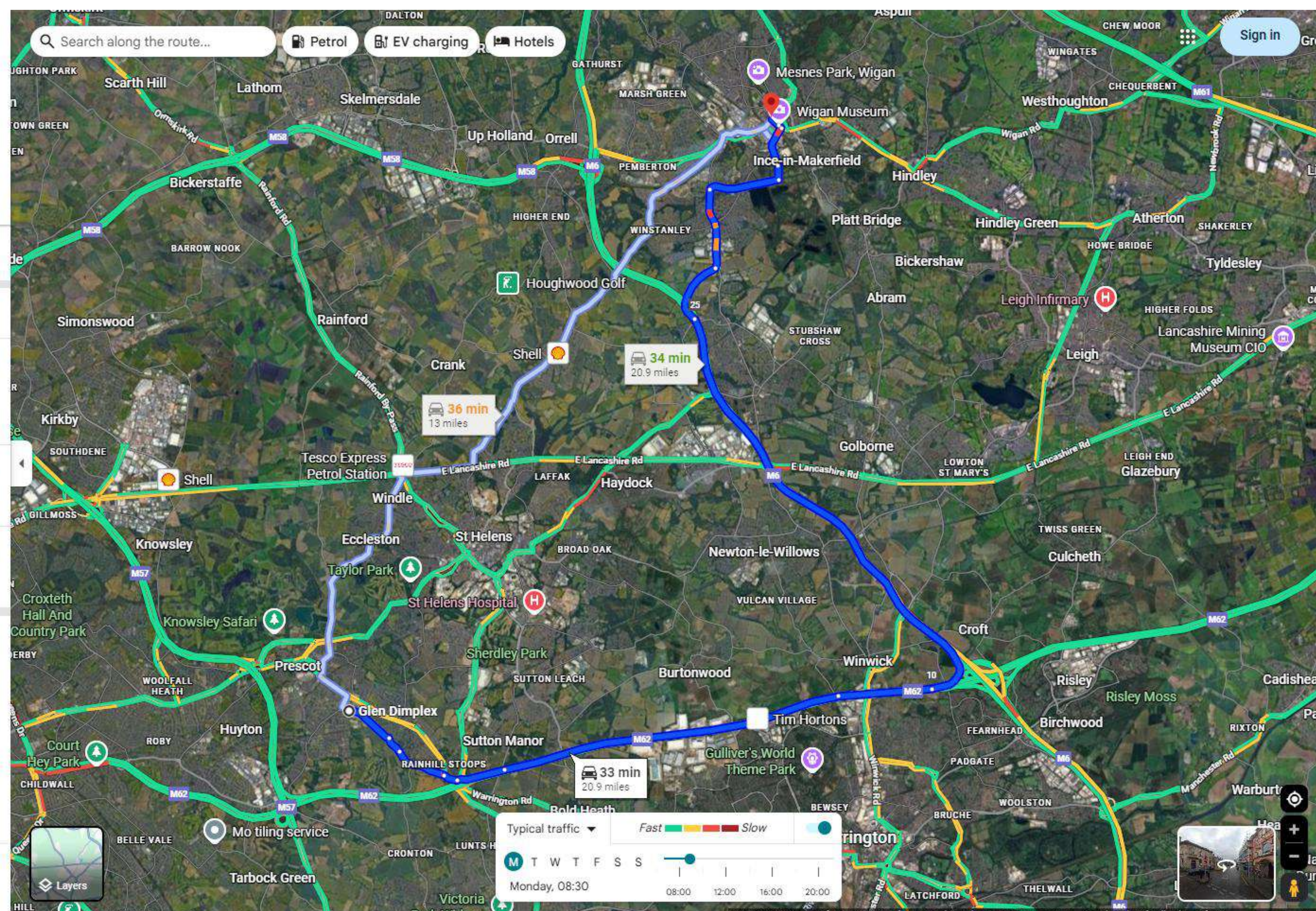
51 min

1 hr

10 hr

2h 34m

<

[illegible]

Best

5 min

20 min

6 min

—

...

Glen Dimplex, Stoney Ln, Rainhill, Prescot

Whiston Cross, Whiston, Prescot L35 3JE

+

Add destination

⌚

Leave now

Options

Send directions to your phone

Copy link

via Cumber Ln and Lickers Ln

5 min

Fastest route, the usual traffic

1.6 miles

Details

Preview

via Dragon Ln

6 min

1.6 miles

Explore nearby Whiston Cross

Restaurants

Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

The map displays a route from Glen Dimplex to Whiston Cross. The route is highlighted in blue, passing through Cumber Ln and Lickers Ln. The map includes a search bar at the top, navigation controls on the right, and a traffic overlay at the bottom. The traffic overlay shows typical traffic conditions for Monday, 08:30, with a color-coded scale from Fast (green) to Slow (red). The map also shows various landmarks and streets in the area, including Whiston Hospital, Whiston Woods, and Whiston Juniors.

Best

6 min

17 min

47 min

11 min

—

O
⋮

Glen Dimplex, Stoney Ln, Rainhill, Prescot

School Lane, Rainhill, Prescot

Add destination

Leave now ▾

Options

via Stoney Ln and Mill Ln

Fastest route, the usual traffic

Details Preview

6 min
1.9 miles

via Cumber Ln, Blundells Ln and Mill Ln

7 min
2.4 miles

Explore nearby School Lane

Restaurants

Hotels

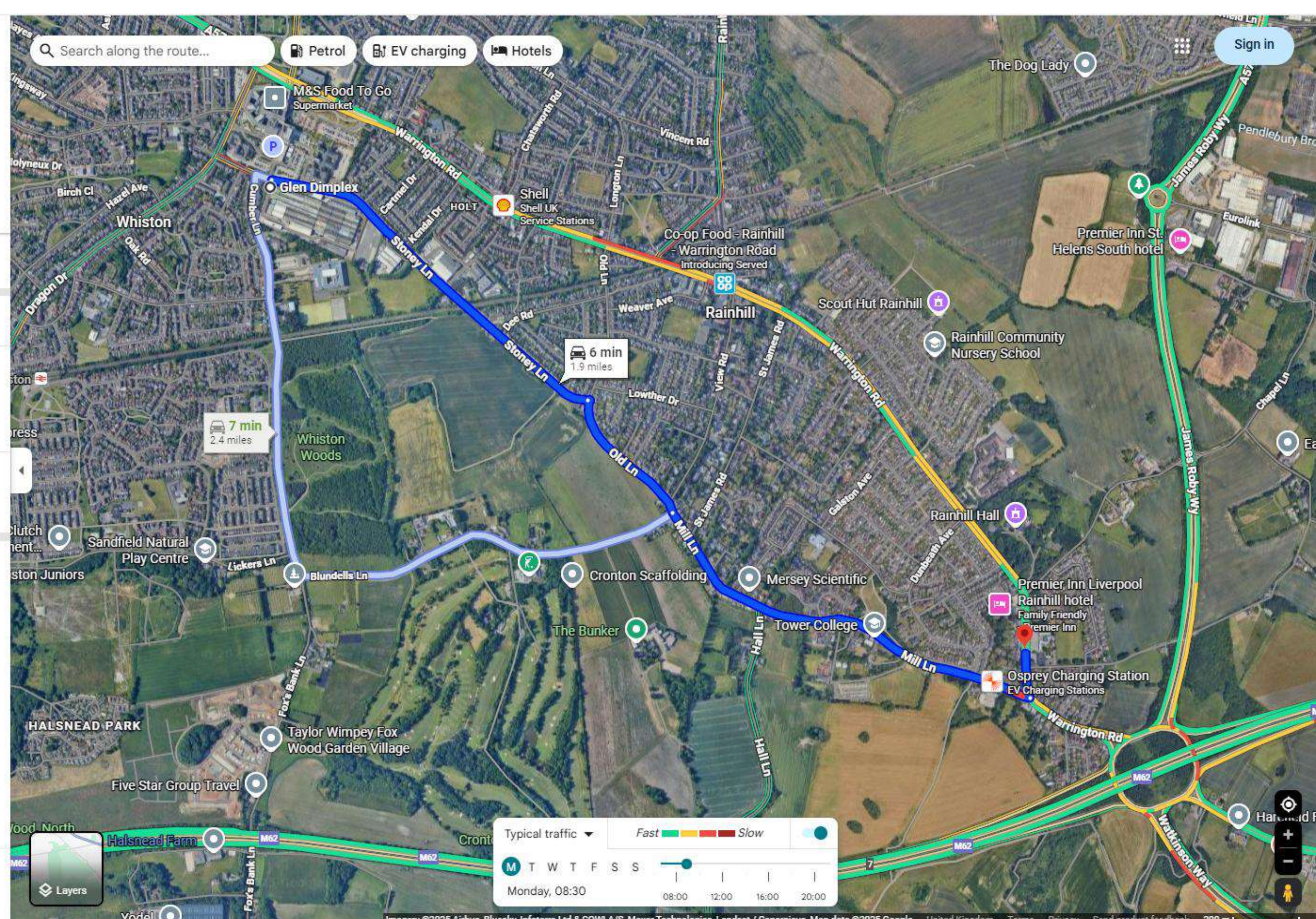
Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

X



Best

7 min

26 min

49 min

12 min

—

Glen Dimplex, Stoney Ln, Rainhill, Prescot

Kins Business Park, Kings Dr, Prescot L35 5EF

Add destination

Leave now

Options

Send directions to your phone

Copy link

via Carr Ln

Fastest route, the usual traffic

7 min

2.4 miles

Details

Preview

via Whiston Ln

10 min

3.4 miles

Explore nearby Kins Business Park

Restaurants

Hotels

Petrol stations

Car Places

More

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol

EV charging

Hotels

Sign in

The map displays a route from Kins Business Park (Kings Dr, Prescot L35 5EF) to Glen Dimplex (Stoney Ln, Rainhill, Prescot). Two main routes are highlighted: one via Carr Ln (7 min, 2.4 miles) and another via Whiston Ln (10 min, 3.4 miles). The map shows the surrounding area, including Huyton, Whiston, and Prescot. Key roads like Liverpool Rd, A57, and A58 are visible. A traffic overlay indicates typical traffic conditions for Monday, 08:30, with a color-coded scale from Fast (green) to Slow (red). The map also includes a search bar, navigation controls, and a 'Sign in' button.

The screenshot displays a Google Maps interface with a route from Liverpool to Whiston. The route is highlighted in blue and green, passing through areas like Knowsley Park and Whiston. A search bar at the top says "Search along the route...". A legend at the bottom shows traffic conditions (Fast, Slow) and a scale bar.

Best31 min1h 24m9 hr2h 15m

Glen Dimplex, Stoney Ln, Rainhill, Prescot

Mellors Rd, Trafford Park, Stretford, Man

Add destination

Leave now

Options

Send directions to your phone

Copy link

via M62

31 min

Fastest route, the usual traffic

22.7 miles

Details

Preview

Explore nearby Mellors Rd

Depot Climbing Manchester

4.8★(1,519)

Infanta Nation Inflatable Theme Pa

4.2★(2,897)

Total Ninja

4.4★(1,677)

IWM North

Lowry

New! Continue your trip, tap the notification on your phone to get directions

The map displays a route from Glen Dimplex to Trafford Park via the M62 motorway. The route is highlighted in blue, indicating the fastest path. The map shows various locations along the route, including Rainford, Ashton in Makerfield, Haydock, St Helens, Newton-le-Willows, Burtonwood, Warrington, and Worsley. Traffic conditions are indicated by color-coded lines: green for fast, yellow for medium, and red for slow. A legend at the bottom shows typical traffic conditions for Monday, 08:30, with a color scale from green (fast) to red (slow). The map also includes a search bar at the top, a 'Sign in' button, and a 'Layers' button at the bottom left. A 'Petrol' button is visible at the top right. The map is credited to Imagery ©2025, Map data ©2025 Google.

Best

22 min

1h 7m

2h 55m

46 min

—

Glen Dimplex, Stoney Ln, Rainhill, Prescot

Saint Helens WA11 9TW

Add destination

Leave now

Options

Send directions to your phone

Copy link

via E Lancashire Rd/A580

Best route

22 min

9.3 miles

via B5203 and E Lancashire Rd/A580

21 min

10.6 miles

via A58 and E Lancashire Rd/A580

22 min

8.3 miles

Details

Preview

Explore Saint Helens

Lyme and Wood Country Park

4.2 ⭐ (370)

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol

EV charging

Hotels

Sign in

The map displays a route starting from Glen Dimplex and heading towards Saint Helens. The route is marked with a blue line, indicating the primary path, and a green line for alternative or less congested routes. Key locations along the route include Windle, Windlehurst, and Saint Helens. The map also shows various landmarks such as Victoria Park, Taylor Park, and St Helens Hospital. A traffic overlay at the bottom indicates typical traffic conditions for Monday, 08:30, with a color-coded scale from Fast (green) to Slow (red). The map includes a search bar at the top, navigation controls on the right, and a 'Layers' button at the bottom left.

Best

31 min

1h 19m

9 hr

2h 19m

Search along the route...

Petrol

EV charging

Hotels

Sign in

Glen Dimplex, Stoney Ln, Rainhill, Prescot

CEO Events Staffing, 162 Brydon Cl, Salford

Add destination

Leave now

Options

Send directions to your phone

Copy link

via M62

31 min

Fastest route, the usual traffic

24.0 miles

Details

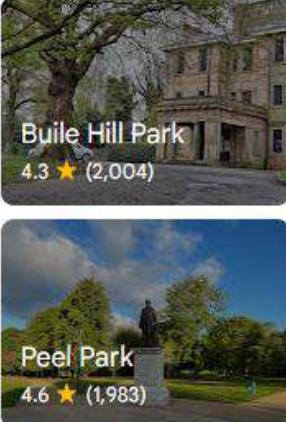
Preview

Explore nearby CEO Events Staffing



Salford Museum & Art Gallery

4.6 ★ (1,385)



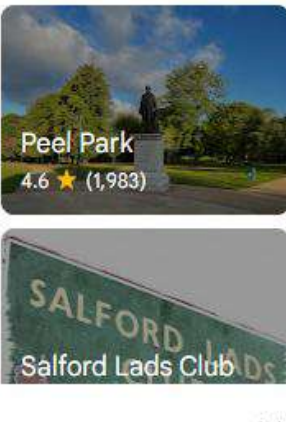
Bulle Hill Park

4.3 ★ (2,004)



Peel Park

4.6 ★ (1,983)



Salford Lads Club

New! Continue your trip, tap the notification on your phone to get directions

The map displays a route from Rainhill to Salford via the M62 motorway. The route is highlighted in blue, indicating the fastest path. The map shows various towns and villages along the way, including Rainhill, Ashton-in-Makerfield, Warrington, and Salford. Traffic conditions are indicated by color-coded lines: green for fast, yellow for medium, and red for slow. A legend at the bottom shows the traffic status for Monday, 08:30. The map also includes a search bar at the top, a 'Sign in' button, and a 'Layers' button at the bottom left. The map data is from 2023, and the imagery is from 2025.

The screenshot shows a Google Maps interface with a route from Liverpool to Whiston. The map displays a blue route with a traffic overlay. A callout box indicates a 12-minute travel time for 5.8 miles. Another callout box indicates a 14-minute travel time for 4.2 miles. The map includes various landmarks, roads, and a search bar at the top.

Best43 min2h 46m12 hr3h 14m

Glen Dimplex, Stoney Ln, Rainhill, Presco

Cheshire East

Add destination

Leave now

Options

Send directions to your phone

Copy link

via M6

Fastest route, the usual traffic

DetailsPreview

via M62 and M6

35.9 miles

Explore Cheshire East

Smallwood Vintage Steam Rally

4.8★(64)

National Trust - Little Moreton Hall

4.7★(3,573)

Jodrell Bank Centre for Engagement

4.5★(3,075)

New! Continue your trip, tap the notification on your phone to get directions

Search along the route...

Petrol

EV charging

Hotels

Sign in

Map showing a route from Glen Dimplex to Stockport via Warrington. The route is highlighted in blue and green, indicating traffic conditions. The map shows various roads, including the M6 and M62, and several towns and villages. A legend at the bottom indicates traffic conditions: Typical traffic (M T W T F S S), Fast (08:00, 12:00, 16:00, 20:00), and Slow. A scale bar at the bottom right shows 2 km.

Best5 min14 min28 min7 min

Glen Dimplex, Stoney Ln, Rainhill, Prescot

141 B5413, Rainhill, Prescot

Add destination

Leave now

Options

Send directions to your phone

Copy link

via Stoney Ln

Fastest route, the usual traffic

5 min

1.3 miles

Details

Preview

via Warrington Rd/A57

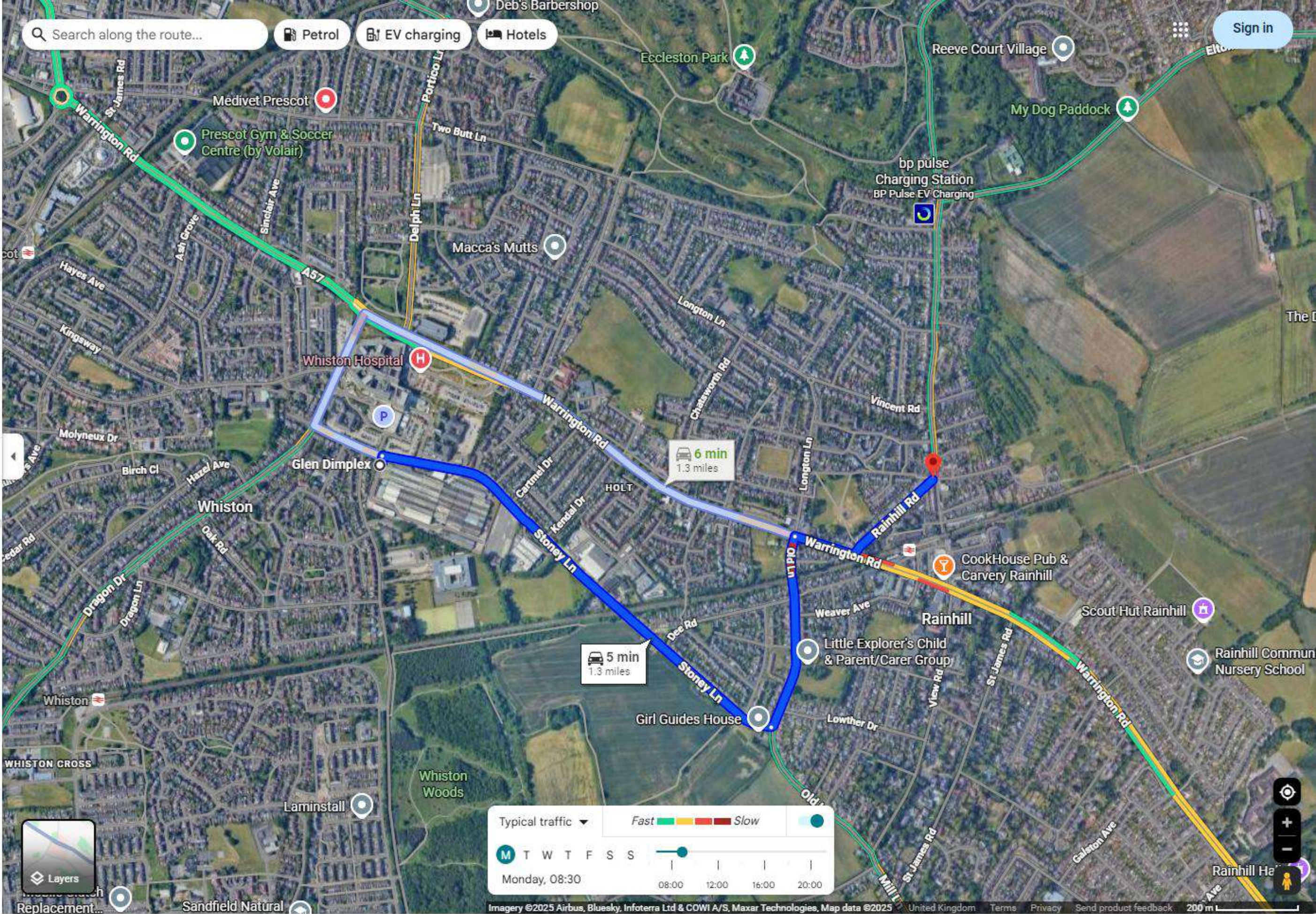
6 min

1.3 miles

Explore nearby 141 B5413

RestaurantsHotelsPetrol stationsCar PlacesMore

New! Continue your trip, tap the notification on your phone to get directions



Best7 min28 min47 min16 min

Glen Dimplex, Stoney Ln, Rainhill, Prescot

St Helens, Saint Helens WA10 3AG

Add destination

Leave nowOptions

Send directions to your phoneCopy link

via Portico Ln and A58

Fastest route, the usual traffic

DetailsPreview

7 min

2.1 miles

via A58

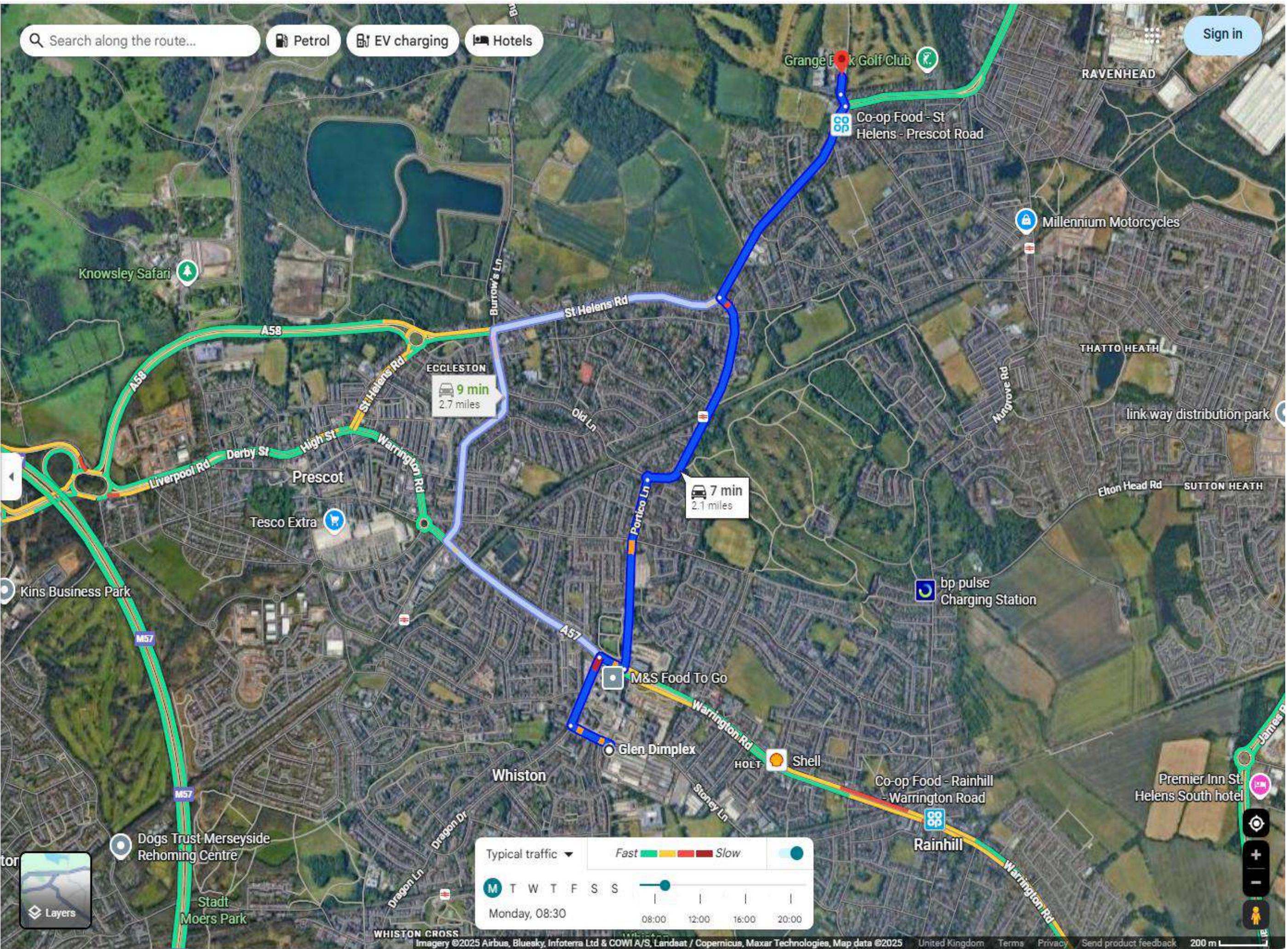
9 min

2.7 miles

Explore St Helens

RestaurantsHotelsPetrol stationsCar PlacesMore

New! Continue your trip, tap the notification on your phone to get directions



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APPENDIX 6

TRICS Output - Industrial

Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	CW	CORNWALL	2 days
	DC	DORSET	5 days
	GS	GLOUCESTERSHIRE	1 day
	PL	PLYMOUTH	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	NM	WEST NORTHAMPTONSHIRE	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	LS	LEEDS	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	2 days
	BB	BLACKBURN WITH DARWEN	1 day
	EC	CHESHIRE EAST	1 day
10	WALES		
	CF	CARDIFF	1 day
	MT	MERTHYR TYDFIL	1 day
11	SCOTLAND		
	EB	CITY OF EDINBURGH	1 day
	ER	EAST RENFREWSHIRE	2 days
	HI	HIGHLAND	1 day

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

Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6

Primary Filtering Selection:

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

Parameter:	Number of employees
Actual Range:	0 to 2330 (units: Number of employees)
Range Selected by User:	100 to 1000 (units: Number of employees)
Parking Spaces Range:	0 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	13/09/88 to 08/11/23

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

Selected survey days:

Friday	1 days
Monday	7 days
Thursday	7 days
Tuesday	4 days
Wednesday	7 days

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

Selected survey types:

Manual count	26
Direction ATC Count	0

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	19 days
Edge of Town Centre	3 days
Suburban Area	4 days

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

Selected Location Sub Categories:

Built-Up Zone	4 days
Development Zone	1 days
Industrial Zone	16 days
No Sub Category	4 days
Out of Town	1 days

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 Vehicle Counts:

Servicing vehicles Included	3 days
Servicing vehicles Unknown	23 days

Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6

Secondary Filtering Selection:

Use Class:

Not Known

26 surveys

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:

0 - 5200

Population within 1 mile:

1,001 to 5,000	5 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	3 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	7 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	8 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	3 surveys
5,001 to 25,000	2 surveys
50,001 to 75,000	7 surveys
500,001 or More	1 surveys
75,001 to 100,000	2 surveys

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 surveys
0.6 to 1.0	12 surveys
1.1 to 1.5	13 surveys

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.

Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6

Petrol filling station:

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:

No

26 surveys

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

26 surveys

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.

COVID-19 Restrictions:

No

TRICS 8.25.6**Organisation: Croft Transport Planning and Design****User: George Monks**
Office: Jordan Street, Manchester**Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6**

1 GADBROOK PARK NORTHWICH HIGH SHURLACH Edge of Town Industrial Zone Site area: 4.5 hect Survey date: Thursday 21/06/2007	AC-02-C-01	BAKERY	CESHIRE WEST & CHESTER Survey Type: Manual
2 JUPITER DRIVE CHESTER CHESTER W. EMP. PARK Edge of Town Industrial Zone Site area: 1.63 hect Survey date: Wednesday 19/11/2014	AC-02-C-02	INDUSTRIAL MATERIALS	CESHIRE WEST & CHESTER Survey Type: Manual
3 PENNY STREET BLACKBURN Edge of Town Centre Built-Up Zone Site area: 1.8 hect Survey date:	BB-02-C-01	BREWERY	BLACKBURN WITH DARWEN Survey Type: Manual
4 MAES-Y-COED ROAD CARDIFF Suburban Area Industrial Zone Site area: 2.67 hect Survey date: Thursday 06/10/2016	CF-02-C-02	BAKERY	CARDIFF Survey Type: Manual
5 WILSON WAY CAMBORNE POOL Suburban Area Industrial Zone Site area: 2.08 hect Survey date: Friday 08/06/2007	CW-02-C-01	FOOD DISTRIBUTION	CORNWALL Survey Type: Manual
6 NORMANDY WAY BODMIN Edge of Town Industrial Zone Site area: 3.56 hect Survey date: Wednesday 06/06/2007	CW-02-C-02	LIGHTING COMPANY	CORNWALL Survey Type: Manual
7 FRANCIS AVENUE BOURNEMOUTH WALLISDOWN Suburban Area No Sub Category Site area: 3.2 hect Survey date: Tuesday 13/09/1988	DC-02-C-01	COSMETICS FACTORY	DORSET Survey Type: Manual
8 HAMPSHIRE ROAD	DC-02-C-02	NEWSPAPER HQ	DORSET

TRICS 8.25.6**Organisation: Croft Transport Planning and Design****User: George Monks**
Office: Jordan Street, Manchester**Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6**

WEYMOUTH

CHICKERELL

Edge of Town

Industrial Zone

Site area: 1.19 hect

Survey date: Tuesday 04/07/2000

Survey Type: Manual

9**DC-02-C-04****BREWERY****DORSET**

WEYMOUTH AVENUE

DORCHESTER

Edge of Town Centre

Built-Up Zone

Site area: 4.29 hect

Survey date:

Survey Type: Manual

10**DC-02-C-05****ELECTRONICS CO.****DORSET**

HAMPSHIRE ROAD

WEYMOUTH

GRANBY IND. ESTATE

Edge of Town

Industrial Zone

Site area: 0.84 hect

Survey date: Thursday 11/10/2001

Survey Type: Manual

11**DC-02-C-07****NEW LOOK****DORSET**

MERCERY ROAD

WEYMOUTH

Edge of Town

No Sub Category

Site area: 4.1 hect

Survey date:

Survey Type: Manual

12**EB-02-C-02****FOOD PRODUCTION****CITY OF EDINBURGH**

CALDER ROAD

EDINBURGH

SIGHTHILL

Edge of Town

Industrial Zone

Site area: 5.44 hect

Survey date:

Survey Type: Manual

13**EC-02-C-01****OFFICE FURNITURE****CHESHIRE EAST**

BRUNEL ROAD

MACCLESFIELD

LYME GREEN BUS. PARK

Edge of Town

Development Zone

Site area: 0.91 hect

Survey date:

Survey Type: Manual

14**ER-02-C-01****PET FOODS****EAST RENFREWSHIRE**

GLASGOW ROAD

BARRHEAD

Edge of Town

No Sub Category

Site area: 5.3 hect

Survey date: Thursday 11/10/2001

Survey Type: Manual

15**ER-02-C-02****DYEWORKS****EAST RENFREWSHIRE**

NETHERPLACE ROAD

NEWTON MEARN

NETHERPLACE

TRICS 8.25.6

Organisation: Croft Transport Planning and Design

User: George Monks
Office: Jordan Street, Manchester



Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6

Edge of Town

Out of Town

Site area: 5.26 hect

Survey date: Wednesday 08/05/2002

Survey Type: Manual

16 ST CATHERINE STREET GLOUCESTER Edge of Town Centre Built-Up Zone Site area: 1.6 hect Survey date: Wednesday 26/05/2004	GS-02-C-01	HEALTH PRODUCTS	GLOUCESTERSHIRE	Survey Type: Manual
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17 JAYS CLOSE BASINGSTOKE Edge of Town Industrial Zone Site area: 1.12 hect Survey date: Thursday 16/06/2016	HC-02-C-01	ENGINEERING COMPANY	HAMPSHIRE	Survey Type: Manual
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18 COCKERELL CLOSE STEVENAGE Edge of Town Industrial Zone Site area: 1.93 hect Survey date: Wednesday 08/11/2023	HF-02-C-02	FRESH PRODUCE	HERTFORDSHIRE	Survey Type: Manual
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19 TOM SEMPLE ROAD NAIRN BALMAKEITH BUSINESS PK Edge of Town Industrial Zone Site area: 1.08 hect Survey date: Wednesday 24/05/2006	HI-02-C-01	DAIRY	HIGHLAND	Survey Type: Manual
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20 BROWN LANE WEST LEEDS HOLBECK Suburban Area Industrial Zone Site area: 1.8 hect Survey date:	LS-02-C-01	FLUID SYSTEMS	LEEDS	Survey Type: Manual
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21 HIGH STREET MERTHYR TYDFIL DOWLAIS Edge of Town No Sub Category Site area: 4.1 hect Survey date: Tuesday 09/10/2007	MT-02-C-01	CONFECTIONERY	MERTHYR TYDFIL	Survey Type: Manual
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22 KERRISON ROAD NORWICH Edge of Town Built-Up Zone Site area: 6.1 hect	NF-02-C-01	INDUSTRIAL UNIT	NORFOLK	
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Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6

Survey date: Thursday 16/11/2000

Survey Type: Manual

23 HARDWICK ROAD KINGS LYNN Edge of Town Industrial Zone Site area: 11.4 hect Survey date:	NF-02-C-02	GROCERY FACTORY	NORFOLK	Survey Type: Manual
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24 RHOSILI ROAD NORTHAMPTON BRACKMILLS Edge of Town Industrial Zone Site area: 4.1 hect Survey date: Thursday 27/11/2008	NM-02-C-01	PAPER COMPANY	WEST NORTHAMPTONSHIRE	Survey Type: Manual
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25 PLYMBRIDGE ROAD PLYMOUTH ESTOVER Edge of Town Industrial Zone Site area: 6.13 hect Survey date: Tuesday 17/07/2012	PL-02-C-01	TUBE MANUFACTURE	PLYMOUTH	Survey Type: Manual
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26 CASTLE MOUND WAY RUGBY Edge of Town Industrial Zone Site area: 2.03 hect Survey date: Wednesday 10/11/2021	WK-02-C-01	MACHINE ENGINEERING	WARWICKSHIRE	Survey Type: Manual
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DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-02-C-01	19-06-2015	N/A
CS-02-C-02	06-09-2023	N/A
HD-02-C-01	11-05-2012	N/A
LT-02-C-01	22-05-2017	N/A
MG-02-C-03	12-10-2021	N/A
RO-02-C-01	24-09-2014	N/A

Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 1 Number of employees

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. Number of employees	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	166	0.063	0.006	0.069
06:00-07:00	4	188	0.174	0.086	0.260
07:00-08:00	26	306	0.155	0.036	0.191
08:00-09:00	26	306	0.166	0.034	0.200
09:00-10:00	26	306	0.060	0.036	0.096
10:00-11:00	26	306	0.047	0.041	0.088
11:00-12:00	26	306	0.038	0.038	0.076
12:00-13:00	26	306	0.046	0.059	0.105
13:00-14:00	26	306	0.090	0.060	0.150
14:00-15:00	26	306	0.050	0.084	0.134
15:00-16:00	26	306	0.034	0.062	0.096
16:00-17:00	26	306	0.032	0.139	0.171
17:00-18:00	26	306	0.029	0.140	0.169
18:00-19:00	26	306	0.019	0.057	0.076
19:00-20:00	4	202	0.004	0.031	0.035
20:00-21:00	4	202	0.002	0.010	0.012
21:00-22:00	2	237	0.006	0.004	0.010
22:00-23:00	1	225	0.098	0.004	0.102
23:00-00:00					
Total Rates:			1.113	0.927	2.040

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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Audit Code: 85303bee-6bd4-40a7-88fc-d773ca6db5c6

Parameter Summary:

Trip rate parameter range selected:	100 - 1000 (units: Number of employees)
Survey date date range:	13/09/1988 - 08/11/2023
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

APPENDIX 7

TRICS Output - Residential

Calculation Reference: AUDIT-851401-250711-0726

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
	HC	HAMPSHIRE 3 days
	HF	HERTFORDSHIRE 2 days
	KC	KENT 5 days
	SC	SURREY 2 days
	SP	SOUTHAMPTON 1 days
	WS	WEST SUSSEX 5 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days
	NF	NORFOLK 6 days
05	EAST MIDLANDS	
	DY	DERBY 1 days
06	WEST MIDLANDS	
	ST	STAFFORDSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 156 to 480 (units:)
 Range Selected by User: 150 to 500 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 26/06/24

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

Selected survey days:

Monday	5 days
Tuesday	9 days
Wednesday	8 days
Thursday	4 days
Friday	2 days

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

Selected survey types:

Manual count	23 days
Directional ATC Count	5 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	23
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:

Residential Zone	20
Village	5
Out of Town	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	10 days - Selected
Servicing vehicles Excluded	49 days - Selected

Secondary Filtering selection:

Use Class:

C3	28 days
----	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	4 days
5,001 to 10,000	8 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	19 days
1.6 to 2.0	2 days

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

Travel Plan:

Yes	20 days
No	8 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	28 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-06	MIXED HOUSES	CAMBRIDGESHIRE
	CRAFT'S WAY		
	NEAR CAMBRIDGE		
	BAR HILL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	207	
	Survey date: FRIDAY	22/06/18	Survey Type: MANUAL
2	DY-03-A-01	MIXED HOUSES	DERBY
	RADBOURNE LANE		
	DERBY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	371	
	Survey date: TUESDAY	10/07/18	Survey Type: MANUAL
3	ES-03-A-03	MIXED HOUSES & FLATS	EAST SUSSEX
	SHEPHAM LANE		
	POLEGATE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	212	
	Survey date: MONDAY	11/07/16	Survey Type: MANUAL
4	HC-03-A-34	MIXED HOUSES & FLATS	HAMPSHIRE
	STONEHAM LANE		
	EASTLEIGH		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	243	
	Survey date: TUESDAY	14/11/23	Survey Type: MANUAL
5	HC-03-A-35	MIXED HOUSES & FLATS	HAMPSHIRE
	EAGLE AVENUE		
	WATERLOOVILLE		
	LOVEDEAN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	289	
	Survey date: TUESDAY	31/10/23	Survey Type: MANUAL
6	HC-03-A-38	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE		
	RINGWOOD		
	CROW		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	195	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL
7	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	HF-03-A-06 A505 ROYSTON	MIXED HOUSES & FLATS	HERTFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 180 Survey date: TUESDAY 28/11/23		Survey Type: MANUAL
9	KC-03-A-06 MARGATE ROAD HERNE BAY	MIXED HOUSES & FLATS	KENT
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 363 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
10	KC-03-A-07 RECULVER ROAD HERNE BAY	MIXED HOUSES	KENT
	Edge of Town Residential Zone Total No of Dwellings: 288 Survey date: WEDNESDAY 27/09/17		Survey Type: MANUAL
11	KC-03-A-08 MAIDSTONE ROAD CHARING	MIXED HOUSES	KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 159 Survey date: TUESDAY 22/05/18		Survey Type: MANUAL
12	KC-03-A-11 COLDHARBOUR ROAD GRAVESEND	MIXED HOUSES & FLATS	KENT
	Edge of Town No Sub Category Total No of Dwellings: 375 Survey date: MONDAY 20/03/23		Survey Type: MANUAL
13	KC-03-A-12 WESTERN LINK FAVERSHAM DAVINGTON	MIXED HOUSES & FLATS	KENT
	Edge of Town Residential Zone Total No of Dwellings: 186 Survey date: TUESDAY 19/09/23		Survey Type: MANUAL
14	NF-03-A-07 SILFIELD ROAD WYMONDHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Out of Town Total No of Dwellings: 297 Survey date: FRIDAY 20/09/19		Survey Type: DIRECTIONAL ATC COUNT
15	NF-03-A-29 BEAUFORT WAY GREAT YARMOUTH BRADWELL	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 456 Survey date: WEDNESDAY 22/09/21		Survey Type: DIRECTIONAL ATC COUNT
16	NF-03-A-31 BRANDON ROAD SWAFFHAM	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 321 Survey date: THURSDAY 22/09/22		Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

17	NF-03-A-32 HUNSTANTON ROAD HUNSTANTON	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 164 Survey date: WEDNESDAY 21/09/22		Survey Type: DIRECTIONAL ATC COUNT
18	NF-03-A-39 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 212 Survey date: TUESDAY 27/09/22		Survey Type: MANUAL
19	NF-03-A-47 BURGH ROAD AYLSHAM	MIXED HOUSES & FLATS	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings: 300 Survey date: WEDNESDAY 21/09/22		Survey Type: DIRECTIONAL ATC COUNT
20	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 207 Survey date: MONDAY 01/04/19		Survey Type: MANUAL
21	SC-03-A-12 AARONS HILL GODALMING	MIXED HOUSES & FLATS	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 252 Survey date: WEDNESDAY 12/06/24		Survey Type: MANUAL
22	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings: 250 Survey date: TUESDAY 12/10/21		Survey Type: MANUAL
23	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 248 Survey date: WEDNESDAY 22/11/17		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

24	WS-03-A-08	MIXED HOUSES	WEST SUSSEX
	ROUNDSTONE LANE		
	ANGMERING		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	180	
	Survey date: THURSDAY	19/04/18	Survey Type: MANUAL
25	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD		
	HASSOCKS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	156	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL
26	WS-03-A-21	MIXED HOUSES	WEST SUSSEX
	HILLAND ROAD		
	BILLINGSHURST		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	480	
	Survey date: THURSDAY	09/11/23	Survey Type: MANUAL
27	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL
28	WS-03-A-24	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	300	
	Survey date: THURSDAY	23/05/24	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AN-03-A-09	Ire Ldn or Cvd
SF-03-A-09	Ire Ldn or Cvd
WS-03-A-13	Ire Ldn or Cvd

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

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	28	259	0.069	28	259	0.274	28	259	0.343
08:00 - 09:00	28	259	0.128	28	259	0.350	28	259	0.478
09:00 - 10:00	28	259	0.127	28	259	0.163	28	259	0.290
10:00 - 11:00	28	259	0.110	28	259	0.135	28	259	0.245
11:00 - 12:00	28	259	0.122	28	259	0.134	28	259	0.256
12:00 - 13:00	28	259	0.138	28	259	0.135	28	259	0.273
13:00 - 14:00	28	259	0.137	28	259	0.135	28	259	0.272
14:00 - 15:00	28	259	0.149	28	259	0.164	28	259	0.313
15:00 - 16:00	28	259	0.245	28	259	0.157	28	259	0.402
16:00 - 17:00	28	259	0.259	28	259	0.153	28	259	0.412
17:00 - 18:00	28	259	0.320	28	259	0.144	28	259	0.464
18:00 - 19:00	28	259	0.256	28	259	0.133	28	259	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.060			2.077			4.137

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: 156 - 480 (units:)
Survey date range: 01/01/16 - 26/06/24
Number of weekdays (Monday-Friday): 32
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 24
Surveys manually removed from selection: 3

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

APPENDIX 8

Junctions 11 Output – Stoney Lane/Site Access Priority Junction

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024							
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: Stoney Lane-Site Access Priority Junction.j11
Path: Z:\projects\4726 Glen Dimplex Site, Whiston\Picady
Report generation date: 18/11/2025 14:43:35

»2031 | with Development Flows | AM
 »2031 | with Development Flows | PM

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS
2031 - with Development Flows														
Stream B-AC	D1	0.2	7.39	0.14	A	0.86	A	D2	0.1	6.23	0.05	A	0.96	A
Stream C-AB		0.1	4.73	0.05	A				0.2	5.21	0.09	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	
Location	
Site number	
Date	18/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EDD\George.Monks
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓					0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2031	with Development Flows	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

2031 | with Development Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.86	A

Arms

Arms

Arm	Name	Description	Arm type
A	Stoney Lane (E)		Major
B	Site Access		Minor
C	Stoney Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20			200.0	✓	0.00

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	4.25	63	94

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	613	0.111	0.280	0.176	0.400
B-C	769	0.117	0.295	-	-
C-B	690	0.265	0.265	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2031	with Development Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	363	100.000
B		ONE HOUR	✓	72	100.000
C		ONE HOUR	✓	353	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	8	355
	B	21	0	51
From	C	334	19	0

Vehicle Mix

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

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
From	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.14	7.39	0.2	0.5	A	66	99
C-AB	0.05	4.73	0.1	0.5	A	29	43
C-A						295	443
A-B						7	11
A-C						326	489

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	0.00	615	0.088	54	0.0	0.1	6.411	A
C-AB	21	5	0.00	783	0.027	21	0.0	0.0	4.727	A
C-A	245	61	0.00			245				
A-B	6	2	0.00			6				
A-C	267	67	0.00			267				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	595	0.109	65	0.1	0.1	6.790	A
C-AB	27	7	0.00	803	0.034	27	0.0	0.0	4.640	A
C-A	290	73	0.00			290				
A-B	7	2	0.00			7				
A-C	319	80	0.00			319				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	567	0.140	79	0.1	0.2	7.383	A
C-AB	38	9	0.00	832	0.045	37	0.0	0.1	4.528	A
C-A	351	88	0.00			351				
A-B	9	2	0.00			9				
A-C	391	98	0.00			391				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	79	20	0.00	567	0.140	79	0.2	0.2	7.386	A
C-AB	38	9	0.00	832	0.045	38	0.1	0.1	4.531	A
C-A	351	88	0.00			351				
A-B	9	2	0.00			9				
A-C	391	98	0.00			391				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	16	0.00	595	0.109	65	0.2	0.1	6.797	A
C-AB	27	7	0.00	803	0.034	27	0.1	0.0	4.644	A
C-A	290	72	0.00			290				
A-B	7	2	0.00			7				
A-C	319	80	0.00			319				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	0.00	615	0.088	54	0.1	0.1	6.424	A
C-AB	21	5	0.00	783	0.027	21	0.0	0.0	4.727	A
C-A	245	61	0.00			245				
A-B	6	2	0.00			6				
A-C	267	67	0.00			267				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.07	0.03	0.25	0.46	0.48			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.16	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.12	0.00	0.00	0.12	0.12			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.10	0.00	0.00	0.10	0.10			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2031 | with Development Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.96	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.96	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2031	with Development Flows	PM	ONE HOUR	16:30	18:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	250	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	248	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	19	231
	B	9	0	21
	C	202	46	0

Vehicle Mix

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

Heavy Vehicle %

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	6.23	0.1	0.5	A	28	41
C-AB	0.09	5.21	0.2	0.8	A	57	85
C-A						171	256
A-B						17	26
A-C						212	318

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	644	0.035	22	0.0	0.0	5.789	A
C-AB	44	11	0.00	738	0.059	43	0.0	0.1	5.182	A
C-A	143	36	0.00			143				
A-B	14	4	0.00			14				
A-C	174	43	0.00			174				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	630	0.043	27	0.0	0.0	5.968	A
C-AB	55	14	0.00	748	0.073	55	0.1	0.1	5.192	A
C-A	168	42	0.00			168				
A-B	17	4	0.00			17				
A-C	208	52	0.00			208				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	611	0.054	33	0.0	0.1	6.232	A
C-AB	72	18	0.00	763	0.094	71	0.1	0.2	5.207	A
C-A	201	50	0.00			201				
A-B	21	5	0.00			21				
A-C	254	64	0.00			254				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	8	0.00	611	0.054	33	0.1	0.1	6.232	A
C-AB	72	18	0.00	763	0.094	72	0.2	0.2	5.210	A
C-A	201	50	0.00			201				
A-B	21	5	0.00			21				
A-C	254	64	0.00			254				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	7	0.00	630	0.043	27	0.1	0.0	5.969	A
C-AB	55	14	0.00	748	0.073	55	0.2	0.1	5.195	A
C-A	168	42	0.00			168				
A-B	17	4	0.00			17				
A-C	208	52	0.00			208				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	0.00	644	0.035	23	0.0	0.0	5.795	A
C-AB	44	11	0.00	738	0.059	44	0.1	0.1	5.187	A
C-A	143	36	0.00			143				
A-B	14	4	0.00			14				
A-C	174	43	0.00			174				

Queue Variation Results for each time segment

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.11	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.15	0.03	0.27	0.48	0.79			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.00	0.00	0.06	0.06			N/A	N/A
C-AB	0.15	0.00	0.00	0.15	0.15			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.11	0.00	0.00	0.11	0.11			N/A	N/A

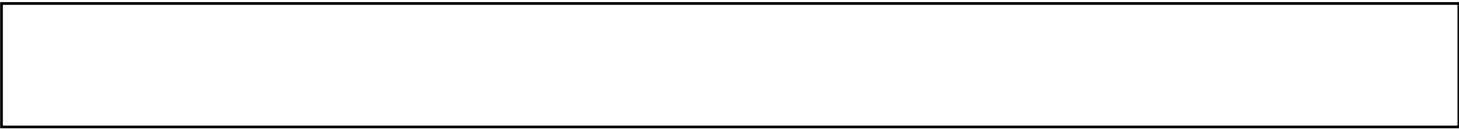
17:45 - 18:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.09	0.00	0.00	0.09	0.09			N/A	N/A

APPENDIX 9

STATS19 Data

No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coordinates		
1		E08000011	2201148	Slight	Wednesday	11/05/2022	19:00	347698 / 391735		
1st Rd: U 2nd Rd: U										
Location: DRAGON LANE and STONEY LANE										
Speed 30 MPH	C'Way Single c'way	Jct Det/Ctrl T/Stag	Give	Lighting Daylight	Weather Fine	Rd Surf Dry	PedX - Human None	- Phy Fac None	Special None	Hazard None
Description: VEH001 HAS PULLED OUT OF A GIVE WAY, HAVING NOT SEEN CYCLIST. KNOCKED HIM FROM HIS BIKE CAUSING SLIGHT INJURY, DRIVER HAS STOPPED.										
User Information:										
2		E08000011	2201166	Serious	Saturday	14/05/2022	16:39	347702 / 391741		
1st Rd: U 2nd Rd: U										
Location: DRAGON LANE and STONEY LANE										
Speed 30 MPH	C'Way Single c'way	Jct Det/Ctrl X-Rds	ATS	Lighting Daylight	Weather Fine	Rd Surf Dry	PedX - Human None	- Phy Fac None	Special None	Hazard None
Description: MALE WAS TURNING RIGHT AT TRAFFIC LIGHT CROSSROAD JUNCTION AND DURING THE TURN HAS LOOKED DOWN AT THE CURB AND EVENTUALLY HAS COLLIDED WITH THE CURB MOUNTING THE PAVEMENT INTO A BRICK WALL.										
User Information:										
3		E08000011	2202068	Slight	Friday	19/08/2022	17:30	347842 / 391726		
1st Rd: 2nd Rd:										
Location: WHISTON HOSPITAL DRAGON LANE										
Speed 30 MPH	C'Way 0.00	Jct Det/Ctrl Not JCT		Lighting Daylight	Weather Fine	Rd Surf Dry	PedX - Human None	- Phy Fac None	Special None	Hazard None
Description: V001 HAS BEEN TRYING TO PARK IN A PARKING SPACE IN THE HOSPITAL CARPARK. C001 WHO WAS THE FSP IN VEHICLE WAS OUT OF THE VEHICLE GUIDING HIM INTO THE SPACE WHEN V001 LURCHED BACKWARDS AND COLLIDED WITH C001 AND KNOCKED HER TO THE FLOOR MECHANICALLY TRAPPING HER BELOW THE VEHICLE										
User Information:										
4		E08000011	2302030	Slight	Sunday	27/08/2023	17:45	347697 / 391734		
1st Rd: U 2nd Rd: U										
Location: DRAGON LANE and STONEY LANE										
Speed 30 MPH	C'Way Single c'way	Jct Det/Ctrl T/Stag	ATS	Lighting Daylight	Weather Fine	Rd Surf Dry	PedX - Human None	- Phy Fac Ped Phase	Special None	Hazard None
Description: RTC SLIGHT INJURY CAR VS CAR WITNESSED RTC V1 HAS COLLIDED INTO THE REAR OF V2, SHUNTING IT FORWARDS. DAMAGE CAUSED TO V2 AND NECK/ BACK PAIN TO THE DRIVER. V1 HAS FAILED TO STOP, VRM OBTAINED.										
User Information:										
5		E08000011	2302175	Slight	Tuesday	12/09/2023	09:15	347690 / 391722		
1st Rd: U 2nd Rd:										
Location: DRAGON DRIVE SEGMENT 21 DRAGON DRIVE										
Speed 30 MPH	C'Way Single c'way	Jct Det/Ctrl Not JCT		Lighting Daylight	Weather Rain	Rd Surf Wet	PedX - Human None	- Phy Fac None	Special None	Hazard None
Description: RTC SLIGHT INJURY CAR VS CAR V2 HAS BEEN EMERGING ONTO THE ROAD, WHEN V1 HAS BEEN TURNING INTO THE CAR PARK, AT IT HAS DONE SO IT HAS COLLIDED INTO V2, CAUSING THE COLLISION. ALL PARTIES HAVE EXCHANGED DETAILS AT SCENE, DRIVER OF V2 HAS SLIGHT INJURIES.										
User Information:										



No.	Area	L/A	Reference	Severity	Day	Date	Time	Grid Coordinates
6		E08000011	2400923	Slight	Friday	26/04/2024	14:45	347699 / 391736

1st Rd: U 2nd Rd: U

Location: DRAGON LANE and STONEY LANE

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
30 MPH	Single c'way	T/Stag ATS	Daylight	Fine	Dry	None	Ped Phase	None	None

Description: THE DRIVER OF V001 SUFFERS MENTAL HEALTH ISSUES AND IS PRESCRIBED MIRTAZIPINE. HIS PRESCRIPTION WAS RECENTLY INCREASED AND THE DRIVER TOOK MEDICATION PRIOR TO DRIVING. THIS CAUSED THE DRIVER TO BECOME IMPAIRED AND HE WAS SEEN MOUNTING THE PAVEMENT BY WITNESSES. THE DRIVER OF V001 COLLIDED INTO THE REAR OF TWO VEHICLES WAITING AT A RED ATS RESULTING IN TOTAL LOSS OF ALL THREE VEHICLES

User Information:

7		E08000011	2402086	Serious	Monday	23/09/2024	08:10	347820 / 391674
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1st Rd: U 2nd Rd: U

Location: CUMBER LANE and STONEY LANE

Speed	C'Way	Jct Det/Ctrl	Lighting	Weather	Rd Surf	PedX - Human	- Phy Fac	Special	Hazard
30 MPH	Single c'way	T/Stag ATS	Daylight	Rain	Wet	None	Ped Phase	None	None

Description: C001 HAS RAN FROM THE PAVEMENT INTO THE ROAD WITHOUT LOOKING PROPERLY AND COLLIDED WITH THE SIDE OF V001

User Information:

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