

**ALDI FOOD STORES
VICTORIA AVENUE EAST, MOSTON**

TRANSPORT ASSESSMENT

PREPARED ON BEHALF OF:

ALDI STORES LIMITED



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1.0 INTRODUCTION

1.1 Background

- 1.1.1 This Transport Assessment has been prepared by Cameron Rose Associates on behalf of Aldi Stores Limited in order to examine the highway and transportation issues associated with the proposed Aldi food store on Victoria Avenue East, Moston.
- 1.1.2 The proposals include the redevelopment of a site occupied by a bar/restaurant, fronting the A6104 Victoria Avenue East. The existing bar/restaurant unit will be demolished and an Aldi foodstore constructed with a GEA of 1,974 sqm. The development will be complimented with 119 car parking spaces including eight disabled, nine parent and child and four electric vehicle charging spaces.
- 1.1.3 The existing vehicular access to the site off Victoria Avenue East will be closed with the footway reinstated. The new vehicle access will be provided to the south-east of the existing access off Victoria Avenue East. The access will take the form of a ghost island right turn priority controlled junction. The new access will include an inset informal crossing position. The development proposals will also result in amendments to the Rugby Club access. This access also serves and will continue to serve the Pure Gym and residential apartments off Victoria Avenue. Service vehicles will access the site via the same access.
- 1.1.4 This Transport Assessment has been prepared to support the planning application for the proposed development and includes an analysis of the existing transport provision within the vicinity of the site, including sustainable transport facilities, traffic flows and the operation of the existing highway network. This Assessment considers the adequacy of this existing provision to accommodate the future demands associated with the application proposals.
- 1.1.5 Pre-application discussions have been held with Manchester City Council as local Highway Authority. A copy of the correspondence is included in **Appendix A.**

- 1.1.6 Details of the pedestrian and vehicular access arrangements, quantum of car and cycle parking and servicing arrangements are set out in this report, together with a detailed assessment of the potential traffic impact of the development proposals on the surrounding local highway network.
- 1.1.7 This Transport Assessment has been prepared to support the planning application and has been developed in accordance with the now superseded Department for Transport's 'Guidance on Transport Assessments' (2007) and gives due regard to the National Planning Practice Guidance 'Transport Evidence in Plan Making' document.
- 1.1.8 This report concludes that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be readily accessed by sustainable modes.

1.2 Structure

- 1.2.1 The structure of the report herein is set out as follows:

- **Section 2.0** considers the location of the development site, the local highway network and the existing infrastructure provision for sustainable modes of transport;
- **Section 3.0** sets out the details of the development proposals, site access, parking provision and servicing arrangements;
- **Section 4.0** presents the baseline conditions of the local highway network;
- **Section 5.0** deals with the potential trip attraction of the proposed development considering the various trip types;
- **Section 6.0** considers the operational performance of the local highway network for a future assessment year, with and without the development in operations; and
- **Section 7.0** provides a summary and conclusion to the report derived from the analysis presented in the above chapters.

- 1.2.2 The report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2.0 THE DEVELOPMENT SITE

2.1 Site Location and Surrounding Area

- 2.1.1 The proposed development site is located on the A6104 Victoria Avenue East at the site of an existing Indian bar/ restaurant – The Imperial Lounge. The existing vehicular access to the site off Victoria Avenue East will be maintained, to accommodate the redevelopment proposals.
- 2.1.2 The site is bounded to the north by the Manchester Outer Ring Road (M60), to the east by North Manchester Rugby Club, to the south by the A6104 Victoria Avenue East and to the west by Pure Gym and residential apartments.
- 2.1.3 The Pure Gym and the residential apartments are accessed through the proposed site. Access into the parking areas will be maintained as part of the redevelopment proposals. The gym has a total of 121 dedicated car parking spaces and the apartments have a total of 49 dedicated car parking spaces. This parking provision will be maintained and is outwith the development proposals.
- 2.1.4 The A6104 Victoria Avenue East is a single carriageway Road subject to a 30 mph speed limit. Advisory cycle lanes are present on both sides of the carriageway in the vicinity of the development site. Wide footways are provided on both sides of the carriageway.
- 2.1.5 Pedestrian guard rails are present on the northern side (site side) of the A6104 Victoria Avenue East, from outside of the Pure Gym to the vehicle access for the site. Two crossing points are accommodated along this length. Dropped kerbs, tactile paving and pedestrian refuges are provided at these locations.
- 2.1.6 The location of the application site in relation to the surrounding area and in the context of the immediate highway network is illustrated in **Figure 2-1**.

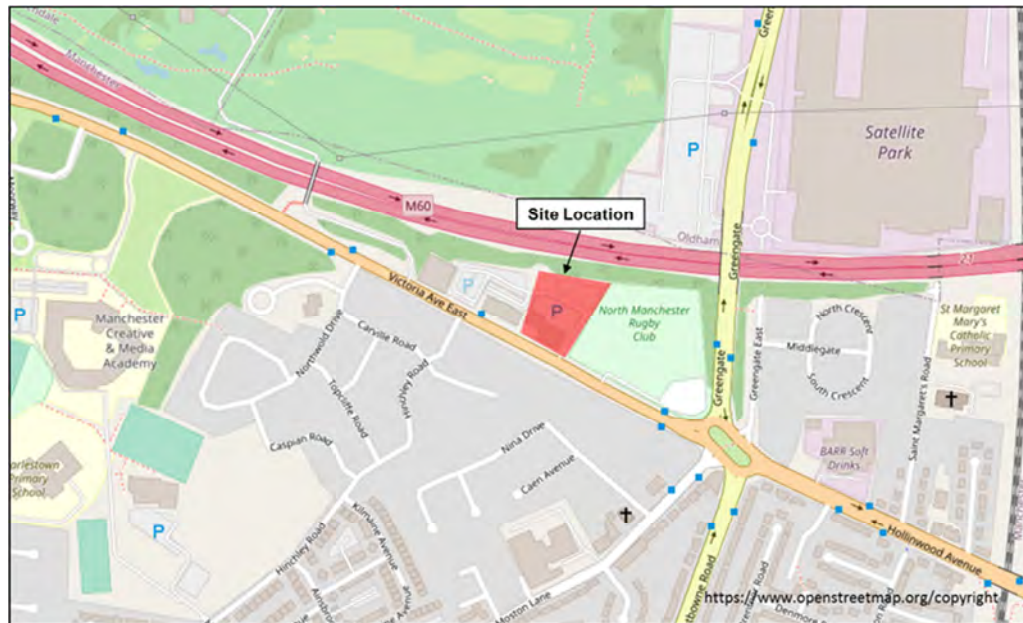


Figure 2-1: Site Location

2.2 Local Highway Network

2.2.1 Based on the comments received from the Local Highway Authority, it is proposed that in addition to the site access junction, the study area should include the following junction:

- Greengate Roundabout – partially signal controlled roundabout junction.

The locations of these junctions are illustrated in **Figure 2-2**.



Figure 2-2: Junctions within the Study Area

- 2.2.2 Greengate Roundabout is located to the east of the development site and is a signal controlled roundabout. The junction and all approach arms are subject to a 30 mph speed limit. The junction is formed by the A6104 Victoria Avenue East, the A6104 Hollinwood Avenue, the B6392 Lightbowne Road and the B6392 Greengate. Controlled pedestrian crossing facilities are provided on the majority of arms at the junction. Controlled pedestrian crossing facilities are also provided on the circulatory carriageway, adjacent to Greengate and Moston Lane, with footway connections provided across the central island.
- 2.2.3 On street cycle lanes are provided on the A6104 Victoria Avenue, the B6392 Greengate, the A6104 Hollinwood Avenue and the B6392 Lightbowne Road approaches; as well as on the circulatory carriageway.
- 2.2.4 The A6104 Victoria Avenue East is a two lane entry and exit at the roundabout. The nearside approach lane is for ahead and left turning vehicle; while the offside approach is for right turning vehicles. This approach operates under signal control, with pedestrian crossing facilities provide on the entry and exit arm.
- 2.2.5 The B6392 Greengate is a two lane entry and exit at the roundabout. The nearside approach lane is left turn vehicles and the offside approach is for ahead and right turning vehicles. This approach operates under signal control, with pedestrian crossing facilities provide on the entry and exit arm.
- 2.2.6 Greengate East is a single lane entry and exit at the roundabout. The approach operates under signal control, with controlled pedestrian crossings provided on the entry arm only and the circulatory carriageway.
- 2.2.7 The A6104 Hollinwood Avenue is a two lane entry and exit at the roundabout. The nearside approach lane is for ahead and left turning vehicle; while the offside approach is for right turning vehicles. This approach operates under signal control, with pedestrian crossing facilities provide on the entry and exit arm.
- 2.2.8 The B6392 Lightbowne Road is a two lane entry and single lane exit, widening to two lanes after the pedestrian crossing. The nearside approach lane is for ahead and left turning vehicle; while the offside approach is for right turning vehicles. This approach operates under signal control.

2.2.9 Moston Lane is a signal lane entry and single lane exit. This approach operates under signal control, with controlled pedestrian crossings provided on the entry and exit arm, as well as the circulatory carriageway.

2.3 Accessibility by Sustainable Modes

2.3.1 The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections. It is considered that these features would provide some opportunities to encourage staff and visitors to the site to seek alternative sustainable transport modes to the private car.

2.3.2 This section provides an appraisal of the existing sustainable transport networks surrounding the proposed site, with due regard to the following:

- walking and cycling network; and
- public transport network.

Walking and Cycling

2.3.3 The Institution of Highway and Transportation (IHT) document entitled 'Guidance for Journeys on Foot' (2000) suggests 'acceptable' walking distances for different journey purposes. They suggest that walking distances for pedestrians without mobility impairment, for commuting and education, are up to 500 metres as a desirable distance, up to 1,000 metres as an acceptable distance and 2,000 metres as the preferred maximum. The document recognises that:

'... that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made' (Para 1.10).

2.3.4 The document goes on to advise that some 80% of walking journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometres (0.6 miles) and that this differs little by age or sex. (Source: IHT document, Providing for Journeys on Foot, Para. 3.30).

2.3.5 An acceptable cycle distance is considered to be up to five kilometres. Although now superseded PPG13 notes that:

'Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.'
(Para. 77)

- 2.3.6 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although for commuters, a trip distance of over five miles is not uncommon. (Para. 1.5.1)
- 2.3.7 The proposed development site is located within an existing urban area, with a range of local land uses, services and facilities. The site is well integrated with the surrounding urban area with pedestrian and cycle connections available.
- 2.3.8 Footways and street lighting are also provided on all roads within the vicinity of the site. There are two crossing points on the A6104 Victoria Avenue East in the vicinity of the site. These crossings included dropped kerbs, tactile paving and pedestrian refuges. Controlled pedestrian crossing facilities are provided at the Greengate roundabout, to the east of the development site, on the majority of arms at the junction. Controlled pedestrian crossing facilities are also provided on the circulatory carriageway, adjacent to Greengate and Moston Lane, with footway connections provided across the central island.
- 2.3.9 A wide range of bus services operate along Victoria Avenue East, with the closest bus stop to the development site located within a 100 metre walking distance. These services provide access to destinations such as Middleton, Blackley, Harpurhey, Chadderton and Oldham.
- 2.3.10 Moston train station is located within 750 metres of the site, with a good quality pedestrian route from the site. Advisory cycle lanes are present on both sides of the carriageway in the vicinity of the development site. Wide footways are also provided on both sides of the carriageway.
- 2.3.11 **Figure 2-3** indicates a two kilometre walking isochrone and **Figure 2-4** indicates a five kilometre cycle catchment from the development site.

2.3.12 The 800 metre walking catchment illustrates that Moston Train Station and numerous educational, employment and retail units are accessible. Within a two kilometre walking catchment encompasses numerous residential areas around Moston. This makes journeys on foot between local residential/employment areas and the site a viable option. The proximity of these areas to the site also make commuter based walking trips to and from the site a realistic option.

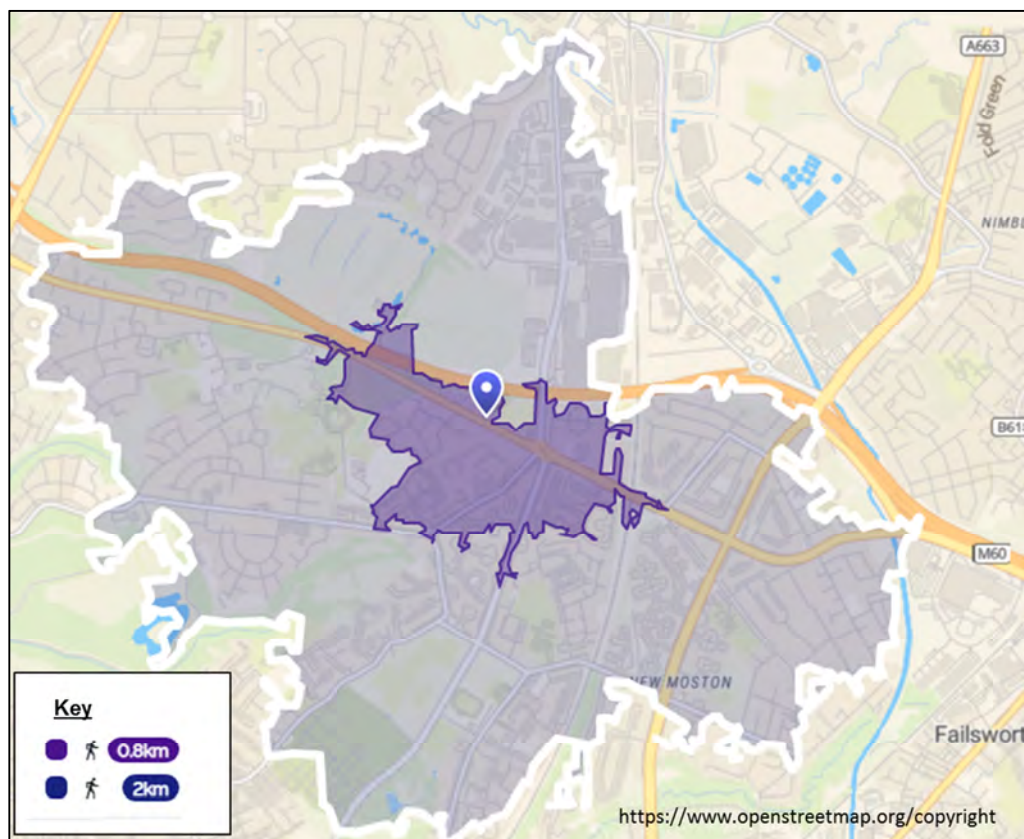


Figure 2-3: Two Kilometre Walking Isochrone

2.3.13 Within a five kilometre cycle catchment, Moston, Middleton Junction, Failsworth, Harpurhey, Newton Heath and Blackley, amongst others are accessible.

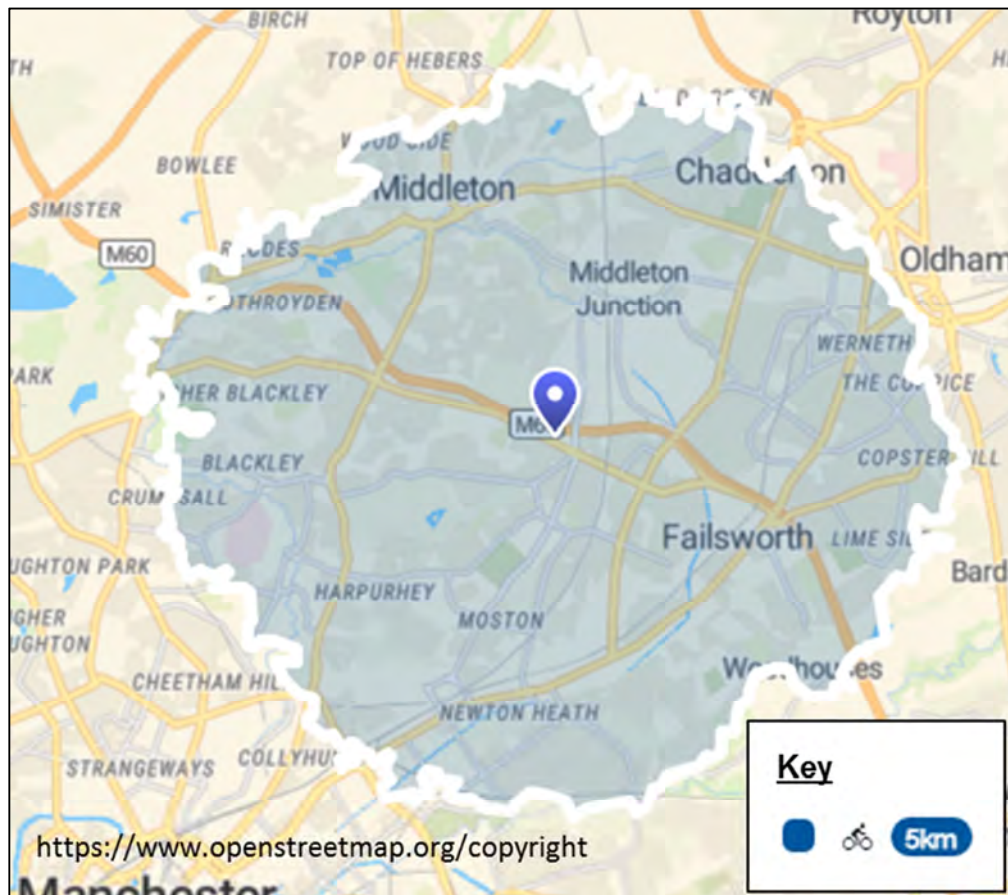


Figure 2-4: Five Kilometre Cycle Isochrone

- 2.3.14 An on-road cycle route operates along the length of Victoria Avenue East, along both sides of the carriageway. This provision continues around the Greengate roundabout. The south-western arm of the roundabout – Moston Lane is also allocated as an advisory cycle route.
- 2.3.15 This catchment indicates that cycling could be seen as a viable form of commutable transport for those working on-site and living in the surrounding residential areas. Thus the location of the proposed development would provide the opportunity for employees and visitors/ customers to access the site by bicycle. Excellent walking and cycling links in the vicinity enhance the viability of such trips.
- 2.3.16 A suitable level of street lighting is present throughout the area. Generally, the pedestrian/ cycle facilities encourage movement on foot/ cycle within the vicinity of the development site and are deemed acceptable.

Public Transport

Bus Services

2.3.17 Guidance published by the Institute of Highways and Transportation 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

2.3.18 The closest bus stops to the site are located on Victoria Avenue East within approximately 100 metres of the proposed development. Further bus stops are accessible from the arms of Greengate roundabout. The locations of bus stops in close proximity to the development site are shown in **Figure 2-5**.



Figure 2-5: Bus Stop Locations

2.3.19 A selection of the routes and frequencies of the bus services operating in close proximity of the site are summarised in **Table 2-1**.

Table 2-1: Bus Services and Headways

Service	Destination	Bus Headways (minutes)		
		Mon – Fri	Saturday	Sunday
Services from Victoria Avenue East				
115	Middleton — Moston — Harpurhey — Blackley circular	60 (between 0930 – 1600)		-
116	Middleton — Blackley — Harpurhey — Moston circular	60 (between 0930 – 1430)		-
149	Chadderton — Oldham — Hollinwood — North Manchester General Hospital	60	60	60
Services available in close proximity to Greengate Roundabout				
81	Oldham — Moston — Manchester	30	30	60
112/ 113/ 117	Middleton — Moston — Collyhurst — Manchester	20	15	30
114	Alkrington — Moston — Monsall — Manchester	20	30	60
159	Middleton — Failsworth — Woodhouses — Chadderton — Oldham	60 (between 0900 – 1700)		-

2.3.20 The above services demonstrates that there are a variety of local destinations, including Middleton, Harpurhey, Chadderton and Manchester that can be reached via the bus services operating within an acceptable walking distance of the proposed store.

Rail Service

2.3.21 Moston railway station is within a 750 metre walking distance of the site. The station is approximately six kilometres north of Manchester Victoria on the Caldervale Line, which is managed by Northern. Moston station is on Hollinwood Avenue and is unstaffed.

2.3.22 On Monday to Saturday daytimes, there is a half-hourly service in operation. Northbound trains run to Rochdale, where connections are available for stations further afield and southbound trains run to Manchester Victoria and thence to Bolton, Blackburn and Clitheroe (alternate trains only).

2.3.23 On Sundays the Southport - Wigan Wallgate - Manchester - Blackburn - Clitheroe service calls hourly each way.

Summary

- 2.3.24 Overall it is evident that the development site is accessible to pedestrians, cyclists and users of public transport. The site is within walking distance of existing public transport connections and is well served by high standard local walking connections. It is considered that these features would provide opportunities to encourage staff and visitors to the site to consider alternative sustainable transport modes to the private car.
- 2.3.25 The site therefore is compliant with paragraph 108 of the National Planning Policy Framework (NPPF) which states that: *'In assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location'.*
- 2.3.26 Furthermore, the proposals accord with paragraph 110 of the NPPF which states that: *'applications for development should: a) give priority first to pedestrian and cycle movements, both with the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport'.*

3.0 THE PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposals include the redevelopment of a site occupied by a bar/restaurant, fronting the A6104 Victoria Avenue East. The existing bar/restaurant unit will be demolished and an Aldi foodstore constructed with a GEA of 1,974 sqm. The development will be complimented with 119 car parking spaces including eight disabled, nine parent and child and four electric vehicle charging spaces.
- 3.1.2 Access to the existing gym and residential apartments will be maintained as part of the redevelopment proposals, as illustrated in the site layout plan. The gym and residential apartments have dedicated parking provision, which is outwith the development proposals.
- 3.1.3 The proposed site plan is included in **Appendix B** and the general access arrangement is illustrated in drawing 562-01/GA-01 attached in **Appendix C**.

3.2 Proposed Means of Access

Vehicular Access

- 3.2.1 The existing vehicular access to the site off Victoria Avenue East will be closed with full height kerbs and the footway reinstated.
- 3.2.2 The new vehicle access will be provided to the south-east of the existing access off Victoria Avenue East. The access will take the form of a ghost island right turn priority controlled junction. The new access will include an inset informal crossing position.
- 3.2.3 An access road is proposed along the eastern and northern boundaries of the site; serving the proposed foodstore, the gym and the residential properties. Access to the foodstore will be via a priority controlled junction off the access road, approximately 12 metres from its junction with Victoria Avenue East.

- 3.2.4 The development proposals will also result in amendments to the Rugby Club access. The existing Rugby Club site access will be closed to vehicular movements. A new access to the Rugby Club will be provided off the proposed site access, approximately 7.0 metres from the channel line. Double gates will be installed to prevent access to the Rugby Club, when not in use.
- 3.2.5 The general access arrangement is illustrated in drawing 562-01/GA-01 attached in **Appendix C**.
- 3.2.6 At the request of the local Highway Authority the existing pedestrian crossing on Victoria Avenue East will be replaced with a signalised crossing, as part of the development proposals. The removal of the existing crossing will also require the pedestrian guard rail to be extended. A staggered puffin crossing is proposed on Victoria Avenue East, in the vicinity of the boundary between the proposed store and the residential apartments. This is illustrated in drawing 562-01/GA-01 attached in **Appendix C**.
- 3.2.7 Designated pedestrian routes within the application site will provide safe routes for pedestrians to move through the car park. Pedestrian crossings are provided within the car park on key desire lines. These are illustrated in the site layout plan included in **Appendix B**.

3.3 Car and Cycle Parking Provision

- 3.3.1 The proposed development will provide 119 car parking spaces, including eight disabled bays, nine parent and child parking spaces and four electric vehicle charge spaces. 10 cycle parking spaces will also be provided in the form of five Sheffield type stands.
- 3.3.2 Manchester City Council's Parking Standards are defined within Appendix B of the Manchester Core Strategy 2012 to 2027. This states that a maximum parking provision of one space per 14 sqm should be provided at food retail developments i.e. a maximum of 141 spaces.
- 3.3.3 In addition to car parking provision, the guidance also states that 6% of total capacity should be allocated for disabled parking provision i.e. eight spaces based on 119 car parking spaces.

- 3.3.4 Based upon the standards contained within the Manchester Core Strategy 2012 to 2027 document, cycle parking provision will be provided at a level of one space per 140 sqm i.e. 14 cycle parking spaces.
- 3.3.5 The development proposals will include the provision of two electric charge points, covering four parking spaces for the use by both staff and customers. Passive infrastructure (physical conduits to support future charging points and the reservation of electrical capacity) for a further 20 electric charge point, for the use by both staff and customers, will be provided to accommodate future demand. .
- 3.3.6 It is considered that the development proposals include sufficient car and mobility parking spaces to comply with policy.
- 3.3.7 The site layout has been designed in a cycle friendly way; ensuring permeability for pedestrians and cyclists. The design of the stores car park will encourage low traffic speeds, enhancing safety for pedestrians and cyclists.
- 3.3.8 A Framework Travel Plan accompanies this planning application and includes sustainability measures such as on-site infrastructure, connecting with the existing off-site infrastructure, sustainable travel initiatives and monitoring and targets.

3.4 Car Park Accumulation Assessment

- 3.4.1 The proposed foodstore has 119 car parking spaces, including eight disabled bays, nine parent and child parking spaces and four electric vehicle charge spaces. In order to calculate the potential parking accumulation of the development proposals, the potential trip attraction of the proposed store has been calculated adopting the methodology outlined in **Section 5.0**.
- 3.4.2 The results of the parking accumulation assessments are presented in **Table 3-1** and **Table 3-2** for a Weekday and Saturday period. .Full analysis of the parking accumulation is presented in **Appendix E**.
- 3.4.3 The analysis demonstrates that the maximum accumulation within the car park is as follows:

- Weekday – 41 (34%);and
- Saturday – 54 (46%).

Table 3-1: Proposed Car Park Accumulation – Weekday

Time Period	In	Out	Accumulation	% Occupancy
08:00	46	30	24	20%
09:00	61	52	32	27%
10:00	68	61	39	33%
11:00	74	72	41	34%
12:00	73	73	41	34%
13:00	73	82	32	27%
14:00	82	80	34	28%
15:00	78	77	35	29%
16:00	78	81	32	27%
17:00	74	77	29	25%
18:00	65	68	26	22%
19:00	46	52	20	17%
20:00	29	38	11	9%
21:00	12	19	4	4%
22:00	46	30	24	20%
Maximum No. of Cars Parked at any Time			41	34%

Table 3-2: Proposed Car Park Accumulation – Saturday

Time Period	In	Out	Accumulation	% Occupancy
08:00	52	37	25	21%
09:00	71	63	34	28%
10:00	100	88	46	38%
11:00	123	115	54	46%
12:00	114	125	43	36%
13:00	113	109	47	40%
14:00	104	104	48	40%
15:00	105	111	42	35%
16:00	98	102	38	32%
17:00	82	80	39	33%
18:00	54	67	27	22%
19:00	39	50	16	13%
20:00	24	27	12	10%
21:00	12	18	6	5%
22:00	52	37	25	21%
Maximum No. of Cars Parked at any Time			54	46%

3.4.4 Based on the robust parameters adopted, it can be demonstrated that the proposed 119 car parking spaces is sufficient to accommodate anticipated demand, without displacement of parking onto the local highway network. There is also sufficient parking to accommodate seasonal variations. The provision of parking below the maximum policy standard is therefore justified.

3.5 Servicing

- 3.5.1 Servicing of the site would take place via the customer access off Victoria Avenue East. Service vehicles will proceed along the access road on the eastern and northern boundaries of the site, to access the service dock. No service vehicles will enter the customer car park. All service vehicles will enter and leave the site in a forward gear.
- 3.5.2 Approximately four 16.5 metre articulated service vehicles would access the site per day, in association with the proposed discount food store. In addition to a daily milk delivery and bin collection via rigid vehicle.
- 3.5.3 A track plot analysis of a 16.5 metre refrigerated articulated vehicle has been undertaken using AutoTrack, a specialist computer package that allows designers to assess the swept path of different vehicles as they negotiate path alignments. The swept path of these vehicles to and from the site service ramp is satisfactory, as demonstrated in drawing 562-01/ATR-01 attached in **Appendix C**.

4.0 BASELINE TRAFFIC CONDITIONS

4.1 Introduction

4.1.1 This section provides an appraisal of the transport network surrounding the proposed development site, including the baseline traffic flows on the study area network and an analysis of accident records for the local highway network.

4.1.2 The study area includes the following junctions surrounding the site:

- Victoria Avenue East/ Site Access – priority controlled junction; and
- Greengate Roundabout - A6104 Victoria Avenue East/ A6104 Hollinwood Avenue/ B6392 Lightbowne Road/ B6392 Greengate – signal controlled roundabout junction.

4.1.3 The following sections therefore present the methodology adopted to establish baseline conditions within the study area.

4.2 Baseline Traffic Flows

4.2.1 Traffic surveys of the vehicles in and out of the site access were undertaken on Friday 28th and Saturday 29th February 2020. Traffic surveys were undertaken for a 24 hour period and therefore capture the Weekday PM and Saturday peaks.

4.2.2 Traffic surveys were undertaken at the Greengate Roundabout on Friday 1st and Saturday 2nd October 2021 by PCC Traffic Consultancy. Surveys were undertaken for a Weekday PM (1500 – 1800) and Saturday (1000 – 1600) peak periods. Queue surveys will also be obtained to allow validation of the junction modelling undertaken.

4.2.3 Analysis of the data has determined that the peak hours are 1630 – 1730 during the Weekday PM peak and 1200- 1300 during the Saturday peak. The resulting turning flows at the junctions within the study area are illustrated in **Figure 4-1** for the 2021 survey traffic flows. Raw data is contained in **Appendix F**.

4.3 Assessment Years

- 4.3.1 Growth factors will be applied to the surveyed traffic flows to calculate 2026 base traffic flows. This will be undertaken using TEMPRO 7 NTM AF15 Dataset with adjusted local growth for the Manchester 003 super output area (E02001047), which encompasses the development site.

Table 4-1: Proposed Growth Factors (Manchester 003)

Growth Period	PM Weekday Peak Period	Saturday Peak Period
2021 – 2026	1.0850	1.0904

Urban: All

- 4.3.2 The resulting 2026 baseline traffic flows are illustrated in **Figure 4-2**. No growth factors were applied to traffic entering or leaving the site.

4.4 Committed Development Traffic Flows

- 4.4.1 During the pre-application process, no committed developments were identified that would impact on the study area.

4.5 Personal Injury Accident Data

- 4.5.1 Personal Injury Accident data has been obtained from the Crash Map website (www.crashmap.co.uk), for the proposed study area for the most recent five year period for which data is complete (from the time of reviewing – July 2021). The collisions have been reviewed in **Table 4-2**.

Table 4-2: Summary of Personal Injury Collisions

Location	Slight	Serious	Fatal
Victoria Avenue East – along the site frontage to Battlefield Roundabout	1	0	0
Battlefield Roundabout	4	0	0
Total	5	0	0

- 4.5.2 In total for the study area under consideration five personal injury accidents were recorded. All were recorded as slight in severity.
- 4.5.3 The slight collision on Victoria Avenue East in the vicinity of Hinchley Road, resulted from a collision between a car and motorcycle. At the time of the collision the car was undertaking a right turn manoeuvre and the motorcyclist was passing another vehicle on its nearside.

- 4.5.4 Two of the slight collisions recorded at Battlefield Roundabout near the Greengate arm, resulted from a collision between two cars. The first point of impact of both vehicles was at the front. Light conditions were recorded as dark and the road surface was recorded as wet for one accident. Light conditions were recorded as light and the road surface was recorded as dry for the other accident.
- 4.5.5 Of the other two accidents recorded at Battlefield Roundabout, no further details are provided.



Figure 4-3: Personal Injury Collision Locations

- 4.5.6 The personal injury accident data would suggest that there is no particular trend or pattern of road accidents in the vicinity of the site resulting from any deficiencies in the local road network, or the operation of the site.

5.0 DEVELOPMENT TRIP ATTRACTION, ASSIGNMENT AND DISTRIBUTION

5.1.1 The trip rates and trip proportions presented in this section have been approved by the local highway authority and Transport for Greater Manchester during pre-application discussions.

5.2 Trip Attraction of the Existing Site

5.2.1 The development site benefits from an extant consent for A3/ A5 land use. The restaurant was open at the time of the survey; however it is not possible to separate the restaurant trip attraction from the other land uses (residential and gym). The trip attraction of the existing land use will be based on survey data held within the TRICS database.

5.2.2 The trip attraction of the existing site has been based on an analysis of the TRICS database. Trip rates have therefore been examined for the TRICS category Hotel, Food & Drink – Restaurant.

5.2.3 The resulting average trip rates are detailed in **Table 5-1**. The full calculation and output from TRICS is attached in **Appendix G**.

Table 5-1: Hotel, Food & Drink Vehicular Trip Rates per 100 sqm GFA

Peak Period	Trip Rates		
	Arrivals	Departures	Two-Way
PM Peak (1600 – 1700)	1.509	1.243	2.752
Saturday Peak (1300 – 1400)	1.984	2.405	4.389

5.2.4 Adopting these trip rates would result in the trip attraction rates detailed in **Table 5-2**, based on the existing buildings Gross Floor Area of 965 sqm.

Table 5-2: Hotel, Food & Drink Vehicular Trip Attraction (TRICS)

Peak Period	Trip Rates		
	Arrivals	Departures	Two-Way
PM Peak (1600 – 1700)	15	12	27
Saturday Peak (1300 – 1400)	19	23	42

5.2.5 For robustness however, no discount will be applied to traffic flows on the local highway network to account for the existing land use.

5.3 Trip Attraction of the Proposed Site

5.3.1 The traffic attraction of the proposed foodstore has been estimated on the basis of comparable survey data contained within the TRICS database. Survey data for discount foodstores has been used to assess the likely traffic attraction of the proposed development.

5.3.2 The trip rates presented below consider the traffic attraction of the proposed store before the effects of pass-by, transferred or linked trips are taken into consideration.

5.3.3 The average and 85th percentile trip rates are summarised below in **Table 5-3**, the full calculation and output from TRICS is attached in **Appendix G**.

Table 5-3: Discount Foodstore Trip Rates per 100 sqm GFA

Trip Rate	Peak Period	Arrivals	Departures	Two-Way
Average	PM Peak (1600 – 1700)	3.961	4.101	8.062
	Saturday Peak (1300 – 1400)	5.745	5.513	11.258
85 th %tile	PM Peak (1600 – 1700)	5.143	5.061	10.204
	Saturday Peak (1300 – 1400)	7.578	6.619	14.197

5.3.4 The quantum of traffic attracted by the 1,984 sqm GFA Aldi foodstore, based on these trip rates, is summarised in **Table 5-4**.

Table 5-4: Discount Foodstore Vehicular Trip Attraction

Trip Rate	Peak Period	Arrivals	Departures	Two-Way
Average	PM Peak (1600 – 1700)	79	81	160
	Saturday Peak (1300 – 1400)	114	109	223
85 th %tile	PM Peak (1600 – 1700)	102	100	202
	Saturday Peak (1300 – 1400)	150	131	282

- 5.3.5 The trip attraction of the proposed foodstore is anticipated to be 160 two-way trips in the Weekday PM peak hour and 202 in the Saturday peak hour, based on average trip rates and 223 two-way trips in the Weekday PM peak hour and 282 in the Saturday peak hour, based on 85th percentile trip rates

5.4 Trip Types

- 5.4.1 It is widely accepted that, the total number of trips attracted to a new retail development are not comprised wholly of new trips to the local highway network. Many of the trips may in fact already exist on the network, albeit at another location, or where a visit to the store will be incorporated into an existing pattern of travel behaviour. The following vehicular trip types have been identified in association with new retail developments (Guidance on Transport Assessment, DfT, 2007):

- New Trips (Primary Trips): Trips that do not appear anywhere on the road network prior to the opening of the development.
- Pass-by Trips (Non-Primary Trips): Trips which are already present on the road network directly adjacent to the point of access to the site, which will turn into the site.
- Linked Trips (Non-Primary Trips): Trips that will have multiple destinations either within the proposed development site, between both the development site and existing adjacent sites, or between the development site and an established town centre.
- Diverted Trips (Non-Primary Trips): Trips which are already present on the local road network but not the road from which the site access is taken and will divert from their existing use to access the site.
- Transferred Trips (Non-Primary Trips): Trips which are already present on the local road network, accessing similar sites in close proximity to the proposed development. Slightly different from diverted trips, these wholly transfer from using an existing development to a new one, i.e. shoppers switching to a new foodstore that is more conveniently located for them.

- 5.4.2 The importance of non-primary trips, i.e. Pass-by, Linked, Diverted and Transferred trips are emphasised by retailers who suggest that they rely heavily on these trip types in order to survive.
- 5.4.3 The premise of non-primary trips is one that is particularly true in locations where the highway network experiences peak hour congestion as customers are unlikely to embark on a single purpose home based trip to undertake food shopping at these times. During the hours of peak traffic demand on the local highway network, it is likely that the majority of customers to the proposed foodstore, who travel by car, would have already been present on the local highway network.
- 5.4.4 At the request of the local highway authority, it has been assumed that 50% of trips will be primary and 50% of trips will be non-primary (split 30% pass-by and 20% diverted). The proportions detailed below are based on 85th percentile trip rates.

Table 5-5: Increase in Vehicle Trip Attraction by Trip Type – 85th %tile

Peak Period	Trip Type	Arrivals	Departures	Two-Way
PM Peak (1700 – 1800)	Primary: New (50%)	51	50	101
	Non-Primary: Pass-by (30%)	31	30	61
	Non-Primary: Diverted (20%)	20	20	40
	Total	102	100	202
Saturday Peak (1500 – 1600)	Primary: New (50%)	75	66	141
	Non-Primary: Pass-by (30%)	45	39	85
	Non-Primary: Diverted (20%)	30	26	56
	Total	150	131	282

Based on 85th percentile trip rates

- 5.4.5 In terms of new trips (primary) on the network, the analysis has demonstrated that the proposed Aldi foodstore will generate an additional 101 two-way trips during the PM peak and 141 two-way trips during the Saturday peak.

5.5 Trip Distribution

- 5.5.1 As detailed above the trips generated by the development are split into New, Pass-By and Diverted Trips. The distribution associated with each trip type is detailed below.

New Retail Trips Distribution

- 5.5.2 The distribution of New trips on the network will be based on existing turning proportions.
- 5.5.3 The distribution of New trips is shown in **Figure 5-1**. The assignment of the proposed development traffic in these proportions is illustrated in **Figure 5-2**.

Pass-by Trip Distribution

- 5.5.4 Given that the anticipated catchment of the proposed development will be local, it is likely that a proportion of trips to the development, in the peak hours, will be Pass-by Trips made by people already travelling along Victoria Avenue East. These trips effectively comprise trips which will turn into the proposed development on their way to/ from other destinations. This would therefore represent a discount to traffic downstream of the site access for the duration of the Pass-by Trip to the development, but the trip is subsequently added back to the network once the visit has ended. Thus no reduction will be made to the traffic on the local highway network outside of the site access junction. Albeit that the possible trip timeline is extended beyond the highway network peak hours.
- 5.5.5 The distribution of Pass-by trips is shown in **Figure 5-3**. The assignment of the proposed development traffic in these proportions is illustrated in **Figure 5-4**.

Diverted Trip Distribution

- 5.5.6 It is likely that an element of car borne trips to the proposed foodstore, in the network peak hours, will be diverted trips from other routes. Given the location of the development, it is likely that an element of car borne trips to the foodstore will be diverted from these routes.
- 5.5.7 The distribution of diverted trips at the Greengate Roundabout will be based on existing turning proportions.
- 5.5.8 The distribution of Diverted trips is shown in **Figure 5-5**. The assignment of the proposed development traffic in these proportions is illustrated in **Figure 5-6**.

Summary

- 5.5.9 The total proposed development traffic is illustrated in **Figure 5-7** and the 2026 Base plus Development traffic flows are illustrated in **Figure 5-8**.

6.0 IMPACT OF DEVELOPMENT PROPOSALS ON THE OPERATIONAL PERFORMANCE OF THE LOCAL HIGHWAY NETWORK

6.1 Introduction

6.1.1 The following capacity assessments will demonstrate that the impact of this level of traffic would not be material on the operational performance of the local highway network.

6.2 Junction Capacity Assessments

6.2.1 Capacity assessments have been undertaken for a Weekday PM and Saturday peak period. Assessments have been undertaken for the following junction, using the software noted:

- Victoria Avenue East/ Site Access – PICADY; and
- Greengate Roundabout - A6104 Victoria Avenue East/ A6104 Hollinwood Avenue/ B6392 Lightbowne Road/ B6392 Greengate – TRANSYT.

6.2.2 PICADY is an industry recognised tools for assessing priority controlled junctions and it refers to the Ratio of Flow to Capacity (RFC) and queuing predicted on each arm. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and unity represent variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction).

6.2.3 TRANSYT calculates a baseline Performance Index (an economic cost based on stops and delays) using manually entered traffic flows. TRANSYT then runs an optimisation process that adjusts the signal timings with the ultimate aim of reducing the Performance Index (PI) to a minimum.

Victoria Avenue East/ Site Access

6.2.4 The results of the PICADY assessment are set out in **Appendix H** and summarised in **Table 6-1**.

Table 6-1: Victoria Avenue East/ Site Access – PICADY Results

Scenario	Arm	PM Peak Hour		SAT Peak Hour	
		RFC	Q	RFC	Q
2021 Survey	Site Access – left	0.05	0	0.10	0
	Site Access - right	0.09	0	0.10	0
	Victoria Ave East (e)	0.08	0	0.04	0
2026 Base	Site Access – left	0.06	0	0.11	0
	Site Access - right	0.10	0	0.11	0
	Victoria Ave East (e)	0.09	0	0.05	0
2026 Base + Development	Site Access – left	0.16	0	0.28	0
	Site Access - right	0.30	0	0.30	0
	Victoria Ave East (e)	0.22	0	0.20	0

6.2.5 The operational capacity assessments demonstrate that the site access is sufficient to accommodate development traffic, for a future assessment year, even with the robust assumptions adopted. The maximum Ratio of Flow to Capacity (RFC) occurs during the both peak periods, on the Site Access – right turn, of 0.30 with no associated queue.

Greengate Roundabout

6.2.6 The modelling of Greengate Roundabout in TRANSYT was undertaken by Transport for Greater Manchester (TfGM). The data provided is included in **Appendix I**.

6.2.7 The roundabout operates under fixed time UTC plans. The results for the ‘2021 surveyed’ scenarios show that various arms on the roundabout are operating at or close to capacity. This is consistent with site observations. The mean max queues on the entry arms are broadly in line with the queue surveys provided. The modelling also shows some excess queuing on several circulatory arms.

6.2.8 The results of the 2026 Base and 2026 Base + Development scenarios indicate that the additional demand is likely to cause the junction to operate with significantly reduced efficiency, suggesting the need for some form of mitigation, which has been discussed with TfGM.

6.2.9 In an email between TfGM and Cameron Rose on the 8th November 2021, TfGM have stated that *'there does not appear to be any simple amendments that can be made to the fixed time signal plans or existing layout/white lining that would mitigate the impact of the development at the junction'*.

'To provide any meaningful increase in capacity, a major scheme would be required. However this would be beyond the scope of the (sic) what the development would be expected to provide'.

6.2.10 TfGM has therefore suggested that a possible form of mitigation could be the provision of a traffic camera at the roundabout. This would provide some visibility at the junction which would enable UTC engineers to make customised timing changes remotely when incidents or heavy congestion is reported. We have been informed that the installation of a traffic camera would cost in the region of £45k (source: email dated 8th November 2021). The development proposals will fund the installation of this camera at Greengate Roundabout.



Figure 6-1: Email Between TfGM and Cameron Rose

Summary

6.2.11 It is therefore considered that with the proposed mitigation in place, that the impact of the development proposals would therefore not have a severe impact on the operational performance of the local or strategic highway network, as per paragraph 111 of NPPF which states that '*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

7.0 SUMMARY AND CONCLUSIONS

7.1 Summary

7.1.1 This Transport Assessment has been prepared by Cameron Rose Associates on behalf of Aldi Stores Limited in order to examine the highway and transportation issues associated with the proposed Aldi food store on Victoria Avenue East, Moston.

7.1.2 The proposals include the redevelopment of a site occupied by a bar/restaurant, fronting the A6104 Victoria Avenue East. The existing bar/restaurant unit will be demolished and an Aldi foodstore constructed with a GEA of 1,974 sqm. The development will be complimented with 119 car parking spaces including eight disabled, nine parent and child and four electric vehicle charging spaces.

7.1.3 The existing vehicular access to the site off Victoria Avenue East will be closed with the footway reinstated. The new vehicle access will be provided to the south-east of the existing access off Victoria Avenue East. The access will take the form of a ghost island right turn priority controlled junction. The new access will include an inset informal crossing position. The development proposals will also result in amendments to the Rugby Club access. This access also serves and will continue to serve the Pure Gym and residential apartments off Victoria Avenue. Service vehicles will access the site via the same access.

7.1.4 The study area includes the following junctions surrounding the site:

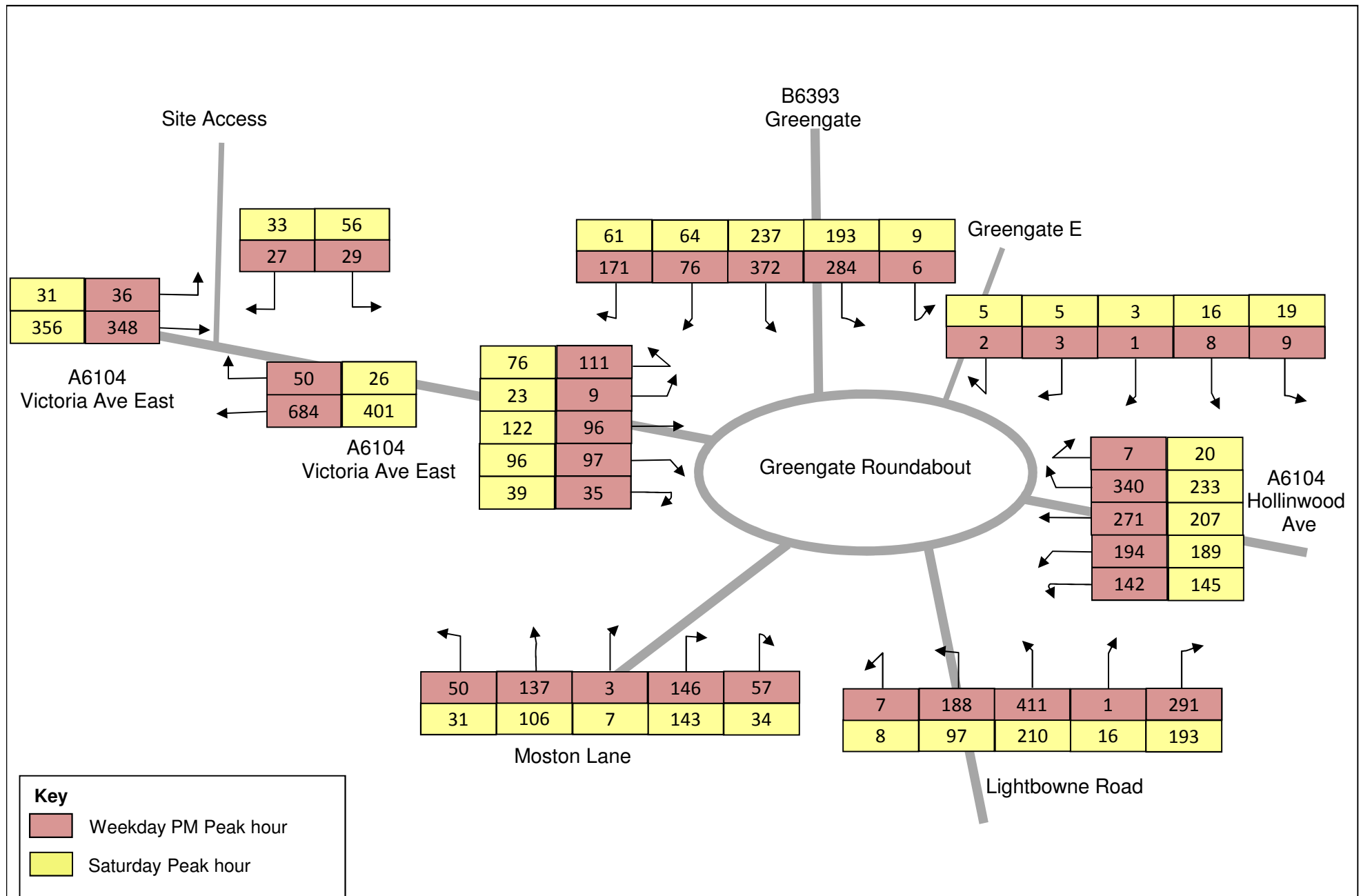
- Victoria Avenue East/ Site Access – priority controlled junction; and
- Greengate Roundabout - A6104 Victoria Avenue East/ A6104 Hollinwood Avenue/ B6392 Lightbowne Road/ B6392 Greengate – signal controlled roundabout junction.

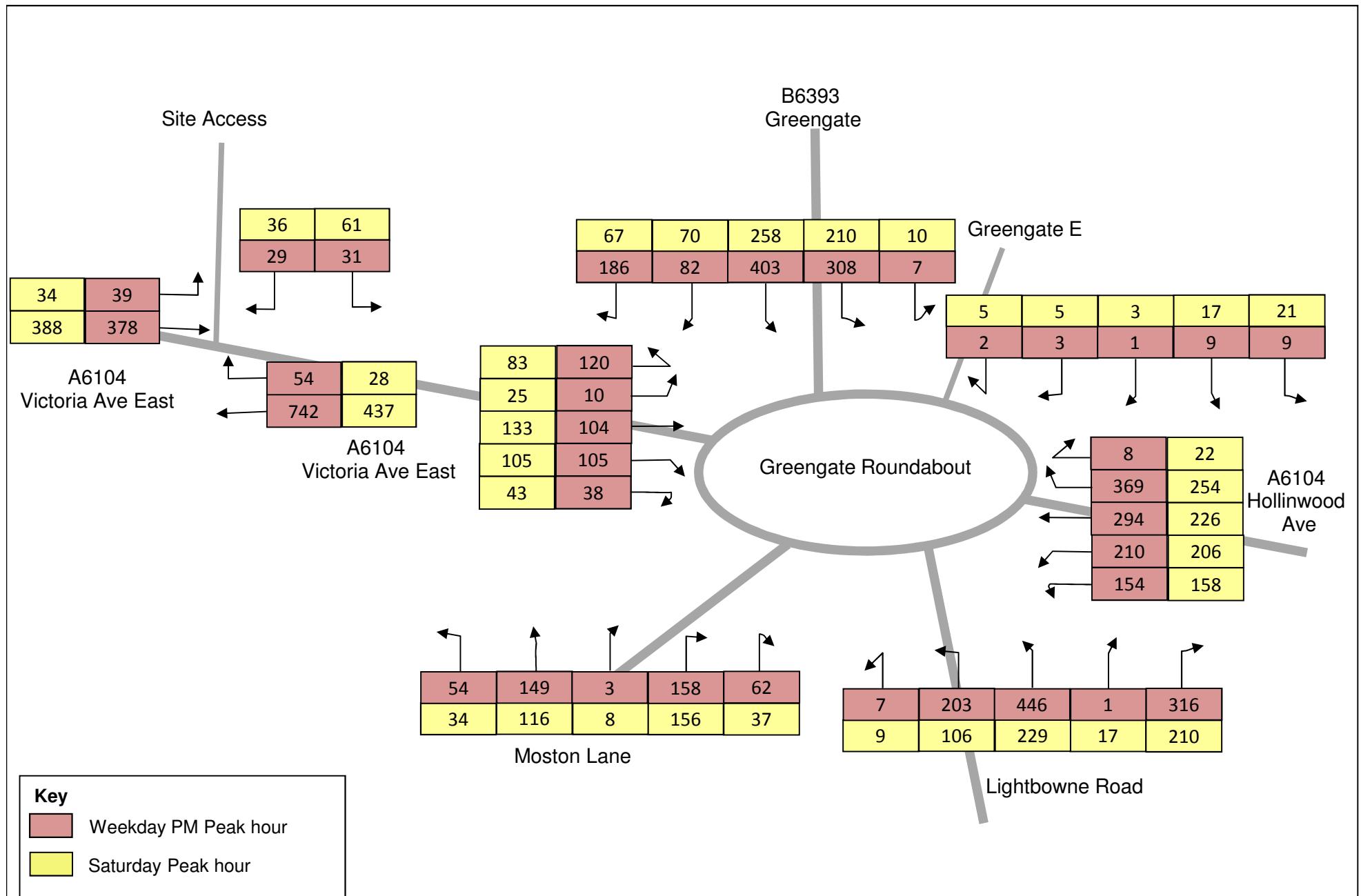
- 7.1.5 The development site benefits from an extant consent for A3/ A5 land use. The restaurant was open at the time of the survey; however it is not possible to separate the restaurant trip attraction from the other land uses (residential and gym). The trip attraction of the existing land use will be based on survey data held within the TRICS database. For robustness however, no discount will be applied to traffic flows on the local highway network to account for the existing land use.
- 7.1.6 The traffic attraction of the proposed foodstore has been estimated on the basis of comparable survey data contained within the TRICS database. Survey data for discount foodstores has been used to assess the likely traffic attraction of the proposed development.
- 7.1.7 The trip attraction of the proposed foodstore is anticipated to be 160 two-way trips in the Weekday PM peak hour and 202 in the Saturday peak hour, based on average trip rates and 223 two-way trips in the Weekday PM peak hour and 282 in the Saturday peak hour, based on 85th percentile trip rates
- 7.2** Following discussions with TfGM a scheme has been identified to mitigate against the impact of the development at the Greengate Roundabout. This would take the form of a traffic camera at the roundabout. This would provide some visibility at the junction which would enable UTC engineers to make customised timing changes remotely when incidents or heavy congestion is reported. We have been informed that the installation of a traffic camera would cost in the region of £45k (source: email dated 8th November 2021). The development proposals will fund the installation of this camera at Greengate Roundabout.
- 7.3 Conclusions**
- 7.3.1 The impact of residual trips from the development has been assessed and it is evident that these would not have a significant impact on the operational performance and safety of the local highway network.

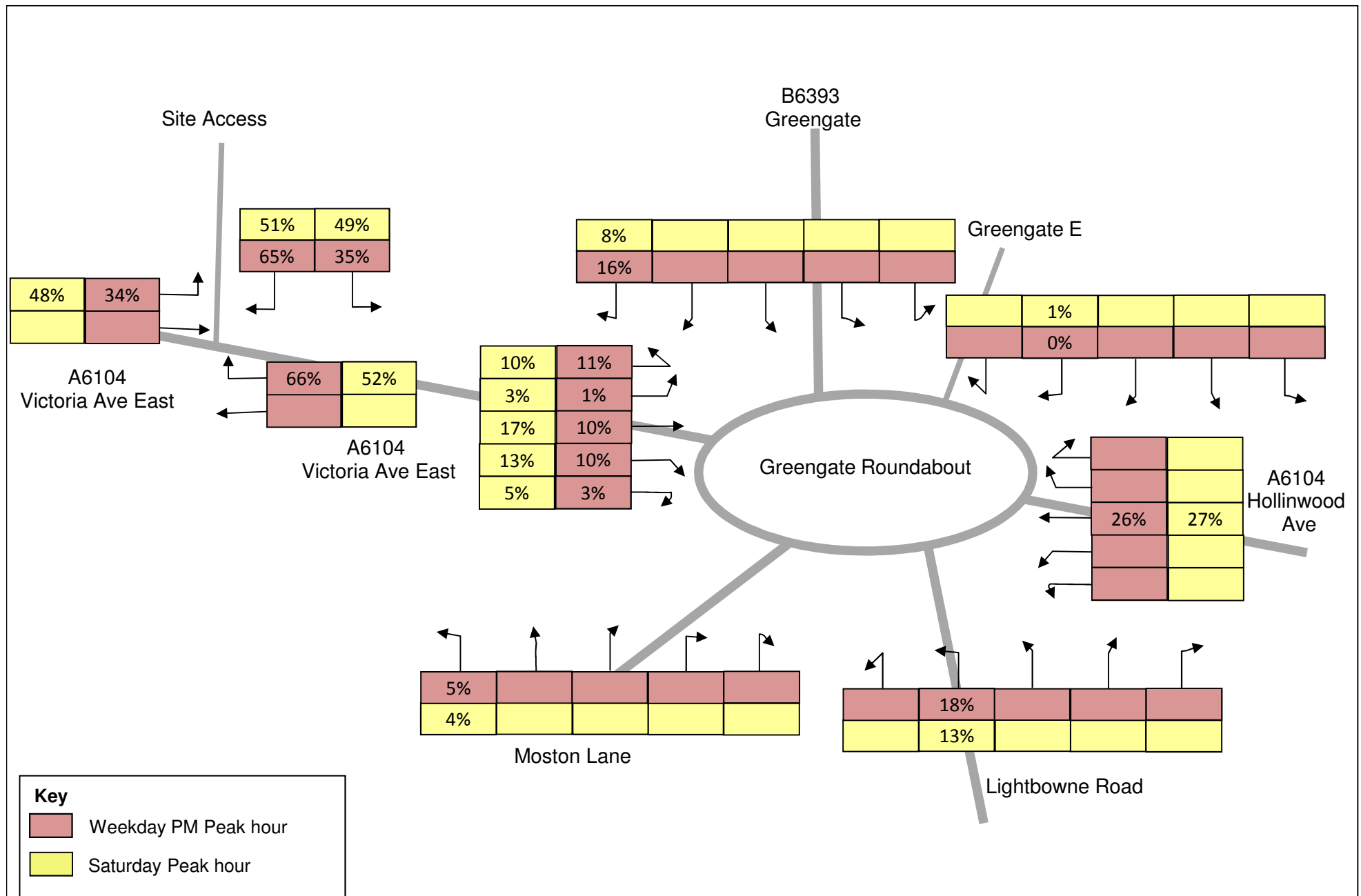
- 7.3.2 The impact of the development proposals would therefore not have a severe impact on the operational performance of the local or strategic highway network, as per paragraph 111 of NPPF which states that *‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’*.
- 7.3.3 It is concluded that there are no overriding reasons preventing the Local Planning Authority from recognising that the proposal is acceptable with regard to the local highway network.

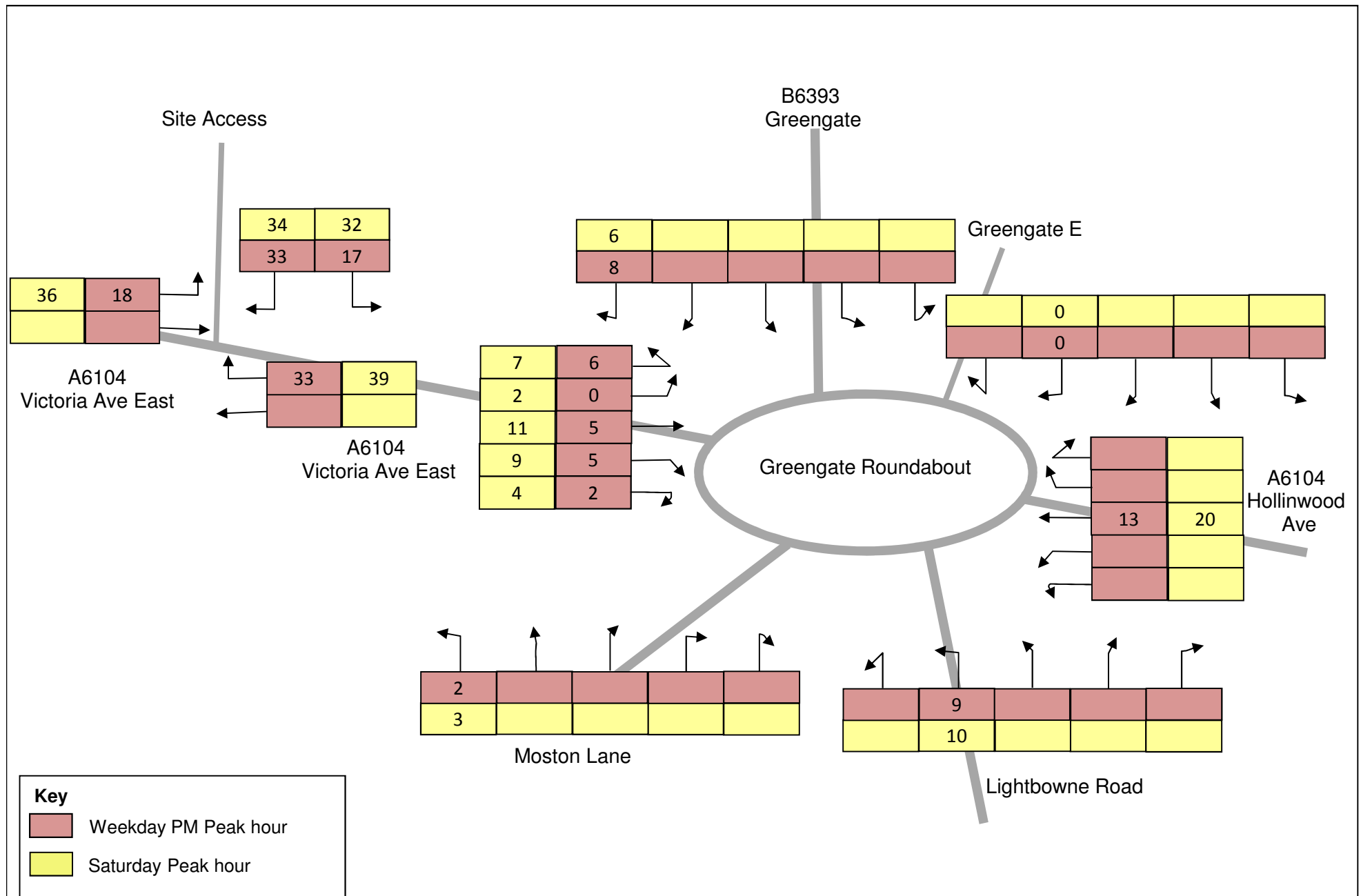


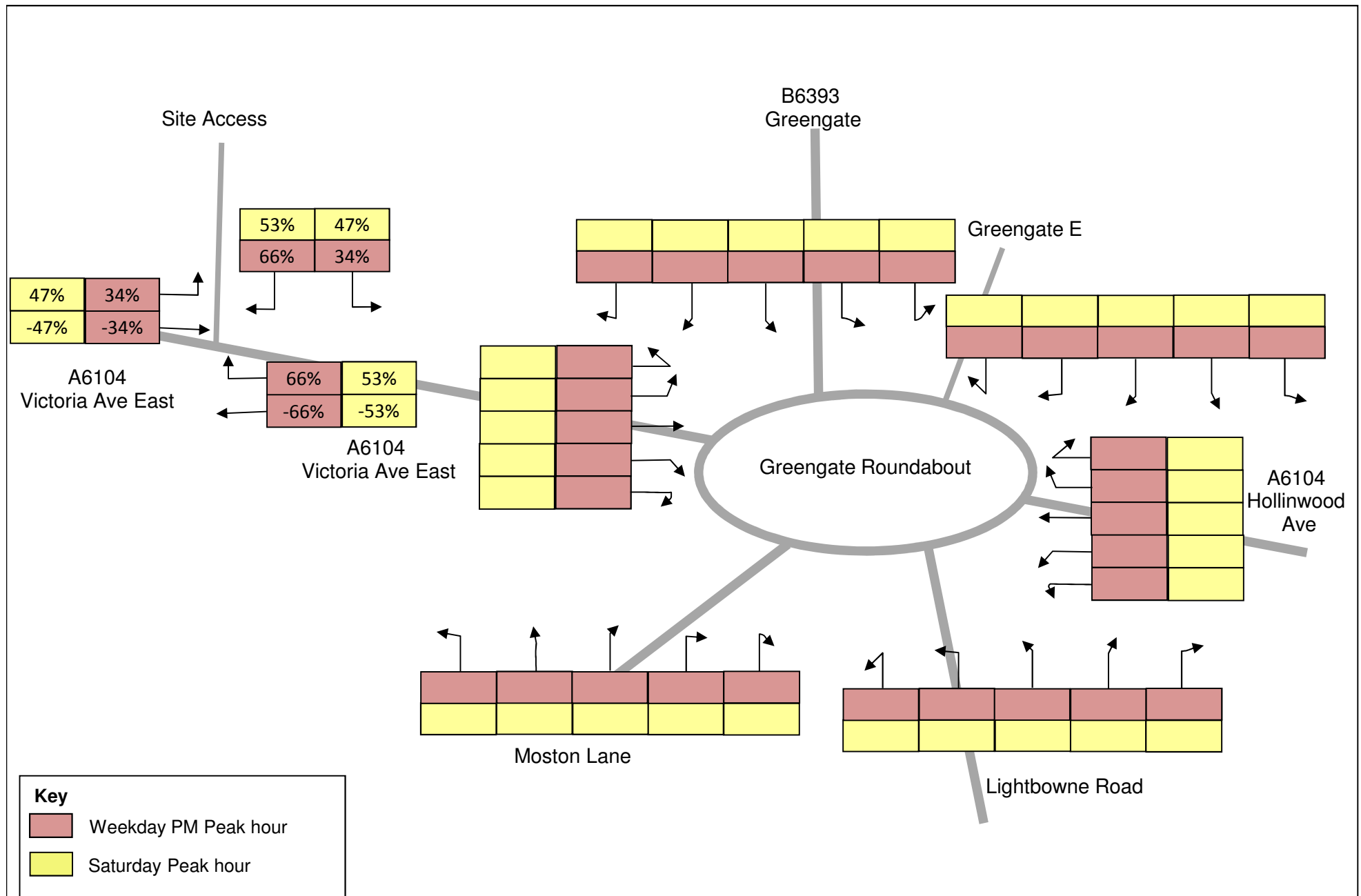
FIGURES

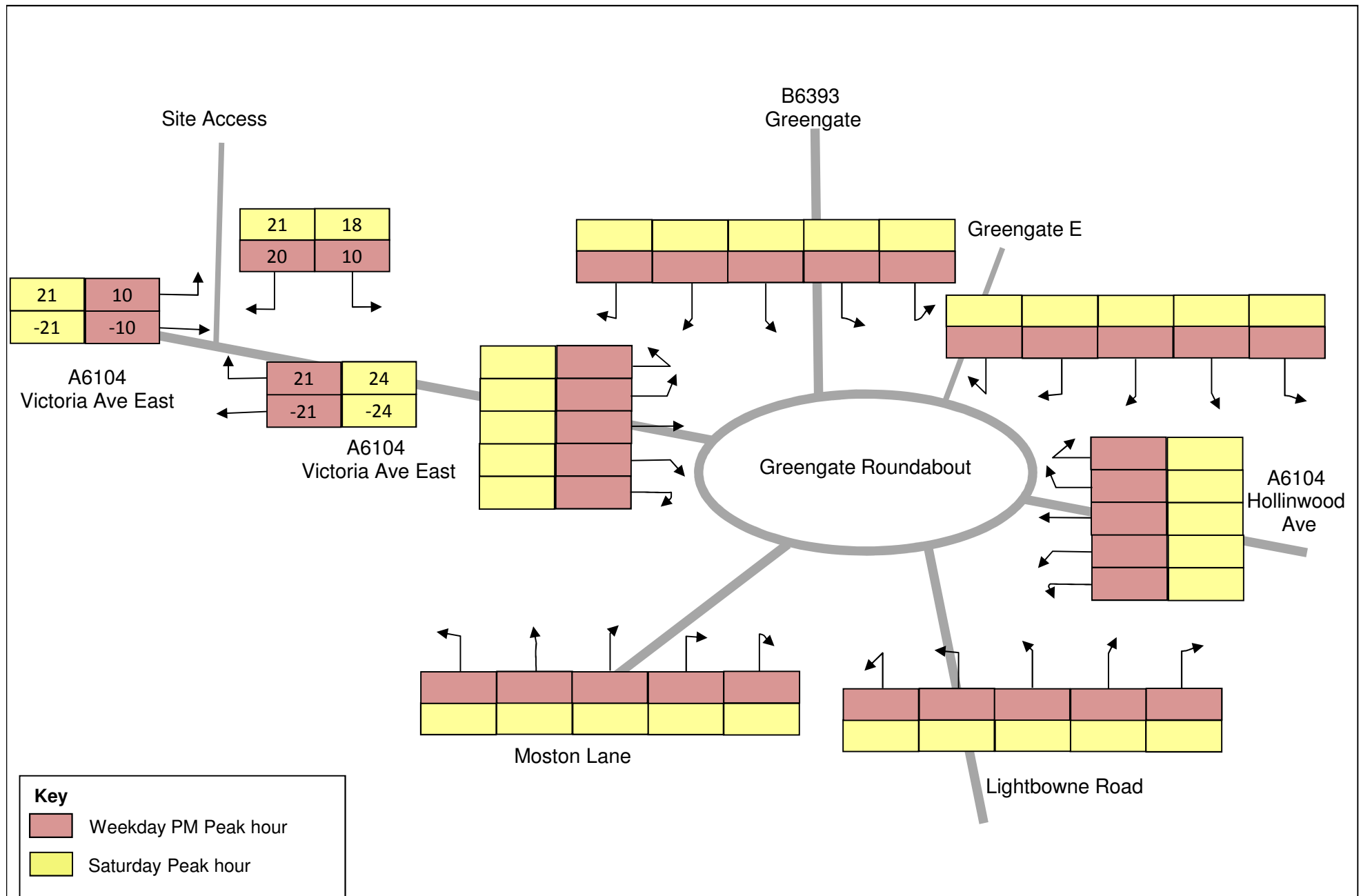


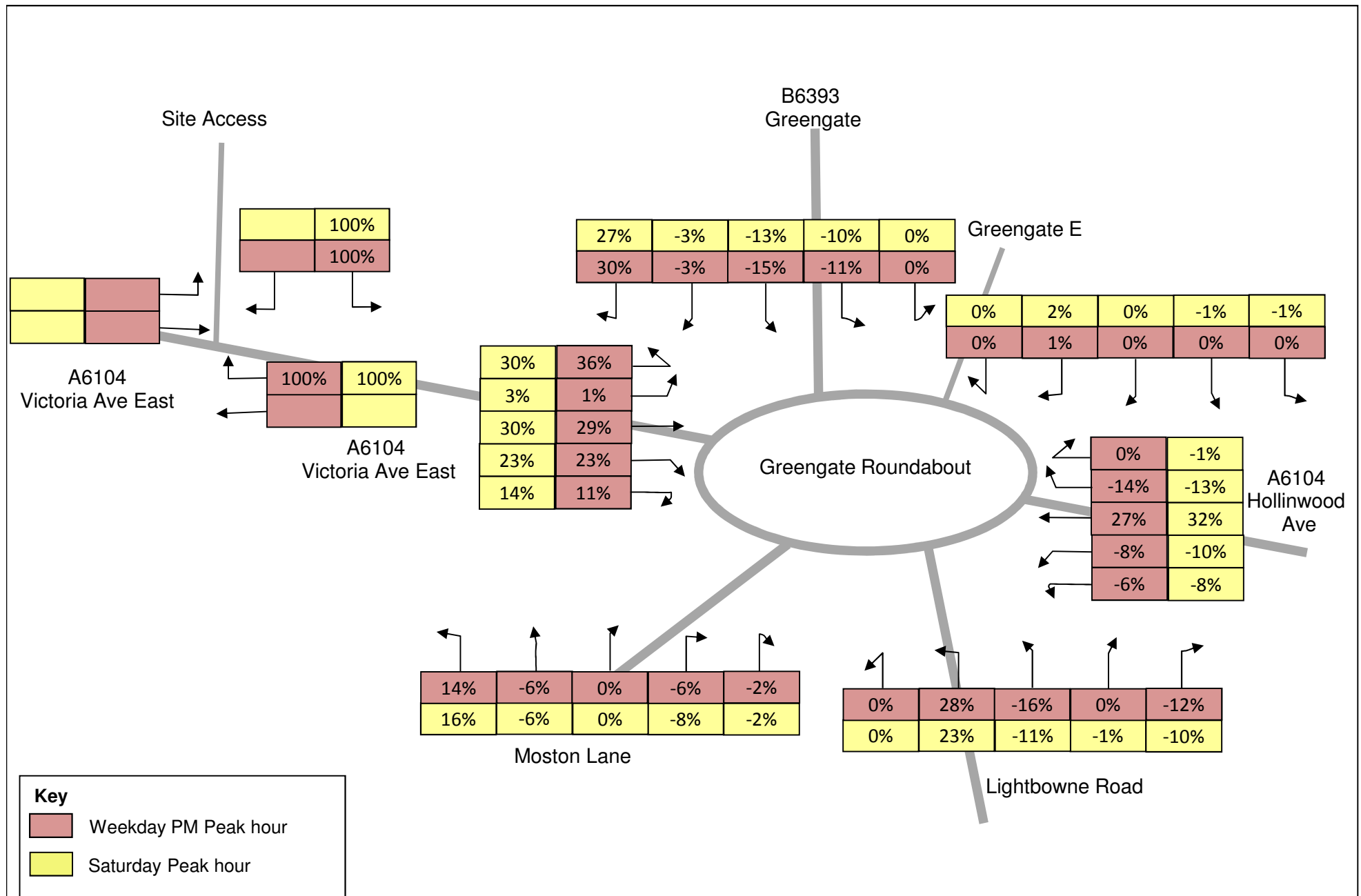


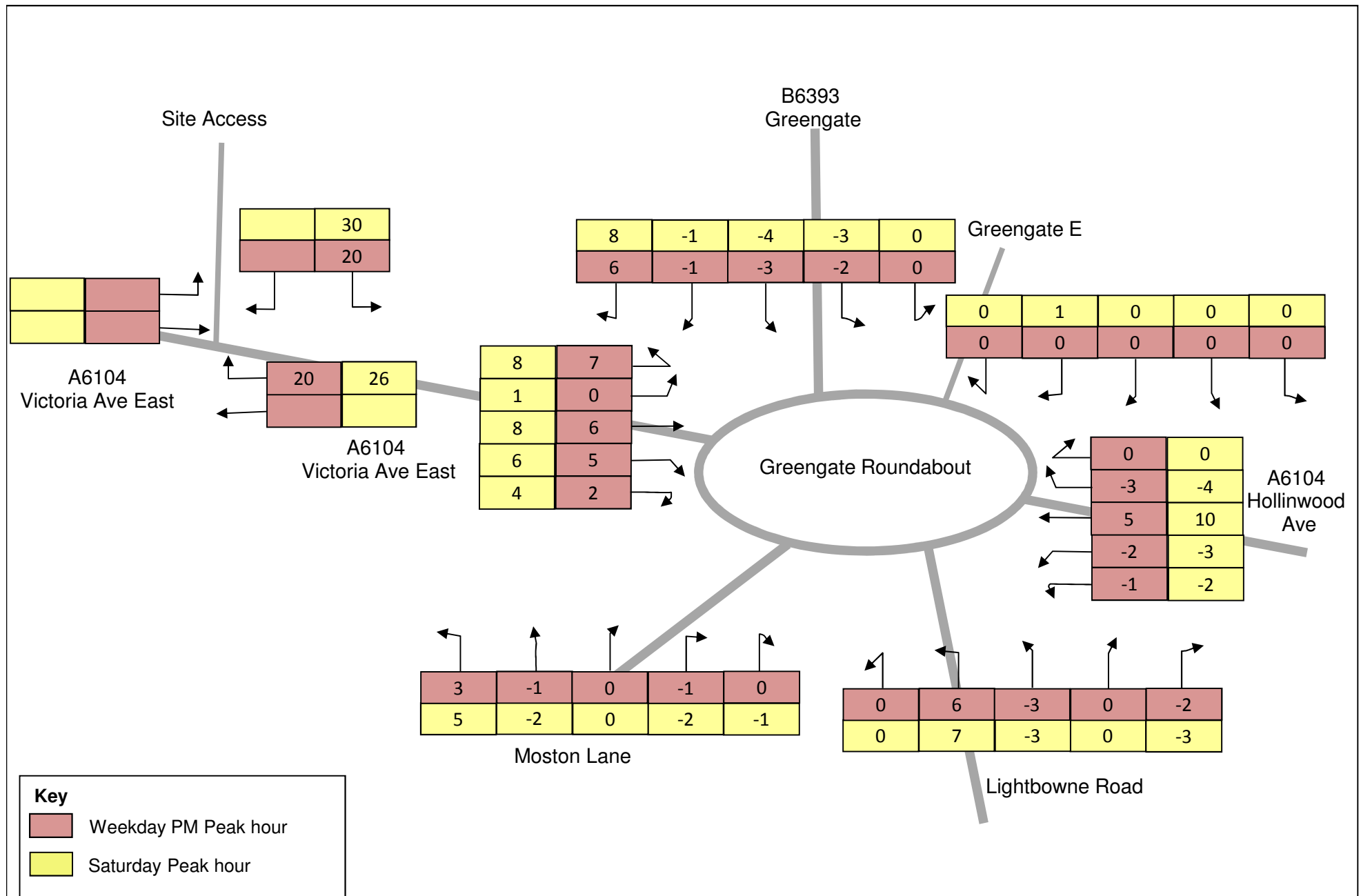


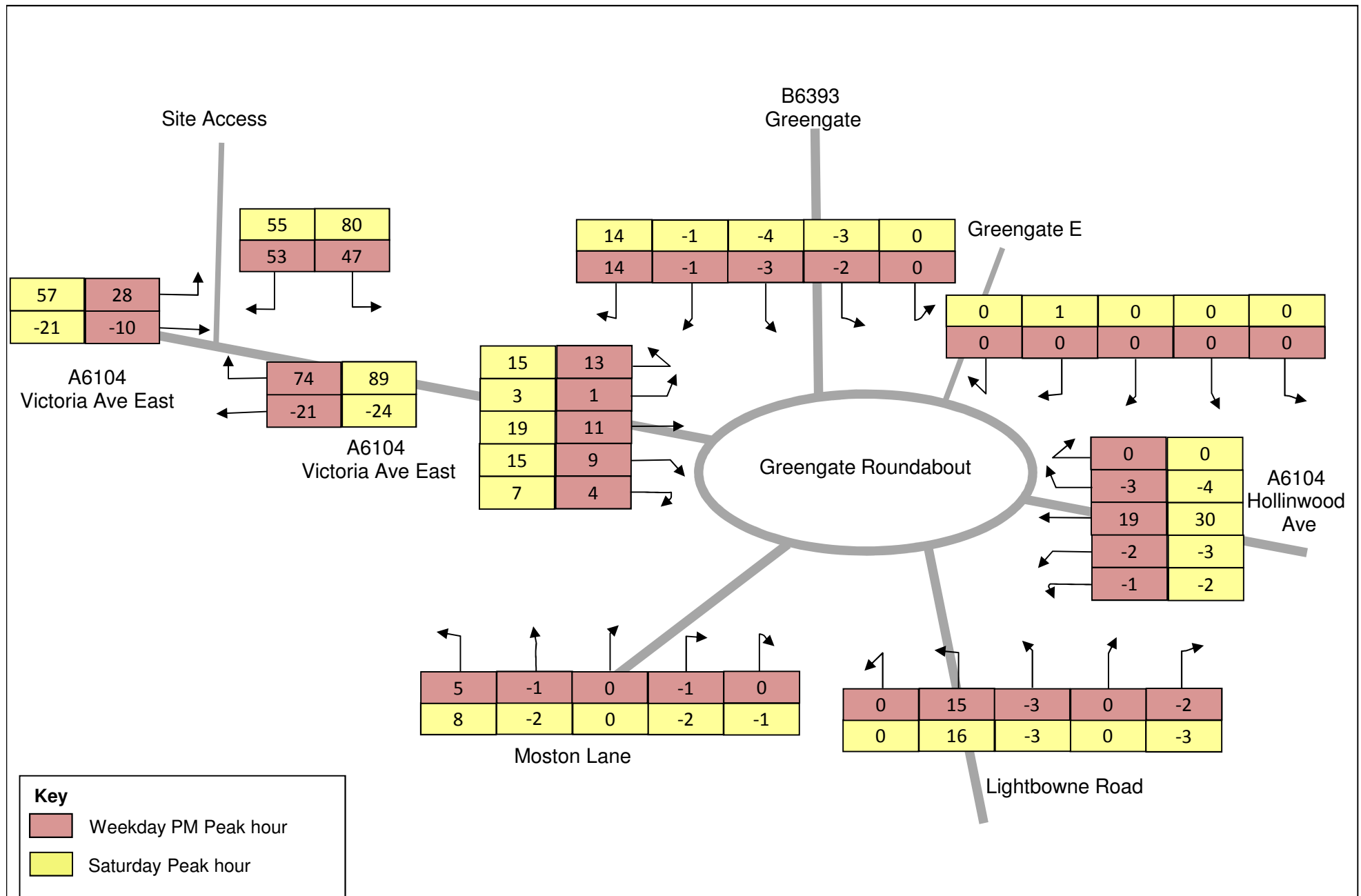


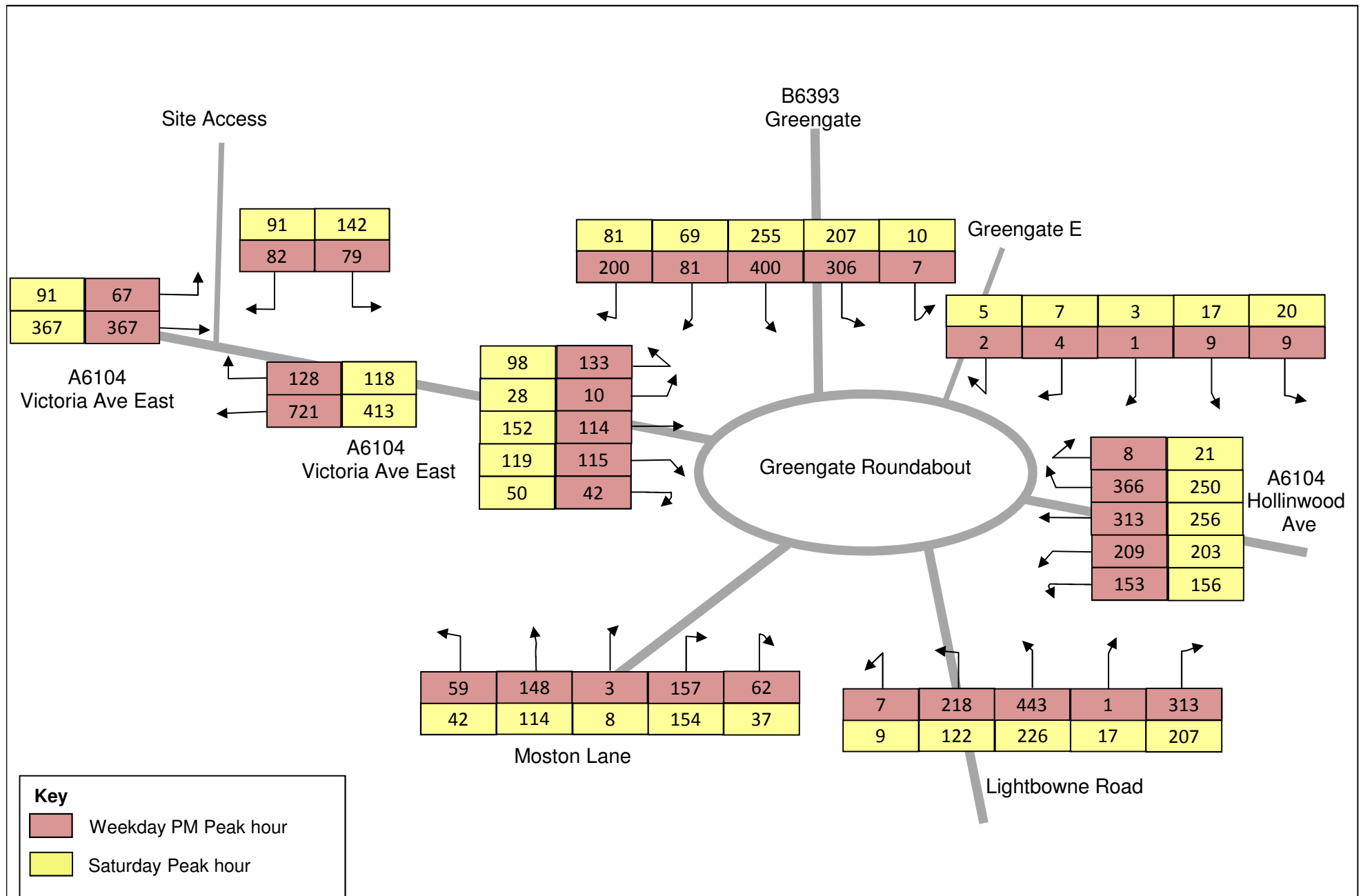














APPENDICES



APPENDIX A

PRE APPLICATION CORRESPONDENCE

Technical Note No. 1

Project: Proposed Aldi Foodstore, Victoria Road East, Moston

Title: **Transport Assessment Scoping Note**

Date: 01 July 2020

1.0 Introduction

- 1.1 Cameron Rose Associates, on behalf of Aldi Stores Limited, have been asked to provide transport planning and highways advice, in order to examine the highway and transportation matters associated with the proposed Aldi food store on Victoria Road East, Moston.
- 1.2 The proposals include the redevelopment of a site occupied by a bar/ restaurant, fronting the A6104 Victoria Road East. The existing bar/ restaurant unit will be demolished and an Aldi foodstore constructed with a GEA of 1,984 sqm. The development will be complimented with 117 car parking spaces including seven disabled, eight parent and child and two electric vehicle charging spaces.
- 1.3 The existing vehicular access to the site off Victoria Road East will be maintained, to accommodate the redevelopment proposals. This access also serves and will continue to serve the Pure Gym and residential apartments off Victoria Avenue. Service vehicles will access the site via the same access.
- 1.4 The development site benefits from an extant consent for A3/ A5 land use. The restaurant was open at the time of the survey; however it is not possible to separate the restaurant trip attraction from the other land uses (residential and gym). The trip attraction of the existing land use will be based on survey data held within the TRICS database. For robustness however, no discount will be applied to the network during assessment. Further details are provided below.
- 1.5 Information presented below will be provided in full detail within a Transport Assessment submitted in support of any forthcoming planning application. A Travel Plan Framework will also accompany the application.
- 1.6 For ease of reference, the remainder of this Technical Note is set out under the proposed section heading of the Transport Assessment.

2.0 The Development Site

Site Location and Surrounding Area

- 2.1 The proposed development site is located on the A6104 Victoria Road East at the site of an existing Indian bar/ restaurant – The Imperial Lounge. The existing vehicular access to the site off Victoria Road East will be maintained, to accommodate the redevelopment proposals.
- 2.2 The site is bounded to the north by the Manchester Outer Ring Road (M60), to the east by North Manchester Rugby Club, to the south by the A6104 Victoria Road East and to the west by Pure Gym and residential apartments.
- 2.3 The A6104 Victoria Road East is a single carriageway Road subject to a 30 mph speed limit. Advisory cycle lanes are present on both sides of the carriageway in the vicinity of the development site. Wide footways are provided on both sides of the carriageway.
- 2.4 Pedestrian guard rails are present on the northern side (site side) of the A6104 Victoria Road East, from outside of the Pure Gym to the vehicle access for the site. Two crossing points are accommodated along this length. Dropped kerbs, tactile paving and pedestrian refuges are provided at these locations.
- 2.5 The junction of the A6104 Victoria Road East/ A6104 Hollinwood Avenue/ B6392 Lightbowne Road/ B6392 Greengate is located to the east of the development site and is a partially signalised roundabout. Controlled pedestrian crossing facilities are provided on all arms of the junction. Controlled pedestrian crossing facilities are also provided on the circulatory carriageway, adjacent to Greengate and Moston Lane, with footway connections provided across the central island.
- 2.6 **Figure 2-1** illustrates the location of the application site in relation to the surrounding area and in the context of the immediate highway network.

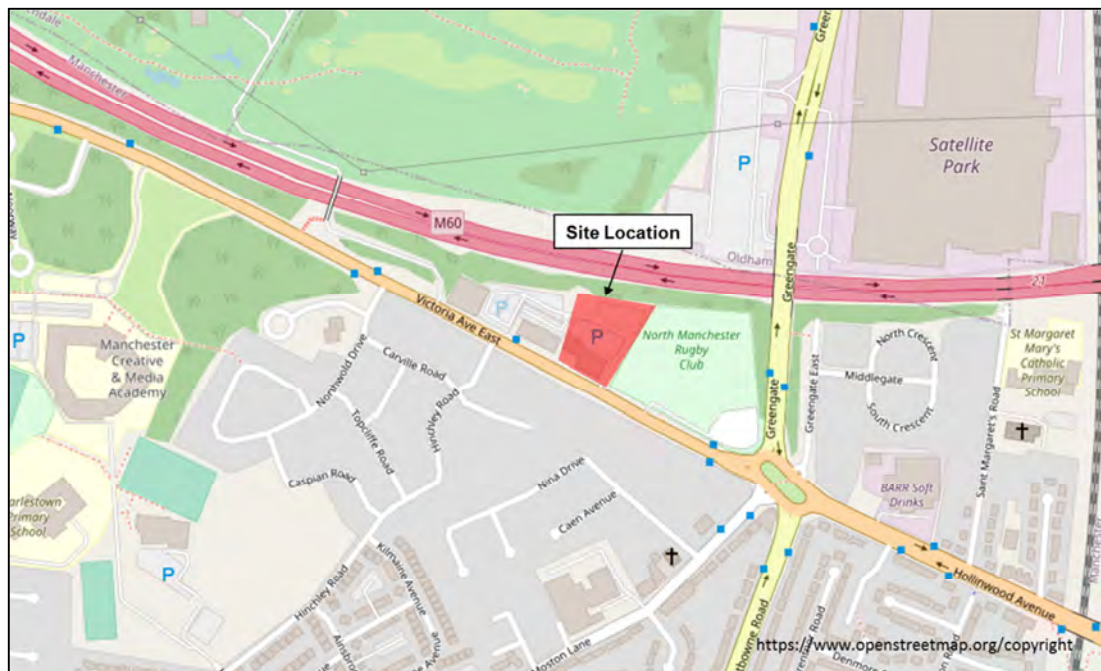


Figure 2-1: Site Location

- 2.7 The existing access arrangements, the local highway network and the existing/ permitted uses of the site, will also be detailed within the Transport Assessment.

Accessibility by Sustainable Modes

- 2.8 We will review the accessibility credentials of the site with respect to existing pedestrian, cycle and public transport facilities and the features of the development which would encourage trips by non-car modes, in more details in the Transport Assessment.
- 2.9 The site is well integrated with the surrounding urban area with pedestrian and cycle connections available to the surrounding area. Victoria Road East is a bus route, with the closest stop located within 100 metres of the development.

3.0 The Proposed Development

Proposed Site Layout

- 3.1 The proposals include the redevelopment of a site occupied by a bar/ restaurant, fronting the A6104 Victoria Road East. The existing bar/ restaurant unit will be demolished and an Aldi foodstore constructed with a GEA of 1,984 sqm, with 117 car parking spaces including seven disabled and eight parent and child spaces.
- 3.2 The development proposals will include two fast charge point with passive infrastructure (physical conduits to support future charging points, and the reservation of electrical capacity) for a further 20 electric charge point, for the use by both staff and customers.
- 3.3 A draft copy of the site plan is included in **Appendix A**.

Proposed Means of Access

- 3.4 The existing vehicular access to the site off Victoria Road East will be maintained, to accommodate the redevelopment proposals. This access also serves and will continue to serve the Pure Gym and residential apartments off Victoria Avenue. The general arrangement of the site access is provided in drawing number 562-01/GA-01, contained in **Appendix A**.
- 3.5 A swept path analysis of the largest vehicle that would use the proposed site access junctions, a 16.5 metre articulated vehicle, is also included. This demonstrates that the site access junction and service yard can suitably accommodate this size and manoeuvring of vehicle without detriment to the operational performance of the highway. The track plot analysis is illustrated in drawing number 562-01/ATR-01, contained in **Appendix B**.

Parking

- 3.6 The proposed Aldi foodstore will also provide 117 car parking spaces including seven disabled and eight parent and child spaces.

- 3.7 Reference will be made to Manchester City Council's Parking Standards, defined within Appendix B of the Manchester Core Strategy 2012 to 2027. This states that a maximum parking provision of one space per 14 sqm should be provided at food retail developments i.e. a maximum of 142 spaces.
- 3.8 In addition to car parking provision, the guidance also states that 6% of total capacity should be allocated for disabled parking provision i.e. seven spaces based on 117 car parking spaces.
- 3.9 Based upon the standards contained within the Manchester Core Strategy 2012 to 2027 document, cycle parking provision will be provided at a level of one space per 140 sqm i.e. 14 cycle parking spaces.
- 3.10 The Transport Assessment will also contain car park accumulation assessments for a Weekday and Saturday, informed by data used to calculate trip rates.

4.0 Baseline Traffic Conditions

Baseline Traffic Flows

- 4.1 We have been in touch with Transport for Greater Manchester to establish whether any traffic data is available that could be used in the assessment. Unfortunately no data is available within the vicinity of the development site or at the junction of the A6104 Victoria Road East/ A6104 Hollinwood Avenue/ B6392 Lightbowne Road/ B6392 Greengate or on any of the junctions approach arms.
- 4.2 During an initial review of the site we did undertake traffic counts at the site access. Traffic counts were undertaken on Friday 28th February and Saturday 29th February 2020. The peak hours were identified as:
- Weekday PM Peak: 1545 – 1645; and
 - Saturday Midday Peak: 1245 – 1345.
- 4.3 The peak hour traffic counts are summarised in **Table 4-1** for the Weekday PM peak and **Table 4-2** for the Saturday peak.

Table 4-1: 2020 PM Peak Hour Traffic Counts

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)	0	29	663	692
Site Access	19	0	27	46
Victoria Avenue (e)	494	38	0	532
Total	513	67	690	0

Table 4-2: 2020 Saturday Peak Hour Traffic Counts

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)	0	33	509	542
Site Access	37	0	35	72
Victoria Avenue (e)	467	34	0	501
Total	504	67	544	0

- 4.4 Should additional traffic surveys be required can Manchester City Council please indicate what COVID 19 restrictions would need to be lifted to enable these to be undertaken i.e. if schools are fully open in September 2020 would it be acceptable to undertake traffic surveys?

Assessment Years

- 4.5 Growth factors will be applied to the surveyed traffic flows to calculate 2025 base traffic flows. This will be undertaken using TEMPRO 7 NTM AF15 Dataset with adjusted local growth for the Manchester 003 super output area (E02001047), which encompasses the development site.

Table 4-3: Proposed Growth Factors (Manchester 003)

Growth Period	PM Weekday Peak Period	Saturday Peak Period
2020 - 2025	1.0927	1.0978

Urban: All

- 4.6 The growthed data is included in **Table 4-4** for the PM peak and **Table 4-5** for the Saturday peak.

Table 4-4: 2025 PM Peak Hour Traffic Counts

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)	0	32	724	756
Site Access	21	0	30	50
Victoria Avenue (e)	540	42	0	581
Total	561	73	754	1,387

Table 4-5: 2025 Saturday Peak Hour Traffic Counts

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)	0	36	559	595
Site Access	41	0	38	79
Victoria Avenue (e)	513	37	0	550
Total	553	74	597	1,224

Committed Development Traffic Flows

- 4.7 Please provide details of any committed developments which need to be taken into consideration within the assessment.

Personal Injury Accident Data

- 4.8 We will also provide an analysis of the personal-injury accident record data in the vicinity of the site for the most recently available five year period. A review of the Crash Map website indicates that there have been no reported accidents in the last five year period in the vicinity of the development site access.

5.0 Development Trip Attraction, Assignment and Distribution

Trip Attraction of the Existing Site

- 5.1 The development site benefits from an extant consent for A3/ A5 land use. The restaurant was open at the time of the survey; however it is not possible to separate the restaurant trip attraction from the other land uses (residential and gym). The trip attraction of the existing land use will be based on survey data held within the TRICS database.

- 5.2 The trip attraction of the existing site has been based on an analysis of the TRICS database. Trip rates have therefore been examined for the TRICS category Hotel, Food & Drink – Restaurant.
- 5.3 The resulting average trip rates are detailed in **Table 5-1**. The full calculation and output from TRICS is attached in **Appendix C**.

Table 5-1: Hotel, Food & Drink Vehicular Trip Rates per 100 sqm GFA

Peak Period	Trip Rates		
	Arrivals	Departures	Two-Way
PM Peak (1600 – 1700)	1.509	1.243	2.752
Saturday Peak (1300 – 1400)	1.984	2.405	4.389

- 5.4 Adopting these trip rates would result in the trip attraction rates detailed in **Table 5-2**, based on the existing buildings Gross Floor Area of 965 sqm.

Table 5-2: Hotel, Food & Drink Vehicular Trip Attraction (TRICS)

Peak Period	Trip Rates		
	Arrivals	Departures	Two-Way
PM Peak (1600 – 1700)	15	12	27
Saturday Peak (1300 – 1400)	19	23	42

- 5.5 For robustness however, no discount will be applied to traffic flows on the local highway network to account for the existing land use. We reserve the right to reassess this assumption should the parameter of the study changed from those outlined within this note.

Trip Attraction of the Proposed Site

- 5.6 The traffic attraction of the proposed foodstore has been estimated on the basis of comparable survey data contained within the TRICS database. Survey data for discount foodstores has been used to assess the likely traffic attraction of the proposed development.

- 5.7 The trip rates presented below consider the traffic attraction of the proposed store before the effects of pass-by, transferred or linked trips are taken into consideration.
- 5.8 The average and 85th percentile trip rates are summarised below in **Table 5-3**, the full calculation and output from TRICS is attached in **Appendix C**.

Table 5-3: Discount Foodstore Trip Rates per 100 sqm GFA

Trip Rate	Peak Period	Arrivals	Departures	Two-Way
Average	PM Peak (1600 – 1700)	3.961	4.101	8.062
	Saturday Peak (1300 – 1400)	5.745	5.513	11.258
85 th %tile	PM Peak (1600 – 1700)	5.143	5.061	10.204
	Saturday Peak (1300 – 1400)	7.578	6.619	14.197

- 5.9 The quantum of traffic attracted by the 1,984 sqm GFA Aldi foodstore, based on these trip rates, is summarised in **Table 5-4**.

Table 5-4: Discount Foodstore Vehicular Trip Attraction

Trip Rate	Peak Period	Arrivals	Departures	Two-Way
Average	PM Peak (1600 – 1700)	79	81	160
	Saturday Peak (1300 – 1400)	114	109	223
85 th %tile	PM Peak (1600 – 1700)	102	100	202
	Saturday Peak (1300 – 1400)	150	131	282

- 5.10 The trip attraction of the proposed foodstore is anticipated to be 160 two-way trips in the Weekday PM peak hour and 202 in the Saturday peak hour, based on average trip rates and 223 two-way trips in the Weekday PM peak hour and 282 in the Saturday peak hour, based on 85th percentile trip rates

Trip Types

5.11 It is widely accepted that, the total number of trips attracted to a new retail development are not comprised wholly of new trips to the local highway network. Many of the trips may in fact already exist on the network, albeit at another location, or where a visit to the store will be incorporated into an existing pattern of travel behaviour. The following vehicular trip types have been identified in association with new retail developments (Guidance on Transport Assessment, DfT, 2007):

- New Trips (Primary Trips): Trips that do not appear anywhere on the road network prior to the opening of the development.
- Pass-by Trips (Non-Primary Trips): Trips which are already present on the road network directly adjacent to the point of access to the site, which will turn into the site.
- Linked Trips (Non-Primary Trips): Trips that will have multiple destinations either within the proposed development site, between both the development site and existing adjacent sites, or between the development site and an established town centre.
- Diverted Trips (Non-Primary Trips): Trips which are already present on the local road network but not the road from which the site access is taken and will divert from their existing use to access the site.
- Transferred Trips (Non-Primary Trips): Trips which are already present on the local road network, accessing similar sites in close proximity to the proposed development. Slightly different from diverted trips, these wholly transfer from using an existing development to a new one, i.e. shoppers switching to a new foodstore that is more conveniently located for them.

5.12 The importance of non-primary trips, i.e. Pass-by, Linked, Diverted and Transferred trips are emphasised by retailers who suggest that they rely heavily on these trip types in order to survive.

5.13 The premise of non-primary trips is one that is particularly true in locations where the highway network experiences peak hour congestion as customers are unlikely to embark on a single purpose home based trip to undertake food shopping at these times. During the hours of peak traffic demand on the local highway network, it is likely that the majority of customers to the proposed foodstore, who travel by car, would have already been present on the local highway network.

5.14 For the purpose of this assessment it has been assumed that 30% of trips will be primary and 70% of trips will be non-primary. The proportions detailed below are based on 85th percentile trip rates.

Table 5-5: Increase in Vehicle Trip Attraction by Trip Type – 85th %tile

Peak Period	Trip Type	Arrivals	Departures	Two-Way
PM Peak (1700 – 1800)	Primary (30%)	31	30	61
	Non-Primary (70%)	71	70	142
	Total	102	100	202
Saturday Peak (1500 – 1600)	Primary (30%)	45	39	85
	Non-Primary (70%)	105	92	197
	Total	150	131	282

Based on 85th percentile trip rates

5.15 In terms of new trips (primary) on the network, the analysis has demonstrated that the proposed Aldi foodstore will only generate an additional 61 two-way trips during the PM peak and 85 two-way trips during the Saturday peak.

Trip Distribution

Primary Trips:

5.16 The distribution of Primary trips on the local highway network has been based on the surveyed traffic flows on Victoria Road East. The distribution of Primary trips at the site access junction is summarised in **Table 5-6** and **Table 5-7** below.

Table 5-6: PM Peak Hour Primary Trip Distribution

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)		18		18
Site Access	13		17	30
Victoria Avenue (e)		13		13
Total	13	31	17	61

Based on 85th Percentile Trip Rates

Table 5-7: Saturday Peak Hour Primary Trip Distribution

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)		24		24
Site Access	19		21	39
Victoria Avenue (e)		22		22
Total	19	45	21	85

Based on 85th Percentile Trip Rates

Non Primary Trips:

5.17 Of the Non-Primary trip it has been assumed that 43% (30% of total trips) are Pass-by trips and 57% (40% of total trips) are Diverted trip. Pass-by trips effectively comprise trips which will turn into the proposed development on their way to/ from other destinations. This would therefore represent a discount to traffic downstream of the site access for the duration of the Pass-by Trip to the development, but the trip is subsequently added back to the network once the visit has ended. Thus no reduction will be made to the traffic on the local highway network outside of the site access junction. Albeit that the possible trip timeline is extended beyond the highway network peak hours.

5.18 Diverted Trips are trips diverted from other routes. The proportion of diverted trips is influenced by the local network and thus for the purpose of this analysis, diverted trips are those approaching the A6104 Victoria Road East/ A6104 Hollinwood Avenue/ B6392 Lightbowne Road/ B6392 Greengate junction or the A6104 Victoria Road East/ A664 Rochdale Road.

5.19 The distribution of Non-Primary trips at the site access junction is summarised in **Table 5-8** and **Table 5-9** below.

Table 5-8: PM Peak Hour Non-Primary (Pass-by & Diverted) Trip Distribution

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)	0	41	-18	23
Site Access	36	0	34	70
Victoria Avenue (e)	-13	31	0	17
Total	23	71	17	111

Based on 85th Percentile Trip Rates

Table 5-9: Saturday Peak Hour Non-Primary (Pass-by & Diverted) Trip Distribution

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)	0	55	-24	31
Site Access	46	0	46	92
Victoria Avenue (e)	-22	50	0	29
Total	25	105	22	152

Based on 85th Percentile Trip Rates

5.20 The total development trips at the site access have been combined with the 2025 Base traffic flows (**Table 4.4** and **Table 4.5**) and are presented in **Table 5-10** and **Table 5-11**.

Table 5-10: 2025 Base + Development PM Peak Hour Traffic Counts

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)	0	90	706	797
Site Access	70	0	82	150
Victoria Avenue (e)	527	86	0	611
Total	597	175	788	1,559

Table 5-11: 2025 Base + Development Saturday Peak Hour Traffic Counts

	Victoria Avenue (w)	Site Access	Victoria Road (e)	Total
Victoria Avenue (w)	0	114	535	650
Site Access	106	0	104	210
Victoria Avenue (e)	491	109	0	600
Total	596	224	640	1,460

Proportion Impact Assessment

5.21 A proportional impact assessment has been undertaken to assess the traffic impact of the development on Victoria Avenue. This is illustrated in **Table 5-12** based on two way link flow analysis.

Table 5-12: Proportional Impact Assessment

Arm	Two-Way Traffic Flows		
	2025 Base	Development	Proportion Impact
PM Peak			
Victoria Avenue (W)	1,317	76	5.81%
Victoria Avenue (E)	1,335	65	4.84%
Saturday Peak			
Victoria Avenue (W)	1,148	98	8.56%
Victoria Avenue (E)	1,147	93	8.10%

5.22 As the catchment area of the Aldi food store is small, a five minute off-peak drive time based on the retail impact work, the distribution of development traffic on the wider network is likely to be minimal; particularly given that 70% of trips on the network are non-primary trips.

6.0 Impact of Development Proposals on the Local Highway Network

6.1 Operational capacity assessments have been undertaken at the Victoria Avenue East/ Site Access junction. The capacity assessment has been undertaken in PICADY and the results of the assessment are presented in **Table 6-1**.

Table 6-1: Site Access/ Victoria Avenue – PICADY Results

Scenario	Arm	PM Peak Hour		Saturday Peak Hour	
		RFC	Q	RFC	Q
2025 Base	Site Access - left	0.07	0	0.08	0
	Site Access - right	0.09	0	0.14	0
	Speke Hall Road (s)	0.09	0	0.07	0
2025 Base + Development	Site Access - left	0.19	0	0.24	0
	Site Access - right	0.31	0	0.40	1
	Speke Hall Road (s)	0.19	0	0.22	0

6.2 The operational capacity assessments demonstrate that the site access is sufficient to accommodate development traffic, for a future assessment year. The maximum Ratio of Flow to Capacity (RFC) occurs during the Saturday peak period of 0.40 with an associated queue of one pcu, on the site access right turn.

- 6.3 The modelling therefore demonstrates that the proposed site access is sufficient to accommodate development traffic and that right turners into the site will not impact on/ delay vehicles proceeding along Victoria Road East.

7.0 Summary and Conclusions

- 7.1 This section will summarise the findings of the Transport Assessment as detailed in the previous sections.
- 7.2 We trust the above scoping exercise provides sufficient detail to enable you to confirm the parameters of the Transport Assessment. In the meantime, should you wish to contact me regarding any of the above matters, please do not hesitate to do so.

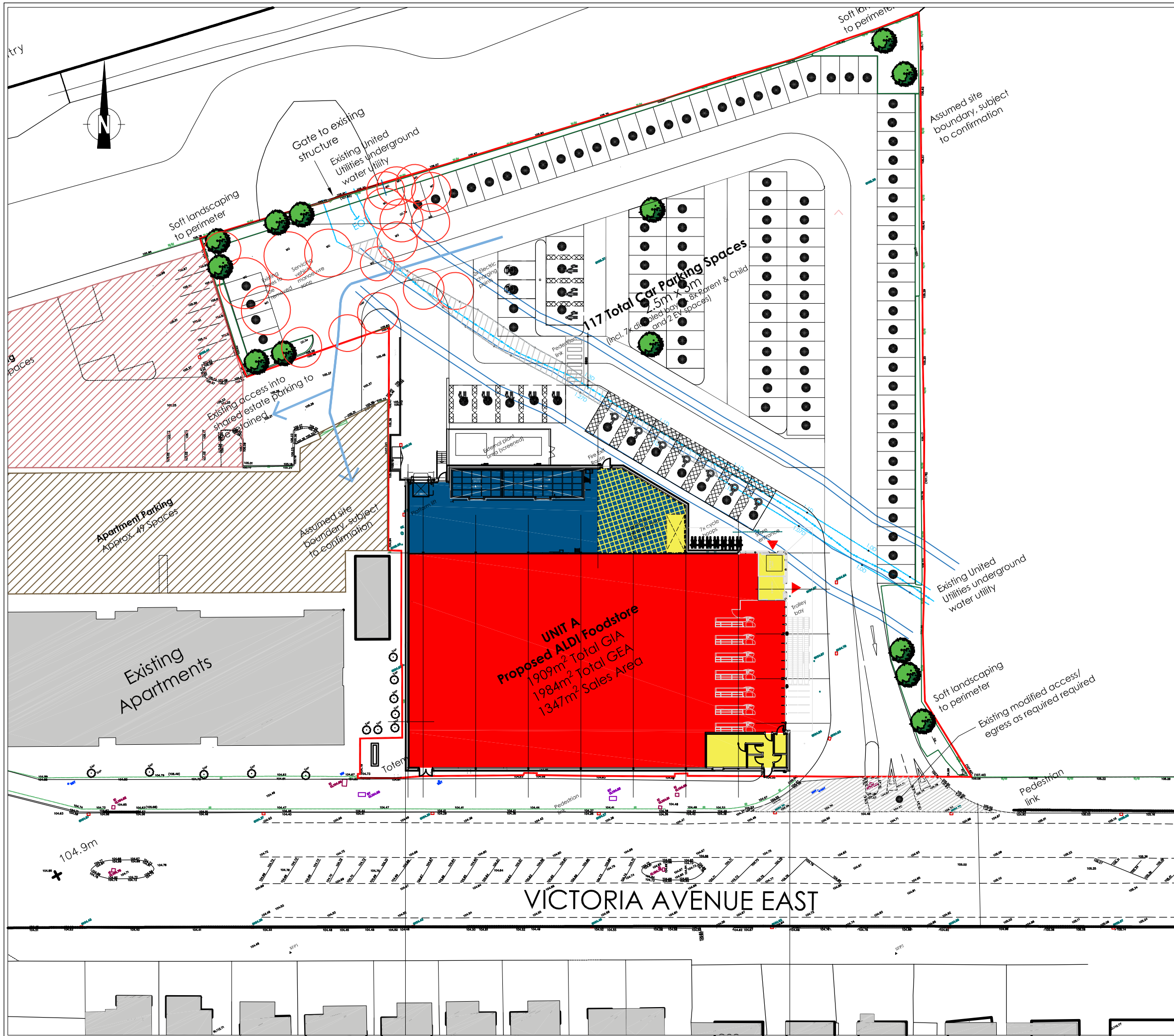


APPENDICES



APPENDIX A

GENERAL ACCESS ARRANGEMENT



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Revision History		Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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CAMERON ROSE
ASSOCIATES

client: Aldi Stores Limited

project: Victoria Avenue Moston

drawing title: Proposed Site Layout General Arrangement

scale(s): 1/500date: 30/06/20drawn by: IJMchecked: CAB

drawing number: 562-01/GA-01

xrefs:

status: Information

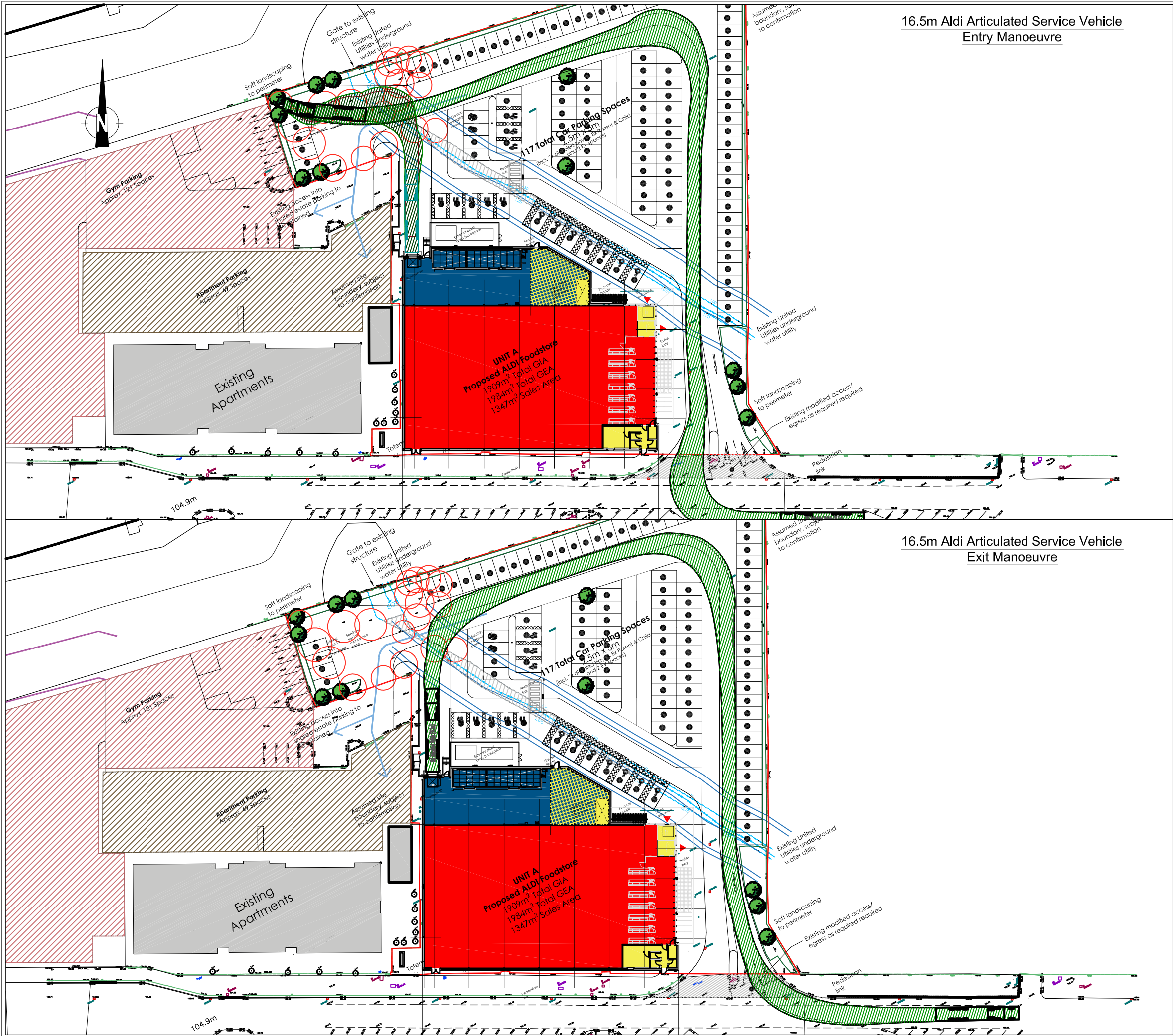
rev:

DATE PRINTED:



APPENDIX B

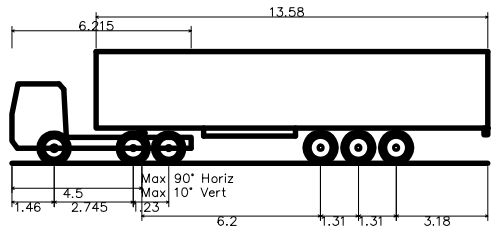
SWEPT PATH AUTOTRACK ANALYSIS



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Aldi Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.600m
Overall Body Height 2.863m
Min Body Ground Clearance 0.511m
Max Track Width 2.500m
Lock to Lock Time 8.00s
Wall to Wall Turning Radius 8.250m

Revision History		Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

10 King Street Newcastle-under-Lyme Staffordshire ST5 1EL 01782 627029 www.cameron-rose.co.uk		 CAMERON ROSE ASSOCIATES	
client:		Aldi Stores Limited	
project:		Victoria Avenue Moston	
drawing title:		Site Layout Track Plot Analysis 16.5m Articulated Vehicle	
scale(s):	1/750	date:	30/06/20
drawing number:	562-01/ATR-01	drawn by:	IJM
xrefs:		checked:	CAB
		status:	Information
		rev:	-

DATE PRINTED:



APPENDIX C

TRICS DATA

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1023 to 2624 (units: sqm)
Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/06/19

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	1 days
Tuesday	7 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	2
Retail Zone	3

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.

Secondary Filtering selection:

Use Class:

A1	14 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	10 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	14 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	10 days

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

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1466 sqm		
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL	
2	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	2568 sqm		
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL	
3	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCKLAND			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1023 sqm		
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL	
4	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407 sqm		
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL	
5	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL	
6	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

7	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624	sqm	
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440	sqm	
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247	sqm	
	Survey date: THURSDAY	22/06/17		Survey Type: MANUAL
10	TW-01-C-01	ALDI		TYNE & WEAR
	EDGEFIELD AVENUE			
	NEWCASTLE			
	FAWDON			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	1798	sqm	
	Survey date: TUESDAY	30/04/19		Survey Type: MANUAL
11	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	2085	sqm	
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL
12	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	2085	sqm	
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL
13	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	WORCESTER			
	BRICKFIELDS			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2417	sqm	
	Survey date: WEDNESDAY	13/07/16		Survey Type: MANUAL
14	WO-01-C-02	LIDL		WORCESTERSHIRE
	WORCESTER ROAD			
	MALVERN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	1471	sqm	
	Survey date: TUESDAY	26/06/18		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
WY-01-C-01	Unit

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.159	2	2511	0.040	2	2511	0.199
07:00 - 08:00	14	2034	0.386	14	2034	0.130	14	2034	0.516
08:00 - 09:00	14	2034	2.310	14	2034	1.531	14	2034	3.841
09:00 - 10:00	14	2034	3.079	14	2034	2.641	14	2034	5.720
10:00 - 11:00	14	2034	3.455	14	2034	3.108	14	2034	6.563
11:00 - 12:00	14	2034	3.729	14	2034	3.645	14	2034	7.374
12:00 - 13:00	14	2034	3.673	14	2034	3.690	14	2034	7.363
13:00 - 14:00	14	2034	3.697	14	2034	4.136	14	2034	7.833
14:00 - 15:00	14	2034	4.129	14	2034	4.031	14	2034	8.160
15:00 - 16:00	14	2034	3.975	14	2034	3.919	14	2034	7.894
16:00 - 17:00	14	2034	3.961	14	2034	4.101	14	2034	8.062
17:00 - 18:00	14	2034	3.747	14	2034	3.898	14	2034	7.645
18:00 - 19:00	14	2034	3.273	14	2034	3.448	14	2034	6.721
19:00 - 20:00	14	2034	2.346	14	2034	2.644	14	2034	4.990
20:00 - 21:00	14	2034	1.478	14	2034	1.914	14	2034	3.392
21:00 - 22:00	14	2034	0.607	14	2034	0.959	14	2034	1.566
22:00 - 23:00	12	2133	0.023	12	2133	0.219	12	2133	0.242
23:00 - 24:00									
Total Rates:			44.027			44.054			88.081

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:	1023 - 2624 (units: sqm)
Survey date range:	01/01/12 - 23/06/19
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 700 to 2624 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/06/19

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	1 days
Tuesday	7 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	2
Retail Zone	3
Built-Up Zone	2

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.

Secondary Filtering selection:

Use Class:

A1	14 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	10 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	14 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	10 days

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

PTAL Rating:

No PTAL Present	14 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1466 sqm		
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL	
2	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	2568 sqm		
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL	
3	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCKLAND			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1023 sqm		
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL	
4	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407 sqm		
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL	
5	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL	
6	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

7	NR-01-C-02	LIDL			NORTHAMPTONSHIRE
	NEWTON ROAD				
	RUSHDEN				
	Edge of Town Centre				
	Residential Zone				
	Total Gross floor area:		2624 sqm		
	Survey date: TUESDAY		19/07/16	Survey Type: MANUAL	
8	NT-01-C-01	LIDL			NOTTINGHAMSHIRE
	CHAPEL LANE				
	BINGHAM				
	Edge of Town				
	Industrial Zone				
	Total Gross floor area:		2440 sqm		
	Survey date: FRIDAY		15/07/16	Survey Type: MANUAL	
9	SM-01-C-01	LIDL			SOMERSET
	SEAWARD WAY				
	MINEHEAD				
	Edge of Town				
	No Sub Category				
	Total Gross floor area:		2247 sqm		
	Survey date: THURSDAY		22/06/17	Survey Type: MANUAL	
10	TW-01-C-01	ALDI			TYNE & WEAR
	EDGEFIELD AVENUE				
	NEWCASTLE				
	FAWDON				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:		1798 sqm		
	Survey date: TUESDAY		30/04/19	Survey Type: MANUAL	
11	WM-01-C-01	LIDL			WEST MIDLANDS
	MACKADOWN LANE				
	BIRMINGHAM				
	KITT'S GREEN				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:		2085 sqm		
	Survey date: TUESDAY		12/07/16	Survey Type: MANUAL	
12	WM-01-C-02	LIDL			WEST MIDLANDS
	HIGH STREET				
	WEST BROMWICH				
	GUNS VILLAGE				
	Neighbourhood Centre (PPS6 Local Centre)				
	High Street				
	Total Gross floor area:		2085 sqm		
	Survey date: TUESDAY		12/07/16	Survey Type: MANUAL	
13	WO-01-C-01	LIDL			WORCESTERSHIRE
	BLACKPOLE ROAD				
	WORCESTER				
	BRICKFIELDS				
	Edge of Town				
	Retail Zone				
	Total Gross floor area:		2417 sqm		
	Survey date: WEDNESDAY		13/07/16	Survey Type: MANUAL	
14	WO-01-C-02	LIDL			WORCESTERSHIRE
	WORCESTER ROAD				
	MALVERN				
	Edge of Town Centre				
	Residential Zone				
	Total Gross floor area:		1471 sqm		
	Survey date: TUESDAY		26/06/18	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.

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Ranking Type: TOTALS Time Range: 16:00-17:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 NR-01-C-02 Tot: 4.878
85th Percentile = No. 3 NB-01-C-01 Tot: 10.204

Median Values			Mean Values		
Arrivals:	4.103		Arrivals:	3.908	
Departures:	3.789		Departures:	4.018	
Totals:	7.892		Totals:	7.926	

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WO-01-C-02	LIDL	MALVERN	WORCESTERSHIRE	1471	Tue	26/06/18	8.566	8.090	16.656
2	LN-01-C-01	LIDL	SKEGNESS	LINCOLNSHIRE	2398	Tue	19/07/16	5.379	7.465	12.844
3	NB-01-C-01	LIDL	BEDLINGTON	NORTHUMBERLAND	2450	Mon	12/06/17	5.143	5.061	10.204
4	CA-01-C-01	LIDL	WISBECH	CAMBRIDGESHIRE	1466	Fri	21/10/16	4.911	5.184	10.095
5	WO-01-C-01	LIDL	WORCESTER	WORCESTERSHIRE	2417	Wed	13/07/16	4.634	5.130	9.764
6	WM-01-C-01	LIDL	BIRMINGHAM	WEST MIDLANDS	2085	Tue	12/07/16	4.412	4.844	9.256
7	SM-01-C-01	LIDL	MINEHEAD	SOMERSET	2247	Thu	22/06/17	4.272	4.094	8.366
8	NT-01-C-01	LIDL	BINGHAM	NOTTINGHAMSHIRE	2440	Fri	15/07/16	3.934	3.484	7.418
9	CF-01-C-01	LIDL	CARDIFF	CARDIFF	2568	Thu	29/06/17	3.699	3.466	7.165
10	KC-01-C-02	ALDI	MAIDSTONE	KENT	1407	Tue	27/11/12	3.340	3.198	6.538
11	WM-01-C-02	LIDL	WEST BROMWICH	WEST MIDLANDS	2085	Tue	12/07/16	2.638	2.686	5.324
12	NR-01-C-02	LIDL	RUSHDEN	NORTHAMPTONSHIRE	2624	Tue	19/07/16	2.515	2.363	4.878
13	DH-01-C-01	ALDI	BISHOP AUCKLAND	DURHAM	1023	Thu	06/04/17	0.880	0.684	1.564
14	TW-01-C-01	ALDI	NEWCASTLE	TYNE & WEAR	1798	Tue	30/04/19	0.389	0.501	0.890

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1485 to 2624 (units: sqm)
Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/06/19

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

Selected survey days:

Saturday 11 days

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

Selected survey types:

Manual count 11 days
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

A1

11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.1 to 1.5	7 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

Not Known	1 days
Yes	2 days
No	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	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	2568 sqm		
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL	
2	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
3	LN-01-C-02	LIDL		LINCOLNSHIRE
	DIXON STREET			
	LINCOLN			
	NEW BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2233 sqm		
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL	
4	LN-01-C-03	ALDI		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	BRACEBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	High Street			
	Total Gross floor area:	1485 sqm		
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL	
5	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL	
6	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
7	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL	
9	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	2085 sqm		
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL	
10	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	2085 sqm		
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL	
11	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	WORCESTER			
	BRICKFIELDS			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2417 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.219	2	2511	0.080	2	2511	0.299
07:00 - 08:00	11	2276	0.519	11	2276	0.120	11	2276	0.639
08:00 - 09:00	11	2276	2.617	11	2276	1.866	11	2276	4.483
09:00 - 10:00	11	2276	3.595	11	2276	3.172	11	2276	6.767
10:00 - 11:00	11	2276	5.062	11	2276	4.458	11	2276	9.520
11:00 - 12:00	11	2276	6.236	11	2276	5.805	11	2276	12.041
12:00 - 13:00	11	2276	5.761	11	2276	6.340	11	2276	12.101
13:00 - 14:00	11	2276	5.745	11	2276	5.513	11	2276	11.258
14:00 - 15:00	11	2276	5.293	11	2276	5.261	11	2276	10.554
15:00 - 16:00	11	2276	5.309	11	2276	5.601	11	2276	10.910
16:00 - 17:00	11	2276	4.950	11	2276	5.185	11	2276	10.135
17:00 - 18:00	11	2276	4.143	11	2276	4.051	11	2276	8.194
18:00 - 19:00	11	2276	2.744	11	2276	3.392	11	2276	6.136
19:00 - 20:00	11	2276	1.997	11	2276	2.541	11	2276	4.538
20:00 - 21:00	11	2276	1.198	11	2276	1.386	11	2276	2.584
21:00 - 22:00	11	2276	0.631	11	2276	0.927	11	2276	1.558
22:00 - 23:00	11	2276	0.064	11	2276	0.232	11	2276	0.296
23:00 - 24:00									
Total Rates:			56.083			55.930			112.013

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:	1485 - 2624 (units: sqm)
Survey date range:	01/01/12 - 23/06/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	11
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1485 to 2624 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/06/19

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

Selected survey days:

Saturday 11 days

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

Selected survey types:

Manual count 11 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

A1

11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.1 to 1.5	7 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

Not Known	1 days
Yes	2 days
No	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	11 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	2568 sqm		
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL	
2	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
3	LN-01-C-02	LIDL		LINCOLNSHIRE
	DIXON STREET			
	LINCOLN			
	NEW BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2233 sqm		
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL	
4	LN-01-C-03	ALDI		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	BRACEBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	High Street			
	Total Gross floor area:	1485 sqm		
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL	
5	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL	
6	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
7	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL	
9	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	2085 sqm		
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL	
10	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	2085 sqm		
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL	
11	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	WORCESTER			
	BRICKFIELDS			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2417 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	

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

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Ranking Type: TOTALS Time Range: 13:00-14:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 CF-01-C-01 Tot: 8.605
85th Percentile = No. 3 WM-01-C-02 Tot: 14.197

Median Values			Mean Values		
Arrivals:	5.419		Arrivals:	5.885	
Departures:	4.881		Departures:	5.631	
Totals:	10.300		Totals:	11.516	

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	LN-01-C-01	LIDL	SKEGNESS	LINCOLNSHIRE	2398	Sat	16/07/16	10.008	11.134	21.142
2	LN-01-C-03	ALDI	LINCOLN	LINCOLNSHIRE	1485	Sat	28/10/17	8.081	7.677	15.758
3	WM-01-C-02	LIDL	WEST BROMWICH	WEST MIDLANDS	2085	Sat	09/07/16	7.578	6.619	14.197
4	WM-01-C-01	LIDL	BIRMINGHAM	WEST MIDLANDS	2085	Sat	09/07/16	7.002	5.564	12.566
5	WO-01-C-01	LIDL	WORCESTER	WORCESTERSHIRE	2417	Sat	16/07/16	5.213	5.792	11.005
6	LN-01-C-02	LIDL	LINCOLN	LINCOLNSHIRE	2233	Sat	28/10/17	5.419	4.881	10.300
7	SM-01-C-01	LIDL	MINEHEAD	SOMERSET	2247	Sat	24/06/17	4.584	4.851	9.435
8	NB-01-C-01	LIDL	BEDLINGTON	NORTHUMBERLAND	2450	Sat	10/06/17	4.367	4.571	8.938
9	CF-01-C-01	LIDL	CARDIFF	CARDIFF	2568	Sat	01/07/17	4.283	4.322	8.605
10	NT-01-C-01	LIDL	BINGHAM	NOTTINGHAMSHIRE	2440	Sat	16/07/16	4.467	3.934	8.401
11	NR-01-C-02	LIDL	RUSHDEN	NORTHAMPTONSHIRE	2624	Sat	16/07/16	3.735	2.591	6.326

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



APPENDIX D

VICTORIA ROAD EAST/ SITE ACCESS – MODEL OUTPUTS

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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For sales and distribution information, program advice and maintenance, contact TRL:
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: Victoria Road E_Site Access.arc8

Path: D:\Cameron Rose Associates\Projects\562_Victoria Road, Moston\ANALYSIS\PICADY

Report generation date: 01/07/2020 11:20:04

Summary of junction performance

PM				
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2025 Base				
Stream B-C	0.07	7.59	0.07	A
Stream B-A	0.10	15.18	0.09	C
Stream C-AB	0.10	7.68	0.09	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2025 Base, PM " model duration: 15:30 - 17:00
"D2 - 2025 Base, Saturday " model duration: 12:30 - 14:00
"D3 - 2025 Base + Development, PM" model duration: 15:30 - 17:00
"D4 - 2025 Base + Development, Saturday" model duration: 12:30 - 14:00

Run using Junctions 8.0.2.316 at 01/07/2020 11:19:46

File summary

File Description

Title	Victoria Avenue E/ Site Access
Location	Moston
Site Number	
Date	16/03/2020
Version	
Status	(new file)
Identifier	
Client	Aldi Stores
Jobnumber	562
Enumerator	Cameron Rose Associates
Description	Advisory cycle lane on Victoria Road E excluded from the geom width calcs.

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance	Speed	Traffic Units	Traffic Units	Flow	Average Delay	Total Delay	Rate Of Delay
----------	-------	---------------	---------------	------	---------------	-------------	---------------

Units	Units	Input	Results	Units	Units	Units	Units
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2025 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 Base, PM	2025 Base	PM		ONE HOUR	15:30	17:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.34	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.06		0.00	✓	3.41	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.70	5.04	4.25	3.48	✓	2.00	28	25

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.695	0.082	0.207	0.130	0.296
1	B-C	714.266	0.095	0.240	-	-
1	C-B	715.085	0.240	0.240	-	-

*The slopes and intercepts shown above do NOT include any corrections or adjustments.
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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	756.00	100.000
B	ONE HOUR	✓	51.00	100.000
C	ONE HOUR	✓	582.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	32.000	724.000
	B	21.000	0.000	30.000
	C	540.000	42.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.04	0.96
	B	0.41	0.00	0.59
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.07	7.59	0.07	A
B-A	0.09	15.18	0.10	C
C-AB	0.09	7.68	0.10	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.59	22.42	0.00	574.50	0.039	0.04	6.519	A
B-A	15.81	15.62	0.00	342.26	0.046	0.05	11.017	B
C-AB	31.62	31.39	0.00	578.39	0.055	0.06	6.578	A
C-A	406.54	406.54	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	545.07	545.07	0.00	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.97	26.93	0.00	546.58	0.049	0.05	6.927	A
B-A	18.88	18.81	0.00	307.87	0.061	0.06	12.451	B
C-AB	37.76	37.70	0.00	551.85	0.068	0.07	7.001	A
C-A	485.45	485.45	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	650.86	650.86	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	33.03	32.96	0.00	507.76	0.065	0.07	7.582	A
B-A	23.12	23.00	0.00	260.23	0.089	0.10	15.166	C
C-AB	46.24	46.14	0.00	515.17	0.090	0.10	7.673	A
C-A	594.55	594.55	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	797.14	797.14	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	33.03	33.03	0.00	507.55	0.065	0.07	7.585	A
B-A	23.12	23.12	0.00	260.29	0.089	0.10	15.178	C
C-AB	46.24	46.24	0.00	515.17	0.090	0.10	7.676	A
C-A	594.55	594.55	0.00	-	-	-	-	-
A-B	35.23	35.23	0.00	-	-	-	-	-
A-C	797.14	797.14	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.97	27.04	0.00	546.20	0.049	0.05	6.937	A
B-A	18.88	19.00	0.00	308.00	0.061	0.07	12.461	B
C-AB	37.76	37.85	0.00	551.85	0.068	0.07	7.007	A
C-A	485.45	485.45	0.00	-	-	-	-	-
A-B	28.77	28.77	0.00	-	-	-	-	-
A-C	650.86	650.86	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.59	22.63	0.00	574.00	0.039	0.04	6.531	A
B-A	15.81	15.88	0.00	342.42	0.046	0.05	11.028	B
C-AB	31.62	31.68	0.00	578.39	0.055	0.06	6.584	A
C-A	406.54	406.54	0.00	-	-	-	-	-
A-B	24.09	24.09	0.00	-	-	-	-	-
A-C	545.07	545.07	0.00	-	-	-	-	-

(Default Analysis Set) - 2025 Base, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025	2025 Base	Saturday		ONE	12:30	14:00	90	15		

Base, Saturday				HOUR						
----------------	--	--	--	------	--	--	--	--	--	--

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	9.38	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.06		0.00	✓	3.41	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.70	5.04	4.25	3.48	✓	2.00	28	25

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	542.441	0.086	0.216	0.136	0.309
1	B-C	685.105	0.091	0.230	-	-
1	C-B	715.085	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. 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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	595.00	100.000
B	ONE HOUR	✓	79.00	100.000
C	ONE HOUR	✓	550.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	36.000	559.000
	B	41.000	0.000	38.000
	C	513.000	37.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.00	0.06	0.94
	B	0.52	0.00	0.48
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.08	7.53	0.09	A
B-A	0.14	13.27	0.17	B
C-AB	0.07	6.96	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (12:30-12:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	28.40	0.00	574.13	0.050	0.05	6.595	A
B-A	30.87	30.53	0.00	387.80	0.080	0.09	10.067	B
C-AB	27.86	27.66	0.00	607.50	0.046	0.05	6.207	A
C-A	386.21	386.21	0.00	-	-	-	-	-
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	420.84	420.84	0.00	-	-	-	-	-

Main results: (12:45-13:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	34.11	0.00	551.58	0.062	0.07	6.956	A
B-A	36.86	36.75	0.00	357.83	0.103	0.11	11.208	B
C-AB	33.26	33.21	0.00	586.62	0.057	0.06	6.505	A
C-A	461.18	461.18	0.00	-	-	-	-	-
A-B	32.36	32.36	0.00	-	-	-	-	-
A-C	502.53	502.53	0.00	-	-	-	-	-

Main results: (13:00-13:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	41.75	0.00	520.07	0.080	0.09	7.526	A
B-A	45.14	44.94	0.00	316.31	0.143	0.16	13.256	B
C-AB	40.74	40.66	0.00	557.74	0.073	0.08	6.962	A
C-A	564.82	564.82	0.00	-	-	-	-	-
A-B	39.64	39.64	0.00	-	-	-	-	-
A-C	615.47	615.47	0.00	-	-	-	-	-

Main results: (13:15-13:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	41.84	41.84	0.00	519.86	0.080	0.09	7.530	A
B-A	45.14	45.14	0.00	316.36	0.143	0.17	13.272	B
C-AB	40.74	40.74	0.00	557.74	0.073	0.08	6.962	A
C-A	564.82	564.82	0.00	-	-	-	-	-

A-B	39.64	39.64	0.00	-	-	-	-	-
A-C	615.47	615.47	0.00	-	-	-	-	-

Main results: (13:30-13:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.16	34.24	0.00	551.22	0.062	0.07	6.966	A
B-A	36.86	37.05	0.00	357.95	0.103	0.12	11.224	B
C-AB	33.26	33.33	0.00	586.62	0.057	0.06	6.509	A
C-A	461.18	461.18	0.00	-	-	-	-	-
A-B	32.36	32.36	0.00	-	-	-	-	-
A-C	502.53	502.53	0.00	-	-	-	-	-

Main results: (13:45-14:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.61	28.66	0.00	573.63	0.050	0.05	6.605	A
B-A	30.87	30.98	0.00	387.94	0.080	0.09	10.088	B
C-AB	27.86	27.90	0.00	607.50	0.046	0.05	6.211	A
C-A	386.21	386.21	0.00	-	-	-	-	-
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	420.84	420.84	0.00	-	-	-	-	-

(Default Analysis Set) - 2025 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 Base + Development, PM	2025 Base + Development	PM		ONE HOUR	15:30	17:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	12.55	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.06		0.00	✓	3.41	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.70	5.04	4.25	3.48	✓	2.00	28	25

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	530.040	0.084	0.212	0.133	0.302
1	B-C	701.003	0.093	0.235	-	-
1	C-B	715.085	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	796.85	100.000
B	ONE HOUR	✓	151.41	100.000
C	ONE HOUR	✓	612.47	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	90.445	706.408
	B	69.729	0.000	81.681
	C	526.879	85.592	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.11	0.89
	B	0.46	0.00	0.54
	C	0.86	0.14	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	9.59	0.24	A
B-A	0.31	20.64	0.43	C
C-AB	0.19	8.78	0.23	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	61.49	60.99	0.00	547.22	0.112	0.13	7.396	A
B-A	52.50	51.78	0.00	339.53	0.155	0.18	12.479	B
C-AB	64.44	63.93	0.00	571.00	0.113	0.13	7.091	A
C-A	396.66	396.66	0.00	-	-	-	-	-
A-B	68.09	68.09	0.00	-	-	-	-	-
A-C	531.82	531.82	0.00	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	73.43	73.27	0.00	514.49	0.143	0.16	8.157	A
B-A	62.68	62.38	0.00	302.47	0.207	0.26	14.974	B
C-AB	76.95	76.80	0.00	543.04	0.142	0.16	7.719	A
C-A	473.65	473.65	0.00	-	-	-	-	-
A-B	81.31	81.31	0.00	-	-	-	-	-
A-C	635.05	635.05	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	89.93	89.65	0.00	465.99	0.193	0.24	9.559	A
B-A	76.77	76.09	0.00	251.07	0.306	0.43	20.492	C
C-AB	94.24	93.99	0.00	504.38	0.187	0.23	8.766	A
C-A	580.10	580.10	0.00	-	-	-	-	-
A-B	99.58	99.58	0.00	-	-	-	-	-
A-C	777.77	777.77	0.00	-	-	-	-	-

Main results: (16:15-16:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	89.93	89.93	0.00	465.30	0.193	0.24	9.590	A
B-A	76.77	76.75	0.00	251.12	0.306	0.43	20.638	C
C-AB	94.24	94.24	0.00	504.38	0.187	0.23	8.777	A
C-A	580.10	580.10	0.00	-	-	-	-	-
A-B	99.58	99.58	0.00	-	-	-	-	-
A-C	777.77	777.77	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	73.43	73.71	0.00	513.52	0.143	0.17	8.190	A
B-A	62.68	63.35	0.00	302.64	0.207	0.27	15.084	C
C-AB	76.95	77.19	0.00	543.04	0.142	0.17	7.733	A
C-A	473.65	473.65	0.00	-	-	-	-	-
A-B	81.31	81.31	0.00	-	-	-	-	-
A-C	635.05	635.05	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	61.49	61.66	0.00	546.27	0.113	0.13	7.430	A
B-A	52.50	52.82	0.00	339.64	0.155	0.19	12.564	B
C-AB	64.44	64.59	0.00	571.00	0.113	0.13	7.110	A
C-A	396.66	396.66	0.00	-	-	-	-	-
A-B	68.09	68.09	0.00	-	-	-	-	-
A-C	531.82	531.82	0.00	-	-	-	-	-

(Default Analysis Set) - 2025 Base + Development, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 Base + Development, Saturday	2025 Base + Development	Saturday		ONE HOUR	12:30	14:00	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	13.04	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.06		0.00	✓	3.41	100.00	✓	6.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	7.70	5.04	4.25	3.48	✓	2.00	28	25

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	539.352	0.085	0.215	0.135	0.307
1	B-C	689.065	0.092	0.231	-	-
1	C-B	715.085	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	649.80	100.000
B	ONE HOUR	✓	210.32	100.000
C	ONE HOUR	✓	600.29	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To		
	A	B	C
	A	0.000	114.400
	B	106.091	0.000
C	491.344	108.948	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.00	0.18	0.82
	B	0.50	0.00	0.50
	C	0.82	0.18	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.24	9.97	0.32	A
B-A	0.40	20.71	0.66	C
C-AB	0.22	8.50	0.28	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (12:30-12:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	78.47	77.82	0.00	555.31	0.141	0.16	7.530	A
B-A	79.87	78.79	0.00	369.79	0.216	0.27	12.326	B
C-AB	82.02	81.39	0.00	597.59	0.137	0.16	6.965	A
C-A	369.91	369.91	0.00	-	-	-	-	-
A-B	86.13	86.13	0.00	-	-	-	-	-
A-C	403.08	403.08	0.00	-	-	-	-	-

Main results: (12:45-13:00)

Stream	Total Demand	Entry Flow	Pedestrian Demand	Capacity	RFC	End Queue	Delay	LOS
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	(PCU/hr)	(PCU/hr)	(Ped/hr)	(PCU/hr)		(PCU)	(s)	
B-C	93.70	93.49	0.00	524.89	0.179	0.21	8.340	A
B-A	95.37	94.91	0.00	336.63	0.283	0.39	14.862	B
C-AB	97.94	97.76	0.00	574.79	0.170	0.20	7.541	A
C-A	441.71	441.71	0.00	-	-	-	-	-
A-B	102.84	102.84	0.00	-	-	-	-	-
A-C	481.32	481.32	0.00	-	-	-	-	-

Main results: (13:00-13:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	114.76	114.37	0.00	476.69	0.241	0.31	9.924	A
B-A	116.81	115.76	0.00	290.40	0.402	0.65	20.491	C
C-AB	119.97	119.66	0.00	543.30	0.221	0.28	8.492	A
C-A	540.97	540.97	0.00	-	-	-	-	-
A-B	125.96	125.96	0.00	-	-	-	-	-
A-C	589.49	589.49	0.00	-	-	-	-	-

Main results: (13:15-13:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	114.76	114.75	0.00	475.65	0.241	0.32	9.974	A
B-A	116.81	116.76	0.00	290.43	0.402	0.66	20.713	C
C-AB	119.97	119.96	0.00	543.30	0.221	0.28	8.503	A
C-A	540.97	540.97	0.00	-	-	-	-	-
A-B	125.96	125.96	0.00	-	-	-	-	-
A-C	589.49	589.49	0.00	-	-	-	-	-

Main results: (13:30-13:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	93.70	94.08	0.00	523.61	0.179	0.22	8.390	A
B-A	95.37	96.40	0.00	336.78	0.283	0.40	15.038	C
C-AB	97.94	98.24	0.00	574.79	0.170	0.21	7.558	A
C-A	441.71	441.71	0.00	-	-	-	-	-
A-B	102.84	102.84	0.00	-	-	-	-	-
A-C	481.32	481.32	0.00	-	-	-	-	-

Main results: (13:45-14:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	78.47	78.68	0.00	554.12	0.142	0.17	7.574	A
B-A	79.87	80.37	0.00	369.84	0.216	0.28	12.459	B
C-AB	82.02	82.21	0.00	597.59	0.137	0.16	6.989	A
C-A	369.91	369.91	0.00	-	-	-	-	-
A-B	86.13	86.13	0.00	-	-	-	-	-
A-C	403.08	403.08	0.00	-	-	-	-	-

Cheryl Barratt

From: Brown, Dan (Avison Young - UK) <dan.brown@avisonyoung.com>
Sent: 17 September 2020 18:13
To: lee brewer; iainmiller@cameron-rose.co.uk; cheryl.barratt@cameron-rose.co.uk; Adam.Robson@aldi.co.uk; Adam Westwell (awestwell@lambandsniff.com)
Cc: Roberts, Emily (Avison Young - UK); Woodford, Richard (Avison Young - UK)
Subject: Proposed Aldi Foodstore, Victoria Avenue East

All,

Further to the RTM discussion yesterday, below is the email from Steve McCoombe at Manchester City Council outlining their views on the pre-application information pack we have submitted. Alongside this email is a separate one from yesterday which confirms that our retail impact and sequential assessment scope is acceptable. The fact that this identifies no issues of concern and does not suggest that they will employ a retail consultant to review the work suggests to me that they are broadly happy with the principle of development (subject to a robust assessment being submitted).

In terms of the comments outlined in the email below. The key ones for me are as follows:

Design

- Positive that layout and scale are acceptable.
- The key message seems to be that the Victoria Avenue East frontage needs to be made more 'active' through greater transparency (full height glazing, change in materials, etc.)

Highways

- Clarification sought over primary and secondary trips.
- Greengate roundabout to be modelled as part of the application (roundabout allegedly at capacity).
- Existing pedestrian crossing on Victoria Avenue East will need to be replaced with a signalised crossing.
- Traffic surveys should be carried out once the schools have fully reopened – I'm assuming that is now?
- Seeks a greater number of EV charging points but number not specified.

Noise

- The scope of the proposed Noise Assessment is considered satisfactory.
- Mitigation potentially required to the servicing yard.

Application Requirements

- Fairly standard list of application requirements outlined. Air Quality Assessment is the only one that wasn't necessarily expected.

Lee / Iain - I would be grateful if you could give consideration to the above and come back to us with any views.

Kind regards,

Dan

Dan Brown
Associate Director
Planning

D +44 (0)161 956 4150

M +44 (0)7860 778 409

avisonyoung.co.uk

From: Steven McCoombe <s.mccoombe@manchester.gov.uk>
Sent: 15 September 2020 10:58
To: Brown, Dan (Avison Young - UK) <dan.brown@avisonyoung.com>
Cc: Des Jones <d.jones5@manchester.gov.uk>; Jennifer Atkinson <j.atkinson@manchester.gov.uk>
Subject: Proposed Aldi Foodstore, Victoria Avenue East

External Sender

Dear Dan

I refer to your e-mail dated 21 August in which pre application advice is sought with respect to a proposed Aldi food store on Victoria Avenue East. I provide comments as follows:

Design Scale and Appearance

The scale and layout of the proposed store is considered acceptable in principle.

With respect to the design and appearance, there are significant concerns surrounding the Victoria Avenue East frontage.

The high level cladding above the windows coupled with the design and choice of materials for the secondary, ground floor element, immediately adjoining the apartment block, presents a bland, unattractive and inactive frontage which would have a negative impact upon the appearance of the street-scene. It is believed that the design should look to incorporate a more transparent, active frontage with perhaps the use of full height glazing and an alternative material than the cladding proposed i.e matching brick. Options should be explored to allow a more attractive frontage to the main road to which the site addresses.

Impact on the Highway

The submitted Technical note states: “for the purpose of this assessment, it is considered based on experience of delivering Aldi Foodstores in the UK for 17 years that 30% of trips will be primary and 70% of trips will be non-primary”. The rationale behind this statement should be explained and a sensitivity assessment should be carried out with a new trip percentage of 50%.

The Greengate roundabout currently operates at and above maximum practical saturation during the day. Therefore the junction needs to be modelled to understand the impact of the extra traffic from the Aldi. The only modelling tool that is acceptable is TRANSYT – LINSIG is not able to correctly model the internal queueing within the roundabout. The existing TRANSYT modelling needs to be carefully validated against current traffic conditions to ensure that it is as accurate as possible.

An upgrade to the existing pedestrian crossing on Victoria Avenue East will be required. The only current facility to cross is a substandard refuge island which should be replaced with a signalised crossing.

Traffic surveys should be carried out once the schools have fully reopened. The impact of Covid could be taken into account by looking at using permanent counts factors available in the area.

The TA should contain car park accumulation assessments for a Weekday and Saturday to represent peak shopping hours. It is noted that the existing car park is currently well used and vehicles tend to overspill on the road.

The proposals include passive EV infrastructure for a further 20 EV spaces, additional to initial 2 EV points. It is recommended that a greater number of EV charge points are installed from the outset of the redevelopment. Disabled allocation of 6% is considered appropriate.

Committed development should be considered under the applicant's own responsibility and will not be provided by MCC Highways.

Noise Impact

Having liaised with Environmental Health,. It will be necessary to ensure that the service yard contains sufficient mitigation to prevent any undue impact on the occupiers of the neighbouring apartment block.

Retail Impact and Sequential Assessment

I am still awaiting feedback from the Council's policy team as to the scope of the RIA. I will forward these comments as soon as received - hopefully later this week.

Other Issues

Opportunities should be taken to incorporate as much soft landscaping within the park area as possible. It would also be necessary to demonstrate the environmental credentials of the proposed store from an energy efficiency and carbon reduction perspective as part of an Environmental Standards Statement.

In addition to the highlighted documents contained within your re-mail, any submission should also include a Crime Impact Statement, Waste Management and Servicing Strategy, Air Quality Assessment, Surface Water Drainage Scheme, Landscaping scheme, Travel Plan and a Phase 1 Preliminary Risk Assessment.

I trust this is of assistance at this stage.

Regards

Steve McCoombe
Senior Planner
Planning and Building Control
Development Management (North Area)
Growth and Development Directorate.
Manchester City Council
PO Box 532
Manchester
M60 2LA

Tel: 0161 234 4607
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Cheryl Barratt

From: Laura Honeybill <laura.honeybill@manchester.gov.uk>
Sent: 19 October 2020 10:38
To: Cheryl Barratt
Cc: Neil Bayliss-Rowe
Subject: Re: Proposed Aldi Foodstore, Victoria Road East, Moston

Hi Cheryl,

Thanks for your email.

I have consulted with colleagues at TfGM and we can confirm that the rationale for the trip generation assessment work is considered acceptable, likewise the parking accumulation data approach is also acceptable.

In terms of the signalised crossing upgrade, I can confirm that this will be required, and UTC (Urban Traffic Control) have been approached to advise on the work necessary and costs involved.

With regard to traffic counts, it really depends how old the existing data is, as I have concerns that this is now too outdated? The proposals to undertake the surveys during normal term-time after the October break is considered acceptable, and given the current Covid situation, yes, we would be accept a factor to be applied. Should the Covid restrictions significantly change over the coming weeks, I will then have to discuss further with TfGM to see what they would be comfortable with.

Many thanks,

Laura

Laura Honeybill

Highways Development Control

Tel: +44 (0)161 219 6210 (801 36210)

Mob: 07966 382124

Email: l.honeybill@manchester.gov.uk

Highways Service, Growth and Neighbourhoods Directorate
Manchester City Council
PO Box 532 Town Hall
Manchester
M60 2LA

From: Cheryl Barratt <cheryl.barratt@cameron-rose.co.uk>
Sent: 08 October 2020 1:22 PM
To: l.honeybill@manchester.gov.uk <l.honeybill@manchester.gov.uk>
Subject: Proposed Aldi Foodstore, Victoria Road East, Moston

Hi Laura,

Thank you for your pre-application comments on the above application. Based on the comments provided I wanted to provide some additional information and if possible seek approval on these elements.

- In our technical note we stated that 30% of trips will be primary and 70% of trips will be non-primary. You requested that 50% be classified as New trips. We therefore proposed to undertake the assessment based on the following trip proportions:
 - New Trips – 50%;
 - Pass-by Trips – 30%; and
 - Diverted Trips – 20%.

Diverted trips will be assigned to the Greengate Roundabout, based on existing turning proportions.

- As requested Greengate Roundabout will be modelled in TRANSYT for a PM and Saturday peak period.
- The application will access the existing pedestrian crossing on Victoria Avenue East and examine whether it can be upgraded to a signalised crossing.
- We proposed to undertake traffic surveys at the Greengate Roundabout after the October half term break. The traffic count and queue survey will be undertaken for a Weekday PM Peak (1500 – 1800) and Saturday Peak (1100 – 1600) period. We already have a traffic count at the site access off Victoria Road East, therefore we can use this count to apply a factor to the Greengate Roundabout to account for any COVID effect. Can you confirm whether this will be acceptable, regardless of what level of COVID rules are implemented within Greater Manchester or will you only accept a count under certain conditions? I appreciate that you may not be able to respond to this point until the new restrictions are outlined.
- The application will include parking accumulation assessments as requested. These will be based on the TRICS data included in the Technical Note, which I have assumed are accepted?
- The application will increase the provision of EV spaces to 4 and maintain the passive infrastructure for a further 20 spaces.

Please do not hesitate to contact me if you would like to discuss further. I look forward to receiving your comments.

Kind regards,

Cheryl Barratt BA(Hons), MSc, CMILT
Technical Director

Cameron Rose Associates, 10 King Street, Newcastle-under-Lyme, Staffordshire, ST5 1EL
T: 07794 251552 E: cheryl.barratt@cameron-rose.co.uk W: www.cameron-rose.co.uk

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APPENDIX B

SITE LAYOUT

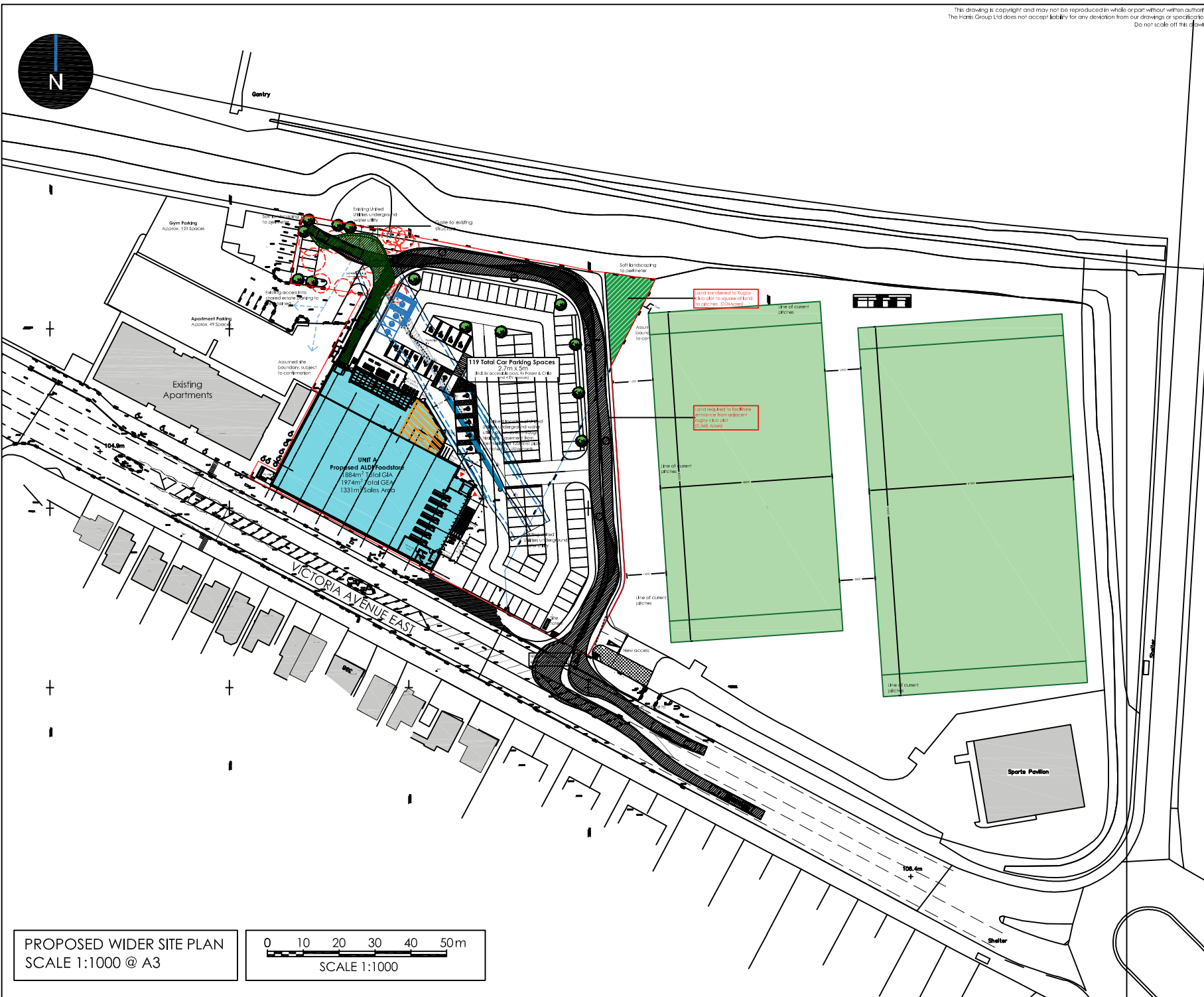
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Note:
Information is based on received topographical and building survey

Assumed site boundary and site constraints based on desktop study and subject to confirmation.

All Legal easements and extent of existing underground services locations are subject to confirmation.

Levels over the UU Easement are subject to on site investigation and trial holes to establish level of cover to pipework. All investigation works to be co-ordinated by Utility Connections and United Utilities.



PROPOSED WIDER SITE PLAN
SCALE 1:1000 @ A3

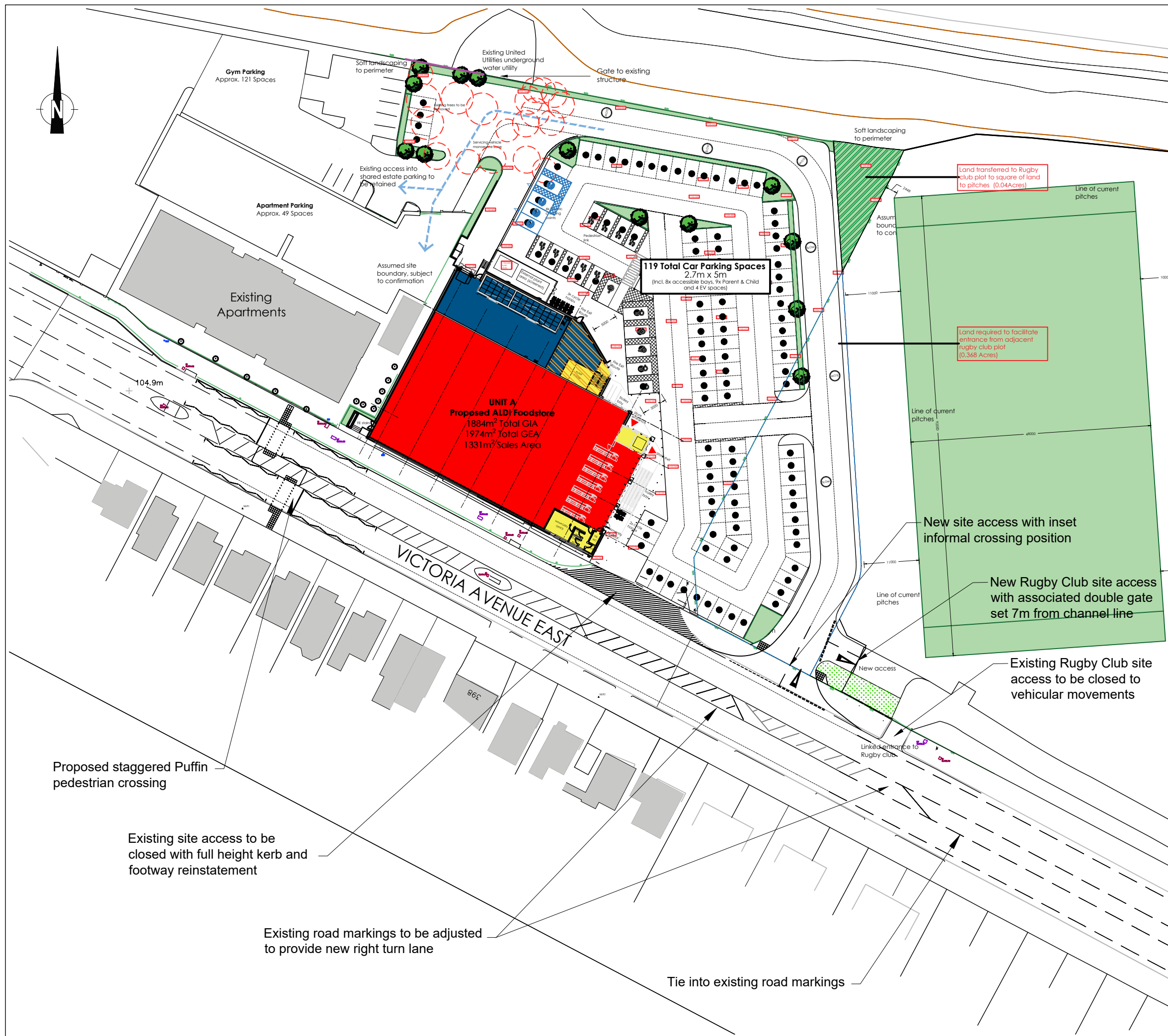
0 10 20 30 40 50m
SCALE 1:1000

A	280921	HIGHWAYS WORKS ADDED				LEEB	LEEB		
Rev	Date	Description				Rev By	Ch'd By		
Project Title		PROPOSED FOODSTORE							
		VICTORIA AVENUE EAST MANCHESTER M9 7HW							
Client		ALDI STORES LTD							
Status		PLANNING							
Scale		1:1000			Drawing Size		A3		
Date		FEB 2021		Drawn By		CM	Checked	LEEB	
Drawing Title		PROPOSED SITE PLAN							
Job-Dwg No		16223BOL-101					Rev	A	
2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800 Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555 The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577 101 London Road, Reading, RG1 5BY t. 0118 9507700 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215 THE HARRIS PARTNERSHIP ARCHITECTS www.harrispartnership.com									



APPENDIX C

SITE ACCESS GENERAL ARRANGEMENT AND AUTOTRACK SWEPT PATH ANALYSIS



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Revision History		Date
A	Rugby Club Gate Incorporated	24/06/21
B	Updated Site Layout	10/11/21
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

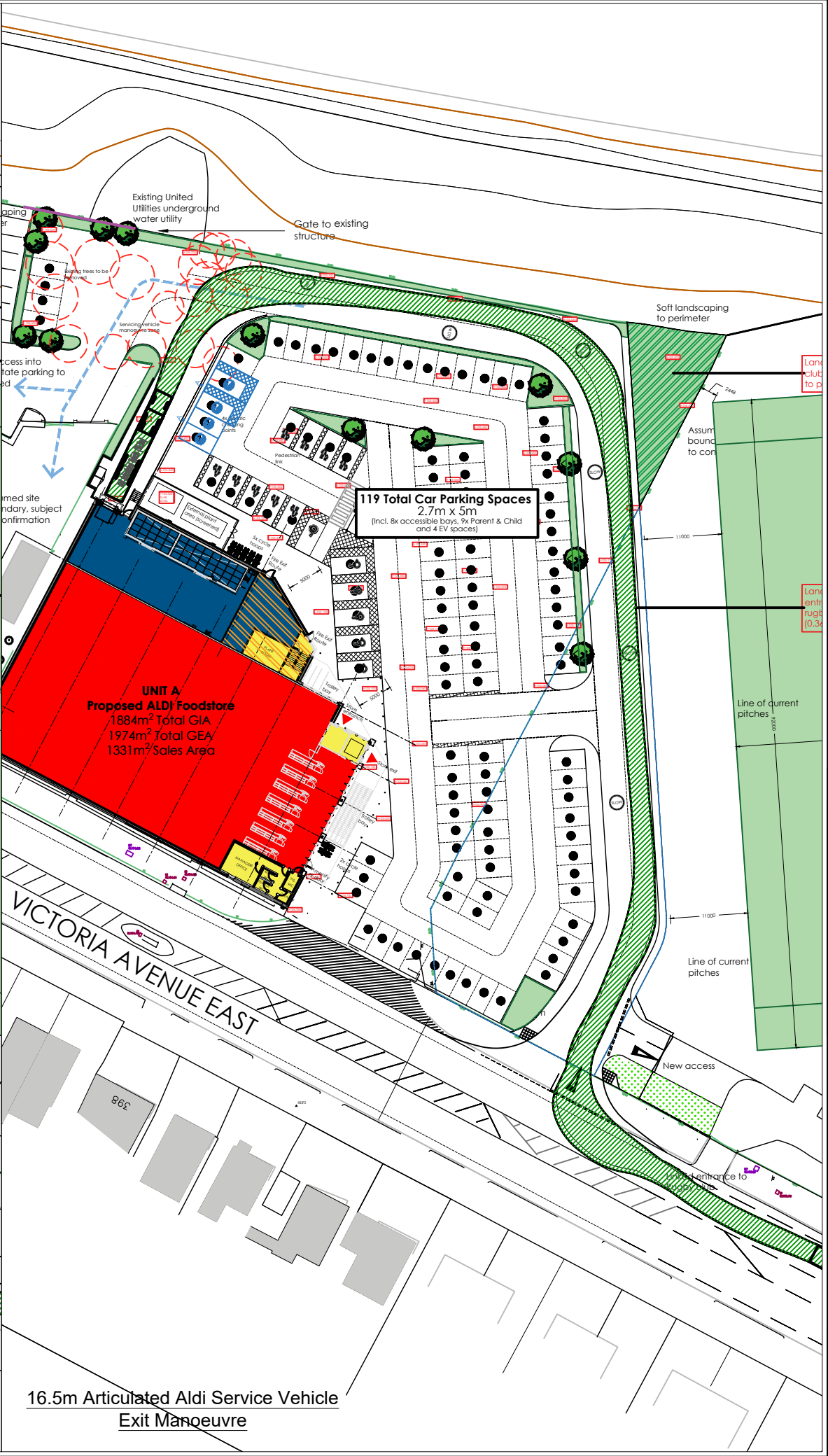
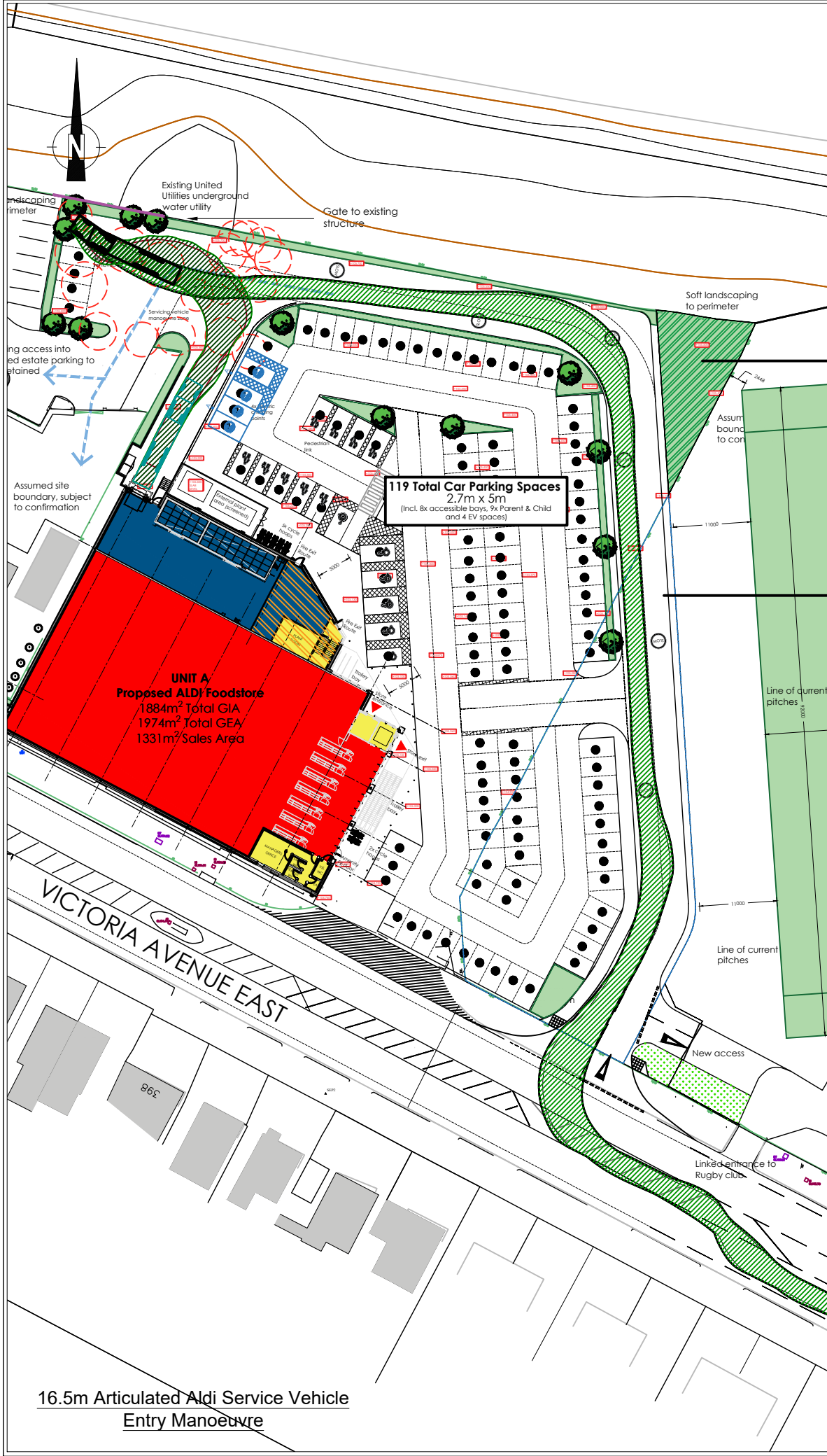
Lymedale Business Centre
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ST5 9QF
01782 627029
www.cameron-rose.co.uk

client:	Aldi Stores Limited
project:	Victorian Avenue East Moston
drawing title:	Site Access Design & Staggered Pedestrian Crossing Provision

scale(s):	1/750	date:	10/05/21	drawn by:	checked:
drawing number:	562-01/GA-01			IJM	IM
xrefs:				status: Information	
				rev: B	

DATE PRINTED:

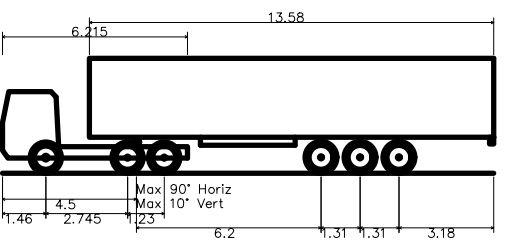
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Aldi Articulated Vehicle (16.5m)	16.500m
Overall Length	16.500m
Overall Width	2.600m
Overall Body Height	3.863m
Min Body Ground Clearance	0.511m
Max Track Width	2.500m
Lock to lock time	8.00s
Wall to Wall Turning Radius	8.250m

Revision History		Date
A	desc	date a
B	desc	date b
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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www.cameron-rose.co.uk

client: Aldi Stores Limited

project: Victorian Avenue East Moston

drawing title: Site Access Design
Track Plot Analysis
16.5m Articulated Vehicle

scale(s): 1/750	date: 10/11/21	drawn by: IJM	checked: IM
drawing number: 562-01/ATR-01	status: Information		
xrefs:	rev: -		

DATE PRINTED:



APPENDIX D

FRAMEWORK TRAVEL PLAN

**ALDI FOOD STORES
VICTORIA ROAD EAST, MOSTON**

FRAMEWORK TRAVEL PLAN

PREPARED ON BEHALF OF:

ALDI STORES LIMITED



Lymedale Business Centre,
Hooters Hall Road,
Newcastle-under-Lyme,
Staffordshire, ST5 9QF

CONTENTS

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3.0	PROPOSED TRAVEL PLAN INITIATIVES.....	3
4.0	IMPLEMENTATION AND REVIEW.....	7
5.0	TARGETS - STAFF	10
6.0	CONCLUSIONS	11

1.0 INTRODUCTION

1.1.1 This Travel Plan Framework has been produced by Cameron Rose Associates on behalf of Aldi Stores Limited, in support of their application for an Aldi food store with a GEA of 1,974 sqm. . This document is relevant to both staff and customers of the proposed development and will suggest initiatives to maximise the sustainable transport opportunities of the site and will, prior to trading, be developed as a stand-alone document.

1.1.2 This Framework Travel Plan sets out the overall outcomes, targets and indicators for the site. Aldi will administer the Plan centrally. The Travel Plan will be consistent with the wider targets and requirements set out in the Framework Travel Plan. The Travel Plan will be completed within six months of occupation of the site, to allow time for travel characteristic surveys to be undertaken and suitable consultation with Manchester City Council.

1.1.3 The Travel Plan will be primarily aimed at reducing the dependence of Employees on travel by car. Therefore the main objectives of the Travel Plan can be defined as follows:

- Discourage the use of unsustainable modes of transport and enable employees to make travel choices that benefit themselves and their community;
- Introduce a package of physical and management measures that will facilitate employee travel by sustainable modes; and
- Raise awareness of alternative modes of transport and thus encourage a modal shift towards more sustainable travel modes.

1.1.4 The secondary objectives of the Travel Plan will be to:

- To increase customer awareness of the advantages and availability of sustainable modes; and
- To reduce unnecessary and unsustainable use of the car by customers, particularly in the case of short trips.

2.0 DEVELOPMENT PROPOSALS

- 2.1.1 The proposals include the redevelopment of a site occupied by a bar/restaurant, fronting the A6104 Victoria Avenue East. The existing bar/restaurant unit will be demolished and an Aldi foodstore constructed with a GEA of 1,974 sqm. The development will be complimented with 119 car parking spaces including eight disabled, nine parent and child and four electric vehicle charging spaces.
- 2.1.2 Access to the existing gym and residential apartments will be maintained as part of the redevelopment proposals, as illustrated in the site layout plan. The gym and residential apartments have dedicated parking provision, which is outwith the development proposals.
- 2.1.3 The proposed site layout is included as **Appendix A** to the Transport Assessment (TA).
- 2.1.4 The existing highway infrastructure has been discussed in **Section 3.0** of the TA and the full details of the development proposal in **Section 4.0**. The development proposal includes provision for on-site cycle parking for staff, customers, changing and locker facilities for staff, additional pedestrian infrastructure on the local highway network and improvements to public transport facilities.
- 2.1.5 The proposed development would provide retail opportunity within a reasonable walking and cycling distance of a large residential catchment, reducing the need for these residents to travel further for their food shopping needs. Frequent bus services to a range of local destinations can be accessed within a short walk of the site, with services operating from Victoria Road East.

3.0 PROPOSED TRAVEL PLAN INITIATIVES

3.1.1 The primary source of traffic generation and therefore greatest opportunity for modal shift is customers. It is clear however, that the end users cannot dictate their customers' choice of transport but can seek to influence it by provision of adequate facilities and information.

3.1.2 Features of the development proposal that would encourage non-car trips to the site include:

- 14 cycle parking spaces, through the provision of seven Sheffield loop stands at the Aldi foodstore;
- Changing and locker facilities would be provided for staff; and
- Pedestrian and cycle links from the store to the local highway network.

3.2 Other Initiatives

3.2.1 Staff and customers will be encouraged to use sustainable forms of transport such as walking, cycling and bus travel to access the store by the provision of appropriate facilities and providing the relevant information on-site.

3.2.2 To further encourage travel to the site by modes other than the private car, Aldi will consider other modal initiatives including:

3.3 Cycling

3.3.1 Cycling is a key mode of sustainable transport and it is therefore important to encourage cycling as part of the site's Travel Plan; this will be achieved by implementing the initiatives detailed below;

- The provision of safe and convenient cycle parking facilities for shoppers and employees as described above;
- Provision for in-store cycle equipment storage facilities for employees;
- Bicycles and cycling equipment are regularly available as 'special purchases' within Aldi stores. This provides a good opportunity for staff and customers alike to purchase bicycles at greatly discounted rates thus encouraging this mode of transport; and

- Aldi employees also have access to a Bike 2 Work scheme, which is available through their employee benefits. Employees can choose a bike from participating retailers such as Halfords, Tresz, Cycle Republic and a growing range of independent shops. The scheme allows employees to choose a bike and cycle safety accessories to the value of £1,000, to be paid for over a 12 month period through a salary sacrifice arrangement. All relevant information is available with employee starter packs and via the company's employee benefits website www.aldibenefits.co.uk/

3.3.2 Employees will be provided with information and advice concerning safe cycle routes to the store. The Manchester cycle map is available at <http://cycling.tfgm.com/Pages/default.aspx>.

3.4 Walking

3.4.1 The pedestrian environment has to be such that it provides pedestrians with safe and convenient routes to and from their origin/ destinations. To encourage this mode of transport, Aldi will provide the following:

- Direct pedestrian links within the site by means of suitable footpaths and pedestrian crossings; and
- The provision of adequate street lighting and lighting within the site to provide pedestrians with a well-lit environment hence enhancing safety and encouraging pedestrian movements.

3.5 Car Sharing Scheme

3.5.1 The availability of car sharing schemes is limited in the case of food retail, as the stores cannot dictate car sharing among customers and employee numbers are small. Nevertheless employees from the store will be supported and encouraged to car-share if another member of staff lives close by and shift patterns align.

3.5.2 The Travel Plan Co-ordinator will promote the use of car sharing amongst employees and will promote national car sharing schemes such as Lift Share (www.liftshare.com). These schemes will be promoted to employees upon commencement of employment and continually promoted through promotional material displayed on notice boards, within the staff room. This information will be provided by the Travel Plan Co-ordinator within three months of the stores opening and continually monitored to ensure the information provided is up to date.

3.6 Electric Charge Points

3.6.1 The development proposals will include four fast charge point with passive infrastructure (physical conduits to support future charging points, and the reservation of electrical capacity) for a further 20 electric charge point, for the use by both staff and customers.

3.7 Servicing

3.7.1 Servicing of the site would take place via the customer access off Victoria Avenue East. Service vehicles will proceed along the access road on the eastern and northern boundaries of the site, to access the service dock. No service vehicles will enter the customer car park. All service vehicles will enter and leave the site in a forward gear.

3.7.2 Aldi service deliveries are carried out in such a way as to minimise vehicle kilometres travelled. Each store receives an average of four deliveries by articulated lorry per day, in addition to a milk delivery and bin collection via rigid vehicle. This is substantially lower than the delivery pattern associated with larger food superstores.

3.7.3 The articulated vehicles operate from a central distribution centre. Each lorry delivers to a number of stores in a specific circuit and in this way minimises vehicle kilometres and therefore reduces emissions.

3.7.4 Deliveries to the store will aim to arrive outside of the established highway peak periods.

3.8 Provision of Information

- 3.8.1 Each new member of staff will be briefed on all aspects of the Travel Plan as part of their staff induction. In this way, each new member of staff will be aware of the advantages, accessibility and convenience of non-car modes of transport to and from the site.
- 3.8.2 If the message is to be portrayed to staff and customers that sustainable forms of transport are preferable to the private car, then it is essential that adequate information is available; to this end:
- Bus stop location, timetable information and route plans will be provided;
 - The above information will be provided to new employees as part of the staff induction process;
 - Information on the beneficial effects of cycling on both health and the environment will be provided in the form of leaflets to all staff; and
 - Copies of relevant cycle maps will be provided, thus encouraging sustainable forms of transport.
- 3.8.3 The Travel Plan Co-ordinator will be responsible for co-ordinating the Travel Plan across the site and ensuring that the information is up to date and accessible to employees.
- 3.8.4 The Travel Plan Co-ordinator will offer a personalised Travel Planning service for all new employees. The free online journey planning information that is available to plan journey from door to door will be promoted to employees, including: <https://my.tfgm.com/#/planner/>; and <https://www.traveline.info/>.

4.0 IMPLEMENTATION AND REVIEW

- 4.1.1 In order to establish an effective Travel Plan, a coherent understanding of staff travel patterns and attitudes to travel will need to be collected. A Travel Plan Co-ordinator will be appointed who will be responsible for on-going monitoring and annual surveys. Information gathered will be submitted to Manchester City Council.
- 4.1.2 A Travel Plan Co-ordinator will be appointed prior to the opening of the store, to implement the Travel Plan and to promote the aims and objectives of the Plan amongst employees and visitors of the site. The Travel Plan Co-ordinator will play a key role in the promotion of the Plan across the site and in the delivery of the Plan measures.
- 4.1.3 The Final Travel Plan will set out specific details on the role of the Travel Plan Co-ordinator.
- 4.1.4 The Travel Plan Co-ordinator will oversee the overall operation of the Travel Plan and be responsible for monitoring the effectiveness of the Plan and liaising with Manchester City Council.
- 4.1.5 The Travel Plan Co-ordinator will be responsible for the preparation of the Final Travel Plan and will be required to develop and implement the Travel Plan and to monitor the effectiveness of the Plan.
- 4.1.6 Manchester City Council will be notified of the name of the Travel Plan Co-ordinator upon their appointment and similarly the Travel Plan Co-ordinator will be advised of the names of the relevant contact details at the various organisations with whom they will be required to consult, including Manchester City Council Travel Planning officers, public transport operators and other key stakeholders.
- 4.1.7 It is envisaged that the Travel Plan Co-ordinators role at Aldi will be fulfilled by the Store Manager. The Travel Plan Co-ordinators role at the office will be undertaken by a member of staff. The contact details of the Store Manager and office employee will be provided to Manchester City Council, prior to the stores opening.

4.1.8 The Travel Plan Co-ordinator will be the first point of contact for employees, visitors and other outside organisations in all matters regarding the detailed Travel Plan that will be developed.

4.1.9 The general responsibilities of the Travel Plan Co-ordinator will include:

- Implementing Travel Plan measures across the site and for ensuring that these measures are realistic and achievable, through continued review and assessment of their success;
- Developing, managing and implementing the Travel Plan strategy so that effective sustainable transport solutions can be achieved;
- On-going review and assessment of the Travel Plan to determine if objectives are being achieved and initiating new measures when required. The Travel Plan Co-ordinator will also be expected to update the Travel Plan to ensure their success;
- Ensuring that all employees and visitors have good travel information and are made aware of all of the travel choices they have available to them, to promote sustainable travel;
- To use effective marketing and awareness-raising schemes to assist in the promotion of the Travel Plan and sustainable travel across the site; and
- To work together with the local highway authority to ensure that the management and monitoring of the Travel Plan is efficiently and effectively undertaken and that the Travel Plan measures are being delivered.

4.1.10 The Travel Plan will be implemented and monitored as set below:

- Prior to development occupation a final travel plan and staff travel survey pro-forma will be agreed;

- Three months after occupation the initial staff travel survey will be undertaken and reported to Manchester City Council within two months (this information will be gathered after this time to ensure representative data once staff have established themselves into their new travel routine); and
- Annually thereafter for a period of five year after occupation the staff travel survey will be undertaken and reported to Manchester City Council within two months of survey completion.

4.2 Summary of Framework for Implementation

4.2.1 There are a number of elements of the Travel Plan which will need to be submitted, agreed and implemented at different timescales.

4.2.2 The following table therefore summarises the key areas of implementation and sets the framework which will form the basis of the agreement between Aldi and Manchester City Council.

Table 4.1: Framework for Implementation

Item/Measure	Timescale
Agreement of Framework Travel Plan	Prior to issue of planning permission
Issue draft Final Travel Plan (excluding details of staff travel patterns) to Manchester City Council for approval	3 months prior to occupation of the development
Undertake staff travel surveys	Within 3 months of opening of food store/ office. Then annually for a period of five years.
Issue Travel Plan with staff travel patterns and set targets	Within 2 months of undertaking surveys
Infrastructure measures (pedestrian/ cycle access, cycle parking, off-site highway works) to be implemented	Prior to occupation of the development
Appointment of Travel Plan Co-ordinator	3 months prior to occupation of the development
Issue 'Employee Travel Packs' to all employees	At commencement of employment
Develop/ promote car-share scheme	Within travel packs & on notice boards.
Period of formal monitoring of Travel Plan by the Developer	5 years from Occupation of the Development

5.0 TARGETS - STAFF

- 5.1.1 Travel Plan targets will be formally set following the initial employee surveys and updated annually. The Travel Plan Co-ordinator will liaise with the Council to set suitable targets.
- 5.1.2 Travel Plans evolve over time and adapt to changing conditions. As the staff travel patterns may be liable to change over time, it will be necessary to carry out reviews of staff travel behaviour. The results from these reviews will enable the Travel Plan initiatives to be adapted as necessary.
- 5.1.3 It should be recognised that a genuine modal shift ultimately relates to an individual choosing an alternative means of travel to the private car rather than any apparent modal shifts caused by staff turnover (i.e. a cyclist replaced by a car driver or vice versa). Specific circumstances will be taken into account at the time of the annual reviews.

6.0 CONCLUSIONS

- 6.1.1 To achieve the target set out within this Travel Plan, Aldi will encourage its employees and customers alike, to take into account the benefits of sustainable forms of transport that are available to them given the highly accessible location of the site.
- 6.1.2 Aldi will undertake local infrastructure improvements to further enhance sustainable transport options in the vicinity of the site. This, allied with progressive management practices and the provision of adequate information, will influence and encourage staff and customers to choose sustainable transport options in preference to the private car.
- 6.1.3 The Travel Plan will seek to achieve significant reductions in car usage for journeys to and from the store. This will produce resultant benefits in terms of air quality and emissions and will also significantly reduce car parking demand and traffic generation associated with the development.



APPENDIX E

PARKING ACCUMULATION ASSESSMENT

Parking Accumulation

Aldi Foodstore 1974 sqm GFA

1

Time Range	Average Weekday Trip Rate		Average Weekday Trip Generation		Weekday Parking Accumulation
	Arrivals	Departures	Arrivals	Departures	
00:00 - 01:00	0.000	0.000	0	0	1
01:00 - 02:00	0.000	0.000	0	0	1
02:00 - 03:00	0.000	0.000	0	0	1
03:00 - 04:00	0.000	0.000	0	0	1
04:00 - 05:00	0.000	0.000	0	0	1
05:00 - 06:00	0.000	0.000	0	0	1
06:00 - 07:00	0.159	0.040	3	1	3
07:00 - 08:00	0.386	0.130	8	3	8
08:00 - 09:00	2.310	1.531	46	30	24
09:00 - 10:00	3.079	2.641	61	52	32
10:00 - 11:00	3.455	3.108	68	61	39
11:00 - 12:00	3.729	3.645	74	72	41
12:00 - 13:00	3.673	3.690	73	73	41
13:00 - 14:00	3.697	4.136	73	82	32
14:00 - 15:00	4.129	4.031	82	80	34
15:00 - 16:00	3.975	3.919	78	77	35
16:00 - 17:00	3.961	4.101	78	81	32
17:00 - 18:00	3.747	3.898	74	77	29
18:00 - 19:00	3.273	3.448	65	68	26
19:00 - 20:00	2.346	2.644	46	52	20
20:00 - 21:00	1.478	1.914	29	38	11
21:00 - 22:00	0.607	0.959	12	19	4
22:00 - 23:00	0.023	0.219	0	4	0
23:00 - 24:00	0.000	0.000	0	0	0
	44.027	44.054			41

Time Range	Average Saturday Trip Rate		Average Saturday Trip Generation		Weekday Parking Accumulation
	Arrivals	Departures	Arrivals	Departures	
00:00 - 01:00	0.000	0.000	0	0	0
01:00 - 02:00	0.000	0.000	0	0	0
02:00 - 03:00	0.000	0.000	0	0	0
03:00 - 04:00	0.000	0.000	0	0	0
04:00 - 05:00	0.000	0.000	0	0	0
05:00 - 06:00	0.000	0.000	0	0	0
06:00 - 07:00	0.219	0.080	4	2	3
07:00 - 08:00	0.519	0.120	10	2	11
08:00 - 09:00	2.617	1.866	52	37	25
09:00 - 10:00	3.595	3.172	71	63	34
10:00 - 11:00	5.062	4.458	100	88	46
11:00 - 12:00	6.236	5.805	123	115	54
12:00 - 13:00	5.761	6.340	114	125	43
13:00 - 14:00	5.745	5.513	113	109	47
14:00 - 15:00	5.293	5.261	104	104	48
15:00 - 16:00	5.309	5.601	105	111	42
16:00 - 17:00	4.950	5.185	98	102	38
17:00 - 18:00	4.143	4.051	82	80	39
18:00 - 19:00	2.744	3.392	54	67	27
19:00 - 20:00	1.997	2.541	39	50	16
20:00 - 21:00	1.198	1.386	24	27	12
21:00 - 22:00	0.631	0.927	12	18	6
22:00 - 23:00	0.064	0.232	1	5	3
23:00 - 24:00	0.000	0.000	0	0	3
	56.083	55.930			54



APPENDIX F

TRAFFIC SURVEY DATA

Moston - Manual Traffic Survey, Thursday 27th February 2020

Produced by Road Data Services Ltd.

The Imperial / PureGym Access

TIME	Inbound				Outbound			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0000 - 0015	1	0	0	1	6	0	0	6
0015 - 0030	4	0	0	4	8	0	0	8
0030 - 0045	2	0	0	2	3	0	0	3
0045 - 0100	0	0	0	0	3	0	0	3
Hourly Total	7	0	0	7	20	0	0	20
0100 - 0115	2	0	0	2	0	0	0	0
0115 - 0130	0	0	0	0	2	0	0	2
0130 - 0145	1	0	0	1	1	0	0	1
0145 - 0200	0	0	0	0	0	0	0	0
Hourly Total	3	0	0	3	3	0	0	3
0200 - 0215	0	0	0	0	1	0	0	1
0215 - 0230	2	0	0	2	2	0	0	2
0230 - 0245	2	0	0	2	3	0	0	3
0245 - 0300	0	0	0	0	1	0	0	1
Hourly Total	4	0	0	4	7	0	0	7
0300 - 0315	1	0	0	1	0	0	0	0
0315 - 0330	1	0	0	1	0	0	0	0
0330 - 0345	0	0	0	0	2	0	0	2
0345 - 0400	3	0	0	3	0	0	0	0
Hourly Total	5	0	0	5	2	0	0	2
0400 - 0415	3	0	0	3	0	0	0	0
0415 - 0430	5	0	0	5	3	0	0	3
0430 - 0445	2	0	0	2	1	0	0	1
0445 - 0500	4	0	0	4	3	0	0	3
Hourly Total	14	0	0	14	7	0	0	7
0500 - 0515	2	0	0	2	2	0	0	2
0515 - 0530	13	0	0	13	0	0	0	0
0530 - 0545	10	0	0	10	1	0	0	1
0545 - 0600	5	0	0	5	4	0	0	4
Hourly Total	30	0	0	30	7	0	0	7
0600 - 0615	16	0	0	16	6	0	0	6
0615 - 0630	26	0	0	26	4	0	0	4
0630 - 0645	8	0	0	8	12	0	0	12
0645 - 0700	6	1	0	7	13	1	0	14
Hourly Total	56	1	0	57	35	1	0	36
0700 - 0715	9	0	0	9	23	0	0	23
0715 - 0730	13	0	0	13	14	0	0	14
0730 - 0745	13	0	0	13	17	0	0	17
0745 - 0800	10	0	0	10	7	0	0	7
Hourly Total	45	0	0	45	61	0	0	61
0800 - 0815	5	1	0	6	17	0	0	17
0815 - 0830	12	0	0	12	6	1	0	7
0830 - 0845	10	0	0	10	12	0	0	12
0845 - 0900	22	0	0	22	11	0	0	11
Hourly Total	49	1	0	50	46	1	0	47
0900 - 0915	33	0	0	33	20	0	0	20
0915 - 0930	13	0	0	13	12	0	0	12
0930 - 0945	8	0	0	8	10	0	0	10
0945 - 1000	17	0	0	17	12	0	0	12
Hourly Total	71	0	0	71	54	0	0	54
1000 - 1015	17	0	0	17	31	0	0	31
1015 - 1030	11	0	0	11	18	0	0	18
1030 - 1045	12	0	0	12	12	0	0	12
1045 - 1100	14	0	0	14	15	0	0	15
Hourly Total	54	0	0	54	76	0	0	76
1100 - 1115	8	0	0	8	17	0	0	17
1115 - 1130	13	0	0	13	8	0	0	8
1130 - 1145	7	1	0	8	11	1	0	12
1145 - 1200	10	0	0	10	16	0	0	16
Hourly Total	38	1	0	39	52	1	0	53
1200 - 1215	19	0	0	19	6	0	0	6
1215 - 1230	13	1	0	14	13	1	0	14
1230 - 1245	13	0	0	13	15	0	0	15
1245 - 1300	12	0	0	12	13	0	0	13
Hourly Total	57	1	0	58	47	1	0	48
1300 - 1315	10	0	0	10	19	0	0	19
1315 - 1330	10	1	0	11	14	0	0	14
1330 - 1345	12	0	0	12	11	0	0	11
1345 - 1400	13	1	0	14	13	2	0	15
Hourly Total	45	2	0	47	57	2	0	59
1400 - 1415	20	0	0	20	12	0	0	12
1415 - 1430	13	0	0	13	12	0	0	12
1430 - 1445	9	0	0	9	15	0	0	15
1445 - 1500	7	0	0	7	12	0	0	12
Hourly Total	49	0	0	49	51	0	0	51
1500 - 1515	8	1	0	9	19	0	0	19
1515 - 1530	12	0	0	12	12	0	0	12
1530 - 1545	13	0	0	13	8	1	0	9
1545 - 1600	13	0	0	13	7	1	0	8
Hourly Total	46	1	0	47	46	2	0	48
1600 - 1615	21	0	0	21	13	0	0	13
1615 - 1630	22	0	0	22	7	0	0	7
1630 - 1645	27	1	0	28	16	0	0	16
1645 - 1700	38	0	0	38	14	0	0	14
Hourly Total	108	1	0	109	50	0	0	50
1700 - 1715	35	0	0	35	13	0	0	13
1715 - 1730	24	1	0	25	26	0	0	26
1730 - 1745	29	0	0	29	23	1	0	24
1745 - 1800	32	0	0	32	20	0	0	20
Hourly Total	120	1	0	121	82	1	0	83
1800 - 1815	19	1	0	20	49	0	0	49
1815 - 1830	13	1	0	14	18	0	0	18
1830 - 1845	20	0	0	20	21	2	0	23
1845 - 1900	21	0	0	21	19	0	0	19
Hourly Total	73	2	0	75	107	2	0	109
1900 - 1915	28	0	0	28	28	0	0	28
1915 - 1930	15	1	0	16	23	1	0	24
1930 - 1945	27	0	0	27	17	1	0	18
1945 - 2000	20	0	0	20	33	0	0	33
Hourly Total	90	1	0	91	101	2	0	103
2000 - 2015	17	0	0	17	21	0	0	21
2015 - 2030	10	1	0	11	30	0	0	30
2030 - 2045	9	2	0	11	17	0	0	17
2045 - 2100	12	1	0	13	8	0	0	8
Hourly Total	48	4	0	52	76	0	0	76
2100 - 2115	15	1	0	16	19	0	0	19
2115 - 2130	8	0	0	8	12	1	0	13
2130 - 2145	8	0	0	8	9	1	0	10
2145 - 2200	9	0	0	9	7	0	0	7
Hourly Total	40	1	0	41	47	2	0	49
2200 - 2215	17	0	0	17	15	0	0	15
2215 - 2230	9	0	0	9	13	1	0	14
2230 - 2245	13	0	0	13	19	0	0	19
2245 - 2300	3	0	0	3	11	1	0	12
Hourly Total	42	0	0	42	58	2	0	60
2300 - 2315	4	0	0	4	13	0	0	13
2315 - 2330	4	0	0	4	12	0	0	12
2330 - 2345	4	0	0	4	2	0	0	2
2345 - 2400	0	0	0	0	4	0	0	4
Hourly Total	12	0	0	12	31	0	0	31
TOTAL	1106	17	0	1123	1123	17	0	1140

Moston - Manual Traffic Survey, Friday 28th February 2020

Produced by Road Data Services Ltd.

The Imperial / PureGym Access

TIME	Inbound				Outbound			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0000 - 0015	1	0	0	1	4	0	0	4
0015 - 0030	2	0	0	2	5	0	0	5
0030 - 0045	1	0	0	1	2	0	0	2
0045 - 0100	1	0	0	1	0	0	0	0
Hourly Total	5	0	0	5	11	0	0	11
0100 - 0115	1	0	0	1	2	0	0	2
0115 - 0130	1	0	0	1	3	0	0	3
0130 - 0145	0	0	0	0	1	0	0	1
0145 - 0200	0	0	0	0	1	0	0	1
Hourly Total	2	0	0	2	7	0	0	7
0200 - 0215	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	1	0	0	1
0230 - 0245	0	0	0	0	1	0	0	1
0245 - 0300	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	2	0	0	2
0300 - 0315	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0
0345 - 0400	3	0	0	3	0	0	0	0
Hourly Total	3	0	0	3	0	0	0	0
0400 - 0415	1	0	0	1	0	0	0	0
0415 - 0430	6	0	0	6	1	0	0	1
0430 - 0445	6	1	0	7	2	0	0	2
0445 - 0500	2	0	0	2	5	0	0	5
Hourly Total	15	1	0	16	8	0	0	8
0500 - 0515	4	0	0	4	2	0	0	2
0515 - 0530	8	0	0	8	2	0	0	2
0530 - 0545	10	0	0	10	1	0	0	1
0545 - 0600	15	0	0	15	4	1	0	5
Hourly Total	37	0	0	37	9	1	0	10
0600 - 0615	19	0	0	19	2	0	0	2
0615 - 0630	23	0	0	23	7	0	0	7
0630 - 0645	14	1	0	15	14	0	0	14
0645 - 0700	7	0	0	7	8	1	0	9
Hourly Total	63	1	0	64	31	1	0	32
0700 - 0715	10	0	0	10	30	0	0	30
0715 - 0730	6	0	0	6	16	0	0	16
0730 - 0745	5	0	0	5	14	0	0	14
0745 - 0800	9	0	0	9	18	0	0	18
Hourly Total	30	0	0	30	78	0	0	78
0800 - 0815	10	0	0	10	13	0	0	13
0815 - 0830	14	0	0	14	7	0	0	7
0830 - 0845	13	0	0	13	5	0	0	5
0845 - 0900	15	0	0	15	8	0	0	8
Hourly Total	52	0	0	52	33	0	0	33
0900 - 0915	37	2	0	39	9	2	0	11
0915 - 0930	43	1	0	44	14	1	0	15
0930 - 0945	7	0	0	7	14	0	0	14
0945 - 1000	16	0	0	16	12	0	0	12
Hourly Total	103	3	0	106	49	3	0	52
1000 - 1015	11	0	0	11	19	0	0	19
1015 - 1030	11	0	0	11	33	0	0	33
1030 - 1045	10	0	0	10	25	0	0	25
1045 - 1100	17	0	0	17	14	0	0	14
Hourly Total	49	0	0	49	91	0	0	91
1100 - 1115	9	0	0	9	19	0	0	19
1115 - 1130	13	0	0	13	12	0	0	12
1130 - 1145	10	1	0	11	14	1	0	15
1145 - 1200	11	0	0	11	12	0	0	12
Hourly Total	43	1	0	44	57	1	0	58
1200 - 1215	13	0	0	13	14	0	0	14
1215 - 1230	11	0	0	11	19	0	0	19
1230 - 1245	5	0	0	5	10	0	0	10
1245 - 1300	9	0	0	9	15	0	0	15
Hourly Total	38	0	0	38	58	0	0	58
1300 - 1315	12	0	0	12	13	0	0	13
1315 - 1330	11	0	0	11	10	0	0	10
1330 - 1345	14	0	0	14	7	0	0	7
1345 - 1400	9	0	0	9	10	0	0	10
Hourly Total	46	0	0	46	40	0	0	40
1400 - 1415	9	0	0	9	11	0	0	11
1415 - 1430	11	0	0	11	8	0	0	8
1430 - 1445	12	0	0	12	16	0	0	16
1445 - 1500	13	0	0	13	8	0	0	8
Hourly Total	45	0	0	45	43	0	0	43
1500 - 1515	11	0	0	11	16	0	0	16
1515 - 1530	8	0	0	8	11	0	0	11
1530 - 1545	12	0	0	12	8	1	0	9
1545 - 1600	15	0	0	15	10	0	0	10
Hourly Total	46	0	0	46	45	1	0	46
1600 - 1615	19	0	0	19	11	0	0	11
1615 - 1630	20	1	0	21	7	0	0	7
1630 - 1645	11	0	0	11	18	0	0	18
1645 - 1700	19	1	0	20	13	0	0	13
Hourly Total	69	2	0	71	49	0	0	49
1700 - 1715	30	0	0	30	10	0	0	10
1715 - 1730	24	0	0	24	13	1	0	14
1730 - 1745	25	0	0	25	23	0	0	23
1745 - 1800	16	0	0	16	34	0	0	34
Hourly Total	95	0	0	95	80	1	0	81
1800 - 1815	22	0	0	22	20	1	0	21
1815 - 1830	21	0	0	21	23	0	0	23
1830 - 1845	19	0	0	19	21	0	0	21
1845 - 1900	23	0	0	23	17	0	0	17
Hourly Total	85	0	0	85	81	1	0	82
1900 - 1915	18	1	0	19	17	0	0	17
1915 - 1930	26	0	0	26	19	1	0	20
1930 - 1945	15	0	0	15	22	0	0	22
1945 - 2000	18	1	0	19	12	1	0	13
Hourly Total	77	2	0	79	70	2	0	72
2000 - 2015	11	0	0	11	12	0	0	12
2015 - 2030	15	0	0	15	19	0	0	19
2030 - 2045	14	0	0	14	22	0	0	22
2045 - 2100	12	1	0	13	12	0	0	12
Hourly Total	52	1	0	53	65	0	0	65
2100 - 2115	7	0	0	7	17	1	0	18
2115 - 2130	8	1	0	9	9	0	0	9
2130 - 2145	11	0	0	11	9	0	0	9
2145 - 2200	17	0	0	17	10	0	0	10
Hourly Total	43	1	0	44	45	1	0	46
2200 - 2215	12	0	0	12	7	0	0	7
2215 - 2230	5	1	0	6	11	1	0	12
2230 - 2245	11	0	0	11	15	0	0	15
2245 - 2300	9	0	0	9	28	0	0	28
Hourly Total	37	1	0	38	61	1	0	62
2300 - 2315	7	0	0	7	7	0	0	7
2315 - 2330	2	0	0	2	10	0	0	10
2330 - 2345	9	0	0	9	11	0	0	11
2345 - 2400	3	0	0	3	5	0	0	5
Hourly Total	21	0	0	21	33	0	0	33
TOTAL	1056	13	0	1069	1046	13	0	1059

Moston - Manual Traffic Survey, Saturday 29th February 2020

Produced by Road Data Services Ltd.

The Imperial / PureGym Access

TIME	Inbound				Outbound			
	LIGHT	HEAVY	BUS	TOTAL	LIGHT	HEAVY	BUS	TOTAL
0000 - 0015	1	0	0	1	13	0	0	13
0015 - 0030	1	0	0	1	3	0	0	3
0030 - 0045	5	0	0	5	4	0	0	4
0045 - 0100	5	0	0	5	4	0	0	4
Hourly Total	12	0	0	12	24	0	0	24
0100 - 0115	2	0	0	2	1	0	0	1
0115 - 0130	1	0	0	1	2	0	0	2
0130 - 0145	2	0	0	2	1	0	0	1
0145 - 0200	1	0	0	1	1	0	0	1
Hourly Total	6	0	0	6	5	0	0	5
0200 - 0215	3	0	0	3	1	0	0	1
0215 - 0230	0	0	0	0	5	0	0	5
0230 - 0245	1	0	0	1	2	0	0	2
0245 - 0300	0	0	0	0	3	0	0	3
Hourly Total	4	0	0	4	11	0	0	11
0300 - 0315	1	0	0	1	2	0	0	2
0315 - 0330	0	0	0	0	2	0	0	2
0330 - 0345	2	0	0	2	2	0	0	2
0345 - 0400	4	0	0	4	1	0	0	1
Hourly Total	7	0	0	7	7	0	0	7
0400 - 0415	0	0	0	0	0	0	0	0
0415 - 0430	2	0	0	2	0	0	0	0
0430 - 0445	3	1	0	4	1	0	0	1
0445 - 0500	1	0	0	1	2	0	0	2
Hourly Total	6	1	0	7	3	0	0	3
0500 - 0515	2	0	0	2	1	0	0	1
0515 - 0530	5	0	0	5	3	0	0	3
0530 - 0545	3	0	0	3	3	0	0	3
0545 - 0600	6	0	0	6	2	1	0	3
Hourly Total	16	0	0	16	9	1	0	10
0600 - 0615	4	0	0	4	1	0	0	1
0615 - 0630	7	0	0	7	5	0	0	5
0630 - 0645	4	0	0	4	4	1	0	5
0645 - 0700	6	0	0	6	2	0	0	2
Hourly Total	21	0	0	21	12	1	0	13
0700 - 0715	8	0	0	8	7	0	0	7
0715 - 0730	11	0	0	11	1	0	0	1
0730 - 0745	11	0	0	11	6	0	0	6
0745 - 0800	13	0	0	13	6	0	0	6
Hourly Total	43	0	0	43	20	0	0	20
0800 - 0815	23	0	0	23	6	0	0	6
0815 - 0830	15	0	0	15	10	0	0	10
0830 - 0845	13	0	0	13	8	0	0	8
0845 - 0900	31	0	0	31	16	0	0	16
Hourly Total	82	0	0	82	40	0	0	40
0900 - 0915	15	0	0	15	10	0	0	10
0915 - 0930	16	0	0	16	16	0	0	16
0930 - 0945	34	0	0	34	40	0	0	40
0945 - 1000	20	0	0	20	18	0	0	18
Hourly Total	85	0	0	85	84	0	0	84
1000 - 1015	12	0	0	12	17	0	0	17
1015 - 1030	24	0	0	24	11	0	0	11
1030 - 1045	12	0	0	12	30	0	0	30
1045 - 1100	21	0	0	21	19	0	0	19
Hourly Total	69	0	0	69	77	0	0	77
1100 - 1115	24	0	0	24	12	0	0	12
1115 - 1130	31	0	0	31	27	0	0	27
1130 - 1145	17	0	0	17	24	0	0	24
1145 - 1200	11	0	0	11	16	0	0	16
Hourly Total	83	0	0	83	79	0	0	79
1200 - 1215	20	0	0	20	22	0	0	22
1215 - 1230	10	0	0	10	34	0	0	34
1230 - 1245	9	0	0	9	17	0	0	17
1245 - 1300	18	0	0	18	16	0	0	16
Hourly Total	57	0	0	57	89	0	0	89
1300 - 1315	15	0	0	15	23	0	0	23
1315 - 1330	13	0	0	13	16	0	0	16
1330 - 1345	21	0	0	21	17	0	0	17
1345 - 1400	9	1	0	10	20	0	0	20
Hourly Total	58	1	0	59	76	0	0	76
1400 - 1415	13	0	0	13	13	0	0	13
1415 - 1430	14	0	0	14	14	0	0	14
1430 - 1445	7	0	0	7	13	0	0	13
1445 - 1500	14	0	0	14	13	0	0	13
Hourly Total	48	0	0	48	53	0	0	53
1500 - 1515	12	0	0	12	12	0	0	12
1515 - 1530	11	1	0	12	13	0	0	13
1530 - 1545	12	0	0	12	8	0	0	8
1545 - 1600	11	0	0	11	15	0	0	15
Hourly Total	46	1	0	47	48	0	0	48
1600 - 1615	14	0	0	14	9	0	0	9
1615 - 1630	9	0	0	9	16	0	0	16
1630 - 1645	14	0	0	14	10	1	0	11
1645 - 1700	8	0	0	8	8	0	0	8
Hourly Total	45	0	0	45	43	1	0	44
1700 - 1715	14	0	0	14	12	0	0	12
1715 - 1730	16	0	0	16	11	0	0	11
1730 - 1745	17	1	0	18	12	0	0	12
1745 - 1800	13	0	0	13	11	1	0	12
Hourly Total	60	1	0	61	46	1	0	47
1800 - 1815	14	0	0	14	16	0	0	16
1815 - 1830	14	0	0	14	11	0	0	11
1830 - 1845	13	0	0	13	10	0	0	10
1845 - 1900	24	0	0	24	20	0	0	20
Hourly Total	65	0	0	65	57	0	0	57
1900 - 1915	14	0	0	14	12	0	0	12
1915 - 1930	9	0	0	9	15	0	0	15
1930 - 1945	13	0	0	13	13	0	0	13
1945 - 2000	10	0	0	10	10	0	0	10
Hourly Total	46	0	0	46	50	0	0	50
2000 - 2015	12	0	0	12	9	0	0	9
2015 - 2030	8	0	0	8	12	0	0	12
2030 - 2045	8	0	0	8	13	0	0	13
2045 - 2100	10	0	0	10	10	0	0	10
Hourly Total	38	0	0	38	44	0	0	44
2100 - 2115	12	0	0	12	8	0	0	8
2115 - 2130	12	0	0	12	14	0	0	14
2130 - 2145	10	0	0	10	11	0	0	11
2145 - 2200	7	0	0	7	4	0	0	4
Hourly Total	41	0	0	41	37	0	0	37
2200 - 2215	2	0	0	2	4	0	0	4
2215 - 2230	9	0	0	9	7	0	0	7
2230 - 2245	4	0	0	4	7	0	0	7
2245 - 2300	2	0	0	2	9	0	0	9
Hourly Total	17	0	0	17	27	0	0	27
2300 - 2315	6	0	0	6	10	0	0	10
2315 - 2330	7	0	0	7	7	0	0	7
2330 - 2345	3	0	0	3	1	0	0	1
2345 - 2400	1	0	0	1	5	0	0	5
Hourly Total	17	0	0	17	23	0	0	23
TOTAL	972	4	0	976	964	4	0	968

Junction: 1

Approach: Greengate East

TIME	To A6104 (E)									To Lightbowne Road									To Moston Lane									To A6104 (W)									To Greengate									
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	
15:00 - 15:15	3	0	0	3	1	0	0	0	7	1	1	0	2	0	0	0	0	4	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	2
15:15 - 15:30	0	0	0	2	2	0	0	0	4	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1		
15:30 - 15:45	2	0	0	1	1	0	0	0	4	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		
15:45 - 16:00	2	1	0	1	0	0	0	0	4	1	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0		
Hourly Total	7	1	0	7	4	0	0	0	19	3	1	0	5	0	0	0	0	9	0	0	0	2	0	0	0	0	0	2	0	0	0	4	0	0	0	0	4	0	0	0	5	0	0	0	0	5
16:00 - 16:15	3	1	0	2	2	0	0	0	8	1	0	0	2	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1		
16:15 - 16:30	4	0	0	5	0	0	0	0	9	1	0	0	3	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	1		
16:30 - 16:45	1	0	0	1	0	0	0	0	2	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1		
16:45 - 17:00	0	1	0	3	0	0	0	0	4	6	0	0	1	0	0	0	0	7	3	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	
Hourly Total	8	2	0	11	2	0	0	0	23	8	0	0	7	1	0	0	0	16	3	0	0	0	0	0	0	0	0	3	3	0	0	4	0	0	0	0	7	0	0	0	2	1	0	0	0	3
17:00 - 17:15	5	0	0	2	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		
17:15 - 17:30	1	0	0	1	0	1	0	0	3	1	0	0	5	0	0	0	0	6	0	0	0	1	0	0	0	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	
17:30 - 17:45	2	0	0	3	0	0	0	0	5	0	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
17:45 - 18:00	0	0	0	3	0	0	0	0	3	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	8	0	0	9	0	1	0	0	18	2	0	0	8	0	0	0	0	10	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	0	1
TOTAL	23	3	0	27	6	1	0	0	60	13	1	0	20	1	0	0	0	35	3	0	0	5	0	0	0	0	8	3	0	0	11	0	0	0	0	14	0	0	0	8	1	0	0	0	9	

Junction: 1

Approach: A6104 East

	To Lightbourne Road									To Moston Lane									To A6104 (W)									To Greengate									To Greengate East									U-Turn									
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL										
15:00 - 15:15	0	0	0	48	3	0	0	1	52	0	0	1	46	6	0	0	0	53	0	0	0	50	10	1	0	0	61	0	0	0	52	15	4	5	0	76	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	
15:15 - 15:30	0	0	0	38	2	0	0	0	40	0	0	0	47	9	0	0	0	57	0	0	0	46	7	1	0	0	54	0	0	0	51	15	1	0	1	68	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30 - 15:45	0	0	0	40	9	0	0	0	49	0	0	0	35	9	0	0	0	44	0	0	0	55	9	0	0	1	65	0	0	0	65	16	2	1	1	85	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45 - 16:00	1	0	0	30	6	0	0	1	38	0	0	0	40	9	0	0	0	50	0	0	0	51	4	0	0	0	55	0	0	0	76	17	1	0	1	95	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
Hourly Total	1	0	0	156	20	0	0	2	179	0	0	1	168	33	0	0	2	204	0	0	0	202	30	2	0	1	235	0	0	0	244	63	8	6	3	324	0	0	0	7	2	0	0	0	9	0	0	0	1	0	0	0	0	1	
16:00 - 16:15	0	0	0	32	7	0	0	0	39	0	0	0	35	6	0	0	0	41	0	0	0	59	7	0	0	0	66	0	0	0	68	16	2	1	2	89	0	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	0	1	
16:15 - 16:30	1	0	0	33	2	0	0	0	36	0	0	0	38	6	0	0	0	45	0	0	0	54	4	1	0	0	59	0	0	0	74	17	2	0	2	95	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	
16:30 - 16:45	0	1	0	24	4	0	0	0	29	0	0	0	43	4	0	0	0	47	0	0	0	66	9	0	0	1	76	0	0	0	70	17	0	1	1	89	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	29	4	0	0	0	33	0	0	0	40	5	0	0	0	46	0	0	0	54	10	0	0	0	64	0	0	0	62	11	2	0	1	76	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
Hourly Total	1	1	0	118	17	0	0	0	137	0	0	0	156	21	0	0	2	179	0	0	0	233	30	1	0	1	265	0	0	0	274	61	6	2	6	349	0	0	0	6	2	0	0	0	8	0	0	0	1	0	0	0	0	0	1
17:00 - 17:15	0	0	1	38	1	0	0	0	40	0	0	0	39	5	0	0	1	45	0	0	0	69	6	1	0	0	76	0	0	0	70	15	0	1	0	86	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
17:15 - 17:30	0	0	0	38	3	0	0	0	41	0	0	0	45	8	0	0	0	53	0	0	1	44	7	0	1	0	53	0	0	0	67	15	1	0	0	83	0	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	0	1	
17:30 - 17:45	0	0	0	34	1	0	0	0	35	0	2	0	38	4	0	0	0	44	0	1	0	60	4	0	1	0	66	0	0	0	81	11	2	0	0	94	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
17:45 - 18:00	0	0	0	36	5	0	0	1	42	0	0	0	40	7	0	0	0	47	0	0	1	64	5	0	0	0	70	0	0	0	64	13	3	2	1	83	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	1	146	10	0	0	1	158	0	2	0	162	24	0	0	1	189	0	1	2	237	22	1	2	0	265	0	0	0	282	54	6	3	1	346	0	0	0	7	0	0	0	0	7	0	0	0	1	0	0	0	0	0	1
TOTAL	2	1	1	420	47	0	0	3	474	0	2	1	486	78	0	0	5	572	0	1	2	672	82	4	2	2	765	0	0	0	800	178	20	11	10	1019	0	0	0	20	4	0	0	0	24	0	0	0	3	0	0	0	0	3	

Junction: 1
Approach: Lightbowne Road

TIME	To Moston Lane									To A6104 (W)									To Greengate									To Greengate East									To A6104 (E)								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
15:00 - 15:15	0	1	0	3	0	0	0	0	4	0	0	1	45	3	0	0	0	49	0	0	0	67	13	1	0	0	81	0	0	0	4	1	0	0	0	5	0	0	1	62	7	1	0	0	71
15:15 - 15:30	5	0	0	2	0	0	0	0	7	0	0	0	31	2	0	1	0	34	0	0	0	55	10	1	0	0	66	0	0	0	5	0	0	0	0	5	0	0	0	62	8	0	0	0	70
15:30 - 15:45	1	0	0	1	0	0	0	0	2	0	0	0	35	4	0	0	0	39	0	0	0	83	14	1	2	0	100	0	0	0	1	0	0	0	0	1	0	0	0	55	8	0	1	0	64
15:45 - 16:00	1	0	0	0	0	0	0	1	2	0	1	0	45	2	0	0	0	48	0	0	0	95	7	1	0	0	103	0	0	0	0	0	0	0	0	0	0	0	0	69	5	0	0	0	74
Hourly Total	7	1	0	6	0	0	0	1	15	0	1	1	156	11	0	1	0	170	0	0	0	300	44	4	2	0	350	0	0	0	10	1	0	0	0	11	0	0	1	248	28	1	1	0	279
16:00 - 16:15	0	1	0	0	2	0	0	0	3	0	0	0	45	4	0	0	0	49	0	0	0	99	20	1	0	0	120	0	0	0	0	0	0	0	0	0	0	0	67	11	0	0	0	78	
16:15 - 16:30	1	1	0	3	0	0	0	0	5	0	0	0	39	3	0	0	0	42	0	0	0	88	11	2	1	0	102	0	0	0	3	1	0	0	0	4	0	0	1	63	7	0	0	0	71
16:30 - 16:45	3	0	0	1	0	0	0	0	4	0	0	0	40	2	1	0	0	43	0	0	0	95	17	0	0	1	113	0	0	0	0	0	0	0	0	0	0	0	65	4	0	0	0	69	
16:45 - 17:00	0	1	0	1	0	0	0	0	2	0	0	0	47	3	0	0	0	50	0	0	0	91	9	0	1	0	101	0	0	0	0	0	0	0	0	0	0	0	67	9	0	0	0	76	
Hourly Total	4	3	0	5	2	0	0	0	14	0	0	0	171	12	1	0	0	184	0	0	0	373	57	3	2	1	436	0	0	0	3	1	0	0	0	4	0	0	1	262	31	0	0	0	294
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	44	2	0	0	0	46	0	0	0	79	16	0	0	0	95	0	0	0	0	0	0	0	0	0	0	0	70	9	0	0	0	79	
17:15 - 17:30	0	0	1	3	1	0	0	0	5	0	0	0	48	0	0	0	0	48	0	0	0	90	10	0	0	0	100	0	0	0	1	0	0	0	0	1	0	0	0	62	5	0	0	0	67
17:30 - 17:45	1	1	0	5	0	0	0	0	7	0	0	1	45	3	0	0	0	49	0	0	0	64	5	1	0	0	71	0	0	0	2	0	0	0	0	2	0	0	0	60	4	0	0	0	64
17:45 - 18:00	1	0	0	3	1	0	0	0	5	0	0	1	43	3	0	0	0	47	0	0	0	90	4	2	0	0	96	0	0	0	0	0	0	0	0	0	0	0	1	65	4	0	0	0	70
Hourly Total	2	1	1	11	2	0	0	0	17	0	0	2	180	8	0	0	0	190	0	0	1	323	35	3	0	0	362	0	0	0	3	0	0	0	0	3	0	0	1	257	22	0	0	0	280
TOTAL	13	5	1	22	4	0	0	1	46	0	1	3	507	31	1	1	0	544	0	0	1	996	136	10	4	1	1148	0	0	0	16	2	0	0	0	18	0	0	3	767	81	1	1	0	853

Junction: 1

Approach: Moston Lane

	To A6104 (W)									To Greengate									To Greengate East									To A6104 (E)									To Lightbourne Road									U-Turn																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
15:00 - 15:15	0	0	0	12	1	0	0	1	14	0	1	0	24	4	0	0	2	31	0	0	0	1	0	0	0	0	0	1	1	0	1	30	4	0	0	0	36	0	1	0	7	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Junction: 1
Approach: A6104 West

	To Greengate									To Greengate East									To A6104 (E)									To Lightbourne Road									To Moston Lane									U-Turn								
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL									
15:00 - 15:15	2	0	0	17	3	1	0	0	23	0	1	0	2	1	0	0	0	4	0	0	0	19	4	2	0	0	0	25	0	0	0	15	2	0	0	0	17	0	0	0	8	2	0	0	0	10	0	0	0	0	0			
15:15 - 15:30	0	0	0	9	3	3	0	0	15	0	2	0	1	1	1	0	0	4	0	0	0	36	5	0	0	0	0	41	0	0	0	23	2	0	0	0	25	0	0	0	12	2	0	0	1	15	0	0	0	0	0			
15:30 - 15:45	4	0	0	16	4	1	0	0	25	4	0	0	3	0	0	0	0	7	0	0	0	23	4	0	0	0	0	27	0	0	0	22	3	0	0	0	25	4	0	0	10	1	0	0	0	15	0	0	0	0	0			
15:45 - 16:00	0	2	0	11	4	1	1	0	19	0	0	0	2	1	0	0	0	3	0	0	0	26	4	0	0	0	0	30	0	0	0	23	3	0	0	0	26	0	0	0	6	2	0	0	0	8	0	0	1	0	0			
Hourly Total	6	2	0	53	14	6	1	0	82	4	3	0	8	3	0	0	0	18	0	0	0	104	17	2	0	0	0	123	0	0	0	83	10	0	0	0	93	4	0	0	36	7	0	0	1	48	0	0	1	0	0			
16:00 - 16:15	0	1	0	19	3	0	1	0	24	0	1	0	1	0	0	0	0	2	0	0	1	22	2	0	0	1	27	0	1	0	16	2	0	0	0	19	0	0	0	7	1	0	0	1	9	0	0	0	0	0				
16:15 - 16:30	2	1	0	15	4	1	1	0	24	0	0	0	2	0	0	0	0	2	0	0	0	21	3	0	0	0	24	0	0	0	18	1	0	0	0	19	0	0	0	8	1	0	0	0	9	0	0	0	0	0				
16:30 - 16:45	1	0	0	16	5	3	0	0	25	2	0	0	4	0	0	0	0	6	0	0	0	22	2	0	0	0	24	0	0	0	17	2	0	0	0	19	2	0	0	9	2	0	0	0	13	0	0	0	0	0				
16:45 - 17:00	0	2	0	16	5	4	2	0	29	0	0	0	1	0	0	0	0	2	0	0	0	16	1	0	0	0	17	0	0	0	21	0	0	0	0	21	1	0	0	5	0	0	0	0	6	0	0	1	0	0				
Hourly Total	3	4	0	66	17	8	4	0	102	3	1	0	8	0	0	0	0	12	0	0	1	81	8	0	1	1	92	0	1	0	72	5	0	0	0	78	3	0	0	29	4	0	0	1	37	0	0	0	1	0				
17:00 - 17:15	4	2	0	24	3	0	0	0	33	4	0	0	2	0	0	0	0	6	0	0	0	20	6	0	0	0	26	0	0	0	25	3	0	0	0	28	4	0	0	6	2	0	0	0	12	0	0	0	0	0				
17:15 - 17:30	0	1	0	19	7	0	0	0	27	2	0	0	1	1	0	0	0	4	0	0	0	24	3	1	0	0	28	0	0	0	27	2	0	0	0	29	2	0	0	9	2	0	0	0	13	0	0	0	0	0				
17:30 - 17:45	0	2	0	18	3	3	0	0	26	1	0	0	1	0	0	0	0	2	0	0	0	19	3	0	0	0	22	0	0	0	21	0	0	0	0	21	1	0	0	6	1	0	0	0	8	0	0	0	0	0				
17:45 - 18:00	1	0	0	19	3	1	0	1	25	3	0	0	4	1	0	0	0	8	0	0	0	15	2	0	0	0	17	0	0	0	18	1	0	0	0	19	3	0	0	9	1	0	0	0	13	0	0	0	1	1				
Hourly Total	5	5	0	80	16	4	0	1	111	10	0	0	8	2	0	0	0	20	0	0	0	78	14	1	0	0	93	0	0	0	91	6	0	0	0	97	10	0	0	30	6	0	0	0	46	0	0	1	1	0				
TOTAL	14	11	0	199	47	18	5	1	295	17	4	0	24	5	0	0	0	50	0	0	1	263	39	3	1	1	308	0	1	0	246	21	0	0	0	268	17	0	0	95	17	0	0	2	131	0	0	0	3	1				

Junction: 1

Approach: Greengate

TIME	To Greengate East									To A6104 (E)									To Lightbourne Road									To Moston Lane									To A6104 (W)								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
15:00 - 15:15	1	0	0	0	0	0	0	0	1	3	0	1	68	11	6	1	0	90	0	0	0	57	5	1	0	0	63	0	0	0	21	2	1	0	1	25	0	0	0	32	5	0	0	0	37
15:15 - 15:30	0	0	0	0	0	0	0	0	0	2	2	0	44	13	1	1	0	63	1	0	0	54	10	1	0	0	66	0	0	0	14	1	0	0	2	17	1	2	0	20	4	1	0	0	28
15:30 - 15:45	0	0	0	1	0	0	0	0	1	1	0	1	48	9	2	2	1	64	0	0	0	52	9	2	0	0	63	0	0	1	22	2	0	0	0	25	2	0	0	29	6	2	0	0	39
15:45 - 16:00	0	0	0	1	0	0	0	0	1	0	3	0	43	9	0	0	0	55	0	0	0	60	8	0	0	0	68	0	0	0	11	4	0	0	0	15	0	2	0	23	3	0	0	0	28
Hourly Total	1	0	0	2	0	0	0	0	3	6	5	2	203	42	9	4	1	272	1	0	0	223	32	4	0	0	260	0	0	1	68	9	1	0	3	82	3	4	0	104	18	3	0	0	132
16:00 - 16:15	0	0	0	0	0	0	0	0	0	3	1	0	78	15	0	2	1	100	0	1	0	68	9	0	0	0	78	0	0	0	8	2	0	0	2	12	0	1	0	42	4	0	0	0	47
16:15 - 16:30	0	0	0	1	0	0	0	0	1	0	1	0	49	15	0	2	1	68	0	2	1	59	6	1	0	0	69	0	0	0	9	3	0	0	2	14	0	1	0	26	5	1	0	0	33
16:30 - 16:45	0	0	0	1	0	0	0	0	1	3	0	0	56	4	1	1	0	65	0	1	0	62	7	0	0	0	70	0	1	0	10	2	0	0	2	15	0	0	0	35	6	5	0	1	47
16:45 - 17:00	0	0	0	1	0	0	0	0	1	0	0	0	56	14	0	1	1	72	0	1	0	89	9	1	1	0	101	0	1	0	14	4	0	0	1	20	0	1	0	36	5	0	0	0	42
Hourly Total	0	0	0	3	0	0	0	0	3	6	2	0	239	48	1	6	3	305	0	5	1	278	31	2	1	0	318	0	2	0	41	11	0	0	7	61	0	3	0	139	20	6	0	1	169
17:00 - 17:15	0	0	0	3	0	0	0	0	3	2	1	0	65	8	0	0	0	76	0	1	0	94	5	1	0	0	101	0	0	0	12	1	0	0	2	15	2	1	0	35	3	1	0	0	42
17:15 - 17:30	0	1	0	1	0	0	0	0	2	3	1	0	55	8	1	2	2	72	0	1	1	92	6	1	0	0	101	0	0	0	12	4	0	0	2	18	2	2	0	34	3	0	0	1	42
17:30 - 17:45	0	0	0	2	0	0	0	0	2	0	0	0	57	7	0	2	1	67	0	0	0	102	3	2	0	0	107	0	0	0	18	2	0	0	1	21	0	0	1	33	2	0	0	1	37
17:45 - 18:00	0	0	0	2	0	0	0	0	2	1	0	0	46	12	0	3	1	63	0	1	0	67	4	0	0	0	72	0	0	0	25	0	0	0	1	26	0	0	0	29	5	0	0	0	34
Hourly Total	0	1	0	8	0	0	0	0	9	6	2	0	223	35	1	7	4	278	0	3	1	355	18	4	0	0	381	0	0	0	67	7	0	0	6	80	4	3	1	131	13	1	0	2	155
TOTAL	1	1	0	13	0	0	0	0	15	18	9	2	665	125	11	17	8	855	1	8	2	856	81	10	1	0	959	0	2	1	176	27	1	0	16	223	7	10	1	374	51	10	0	3	456

Junction: 1

Approach: Greengate East

TIME	To A6104 (E)									To Lightbowne Road									To Moston Lane									To A6104 (W)									To Greengate									
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL										
11:00 - 11:15	1	0	0	6	1	0	0	0	8	0	0	0	2	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2				
11:15 - 11:30	2	0	0	5	0	0	0	0	7	0	0	0	2	0	0	0	0	2	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30 - 11:45	5	0	0	2	1	0	0	0	8	0	0	0	4	0	0	0	0	4	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	3	0	0	0	0	3	
11:45 - 12:00	3	0	0	3	1	0	0	0	7	0	0	0	4	0	0	0	0	4	1	0	0	1	0	0	0	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
Hourly Total	11	0	0	16	3	0	0	0	30	0	0	0	12	0	0	0	0	12	2	0	0	3	0	0	0	0	5	0	0	0	7	0	0	0	0	7	0	0	0	5	0	0	0	0	5	
12:00 - 12:15	1	0	0	4	1	0	0	0	6	0	0	0	5	1	0	0	0	6	1	0	0	1	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	2	
12:15 - 12:30	0	0	0	3	0	0	0	0	3	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0		
12:30 - 12:45	0	0	0	4	1	0	0	0	5	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	2		
12:45 - 13:00	2	0	0	3	0	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1		
Hourly Total	3	0	0	14	2	0	0	0	19	0	0	0	14	2	0	0	0	16	2	0	0	1	0	0	0	0	3	0	0	0	5	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
13:00 - 13:15	1	0	0	5	0	0	0	0	6	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	2	0	0	0	0	2		
13:15 - 13:30	2	0	0	4	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2			
13:30 - 13:45	1	0	0	6	1	0	0	0	8	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	1		
13:45 - 14:00	0	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
Hourly Total	4	0	0	16	2	0	0	0	22	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	6	0	0	0	5	0	0	0	0	0	5
14:00 - 14:15	2	0	0	3	0	0	0	0	5	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	2		
14:15 - 14:30	0	0	0	3	0	0	0	0	3	0	0	0	3	0	0	0	0	3	1	0	0	1	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1	
14:30 - 14:45	1	0	0	2	0	0	0	0	3	0	0	0	6	0	0	0	0	6	2	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	0	3	0	0	0	1	0	0	0	0	1	
14:45 - 15:00	4	0	0	5	0	0	0	0	9	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Hourly Total	7	0	0	13	0	0	0	0	20	0	0	0	10	0	0	0	0	10	4	0	0	1	0	0	0	0	5	0	0	0	5	0	0	0	0	5	0	0	0	7	0	0	0	0	0	7
15:00 - 15:15	0	0	0	5	0	0	0	0	5	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	1		
15:15 - 15:30	1	0	0	4	0	0	0	0	5	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
15:30 - 15:45	1	0	0	3	0	0	0	0	4	0	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
15:45 - 16:00	0	0	0	4	0	0	0	0	4	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	0	2		
Hourly Total	2	0	0	16	0	0	0	0	18	0	0	0	6	0	0	0	0	6	0	0	0	1	0	0	0	0	1	0	0	0	5	0	0	0	0	5	0	0	0	3	0	0	0	0	0	3
TOTAL	27	0	0	75	7	0	0	0	109	0	0	0	47	2	0	0	0	49	8	0	0	6	0	0	0	0	14	0	0	0	27	1	0	0	0	28	0	0	0	25	0	0	0	0	0	25

Junction: 1

Approach: A6104 East

	To Lightbowne Road									To Moston Lane									To A6104 (W)									To Greengate									To Greengate East								
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
11:00 - 11:15	2	0	0	41	4	0	0	0	47	0	0	0	28	4	0	0	0	32	0	0	0	48	3	0	0	0	51	0	0	1	47	4	0	1	0	53	0	0	0	4	0	0	0	4	
11:15 - 11:30	0	0	0	41	6	0	0	0	47	0	0	1	29	4	0	0	1	35	0	0	0	40	3	0	0	0	43	0	0	0	46	4	0	0	1	51	0	0	0	3	1	0	0	4	
11:30 - 11:45	0	0	0	30	4	0	0	0	34	0	0	0	46	1	0	0	1	48	0	0	0	34	2	0	0	0	36	0	0	0	44	3	0	0	0	47	0	0	0	5	2	0	0	7	
11:45 - 12:00	0	0	0	34	3	0	0	0	37	0	0	0	37	3	0	0	0	40	0	0	0	43	3	0	0	1	47	0	0	0	49	3	0	0	0	52	0	0	0	4	0	0	0	4	
Hourly Total	2	0	0	146	17	0	0	0	165	0	0	1	140	12	0	0	2	155	0	0	0	165	11	0	0	1	177	0	0	1	186	14	0	1	1	203	0	0	0	16	3	0	0	19	
12:00 - 12:15	0	0	0	37	1	0	0	0	38	0	0	0	48	4	0	0	1	53	0	0	0	41	6	0	0	0	47	0	0	0	46	6	0	0	0	52	0	0	0	3	2	0	0	5	
12:15 - 12:30	1	0	0	33	2	0	0	0	36	0	0	0	30	4	1	0	0	35	0	0	0	39	5	0	0	1	45	0	0	0	51	4	1	0	3	59	0	0	0	5	1	0	0	6	
12:30 - 12:45	0	0	0	34	2	0	1	0	37	0	0	0	43	4	1	0	0	48	0	0	0	58	5	0	0	0	63	0	0	0	54	4	0	0	0	58	0	0	0	4	0	0	0	4	
12:45 - 13:00	0	0	0	29	5	0	0	0	34	0	0	0	49	3	0	0	1	53	0	0	0	47	5	0	0	0	52	0	0	0	52	11	1	0	0	64	0	0	0	5	0	0	0	5	
Hourly Total	1	0	0	133	10	0	1	0	145	0	0	0	170	15	2	0	2	189	0	0	0	185	21	0	0	1	207	0	0	0	203	25	2	0	3	233	0	0	0	17	3	0	0	20	
13:00 - 13:15	0	0	0	31	2	0	0	0	33	0	0	0	51	2	0	0	0	53	0	0	1	48	2	0	0	1	52	0	0	0	48	2	0	0	0	50	0	0	0	4	0	0	0	4	
13:15 - 13:30	0	0	0	32	2	0	0	0	34	0	0	0	47	3	0	0	1	51	0	0	0	42	5	0	0	0	47	0	0	0	46	6	0	0	2	54	0	0	0	5	0	0	0	5	
13:30 - 13:45	0	0	0	30	3	0	0	0	33	0	0	0	26	3	0	0	1	30	0	0	0	50	9	0	0	0	59	0	0	0	39	2	2	0	0	43	0	0	0	3	1	0	0	4	
13:45 - 14:00	0	0	0	29	2	0	0	0	31	0	0	0	38	2	0	0	0	40	0	0	0	43	0	1	1	0	45	0	0	0	46	4	0	0	1	51	0	0	0	2	0	0	0	2	
Hourly Total	0	0	0	122	9	0	0	0	131	0	0	0	162	10	0	0	2	174	0	0	1	183	16	1	1	1	203	0	0	0	179	14	2	0	3	198	0	0	0	14	1	0	0	15	
14:00 - 14:15	0	0	0	22	5	0	0	0	27	0	0	0	34	4	0	0	1	39	0	0	0	51	4	0	0	1	56	0	0	0	51	2	0	0	2	55	0	0	0	2	0	0	0	2	
14:15 - 14:30	1	0	0	32	2	0	0	0	35	0	1	0	36	3	0	0	0	40	0	0	0	43	6	0	0	0	49	0	0	0	42	6	0	0	0	48	0	0	0	1	0	0	0	1	
14:30 - 14:45	0	0	0	24	1	0	0	0	25	0	0	0	40	4	0	0	1	45	0	0	0	38	2	0	0	0	40	0	0	0	45	5	0	0	2	52	0	0	0	4	0	0	0	4	
14:45 - 15:00	0	0	0	34	3	0	0	0	37	0	0	0	32	6	0	0	0	38	0	0	0	47	2	0	0	0	49	0	0	0	45	7	0	0	0	52	0	0	0	2	0	0	0	2	
Hourly Total	1	0	0	112	11	0	0	0	124	0	1	0	142	17	0	0	2	162	0	0	0	179	14	0	0	1	194	0	0	0	183	20	0	0	4	207	0	0	0	9	0	0	0	9	
15:00 - 15:15	0	0	0	18	1	0	0	0	19	0	0	0	42	5	0	0	0	47	0	0	0	38	2	0	0	1	41	0	0	0	47	5	0	0	0	52	0	0	0	1	0	0	0	1	
15:15 - 15:30	0	0	0	27	3	0	0	0	30	0	0	0	40	5	0	0	1	46	0	0	0	52	6	1	0	0	59	0	0	0	50	10	0	0	2	62	0	0	0	2	0	0	0	2	
15:30 - 15:45	0	0	0	20	1	0	0	0	21	0	0	0	41	5	0	0	1	47	0	0	0	48	4	0	0	0	52	0	0	0	51	6	0	0	1	58	0	0	0	3	0	0	0	3	
15:45 - 16:00	0	0	0	19	1	0	0	0	20	0	0	0	40	4	0	0	0	44	0	0	1	46	7	0	0	0	54	0	0	0	47	4	0	0	0	51	0	0	0	2	0	0	0	2	
Hourly Total	0	0	0	84	6	0	0	0	90	0	0	0	163	19	0	0	2	184	0	0	1	184	19	1	0	1	206	0	0	0	195	25	0	0	3	223	0	0	0	8	0	0	0	8	
TOTAL	4	0	0	597	53	0	1	0	655	0	1	1	777	73	2	0	10	864	0	0	2	896	81	2	1	5	987	0	0	1	946	98	4	1	14	1064	0	0	0	64	7	0	0	0	71

Junction: 1

Approach: Lighthowne Road

TIME	To Moston Lane									To A6104 (W)									To Greengate									To Greengate East									To A6104 (E)									U-Turn									
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL										
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3	0	0	0	29	0	0	0	0	30	2	1	1	0	0	34	0	0	0	2	1	0	0	0	3	0	0	0	37	5	0	0	0	42	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	1	1	0	0	0	2	0	0	0	0	26	3	0	0	0	30	1	0	0	0	48	7	0	0	0	0	56	0	0	0	3	1	0	0	0	4	0	0	0	47	6	2	0	0	55	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	3	0	0	0	0	3	0	0	0	0	17	1	0	0	1	19	0	0	0	45	5	0	0	0	0	50	1	0	0	3	1	0	0	0	5	0	0	0	44	3	0	0	0	47	0	0	0	0	0	0	0	
11:45 - 12:00	0	1	0	2	0	0	0	0	3	0	0	0	0	23	2	0	0	0	25	0	0	0	42	1	0	0	0	0	43	1	0	0	0	0	0	0	0	1	0	0	0	40	2	0	0	0	42	0	0	0	0	0	0	0	
Hourly Total	0	1	0	6	1	0	0	0	8	0	0	0	92	8	2	0	1	103	1	0	0	165	15	1	1	0	0	183	2	0	0	8	3	0	0	0	13	0	0	0	168	16	2	0	0	186	0	0	0	0	0	0	0		
12:00 - 12:15	0	0	0	3	0	0	0	0	3	0	1	0	0	21	1	0	0	0	23	0	0	0	36	2	0	0	0	0	38	1	0	0	2	1	0	0	0	4	0	0	0	42	4	0	0	0	46	0	0	0	0	0	0	0	
12:15 - 12:30	1	0	0	1	0	0	0	0	2	0	1	0	0	19	3	0	0	0	23	0	0	0	52	4	0	0	0	0	56	0	0	0	5	0	0	0	0	5	0	0	0	43	4	0	0	0	47	0	0	0	0	0	0	0	
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	31	0	0	0	47	4	0	0	0	0	51	0	0	0	4	0	0	0	4	0	0	0	47	4	0	0	0	51	0	0	0	0	0	0	0			
12:45 - 13:00	0	1	0	2	0	0	0	0	3	0	0	0	0	20	0	0	0	0	20	0	0	0	59	6	0	0	0	0	65	0	0	0	3	0	0	0	3	0	0	0	46	3	0	0	0	49	0	0	0	1	0	0	0		
Hourly Total	1	1	0	6	0	0	0	0	8	0	2	0	86	8	0	0	1	97	0	0	0	194	16	0	0	0	0	210	1	0	0	14	1	0	0	0	16	0	0	0	178	15	0	0	0	193	0	0	0	1	0	0	0		
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	31	1	0	0	0	32	0	0	0	36	3	0	0	0	0	39	0	0	0	3	0	0	0	3	0	0	0	44	4	0	0	0	48	0	0	0	0	0	0	0			
13:15 - 13:30	0	0	0	1	0	0	0	0	1	0	0	0	21	0	0	0	0	21	0	0	1	43	7	0	0	0	0	51	0	0	0	2	0	0	0	2	0	0	0	42	3	0	0	0	45	0	0	0	0	0	0	0			
13:30 - 13:45	0	0	0	1	0	0	0	0	1	0	0	0	26	3	0	0	0	31	0	0	0	40	3	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	40	0	0	0	0	0	0	0			
13:45 - 14:00	0	0	0	2	0	0	0	0	2	0	0	0	18	0	0	0	0	18	0	1	0	39	7	0	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	32	2	0	0	0	34	0	0	0	0	0	0	0			
Hourly Total	0	0	0	4	0	0	0	0	4	0	0	0	96	4	0	1	1	102	0	1	1	155	18	2	0	0	0	177	0	0	0	5	0	0	0	0	5	0	0	0	153	11	0	0	0	164	0	0	0	0	0	0	0		
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	1	0	17	0	0	0	0	18	0	0	0	39	4	0	0	0	0	43	0	0	0	0	0	0	0	0	0	0	0	36	4	0	0	0	40	0	0	0	0	0	0	0			
14:15 - 14:30	0	0	0	1	0	0	0	0	1	0	0	0	15	2	0	0	0	17	0	0	0	38	2	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	33	3	0	0	0	36	0	0	0	0	0	0	0			
14:30 - 14:45	0	0	0	1	0	0	0	0	1	0	0	0	22	1	0	0	0	23	0	1	0	33	6	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	34	3	0	0	0	37	0	0	0	0	0	0	0			
14:45 - 15:00	0	0	0	0	1	0	0	0	1	0	0	0	24	3	0	0	0	27	0	1	0	42	7	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	43	3	0	0	0	46	0	0	0	0	0	0	0			
Hourly Total	0	0	0	2	1	0	0	0	3	0	1	0	78	6	0	0	0	85	0	1	0	152	19	0	0	0	0	172	0	0	0	0	0	0	0	0	0	0	0	146	13	0	0	0	159	0	0	0	1	0	0	0			
15:00 - 15:15	3	0	0	1	0	0	0	0	4	0	0	0	27	0	0	0	0	27	0	0	0	50	4	0	0	0	0	54	0	0	0	0	0	0	0	0	0	0	0	45	3	0	0	0	48	0	0	0	0	0	0	0			
15:15 - 15:30	0	0	0	2	0	0	0	0	2	0	0	0	17	1	0	0	0	18	0	0	0	55	10	1	0	0	0	66	0	0	0	0	0	0	0	0	0	0	0	43	4	0	0	0	47	0	0	0	0	0	0	0			
15:30 - 15:45	0	0	0	2	0	0	0	0	2	0	0	0	25	1	0	0	0	26	0	0	0	70	1	0	0	0	0	71	0	0	0	0	0	0	0	0	0	0	0	47	2	0	0	0	49	0	0	0	0	0	0	0			
15:45 - 16:00	0	0	0	2	0	0	0	0	2	0	0	0	26	0	0	0	0	26	0	2	0	44	2	0	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	38	0	0	0	0	0	0	0			
Hourly Total	3	0	0	7	0	0	0	0	10	0	0	0	94	3	0	0	0	97	0	1	0	219	17	1	0	0	0	238	0	0	0	0	0	0	0	0	0	0	0	171	11	0	0	0	182	0	0	0	0	0	0	0			
TOTAL	4	2	0	25	2	0	0	0	33	0	3	0	446	29	2	1	3	484	1	3	1	885	85	4	1	0	0	980	3	0	0	27	4	0	0	0	34	0	0	0	816	66	2	0	0	884	0	0	0	2	0	0	0		

Junction: 1

Approach: Moston Lane

To A6104 (W)										To Greengate										To Greengate East										To A6104 (E)										To Lightbowne Road									
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL				
11:00 - 11:15	0	0	0	10	1	0	0	0	11	0	0	0	21	2	0	0	0	0	23	0	0	0	2	1	0	0	0	3	0	0	0	29	7	0	0	0	36	0	0	0	12	6	0	0	0	18			
11:15 - 11:30	0	0	0	12	1	0	0	0	13	0	0	1	30	0	0	0	0	3	34	0	0	0	1	0	0	0	0	1	0	0	0	36	1	0	0	0	1	38	1	0	0	0	0	0	9				
11:30 - 11:45	0	0	0	16	4	0	0	0	20	0	0	0	25	2	0	0	0	0	27	0	0	0	1	0	0	0	0	1	0	0	0	30	3	0	0	0	0	33	0	0	0	11	0	0	0	0	11		
11:45 - 12:00	0	0	0	12	2	0	0	0	14	0	0	0	20	3	0	0	0	2	25	0	0	0	4	0	0	0	0	4	0	0	0	27	8	0	0	0	1	36	0	0	0	15	0	0	0	0	15		
Hourly Total	0	0	0	50	8	0	0	0	58	0	0	1	96	7	0	0	0	5	109	0	0	0	8	1	0	0	0	9	0	0	0	122	19	0	0	2	143	1	0	0	45	7	0	0	0	53			
12:00 - 12:15	0	0	0	6	0	0	0	0	6	0	1	0	17	2	0	0	0	1	21	0	0	0	1	0	0	0	0	1	0	0	0	28	5	0	0	0	33	0	0	0	5	0	0	0	0	5			
12:15 - 12:30	0	0	0	6	1	0	0	0	7	0	0	0	25	0	0	0	0	2	27	0	0	0	1	1	0	0	0	2	0	0	0	32	3	0	0	1	36	0	0	0	8	1	0	0	0	9			
12:30 - 12:45	0	0	0	9	1	0	0	0	10	0	0	0	25	6	0	0	0	2	33	0	0	0	2	1	0	0	0	3	0	0	0	31	8	1	0	0	40	0	0	0	10	0	0	0	0	10			
12:45 - 13:00	0	0	0	7	1	0	0	0	8	0	0	0	22	1	0	0	0	2	25	0	0	0	1	0	0	0	0	1	0	0	0	30	3	0	0	1	34	0	0	0	10	0	0	0	0	10			
Hourly Total	0	0	0	28	3	0	0	0	31	0	1	0	89	9	0	0	0	7	106	0	0	0	5	2	0	0	0	7	0	0	0	121	19	1	0	2	143	0	0	0	33	1	0	0	0	34			
13:00 - 13:15	0	0	0	10	1	0	0	0	11	0	0	0	16	1	0	0	0	1	18	1	0	0	0	0	0	0	0	1	0	0	0	31	2	0	0	0	33	0	0	0	5	0	0	0	0	5			
13:15 - 13:30	0	0	0	9	0	0	0	0	9	0	0	0	18	2	0	0	0	2	22	0	0	0	2	0	0	0	0	2	0	0	0	34	2	0	0	1	37	0	0	0	7	1	0	0	0	8			
13:30 - 13:45	0	0	0	13	4	0	0	0	17	0	1	0	17	2	0	0	0	1	21	0	0	0	2	0	0	0	0	2	0	0	0	27	4	0	0	0	31	0	0	0	7	0	0	0	0	7			
13:45 - 14:00	0	0	0	5	0	0	0	0	5	0	0	0	18	1	0	0	0	1	20	0	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	1	23	0	0	0	3	0	0	0	0	3			
Hourly Total	0	0	0	37	5	0	0	0	42	0	1	0	69	6	0	0	0	5	81	1	0	0	4	0	0	0	0	5	0	0	0	113	9	0	0	2	124	0	0	0	22	1	0	0	0	23			
14:00 - 14:15	0	0	0	11	1	0	0	0	12	0	0	0	24	0	0	0	0	2	26	0	0	0	2	0	0	0	0	2	0	0	0	31	2	0	0	0	33	0	0	0	4	0	0	0	0	4			
14:15 - 14:30	0	0	0	10	0	0	0	0	10	0	0	0	22	1	0	0	0	2	25	0	0	0	0	0	0	0	0	0	0	0	0	31	2	0	0	1	34	0	0	0	7	0	0	0	0	7			
14:30 - 14:45	0	0	0	10	1	0	0	0	11	0	0	0	20	2	0	0	0	1	23	0	0	0	1	0	0	0	0	1	0	0	0	28	3	0	0	0	31	0	0	0	11	0	0	0	0	11			
14:45 - 15:00	0	0	0	14	1	0	0	0	15	0	0	0	22	0	0	0	0	2	24	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	1	40	0	0	0	7	0	0	0	0	7			
Hourly Total	0	0	0	45	3	0	0	0	48	0	0	0	88	3	0	0	0	7	98	0	0	0	3	0	0	0	0	3	0	0	0	129	7	0	0	2	138	0	0	0	29	0	0	0	0	29			
15:00 - 15:15	0	0	0	15	0	0	0	0	15	0	0	0	11	3	0	0	0	1	15	0	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	24	1	0	0	9	1	0	0	0	11			
15:15 - 15:30	0	0	0	11	2	0	0	0	13	0	0	0	11	2	0	0	0	1	14	0	0	0	1	0	0	0	0	1	0	0	0	28	2	0	0	0	30	0	0	0	5	0	0	0	0	5			
15:30 - 15:45	0	0	0	15	0	0	0	0	15	0	0	0	21	3	0	0	0	1	25	0	0	0	1	0	0	0	0	1	0	0	0	25	7	0	0	0	32	0	0	0	6	0	0	0	0	6			
15:45 - 16:00	0	0	0	9	2	0	0	0	11	0	0	0	22	0	0	0	0	2	24	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	1	33	0	0	0	3	0	0	0	0	3			
Hourly Total	0	0	0	50	4	0	0	0	54	0	0	0	65	8	0	0	0	5	78	0	0	0	2	0	0	0	0	2	0	0	0	106	12	0	0	1	119	1	0	0	23	1	0	0	0	25			
TOTAL	0	0	0	210	23	0	0	0	233	0	2	1	407	33	0	0	29	472	1	0	0	22	3	0	0	0	26	0	0	0	591	66	1	0	9	667	2	0	0	152	10	0	0	0	164				

Junction: 1

Approach: A6104 West

TIME	To Greengate									To Greengate East									To A6104 (E)									To Lightbourne Road									To Moston Lane									U-Turn								
	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL									
11:00 - 11:15	3	0	0	17	4	0	0	0	24	0	0	0	7	0	0	0	0	7	0	0	0	22	2	0	0	0	24	0	0	0	25	2	0	0	0	27	0	0	0	6	0	0	0	0	0	0	0	0	0					
11:15 - 11:30	2	1	0	15	2	2	0	0	20	0	0	0	3	0	0	0	0	3	0	0	0	28	1	1	1	0	31	0	0	0	18	1	0	0	0	19	0	0	0	9	1	0	0	0	10	0	0	0	0	1				
11:30 - 11:45	3	0	0	16	2	0	0	0	21	0	0	0	3	0	0	0	0	3	0	0	0	21	1	1	0	0	22	0	0	0	19	1	0	0	0	20	0	0	0	11	0	0	0	1	0	0	0	0	0	0				
11:45 - 12:00	2	0	0	12	2	0	0	0	16	0	0	0	6	0	0	0	0	6	0	0	0	34	4	0	0	1	39	0	0	0	29	2	0	0	0	31	0	0	0	10	1	0	0	0	11	0	0	0	0	0	0			
Hourly Total	10	1	0	60	10	0	0	0	81	0	0	0	19	0	0	0	0	19	0	0	0	105	8	1	1	1	116	0	0	0	91	6	0	0	0	97	0	0	0	36	2	0	0	0	38	0	0	1	0	0	0	1		
12:00 - 12:15	0	0	0	15	0	0	0	0	15	0	0	0	6	1	0	0	0	7	0	0	0	31	4	0	0	0	35	0	0	0	23	2	0	0	0	25	0	0	0	11	1	0	0	0	0	0	0	0	0	0				
12:15 - 12:30	1	0	0	17	1	0	0	0	19	0	0	0	4	0	0	0	0	4	0	0	1	23	6	0	0	0	30	0	0	0	18	2	0	0	0	20	0	0	0	9	1	0	0	0	10	0	0	0	0	0				
12:30 - 12:45	0	0	0	23	1	0	0	0	24	0	0	0	5	0	0	0	0	5	0	0	0	25	5	0	0	0	30	0	0	0	24	2	0	0	0	26	0	0	0	5	0	0	0	0	5	0	0	0	0	0				
12:45 - 13:00	0	0	1	17	0	0	0	0	18	0	0	0	7	0	0	0	0	7	0	0	0	25	2	0	0	0	27	0	0	0	25	1	0	0	0	26	0	0	0	9	0	0	0	0	0	0	0	0	0	0				
Hourly Total	1	0	1	72	2	0	0	0	76	0	0	0	22	1	0	0	0	23	0	0	1	104	17	0	0	0	122	0	0	0	89	7	0	0	0	96	0	0	0	36	3	0	0	0	39	0	0	0	0	0	0	0		
13:00 - 13:15	0	0	0	23	0	1	0	0	24	0	0	0	2	0	0	0	0	2	0	0	0	20	5	0	0	0	25	0	0	0	16	2	0	0	0	18	0	0	0	8	1	0	0	0	0	0	0	0	0	0				
13:15 - 13:30	0	0	0	17	2	0	0	0	19	0	0	0	4	1	0	0	0	5	0	0	1	21	3	0	0	0	25	0	0	0	16	1	0	0	0	17	0	0	0	10	1	0	0	0	0	0	0	0	0	0				
13:30 - 13:45	0	0	0	7	2	0	0	0	9	0	0	0	3	0	0	0	0	3	0	0	0	24	4	0	0	0	28	0	0	0	21	1	0	0	0	22	0	0	0	11	0	0	0	0	0	0	0	0	0	0				
13:45 - 14:00	0	0	0	18	3	0	0	0	21	0	0	0	6	0	0	0	0	6	0	0	0	20	2	1	0	1	24	0	0	0	19	0	0	0	0	19	0	0	0	10	1	0	0	0	11	0	0	1	0	0	0	1		
Hourly Total	0	0	0	65	7	1	0	0	73	0	0	0	15	1	0	0	0	16	0	0	1	85	14	1	0	1	102	0	0	0	72	4	0	0	0	76	0	0	0	39	3	0	0	0	42	0	0	0	1	0	0	0	1	
14:00 - 14:15	0	0	0	12	1	0	0	0	13	0	0	0	3	1	0	0	0	4	0	0	0	22	1	0	0	0	23	0	0	0	15	1	0	0	0	16	0	0	0	7	1	0	0	0	8	0	0	0	0	0	0			
14:15 - 14:30	0	0	0	19	2	0	0	0	21	0	0	0	4	0	0	0	0	4	0	0	0	20	1	0	0	0	21	0	0	0	20	1	0	0	0	21	0	0	0	6	0	0	0	0	6	0	0	1	0	0	0	1		
14:30 - 14:45	1	2	0	12	2	0	0	0	17	0	0	0	4	0	0	0	0	4	0	0	0	29	1	0	0	0	30	0	0	0	18	2	0	0	0	20	0	0	0	9	1	0	0	0	10	0	0	0	0	0	1			
14:45 - 15:00	0	0	3	19	1	0	0	0	24	0	0	0	3	1	0	0	0	4	0	0	0	30	3	0	0	0	33	0	0	0	17	2	0	0	0	19	0	0	0	7	3	0	0	0	10	0	0	0	0	0	0			
Hourly Total	2	2	3	62	6	0	0	0	75	0	0	0	14	2	0	0	0	16	0	0	0	101	6	0	0	1	108	0	0	0	70	6	0	0	0	76	0	0	0	29	5	0	0	0	34	0	0	1	0	0	0	1		
15:00 - 15:15	0	0	0	17	1	0	0	0	18	0	0	0	6	1	0	0	0	7	0	0	0	32	2	0	0	0	34	0	0	0	19	1	0	0	0	20	0	0	0	13	1	0	0	0	14	0	0	1	0	0	0	1		
15:15 - 15:30	0	0	0	14	1	0	0	0	15	0	0	0	3	0	0	0	0	3	0	0	0	21	2	0	0	0	23	0	0	0	21	1	0	0	0	22	0	0	0	6	1	0	0	0	7	0	0	2	0	0	0	2		
15:30 - 15:45	1	0	0	13	2	1	0	0	17	0	0	0	8	0	0	0	0	8	0	0	0	24	4	0	0	0	28	0	0	0	22	2	0	0	0	24	0	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0		
15:45 - 16:00	0	0	0	9	4	0	0	0	13	0	0	0	1	0	0	0	0	1	0	0	0	19	0	0	0	1	20	0	0	0	17	0	0	0	0	17	0	0	0	8	0	0	0	0	9	0	0	0	0	0	0			
Hourly Total	1	0	0	53	8	1	0	0	63	0	0	0	18	1	0	0	0	19	0	0	0	96	8	0	0	1	105	0	0	0	79	4	0	0	0	83	0	0	0	39	4	0	0	0	43	0	0	3	0	0	0	0	3	
TOTAL	14	3	4	312	33	2	0	0	368	0	0	0	88	5	0	0	0	93	0	0	2	491	53	2	1	4	553	0	0	0	401	27	0	0	0	428	0	0	0	179	17	0	0	0	196	0	0	0	5	1	0	0	0	6

Junction: 1

Approach: Greengate

To Greengate East										To A6104 (E)										To Lightbourne Road										To Moston Lane										To A6104 (W)									
TIME	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PED	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL				
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	26	7	0	1	0	34	0	0	0	69	6	0	0	0	0	75	0	0	0	8	1	0	0	2	11	0	0	0	5	2	0	0	0	7			
11:15 - 11:30	1	0	0	2	0	0	0	0	3	0	0	0	57	6	1	0	1	65	0	0	1	55	3	1	0	0	60	0	1	0	10	1	0	0	1	13	0	0	0	14	2	0	0	0	16				
11:30 - 11:45	0	0	0	1	1	0	0	0	2	0	0	0	28	6	0	0	0	34	0	0	0	58	3	0	0	0	61	0	0	0	25	2	0	0	2	29	2	0	0	13	1	1	0	0	17				
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	29	5	0	0	2	36	0	0	0	57	6	1	0	0	64	0	0	0	10	0	0	0	1	11	0	0	0	9	0	0	0	0	9				
Hourly Total	1	0	0	3	1	0	0	0	5	0	0	0	140	24	1	1	3	169	0	0	1	239	18	2	0	0	260	0	1	0	53	4	0	0	6	64	2	0	0	41	5	1	0	0	49				
12:00 - 12:15	0	0	0	2	0	0	0	0	2	1	1	1	54	5	0	0	0	62	0	0	0	59	3	0	0	0	62	0	0	1	12	1	0	0	2	16	1	1	0	21	2	0	0	0	25				
12:15 - 12:30	0	0	0	3	1	0	0	0	4	0	0	0	44	3	0	0	1	48	0	0	0	54	4	0	1	0	59	0	0	0	20	0	0	0	1	21	0	0	0	14	2	0	0	0	16				
12:30 - 12:45	0	0	0	2	0	0	0	0	2	0	0	0	34	4	0	0	0	38	0	0	0	47	2	0	0	0	49	0	0	0	6	1	0	0	2	9	0	0	0	9	5	0	0	0	14				
12:45 - 13:00	0	0	0	1	0	0	0	0	1	0	0	0	38	3	0	2	2	45	0	0	0	61	6	0	0	0	67	0	0	0	16	0	0	0	2	18	0	0	0	6	0	0	0	0	6				
Hourly Total	0	0	0	8	1	0	0	0	9	1	1	1	170	15	0	2	3	193	0	0	0	221	15	0	1	0	237	0	0	1	54	2	0	0	7	64	1	1	0	50	9	0	0	0	61				
13:00 - 13:15	0	0	0	1	0	0	0	0	1	0	0	0	25	5	1	0	0	31	0	0	0	28	1	0	0	0	29	0	0	0	9	0	0	0	1	10	1	0	0	11	0	0	0	0	12				
13:15 - 13:30	0	0	0	2	0	0	0	0	2	1	0	0	29	5	0	0	1	36	0	0	0	41	3	0	0	0	44	0	0	0	9	1	0	0	1	11	0	0	0	8	2	1	1	0	12				
13:30 - 13:45	0	0	0	2	0	0	0	0	2	0	0	0	23	6	0	0	0	29	0	0	0	53	2	1	0	0	56	0	0	0	22	0	0	0	3	25	1	0	0	15	1	0	0	0	17				
13:45 - 14:00	0	0	0	1	0	0	0	0	1	1	0	0	28	4	1	0	2	36	0	0	0	46	0	0	0	0	46	0	0	0	17	1	0	0	1	19	0	0	1	12	2	0	0	0	15				
Hourly Total	0	0	0	6	0	0	0	0	6	2	0	0	105	20	2	0	3	132	0	0	0	168	6	1	0	0	175	0	0	0	57	2	0	0	6	65	2	0	1	46	5	1	1	0	56				
14:00 - 14:15	0	0	0	1	1	0	0	0	2	0	0	0	40	5	0	0	0	45	0	0	0	36	4	0	0	0	40	0	0	0	9	1	0	0	2	12	0	0	0	6	1	1	0	0	8				
14:15 - 14:30	0	0	0	3	1	0	0	0	4	1	0	0	29	6	1	0	0	37	0	0	0	55	1	2	0	0	58	0	0	0	12	0	0	0	1	13	0	0	0	13	0	0	0	0	13				
14:30 - 14:45	0	0	0	1	1	0	0	0	2	0	0	0	25	1	0	0	1	27	0	0	0	47	4	0	0	0	51	0	0	0	16	1	0	0	2	19	0	0	0	12	2	0	0	0	14				
14:45 - 15:00	0	0	0	2	1	0	0	0	3	1	0	0	37	3	0	0	2	43	0	0	0	44	0	0	0	0	44	0	0	0	11	2	0	0	1	14	0	0	0	10	5	0	0	0	15				
Hourly Total	0	0	0	7	4	0	0	0	11	2	0	0	131	15	1	0	3	152	0	0	0	182	9	2	0	0	193	0	0	0	48	4	0	0	6	58	0	0	0	41	8	1	0	0	50				
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	1	0	37	7	0	0	0	45	0	0	0	38	4	0	0	0	42	0	0	0	12	1	0	0	2	15	0	0	0	12	5	0	0	0	17				
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	38	2	0	0	1	41	0	0	0	56	2	0	0	0	58	0	0	0	15	1	0	0	1	17	0	0	0	7	1	0	0	0	8				
15:30 - 15:45	0	0	0	1	0	0	0	0	1	0	0	0	33	4	1	0	0	38	0	0	0	38	2	0	0	0	40	0	0	0	12	1	0	0	1	14	0	0	0	14	1	0	0	0	15				
15:45 - 16:00	0	0	0	3	0	0	0	0	3	1	0	0	22	8	0	0	2	33	0	0	0	39	5	1	0	0	45	0	0	0	7	1	0	0	2	10	0	0	0	14	2	0	0	0	16				
Hourly Total	0	0	0	4	0	0	0	0	4	1	1	0	130	21	1	0	3	157	0	0	0	171	13	1	0	0	185	0	0	0	46	4	0	0	6	56	0	0	0	47	9	0	0	0	56				
TOTAL	1	0	0	28	6	0	0	0	35	6	2	1	676	95	5	3	15	803	0	0	1	981	61	6	1	0	1050	0	1	1	258	16	0	0	31	307	5	1	1	225	36	3	1	0	272				

Moston - 15 Minute Max Queue Length Survey, Friday 1st October 2021

Time	B6393 Greengate Lane 1	B6393 Greengate Lane 2	Greengate E	A6104 Hollinwood Avenue Lane 1	A6104 Hollinwood Avenue Lane 2	B6393 Lightbowne Road Lane 1	B6393 Lightbowne Road Lane 2	Moston Lane	A6104 Victoria Ave E Lane 1	A6104 Victoria Ave E Lane 2
15:15	19	12	2	8	10	12	10	20	16	18
15:30	21	22	2	12	11	12	10	20	23	19
15:45	12	14	1	21	16	22	12	18	19	20
16:00	9	15	1	16	10	19	6	22	22	10
16:15	14	17	1	19	15	19	12	23	21	8
16:30	9	17	2	19	13	22	12	21	18	6
16:45	12	16	2	18	11	15	6	19	18	8
17:00	13	11	1	24	12	12	6	11	21	8
17:15	13	13	3	16	10	14	8	8	18	7
17:30	12	13	2	13	5	14	7	7	15	5
17:45	5	1	2	13	6	12	8	10	13	8
18:00	4	7	1	10	5	11	3	5	6	2

Moston - 15 Minute Max Queue Length Survey, Saturday 2nd October 2021

Time	B6393 Greengate Lane 1	B6393 Greengate Lane 2	Greengate E	A6104 Hollinwood Avenue Lane 1	A6104 Hollinwood Avenue Lane 2	B6393 Lightbowne Road Lane 1	B6393 Lightbowne Road Lane 2	Moston Lane	A6104 Victoria Ave E Lane 1	A6104 Victoria Ave E Lane 2
11:15	5	12	1	15	10	12	7	12	12	5
11:30	7	13	1	15	10	13	8	14	17	6
11:45	5	7	2	16	7	14	9	10	15	6
12:00	4	8	1	18	7	9	5	8	13	5
12:15	6	11	3	13	8	11	8	8	11	4
12:30	9	10	1	12	4	11	6	10	14	8
12:45	6	11	2	11	4	12	6	8	12	4
13:00	8	10	2	12	5	8	4	8	14	5
13:15	3	11	2	10	3	10	5	6	12	4
13:30	4	8	1	10	4	7	5	8	10	3
13:45	5	11	2	13	5	9	5	8	13	3
14:00	4	5	2	10	5	9	3	4	7	3
14:15	4	6	2	8	3	8	6	4	5	3
14:30	5	6	2	7	2	6	5	5	8	2
14:45	4	7	2	9	3	8	3	4	10	2
15:00	4	8	1	9	4	11	6	5	13	6
15:15	3	6	2	9	3	9	9	5	7	6
15:30	1	5	2	10	3	11	5	9	9	3
15:45	3	10	2	10	4	10	7	10	8	3
16:00	2	5	1	9	5	7	5	8	7	4



APPENDIX G

TRICS DATA

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1023 to 2624 (units: sqm)
Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/06/19

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	1 days
Tuesday	7 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	2
Retail Zone	3

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.

Secondary Filtering selection:

Use Class:

A1	14 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	10 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	14 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	10 days

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

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1466 sqm		
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL	
2	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	2568 sqm		
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL	
3	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCKLAND			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1023 sqm		
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL	
4	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407 sqm		
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL	
5	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL	
6	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

7	NR-01-C-02	LIDL			NORTHAMPTONSHIRE
	NEWTON ROAD				
	RUSHDEN				
	Edge of Town Centre				
	Residential Zone				
	Total Gross floor area:		2624	sqm	
	Survey date: TUESDAY		19/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL			NOTTINGHAMSHIRE
	CHAPEL LANE				
	BINGHAM				
	Edge of Town				
	Industrial Zone				
	Total Gross floor area:		2440	sqm	
	Survey date: FRIDAY		15/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL			SOMERSET
	SEAWARD WAY				
	MINEHEAD				
	Edge of Town				
	No Sub Category				
	Total Gross floor area:		2247	sqm	
	Survey date: THURSDAY		22/06/17		Survey Type: MANUAL
10	TW-01-C-01	ALDI			TYNE & WEAR
	EDGEFIELD AVENUE				
	NEWCASTLE				
	FAWDON				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:		1798	sqm	
	Survey date: TUESDAY		30/04/19		Survey Type: MANUAL
11	WM-01-C-01	LIDL			WEST MIDLANDS
	MACKADOWN LANE				
	BIRMINGHAM				
	KITT'S GREEN				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:		2085	sqm	
	Survey date: TUESDAY		12/07/16		Survey Type: MANUAL
12	WM-01-C-02	LIDL			WEST MIDLANDS
	HIGH STREET				
	WEST BROMWICH				
	GUNS VILLAGE				
	Neighbourhood Centre (PPS6 Local Centre)				
	High Street				
	Total Gross floor area:		2085	sqm	
	Survey date: TUESDAY		12/07/16		Survey Type: MANUAL
13	WO-01-C-01	LIDL			WORCESTERSHIRE
	BLACKPOLE ROAD				
	WORCESTER				
	BRICKFIELDS				
	Edge of Town				
	Retail Zone				
	Total Gross floor area:		2417	sqm	
	Survey date: WEDNESDAY		13/07/16		Survey Type: MANUAL
14	WO-01-C-02	LIDL			WORCESTERSHIRE
	WORCESTER ROAD				
	MALVERN				
	Edge of Town Centre				
	Residential Zone				
	Total Gross floor area:		1471	sqm	
	Survey date: TUESDAY		26/06/18		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
WY-01-C-01	Unit

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.159	2	2511	0.040	2	2511	0.199
07:00 - 08:00	14	2034	0.386	14	2034	0.130	14	2034	0.516
08:00 - 09:00	14	2034	2.310	14	2034	1.531	14	2034	3.841
09:00 - 10:00	14	2034	3.079	14	2034	2.641	14	2034	5.720
10:00 - 11:00	14	2034	3.455	14	2034	3.108	14	2034	6.563
11:00 - 12:00	14	2034	3.729	14	2034	3.645	14	2034	7.374
12:00 - 13:00	14	2034	3.673	14	2034	3.690	14	2034	7.363
13:00 - 14:00	14	2034	3.697	14	2034	4.136	14	2034	7.833
14:00 - 15:00	14	2034	4.129	14	2034	4.031	14	2034	8.160
15:00 - 16:00	14	2034	3.975	14	2034	3.919	14	2034	7.894
16:00 - 17:00	14	2034	3.961	14	2034	4.101	14	2034	8.062
17:00 - 18:00	14	2034	3.747	14	2034	3.898	14	2034	7.645
18:00 - 19:00	14	2034	3.273	14	2034	3.448	14	2034	6.721
19:00 - 20:00	14	2034	2.346	14	2034	2.644	14	2034	4.990
20:00 - 21:00	14	2034	1.478	14	2034	1.914	14	2034	3.392
21:00 - 22:00	14	2034	0.607	14	2034	0.959	14	2034	1.566
22:00 - 23:00	12	2133	0.023	12	2133	0.219	12	2133	0.242
23:00 - 24:00									
Total Rates:			44.027			44.054			88.081

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:	1023 - 2624 (units: sqm)
Survey date range:	01/01/12 - 23/06/19
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	DH DURHAM	1 days
	NB NORTHUMBERLAND	1 days
	TW TYNE & WEAR	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 700 to 2624 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/06/19

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	1 days
Tuesday	7 days
Wednesday	1 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	14 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	3

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	2
Retail Zone	3
Built-Up Zone	2

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.

Secondary Filtering selection:

Use Class:

A1	14 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	4 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	10 days
2.1 to 2.5	1 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	14 days

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

Travel Plan:

Not Known	1 days
Yes	3 days
No	10 days

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

PTAL Rating:

No PTAL Present	14 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-01-C-01	LIDL		CAMBRIDGESHIRE
	CROMWELL ROAD			
	WISBECH			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1466 sqm		
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL	
2	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	2568 sqm		
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL	
3	DH-01-C-01	ALDI		DURHAM
	WATLING ROAD			
	BISHOP AUCKLAND			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	1023 sqm		
	Survey date: THURSDAY	06/04/17	Survey Type: MANUAL	
4	KC-01-C-02	ALDI		KENT
	WELL ROAD			
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407 sqm		
	Survey date: TUESDAY	27/11/12	Survey Type: MANUAL	
5	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL	
6	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

7	NR-01-C-02	LIDL			NORTHAMPTONSHIRE
	NEWTON ROAD				
	RUSHDEN				
	Edge of Town Centre				
	Residential Zone				
	Total Gross floor area:		2624	sqm	
	Survey date: TUESDAY		19/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL			NOTTINGHAMSHIRE
	CHAPEL LANE				
	BINGHAM				
	Edge of Town				
	Industrial Zone				
	Total Gross floor area:		2440	sqm	
	Survey date: FRIDAY		15/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL			SOMERSET
	SEAWARD WAY				
	MINEHEAD				
	Edge of Town				
	No Sub Category				
	Total Gross floor area:		2247	sqm	
	Survey date: THURSDAY		22/06/17		Survey Type: MANUAL
10	TW-01-C-01	ALDI			TYNE & WEAR
	EDGEFIELD AVENUE				
	NEWCASTLE				
	FAWDON				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:		1798	sqm	
	Survey date: TUESDAY		30/04/19		Survey Type: MANUAL
11	WM-01-C-01	LIDL			WEST MIDLANDS
	MACKADOWN LANE				
	BIRMINGHAM				
	KITT'S GREEN				
	Neighbourhood Centre (PPS6 Local Centre)				
	No Sub Category				
	Total Gross floor area:		2085	sqm	
	Survey date: TUESDAY		12/07/16		Survey Type: MANUAL
12	WM-01-C-02	LIDL			WEST MIDLANDS
	HIGH STREET				
	WEST BROMWICH				
	GUNS VILLAGE				
	Neighbourhood Centre (PPS6 Local Centre)				
	High Street				
	Total Gross floor area:		2085	sqm	
	Survey date: TUESDAY		12/07/16		Survey Type: MANUAL
13	WO-01-C-01	LIDL			WORCESTERSHIRE
	BLACKPOLE ROAD				
	WORCESTER				
	BRICKFIELDS				
	Edge of Town				
	Retail Zone				
	Total Gross floor area:		2417	sqm	
	Survey date: WEDNESDAY		13/07/16		Survey Type: MANUAL
14	WO-01-C-02	LIDL			WORCESTERSHIRE
	WORCESTER ROAD				
	MALVERN				
	Edge of Town Centre				
	Residential Zone				
	Total Gross floor area:		1471	sqm	
	Survey date: TUESDAY		26/06/18		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.

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Ranking Type: TOTALS Time Range: 16:00-17:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 12 NR-01-C-02 Tot: 4.878
85th Percentile = No. 3 NB-01-C-01 Tot: 10.204

Median Values			Mean Values		
Arrivals:	4.103		Arrivals:	3.908	
Departures:	3.789		Departures:	4.018	
Totals:	7.892		Totals:	7.926	

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	WO-01-C-02	LIDL	MALVERN	WORCESTERSHIRE	1471	Tue	26/06/18	8.566	8.090	16.656
2	LN-01-C-01	LIDL	SKEGNESS	LINCOLNSHIRE	2398	Tue	19/07/16	5.379	7.465	12.844
3	NB-01-C-01	LIDL	BEDLINGTON	NORTHUMBERLAND	2450	Mon	12/06/17	5.143	5.061	10.204
4	CA-01-C-01	LIDL	WISBECH	CAMBRIDGESHIRE	1466	Fri	21/10/16	4.911	5.184	10.095
5	WO-01-C-01	LIDL	WORCESTER	WORCESTERSHIRE	2417	Wed	13/07/16	4.634	5.130	9.764
6	WM-01-C-01	LIDL	BIRMINGHAM	WEST MIDLANDS	2085	Tue	12/07/16	4.412	4.844	9.256
7	SM-01-C-01	LIDL	MINEHEAD	SOMERSET	2247	Thu	22/06/17	4.272	4.094	8.366
8	NT-01-C-01	LIDL	BINGHAM	NOTTINGHAMSHIRE	2440	Fri	15/07/16	3.934	3.484	7.418
9	CF-01-C-01	LIDL	CARDIFF	CARDIFF	2568	Thu	29/06/17	3.699	3.466	7.165
10	KC-01-C-02	ALDI	MAIDSTONE	KENT	1407	Tue	27/11/12	3.340	3.198	6.538
11	WM-01-C-02	LIDL	WEST BROMWICH	WEST MIDLANDS	2085	Tue	12/07/16	2.638	2.686	5.324
12	NR-01-C-02	LIDL	RUSHDEN	NORTHAMPTONSHIRE	2624	Tue	19/07/16	2.515	2.363	4.878
13	DH-01-C-01	ALDI	BISHOP AUCKLAND	DURHAM	1023	Thu	06/04/17	0.880	0.684	1.564
14	TW-01-C-01	ALDI	NEWCASTLE	TYNE & WEAR	1798	Tue	30/04/19	0.389	0.501	0.890

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1485 to 2624 (units: sqm)
Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/06/19

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

Selected survey days:

Saturday 11 days

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

Selected survey types:

Manual count 11 days
Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

A1

11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.1 to 1.5	7 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

Not Known	1 days
Yes	2 days
No	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	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	2568 sqm		
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL	
2	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
3	LN-01-C-02	LIDL		LINCOLNSHIRE
	DIXON STREET			
	LINCOLN			
	NEW BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2233 sqm		
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL	
4	LN-01-C-03	ALDI		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	BRACEBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	High Street			
	Total Gross floor area:	1485 sqm		
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL	
5	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL	
6	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
7	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL	
9	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	2085 sqm		
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL	
10	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	2085 sqm		
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL	
11	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	WORCESTER			
	BRICKFIELDS			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2417 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	

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

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	2511	0.219	2	2511	0.080	2	2511	0.299
07:00 - 08:00	11	2276	0.519	11	2276	0.120	11	2276	0.639
08:00 - 09:00	11	2276	2.617	11	2276	1.866	11	2276	4.483
09:00 - 10:00	11	2276	3.595	11	2276	3.172	11	2276	6.767
10:00 - 11:00	11	2276	5.062	11	2276	4.458	11	2276	9.520
11:00 - 12:00	11	2276	6.236	11	2276	5.805	11	2276	12.041
12:00 - 13:00	11	2276	5.761	11	2276	6.340	11	2276	12.101
13:00 - 14:00	11	2276	5.745	11	2276	5.513	11	2276	11.258
14:00 - 15:00	11	2276	5.293	11	2276	5.261	11	2276	10.554
15:00 - 16:00	11	2276	5.309	11	2276	5.601	11	2276	10.910
16:00 - 17:00	11	2276	4.950	11	2276	5.185	11	2276	10.135
17:00 - 18:00	11	2276	4.143	11	2276	4.051	11	2276	8.194
18:00 - 19:00	11	2276	2.744	11	2276	3.392	11	2276	6.136
19:00 - 20:00	11	2276	1.997	11	2276	2.541	11	2276	4.538
20:00 - 21:00	11	2276	1.198	11	2276	1.386	11	2276	2.584
21:00 - 22:00	11	2276	0.631	11	2276	0.927	11	2276	1.558
22:00 - 23:00	11	2276	0.064	11	2276	0.232	11	2276	0.296
23:00 - 24:00									
Total Rates:			56.083			55.930			112.013

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:	1485 - 2624 (units: sqm)
Survey date range:	01/01/12 - 23/06/19
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	11
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	3 days
	NR NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
 Actual Range: 1485 to 2624 (units: sqm)
 Range Selected by User: 700 to 2635 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 23/06/19

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

Selected survey days:

Saturday 11 days

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

Selected survey types:

Manual count 11 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

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

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

Secondary Filtering selection:

Use Class:

A1

11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	2 days
1.1 to 1.5	7 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	11 days

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

Travel Plan:

Not Known	1 days
Yes	2 days
No	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	11 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CF-01-C-01	LIDL		CARDIFF
	EAST TYNDALL STREET			
	CARDIFF			
	Suburban Area (PPS6 Out of Centre)			
	Development Zone			
	Total Gross floor area:	2568 sqm		
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL	
2	LN-01-C-01	LIDL		LINCOLNSHIRE
	RICHMOND DRIVE			
	SKEGNESS			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	2398 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
3	LN-01-C-02	LIDL		LINCOLNSHIRE
	DIXON STREET			
	LINCOLN			
	NEW BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	2233 sqm		
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL	
4	LN-01-C-03	ALDI		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	BRACEBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	High Street			
	Total Gross floor area:	1485 sqm		
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL	
5	NB-01-C-01	LIDL		NORTHUMBERLAND
	SCHALKSMUHLE ROAD			
	BEDLINGTON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	2450 sqm		
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL	
6	NR-01-C-02	LIDL		NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Gross floor area:	2624 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	
7	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2440 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

8	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:	2247 sqm		
	Survey date: SATURDAY	24/06/17	Survey Type: MANUAL	
9	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Gross floor area:	2085 sqm		
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL	
10	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Gross floor area:	2085 sqm		
	Survey date: SATURDAY	09/07/16	Survey Type: MANUAL	
11	WO-01-C-01	LIDL		WORCESTERSHIRE
	BLACKPOLE ROAD			
	WORCESTER			
	BRICKFIELDS			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:	2417 sqm		
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL	

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

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Ranking Type: TOTALS Time Range: 13:00-14:00
WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.
15th Percentile = No. 9 CF-01-C-01 Tot: 8.605
85th Percentile = No. 3 WM-01-C-02 Tot: 14.197

Median Values			Mean Values		
Arrivals:	5.419		Arrivals:	5.885	
Departures:	4.881		Departures:	5.631	
Totals:	10.300		Totals:	11.516	

Rank	Site-Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)		
								Arrivals	Departures	Totals
1	LN-01-C-01	LIDL	SKEGNESS	LINCOLNSHIRE	2398	Sat	16/07/16	10.008	11.134	21.142
2	LN-01-C-03	ALDI	LINCOLN	LINCOLNSHIRE	1485	Sat	28/10/17	8.081	7.677	15.758
3	WM-01-C-02	LIDL	WEST BROMWICH	WEST MIDLANDS	2085	Sat	09/07/16	7.578	6.619	14.197
4	WM-01-C-01	LIDL	BIRMINGHAM	WEST MIDLANDS	2085	Sat	09/07/16	7.002	5.564	12.566
5	WO-01-C-01	LIDL	WORCESTER	WORCESTERSHIRE	2417	Sat	16/07/16	5.213	5.792	11.005
6	LN-01-C-02	LIDL	LINCOLN	LINCOLNSHIRE	2233	Sat	28/10/17	5.419	4.881	10.300
7	SM-01-C-01	LIDL	MINEHEAD	SOMERSET	2247	Sat	24/06/17	4.584	4.851	9.435
8	NB-01-C-01	LIDL	BEDLINGTON	NORTHUMBERLAND	2450	Sat	10/06/17	4.367	4.571	8.938
9	CF-01-C-01	LIDL	CARDIFF	CARDIFF	2568	Sat	01/07/17	4.283	4.322	8.605
10	NT-01-C-01	LIDL	BINGHAM	NOTTINGHAMSHIRE	2440	Sat	16/07/16	4.467	3.934	8.401
11	NR-01-C-02	LIDL	RUSHDEN	NORTHAMPTONSHIRE	2624	Sat	16/07/16	3.735	2.591	6.326

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.



APPENDIX H

VICTORIA AVENUE EAST/ SITE ACCESS MODEL OUTPUTS

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 200916_Victoria Road E_Site Access.arc8

Path: D:\Cameron Rose Associates\Projects\562_Victoria Road, Moston\ANALYSIS\PICADY

Report generation date: 11/10/2021 12:28:47

Summary of junction performance

PM				
	Queue (PCU)	Delay (s)	RFC	LOS
A1 - 2021 Survey				
Stream B-C	0.06	6.47	0.05	A
Stream B-A	0.10	11.73	0.09	B
Stream C-AB	0.09	5.98	0.08	A
Stream C-A	-	-	-	-
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2021 Survey, PM" model duration: 17:00 - 18:30
"D2 - 2026 Base, PM" model duration: 17:00 - 18:30
"D3 - 2026 Base + Development, PM" model duration: 17:00 - 18:30
"D4 - 2021 Survey, Saturday" model duration: 12:00 - 13:30
"D5 - 2026 Base, Saturday" model duration: 12:00 - 13:30
"D6 - 2026 Base + Development, Saturday" model duration: 12:00 - 13:30

Run using Junctions 8.0.2.316 at 11/10/2021 12:28:19

File summary

File Description

Title	Victoria Avenue E/ Site Access
Location	Moston
Site Number	
Date	16/03/2020
Version	
Status	(new file)
Identifier	
Client	Aldi Stores
Jobnumber	562
Enumerator	Cameron Rose Associates
Description	Advisory cycle lane on Victoria Road E excluded from the geom width calcs.

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

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

(Default Analysis Set) - 2021 Survey, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Survey, PM	2021 Survey	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.58	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.17		0.00	✓	3.20	200.00	✓	5.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.90	4.70	3.86	3.50	✓	2.00	43	60

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	540.465	0.085	0.215	0.135	0.306
1	B-C	694.596	0.092	0.232	-	-
1	C-B	764.858	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	384.00	100.000
B	ONE HOUR	✓	56.00	100.000
C	ONE HOUR	✓	733.80	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	36.000	348.000
	B	27.000	0.000	29.000
	C	683.800	50.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.48	0.00	0.52
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.05	6.47	0.06	A
B-A	0.09	11.73	0.10	B
C-AB	0.08	5.98	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	21.83	21.69	0.00	623.32	0.035	0.04	5.982	A
B-A	20.33	20.12	0.00	400.96	0.051	0.05	9.448	A
C-AB	37.64	37.41	0.00	691.00	0.054	0.06	5.507	A
C-A	514.80	514.80	0.00	-	-	-	-	-
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	261.99	261.99	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.07	26.04	0.00	608.74	0.043	0.04	6.177	A
B-A	24.27	24.21	0.00	373.92	0.065	0.07	10.294	B
C-AB	44.95	44.90	0.00	676.67	0.066	0.07	5.698	A
C-A	614.72	614.72	0.00	-	-	-	-	-
A-B	32.36	32.36	0.00	-	-	-	-	-
A-C	312.84	312.84	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	31.93	31.88	0.00	588.44	0.054	0.06	6.468	A
B-A	29.73	29.62	0.00	336.46	0.088	0.10	11.728	B
C-AB	55.05	54.97	0.00	656.85	0.084	0.09	5.981	A
C-A	752.88	752.88	0.00	-	-	-	-	-
A-B	39.64	39.64	0.00	-	-	-	-	-
A-C	383.16	383.16	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	31.93	31.93	0.00	588.29	0.054	0.06	6.469	A
B-A	29.73	29.73	0.00	336.50	0.088	0.10	11.734	B
C-AB	55.05	55.05	0.00	656.85	0.084	0.09	5.981	A
C-A	752.88	752.88	0.00	-	-	-	-	-
A-B	39.64	39.64	0.00	-	-	-	-	-
A-C	383.16	383.16	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	26.07	26.12	0.00	608.47	0.043	0.05	6.181	A
B-A	24.27	24.38	0.00	374.00	0.065	0.07	10.301	B
C-AB	44.95	45.03	0.00	676.67	0.066	0.07	5.701	A
C-A	614.72	614.72	0.00	-	-	-	-	-
A-B	32.36	32.36	0.00	-	-	-	-	-
A-C	312.84	312.84	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	21.83	21.87	0.00	622.92	0.035	0.04	5.989	A
B-A	20.33	20.39	0.00	401.06	0.051	0.05	9.460	A
C-AB	37.64	37.70	0.00	691.00	0.054	0.06	5.510	A
C-A	514.80	514.80	0.00	-	-	-	-	-
A-B	27.10	27.10	0.00	-	-	-	-	-
A-C	261.99	261.99	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026	2026 Base	PM		ONE	17:00	18:30	90	15		

Base, PM				Hour						
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Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.89	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.17		0.00	✓	3.20	200.00	✓	5.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.90	4.70	3.86	3.50	✓	2.00	43	60

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	540.465	0.085	0.215	0.135	0.306
1	B-C	694.596	0.092	0.232	-	-
1	C-B	764.858	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	416.64	100.000
B	ONE HOUR	✓	60.76	100.000
C	ONE HOUR	✓	796.17	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	39.060	377.580
	B	29.295	0.000	31.465
	C	741.923	54.250	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.00	0.09	0.91
	B	0.48	0.00	0.52
	C	0.93	0.07	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.06	6.62	0.06	A
B-A	0.10	12.55	0.11	B
C-AB	0.09	6.12	0.10	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.69	23.53	0.00	617.07	0.038	0.04	6.063	A
B-A	22.05	21.82	0.00	389.10	0.057	0.06	9.795	A
C-AB	40.84	40.59	0.00	684.72	0.060	0.06	5.589	A
C-A	558.56	558.56	0.00	-	-	-	-	-
A-B	29.41	29.41	0.00	-	-	-	-	-
A-C	284.26	284.26	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.29	28.25	0.00	601.12	0.047	0.05	6.283	A
B-A	26.34	26.26	0.00	359.75	0.073	0.08	10.792	B
C-AB	48.77	48.71	0.00	669.17	0.073	0.08	5.802	A
C-A	666.97	666.97	0.00	-	-	-	-	-
A-B	35.11	35.11	0.00	-	-	-	-	-
A-C	339.44	339.44	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.64	34.59	0.00	578.80	0.060	0.06	6.614	A
B-A	32.25	32.12	0.00	319.11	0.101	0.11	12.539	B
C-AB	59.73	59.64	0.00	647.67	0.092	0.10	6.122	A
C-A	816.87	816.87	0.00	-	-	-	-	-
A-B	43.01	43.01	0.00	-	-	-	-	-
A-C	415.72	415.72	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	34.64	34.64	0.00	578.62	0.060	0.06	6.617	A
B-A	32.25	32.25	0.00	319.15	0.101	0.11	12.547	B
C-AB	59.73	59.73	0.00	647.67	0.092	0.10	6.122	A
C-A	816.87	816.87	0.00	-	-	-	-	-

A-B	43.01	43.01	0.00	-	-	-	-	-
A-C	415.72	415.72	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.29	28.34	0.00	600.81	0.047	0.05	6.288	A
B-A	26.34	26.46	0.00	359.84	0.073	0.08	10.804	B
C-AB	48.77	48.86	0.00	669.17	0.073	0.08	5.803	A
C-A	666.97	666.97	0.00	-	-	-	-	-
A-B	35.11	35.11	0.00	-	-	-	-	-
A-C	339.44	339.44	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.69	23.73	0.00	616.63	0.038	0.04	6.071	A
B-A	22.05	22.13	0.00	389.21	0.057	0.06	9.808	A
C-AB	40.84	40.90	0.00	684.72	0.060	0.06	5.591	A
C-A	558.56	558.56	0.00	-	-	-	-	-
A-B	29.41	29.41	0.00	-	-	-	-	-
A-C	284.26	284.26	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Base + Development, PM	2026 Base + Development	PM		ONE HOUR	17:00	18:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	10.22	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.17		0.00	✓	3.20	200.00	✓	5.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.90	4.70	3.86	3.50	✓	2.00	43	60

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	545.441	0.086	0.216	0.136	0.309
1	B-C	688.278	0.091	0.230	-	-
1	C-B	764.858	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
	✓	✓		HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	434.16	100.000
B	ONE HOUR	✓	160.76	100.000
C	ONE HOUR	✓	849.65	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	67.036	367.124
	B	81.848	0.000	78.912
	C	721.379	128.274	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.00	0.15	0.85
	B	0.51	0.00	0.49
	C	0.85	0.15	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.16	7.95	0.19	A
B-A	0.30	17.19	0.42	C
C-AB	0.22	7.17	0.28	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (17:00-17:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.41	58.97	0.00	594.54	0.100	0.11	6.715	A
B-A	61.62	60.85	0.00	377.42	0.163	0.19	11.345	B
C-AB	96.58	95.92	0.00	681.37	0.142	0.16	6.143	A
C-A	543.09	543.09	0.00	-	-	-	-	-
A-B	50.47	50.47	0.00	-	-	-	-	-
A-C	276.39	276.39	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.94	70.82	0.00	573.13	0.124	0.14	7.164	A
B-A	73.58	73.28	0.00	344.68	0.213	0.27	13.250	B
C-AB	115.33	115.16	0.00	665.21	0.173	0.21	6.543	A
C-A	648.49	648.49	0.00	-	-	-	-	-
A-B	60.26	60.26	0.00	-	-	-	-	-
A-C	330.04	330.04	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	86.88	86.68	0.00	540.35	0.161	0.19	7.932	A
B-A	90.12	89.50	0.00	299.39	0.301	0.42	17.101	C
C-AB	141.32	141.04	0.00	643.00	0.220	0.28	7.169	A
C-A	794.16	794.16	0.00	-	-	-	-	-
A-B	73.81	73.81	0.00	-	-	-	-	-
A-C	404.21	404.21	0.00	-	-	-	-	-

Main results: (17:45-18:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	86.88	86.88	0.00	539.76	0.161	0.19	7.948	A
B-A	90.12	90.10	0.00	299.41	0.301	0.42	17.191	C
C-AB	141.32	141.32	0.00	643.00	0.220	0.28	7.175	A
C-A	794.16	794.16	0.00	-	-	-	-	-
A-B	73.81	73.81	0.00	-	-	-	-	-
A-C	404.21	404.21	0.00	-	-	-	-	-

Main results: (18:00-18:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.94	71.13	0.00	572.30	0.124	0.14	7.187	A
B-A	73.58	74.17	0.00	344.76	0.213	0.28	13.332	B
C-AB	115.33	115.61	0.00	665.21	0.173	0.21	6.555	A
C-A	648.49	648.49	0.00	-	-	-	-	-
A-B	60.26	60.26	0.00	-	-	-	-	-
A-C	330.04	330.04	0.00	-	-	-	-	-

Main results: (18:15-18:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.41	59.53	0.00	593.65	0.100	0.11	6.743	A
B-A	61.62	61.93	0.00	377.42	0.163	0.20	11.421	B
C-AB	96.58	96.76	0.00	681.37	0.142	0.17	6.161	A
C-A	543.09	543.09	0.00	-	-	-	-	-
A-B	50.47	50.47	0.00	-	-	-	-	-
A-C	276.39	276.39	0.00	-	-	-	-	-

(Default Analysis Set) - 2021 Survey, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2021 Survey, Saturday	2021 Survey	Saturday		ONE HOUR	12:00	13:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.60	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.17		0.00	✓	3.20	200.00	✓	5.00

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	Lane	Lane	Lane	Width	Width	Width	Width	Width	Estimate	Flare	Visibility	Visibility
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B	Arm Type	Width (m)	Width (Left) (m)	Width (Right) (m)	at give-way (m)	at 5m (m)	at 10m (m)	at 15m (m)	at 20m (m)	Flare Length	Length (PCU)	To Left (m)	To Right (m)
	One lane plus flare				10.00	5.90	4.70	3.86	3.50	✓	2.00	43	60

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	519.936	0.082	0.206	0.130	0.295
1	B-C	720.662	0.095	0.241	-	-
1	C-B	764.858	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	387.00	100.000
B	ONE HOUR	✓	89.00	100.000
C	ONE HOUR	✓	427.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From	To			
		A	B	C
	A	0.000	31.000	356.000
	B	33.000	0.000	56.000
	C	401.000	26.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.00	0.08	0.92
	B	0.37	0.00	0.63
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
From		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.10	6.60	0.11	A
B-A	0.10	10.77	0.11	B
C-AB	0.04	5.74	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (12:00-12:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	42.16	41.88	0.00	644.20	0.065	0.07	5.974	A
B-A	24.84	24.59	0.00	417.76	0.059	0.06	9.151	A
C-AB	19.57	19.46	0.00	690.42	0.028	0.03	5.365	A
C-A	301.89	301.89	0.00	-	-	-	-	-
A-B	23.34	23.34	0.00	-	-	-	-	-
A-C	268.02	268.02	0.00	-	-	-	-	-

Main results: (12:15-12:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
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B-C	50.34	50.28	0.00	628.77	0.080	0.09	6.223	A
B-A	29.67	29.60	0.00	397.98	0.075	0.08	9.772	A
C-AB	23.37	23.35	0.00	675.98	0.035	0.04	5.515	A
C-A	360.49	360.49	0.00	-	-	-	-	-
A-B	27.87	27.87	0.00	-	-	-	-	-
A-C	320.04	320.04	0.00	-	-	-	-	-

Main results: (12:30-12:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	61.66	61.55	0.00	607.46	0.102	0.11	6.594	A
B-A	36.33	36.22	0.00	370.54	0.098	0.11	10.765	B
C-AB	28.63	28.59	0.00	656.00	0.044	0.05	5.737	A
C-A	441.51	441.51	0.00	-	-	-	-	-
A-B	34.13	34.13	0.00	-	-	-	-	-
A-C	391.96	391.96	0.00	-	-	-	-	-

Main results: (12:45-13:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	61.66	61.66	0.00	607.35	0.102	0.11	6.596	A
B-A	36.33	36.33	0.00	370.57	0.098	0.11	10.770	B
C-AB	28.63	28.63	0.00	656.00	0.044	0.05	5.737	A
C-A	441.51	441.51	0.00	-	-	-	-	-
A-B	34.13	34.13	0.00	-	-	-	-	-
A-C	391.96	391.96	0.00	-	-	-	-	-

Main results: (13:00-13:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.34	50.44	0.00	628.57	0.080	0.09	6.227	A
B-A	29.67	29.77	0.00	398.05	0.075	0.08	9.779	A
C-AB	23.37	23.41	0.00	675.98	0.035	0.04	5.516	A
C-A	360.49	360.49	0.00	-	-	-	-	-
A-B	27.87	27.87	0.00	-	-	-	-	-
A-C	320.04	320.04	0.00	-	-	-	-	-

Main results: (13:15-13:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	42.16	42.23	0.00	643.84	0.065	0.07	5.986	A
B-A	24.84	24.91	0.00	417.88	0.059	0.06	9.162	A
C-AB	19.57	19.60	0.00	690.42	0.028	0.03	5.368	A
C-A	301.89	301.89	0.00	-	-	-	-	-
A-B	23.34	23.34	0.00	-	-	-	-	-
A-C	268.02	268.02	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Base, Saturday	2026 Base	Saturday		ONE HOUR	12:00	13:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.89	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.17		0.00	✓	3.20	200.00	✓	5.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.90	4.70	3.86	3.50	✓	2.00	43	60

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept	Slope	Slope	Slope	Slope
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		(PCU/hr)	for A-B	for A-C	for C-A	for C-B
1	B-A	519.936	0.082	0.206	0.130	0.295
1	B-C	720.662	0.095	0.241	-	-
1	C-B	764.858	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. 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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	421.98	100.000
B	ONE HOUR	✓	97.05	100.000
C	ONE HOUR	✓	465.60	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	33.802	388.182
	B	35.983	0.000	61.062
	C	437.250	28.350	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.37	0.00	0.63
	C	0.94	0.06	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
From		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.11	6.80	0.13	A
B-A	0.11	11.34	0.12	B
C-AB	0.05	5.85	0.05	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (12:00-12:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	45.97	45.66	0.00	637.14	0.072	0.08	6.084	A
B-A	27.09	26.81	0.00	408.52	0.066	0.07	9.424	A
C-AB	21.34	21.22	0.00	683.69	0.031	0.03	5.434	A
C-A	329.19	329.19	0.00	-	-	-	-	-
A-B	25.45	25.45	0.00	-	-	-	-	-
A-C	292.24	292.24	0.00	-	-	-	-	-

Main results: (12:15-12:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	54.89	54.82	0.00	620.24	0.089	0.10	6.367	A
B-A	32.35	32.27	0.00	386.94	0.084	0.09	10.147	B
C-AB	25.49	25.46	0.00	667.94	0.038	0.04	5.602	A
C-A	393.08	393.08	0.00	-	-	-	-	-
A-B	30.39	30.39	0.00	-	-	-	-	-
A-C	348.97	348.97	0.00	-	-	-	-	-

Main results: (12:30-12:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	67.23	67.11	0.00	596.82	0.113	0.13	6.794	A
B-A	39.62	39.49	0.00	357.01	0.111	0.12	11.332	B
C-AB	31.21	31.17	0.00	646.16	0.048	0.05	5.853	A
C-A	481.42	481.42	0.00	-	-	-	-	-
A-B	37.22	37.22	0.00	-	-	-	-	-
A-C	427.40	427.40	0.00	-	-	-	-	-

Main results: (12:45-13:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	67.23	67.23	0.00	596.69	0.113	0.13	6.798	A
B-A	39.62	39.62	0.00	357.04	0.111	0.12	11.340	B
C-AB	31.21	31.21	0.00	646.16	0.048	0.05	5.853	A
C-A	481.42	481.42	0.00	-	-	-	-	-
A-B	37.22	37.22	0.00	-	-	-	-	-
A-C	427.40	427.40	0.00	-	-	-	-	-

Main results: (13:00-13:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	54.89	55.01	0.00	620.01	0.089	0.10	6.372	A
B-A	32.35	32.47	0.00	387.02	0.084	0.09	10.159	B
C-AB	25.49	25.53	0.00	667.94	0.038	0.04	5.605	A
C-A	393.08	393.08	0.00	-	-	-	-	-
A-B	30.39	30.39	0.00	-	-	-	-	-
A-C	348.97	348.97	0.00	-	-	-	-	-

Main results: (13:15-13:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	45.97	46.05	0.00	636.75	0.072	0.08	6.094	A
B-A	27.09	27.17	0.00	408.64	0.066	0.07	9.438	A
C-AB	21.34	21.37	0.00	683.69	0.031	0.03	5.437	A
C-A	329.19	329.19	0.00	-	-	-	-	-
A-B	25.45	25.45	0.00	-	-	-	-	-
A-C	292.24	292.24	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base + Development, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2026 Base + Development, Saturday	2026 Base + Development	Saturday		ONE HOUR	12:00	13:30	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
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(untitled)	T-Junction	Two-way	A,B,C	10.01	B
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Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Victoria Avenue (w)		Major
B	Site Access		Minor
C	Victoria Avenue (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.17		0.00	✓	3.20	200.00	✓	5.00

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	5.90	4.70	3.86	3.50	✓	2.00	43	60

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	523.481	0.082	0.208	0.131	0.297
1	B-C	716.162	0.095	0.239	-	-
1	C-B	764.858	0.255	0.255	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments. 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 Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
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		✓	✓	HV Percentages	2.00			✓	✓
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Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	457.64	100.000
B	ONE HOUR	✓	232.05	100.000
C	ONE HOUR	✓	530.94	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	90.622	367.020
	B	90.501	0.000	141.545
	C	413.413	117.531	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.00	0.20	0.80
	B	0.39	0.00	0.61
	C	0.78	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	To			
		A	B	C
	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

	To			
		A	B	C
	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	8.91	0.38	A
B-A	0.30	15.51	0.42	C

C-AB	0.20	7.10	0.25	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (12:00-12:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	106.56	105.73	0.00	615.31	0.173	0.21	7.053	A
B-A	68.13	67.31	0.00	393.25	0.173	0.21	11.018	B
C-AB	88.48	87.89	0.00	676.84	0.131	0.15	6.106	A
C-A	311.24	311.24	0.00	-	-	-	-	-
A-B	68.23	68.23	0.00	-	-	-	-	-
A-C	276.31	276.31	0.00	-	-	-	-	-

Main results: (12:15-12:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	127.25	126.99	0.00	593.09	0.215	0.27	7.720	A
B-A	81.36	81.07	0.00	367.60	0.221	0.28	12.551	B
C-AB	105.66	105.50	0.00	659.78	0.160	0.19	6.493	A
C-A	371.64	371.64	0.00	-	-	-	-	-
A-B	81.47	81.47	0.00	-	-	-	-	-
A-C	329.94	329.94	0.00	-	-	-	-	-

Main results: (12:30-12:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	155.84	155.40	0.00	560.18	0.278	0.38	8.883	A
B-A	99.64	99.08	0.00	331.67	0.300	0.42	15.439	C
C-AB	129.44	129.18	0.00	636.23	0.203	0.25	7.097	A
C-A	455.14	455.14	0.00	-	-	-	-	-
A-B	99.78	99.78	0.00	-	-	-	-	-
A-C	404.10	404.10	0.00	-	-	-	-	-

Main results: (12:45-13:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	155.84	155.83	0.00	559.73	0.278	0.38	8.913	A
B-A	99.64	99.62	0.00	331.64	0.300	0.42	15.512	C
C-AB	129.44	129.43	0.00	636.23	0.203	0.25	7.102	A
C-A	455.14	455.14	0.00	-	-	-	-	-
A-B	99.78	99.78	0.00	-	-	-	-	-
A-C	404.10	404.10	0.00	-	-	-	-	-

Main results: (13:00-13:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	127.25	127.67	0.00	592.44	0.215	0.28	7.754	A

B-A	81.36	81.90	0.00	367.61	0.221	0.29	12.625	B
C-AB	105.66	105.91	0.00	659.78	0.160	0.19	6.504	A
C-A	371.64	371.64	0.00	-	-	-	-	-
A-B	81.47	81.47	0.00	-	-	-	-	-
A-C	329.94	329.94	0.00	-	-	-	-	-

Main results: (13:15-13:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	106.56	106.82	0.00	614.50	0.173	0.21	7.093	A
B-A	68.13	68.44	0.00	393.22	0.173	0.21	11.096	B
C-AB	88.48	88.65	0.00	676.84	0.131	0.15	6.123	A
C-A	311.24	311.24	0.00	-	-	-	-	-
A-B	68.23	68.23	0.00	-	-	-	-	-
A-C	276.31	276.31	0.00	-	-	-	-	-



APPENDIX I

GREENGATE ROUNDABOUT MODEL OUTPUTS

2021 Surveyed - PM Peak		Lane	DOS (%)	MMQ (m)	Delay (PCU-hr/hr)
Victoria Avenue East	Entry	1	80	27	2.86
		2	58	15	1.39
	Exit	1+2	25	6	0.16
	Circulatory	1	42	14	0.21
		2	60	21	0.98
Greengate	Entry	1	83	48	4.27
		2	97	88	10.15
	Exit	1+2	37	16	0.52
	Circulatory	1	50	36	1.29
		2	17	6	0.29
Greengate East	Entry	1	6	6	0.13
	Circulatory	1	66	56	3.32
		2	54	23	0.86
		3	11	6	0.01
Hollinwood Avenue	Entry	1	83	52	4.45
		2	85	56	4.88
	Exit	1+2	61	5	0.22
	Circulatory	1	63	28	1.24
		2	13	3	0.21
Lightbowne Road	Entry	1	89	59	5.74
		2	88	58	5.55
	Exit	1+2	50	40	1.49
	Circulatory	1	43	11	0.96
		2	41	6	0.35
		3	16	6	0.03
Moston Lane	Entry	1	50	29	1.66
	Exit	1+2	22	1	0.06
	Circulatory	1	42	18	0.8
		2	82	66	4.13
		3	73	23	1.4

2026 Base - PM Peak		Lane	DOS (%)	MMQ (m)	Delay (PCU-hr/hr)
Victoria Avenue East	Entry	1	86	34	3.88
		2	62	17	1.58
	Exit	1+2	27	6	0.19
	Circulatory	1	46	16	0.8
		2	66	24	1.23
Greengate	Entry	1	90	61	6.07
		2	105	157	22.1
	Exit	1+2	40	21	0.62
	Circulatory	1	54	40	1.48
		2	18	6	0.36
Greengate East	Entry	1	6	6	0.33
	Circulatory	1	72	61	3.87
		2	57	30	0.97
		3	11	6	0.01
Hollinwood Avenue	Entry	1	90	66	6.25
		2	92	13	7.32
	Exit	1+2	66	6	0.66
	Circulatory	1	67	33	1.57
		2	14	6	0.24
Lightbowne Road	Entry	1	96	15	9.63
		2	96	14	9.31
	Exit	1+2	53	7	1.55
	Circulatory	1	46	6	1.17
		2	43	6	0.41
		3	17	6	0.03
Moston Lane	Entry	1	54	33	1.88
	Exit	1+2	23	6	0.07
	Circulatory	1	46	19	0.9
		2	89	80	5.7
		3	79	28	1.97

2026 Base + Dev - PM Peak		Lane	DOS (%)	MMQ (m)	Delay (PCU-hr/hr)
Victoria Avenue East	Entry	1	95	50	6.54
		2	68	20	1.9
	Exit	1+2	29	7	0.23
	Circulatory	1	45	16	0.82
		2	65	24	1.2
Greengate	Entry	1	89	60	5.93
		2	107	177	26.54
	Exit	1+2	40	21	0.66
	Circulatory	1	55	40	1.49
		2	20	6	38
Greengate East	Entry	1	6	6	0.13
	Circulatory	1	72	62	3.95
		2	58	22	1.04
		3	12	6	0.01
Hollinwood Avenue	Entry	1	91	70	6.81
		2	93	77	7.9
	Exit	1+2	66	6	0.89
	Circulatory	1	68	33	1.55
		2	14	6	0.25
Lightbowne Road	Entry	1	99	100	12.2
		2	95	78	8.71
	Exit	1+2	53	40	1.53
	Circulatory	1	47	13	1.2
		2	45	7	0.44
		3	17	6	0.03
Moston Lane	Entry	1	55	33	1.91
	Exit	1+2	23	6	0.07
	Circulatory	1	49	21	1
		2	90	86	6.44
		3	78	27	1.88

2021 Surveyed - Sat Peak		Lane	DOS (%)	MMQ (m)	Delay (PCU-hr/hr)
Victoria Avenue East	Entry	1	39	16	1.12
		2	31	13	0.85
	Exit	1+2	15	6	0.4
	Circulatory	1	38	21	0.89
		2	50	33	1.41
Greengate	Entry	1	22	11	0.52
		2	37	19	3.67
	Exit	1+2	23	25	0.82
	Circulatory	1	79	53	4.74
		2	25	14	0.28
Greengate East	Entry	1	12	6	0.27
	Circulatory	1	53	49	2.57
		2	39	23	0.47
		3	4	6	0
Hollinwood Avenue	Entry	1	86	54	5.06
		2	71	36	2.81
	Exit	1+2	49	50	0.75
	Circulatory	1	44	15	0.88
		2	5	6	0.03
Lightbowne Road	Entry	1	92	45	5.44
		2	92	46	5.56
	Exit	1+2	39	7	0.29
	Circulatory	1	31	8	0.33
		2	22	6	0.15
		3	10	6	0.01
Moston Lane	Entry	1	47	24	1.51
	Exit	1+2	21	6	0.11
	Circulatory	1	23	14	0.58
		2	47	26	1.15
		3	41	29	1.09

2026 Base - Sat Peak		Lane	DOS (%)	MMQ (m)	Delay (PCU-hr/hr)
Victoria Avenue East	Entry	1	43	18	1.25
		2	34	14	0.95
	Exit	1+2	16	6	0.15
	Circulatory	1	41	24	1.01
		2	54	38	1.62
Greengate	Entry	1	24	13	0.57
		2	41	24	1.16
	Exit	1+2	25	27	0.93
	Circulatory	1	86	64	6.22
		2	28	16	0.31
Greengate East	Entry	1	13	6	0.29
	Circulatory	1	57	55	3
		2	43	26	0.58
		3	4	6	0.03
Hollinwood Avenue	Entry	1	94	75	3.42
		2	77	41	8.18
	Exit	1+2	54	57	0.89
	Circulatory	1	48	16	0.97
		2	6	6	0.03
Lightbowne Road	Entry	1	100	74	10.26
		2	100	74	10.26
	Exit	1+2	42	6	0.34
	Circulatory	1	34	9	0.38
		2	23	6	0.17
		3	11	6	0.01
Moston Lane	Entry	1	50	27	1.69
	Exit	1+2	23	6	0.12
	Circulatory	1	25	16	0.68
		2	51	31	1.43
		3	44	32	1.28

2026 Base + Dev - Sat Peak		Lane	DOS (%)	MMQ (m)	Delay (PCU-hr/hr)
Victoria Avenue East	Entry	1	49	21	1.52
		2	39	16	1.12
	Exit	1+2	18	6	0.18
	Circulatory	1	40	23	0.96
		2	53	37	1.6
Greengate	Entry	1	24	12	0.57
		2	42	24	1.2
	Exit	1+2	25	26	0.87
	Circulatory	1	89	69	6.86
		2	31	17	0.35
Greengate East	Entry	1	13	6	0.3
	Circulatory	1	58	57	3.13
		2	44	30	0.75
		3	5	6	4
Hollinwood Avenue	Entry	1	96	84	9.63
		2	79	43	3.69
	Exit	1+2	54	58	0.92
	Circulatory	1	50	16	1
		2	7	6	0.04
Lightbowne Road	Entry	1	105	100	14.72
		2	99	68	9.2
	Exit	1+2	43	9	0.34
	Circulatory	1	36	10	0.42
		2	25	6	0.2
		3	10	6	0.01
Moston Lane	Entry	1	51	28	1.72
	Exit	1+2	23	6	0.13
	Circulatory	1	28	18	0.79
		2	53	32	1.53
		3	44	32	12.9