

Transport Statement.

**Full planning application for the alteration,
extension and refurbishment of an existing
waste management facility.**

Acornfield Road/ Bradman Road, Knowsley Industrial Park.

On behalf of Stericycle.

Date: August 2022 | Pegasus Ref: P21-3092/TR/O2



Document Management.

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1. Introduction

- 1.1. This Transport Statement has been prepared by Pegasus Group on behalf of Stericycle (the Applicant) to support the alteration, extension and refurbishment of the existing Stericycle waste management facility located on the corner of Acornfield Road and Bradman Road in the Knowsley Industrial Park, Knowsley, Liverpool. The site has operated under the Sui Generis use class since 2013.
- 1.2. The proposals comprise upgrading the existing waste facility to provide increased processing capacity of the site to around 50,000 tonnes of waste per annum. The proposals also include the provision of car parking along Bradman Road. The access off Acornfield Road will be retained. The proposal also seeks to reuse the existing vehicular footway crossover access from Bradman Road as a one-way route into the site. A holding area is also proposed along Acornfield Road for HGVs though, the client has advised that it will be used infrequently and will serve as a back up only.
- 1.3. This TS has been produced further to a site visit undertaken on Thursday 14th July 2022.
- 1.4. The scope of this TS has been agreed with highway officers at Knowsley Council, with pre-application planning advice received on 16th May 2022. The pre-application advice is contained within **Appendix A** and can be summarised as:
 - i. Junction capacity assessments will not be required;
 - ii. The existing main access onto Acornfield Road is considered appropriate;
 - iii. The reinstatement of the access with Bradman Road should be clearly defined within the layout;
 - iv. Suggested traffic surveys are undertaken to determine existing operation of the site access and Acornfield Road;
 - v. Bespoke data of the existing site should be provided, including the existing travel habits and modal share of existing staff;
 - vi. Public transport accessibility should be considered with connections to the neighbouring residential areas and to transport hubs;
 - vii. Parallel parking bays along Bradman Road would be considered acceptable subject to detailed design of footway crossovers; and
 - viii. The internal layout allows vehicles to enter and exit in a forward gear.
- 1.5. The following key transport issues are addressed in detail in this report:
 - i. Site description and assessment of existing provision of all modes of travel;
 - ii. A review of the local highway network and safety records for the most recent five year period available;
 - iii. Description of the redevelopment proposals; and

- iv. An assessment of forecast trips attracted to the site.
- 1.6. This TS concludes that the proposed extension of the site can be accommodated in highways and transportation terms with an appropriate access strategy, car parking provision and delivery arrangements and no material increase in trips. It is also concluded that the site is accessibly located which provides both existing and future staff the opportunity to travel to the site using sustainable transport modes as a realistic alternative to single occupancy vehicular travel.
- 1.7. It is concluded that there are no highway or transportation reasons which should prevent the proposed redevelopment of the site.

2. Relevant Transport Policy

2.1. It is considered that the relevant transport policy and guidance includes the following:

- i. National Planning Policy Framework (July 2021);
- ii. National Planning Practice Guidance (2014);
- iii. Manual for Streets (2007).;
- iv. Manual for Streets 2 (2010);
- v. Knowsley Local Plan (2016 – 2028);
- vi. Knowsley Council (2010) Ensuring a Choice of Travel, Supplementary Planning Document; and
- vii. Knowsley Local Development Order Design Guide for Knowsley Industrial and Business Park.

National Planning Policy Framework (2021)

2.2. In transport terms, the main thrust of the National Planning Policy Framework (NPPF) is a presumption in favour of sustainable development (paragraph 11); to make the fullest use of public transport, walking and cycling (paragraph 104); ensure safe and suitable access to the development can be achieved for all users (paragraph 110); and that development should only be refused on transport grounds where the residual cumulative impacts are severe, or there would be an unacceptable impact on highway safety (paragraph 111).

Knowsley Local Development Order Design Guide for Knowsley Industrial and Business Park

2.3. The Knowsley Local Development Order Design Guide for Knowsley Industrial and Business Park Design has been prepared to support the implementation of the Knowsley Industrial and Business Park Local Development Order (LDO). The document was created to help achieve high quality design in accordance with the emerging Knowsley Local Plan: Core Strategy and the National Planning Policy Framework and to ensure that new development is appropriate to its setting.

2.4. The Guide provides guidance on car and cycle parking and general development, confirming that car parking bays should be clearly marked on the surface of a designated parking area and shall be kept free of other obstructions that might prevent the use of the area for parking. Car parking bays should be set out in accordance with the following minimum dimensions:

- i. Standard parking bay: 2.4m x 4.8m; and
- ii. Disabled parking bay: 2.4m x 5m with 1.2m clearance to the side and rear of the bay.

2.5. All proposed cycle parking should also be covered.

3. Site Context

Site Location

- 3.1. The site is located within Knowsley Industrial Park which is well situated with relation to the local highway network, with good access to the A580 and the M57, M58, M6 and M62 motorways. The site is located within the administrative area of Knowsley Metropolitan Borough Council.
- 3.2. The site itself is located on the corner of Bradman Road and Acornfield Road and is comprised by a building of three sections – East, Central and West. The existing site layout is contained within **Appendix B**. It is bound to the north and west by existing commercial sites, Acornfield Road to the east and Bradman Road to the south. The location of the site in its wider geographical context is shown in **Figure 3.1**.

Existing Access Arrangements

Acornfield Road

- 3.3. Existing access to the site is from Acornfield Road. This provides access to the internal staff car park and delivery vehicle parking / delivery area.
- 3.4. The access road leading into the site is approximately 9.3 metres wide. The access was improved as part of planning application 13/00384/FUL and condition 13 prevents vehicles from turning left out of the junction (right turn only) onto Acornfield Road.
- 3.5. To determine the number of vehicle trips associated with the existing site, an Automatic Traffic Count (ATC) survey was placed at the site access. The survey recorded a five-day average of 285 two-way vehicle movements over traditional work week period. The full survey data is contained within **Appendix C** and the traditional and site access AM and PM hour two-way vehicle flow is summarised in **Table 3.1**.

Table 3.1 – Vehicles at Site Access

Period	Five-day Average	% of Total Daily Vehicles
Traditional Peak Hours		
08:00–09:00	18	8.4%
17:00–18:00	12	4.2%
Site Access Peak Hours		
05:00–06:00	32	11.2%
14:00–15:00	29	10.1%

As can be seen, the peak hours for vehicle movements at the site access are 05:00-06:00 in the AM, associated with 32 two-way movements and accounting for 11.2% of the average daily flow and 14:00-15:00 in the PM, associated with 29 two-way movements and accounting for 10.1% of the average daily flow. This aligns with existing staff shift patterns, which are outside of the network peaks of 0800 – 0900 and 1600 – 1700.

Bradman Road

- 3.6. A secondary vehicular access is provided with Bradman Road along the southern site boundary. The access is provided in the form of a dropped kerb footway vehicular crossover arrangement that is circa 6.5 metres in length. It is currently disused for the purposes of accessing the site / buildings.

Existing Staff Numbers and Shift Patterns

- 3.7. The existing staff numbers associated with the site has been provided by the Applicant and is summarised in **Table 3.2** below.

Table 3.2 – Existing Staff Numbers

Employment Type	Existing
Office (days)	5
Warehouse (days)	11
Warehouse (Shifts)	16
Visitors (days)	3
Drivers (C1-3)	24
Drivers (Vans)	11
Total	70

- 3.8. It is noted that the site operates on days and shifts system, with a maximum of up to 53 staff members on site at any one time.

Existing Modal Share

- 3.9. The existing modal share has been derived from the staff surveys undertaken by the client and is summarised in **Table 3.3** below.

Table 3.3 – Existing Modal Share

Method of Travel to Work	%
Car	76.6%
Motorbike/Scooter	1.6%
Cycle	10.9%
Walk	0%
Public Transport	10.9%
Total	100%

Existing Parking Arrangements

- 3.10. There are currently 47 car parking spaces at the site including two accessible bays. The parking is located within the central portion of the site.
- 3.11. Servicing and delivery vehicles park in a designated bay where the vehicles are loaded or unloaded. Loads are typically transported within bins or on pallets. The servicing and delivery processes usually take up to an hour. There are no time restrictions on deliveries and servicing procedures at the site.
- 3.12. It was noted on the site visit that informal on-street parking was occurring along Bradman Road.

Walking and Cycling

- 3.13. Acornfield Road is provided with a three metre wide footway on the western side of the carriageway and a two metre wide footway on the eastern side. Dropped kerbs are provided at junctions and the access to the site is provided with tactile paving, with street lighting provided on both sides of the carriageway.
- 3.14. Bradman Road is provided with a three metre wide footway on the northern side of the carriageway and a two metre wide footway on the southern side. Dropped kerbs are generally provided at junctions, with street lighting provided on both sides of the carriageway.
- 3.15. Whilst there is no cycle infrastructure within the vicinity of the site, the local roads are relatively flat with good forward visibility. Although there are larger vehicle types associated with the local highway network, as outlined in **Table 3.3** above demonstrates that 10.9% of existing staff are shown to cycle to work which indicates that the roads are used by cyclists and are therefore considered to be suitable for some cyclists.

Public Transport

- 3.16. The closest bus stop to the site is 'Moss End Way' which is located on Acornfield Road around 150 metres to the north of the site. Buses which serve this bus stop include services to Woolfall Heath, Westvale, Whitechapel, Stockbridge Lane, Prescott Road and Liverpool.
- 3.17. The earliest bus arrives at the site at 0556 and the latest bus departs the site at 2150. Buses generally run on a 30–60 minute frequency.

Local Highway Network

Acornfield Road

- 3.18. Acornfield Road is the main distributor road within Knowsley Industrial Park, accessed from South Boundary Road in the south and Moss End Way in the northeast. The carriageway within the vicinity of the site is approximately six metres wide and is subject to a 30mph speed limit.

Bradman Road

- 3.19. Bradman Road routes east to west along the southern boundary of the site, accessed from Acornfield Road to the east and Hammond Road in the west. The carriageway within the vicinity of the site is approximately six metres wide and is subject to a 30mph speed limit.

Recorded Vehicle Speeds and Traffic Flows

Acornfield Road

- 3.20. In order to ascertain existing vehicle speeds and traffic flows on Acornfield Road within the vicinity of the site a 7-day Automatic Traffic Count (ATC) surveys was commissioned. The survey was placed on Acornfield Road around 75 metres to the south of the site access with Acornfield Road. The surveys were undertaken between Thursday 23rd – Wednesday 29th June 2022, with the data contained at **Appendix D**.
- 3.21. The five-day 85th percentile speeds recorded for northbound and southbound traffic obtained from the surveys is summarised in **Table 3.4** below. The required Stopping Site Distance (SSD) that would be required in each direction, accounting for CA185 wet weather adjustments is also shown.

Table 3.4 – Recorded 85th Percentile Vehicle Speeds & SSD Requirements

	Recorded Five Day Average 85th Percentile Speed	CA 185 Wet Weather Adjustment	Required Stopping Site Distance
Northbound	38.2mph	40.7mph	93.5 metres
Southbound	37.6mph	40.1mph	118.5 metres

- 3.22. The results in **Table 3.4** indicate that a SSD of 2.4m x 118.5m to the north (looking left out of the access) and 2.4m x 93.5m to the south (looking right out of the access) of the junction would be required.
- 3.23. Visibility splays at the site access are shown in **Figure 3.2**. The required SSD is achievable to the south of the junction, with the maximum 2.4m x 114.5m achievable visibility to the north of the junction to the centre of the offside carriageway. However, it is noted that the ATC survey was placed approximately 75 metres to the south of the existing access which is a straight section of carriageway which would allow for vehicles to gain speed prior to passing over the ATC. It is therefore considered that vehicle speeds to the north of the access would be lower than those recorded in the survey noting that there is a bend in the carriageway and junction with Moss End Way approximately 120 metres to the north of the access. It is considered that these factors would provide an element of speed reduction.
- 3.24. Although the maximum achievable visibility splay to the north is less than the required stopping site distance with consideration to the recorded 85th percentile vehicle speeds, the junction is an existing arrangement that has been operating safely with no apparent issues for the last five-year recorded period. The redevelopment is not proposing to materially intensify the use of the junction compared to extant operations and it is therefore considered that the existing access is appropriate to serve the redevelopment proposals. Furthermore, it has been confirmed by highway officers at Knowsley Council within the pre-application response that the access is considered to be appropriate.
- 3.25. The average traffic flows over the course of traditional working weekdays of Monday to Friday for the traditional peak and network peak hour AM and PM flows are summarised in **Table 3.5** below.

Table 3.5 – Average Traffic Flows

	Northbound	Southbound	Two-Way
Traditional Peak Hours			
08:00-09:00	59	222	281
17:00-18:00	101	127	228
Network Peak Hours			
0800-0900	59	222	281
1600-1700	140	159	298

- 3.26. The results in **Table 3.5** indicate that within the traditional peak hours there are an average of 281 two-way vehicle movements in the AM and 228 two-way vehicle movements in the PM. However, the network peak hour for the PM is 1600-1700. As demonstrated in **Table 3.1**, the development operational AM peak is 0500-0600 and PM peak 1400-1500. Therefore, the operational peaks fall outside the recorded highway network peaks.

Personal Injury Accident Data

- 3.27. Personal Injury Accident (PIA) data has been obtained from Crashmap.com for the most recent five-year period (2017 – 2021) of available records for the local highway network. This confirms that there has been one incident within the vicinity of site, resulting in one slight injury. The full PIA data, including a plot of the accident, is available at **Appendix E**.
- 3.28. The incident occurred on 18th May 2020 at 18:40, resulting in one slight injury. The incident involved a bus and a pedal cycle and occurred approximately 140 metres north of the site on Woodward Road, which is a continuation of Acornfield Road.
- 3.29. The records indicate that there is no pattern or clustering of incidents that would suggest defects in highway design. There have been no incidents recorded within the vicinity of the existing access point on Acornfield Road or proposed access from Bradman Road.

4. Redevelopment Proposals

- 4.1. The redevelopment proposal comprises upgrading the existing waste facility to provide increased processing capacity of the site to around 50,000 tonnes of waste per annum. This will include extension of the existing buildings and reconfiguration of the internal site layout. Additional details are provided within the wider application. The proposed site layout is included at **Appendix F**.
- 4.2. The scheme will result in 26 additional new employees at the site. The staff associated with the proposals are summarised in **Table 4.1** below.

Table 4.1 – Proposed Staff Change

	Existing	Proposed	Difference
Office (days)	5	6	1
Warehouse (days)	11	5	-6
Warehouse (Shifts)	16	28	12
Visitors (days)	3	18	15
Drivers (C1-3)	24	28	4
Drivers (Vans)	11	11	0
Total	70	96	26

- 4.3. An assessment of the additional vehicular trips forecast by the Applicant as a result the proposed increase in staff is detailed in **Section 5**.

Access

- 4.4. The existing access from Acornfield Road will be retained. This includes the right-turn only egress as discussed in **paragraph 3.4**.
- 4.5. In addition, the proposal seeks to reinstate the existing vehicular footway crossover access with Bradman Road. It is proposed that the access at Bradman Road will only be used by vehicles up to 3.5 tonnes and will provide access from the south. This will be a one-way, access arrangement. A barrier will be provided extending north from the western building, forcing vehicles to continue north past the proposed HGV loading bays before turning east further into the site. Vehicles will egress the site via the main access with Acornfield Road.

Internal Layout

- 4.6. A total of 56 parking spaces will be provided including three disabled bays and five Electric Vehicle (EV) charging bays. Parking bays within the site are proposed at 2.5 x 5 metres. Disabled parking spaces are proposed at 6 x 5 metres.
- 4.7. A total of 11 loading bays will be provided for which include nine loading bays at the eastern wing and two loading bays in the western wing. There will be nine bays for HGVs and two bays for vans.

Swept Path Assessments

- 4.8. Swept Path Assessments have been undertaken to demonstrate that 16.5 metre Heavy Goods Vehicles (HGVs) can access and egress the loading bays. The assessments are shown in **Figure 4.1**.
- 4.9. Internal management will guide HGVs into bays, as necessary.

Parking Requirements and Provision

- 4.10. It is noted that the Sui Generis land use does not outline parking standards. Therefore, the Applicant has provided bespoke data regarding forecast parking accumulation for the proposed extension based on existing staff surveys. The data is contained at **Appendix G**. The parking accumulation data indicates that the following maximum number of car parking spaces could be required at any one time at the site:
 - i. Car: 53 spaces.
 - ii. Motorcycle: one space; and
 - iii. Cycle: Five spaces.
- 4.11. The forecast parking accumulation has been determined by the Applicant based on the forecast number of parking spaces required at any one time. This has been calculated using the site's forecast business model and the forecast maximum number of staff required for each shift and shift type by the Knowsley Site Operations team (specified down to an hourly basis), calculated on a pro-rata basis from the existing modal share data.
- 4.12. For example, it is forecast that there could be seven shift staff members driving to site per shift. Shifts would end and begin for the next staff rota at 18:00. Therefore, this would result in 14 spaces used by shift workers at the beginning of the 18:00–19:00 time period as the current shift staff would still be occupying the parking spaces prior to leaving (after 18:00) and the next staff rota would be occupying spaces as they prepare to start their shift (pre 18:00). This would result in the seven members of each shift pattern that drive occupying 14 spaces overall.
- 4.13. Throughout the day it is forecast that there could be a maximum of up to 12 visitors on site, albeit this would be unlikely in reality. This number, on top of all Office, Day, Drivers and Shift staff is forecast to result in a worst-case scenario requirement of up to 53 car parking spaces for use between the hours of 13:00–16:00.

- 4.14. As illustrated on the site layout included at **Appendix F**, a total of 56 parking spaces will be provided including three disabled bays and five Electric Vehicle (EV) charging bays. The parking spaces will be distributed across the site as follows:
- i. 41 spaces located internal to the site, which includes two disabled bays and the five EV charging bays; and
 - ii. 15 parallel parking spaces located along Bradman Road via a proposed dropped kerb vehicular footway crossover which is in accordance with pre-application comments received from Knowsley Council as summarised at **paragraph 1.4**.
- 4.15. As described at **paragraph 4.10**, a total of 53 spaces are forecast to be required to serve all staff associated with the redevelopment proposals at any one time. However, this is based on a robust assessment and in reality is likely to be lower. A total of 56 parking spaces will be provided. This accounts for staff crossover when leaving the site and will help to avoid any overspill parking.
- 4.16. It is therefore considered that the proposed parking provision is appropriate to accommodate the redevelopment proposal and will not result in overspill parking on the local highway network.

Bradman Road

- 4.17. As part of the redevelopment, it is proposed to provide a dropped kerb vehicular footway crossover arrangement along the length of the southern site boundary, which is shown in **Figure 4.2**. This is proposed in order to allow for cars to access the proposed parallel car parking spaces via Bradman Road. The arrangement would extend approximately 68.7 metres. The precedent of providing a dropped kerb vehicle footway crossover on Bradman Road has already been set, with approximately 46.1 metres already provided along the site's southern frontage.
- 4.18. Furthermore, a holding bay for northbound HGVs will be provided along Acornfield Road within the eastern site boundary. The holding bay will provide enough capacity for one 16.5 metre artic to park and exist in forward gear in a northbound direction. In order to facilitate access to the holding area, a dropped kerb will be instated along Acornfield road for a distance of approximately 25 metres as indicated at **Appendix F**. The client has advised that the holding bay will be used infrequently and only in the unlikely event that an HGV has to wait to enter the site.
- 4.19. It is considered that an appropriately worded planning condition can cover the provision of detailed drawings of the vehicle footway crossover arrangement.

5. Vehicular Trip Comparison

- 5.1. As set out in **Section 4**, bespoke data provided by the Applicant forecasts that there will be 26 new employees associated with the site. The bespoke survey data contained at **Appendix G** demonstrates that 17 of the existing 70 staff (24%) arriving or departing by car do so between 08:00–09:00. The data also shows that 16 of the existing 70 staff (22%) arriving or departing by car do so between 17:00–18:00.
- 5.2. It is therefore anticipated using a pro-rata basis that 24% of the forecasted new staff (six additional staff members) will arrive or depart between 08:00–09:00. It is also anticipated that 22% of the forecasted new staff (also six additional staff members) will arrive or depart between 17:00–18:00.
- 5.3. A percentage impact of the additional trips within the local highway network has been undertaken using the traffic flow data contained at **Table 3.5**. The percentage impact is summarised in **Table 5.1**.

Table 5.1 – Development Impact

Network Peaks	Two-way Network Peak Flows	Two-way Development Car Flows	Percentage Impact
0800–0900	281	6	2.13%
1600–1700	298	6	2.63%

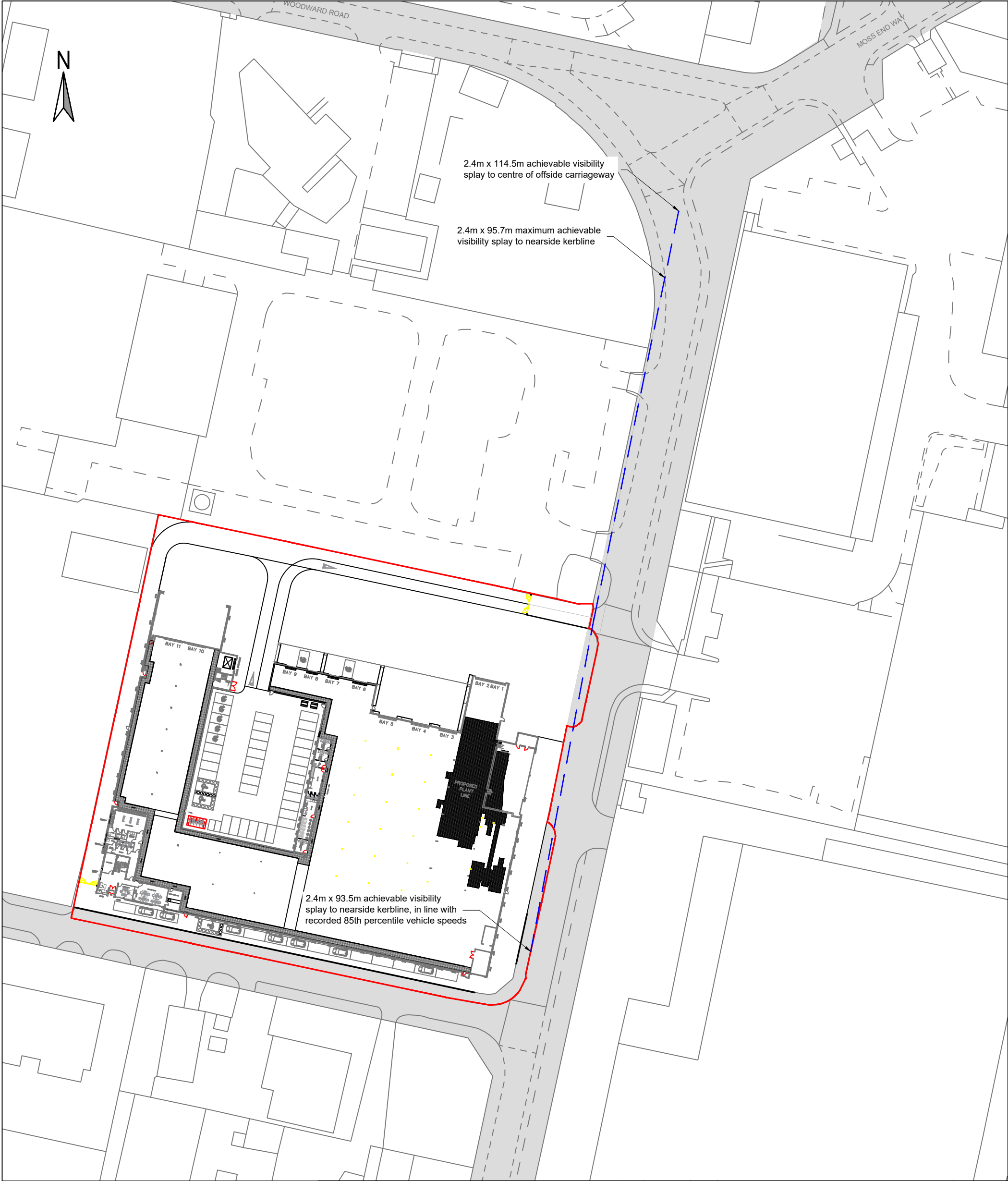
- 5.4. A percentage impact of the additional trips within the local highway network has been undertaken using the traffic flow data contained at **Table 3.5**. When assessed against the existing two-way trips within the local highway network, the forecast additional trips in the AM peak trips will have a 2.13% impact and the forecast additional trips in the PM peak will have a 2.63% impact.
- 5.5. It is therefore considered that the forecast additional trip numbers associated with the busiest peak hours for the site will have a non-material impact on the local highway network and there will not be a detrimental impact to the local highway network associated with the proposed development.

6. Conclusions

- 6.1. This Transportation Statement has been prepared by Pegasus Group on behalf of Stericycle (the Applicant) to support the alteration, extension and refurbishment of the existing Stericycle waste management facility located on the corner of Acornfield Road and Bradman Road in the Knowsley Industrial Park, Knowsley, Liverpool.
- 6.2. This TS confirms that safe and suitable access for all modes can be achieved from Acornfield Road and Bradman Road.
- 6.3. It is concluded that the site is in a location which provides the opportunity for journeys to be made on foot, by cycle and via public transport to the site from nearby local areas in which future employees may live.
- 6.4. It has been demonstrated that forecast parking demand provided by the Applicant can be accommodated within the site's boundary and that the internal layout can accommodate the largest vehicles associated with the scheme.
- 6.5. It has also been demonstrated that there will be no material impact as a result of increase in trip numbers.
- 6.6. It is finally concluded that there are no highways or transportation reasons why the redevelopment proposal should not be permitted.

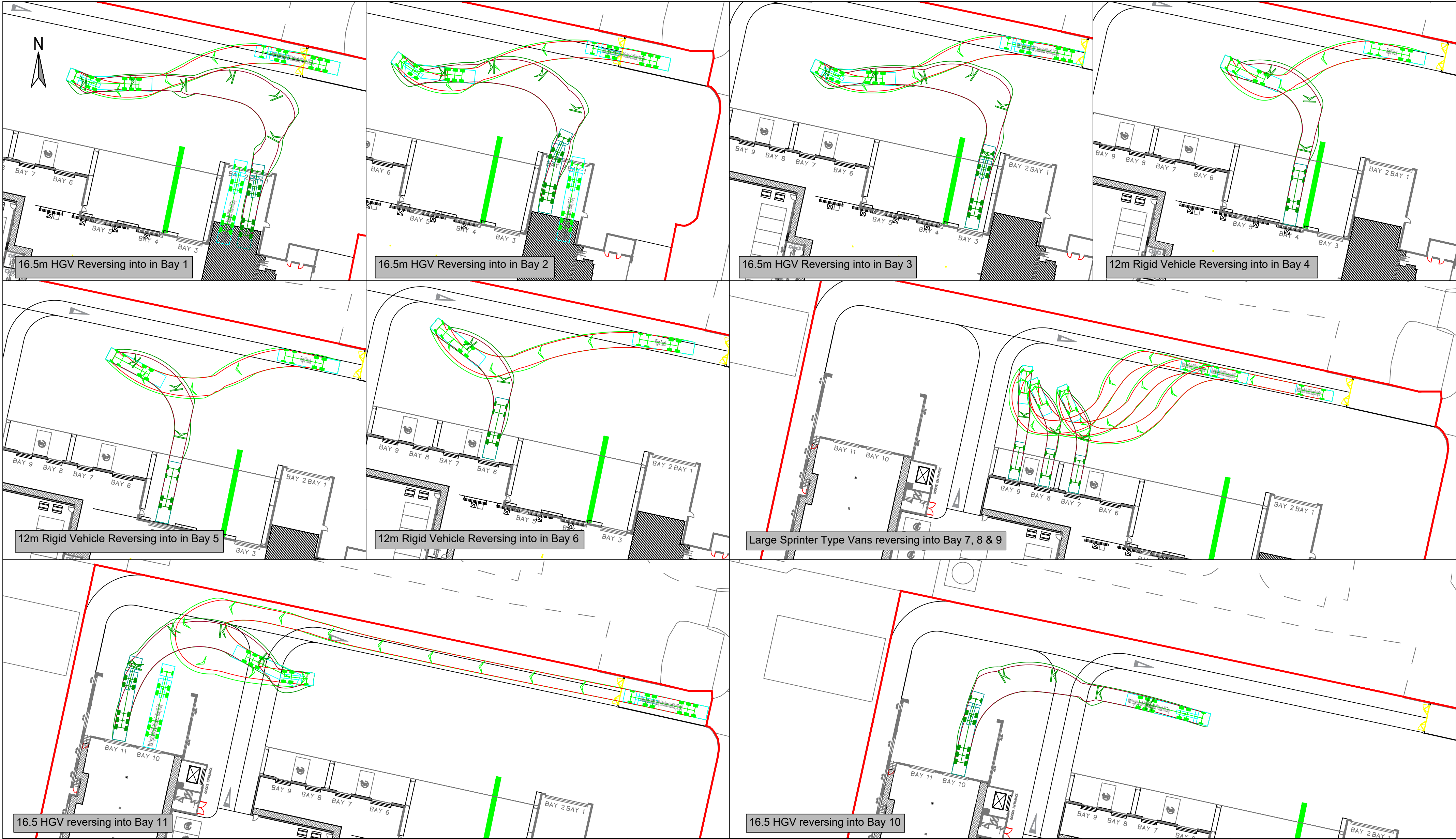


Figures

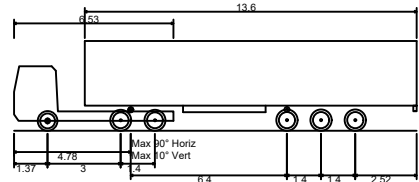


- Key
- Site Boundary
 - Visibility Splay
 - Approximate Highway Extent

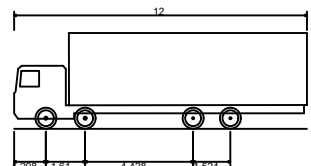
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CLIENT: STERICYCLE						SCALE @ A3: 1:1,000		CHECKED: ADWS	APPROVED: AHJ	
PROJECT: ACORNFIELD ROAD/ BRADMAN ROAD KNOWSLEY INDUSTRIAL PARK						DATE: 16/03/2022		DESIGN-DRAWN: AG	DRAWING-STATUS: SK	
TITLE: EXISTING ACCESS VISIBILITY SPLAYS						PROJECT No: P21-3092		DRAWING No: FIGURE 3.2	REV: -	
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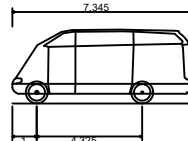
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Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m



Sprinter Type Panel Van
Overall Length 7.345m
Overall Width 1.993m
Overall Body Height 3.030m
Min Body Ground Clearance 0.400m
Track Width 1.993m
Lock to lock time 5.00s
Wall to Wall Turning Radius 7.800m

Key

— Dock Loader Ramp

First Floor, South Wing, Equinox
North Great Park Road,
Almondsbury, Bristol, BS32 4QL

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CLIENT:

STERICYCLE

PROJECT:
ACORNFIELD ROAD/ BRADMAN ROAD
KNOWSLEY INDUSTRIAL PARK

TITLE:
SWEEP PATH ASSESSMENTS OF INTERNAL
LOADING BAYS

REV	DATE	BY	DESCRIPTION	CHK	APD

SCALE @ A2:

1:500

CHECKED:

ADWS

APPROVED:

AHJ

DATE:

29/03/2022

DESIGN-DRAWN:

AG

DRAWING-STATUS:

SK

PROJECT No:

P21-3092

DRAWING No:

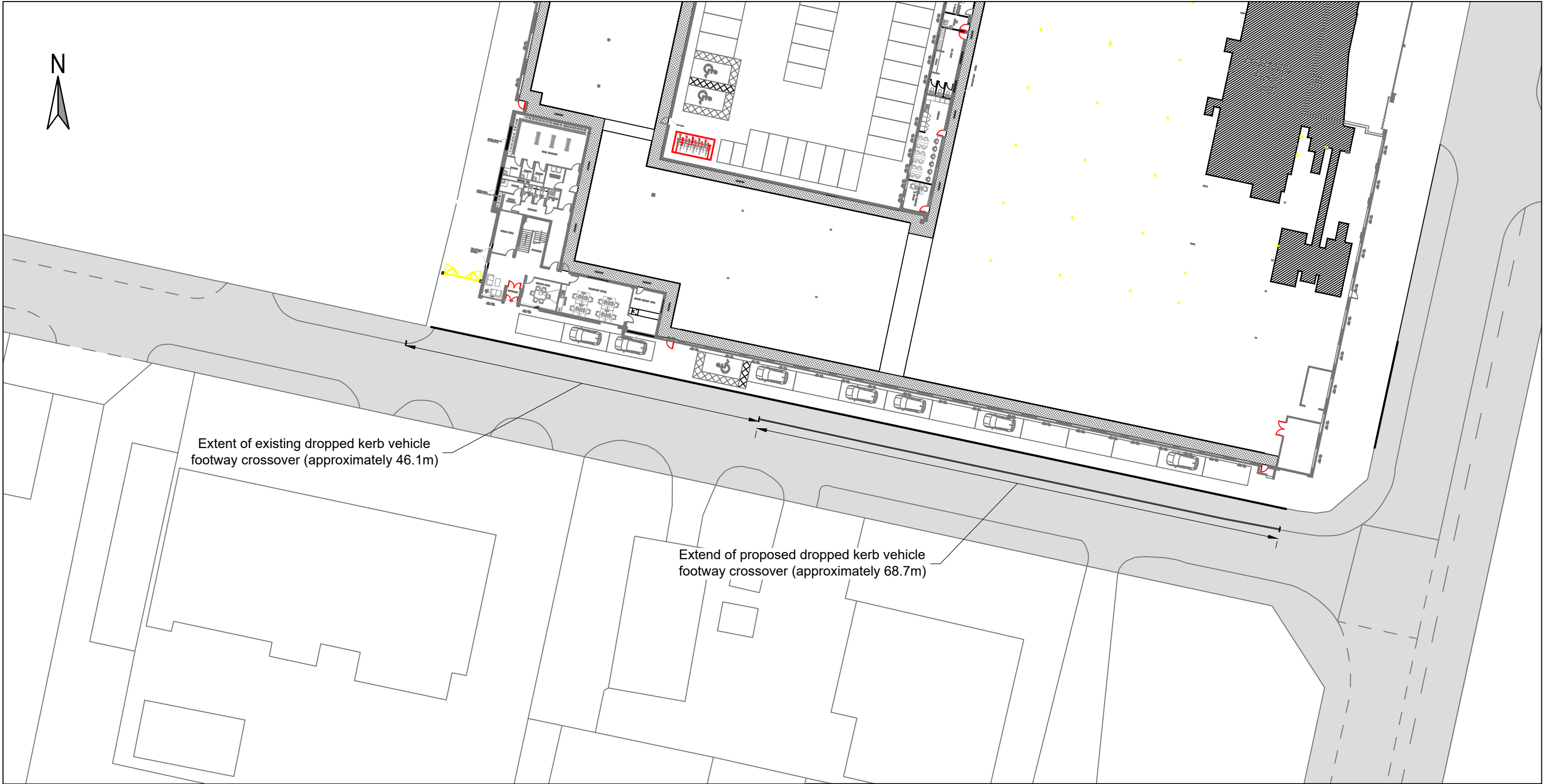
FIGURE 4.1

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CLIENT:

STERICYCLE

PROJECT:

ACORNFIELD ROAD/ BRADMAN ROAD
KNOWSLEY INDUSTRIAL PARK

TITLE:

PROPOSED DROPPED KERB VEHICLE
FOOTWAY CROSSOVER EXTENT

REV	DATE	BY	DESCRIPTION	CHK	APD
SCALE @ A3:			CHECKED:	APPROVED:	
1:500			ADWS	AHJ	
DATE:			DESIGN-DRAWN:	DRAWING-STATUS:	
05/08/2022			ADWS	SK	
PROJECT No:			DRAWING No:	REV:	
P21-3092			FIGURE 4.2	-	

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Appendix A

Date:	16 th May 2022
To:	Mark Quinn
Planning App. No:	22/00014/PREAPP
Proposal:	CHANGE OF USE OF WEST WING TO WASTE MANAGEMENT, ALTERATIONS AND REFURBISHMENT TO EXISTING WASTE MANAGEMENT FACILITY INCLUDING INCREASED THROUGHPUT, ADDITIONAL CAR PARKING AND EXTERNAL ALTERATIONS TO THE BUILDINGS.
Location:	Stericycle, Bradman Road, Knowsley Industrial Park, Kirkby, Knowsley, L33 7RU,

PRE-APPLICATION ADVICE

Highways acknowledge the Transport Scoping note (SN) provided by Pegasus, and have the following response.

It is considered that a Transport Statement will be sufficient to identify the impacts of the proposed development on the local highway network, and that it is considered unlikely, on the basis of the information submitted within the SN, that junction capacity assessment will be required.

The existing main access onto Acornfield Road is considered appropriate to serve the existing, and the proposed level of throughput. The SN makes a reference to a redundant site access being reinstated from Bradman Road:

'the proposals seek to reuse the existing vehicular footway crossover access with Bradman Road as a one-way route into the site for vehicles up to 3.5 tonne vans only.'

however, this is not clear from the drawings submitted.

Pegasus have utilised the TRICS database, B2 land use, to estimate the number of commercial vehicle movements produced by the existing development. Given that this is a Sui Generis land use which would require planning consent to change use to B2 (or any other), and is currently in operation, a survey of the existing operation will be required to provide the most accurate picture of the potential impact of the development. The surveys will also be able to inform the trip generation for staff vehicles.

The mode share of existing staff should also be surveyed, rather than relying upon Census TTW data, given the ease with which this information can be obtained and the superior quality of the data provided, particularly when the shift pattern information is combined with it.

Public transport accessibility should be considered with connections to the neighbouring residential areas and to transport interchanges including rail and bus.

The extents of the proposed accident study area shown at Plate 2.1 are considered acceptable.

It is important for the TS to examine the current demands for parking, and to predict, using the most accurate information available (i.e. surveys) the potential demand including operational and staff vehicles.

Whilst it is noted that there is no proposed additional floor area, the SN clearly identifies a significant increase in the number of staff on site, and therefore adequate provision needs to be made to avoid overspill parking onto the surrounding highway network. The proposed parking layout fronting the building on both Acornfield and Bradman roads will need to be reconsidered. The Bradman Road proposed echelon parking arrangement encroaches onto the public highway which is not acceptable. A layout utilising bays located on the site, but parallel to the carriageway would be considered acceptable subject to detailed design of footway crossovers. The Acornfield Road proposed arrangement would not be acceptable as it would lead to vehicle manoeuvres taking place onto a busy road. The curtilage of the building is sufficiently wide to provide space for parallel parking bays and a service road to allow vehicles to enter and leave in a forward gear.

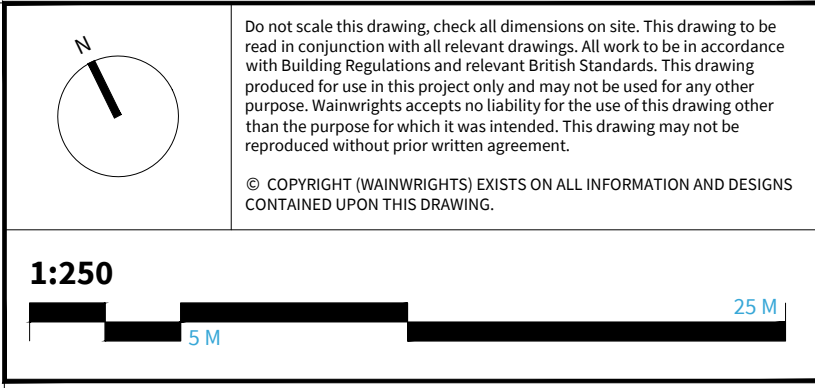
Cycle and motorcycle parking will need to be provided in accordance with the Knowsley Council's SPD Ensuring a Choice of Travel thus ensuring that the overall site has sufficient provision.

Informative

This pre-application highway advice does not indicate any formal support or decision by the Local Highway Authority. Any views or opinions are given without prejudice to the formal consideration of any planning application and are based on the details submitted and other available information sources. A formal highway decision on a proposal can only be given on the submission of a planning application after its full consideration in consultation with other interested parties as deemed appropriate by the Local Highway Authority. Please bear in mind that any subsequent changes to highway legislation, highway design guidance or highway policies may affect the advice given.



Appendix B



A	Initial PLANNING Issue	13.07.2022	ER	DD
REV	DESCRIPTION	DATE	BY	CHECK

PLANNING

CLIENT

PROJECT

BRADMAN ROAD
KOWSLEY

TITLE

EXISTING SITE PLAN

SCALE @ A1 1:250	DATE 12.07.2022	DRAWN ER	CHECKED DD
PROJECT No.	DRAWING No.	REVISION	
WAC 1186	(00) 02	A	



Appendix C

Knowsley ATC, SRCL Access



Direction: Eastbound

Hour Beginning	Thu 23/06/2022	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	5-Day Ave.	7-Day Ave.
00:00	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	2	1	0	0	0	0	0	1	0
04:00	12	7	7	1	9	9	11	10	8
05:00	22	26	19	3	17	22	5	18	16
06:00	11	7	5	0	11	0	9	8	6
07:00	4	7	4	7	5	9	4	6	6
08:00	6	13	4	3	8	7	3	7	6
09:00	14	5	7	9	18	8	1	9	9
10:00	3	6	3	3	3	10	3	5	4
11:00	7	4	1	0	7	10	6	7	5
12:00	7	5	0	5	3	5	1	4	4
13:00	5	12	3	1	5	4	8	7	5
14:00	21	8	3	1	17	26	8	16	12
15:00	7	11	1	0	13	10	9	10	7
16:00	13	5	0	4	10	11	15	11	8
17:00	6	10	0	0	7	13	2	8	5
18:00	10	0	1	0	2	4	3	4	3
19:00	8	4	2	0	7	2	4	5	4
20:00	3	4	0	0	0	2	0	2	1
21:00	0	4	0	0	5	0	1	2	1
22:00	4	0	0	1	0	1	4	2	1
23:00	0	0	0	0	4	2	0	1	1
Total									
12H(7-19)	103	86	27	33	98	117	63	93	75
16H(6-22)	125	105	34	33	121	121	77	110	88
18H(6-24)	129	105	34	34	125	124	81	113	90
24H(0-24)	165	141	60	38	151	155	97	142	115
AM Peak	05:00 22	05:00 26	05:00 19	09:00 9	09:00 18	05:00 22	04:00 11	05:00 18	05:00 16
PM Peak	14:00 21	13:00 12	13:00 3	12:00 5	14:00 17	14:00 26	16:00 15	14:00 16	14:00 12

360 TSL Ltd

Direction: Westbound

Hour Beginning	Thu 23/06/2022	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	5-Day Ave.	7-Day Ave.
00:00	0	0	6	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	4	2	1	1	1	1	0	2	1
04:00	5	5	3	0	6	8	0	5	4
05:00	22	14	12	2	16	15	1	14	12
06:00	15	15	0	6	7	10	2	10	8
07:00	9	9	2	1	9	8	1	7	6
08:00	7	5	7	7	15	21	5	11	10
09:00	15	7	9	5	12	19	0	11	10
10:00	7	12	2	4	12	5	2	8	6
11:00	12	3	0	0	6	12	10	9	6
12:00	3	11	5	2	10	9	12	9	7
13:00	10	9	6	2	11	11	10	10	8
14:00	12	16	0	0	12	10	14	13	9
15:00	10	4	0	0	2	10	9	7	5
16:00	8	16	0	4	6	11	10	10	8
17:00	8	2	1	2	4	1	5	4	3
18:00	7	4	4	1	6	0	5	4	4
19:00	2	8	3	0	1	0	7	4	3
20:00	0	0	0	1	3	2	2	1	1
21:00	8	0	0	0	2	0	2	2	2
22:00	0	0	0	1	8	0	0	2	1
23:00	3	0	0	0	4	1	0	2	1
Total									
12H(7-19)	108	98	36	28	105	117	83	102	82
16H(6-22)	133	121	39	35	118	129	96	119	96
18H(6-24)	136	121	39	36	130	130	96	123	98
24H(0-24)	167	143	61	39	153	154	97	143	116
AM Peak	05:00 22	06:00 15	05:00 12	08:00 7	05:00 16	08:00 21	11:00 10	05:00 14	05:00 12
PM Peak	14:00 12	14:00 16	13:00 6	16:00 4	14:00 12	13:00 11	14:00 14	14:00 13	14:00 9

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Thu 23/06/2022	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	5-Day Ave.	7-Day Ave.
00:00	0	0	6	0	0	0	0	0	1
01:00	0	3	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0
03:00	6	3	1	1	1	1	0	2	2
04:00	17	12	10	1	15	17	11	14	12
05:00	44	40	31	5	33	37	6	32	28
06:00	26	22	5	6	18	10	11	17	14
07:00	13	16	6	8	14	17	5	13	11
08:00	13	18	11	10	23	28	8	18	16
09:00	29	12	16	14	30	27	1	20	18
10:00	10	18	5	7	15	15	5	13	11
11:00	19	7	1	0	13	22	16	15	11
12:00	10	16	5	7	13	14	13	13	11
13:00	15	21	9	3	16	15	18	17	14
14:00	33	24	3	1	29	36	22	29	21
15:00	17	15	1	0	15	20	18	17	12
16:00	21	21	0	8	16	22	25	21	16
17:00	14	12	1	2	11	14	7	12	9
18:00	17	4	5	1	8	4	8	8	7
19:00	10	12	5	0	8	2	11	9	7
20:00	3	4	0	1	3	4	2	3	2
21:00	8	4	0	0	7	0	3	4	3
22:00	4	0	0	0	8	1	4	3	3
23:00	3	0	0	0	8	3	0	3	2
Total									
12H(7-19)	211	184	63	61	203	234	146	196	157
16H(6-22)	258	226	73	68	239	250	173	229	184
18H(6-24)	265	226	73	70	255	254	177	235	189
24H(0-24)	332	284	121	77	304	309	194	285	232
AM Peak	05:00 44	05:00 40	05:00 31	09:00 14	05:00 33	05:00 37	11:00 16	05:00 32	05:00 28
PM Peak	14:00 33	14:00 24	13:00 9	16:00 8	14:00 29	14:00 36	16:00 25	14:00 29	14:00 21

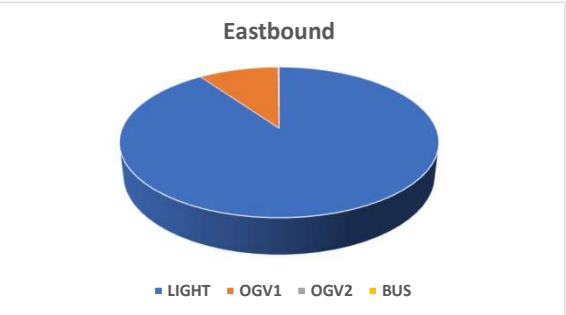
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Knowsley ATC, SRCL Access

Direction: Eastbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	165	154	11	0	0
Fri 24 Jun 2022	141	128	13	0	0
Sat 25 Jun 2022	60	53	7	0	0
Sun 26 Jun 2022	38	32	5	1	0
Mon 27 Jun 2022	151	132	19	0	0
Tue 28 Jun 2022	155	138	17	0	0
Wed 29 Jun 2022	97	91	6	0	0
5 Day Ave.	142	129	13	0	0
7 Day Ave.	115	104	11	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	100.0%	93.3%	6.7%	0.0%	0.0%
Fri 24 Jun 2022	100.0%	90.8%	9.2%	0.0%	0.0%
Sat 25 Jun 2022	100.0%	88.3%	11.7%	0.0%	0.0%
Sun 26 Jun 2022	100.0%	84.2%	13.2%	2.6%	0.0%
Mon 27 Jun 2022	100.0%	87.4%	12.6%	0.0%	0.0%
Tue 28 Jun 2022	100.0%	89.0%	11.0%	0.0%	0.0%
Wed 29 Jun 2022	100.0%	93.8%	6.2%	0.0%	0.0%
5 Day Ave.	100.0%	90.7%	9.3%	0.0%	0.0%
7 Day Ave.	100.0%	90.2%	9.7%	0.1%	0.0%

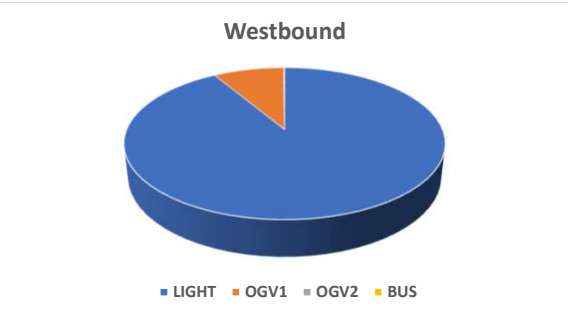
360 TSL Ltd



Direction: Westbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	167	154	12	1	0
Fri 24 Jun 2022	143	132	11	0	0
Sat 25 Jun 2022	61	55	6	0	0
Sun 26 Jun 2022	39	36	3	0	0
Mon 27 Jun 2022	153	138	15	0	0
Tue 28 Jun 2022	154	137	17	0	0
Wed 29 Jun 2022	97	92	5	0	0
5 Day Ave.	143	131	12	0	0
7 Day Ave.	116	106	10	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	100.0%	92.2%	7.2%	0.6%	0.0%
Fri 24 Jun 2022	100.0%	92.3%	7.7%	0.0%	0.0%
Sat 25 Jun 2022	100.0%	90.2%	9.8%	0.0%	0.0%
Sun 26 Jun 2022	100.0%	92.3%	7.7%	0.0%	0.0%
Mon 27 Jun 2022	100.0%	90.2%	9.8%	0.0%	0.0%
Tue 28 Jun 2022	100.0%	89.0%	11.0%	0.0%	0.0%
Wed 29 Jun 2022	100.0%	94.8%	5.2%	0.0%	0.0%
5 Day Ave.	100.0%	91.5%	8.4%	0.1%	0.0%
7 Day Ave.	100.0%	91.4%	8.5%	0.1%	0.0%

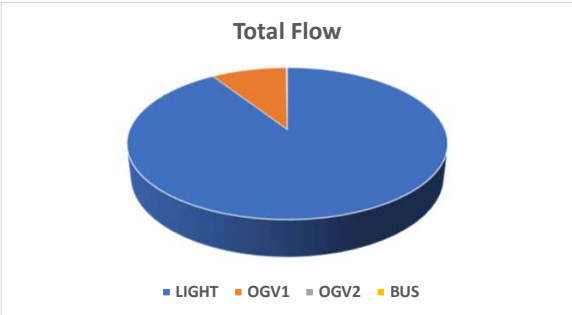
360 TSL Ltd



Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	332	308	23	1	0
Fri 24 Jun 2022	284	260	24	0	0
Sat 25 Jun 2022	121	108	13	0	0
Sun 26 Jun 2022	77	68	8	1	0
Mon 27 Jun 2022	304	270	34	0	0
Tue 28 Jun 2022	309	275	34	0	0
Wed 29 Jun 2022	194	183	11	0	0
5 Day Ave.	285	259	25	0	0
7 Day Ave.	232	210	21	0	0

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	100.0%	92.8%	6.9%	0.3%	0.0%
Fri 24 Jun 2022	100.0%	91.5%	8.5%	0.0%	0.0%
Sat 25 Jun 2022	100.0%	89.3%	10.7%	0.0%	0.0%
Sun 26 Jun 2022	100.0%	88.3%	10.4%	1.3%	0.0%
Mon 27 Jun 2022	100.0%	88.8%	11.2%	0.0%	0.0%
Tue 28 Jun 2022	100.0%	89.0%	11.0%	0.0%	0.0%
Wed 29 Jun 2022	100.0%	94.3%	5.7%	0.0%	0.0%
5 Day Ave.	100.0%	91.1%	8.9%	0.1%	0.0%
7 Day Ave.	100.0%	90.8%	9.1%	0.1%	0.0%

360 TSL Ltd



Knowsley ATC, SRCL Access

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 23 Jun 2022	10	9.9	7.6	2.2	1	8	1	0	0	0	0	0	0	0	0	0
Fri 24 Jun 2022	10	9.7	6.7	3.0	3	6	1	0	0	0	0	0	0	0	0	0
Sat 25 Jun 2022	4	11.3	8.8	2.5	0	3	1	0	0	0	0	0	0	0	0	0
Sun 26 Jun 2022	3	7.5	7.5	0.0	0	3	0	0	0	0	0	0	0	0	0	0
Mon 27 Jun 2022	10	9.6	8.0	1.6	0	9	1	0	0	0	0	0	0	0	0	0
Tue 28 Jun 2022	20	11.6	8.8	2.7	1	13	6	0	0	0	0	0	0	0	0	0
Wed 29 Jun 2022	9	9.8	8.1	1.7	0	8	1	0	0	0	0	0	0	0	0	0
5 Day Ave.	12	10.1	7.8	2.2	1	9	2	0	0	0	0	0	0	0	0	0
7 Day Ave.	9	9.9	7.9	1.9	1	7	2	0	0	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 23 Jun 2022	19	12.8	10.1	2.6	0	9	10	0	0	0	0	0	0	0	0	0
Fri 24 Jun 2022	15	11.2	8.8	2.3	0	11	4	0	0	0	0	0	0	0	0	0
Sat 25 Jun 2022	2	12.5	12.5	0.0	0	0	2	0	0	0	0	0	0	0	0	0
Sun 26 Jun 2022	4	13.0	10.0	2.9	0	2	2	0	0	0	0	0	0	0	0	0
Mon 27 Jun 2022	18	12.7	10.0	2.6	0	9	9	0	0	0	0	0	0	0	0	0
Tue 28 Jun 2022	17	12.8	10.1	2.6	0	8	9	0	0	0	0	0	0	0	0	0
Wed 29 Jun 2022	12	13.6	11.3	2.3	0	3	9	0	0	0	0	0	0	0	0	0
5 Day Ave.	16	12.6	10.1	2.5	0	8	8	0	0	0	0	0	0	0	0	0
7 Day Ave.	12	12.7	10.4	2.2	0	6	6	0	0	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 23 Jun 2022	29	12.1	9.2	2.7	1	17	11	0	0	0	0	0	0	0	0	0
Fri 24 Jun 2022	25	10.8	8.0	2.7	3	17	5	0	0	0	0	0	0	0	0	0
Sat 25 Jun 2022	6	12.8	10.0	2.7	0	3	3	0	0	0	0	0	0	0	0	0
Sun 26 Jun 2022	7	11.5	8.9	2.4	0	5	2	0	0	0	0	0	0	0	0	0
Mon 27 Jun 2022	28	11.8	9.3	2.4	0	18	10	0	0	0	0	0	0	0	0	0
Tue 28 Jun 2022	37	12.2	9.4	2.7	1	21	15	0	0	0	0	0	0	0	0	0
Wed 29 Jun 2022	21	12.5	9.9	2.6	0	11	10	0	0	0	0	0	0	0	0	0
5 Day Ave.	28	11.9	9.2	2.6	1	17	10	0	0	0	0	0	0	0	0	0
7 Day Ave.	22	12.0	9.2	2.6	1	13	8	0	0	0	0	0	0	0	0	0

360 TSL Ltd

Knowsley ATC, SRCL Access

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 23 Jun 2022	28	12.2	9.1	3.0	2	15	11	0	0	0	0	0	0	0	0	0
Fri 24 Jun 2022	19	10.7	8.6	2.1	0	15	4	0	0	0	0	0	0	0	0	0
Sat 25 Jun 2022	4	11.3	8.8	2.5	0	3	1	0	0	0	0	0	0	0	0	0
Sun 26 Jun 2022	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
Mon 27 Jun 2022	30	10.9	8.7	2.2	0	23	7	0	0	0	0	0	0	0	0	0
Tue 28 Jun 2022	36	10.6	8.3	2.2	1	28	7	0	0	0	0	0	0	0	0	0
Wed 29 Jun 2022	17	11.6	8.7	2.7	1	11	5	0	0	0	0	0	0	0	0	0
5 Day Ave.	26	11.2	8.7	2.4	1	18	7	0	0	0	0	0	0	0	0	0
7 Day Ave.	19	9.6	8.5	2.1	1	14	5	0	0	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 23 Jun 2022	22	14.2	11.8	2.3	0	4	17	1	0	0	0	0	0	0	0	0
Fri 24 Jun 2022	20	13.3	10.8	2.4	0	7	13	0	0	0	0	0	0	0	0	0
Sat 25 Jun 2022	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 26 Jun 2022	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 27 Jun 2022	14	13.3	10.7	2.5	0	5	9	0	0	0	0	0	0	0	0	0
Tue 28 Jun 2022	20	13.6	11.8	1.8	0	3	17	0	0	0	0	0	0	0	0	0
Wed 29 Jun 2022	23	13.1	10.5	2.5	0	9	14	0	0	0	0	0	0	0	0	0
5 Day Ave.	20	13.5	11.1	2.3	0	6	14	0	0	0	0	0	0	0	0	0
7 Day Ave.	14	9.7	7.9	1.7	0	4	10	0	0	0	0	0	0	0	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Thu 23 Jun 2022	50	13.4	10.3	3.0	2	19	28	1	0	0	0	0	0	0	0	0
Fri 24 Jun 2022	39	12.3	9.7	2.5	0	22	17	0	0	0	0	0	0	0	0	0
Sat 25 Jun 2022	4	11.3	8.8	2.5	0	3	1	0	0	0	0	0	0	0	0	0
Sun 26 Jun 2022	1	-	7.5	-	0	1	0	0	0	0	0	0	0	0	0	0
Mon 27 Jun 2022	44	11.8	9.3	2.4	0	28	16	0	0	0	0	0	0	0	0	0
Tue 28 Jun 2022	56	12.3	9.6	2.6	1	31	24	0	0	0	0	0	0	0	0	0
Wed 29 Jun 2022	40	12.6	9.8	2.7	1	20	19	0	0	0	0	0	0	0	0	0
5 Day Ave.	46	12.5	9.7	2.7	1	24	21	0	0	0	0	0	0	0	0	0
7 Day Ave.	33	10.5	9.3	2.3	1	18	15	0	0	0	0	0	0	0	0	0

360 TSL Ltd



Appendix D

Knowsley ATC, Acornfield Road

Direction: Southbound

Hour Beginning	Thu 23/06/2022	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	5-Day Ave.	7-Day Ave.
00:00	3	7	5	5	2	8	8	6	5
01:00	8	8	10	0	0	2	2	4	4
02:00	3	2	4	5	2	7	2	3	4
03:00	9	7	8	1	7	6	14	9	7
04:00	29	30	8	8	28	22	32	28	22
05:00	74	98	42	34	86	87	75	84	71
06:00	126	110	52	28	110	88	107	108	89
07:00	234	206	34	16	231	233	226	226	169
08:00	212	228	53	24	239	213	218	222	170
09:00	181	140	62	42	193	155	177	169	136
10:00	120	125	66	48	135	145	156	136	114
11:00	122	147	69	41	184	140	127	144	119
12:00	153	163	57	62	123	153	178	154	127
13:00	184	187	77	61	177	165	176	178	147
14:00	200	184	83	48	180	193	185	188	153
15:00	159	153	44	48	132	146	130	144	116
16:00	149	136	47	27	179	167	162	159	124
17:00	140	102	48	39	152	133	110	127	103
18:00	63	50	19	30	77	68	68	65	54
19:00	36	39	22	19	36	31	52	39	34
20:00	28	15	18	9	35	32	32	28	24
21:00	35	35	4	18	29	33	32	33	27
22:00	18	9	4	3	12	11	13	13	10
23:00	7	3	0	3	7	9	5	6	5
Total									
12H(7-19)	1917	1821	659	486	2002	1911	1913	1913	1530
16H(6-22)	2142	2020	755	560	2212	2095	2136	2121	1703
18H(6-24)	2167	2032	759	566	2231	2115	2154	2140	1718
24H(0-24)	2293	2184	836	619	2356	2247	2287	2273	1832
AM Peak	07:00 234	08:00 228	11:00 69	10:00 48	08:00 239	07:00 233	07:00 226	07:00 226	08:00 170
PM Peak	14:00 200	13:00 187	14:00 83	12:00 62	14:00 180	14:00 199	14:00 185	14:00 188	14:00 153

360 TSL Ltd

Direction: Northbound

Hour Beginning	Thu 23/06/2022	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	5-Day Ave.	7-Day Ave.
00:00	2	1	5	5	1	1	4	2	3
01:00	2	2	2	1	0	2	2	2	2
02:00	5	4	4	1	3	5	4	4	4
03:00	3	1	3	1	0	8	3	3	3
04:00	9	9	2	0	8	10	8	9	7
05:00	25	20	11	5	27	18	16	21	17
06:00	23	24	16	3	25	33	28	27	22
07:00	53	43	10	5	44	47	38	45	34
08:00	64	60	19	12	67	57	48	59	47
09:00	70	51	27	12	71	53	66	62	50
10:00	51	49	35	19	69	63	60	58	49
11:00	73	60	27	25	56	65	74	66	54
12:00	77	87	41	25	60	68	92	77	64
13:00	71	73	25	27	63	77	79	73	59
14:00	93	107	26	24	60	76	88	85	68
15:00	87	88	9	25	67	74	69	77	60
16:00	138	107	12	8	152	145	157	140	103
17:00	95	77	13	18	107	101	124	101	76
18:00	43	37	22	14	35	45	44	41	34
19:00	31	26	6	11	35	29	31	30	24
20:00	23	12	3	8	18	19	13	17	14
21:00	12	10	3	7	9	10	12	11	9
22:00	7	7	5	5	11	9	7	8	7
23:00	6	0	3	2	8	8	4	5	4
Total									
12H(7-19)	915	839	266	214	851	871	939	883	699
16H(6-22)	1004	911	294	243	938	962	1023	968	768
18H(6-24)	1017	918	302	250	957	979	1034	981	780
24H(0-24)	1063	955	329	263	996	1023	1071	1022	814
AM Peak	11:00 73	08:00 60	10:00 35	11:00 25	09:00 71	11:00 65	11:00 74	11:00 66	11:00 54
PM Peak	16:00 138	14:00 107	12:00 41	13:00 27	16:00 152	16:00 145	16:00 157	16:00 140	16:00 103

360 TSL Ltd

Direction: Total Flow

Hour Beginning	Thu 23/06/2022	Fri 24/06/2022	Sat 25/06/2022	Sun 26/06/2022	Mon 27/06/2022	Tue 28/06/2022	Wed 29/06/2022	5-Day Ave.	7-Day Ave.
00:00	5	8	10	10	3	9	12	7	8
01:00	10	10	12	1	0	4	4	6	6
02:00	8	6	8	6	5	12	6	7	7
03:00	12	8	11	2	7	14	17	12	10
04:00	38	39	10	8	36	32	40	37	29
05:00	99	118	53	39	113	105	91	105	88
06:00	149	134	68	31	135	121	135	135	110
07:00	287	249	44	21	275	280	264	271	203
08:00	276	288	72	36	306	270	266	281	216
09:00	251	191	89	54	264	208	243	231	186
10:00	171	174	101	67	204	208	216	195	163
11:00	195	207	96	66	240	205	201	210	173
12:00	230	250	98	87	183	221	270	231	191
13:00	255	260	102	88	240	242	255	250	206
14:00	293	291	109	72	240	269	273	273	221
15:00	246	241	53	73	199	220	199	221	176
16:00	287	243	59	35	331	312	319	298	227
17:00	235	179	61	57	259	234	234	228	180
18:00	106	87	41	44	112	113	112	106	88
19:00	67	65	28	30	71	60	83	69	58
20:00	51	27	21	17	53	51	45	45	38
21:00	47	45	7	25	38	43	44	43	36
22:00	25	16	9	8	23	20	20	21	17
23:00	13	3	3	5	15	17	9	11	9
Total									
12H(7-19)	2832	2660	925	700	2853	2782	2852	2796	2229
16H(6-22)	3146	2931	1049	803	3150	3057	3159	3089	2471
18H(6-24)	3184	2950	1061	816	3188	3094	3188	3121	2497
24H(0-24)	3356	3139	1165	882	3352	3270	3358	3295	2646
AM Peak	07:00 287	08:00 288	10:00 101	10:00 67	08:00 306	07:00 280	08:00 266	08:00 281	08:00 216
PM Peak	14:00 293	14:00 291	14:00 109	13:00 88	16:00 331	16:00 312	16:00 319	16:00 298	16:00 227

360 TSL Ltd

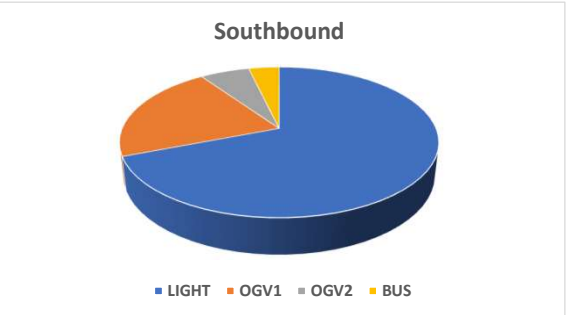


Knowsley ATC, Acornfield Road

Direction: Southbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	2293	1535	508	164	86
Fri 24 Jun 2022	2184	1450	503	154	77
Sat 25 Jun 2022	836	631	157	19	29
Sun 26 Jun 2022	619	521	76	8	14
Mon 27 Jun 2022	2356	1621	515	132	88
Tue 28 Jun 2022	2247	1556	485	117	89
Wed 29 Jun 2022	2287	1547	480	170	90
5 Day Ave.	2273	1542	498	147	86
7 Day Ave.	1832	1266	389	109	68

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	100.0%	66.9%	22.2%	7.2%	3.8%
Fri 24 Jun 2022	100.0%	66.4%	23.0%	7.1%	3.5%
Sat 25 Jun 2022	100.0%	75.5%	18.8%	2.3%	3.5%
Sun 26 Jun 2022	100.0%	84.2%	12.3%	1.3%	2.3%
Mon 27 Jun 2022	100.0%	68.8%	21.9%	5.6%	3.7%
Tue 28 Jun 2022	100.0%	69.2%	21.6%	5.2%	4.0%
Wed 29 Jun 2022	100.0%	67.6%	21.0%	7.4%	3.9%
5 Day Ave.	100.0%	67.8%	21.9%	6.5%	3.8%
7 Day Ave.	100.0%	69.1%	21.2%	6.0%	3.7%

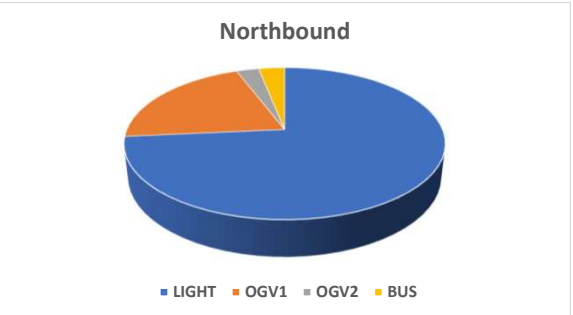
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Direction: Northbound					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	1063	742	250	38	33
Fri 24 Jun 2022	955	682	222	24	27
Sat 25 Jun 2022	329	267	48	6	8
Sun 26 Jun 2022	263	220	37	2	4
Mon 27 Jun 2022	996	741	195	26	34
Tue 28 Jun 2022	1023	766	202	24	31
Wed 29 Jun 2022	1071	772	225	33	41
5 Day Ave.	1022	741	219	29	33
7 Day Ave.	814	599	168	22	25

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	100.0%	69.8%	23.5%	3.6%	3.1%
Fri 24 Jun 2022	100.0%	71.4%	23.2%	2.5%	2.8%
Sat 25 Jun 2022	100.0%	81.2%	14.6%	1.8%	2.4%
Sun 26 Jun 2022	100.0%	83.7%	14.1%	0.8%	1.5%
Mon 27 Jun 2022	100.0%	74.4%	19.6%	2.6%	3.4%
Tue 28 Jun 2022	100.0%	74.9%	19.7%	2.3%	3.0%
Wed 29 Jun 2022	100.0%	72.1%	21.0%	3.1%	3.8%
5 Day Ave.	100.0%	72.5%	21.4%	2.8%	3.2%
7 Day Ave.	100.0%	73.5%	20.7%	2.7%	3.1%

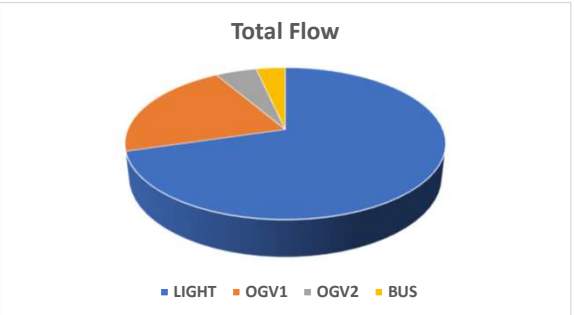
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Direction: Total Flow					
	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	3356	2277	758	202	119
Fri 24 Jun 2022	3139	2132	725	178	104
Sat 25 Jun 2022	1165	898	205	25	37
Sun 26 Jun 2022	882	741	113	10	18
Mon 27 Jun 2022	3352	2362	710	158	122
Tue 28 Jun 2022	3270	2322	687	141	120
Wed 29 Jun 2022	3358	2319	705	203	131
5 Day Ave.	3295	2282	717	176	119
7 Day Ave.	2646	1864	558	131	93

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 23 Jun 2022	100.0%	67.8%	22.6%	6.0%	3.5%
Fri 24 Jun 2022	100.0%	67.9%	23.1%	5.7%	3.3%
Sat 25 Jun 2022	100.0%	77.1%	17.6%	2.1%	3.2%
Sun 26 Jun 2022	100.0%	84.0%	12.8%	1.1%	2.0%
Mon 27 Jun 2022	100.0%	70.5%	21.2%	4.7%	3.6%
Tue 28 Jun 2022	100.0%	71.0%	21.0%	4.3%	3.7%
Wed 29 Jun 2022	100.0%	69.1%	21.0%	6.0%	3.9%
5 Day Ave.	100.0%	69.3%	21.8%	5.4%	3.6%
7 Day Ave.	100.0%	70.5%	21.1%	5.0%	3.5%

360 TSL Ltd



Knowsley ATC, Acornfield Road

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 23 Jun 2022	242	39.0	31.6	7.1	1	2	8	24	65	69	48	19	3	2	1	0
Fri 24 Jun 2022	272	38.9	31.3	7.4	6	3	7	25	64	84	60	20	2	0	1	0
Sat 25 Jun 2022	135	41.8	34.6	6.9	0	1	0	7	25	37	40	20	2	2	0	1
Sun 26 Jun 2022	89	43.1	35.1	7.7	0	0	1	4	16	26	26	10	1	1	4	0
Mon 27 Jun 2022	319	35.2	26.8	8.1	11	19	22	73	87	60	34	8	5	0	0	0
Tue 28 Jun 2022	285	36.3	28.8	7.2	4	9	14	46	90	73	35	11	2	1	0	0
Wed 29 Jun 2022	283	38.3	30.1	8.0	4	11	9	38	75	77	48	13	5	1	2	0
5 Day Ave.	280	37.6	29.7	7.6	5	9	12	41	76	73	45	14	3	1	1	0
7 Day Ave.	232	38.9	31.2	7.5	4	6	9	31	60	61	42	14	3	1	1	0

360 TSL Ltd

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 23 Jun 2022	124	38.9	31.0	7.6	0	0	6	22	34	23	25	9	3	2	0	0
Fri 24 Jun 2022	109	38.3	29.9	8.1	0	6	7	15	23	28	22	6	1	1	0	0
Sat 25 Jun 2022	62	44.2	35.4	8.5	0	2	0	2	7	22	15	8	4	0	1	1
Sun 26 Jun 2022	44	39.2	32.6	6.3	0	0	3	1	7	19	10	3	1	0	0	0
Mon 27 Jun 2022	125	38.0	30.2	7.5	0	1	8	19	34	36	19	5	1	1	0	1
Tue 28 Jun 2022	128	38.5	30.4	7.9	2	4	5	17	31	33	21	15	0	0	0	0
Wed 29 Jun 2022	134	37.5	30.3	7.0	0	2	4	23	35	45	14	5	6	0	0	0
5 Day Ave.	124	38.2	30.4	7.6	0	3	6	19	31	33	20	8	2	1	0	0
7 Day Ave.	104	39.2	31.4	7.6	0	2	5	14	24	29	18	7	2	1	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 23 Jun 2022	366	39.0	31.4	7.3	1	2	14	46	99	92	73	28	6	4	1	0
Fri 24 Jun 2022	381	38.8	30.9	7.6	6	9	14	40	87	112	82	26	3	1	1	0
Sat 25 Jun 2022	197	42.6	34.9	7.4	0	3	0	9	32	59	55	28	6	2	1	2
Sun 26 Jun 2022	133	41.9	34.3	7.3	0	0	4	5	23	45	36	13	2	1	4	0
Mon 27 Jun 2022	444	36.1	27.8	8.1	11	20	30	92	121	96	53	13	6	1	0	1
Tue 28 Jun 2022	413	37.0	29.3	7.5	6	13	19	63	121	106	56	26	2	1	0	0
Wed 29 Jun 2022	417	38.1	30.1	7.7	4	13	13	61	110	122	62	18	11	1	2	0
5 Day Ave.	404	37.8	29.9	7.6	6	11	18	60	108	106	65	22	6	2	1	0
7 Day Ave.	336	39.1	31.2	7.6	4	9	13	45	85	90	60	22	5	2	1	0

360 TSL Ltd

Knowsley ATC, Acornfield Road

Direction: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 23 Jun 2022	359	35.8	27.5	8.0	10	18	30	65	89	96	35	13	2	1	0	0
Fri 24 Jun 2022	337	38.4	31.3	6.8	2	5	6	35	95	104	53	33	3	1	0	0
Sat 25 Jun 2022	127	41.6	34.1	7.2	0	0	1	7	25	47	26	13	4	2	1	1
Sun 26 Jun 2022	96	43.0	35.1	7.6	0	1	1	2	21	23	25	16	5	1	0	1
Mon 27 Jun 2022	312	37.6	29.6	7.7	6	9	19	34	90	80	50	21	3	0	0	0
Tue 28 Jun 2022	339	36.4	29.0	7.2	8	5	15	58	101	90	45	14	3	0	0	0
Wed 29 Jun 2022	315	40.3	31.6	8.4	3	12	13	23	82	71	64	34	10	3	0	0
5 Day Ave.	332	37.7	29.8	7.6	6	10	17	43	91	88	49	23	4	1	0	0
7 Day Ave.	269	39.0	31.2	7.6	4	7	12	32	72	73	43	21	4	1	0	0

360 TSL Ltd

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 23 Jun 2022	180	38.0	30.1	7.7	3	1	8	37	35	53	28	11	2	2	0	0
Fri 24 Jun 2022	195	39.6	32.1	7.3	0	0	7	28	41	49	47	16	4	3	0	0
Sat 25 Jun 2022	35	42.5	35.1	7.2	0	0	0	2	8	8	8	5	4	0	0	0
Sun 26 Jun 2022	49	42.0	35.5	6.3	0	0	1	2	6	11	17	11	1	0	0	0
Mon 27 Jun 2022	127	37.7	30.7	6.8	1	0	3	24	31	33	26	7	2	0	0	0
Tue 28 Jun 2022	150	37.3	30.2	6.8	0	1	9	28	27	51	22	12	0	0	0	0
Wed 29 Jun 2022	157	40.1	31.4	8.4	4	0	7	20	33	44	31	10	5	2	1	0
5 Day Ave.	162	38.5	30.9	7.4	2	0	7	27	33	46	31	11	3	1	0	0
7 Day Ave.	128	39.6	32.1	7.2	1	0	5	20	26	36	26	10	3	1	0	0

360 TSL Ltd

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 23 Jun 2022	539	36.6	28.4	8.0	13	19	38	102	124	149	63	24	4	3	0	0
Fri 24 Jun 2022	532	38.8	31.6	7.0	2	5	13	63	136	153	100	49	7	4	0	0
Sat 25 Jun 2022	162	41.8	34.3	7.2	0	0	1	9	33	55	34	18	8	2	1	1
Sun 26 Jun 2022	145	42.7	35.2	7.2	0	1	2	4	27	34	42	27	6	1	0	1
Mon 27 Jun 2022	439	37.7	29.9	7.5	7	9	22	58	121	113	76	28	5	0	0	0
Tue 28 Jun 2022	489	36.7	29.4	7.1	8	6	24	86	128	141	67	26	3	0	0	0
Wed 29 Jun 2022	472	40.2	31.5	8.4	7	12	20	43	115	115	95	44	15	5	1	0
5 Day Ave.	494	38.0	30.2	7.6	7	10	23	70	125	134	80	34	7	2	0	0
7 Day Ave.	397	39.2	31.5	7.5	5	7	17	52	98	109	68	31	7	2	0	0

360 TSL Ltd



Appendix E



crashmap.co.uk

Validated Data

Crash Date: Monday, May 18, 2020 **Time of Crash:** 6:40:00 PM **Crash Reference:** 2020052001021

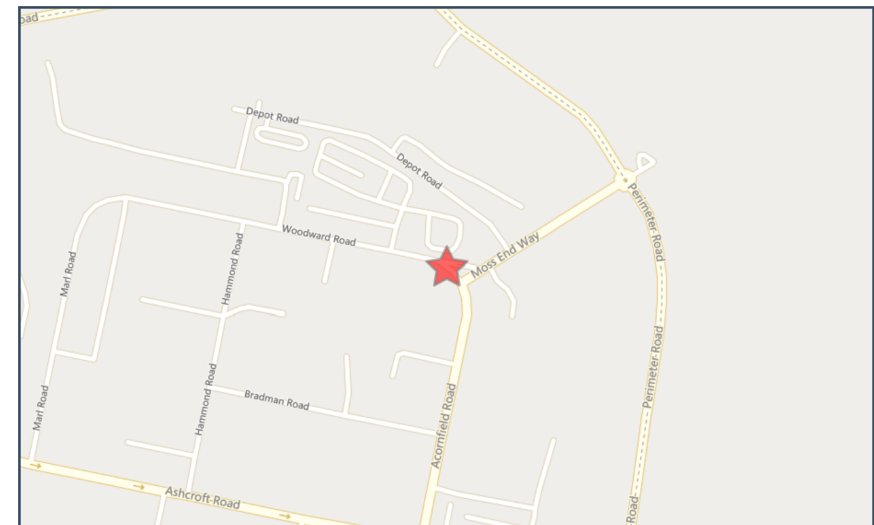
Highest Injury Severity: Slight
Highway Authority: Knowsley
Local Authority: Knowsley Metropolitan Borough
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: U0

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 343796 399447



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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Bus or coach (17+ passenger seats)	8	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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

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Appendix F



Appendix G

Car Parking						
	On Site (Standard)	On Site (Disabled)	On-Road (Standard)	On-Road (Disabled)	On-Site (EV Points for cars/vans)	Total
2013 App	45	2	0	0	0	47
Current	45	2	0	0	0	47
Proposed	23	2	25	0	8	58
Difference 13-Proposed	-22	0	25	0	8	11
Difference Current-Proposed	-22	0	25	0	8	11

Commercial Vehicles Operating From Site (plus trailers/statics)														
	Vehicles									Statics			Total Vehicle	Total Static
	SQ Vans (≤3.5t)	15 Bin (7.5t SD)	18 Bin (10/12t SD)	36 Bin (18t DD)	42 Bin (26t DD)	60 Bin Tractor and trailer (Artic 44t DD)	WF/Waste Tractor and trailer (Artic 44t)	RCV (16t)	Hook Lifts (26t)	Static Trailers (40ft Rigid/WF)	Static Skips (40yd)	Trailers for Hook Lift (10t)		
2013 App	9	3	0	0	0	3	0	0	0	6	3	0	15	9
Current	11	2	1	0	5	1	1	1	2	9	10	3	24	22
Proposed	11	4	2	0	6	8	4	1	0	4	0	0	36	4
Difference 13-Proposed	2	1	2	0	6	5	4	1	0	-2	-3	0	21	-5
Difference Current-Proposed	0	2	1	0	1	7	3	0	-2	-5	-10	-3	12	-18

Daily Vehicle Movements (in/out)									
	Service					Disposal			Total
	SQ Vans (≤3.5t)	15 Bin (7.5t)	18 Bin (8t)	36 Bin (18t DD)	42 Bin (26t)	60 Bin Tractor and trailer (Artic 44t)	WF/Waste Tractor and trailer (Artic 44t)	Skip Movements (hook lift nd triler)	
2013 App	18	6	0	0	0	12	6	8	50
Current	14	5	4	0	18	7	4	4	56
Proposed (Typical)	14	12	4	0	18	24	6	0	78
Proposed (Busy)	14	16	4	0	24	32	10	4	104
Difference 13-Proposed (Typical)	-4	6	4	0	18	12	0	-8	28
Difference Current-Proposed (Typical)	0	11	0	0	25	6	0	0	48
Difference Current-Proposed (Busy)	0	11	0	0	6	25	6	0	48

Staff Numbers								
	Office (days)	Warehouse (days)	Warehouse (Shifts)	Visitors (days)	Drivers (C1-3)	Drivers (Vans)	Total (on-site)	Total (off-site)
2013 App	6	1	12	5	10	9	24	19
Current	5	11	16	3	24	11	35	35
Proposed	6	5	28	18	28	11	57	39
Difference 13-Proposed	0	4	16	13	18	2	33	20
Difference Current-Proposed	1	-6	12	15	4	0	22	4

Office Hours 08:00-18:00
Day Hours 07:00-17:00
Shift Hours 06:00-18:00-06:00 (4 shifts in total)
Visitor Hours 08:00-16:00
Driver Hours 24hrs
Van Hours 07:00-14:00 *4 SQ vans parked in Knowsley and rest take home

Hour by Hour - Staff Numbers	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Office Staff									6	6	6	6	6	6	6	6	6	6	6					
Day Team Members								5	5	5	5	5	5	5	5	5	5							
Shift Team Members		7	7	7	7	7	14	7	7	7	7	7	7	7	7	7	7	7	14	7	7	7	7	7
Drivers (SQ/Vans)								9	9	9	9	9	9	9	9	9	9							
Drivers (Class 1-3)								9	9	9	9	9	9	9	9	9	9							
Visitors									12	12	12	12	12	12	12	12	12	5	5	5	5	5	5	5
Total	7	7	7	7	16	16	23	30	48	48	48	48	48	48	53	53	35	18	25	12	12	12	12	12

Transport Mode based on Work Pattern									
Office Shift (Days)	Car	Motorbike/Sco	Cycle	Walk	Public Transpo	Totals	Work Pattern Office Shift (Days)	Car	Motorbike/Scooter
Day Shifts	16				4	20	80%		
Shift Workers	15	1			2	19	79%		
Earlies/Lates	10		6		1	17	59%		
	8					8	100%		

Transport Mode based on Work Area									
Office Based	Car	Motorbike/Sco	Cycle	Walk	Public Transpo	Totals	Work Area Office Based	Car	Motorbike/Scooter
Drivers van	10				1	5	80%		
Drivers C1-3	12					12	100%		
Plant	11	1		7	6	25	44%		
Visitors	12					12	100%		
Totals	49	1	7		7	64	77%		

Mode Share	76.6%	1.6%	10.9%	0.0%	10.9%	100%																		
CARS - At any one time	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Office Staff	0	0	0	0	0	0	0	0	5	5	5	5	5	5	5	5	5	5	5	0	0	0	0	0
Day Team Members	0	0	0	0	0	0	0	4	4	4	4	4	4	4	4	4	4	0	0	0	0	0	0	0
Shift Team Members	5	5	5	5	5	5	9	5	5	5	5	5	5	5	5	5	5	5	9	5	5	5	5	5
Drivers (SQ/Vans)	0	0	0	0	0	0	0	9	9	9	9	9	9	9	9	9	0	0	0	0	0	0	0	0
Drivers (Class 1-3)	0	0	0	0	0	9	9	9	9	9	9	9	9	9	14	14	5	5	5	5	5	5	5	5
Visitors	0	0	0	0	0	0	0	0	12	12	12	12	12	12	12	12	12	0	0	0	0	0	0	0
Total	5	5	5	5	14	14	18	27	44	44	44	44	44	44	49	49	31	15	19	10	10	10	10	10

Motorcycle - At any one time	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Office Staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Team Members	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
Shift Team Members	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drivers (SQ/Vans)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drivers (Class 1-3)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0

Cycle - At any one time	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Office Staff	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Team Members	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
Shift Team Members	3	3	3	3	3	3	5	3	3	3	3	3	3	3	3	3	3	3	5	3	3	3	3	3
Drivers (SQ/Vans)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Drivers (Class 1-3)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Visitors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	3	3	3	3	3	5	4	4	4	4	4	4	4	4	4	4	3	5	3	3	3	3	3

Max Spaces Required onsite	Total
Car	49
Motorcycle	1
Cycle	5

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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