

Daycare4Dogs
124 Longley Lane, Sharston Industrial Estate
Transport Statement
230928/SK22364/TS01(-02)

Contents

	Page
1 Introduction	1
2 Baseline Situation	1
3 Proposed Development	5
4 Traffic & Parking Assessment	6
5 Accessibility Assessment	9
6 Conclusions	12

Appendices

A Site Layout & Access Arrangements
B Pre-application Correspondence
C Department for Transport Survey Data
D TRICS Output
E Swept Path Analysis
F Parking Survey Data
G Survey Analysis
H Traffic Flow Charts
I Site Access Junction Modelling

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22364	TS	00	Draft	L Speers	LGS	15/09/2023
SK22364	TS	01	Updated Draft	L Speers	LGS	27/09/2023
SK22364	TS	02	Final Draft	L Speers	LGS	28/09/2023

1 Introduction

- 1.1 SK has been appointed by Daycare4Dogs to prepare a Transport Statement (TS) that examines the implications of changing the use of 124 Longley Lane (B5166) in Sharston Industrial Area to allow it to operate as a day care facility for dogs.
- 1.2 Daycare4Dogs currently operates from a similarly sized premises off Bradnor Road in Sharston Industrial Area. Due to the landlord selling the current premises the business needs to relocate nearby. The relocation will not expand operations and the two premises have the same floor area (1,317sqm). The development site layout is attached as Appendix A.
- 1.3 Manchester City Council (MCC) is the Local Highway Authority (LHA). Pre-application discussions were held with the LHA to determine the scope of the TS. A copy of the pre-application correspondence is attached as Appendix B.
- 1.4 The assessment has been undertaken in line with the scope attached in Appendix B and is in line with the following policy guidance and assessment guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Manchester City Council (2012), Local Development Framework: Core Strategy Development Plan
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities

2 Baseline Situation

Site Location

- 2.1 Figure 2.1 shows that the proposal site is located to the west of Longley Lane on the eastern edge of the Sharston Industrial Area.

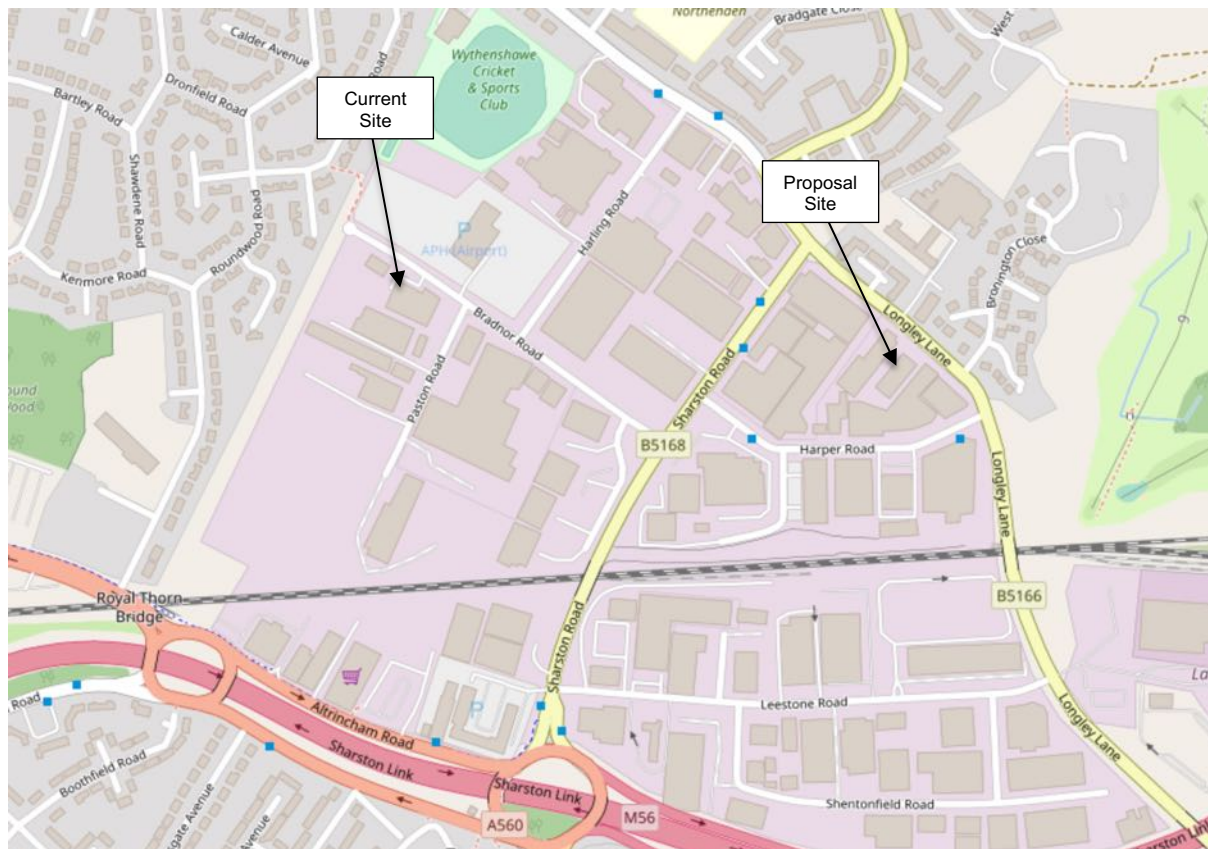


Figure 2.1: Site Location
[source: IS04]

- 2.2 The proposal site is occupied by a 1,317sqm building that was most recently occupied by an industrial operator (B2 use class). MCC's planning portal indicates that flexible operations have historically been permitted from the building, including B8 warehouse and E office class uses (ref: 1170183 / FO / 2017).
- 2.3 Vehicle access to the site is provided from a simple priority junction on Longley Lane. The vehicle access is of good standard with dropped kerb crossing and tactile paving. Deep footways are present allowing for good visibility along the main road.
- 2.4 Parking is provided at the front of the building for five cars and Google imagery shows that parking activity also historically located on the access road to the eastern side of the building.
- 2.5 The access road to the eastern side of the building provides access to a yard area located to the rear of the building.

Bradnor Road Premises

- 2.6 Figure 2.1 shows that the current premises is located nearby off Bradnor Road (circa 700m away). The Bradnor Road site has a floor area of circa 1,300sqm. The current facility employs a total of 15 staff, with between 12 and 13 staff on site per day.
- 2.7 The facility offers a day care for dogs and operates between 7am and 7pm, with dogs attending for full days (8am to 6pm) or half days. A breakfast club and afternoon club service is also offered whereby dogs already registered can be dropped off between 7am and 8am and picked up between 6pm and 7pm.
- 2.8 Table 2.1 shows the typical number of dogs with booked daytime sessions at the existing site, as advised by the applicant. This shows that Tuesday and Wednesday tend to be the busiest days of the week.

	Monday	Tuesday	Wednesday	Thursday	Friday
Typical Dog Sessions	111	126	129	109	122

Table 2.1: Daytime Dog Sessions
[source: Applicant]

- 2.9 The dogs are dropped off and collected across the day, with the most intensive movement periods occurring in the morning period, lunchtime period and late afternoon period.

Local Highway Network

- 2.10 Figure 2.2 shows the extent of adoption outside the site.
- 2.11 In the vicinity of the site Longley Lane is a 9.5m wide road with a 3.9m footway on the southern (site) side and 2m – 3m wide footway on the northern side. The vehicle access has uncontrolled crossing features (dropped kerbs and tactile paving). Longley Lane is subject to a 30mph speed limit and street lighting is present.
- 2.12 Travelling north on Longley Lane provides access to routes serving the areas north of the site, such as Northenden. Travelling south on Longley Lane provides access to routes serving the areas south of the site, such as Gatley.
- 2.13 Uncontrolled crossings are provided on the side roads north and south of the site on Longley Road.
- 2.14 To the north of the site Longley Lane meets Sharston Road at a priority junction. Travelling south on Sharston Road provides access to Junction 2 of the M56 from which access can be gained to Junction 1 of the M60 to the east and Princess Parkway (A5103) to the west.

Traffic Regulation Orders

- 2.15 In the vicinity of the site waiting restrictions (TRO) are in place on Longley Lane in the form of double and single yellow lines. In front of the site double yellow line controls are in place, without loading restrictions. On the opposite side of the road single yellow line controls are in operation between 8am and 6pm.

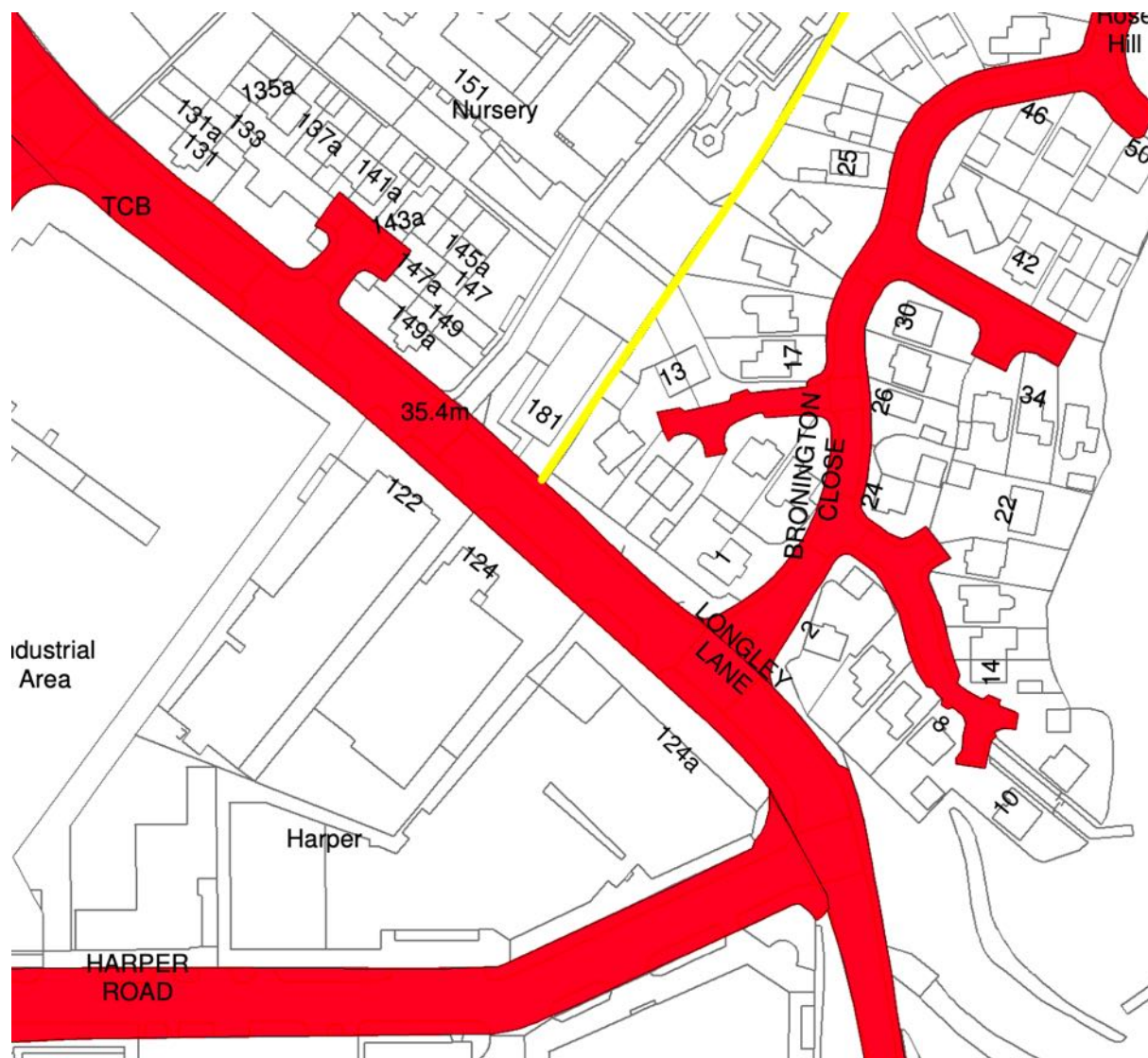


Figure 2.2: Adopted Highway
[source: MCC]

Longley Lane Traffic Flows

- 2.16 The Department for Transport (DfT) has a traffic survey point to the north of the site. A manual survey was undertaken by DfT at this location in 2019. The survey data is attached as Appendix C, with a summary provided in Table 2.2.
- 2.17 The traffic flows are presented in vehicles and Passenger Car Units (pcu). The HGV and bus movements have been converted to pcu based on an average OGV1, OGV2 and PSV factor of 1.9.

	2019 Longley Lane Traffic Flows (in vehs)			2019 Longley Lane Traffic Flows (in PCU)		
Direction	North	South	Total	North	South	Total
AM Peak Hour	350	320	670	352	328	680
Lunchtime Peak Hour	283	347	630	293	359	652
PM Peak Hour	366	439	805	371	444	814

Table 2.2: Longley Lane Traffic Flows
[source: DfT]

Baseline Site Traffic Flows

- 2.18 The TRICS database has been used to generate the traffic associated with the most recent occupier of the proposal site (B2). The TRICS output is attached as Appendix D, with a summary provided in Table 2.3.

Industrial	Trip Rate per 100sqm			Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak	0.684	0.235	0.919	9	3	12
Lunchtime Peak	0.381	0.457	0.838	5	6	11
PM Peak	0.077	0.665	0.742	1	9	10
Industrial	OGV Trip Rate per 100sqm			OGV Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak	0.022	0.033	0.055	0	0	1
Lunchtime Peak	0.033	0.022	0.055	0	0	1
PM Peak	0	0	0	0	0	0

Table 2.3: Baseline B2 Site Traffic (in vehs)

- 2.19 It is understood that office uses are also permitted to operate from the site. Office uses generate more traffic per sqm than B2 uses and so consideration has been given to the traffic associated with this more intensive use. The TRICS output is attached as Appendix D, with a summary provided in Table 2.4.

Office	Trip Rate per 100sqm			Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak	1.924	0.147	2.071	25	2	27
Lunchtime Peak	0.384	0.713	1.097	5	9	14
PM Peak	0.204	2.399	2.603	3	32	34
Office	OGV Trip Rate per 100sqm			OGV Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak	0	0	0	0	0	0
Lunchtime Peak	0.011	0.011	0.022	0	0	0
PM Peak	0	0	0	0	0	0

Table 2.4: Baseline Office Site Traffic (in vehs)

2.20 Table 2.5 shows the baseline site traffic flows converted to pcu based on the method set out previously.

	B2 Industrial Use Traffic Flows (in PCU)			E Office Use Traffic Flows (in PCU)		
	In	Out	Total	In	Out	Total
AM Peak	9	4	13	25	2	27
Lunchtime Peak	5	6	12	5	10	15
PM Peak	1	9	10	3	32	34

Table 2.5: Baseline Site Traffic (in pcu)

Road Safety Record

- 2.21 TfGM's accident database has been used to establish the road collision patterns surrounding the site. The data presents all personal injury accidents occurring for the most recent five-year period available (to June 2023).
- 2.22 Figure 2.3 shows that there have been no accidents at the site access junction during the five-year period assessed.

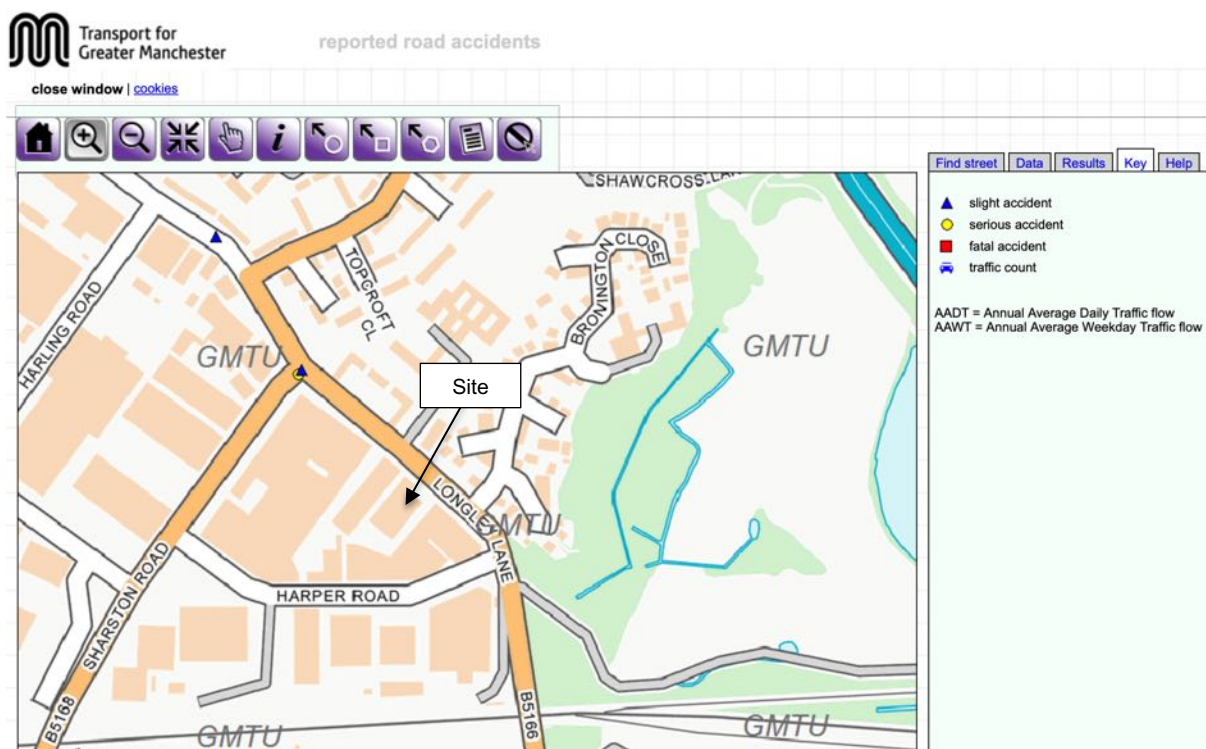


Figure 2.3: Accident Data
[source: TfGM]

3 Proposed Development

- 3.1 The proposed site layout is attached as Appendix A.
- 3.2 The proposal site will replicate the operation of the existing facility at Bradnor Road, employing the same staff as set out in Section 2 and providing dog day care services with the same capacity as the existing facility.
- 3.3 The applicant intends to operate a Dog Hotel from the new site, whereby dogs that are registered can stay overnight. This service will only be offered to dogs that are already registered at the facility, with the dogs that stay overnight doing so as part of their existing daytime booking and so will not represent a new vehicle trip on the network.
- 3.4 No extension is proposed to the building to serve the change of use and the floor area will remain as existing (1,317sqm). The external area to the rear of the building will be used to exercise the dogs, with the fence line set to also create a turning head for vehicles to use when exiting the parking spaces on the access road to the side of the building.
- 3.5 The vehicle access will be retained in its existing priority arrangement. Appendix A shows that the access has a width of 7.6m and that visibility splays of 2.4m x 43m to the north and 2.4m x 43m to the south are comfortably achieved, commensurate with the speed restriction on Longley Lane. A dropped kerb crossing point with tactile paving is present at the access.
- 3.6 The parking arrangements will also be retained as existing. The five spaces at the front of the building will be used as the drop-off / collection zone, one of the spaces is wider to accommodate disabled driver vehicles. Historically the access road to the side of the building has also been used for site parking and this will be retained by the proposal for use as the staff parking area. Four staff parking spaces will be marked out, two of the spaces will be provided with EV charging facilities and one of the spaces will be longer to accommodate a disabled driver vehicle. The appropriateness of the level of parking is examined in detail in Section 4.
- 3.7 There are no adopted cycle parking standards for the use type proposed. The proposal will provide covered and secure storage for eight bikes.
- 3.8 The applicant has advised that they do not generate any delivery vehicle movements, with supplies instead brought to the site by staff cars. Notwithstanding this, the turning head area at

the end of the access road has been designed to accommodate turns by transit sized vehicles, as shown in the swept path in Appendix E.

- 3.9 The only vehicle that serves the operation is a refuse collection vehicle. The refuse collection is organised by private contract and the applicant has advised that the current site generates one refuse collection per week and this occurs at 5am in the morning. Refuse collection could occur from kerbside on Longley Lane in line with the existing TRO controls on the site side of the road and but can also be accommodated within the front part of the site, as shown in Appendix E.

4 Traffic & Parking Assessment

Existing Facility

- 4.1 Section 2 provides information on the applicant's current facility on Bradnor Road, including details of the building floor area, number of staff employed and dogs attending the site per day. The new premises will not result in an increase in these aspects and so will provide a direct relocation of services.

Site Survey

- 4.2 As agreed with the LHA during scoping discussions a parking survey was undertaken by Traffic Sense on Tuesday 5 September 2023. The survey was undertaken on a Tuesday as this is the one of the busiest days at the facility.
- 4.3 The most intensive periods from a drop-off / collection perspective occur in the morning period, lunchtime period, and late afternoon period. Some customers drop off and collect their dogs outside these periods, but to a lesser degree.
- 4.4 To capture the key arrival and departure times the surveys were undertaken between 6.45am and 9.15am, 12pm and 2pm, and 4pm and 6.30pm. The timings of the surveys have been agreed with the LHA.
- 4.5 The survey recorded people accessing the facility and the mode of travel they used. The survey also recorded the locations of vehicles parking, dropping off and collecting and whether this was within the car park area or outside on street. The survey company noted that no vehicles associated with the site (parking, drop-off, or collection) used the street outside the site and all activity was in the parking area.
- 4.6 The survey company recorded the time of arrival and departure of each person associated with the site, the purpose of the trip (i.e., staff or customer drop-off / collection) and the duration of stay.
- 4.7 The survey data is attached as Appendix F and the survey data analysis is attached as Appendix G.

Staff Travel Patterns

- 4.8 The survey recorded the staff that arrived and departed during the survey period. The applicant has provided additional data for the periods outside the survey to allow an understanding of the number of staff that arrive / depart outside the surveys and the modes used. This data has been combined with the survey data to allow an understanding of patterns of movement and staff parking requirements.

	Total Staff	Travel Mode			
		Walk	Car Alone	Car Share	Car Drop-off
Before Survey	2	0	2	0	0
During Survey	7	3	1	2	1
After Survey	3	3	0	0	0
Total	12	6	3	2	1

Table 4.1: Staff Travel Modes – AM Arrival Period

	Total Staff	Travel Mode			
		Walk	Car Alone	Car Share	Car Drop-off
Before Survey	4	1	2	0	1
During Survey	7	4	1	2 (same car)	0
After Survey	2	2	0	0	0
Total	13	7	3	2	1

Table 4.1: Staff Travel Modes – PM Departure Period

- 4.9 The survey shows that most of the staff travel by active / sustainable modes (walking and car sharing). Three staff travel alone by car and one staff member is dropped-off / picked-up.

Parking Assessment

- 4.10 The survey data has been used to calculate a parking accumulation for each survey period to allow an understanding of the maximum demand for parking / drop-off space and customer duration of stay. The parking accumulation calculation is attached as Appendix G with a summary provided below.

	AM Period	Lunchtime Period	PM Period
Maximum Staff Demand	4	4	4
Maximum Customer Demand	4	4	5
Average Customer Duration of Stay	1 minute	2 minutes	2 minutes

Table 4.1: Parking Demand Analysis

- 4.11 The assessment shows that the combined maximum parking demand at the site will be eight spaces, due to the fact the maximum demand levels do not coincide. However, a maximum of five spaces is required to accommodate customer drop-off / collection activity and a maximum of four spaces is required to accommodate staff parking demand. There is sufficient parking provided on site to meet the development demand levels and therefore the proposal will not lead to overspill street parking.
- 4.12 The existing TRO controls limit the possibility of drop-off / collection or parking activity occurring on street.

Total Trips

- 4.13 During the AM period 63 people were recorded, of which seven were staff movements and the rest were customers. Three staff and two customers walked, one staff member was dropped-off, and two staff members were car sharers. In the AM survey period a total of 71 dogs were dropped off.

- 4.14 During the lunchtime period 26 people were recorded, of which two were staff leaving and then re-entering the site (assumed to be on a lunch break) and the rest were customers dropping off or collecting dogs. Two of the staff were recorded as pedestrians, and one customer. In the lunchtime survey period, a total of 13 dogs were dropped off and 13 dogs were collected.
- 4.15 During the PM period 77 people were recorded, of which one was a member of staff entering the site, six were staff leaving the site and the rest were customers collecting dogs. Two of the customers were recorded as pedestrians, and four staff members. A total of 83 dogs were collected during the PM survey period.
- 4.16 There will have been other customer drop-off / collection movements outside the survey periods, but as noted earlier these occur with a less intensive arrival / departure pattern.

Peak Hour Traffic Flows

- 4.17 The survey has been used to establish the traffic flows associated with the AM peak hour (8am to 9am, lunchtime peak hour 12.30pm to 1.30pm), and PM peak hour (5pm to 6pm).

	In	Out	Total
AM Peak	41	43	84
Lunchtime Peak	20	19	39
PM Peak	40	44	84

Table 4.2: Peak Hour Traffic Flows

Site Access – Net Traffic Impact

- 4.18 Table 4.3 shows the increase in site traffic when compared to the baseline uses of the site (B2 – industrial or E – office).

	Net Change from B2 – Industrial Use			Net Change from E – Office Use		
	In	Out	Total	In	Out	Total
AM Peak	32	39	71	16	41	57
Lunchtime Peak	15	13	27	15	9	24
PM Peak	39	35	74	37	12	50

Table 4.3: Peak Hour Traffic Impact

- 4.19 Table 4.3 shows that during the lunchtime peak the change in site traffic will not be significant when considered in the context of DfT daily / hourly significance thresholds.
- 4.20 The changes in traffic during the AM and PM peak hours is above DfT significance thresholds. A modelling assessment of the site access junction has been undertaken to examine the impact of the change in traffic flows during the AM and PM peak hours.

Wider Network – Net Traffic Impact

- 4.21 The roads surrounding the site serve the industrial estate. The proposal will replace an existing facility that generates traffic on to the wider highway network and therefore is not 'new' to the network. In addition, the traffic associated with the facility is not a primary homebased trip, i.e., the traffic is associated with other trip purposes and will be undertaken as part of longer trip chain such as a home – day care – work based trip.
- 4.22 Given the above, the proposal will not be expected to result in a significant change on the operation of junctions on the wider network.

Site Access Operation

- 4.23 The 2019 DfT Longley Lane traffic flows in Section 2 have been growthed to five years post planning submission (2028) using TEMPRO adjusted NTEM factors for Manchester 046 (the area within which the site sits):
- AM Peak: 1.1237
 - Inter Peak: 1.1258
 - PM Peak: 1.1238
- 4.24 The development traffic has been distributed onto the network based on surveyed patterns of movement on Longley Lane. The 2028 base and base and development traffic flow charts are attached as Appendix H.
- 4.25 The site access junction has been assessed using PICADY. The PICADY output is attached as Appendix I, with a summary of the output provided in Tables 4.4, 4.5 and 4.6. As before two different baseline scenarios have been examined to allow an understanding of the operation of the junction with different occupiers at the site.

	2028 AM Peak		2028 Lunchtime Peak		2028 PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
From Site	0.01	0	0.01	0	0.02	0
Right turn to Site	0.01	0	0.01	0	0.00	0

Table 4.4: Site Access Base Operation – Industrial Use

	2028 AM Peak		2028 Lunchtime Peak		2028 PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
From Site	0.00	0	0.02	0	0.07	0
Right turn to Site	0.02	0	0.01	0	0.00	0

Table 4.5: Site Access Base Operation – Office Use

	2028 AM Peak		2028 Lunchtime Peak		2028 PM Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
From Site	0.09	0	0.04	0	0.1	0
Right turn to Site	0.04	0	0.02	0	0.05	0

Table 4.6: Site Access With Development Operation

- 4.26 The assessment shows that the site access junction will continue to operate well within capacity with the development.

5 Accessibility Assessment

Walking & Cycling Audit

- 5.1 The site access junction has uncontrolled crossing features (dropped kerbs and tactile paving). The footways outside the site on Longley Road are 3.9m wide on the southern (site) side and between 2m – 3m on the northern side. Uncontrolled crossings are provided on the side roads north and south of the site on Longley Road. An uncontrolled crossing (pedestrian refuge) is provided on Longley Lane to the north of the site to allow access to southbound bus services.
- 5.2 Figures 5.1 and 5.2 shows the cycle network serving the site. This shows that the site relates well to the Greater Manchester Cycle Network and routes that are part of the Bee Network.

- 5.3 The road safety data in Section 2 shows that there have been no accidents at the site access during the five-year period assessed.

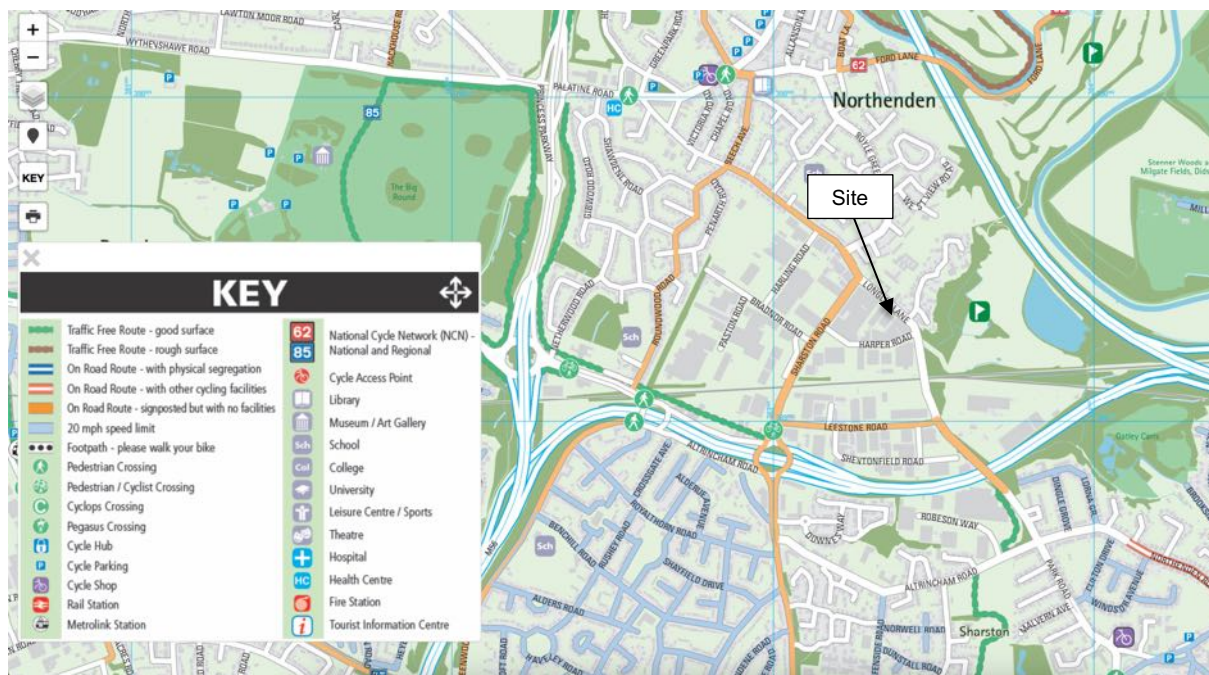


Figure 5.1: Cycle Network
[source: TfGM]

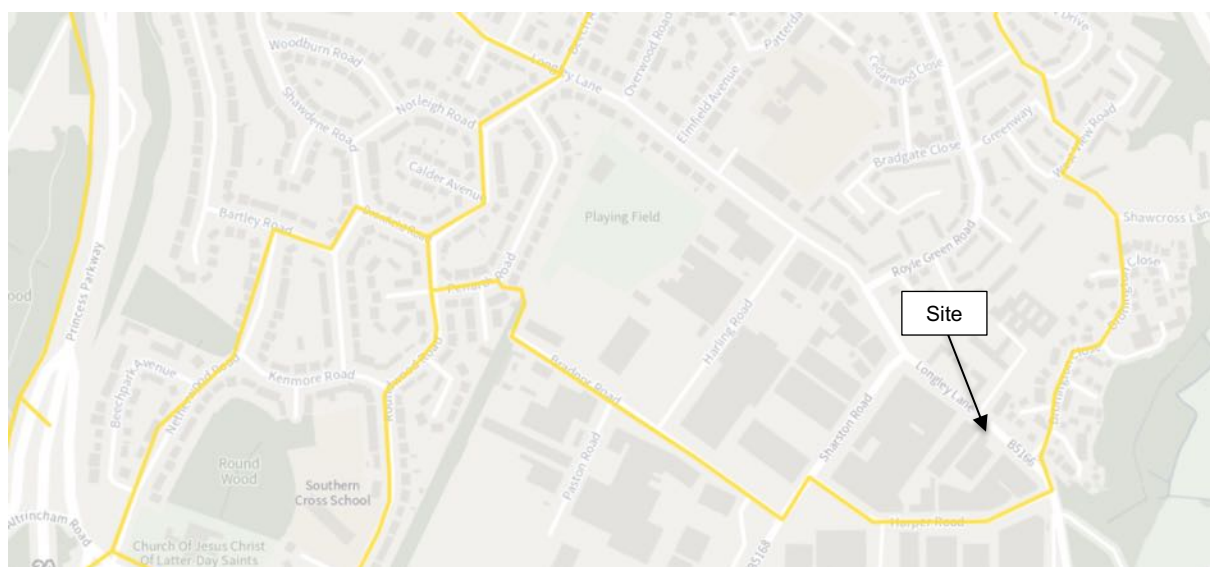


Figure 5.2: Bee Network
[source: TfGM]

- 5.4 The assessment shows that opportunities exist for access on foot and by cycle using existing infrastructure. The proposal will provide eight cycle parking and two EV charging spaces for use by staff.

Public Transport Infrastructure

- 5.5 Figure 5.3 shows the public transport network serving the site.



Figure 5.3: Public Transport Network
[source: TfGM]

- 5.6 The nearest bus stops to the site are located on Sharston Road (270m away). The bus stops have shelters, seating, and timetable information. Further bus stops are provided on Longley Lane, 350m north of the site.
- 5.7 Table 5.1 provides a summary of the bus services stopping at the nearest bus stops.

No.	Route	Frequency (buses per hour / each way)	
		Peak Hours	Daytime Hours
43	Manchester Airport – Moss Side – Manchester Piccadilly	4	6
103	Manchester Airport – Wythenshawe – Manchester Piccadilly	2	2
370	Altrincham – Gatley – Cheadle – Stockport	1	1
371	Altrincham – Gatley – Cheadle – Stockport	2	2

Table 5.1: Bus Services
[source: TfGM]

- 5.8 Table 5.1 shows that the site is served by nine buses per hour in the peak periods (each way) and 11 buses per hour during the day (each way).
- 5.9 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility found in city centre areas.

- 5.10 Figure 5.2 shows that the site has a GMAL of index of 5 (score: 10.87), which is a good level of accessibility in a suburban area. It is notable that the proposal has a better level of accessibility than the current facility at Bradnor Road (score: 9.81).
- 5.11 The assessment shows that the site is well placed for public transport trips.



Figure 5.2: GMAL
[source: MappingGM]

6 Conclusions

- 6.1 SK has been appointed by Daycare4Dogs to prepare a TS that examines the implications of the change of use of 124 Longley Lane in the Sharston Industrial Area to provide a day care facility for dogs. The proposal site will provide a replacement for the applicant's existing facility nearby, off Bradnor Road.
- 6.2 The TS has been prepared in line with standard appraisal methods and the scope of the assessment was agreed with the LHA at the outset.
- 6.3 The building on site was most recently used as a B2 industrial premises, though MCC's planning portal indicates that flexible employment uses have historically been permitted from the site, including B8 warehouse and E office use classes (1170183 / FO / 2017).
- 6.4 The site access is a priority arrangement onto Longley Lane and the TS shows that appropriate visibility is available. TRO are in place in the vicinity of the site that restrict parking on the western side of Longley Road and allow parking outside 8am and 6pm on the eastern side of the road. The assessment also confirms that there have been no accidents at the site access during the five-year period assessed. The existing access arrangements will be retained to serve the proposal site.
- 6.5 Parking is provided at the site for five vehicles in front of the building and additional space is provided on the side of the building on the access road. The parking at the front of the building will be used as the drop-off / collection zone, and the parking on the side of the building will be used for staff parking. A turning head will be created at the end of the access road to allow cars and smaller service vehicles to turn and leave the site in a forward gear. Larger service vehicles, expected to only be associated with refuse collection, will be able to turn in the area at the front part of the site.
- 6.6 A survey has been undertaken at the applicant's existing facility and this has been used to establish the traffic flows and parking and drop-off / collection demand associated with the operation of the site. The survey shows that the maximum staff parking demand of four spaces will be generated and a maximum drop-off / collection demand of five spaces. The level of parking at the site is sufficient to meet the demand associated with the proposed operation and will

therefore not cause overspill parking onto the highway network. The existing TRO controls limit the possibility of drop-off / collection or parking activity occurring on street.

- 6.7 The traffic forecast shows that the proposal will not result in a significant change in site traffic flows during the lunchtime peak period. The assessment shows that the uplift of traffic in the AM and PM peak hours will be above DfT significance thresholds and given this the operation of the site access has been modelled using PICADY. The PICADY assessment shows that the access will work well within capacity.
- 6.8 An accessibility assessment has been undertaken that shows that the site is served by appropriate walking, cycling and public transport infrastructure. The site has a GMAL of 5, which is a good level of accessibility in a suburban area. It is also shown that the GMAL for the site is higher than that associated with the existing site off Bradnor Road.
- 6.9 The TS concludes that the change of use of the site will not result in significant effects on the transport network.

Appendix A

NOTES

Revision Details	By Check	Date	Suffix
------------------	-------------	------	--------

SK22364-001

Daycare4Dogs, Longley Lane

Proposed Site Layout & Access Arrangements

1:500

JAT

LGS

LGS

15.09.23

SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432

Appendix B

Thursday, August 3, 2023 at 18:23:04 British Summer Time

Subject: RE: Daycare4Dogs, Longley Lane
Date: Thursday, 3 August 2023 at 13:50:16 British Summer Time
From: Laura Wareing
To: Lesli Speers
CC: John Thompson
Attachments: image001.png, image002.jpg

Hi Leslie,

I hope you are well. Thanks for your email and providing all that information. The survey methodology is acceptable to Highways and should provide us with a good amount of detail in terms of the movements and duration of stay. The assessment of staff movements is also welcomed.

The 5th of September is acceptable as a review of the council website suggests that the majority of school return on the 4th of September and even if there is a training day on the 4th they should all be back on the 5th.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: [REDACTED]

Mobile: [REDACTED]

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall,
Manchester, M60 2LA



Upcoming Leave: Friday 4th and Friday 11th of August

From: Lesli Speers [REDACTED]
Sent: 31 July 2023 11:40
To: Laura Wareing [REDACTED]
Cc: John Thompson [REDACTED]
Subject: Re: Daycare4Dogs, Longley Lane

Hi Laura

Hope you are well.

We are looking to appoint the parking survey at the existing Daycare4Dogs site. The survey company will record all people dropping off / collecting dogs and will undertake a registration matching exercise so we can establish the number of vehicles parking and also average duration of stay. The survey will be undertaken both in the existing car park and also outside the site on street.

We propose undertaking the survey during peak drop-off / collection times:

- 645am – 915am
- 12pm – 2pm
- 4pm – 6.30pm

My client has advised that a Tuesday is a busy day at the facility and so we are proposing undertaking the survey on Tuesday 5 September after the schools have returned.

On the day of the survey my client is also going to record drop-off / collection times and mode of travel, and also mode of travel for the staff on site.

Please can you confirm that you are happy with our proposed survey scope before I appoint the survey company.

Kind regards
Lesli

Lesli Speers (she / her)
BSc (Hons) MSc MCIHT MCILT
Director



SK Transport Planning Ltd



sktransport.co.uk

Registered in England & Wales 06001445

From: Laura Wareing [REDACTED]
Date: Wednesday, 19 July 2023 at 15:35
To: Lesli Speers [REDACTED]
Cc: John Thompson [REDACTED]
Subject: RE: Daycare4Dogs, Longley Lane

Hi Lesli,

No problem at all! Apologies, you are correct MCC does not offer commercial waste collection services.

Many thanks and have a lovely week,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer

Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Email: [REDACTED]

Mobile: [REDACTED]

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall,
Manchester, M60 2LA



From: Lesli Speers [REDACTED]

Sent: 19 July 2023 09:27

To: Laura Wareing [REDACTED]

Cc: John Thompson [REDACTED]

Subject: Re: Daycare4Dogs, Longley Lane

Hi Laura

Thank you for providing a comprehensive response to our pre-app enquiry. Noted on all the requirements, we will relay them back to our client.

Can I just ask a quick question on waste collection? It was my understanding that MCC does not offer any commercial waste collection services. Is this something that they now offer?

Kind regards
Lesli

Lesli Speers (she / her)
BSc (Hons) MSc MCIHT MCILT
Director



SK Transport Planning Ltd



sktransport.co.uk

Registered in England & Wales 06001445

From: Laura Wareing [REDACTED]

Date: Tuesday, 18 July 2023 at 16:07

To: Lesli Speers [REDACTED]

Cc: John Thompson [REDACTED]

Subject: RE: Daycare4Dogs, Longley Lane

Afternoon Lesli,

I hope you are well and had a lovely weekend. Thank your for your email and providing the

opportunity to provide early pre-application advice. Please find Highways comments below.

Context:

Pre-application advice on a change of use application from an industrial unit on Longley Road to a dog day care centre. The applicant currently operates from an industrial unit on Bradnor Road in Sharston Industrial Area and is relocating.

The existing premises on Bradnor Road is 14,000sqft and has 3 allocated parking spaces and 2 shared parking spaces with the neighbouring site, which is used during drop-off/collection periods. The proposed unit is the same size, and the relocation will not increase the number of dogs that attend the facility.

Transport Statement Scope:

Highways are satisfied with the scope of the Transport Statement.

Site Accessibility:

The site is located in a sustainable location with access to bus services, tram services and railway services. In addition to a summary of the public transport services it is also requested that the Transport Statement includes a walking and cycling audit/summary to assess the exiting conditions surrounding the site.

Parking Restrictions:

Confirmation has been provided that waiting restrictions (TRO) are in place on Longley Lane in the form of double and single yellow lines. The single yellow lines appear to be in operation between 8am and 6pm.

It is requested that the Transport Statement provide details on the TROS / Parking Restrictions in place around the development site. It is noted that on-street parking is prevalent in this area, with some parking on footways. Therefore, sufficient parking should be available for the use of the proposed development to ensure that it does not further exacerbate on-street parking.

Vehicle Parking:

It is acknowledged that the site is located close to the city centre and sustainable transport options. Highways note and have concerns on the existing levels of on-street parking surrounding the site and therefore justification is required that the proposed site will not result in on-street parking and exacerbate the issue.

The proposed site currently has 5 parking spaces on the site frontage and area of hardstanding along the side and rear of the site. An area to the west of the building will also be utilised and provide c. 4 parking spaces and a turning area. MCC Core Strategy does not have vehicle parking standards for this nature of development. Therefore, the Transport Statement should detail and justify the proposed levels of vehicle parking.

It is requested that plans are provided at submissions stage and detail the proposed parking area, turning area and access. The applicant should provide verification that the necessary vehicle manoeuvres can be undertaken at the car parking spaces.

It is requested that the applicant provide some information on the anticipated trip rates and car park accumulation. In terms of trip rates it is acknowledged that the TRICS database is unlikely to have surveys for a similar site, and therefore Highways will accept a first principles approach. It is noted that the proposals will not increase the number of dogs being cared for on-site and therefore data on the existing numbers and use could be used.

It is also requested that the Transport Statement provide a summary of drop-off / pick-up arrangements and the anticipated times of drop-off / pick-up.

It should be noted that standard parking bay dimensions should be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces. These standards should be confirmed on submitted drawings.

EV Parking:

It is requested that parking spaces have the provision for Electrical Vehicle charging points (minimum 7kW).

For this type of development, a minimum 1 EV charge point per 1,000m² floor space/1ha site is required. There should also be a commitment to monitoring usage and increasing the provision when necessary.

Access:

No plans have been shared at this stage however, it has been confirmed that the proposed site has a priority access off Longley Road. It is requested that submitted plans provide details on the existing and retained access, including the dropped kerbs and tactile paving.

If any upgrades are proposed to the access points, Highways would request a detailed design drawing with visibility splays to ensure that there is good visibility. Any amendments to the access will need to be done as part of a Section 278 agreement.

Swept path drawings should demonstrate that a large car and van can access, egress and manoeuvre from the site and the access points. Highways would not accept any vehicles reversing into/out of the development.

Cycle Parking:

Secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles. MCC Core Strategy does not have standards for this nature of development. Therefore, the Transport Statement should detail and justify the proposed levels of cycle parking.

Waste Collection:

Confirmation is sought as to whether the waste will be collected via the Council or a private contractor. Confirmation has been provided that servicing will be accommodated within the site and swept paths will be prepared.

A bin store should be in place within the red line boundary of the site and MCCs preference is to

collect waste on-site.

For the avoidance of doubt Highways can only support a waste strategy proposal if the proposed vehicle is 11.5m. Swept path analysis should demonstrate that the refuse vehicles can enter and exit the road in forward gear. The vehicle should be able to manoeuvre as such that vehicle wheels do not impinge onto the footway.

Manchester City Council GD04 guidance provides detail on the turning space required in a new development. The guidance states that sufficient room should be provided to ensure the vehicle can manoeuvre and load a vehicle to the following dimensions:

- o Length – 11.5m (when loading – 13.1m)
- o Width – 3m (when loading – 4.1m)
- o Height – 4m, 6m including top loader arms
- o Turning circle, between kerbs – 17.88m
- o Turning circle, between walls – 19.39m

General Comments:

It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality. It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that and any requirements for licensing, hoarding / scaffolding including amendments to the current scaffolding design will need discussion with MCC Highways Network Resilience team via highwaynetworkmanagement@manchester.gov.uk.

Any further queries please just let me know.

Many thanks,

Laura

Laura Wareing (BSc Hons, MSc)
Development Control Engineer
Highways Development Control
Neighbourhoods Directorate

Please Note my Working Hours: Mon - Fri 08:00 - 16:00

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall,
Manchester, M60 2LA



From: Lesli Speers [REDACTED]
Sent: 11 July 2023 09:11
To: Laura Wareing [REDACTED]
Cc: John Thompson [REDACTED]
Subject: Daycare4Dogs, Longley Lane

Hi Laura
I hope you are well.

I am hoping you can provide some preliminary advice on a project, please. My client, Daycare4Dogs, currently operates from an industrial unit on Bradnor Road in Sharston Industrial Area (<https://www.google.com/maps/place/Daycare+4+Dogs/@53.4008988,-2.2582032,512m/data=!3m1!1e3!4m6!3m5!1s0x487bb29dcb07c7c1:0xb7ea276efc09547c!8m2!3d53.4011666!4d-2.2593929!16s%2Fg%2F1tcvntzy?entry=ttu>).

Her landlord is selling the unit and so she needs to relocate and is investigating purchasing a unit nearby on Longley Lane (<https://www.google.com/maps/@53.4011764,-2.2509502,89a,35y,205.49h,45.03t/data=!3m1!1e3?entry=ttu>) and submitting a change of use application.

The existing premises is 14,000sqft and has three allocated parking spaces and another two shared with neighbouring uses are used during drop-off / collection periods (total maximum of five spaces). The new unit is the same size, and the relocation will not result in an increase in the number of dogs that attend the facility, but the proposed site is seen as offering improved accommodation including additional external space and dedicated areas for vehicle activity compared with the existing shared arrangement.

The proposed site has a priority access off Longley Lane. The vehicle access is of good standard with dropped kerb crossing and tactile paving. Deep footways are present allowing for good visibility along the main road. Waiting restrictions (TRO) are in place on Longley Lane in the form of double and single yellow lines. The single yellow lines appear to be in operation between 8am and 6pm.

The proposed site currently has five parking spaces on the site frontage and areas of hardstanding along the side and to the rear. Some of the rear will also be used for outside space for the dogs. The intention is to retain the existing parking spaces on the frontage and provide additional parking space (circa four spaces) on the western side of the building and create a turning area to the rear of the property. The new site has the advantage of providing more parking on site than the existing site.

Servicing activity will also be accommodated within the site, and we will prepare swept paths for this to show how much space will be given over to the turning area and how much space will be used for the outdoor play space.

As the site is brownfield and the proposed use already generates traffic in the local area from the nearby existing facility, I propose preparing a Highways Statement that sets out the access characteristics (with details of the existing access geometry), servicing arrangements (with swept paths), and how parking will be provided in the site for drop-off / collection activity.

I would welcome any initial thoughts you might have on the proposed site. I am afraid external layouts are not available at this time, but these will be prepared for the planning application. The planning consultants have also made initial contact with one of your Officers (Jennifer Connor) to discuss the application requirements.

Kind regards
Lesli

Lesli Speers (she / her)
BSc (Hons) MSc MCIHT MCILT
Director



SK Transport Planning Ltd



sktransport.co.uk

Registered in England & Wales 06001445

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.

If you have received this email in error, please notify the system manager.

The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.

Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.

If you have received this email in error, please notify the system manager.

The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.

Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed.

If you have received this email in error, please notify the system manager.

The full text of the Council's email disclaimer is available at: www.manchester.gov.uk/emaildisclaimer.

Your personal data is very important to us. Please refer to our privacy notice at: www.manchester.gov.uk/privacy for further information.

This footnote also confirms that this email message has been swept for the presence of computer viruses.

Appendix C

Department for Transport Count Database

count_point_id	direction_of_travel	year	count_date	hour	PCYC	P2W	Cars	Buses	LGVs	HGVs	All
944451	E	2019	15/10/2019	7	4	0	162	14	38	9	223
944451	E	2019	15/10/2019	12	2	3	270	4	61	9	347
944451	E	2019	15/10/2019	16	14	7	335	2	52	0	396
944451	E	2019	15/10/2019	14	9	4	276	6	62	4	352
944451	E	2019	15/10/2019	11	5	1	211	3	61	12	288
944451	E	2019	15/10/2019	15	7	1	301	3	49	4	358
944451	E	2019	15/10/2019	10	4	3	184	3	57	5	252
944451	E	2019	15/10/2019	13	8	1	258	3	55	4	321
944451	E	2019	15/10/2019	18	21	2	295	3	27	0	327
944451	E	2019	15/10/2019	17	14	8	387	3	39	2	439
944451	E	2019	15/10/2019	8	10	1	257	4	53	5	320
944451	E	2019	15/10/2019	9	3	1	213	4	53	9	280
944451	W	2019	15/10/2019	18	6	1	270	2	17	3	293
944451	W	2019	15/10/2019	14	7	4	244	2	60	4	314
944451	W	2019	15/10/2019	11	5	3	173	3	62	5	246
944451	W	2019	15/10/2019	16	3	4	293	11	49	3	360
944451	W	2019	15/10/2019	12	5	1	202	6	69	5	283
944451	W	2019	15/10/2019	17	7	5	328	3	28	2	366
944451	W	2019	15/10/2019	10	1	1	206	3	58	8	276
944451	W	2019	15/10/2019	9	6	5	262	5	49	4	325
944451	W	2019	15/10/2019	13	7	4	248	2	42	7	303
944451	W	2019	15/10/2019	15	4	1	251	4	52	3	311
944451	W	2019	15/10/2019	7	21	2	298	2	50	3	355
944451	W	2019	15/10/2019	8	8	3	304	1	41	1	350

Appendix D

Calculation Reference: AUDIT-443201-230911-0923

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : C - INDUSTRIAL UNIT

TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST	
BR BRISTOL CITY	1 days
SM SOMERSET	1 days
04 EAST ANGLIA	
NF NORFOLK	2 days
PB PETERBOROUGH	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
08 NORTH WEST	
BP BLACKPOOL	1 days
LC LANCASHIRE	1 days
09 NORTH	
CU CUMBERLAND	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: 256 to 2300 (units: sqm)
Range Selected by User: 200 to 2400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 29/09/22

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	1 days
Wednesday	1 days
Thursday	5 days
Friday	1 days

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

Selected survey types:

Manual count	9 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:

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

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	8
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known 9 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	1 days
500,001 or More	1 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	5 days
1.1 to 1.5	4 days

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

Travel Plan:

No 9 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 9 days

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

LIST OF SITES relevant to selection parameters

1	BP-02-C-01	POWDER COATINGS	BLACKPOOL
	CHORLEY ROAD		
	BLACKPOOL		
	LITTLE CARLETON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1010 sqm	
	Survey date: THURSDAY	20/06/19	Survey Type: MANUAL
2	BR-02-C-02	STAINLESS FITTINGS	BRISTOL CITY
	SOUTH LIBERTY LANE		
	BRISTOL		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1475 sqm	
	Survey date: TUESDAY	22/09/15	Survey Type: MANUAL
3	CU-02-C-01	STEEL FABRICATION	CUMBERLAND
	BLACKDYKE ROAD		
	CARLISLE		
	KINGSTOWN IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	715 sqm	
	Survey date: FRIDAY	15/10/21	Survey Type: MANUAL
4	LC-02-C-06	STEEL FABRICATION	LANCASHIRE
	TOLLGATE ROAD		
	BURSCOUGH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	700 sqm	
	Survey date: THURSDAY	21/04/22	Survey Type: MANUAL
5	NF-02-C-03	SHEET METAL CONTRACTOR	NORFOLK
	ELVIN WAY		
	NORWICH		
	HELLESDON		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	260 sqm	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
6	NF-02-C-04	EXHIBITION DESIGN & MANUF.	NORFOLK
	FLETCHER WAY		
	NORWICH		
	UPPER HELLESDON		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	690 sqm	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
7	PB-02-C-01	STEEL FABRICATOR	PETERBOROUGH
	NEWARK ROAD		
	PETERBOROUGH		
	FENGATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	1772 sqm	
	Survey date: THURSDAY	29/09/22	Survey Type: MANUAL
8	SM-02-C-01	WET BLASTING EQUIPMENT	SOMERSET
	ROBINS DRIVE		
	BRIDGWATER		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	2300 sqm	
	Survey date: WEDNESDAY	14/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9

WM-02-C-05
 ICKNIELD STREET
 BIRMINGHAM
 HOCKLEY
 Suburban Area (PPS6 Out of Centre)
 Industrial Zone
 Total Gross floor area: 256 sqm
 Survey date: MONDAY 22/11/21

INDIAN CATERING

WEST MIDLANDS

 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
BO-02-C-01	covid survey
GS-02-C-02	covid survey
LC-02-C-05	covid survey
NN-02-C-01	covid survey
TV-02-C-02	covid survey
VG-02-C-01	covid survey

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

TOTAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.143	1	700	0.000	1	700	0.143
06:30 - 07:00	1	700	0.286	1	700	0.143	1	700	0.429
07:00 - 07:30	8	1115	0.056	8	1115	0.000	8	1115	0.056
07:30 - 08:00	8	1115	0.258	8	1115	0.034	8	1115	0.292
08:00 - 08:30	8	1115	0.359	8	1115	0.067	8	1115	0.426
08:30 - 09:00	8	1115	0.325	8	1115	0.168	8	1115	0.493
09:00 - 09:30	9	1020	0.174	9	1020	0.109	9	1020	0.283
09:30 - 10:00	9	1020	0.196	9	1020	0.131	9	1020	0.327
10:00 - 10:30	9	1020	0.229	9	1020	0.098	9	1020	0.327
10:30 - 11:00	9	1020	0.207	9	1020	0.207	9	1020	0.414
11:00 - 11:30	9	1020	0.174	9	1020	0.196	9	1020	0.370
11:30 - 12:00	9	1020	0.153	9	1020	0.120	9	1020	0.273
12:00 - 12:30	9	1020	0.120	9	1020	0.207	9	1020	0.327
12:30 - 13:00	9	1020	0.174	9	1020	0.185	9	1020	0.359
13:00 - 13:30	9	1020	0.207	9	1020	0.272	9	1020	0.479
13:30 - 14:00	9	1020	0.163	9	1020	0.120	9	1020	0.283
14:00 - 14:30	9	1020	0.153	9	1020	0.065	9	1020	0.218
14:30 - 15:00	9	1020	0.098	9	1020	0.174	9	1020	0.272
15:00 - 15:30	9	1020	0.153	9	1020	0.163	9	1020	0.316
15:30 - 16:00	9	1020	0.120	9	1020	0.174	9	1020	0.294
16:00 - 16:30	9	1020	0.087	9	1020	0.229	9	1020	0.316
16:30 - 17:00	9	1020	0.044	9	1020	0.207	9	1020	0.251
17:00 - 17:30	9	1020	0.033	9	1020	0.458	9	1020	0.491
17:30 - 18:00	9	1020	0.033	9	1020	0.087	9	1020	0.120
18:00 - 18:30	9	1020	0.033	9	1020	0.033	9	1020	0.066
18:30 - 19:00	9	1020	0.011	9	1020	0.033	9	1020	0.044
19:00 - 19:30	2	478	0.000	2	478	0.105	2	478	0.105
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			3.989			3.785			7.774

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	256 - 2300 (units: sqm)
Survey date range:	01/01/15 - 29/09/22
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	6

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 for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS**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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	700	0.000	1	700	0.000	1	700	0.000
05:30 - 06:00	1	700	0.000	1	700	0.000	1	700	0.000
06:00 - 06:30	1	700	0.000	1	700	0.000	1	700	0.000
06:30 - 07:00	1	700	0.143	1	700	0.143	1	700	0.286
07:00 - 07:30	8	1115	0.022	8	1115	0.000	8	1115	0.022
07:30 - 08:00	8	1115	0.000	8	1115	0.011	8	1115	0.011
08:00 - 08:30	8	1115	0.011	8	1115	0.011	8	1115	0.022
08:30 - 09:00	8	1115	0.011	8	1115	0.022	8	1115	0.033
09:00 - 09:30	9	1020	0.011	9	1020	0.000	9	1020	0.011
09:30 - 10:00	9	1020	0.033	9	1020	0.033	9	1020	0.066
10:00 - 10:30	9	1020	0.044	9	1020	0.044	9	1020	0.088
10:30 - 11:00	9	1020	0.022	9	1020	0.022	9	1020	0.044
11:00 - 11:30	9	1020	0.022	9	1020	0.022	9	1020	0.044
11:30 - 12:00	9	1020	0.011	9	1020	0.000	9	1020	0.011
12:00 - 12:30	9	1020	0.022	9	1020	0.022	9	1020	0.044
12:30 - 13:00	9	1020	0.022	9	1020	0.011	9	1020	0.033
13:00 - 13:30	9	1020	0.011	9	1020	0.011	9	1020	0.022
13:30 - 14:00	9	1020	0.000	9	1020	0.022	9	1020	0.022
14:00 - 14:30	9	1020	0.011	9	1020	0.011	9	1020	0.022
14:30 - 15:00	9	1020	0.011	9	1020	0.011	9	1020	0.022
15:00 - 15:30	9	1020	0.022	9	1020	0.022	9	1020	0.044
15:30 - 16:00	9	1020	0.011	9	1020	0.033	9	1020	0.044
16:00 - 16:30	9	1020	0.011	9	1020	0.011	9	1020	0.022
16:30 - 17:00	9	1020	0.000	9	1020	0.000	9	1020	0.000
17:00 - 17:30	9	1020	0.000	9	1020	0.000	9	1020	0.000
17:30 - 18:00	9	1020	0.000	9	1020	0.000	9	1020	0.000
18:00 - 18:30	9	1020	0.000	9	1020	0.000	9	1020	0.000
18:30 - 19:00	9	1020	0.000	9	1020	0.000	9	1020	0.000
19:00 - 19:30	2	478	0.000	2	478	0.000	2	478	0.000
19:30 - 20:00	2	478	0.000	2	478	0.000	2	478	0.000
20:00 - 20:30	1	700	0.000	1	700	0.000	1	700	0.000
20:30 - 21:00	1	700	0.000	1	700	0.000	1	700	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.451			0.462			0.913

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.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
03 SOUTH WEST	
WL WILTSHIRE	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
AK WAKEFIELD	1 days
10 WALES	
CP CAERPHILLY	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: 186 to 2500 (units: sqm)
Range Selected by User: 118 to 2500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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:

Tuesday	4 days
Wednesday	2 days
Thursday	1 days

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

Selected survey types:

Manual count	7 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:

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

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

Selected Location Sub Categories:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
Residential Zone	2
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

Not Known 7 days

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

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
500,001 or More	1 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	5 days
1.1 to 1.5	2 days

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

Travel Plan:

Yes	1 days
No	6 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	7 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	AK-02-A-01	OFFICES	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
2	CP-02-A-02	INSURANCE COMPANY	CAERPHILLY
	SIR ALFRED OWEN WAY		
	CAERPHILLY		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	1824 sqm	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
3	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
4	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
5	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
	BUDBROOKE ROAD		
	WARWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	23/11/22	Survey Type: MANUAL
6	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE
	THE CRESCENT		
	AMESBURY		
	SUNRISE WAY		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL
7	WM-02-A-04	OFFICE	WEST MIDLANDS
	BOURNVILLE LANE		
	BIRMINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	1800 sqm	
	Survey date: TUESDAY	10/11/15	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
BG-02-A-01	covid survey
EC-02-A-04	covid survey
GM-02-A-10	covid survey
MS-02-A-03	covid survey

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL 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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	1262	0.158	7	1262	0.045	7	1262	0.203
07:30 - 08:00	7	1262	0.441	7	1262	0.068	7	1262	0.509
08:00 - 08:30	7	1262	1.041	7	1262	0.068	7	1262	1.109
08:30 - 09:00	7	1262	0.883	7	1262	0.079	7	1262	0.962
09:00 - 09:30	7	1262	1.256	7	1262	0.113	7	1262	1.369
09:30 - 10:00	7	1262	0.306	7	1262	0.124	7	1262	0.430
10:00 - 10:30	7	1262	0.306	7	1262	0.091	7	1262	0.397
10:30 - 11:00	7	1262	0.204	7	1262	0.079	7	1262	0.283
11:00 - 11:30	7	1262	0.124	7	1262	0.079	7	1262	0.203
11:30 - 12:00	7	1262	0.147	7	1262	0.158	7	1262	0.305
12:00 - 12:30	7	1262	0.192	7	1262	0.340	7	1262	0.532
12:30 - 13:00	7	1262	0.192	7	1262	0.373	7	1262	0.565
13:00 - 13:30	7	1262	0.317	7	1262	0.283	7	1262	0.600
13:30 - 14:00	7	1262	0.317	7	1262	0.260	7	1262	0.577
14:00 - 14:30	7	1262	0.192	7	1262	0.192	7	1262	0.384
14:30 - 15:00	7	1262	0.272	7	1262	0.192	7	1262	0.464
15:00 - 15:30	7	1262	0.181	7	1262	0.238	7	1262	0.419
15:30 - 16:00	7	1262	0.113	7	1262	0.238	7	1262	0.351
16:00 - 16:30	7	1262	0.124	7	1262	0.407	7	1262	0.531
16:30 - 17:00	7	1262	0.170	7	1262	0.939	7	1262	1.109
17:00 - 17:30	7	1262	0.034	7	1262	1.460	7	1262	1.494
17:30 - 18:00	7	1262	0.057	7	1262	0.577	7	1262	0.634
18:00 - 18:30	6	1268	0.092	6	1268	0.657	6	1268	0.749
18:30 - 19:00	6	1268	0.053	6	1268	0.158	6	1268	0.211
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			7.172			7.218			14.390

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	186 - 2500 (units: sqm)
Survey date range:	01/01/15 - 23/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	4

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 for Land Use 02 - EMPLOYMENT/A - OFFICE

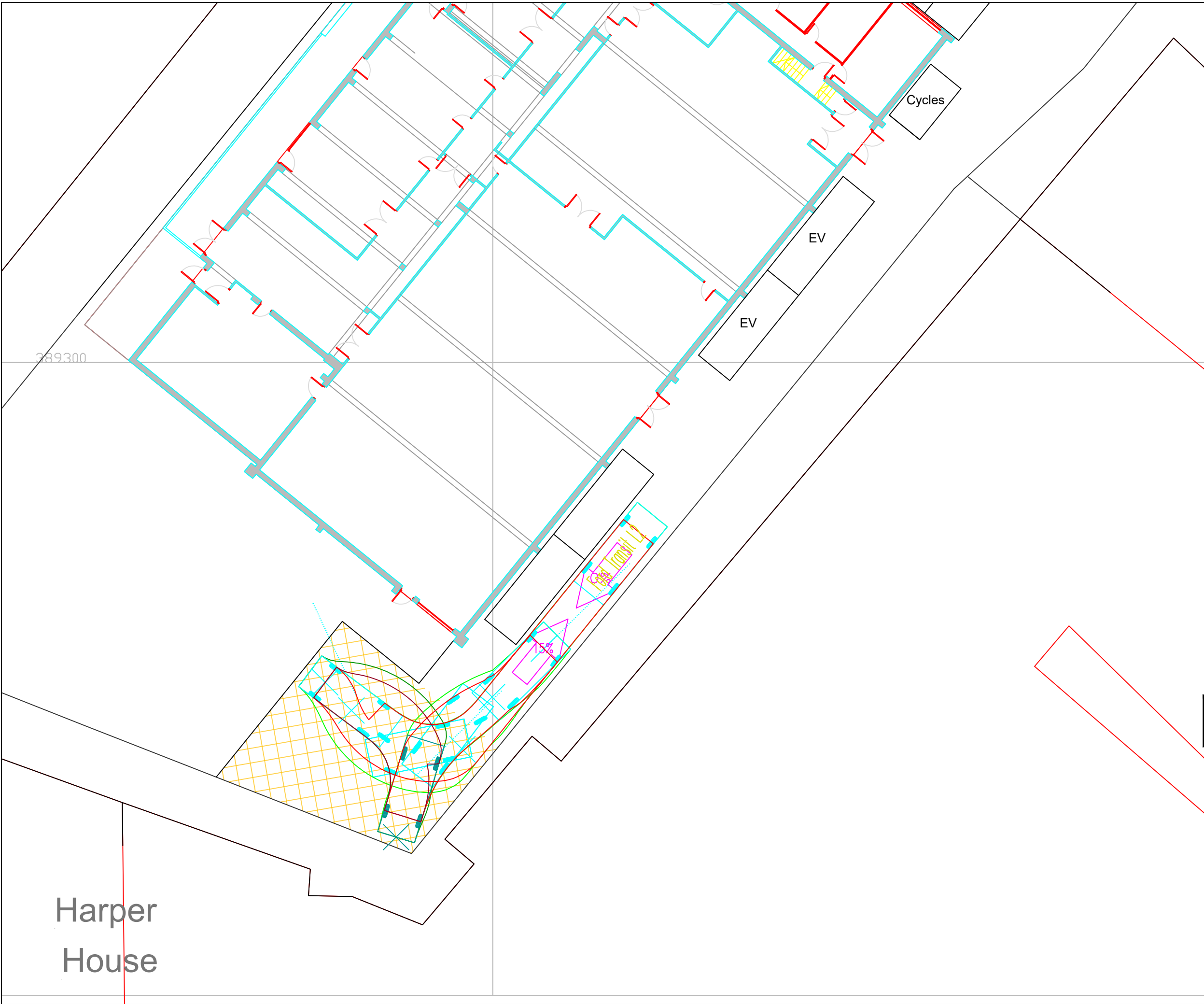
OGVS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	1262	0.000	7	1262	0.000	7	1262	0.000
07:30 - 08:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
08:00 - 08:30	7	1262	0.000	7	1262	0.000	7	1262	0.000
08:30 - 09:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
09:00 - 09:30	7	1262	0.011	7	1262	0.011	7	1262	0.022
09:30 - 10:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
10:00 - 10:30	7	1262	0.000	7	1262	0.000	7	1262	0.000
10:30 - 11:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
11:00 - 11:30	7	1262	0.000	7	1262	0.000	7	1262	0.000
11:30 - 12:00	7	1262	0.011	7	1262	0.011	7	1262	0.022
12:00 - 12:30	7	1262	0.011	7	1262	0.011	7	1262	0.022
12:30 - 13:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
13:00 - 13:30	7	1262	0.000	7	1262	0.000	7	1262	0.000
13:30 - 14:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
14:00 - 14:30	7	1262	0.011	7	1262	0.000	7	1262	0.011
14:30 - 15:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
15:00 - 15:30	7	1262	0.000	7	1262	0.000	7	1262	0.000
15:30 - 16:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
16:00 - 16:30	7	1262	0.000	7	1262	0.000	7	1262	0.000
16:30 - 17:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
17:00 - 17:30	7	1262	0.000	7	1262	0.000	7	1262	0.000
17:30 - 18:00	7	1262	0.000	7	1262	0.000	7	1262	0.000
18:00 - 18:30	6	1268	0.000	6	1268	0.000	6	1268	0.000
18:30 - 19:00	6	1268	0.000	6	1268	0.000	6	1268	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.044			0.033			0.077

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.

Appendix E



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile

Ford Transit L2	5.531m
Overall Length	2.112m
Overall Width	2.585m
Overall Body Height	0.357m
Min Body Ground Clearance	2.100m
Track Width	3.00 sec
Lock to Lock Time	5.950m
Kerb to Kerb Turning Radius	

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22364-003

Daycare4Dogs, Longley Lane

Drawing Title

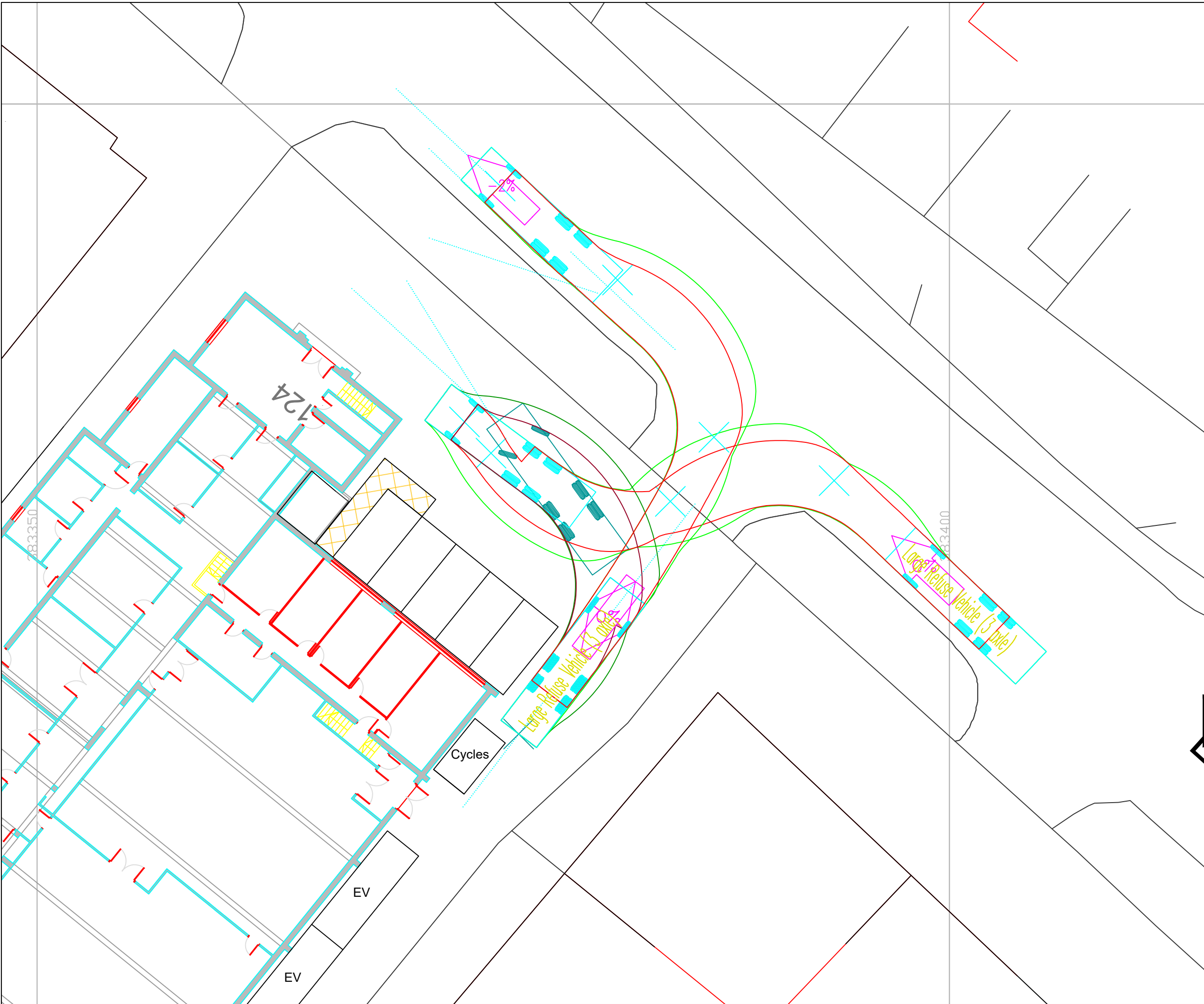
Swept Path Analysis
Transit Van

Scale at A3

1:200

Drawn	Approved
JAT	LGS
Check	Date
LGS	15.09.23

SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile

Large Refuse Vehicle (3 axle)	9.860m
Overall Length	2.450m
Overall Width	3.814m
Overall Body Height	0.366m
Min Body Ground Clearance	2.450m
Track Width	4.00 sec
Lock to Lock Time	9.500m
Kerb to Kerb Turning Radius	

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22364-002

Daycare4Dogs, Longley Lane

Drawing Title

Swept Path Analysis
Refuse Collection Vehicle

Scale at A3

1:200

Drawn	Approved
JAT	LGS
Check	Date
LGS	15.09.23

SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Appendix F

Parking Survey Wythenshaw

DATE: TUESDAY 5th SEPTEMBER 2023

LOCATION: DAYCAREDOGS						
Arrival Time	Departure Time	Time parked at location	Number of Dogs	Staff	Walking	Drop off / Pick up
06:47	06:50		1	1	1	
06:49	06:50		1	1	1	
06:53	06:55	00:01	1		0	#
07:02	07:05	00:03	1		0	#
07:14	07:16	00:02	1		0	#
07:24	07:25	00:01	1		0	#
07:41	07:46	00:05	1		0	#
07:50			1	1	1	
07:54			1	1	0	
07:56	07:58	00:02	1		0	#
07:58	08:00	00:02	2		0	#
07:58			0	2 Same Car		
07:59	08:02	00:03	1		0	#
08:03	08:05	00:02	1		0	#
08:04	08:05	00:01	2		0	#
08:05	08:07	00:02	1		0	#
08:05	08:07	00:02	1		0	#
08:05	08:07	00:02	1		0	#
08:07	08:08	00:01	1		0	#
08:07	08:09	00:02	1		0	#
08:08	08:09	00:01	1		0	#
08:08	08:10	00:02	1		0	#
08:08	08:10	00:02	1		0	#
08:09	08:10	00:01	1		0	#
08:10	08:12	00:02	1		0	#
08:10	08:12	00:02	1		0	#
08:11	08:12	00:01	1		0	#
08:12	08:13	00:01	1		0	#
08:12	08:13	00:01	1		0	#
08:17	08:18	00:01	1		0	#
08:18	08:19	00:01	1		0	#
08:19	08:19	00:00	1		0	#
08:21	08:23	00:02	2		0	#
08:23	08:24	00:01	1		0	#
08:23	08:25	00:02	1		0	#
08:25	08:26	00:01	1		0	#
08:26	08:29	00:03	1		0	#
08:31	08:33	00:02	2		0	#
08:34	08:35	00:01	1		0	#
08:34	08:35	00:01	1		0	#
08:36	08:39	00:03	1		0	#
08:37	08:38	00:01	2		0	#
08:37	08:38	00:01	3		0	#
08:38	08:39	00:01	1		0	#
08:39	08:39	00:00	1		0	#
08:39	08:40	00:01	2		0	#
08:44	08:44	00:00	1		0	#
08:44	08:45	00:01	1		0	#
08:47	08:48	00:01	0		0	#
08:48	08:50	00:02	1		0	#
08:49	08:51	00:02	2		0	#
08:50			0	1	1	
08:50	08:53	00:03	1		0	#
08:52	08:53	00:01	1		0	#
08:58	08:59	00:01	1		0	#
08:58	08:59	00:01	1		0	#
09:01	09:02	00:01	2		0	#
09:05	09:06	00:01	1		0	#
09:05	09:06	00:01	1		0	#
09:06	09:07	00:01	1		0	#
09:09	09:12	00:03	1		0	#
09:13	09:14	00:01	2		0	#

Parking Survey Wythenshaw

DATE: TUESDAY 5th SEPTEMBER 2023

LOCATION: DAYCAREDOGS						
Arrival Time	Departure Time	Time parked at location	Number of Dogs	Staff	Walking	Drop off / Pick up
	12:01		1	0	0	#
	12:05		0	1	1	
	12:09		0	1	0	
12:14			0	1	1	
12:31	12:33	00:02	1		0	#
12:31	12:34	00:03	1		0	#
12:33	12:37	00:04	1		0	#
12:35	12:39	00:04	1		0	#
12:39	12:41	00:02	1		0	#
12:46	12:50	00:04	2		0	#
12:48	12:49	00:01	1		0	#
12:51	13:05	00:04	1		0	#
12:51			0	1	0	#
12:56	12:56	00:01	1		0	#
12:55	12:57	00:02	1		0	#
12:58	13:00	00:02	1		0	#
12:58	13:02	00:04	1		0	#
13:00	13:02	00:02	2		0	#
13:00	13:02	00:02	1		0	#
13:01	13:03	00:02	1		0	#
13:03	13:04	00:01	1		0	#
13:04	13:09	00:05	2		0	#
13:05	13:06	00:01	1		0	#
13:11	13:12	00:01	1		0	#
13:23	13:24	00:01	2		0	#
13:58	13:59	00:01	1		0	#

Parking Survey Wythenshaw

DATE: TUESDAY 5th SEPTEMBER 2023

LOCATION: DAYCAREDOGS						
Arrival Time	Departure Time	Time parked at location	Number of Dogs	Staff	Walking	Drop off / Pick up
	16:01		0	1	1	
16:02	16:01		1	1	1	
16:02	16:03	00:01	1		0	#
16:03	16:08	00:04	2		0	#
16:20	16:12	00:02	1		0	#
16:29	16:25	00:04	1		0	#
16:29	16:25	00:02	1		0	#
16:22	16:24	00:02	1		0	#
16:22	16:23	00:01	1		0	#
16:29	16:26	00:04	1		0	#
16:29	16:25	00:02	2		0	#
16:29	16:32	00:03	1		0	#
16:35	16:45	00:10	1		0	#
16:39	16:39	00:00	2		0	#
16:40	16:42	00:02	1		0	#
16:40	16:42	00:03	2		0	#
16:42	16:42	00:00	1		0	#
16:43	16:43	00:00	1		0	#
16:44	16:44	00:00	1		0	#
16:44	16:48	00:04	1		0	#
16:44	16:47	00:03	1		0	#
16:44	16:47	00:03	1		0	#
16:46	16:49	00:03	1		0	#
16:48	16:49	00:01	1		0	#
16:49	16:50	00:01	2		0	#
16:52			1	1	1	#
16:52	16:55	00:03	0		0	#
16:59	17:01	00:02	1		0	#
17:00	17:04	00:04	1		0	#
17:04	17:07	00:03	1		0	#
17:04	17:07	00:03	1		0	#
17:05	17:07	00:02	1		0	#
17:11	17:14	00:03	1		0	#
17:12	17:14	00:02	1		0	#
17:13	17:15	00:02	1		0	#
17:18	17:20	00:02	1		0	#
17:19			0	2 Same Car	0	
17:21	17:23	00:02	1		0	#
17:23	17:26	00:03	1		0	#
17:23	17:25	00:02	1		0	#
17:23	17:27	00:04	0		0	#
17:24	17:26	00:04	1		0	#
17:25	17:29	00:04	2		0	#
17:27	17:31	00:04	1		0	#
17:28	17:32	00:04	1		0	#
17:29	17:34	00:05	1		0	#
17:29	17:33	00:04	1		0	#
17:32	17:34	00:02	2		0	#
17:33	17:35	00:02	1		0	#
17:35	17:38	00:03	2		0	#
17:36	17:38	00:02	1		0	#
17:38	17:39	00:01	1		0	#
17:38	17:39	00:01	1		0	#
17:40	17:41	00:01	1		0	#
17:42	17:44	00:02	1		0	#
17:43	17:46	00:03	1		0	#
17:43	17:47	00:04	1		0	#
17:47	17:48	00:01	1		0	#
17:47	17:50	00:03	2		0	#
17:48	17:51	00:03	1		0	#
17:49	17:50	00:01	1		0	#
17:50	17:52	00:02	1		0	#
17:50	17:52	00:02	1		0	#
17:51	17:53	00:02	1		0	#
17:54	17:56	00:02	1		0	#
17:54	17:56	00:02	1		0	#
17:56	17:58	00:02	1		0	#
17:56	17:58	00:02	1		0	#
17:57	17:58	00:01	1		0	#
17:59	18:00	00:01	1		0	#
18:00			1	1	1	
18:00			1	1	0	
18:02	18:02	00:02	2		0	#
18:04	18:05	00:01	1		0	#
18:05	18:07	00:02	1		0	#
18:11	18:11	00:02	1		0	#
18:16	18:26	00:10	1		0	#

Appendix G

Morning Parking Demand Analysis

	Arrival Time	Departure Time	Time parked at location	Number of Dogs	Total Staff	Staff Cars (Homes)	Staff Cars (Shores)	Staff Car (Drop-off / Pick-up)	Staff Walking	Customer Walking	Customer Drop-off / Pick-up
1	06:47			1	1			1	1		
2	06:49	06:50		1	1	1					
3	06:53	06:54	06:55								d
4	07:02	07:05	06:55	1							d
5	07:14	07:15	06:55	1							d
6	07:34	07:35	06:55	1							d
7	07:41	07:44	06:55								d
8	07:50			1	1				1		
9	07:54			1	1	1					
10	07:56	07:58	06:55	1							d
11	07:58	08:00	06:55	2							d
12	07:58			0	2		1				
13	07:59	08:05	06:55	1							d
14	08:03	08:05	06:55	1							d
15	08:04	08:05	06:55	2							d
16	08:05	08:07	06:55	1							d
17	08:05	08:07	06:55	1							d
18	08:05	08:07	06:55	1							d
19	08:07	08:08	06:55	1							d
20	08:07	08:09	06:55	1							d
21	08:08	08:09	06:55	1							d
22	08:08	08:10	06:55	1							d
23	08:08	08:10	06:55	1							d
24	08:09	08:10	06:55	1					1		d
25	08:10	08:11	06:55	1							d
26	08:10	08:12	06:55	1							d
27	08:10	08:12	06:55	1							d
28	08:11	08:12	06:55	1							d
29	08:12	08:13	06:55	1							d
30	08:12	08:13	06:55	1							d
31	08:17	08:18	06:55	1							d
32	08:18	08:19	06:55	1							d
33	08:20	08:21	06:55	1							d
34	08:21	08:22	06:55	2							d
35	08:23	08:24	06:55	1							d
36	08:23	08:25	06:55	1							d
37	08:25	08:26	06:55	1							d
38	08:28	08:29	06:55	1							d
39	08:31	08:33	06:55	2							d
40	08:34	08:35	06:55	1							d
41	08:34	08:35	06:55	1							d
42	08:36	08:38	06:55	1							d
43	08:37	08:38	06:55	2							d
44	08:37	08:38	06:55	3							d
45	08:38	08:39	06:55	1							d
46	08:39	08:39	06:55	1					1		d
47	08:39	08:40	06:55	2							d
48	08:44	08:44	06:55	1							d
49	08:44	08:45	06:55	1							d
50	08:47	08:48	06:55	0							d
51	08:48	08:50	06:55	1							d
52	08:49	08:51	06:55	2							d
53	08:50			0	1				1		
54	08:50	08:52	06:55	1							d
55	08:52	08:53	06:55	1							d
56	08:58	08:59	06:55	1							d
57	08:58	08:59	06:55	1							d
58	09:01	09:02	06:55	2							d
59	09:05	09:06	06:55	1							d
60	09:06	09:06	06:55	1							d
61	09:06	09:07	06:55	1							d
62	09:09	09:12	06:55	1							d
63	09:12	09:14	06:55	2							d

Total Staff Vehicles

	In	Out	Accumulation
Before Survey	2	0	2
AM Survey	3	1	4
Lunch Survey	1	1	4
Between Survey	1	0	2
PM Survey	0	2	0
After Survey	0	0	0

Staff Cars			Customer Cars		
In	Out	Accumulation	In	Out	Accumulation
Starting					
06:45		2	0	0	0
06:46		2	0	0	0
06:47		2	0	0	0
06:48		2	0	0	0
06:49	1	1	2	0	0
06:50		2	0	0	0
06:51		2	0	0	0
06:52		2	0	0	0
06:53		2	1	0	1
06:54		2	0	1	0
06:55		2	0	0	0
06:56		2	0	0	0
06:57		2	0	0	0
06:58		2	0	0	0
06:59		2	0	0	0
07:00		2	0	0	0
07:01		2	0	0	0
07:02		2	1	0	1
07:03		2	0	0	1
07:04		2	0	0	1
07:05		2	0	1	0
07:06		2	0	0	0
07:07		2	0	0	0
07:08		2	0	0	0
07:09		2	0	0	0
07:10		2	0	0	0
07:11		2	0	0	0
07:12		2	0	0	0
07:13		2	0	0	0
07:14		2	1	0	1
07:15		2	0	0	1
07:16		2	0	1	0
07:17		2	0	0	0
07:18		2	0	0	0
07:19		2	0	0	0
07:20		2	0	0	0
07:21		2	0	0	0
07:22		2	0	0	0
07:23		2	0	0	0
07:24		2	0	0	0
07:25		2	0	0	0
07:26		2	0	0	0
07:27		2	0	0	0
07:28		2	0	0	0
07:29		2	0	0	0
07:30		2	0	0	0
07:31		2	0	0	0
07:32		2	0	0	0
07:33		2	0	0	0
07:34		2	1	0	1
07:35		2	0	1	0
07:36		2	0	0	0
07:37		2	0	0	0
07:38		2	0	0	0
07:39		2	0	0	0
07:40		2	0	0	0
07:41		2	1	0	1
07:42		2	0	0	1
07:43		2	0	0	1
07:44		2	0	1	0
07:45		2	0	0	0
07:46		2	0	0	0
07:47		2	0	0	0
07:48		2	0	0	0
07:49		2	0	0	0
07:50		2	0	0	0
07:51		2	0	0	0
07:52		2	0	0	0
07:53		2	0	0	0
07:54		2	0	0	0
07:55	1	1	0	0	0
07:56		2	0	0	0
07:57		3	1	0	1
07:58	1	4	0	1	1
07:59		4	1	0	2
08:00		4	0	1	1
08:01		4	0	0	1
08:02		4	0	1	0
08:03		4	1	0	1
08:04		4	1	0	2
08:05		4	3	2	3
08:06		4	0	0	3
08:07		4	2	3	2
08:08		4	3	1	4
08:09		4	0	2	2
08:10		4	3	2	3
08:11		4	1	0	4
08:12		4	2	4	2
08:13		4	0	2	0
08:14		4	0	0	0
08:15		4	0	0	0
08:16		4	0	0	0
08:17		4	1	0	1
08:18		4	1	1	1
08:19		4	1	2	0
08:20		4	0	0	0
08:21		4	1	0	1
08:22		4	0	1	0
08:23		4	2	0	2
08:24		4	0	1	1
08:25		4	1	1	1
08:26		4	0	1	0
08:27		4	0	0	0
08:28		4	1	0	1
08:29		4	0	1	0
08:30		4	0	0	0
08:31		4	1	0	1
08:32		4	0	0	1
08:33		4	0	1	0
08:34		4	0	0	2
08:35		4	0	0	0
08:36		4	1	0	1
08:37		4	2	0	3
08:38		4	1	0	1
08:39		4	1	1	1
08:40		4	0	1	0
08:41		4	0	0	0
08:42		4	0	0	0
08:43		4	0	0	0
08:44		4	2	1	1
08:45		4	0	1	0
08:46		4	0	0	0
08:47		4	1	0	1
08:48		4	1	1	1
08:49		4	1	1	1
08:50		4	1	0	2
08:51		4	0	1	1
08:52		4	1	1	1
08:53		4	0	1	0
08:54		4	0	0	0
08:55		4	0	0	0
08:56		4	0	0	0
08:57		4	0	0	0
08:58		4	2	0	2
08:59		4	0	2	0
09:00		4	0	0	0
09:01		4	1	0	1
09:02		4	0	1	0
09:03		4	0	0	0
09:04		4	0	0	0
09:05		4	2	0	2
09:06		4	1	2	1
09:07		4	0	1	0
09:08		4	0	0	0
09:09		4	0	1	1
09:10		4	0	0	1
09:11		4	0	0	1
09:12		4	1	1	1
09:13		4	0	0	1
09:14		4	0	1	0
09:15		4	0	0	0

Lunchtime Parking Demand Analysis

	Arrival Time	Departure Time	Time parked at location	Number of Dogs	Total Staff	Staff Car Alone	Staff Car Share	Staff Drop-off / Pick-up	Staff Walking	Customer Walking	Customer Drop-off / Pick-up
1		12:01		1							p
2		12:05		0	1				1		
3		12:09		0	1	1					
4	12:34			0	1						
5	12:31	12:33	00:02	1							p
6	12:31	12:34	00:03	1							p
7	12:33	12:37	00:04	1							p
8	12:35	12:39	00:04	1							p
9	12:39	12:41	00:02	1							p
10	12:40	12:50	00:04	2							p
11	12:40	12:45	00:01	1							p
12	12:51	12:55	00:04	1							d
13	12:51			0	1	1					
14	12:55	12:56	00:01	1							d
15	12:55	12:57	00:02	1							d
16	12:58	13:00	00:02	1							d
17	13:58	13:02	00:04	1							p
18	13:00	13:02	00:02	2							p
19	13:00	13:02	00:02	1							d
20	13:01	13:03	00:02	1							d
21	13:03	13:04	00:01	1							p
22	13:04	13:09	00:05	2							d
23	13:05	13:06	00:01	1							d
24	13:11	13:12	00:01	1						1	d
25	13:23	13:24	00:01	2							d
26	13:50	13:52	00:02	1							d

	Staff Cars			Customer Cars		
	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION
	Starting		4	Starting		1
12:00			4	0	0	1
12:01			4	0	1	0
12:02			4	0	0	0
12:03			4	0	0	0
12:04			4	0	0	0
12:05	1		3	0	0	0
12:06			3	0	0	0
12:07			3	0	0	0
12:08			3	0	0	0
12:09			3	0	0	0
12:10			3	0	0	0
12:11			3	0	0	0
12:12			3	0	0	0
12:13			3	0	0	0
12:14			3	0	0	0
12:15			3	0	0	0
12:16			3	0	0	0
12:17			3	0	0	0
12:18			3	0	0	0
12:19			3	0	0	0
12:20			3	0	0	0
12:21			3	0	0	0
12:22			3	0	0	0
12:23			3	0	0	0
12:24			3	0	0	0
12:25			3	0	0	0
12:26			3	0	0	0
12:27			3	0	0	0
12:28			3	0	0	0
12:29			3	0	0	0
12:30			3	0	0	0
12:31			3	2	0	2
12:32			3	0	0	2
12:33			3	1	1	2
12:34			3	0	1	1
12:35			3	1	0	2
12:36			3	0	2	0
12:37			3	0	1	1
12:38			3	0	0	1
12:39			3	1	1	1
12:40			3	0	0	1
12:41			3	0	1	0
12:42			3	0	0	0
12:43			3	0	0	0
12:44			3	0	0	0
12:45			3	0	0	0
12:46			3	1	0	1
12:47			3	0	0	1
12:48			3	1	0	2
12:49			3	0	1	1
12:50			3	0	1	0
12:51	1		4	1	0	1
12:52			4	0	0	1
12:53			4	0	0	1
12:54			4	0	0	1
12:55			4	2	1	2
12:56			4	0	1	1
12:57			4	0	1	0
12:58			4	2	0	2
12:59			4	0	0	2
13:00			4	2	1	3
13:01			4	1	0	4
13:02			4	0	3	1
13:03			4	1	1	1
13:04			4	1	1	1
13:05			4	1	2	0
13:06			4	0	1	1
13:07			4	0	0	1
13:08			4	0	0	1
13:09			4	0	1	0
13:10			4	0	0	0
13:11			4	0	0	0
13:12			4	0	0	0
13:13			4	0	0	0
13:14			4	0	0	0
13:15			4	0	0	0
13:16			4	0	0	0
13:17			4	0	0	0
13:18			4	0	0	0
13:19			4	0	0	0
13:20			4	0	0	0
13:21			4	0	0	0
13:22			4	0	0	0
13:23			4	1	0	1
13:24			4	0	1	0
13:25			4	0	0	0
13:26			4	0	0	0
13:27			4	0	0	0
13:28			4	0	0	0
13:29			4	0	0	0
13:30			4	0	0	0
13:31			4	0	0	0
13:32			4	0	0	0
13:33			4	0	0	0
13:34			4	0	0	0
13:35			4	0	0	0
13:36			4	0	0	0
13:37			4	0	0	0
13:38			4	0	0	0
13:39			4	0	0	0
13:40			4	0	0	0
13:41			4	0	0	0
13:42			4	0	0	0
13:43			4	0	0	0
13:44			4	0	0	0
13:45			4	0	0	0
13:46			4	0	0	0
13:47			4	0	0	0
13:48			4	0	0	0
13:49			4	0	0	0
13:50			4	1	0	1
13:51			4	0	0	1
13:52			4	0	1	0
13:53			4	0	0	0
13:54			4	0	0	0
13:55			4	0	0	0
13:56			4	0	0	0
13:57			4	0	0	0
13:58			4	0	0	0
13:59			4	0	0	0
14:00			4	0	0	0

Afternoon Parking Demand Analysis

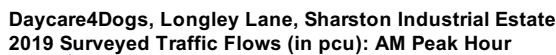
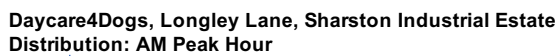
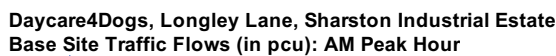
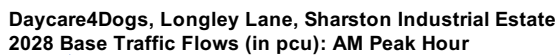
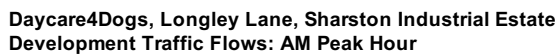
	Arrival Time	Departure Time	Time parked at location	Number of Dops	Total Staff	Staff Car Alone	Staff Car Share	Staff Drop-off / Pick-up	Staff Walking	Customer Walking	Customer Drop-off / Pick-up
1		16:00		0	1				1		
2		16:00		1	1				1		
3	16:02	16:03	00:01	1							P
4	16:02	16:06	00:04	2							P
5	16:02	16:12	00:10	1							P
6	16:03	16:25	00:02	1							P
7	16:03	16:21	00:00	1							P
8	16:22	16:34	00:02	1							P
9	16:22	16:23	00:01	1							P
10	16:29	16:33	00:04	1							P
11	16:29	16:31	00:00	2							P
12	16:29	16:32	00:03	1							P
13	16:30	16:40	00:10	1							P
14	16:39	16:39	00:00	2							P
15	16:40	16:41	00:01	1							P
16	16:40	16:42	00:02	2							P
17	16:42	16:42	00:00	1							P
18	16:43	16:43	00:00	1							P
19	16:44	16:44	00:00	1							P
20	16:44	16:48	00:04	1							P
21	16:44	16:47	00:03	1							P
22	16:44	16:47	00:03	1							P
23	16:48	16:49	00:01	1						1	P
24	16:49	16:50	00:01	2							P
25	16:52			1	1				1		
26	16:52	16:55	00:03	0							P
27	16:59	17:01	00:02	1							P
28	17:00	17:04	00:04	1							P
29	17:04	17:07	00:03	1							P
30	17:04	17:07	00:03	1							P
31	17:05	17:07	00:02	1							P
32	17:11	17:14	00:03	1							P
33	17:12	17:14	00:02	1							P
34	17:13	17:15	00:02	1							P
35	17:18	17:20	00:02	1							P
36	17:20	17:20		0	2		1	0			
37	17:23	17:25	00:02	1							P
38	17:23	17:26	00:03	1							P
39	17:23	17:25	00:02	1							P
40	17:23	17:27	00:04	0							P
41	17:29	17:28	00:04	1							P
42	17:30	17:30	00:00	2							P
43	17:37	17:31	00:04	1							P
44	17:38	17:32	00:06	1							P
45	17:39	17:34	00:05	1							P
46	17:39	17:33	00:06	1							P
47	17:32	17:34	00:02	2							P
48	17:31	17:30	00:01	1							P
49	17:35	17:38	00:03	2							P
50	17:38	17:38	00:00	1							P
51	17:38	17:39	00:01	1							P
52	17:38	17:39	00:01	1							P
53	17:40	17:41	00:01	1						1	P
54	17:42	17:44	00:02	1							P
55	17:43	17:45	00:02	1							P
56	17:43	17:47	00:04	1							P
57	17:47	17:48	00:01	1							P
58	17:47	17:50	00:03	2							P
59	17:48	17:51	00:03	1							P
60	17:48	17:50	00:02	1							P
61	17:50	17:52	00:02	1							P
62	17:50	17:52	00:02	1							P
63	17:51	17:53	00:02	1							P
64	17:54	17:56	00:02	1							P
65	17:54	17:56	00:02	1							P
66	17:56	17:58	00:02	1							P
67	17:56	17:58	00:02	1							P
68	17:57	17:58	00:01	1							P
69	17:59	18:00	00:01	1							P
70	18:00	18:00		1	1				1		
71	18:00	18:00		1	1	1					
72	18:00	18:00	00:00	2							P
73	18:00	18:07	00:07	1							P
74	18:04	18:05	00:01	1							P
75	18:05	18:07	00:02	1							P
76	18:11	18:13	00:02	1							P
77	18:28	18:29	00:01	1							P

	Staff Cars			Customer Cars		
	IN	OUT	ACCUMULATION	IN	OUT	ACCUMULATION
	Starting			Starting		
16:00			2	0	0	0
16:01			2	0	0	0
16:02			2	0	0	0
16:03			2	0	1	1
16:04			2	0	0	1
16:05			2	0	0	1
16:06			2	0	1	0
16:07			2	0	0	0
16:08			2	0	0	0
16:09			2	0	0	0
16:10			2	0	0	1
16:11			2	0	0	1
16:12			2	0	1	0
16:13			2	0	0	0
16:14			2	0	0	0
16:15			2	0	0	0
16:16			2	0	0	0
16:17			2	0	0	0
16:18			2	0	0	0
16:19			2	2	0	2
16:20			2	0	0	2
16:21			2	0	2	0
16:22			2	1	0	2
16:23			2	0	1	1
16:24			2	0	1	0
16:25			2	0	0	0
16:26			2	0	0	0
16:27			2	0	0	0
16:28			2	0	0	0
16:29			2	3	0	3
16:30			2	0	0	1
16:31			2	0	1	2
16:32			2	0	1	1
16:33			2	0	1	0
16:34			2	0	0	0
16:35			2	1	0	1
16:36			2	0	0	1
16:37			2	0	0	1
16:38			2	0	1	0
16:39			2	1	1	1
16:40			2	2	0	3
16:41			2	0	0	3
16:42			2	1	1	1
16:43			2	1	1	1
16:44			2	4	1	4
16:45			2	0	1	3
16:46			2	0	0	3
16:47			2	0	2	1
16:48			2	0	1	0
16:49			2	1	0	1
16:50			2	0	1	0
16:51			2	0	0	0
16:52			2	1	0	1
16:53			2	0	0	1
16:54			2	0	0	1
16:55			2	0	1	0
16:56			2	0	0	0
16:57			2	0	0	0
16:58			2	0	0	0
16:59			2	1	0	1
17:00			2	1	0	2
17:01			2	0	1	1
17:02			2	0	0	1
17:03			2	0	0	1
17:04			2	2	1	2
17:05			2	0	0	2
17:06			2	0	0	2
17:07			2	0	0	2
17:08			2	0	0	2
17:09			2	0	0	2
17:10			2	0	0	2
17:11			2	1	0	3
17:12			2	1	0	2
17:13			2	1	0	3
17:14			2	0	2	1
17:15			2	0	1	0
17:16			2	0	0	0
17:17			2	0	0	0
17:18			2	1	0	1
17:19	1		1	0	0	1
17:20			1	0	1	0
17:21			1	1	0	1
17:22			1	0	0	1
17:23			1	3	1	3
17:24			1	1	0	4
17:25			1	1	1	4
17:26			1	0	1	3
17:27			1	1	1	3
17:28			1	1	1	3
17:29			1	2	0	5
17:30			1	0	1	4
17:31			1	0	1	3
17:32			1	1	1	3
17:33			1	1	0	4
17:34			1	0	1	3
17:35			1	1	1	3
17:36			1	1	0	4
17:37			1	0	0	4
17:38			1	2	3	5
17:39			1	0	3	0
17:40			1	0	0	0
17:41			1	0	0	0
17:42			1	1	0	1
17:43			1	2	0	3
17:44			1	0	1	2
17:45			1	0	1	1
17:46			1	0	0	1
17:47			1	2	1	2
17:48			1	0	0	0
17:49			1	1	1	3
17:50			1	2	3	3
17:51			1	1	1	3
17:52			1	0	2	1
17:53			1	0	1	0
17:54			1	2	0	2
17:55			1	0	0	2
17:56			1	2	2	2
17:57			1	1	0	3
17:58			1	0	3	0
17:59			1	1	0	1
18:00	1		0	0	0	1
18:01			0	0	0	1
18:02			0	0	1	0
18:03			0	0	0	0
18:04			0	1	0	2
18:05			0	1	1	2
18:06			0	0	0	2
18:07			0	0	2	0
18:08			0	0	0	0
18:09			0	0	0	0
18:10			0	0	0	0
18:11			0	1	0	1
18:12			0	0	0	1
18:13			0	0	1	0

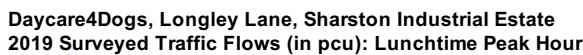
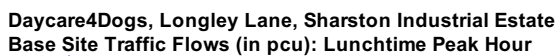
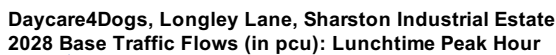
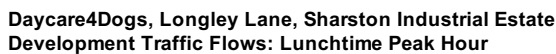
Appendix H

Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2019 Surveyed Traffic Flows (in veh): AM Peak Hour

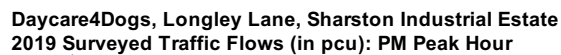
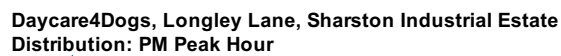
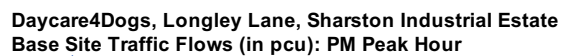
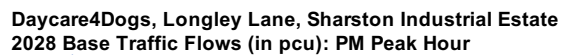
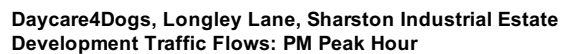
All	x
HDV	x



All	x
HDV	x



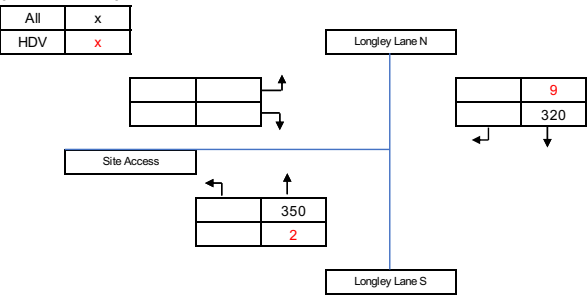
All	x
HDV	x



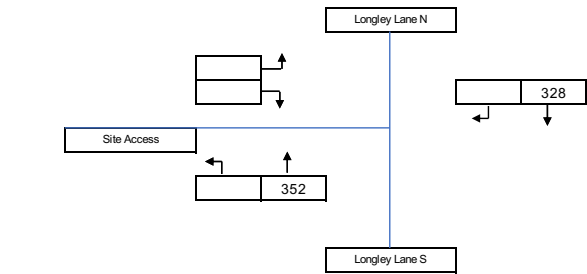
Flow Charts with Baseline Site Use: E - Office

Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2019 Surveyed Traffic Flows (in veh): AM Peak Hour

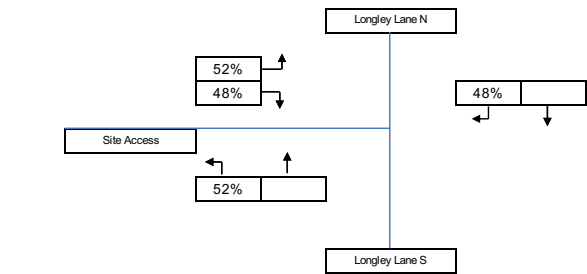
[DTT Count Site: 944451]



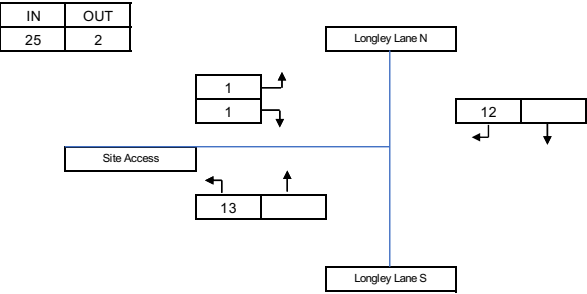
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2019 Surveyed Traffic Flows (in pcu): AM Peak Hour



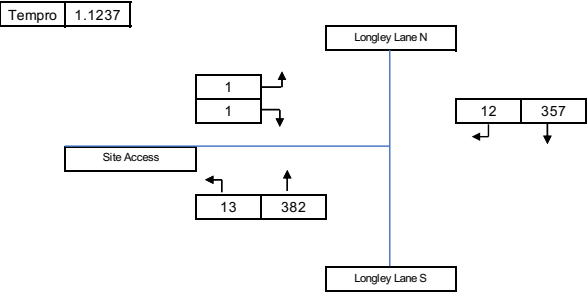
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Distribution: AM Peak Hour



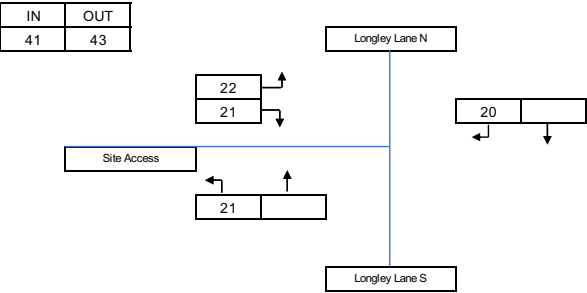
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Base Site Traffic Flows (in pcu): AM Peak Hour



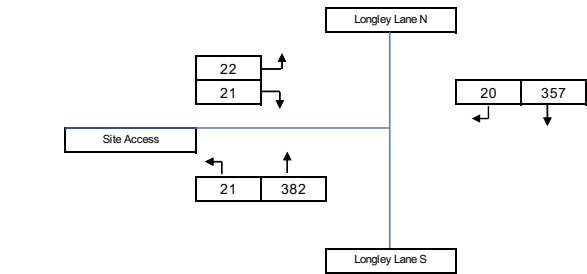
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2028 Base Traffic Flows (in pcu): AM Peak Hour



Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Development Traffic Flows: AM Peak Hour

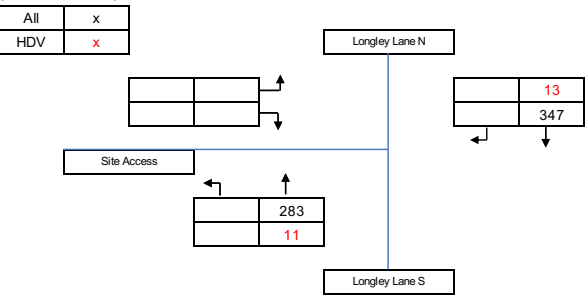


Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2028 Base + Development Traffic Flows: AM Peak Hour

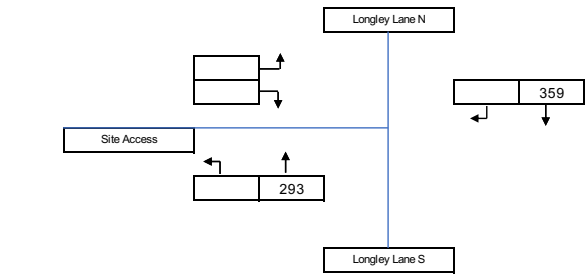


Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2019 Surveyed Traffic Flows (in veh): Lunchtime Peak Hour

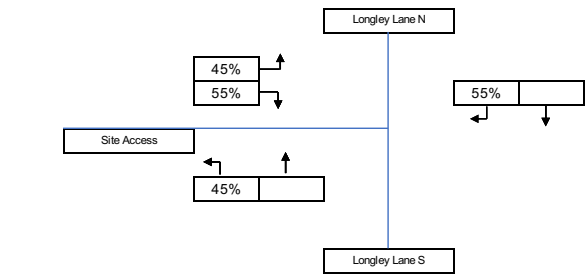
[DTT Count Site: 944451]



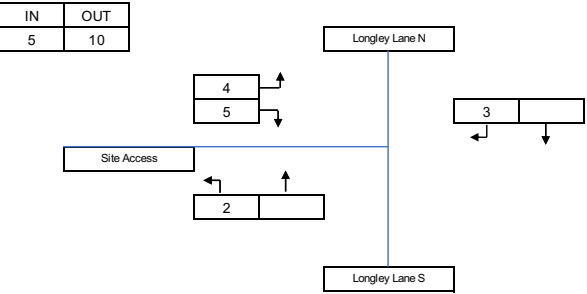
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2019 Surveyed Traffic Flows (in pcu): Lunchtime Peak Hour



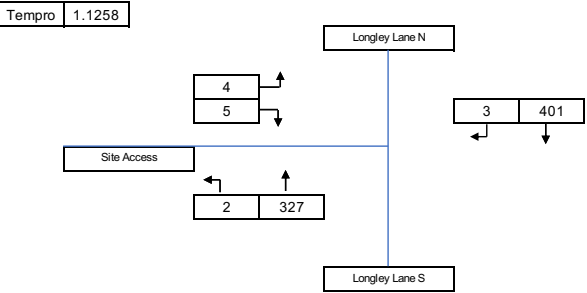
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Distribution: Lunchtime Peak Hour



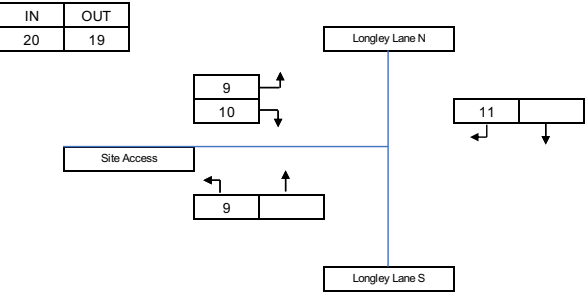
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Base Site Traffic Flows (in pcu): Lunchtime Peak Hour



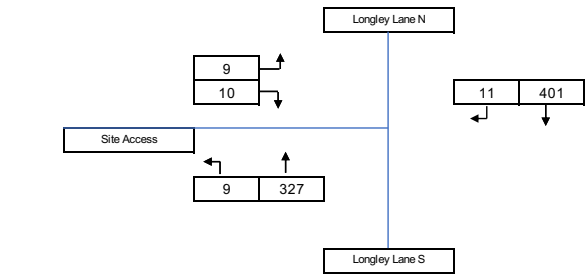
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2028 Base Traffic Flows (in pcu): Lunchtime Peak Hour



Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Development Traffic Flows: Lunchtime Peak Hour

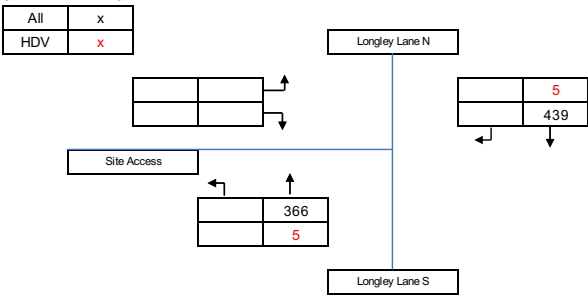


Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2028 Base + Development Traffic Flows: Lunchtime Peak Hour

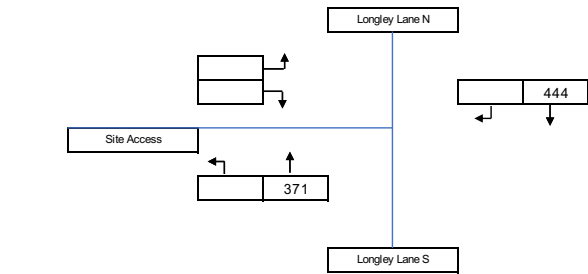


Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2019 Surveyed Traffic Flows (in veh): PM Peak Hour

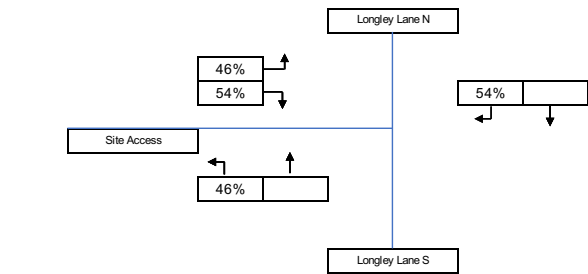
[DTT Count Site: 944451]



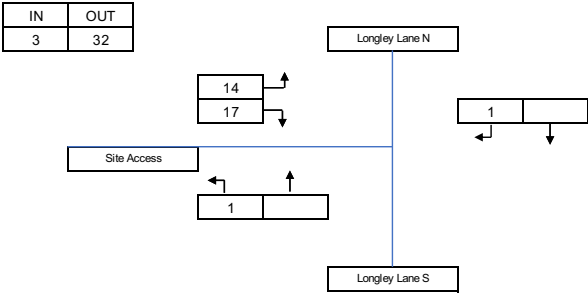
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2019 Surveyed Traffic Flows (in pcu): PM Peak Hour



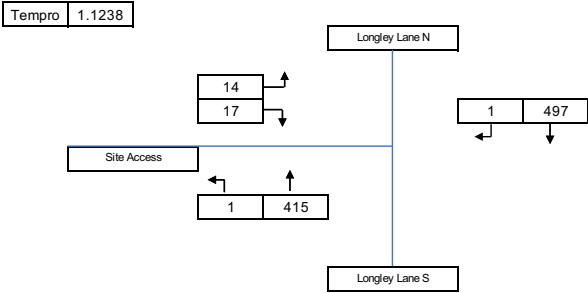
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Distribution: PM Peak Hour



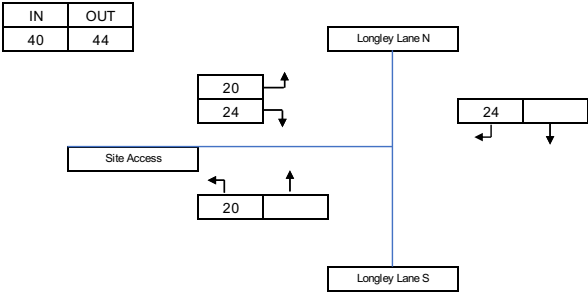
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Base Site Traffic Flows (in pcu): PM Peak Hour



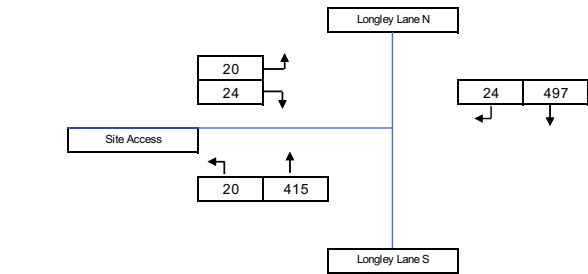
Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2028 Base Traffic Flows (in pcu): PM Peak Hour



Daycare4Dogs, Longley Lane, Sharston Industrial Estate
Development Traffic Flows: PM Peak Hour



Daycare4Dogs, Longley Lane, Sharston Industrial Estate
2028 Base + Development Traffic Flows: PM Peak Hour



Appendix I

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462 © Copyright TRL Limited, 2019															
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk															
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: Longley Road Site Access.j9

Path: C:\Users\JohnThompson\CloudStation\SK22364 Longley Road Daycare for Dogs\Junction Assessments

Report generation date: 29/09/2023 10:13:00

- »Existing Access - 2028 Base Ind, AM
- »Existing Access - 2028 Base Ind, Lunch
- »Existing Access - 2028 Base Ind, PM
- »Existing Access - 2028 Base Office, AM
- »Existing Access - 2028 Base Office, Lunch
- »Existing Access - 2028 Base Office, PM
- »Existing Access - 2028 with Development, AM
- »Existing Access - 2028 with Development, Lunch
- »Existing Access - 2028 with Development, PM

Summary of junction performance

	AM					Lunch					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Access - 2028 Base Ind														
Stream B-AC	D1	0.0	7.50	0.01	A	D2	0.0	7.36	0.01	A	D3	0.0	8.06	0.02	A
Stream C-B		0.0	6.81	0.01	A		0.0	6.63	0.01	A		0.0	6.82	0.00	A
	Existing Access - 2028 Base Office														
Stream B-AC	D4	0.0	7.46	0.00	A	D5	0.0	7.55	0.02	A	D6	0.1	8.44	0.07	A
Stream C-B		0.0	6.91	0.02	A		0.0	6.62	0.01	A		0.0	6.82	0.00	A
	Existing Access - 2028 with Development														
Stream B-AC	D7	0.1	8.17	0.09	A	D8	0.0	7.54	0.04	A	D9	0.1	8.85	0.10	A
Stream C-B		0.0	7.05	0.04	A		0.0	6.72	0.02	A		0.0	7.19	0.05	A

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

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

File summary

File Description

Title	Longley Lane Access
Location	
Site number	
Date	11/09/2023
Version	
Status	
Identifier	
Client	
Jobnumber	
Enumerator	
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2028 Base Ind	AM	FLAT	00:00	01:00	60	15	✓
D2	2028 Base Ind	Lunch	FLAT	12:30	13:30	60	15	✓
D3	2028 Base Ind	PM	FLAT	17:00	18:00	60	15	✓
D4	2028 Base Office	AM	FLAT	00:00	01:00	60	15	✓
D5	2028 Base Office	Lunch	FLAT	12:30	13:30	60	15	✓
D6	2028 Base Office	PM	FLAT	17:00	18:00	60	15	✓
D7	2028 with Development	AM	FLAT	00:00	01:00	60	15	✓
D8	2028 with Development	Lunch	FLAT	12:30	13:30	60	15	✓
D9	2028 with Development	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Access - 2028 Base Ind, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.07	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	9.00			70.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.75	75	15

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	547	0.087	0.219	0.138	0.313
B-C	681	0.091	0.229	-	-
C-B	615	0.207	0.207	-	-

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 Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2028 Base Ind	AM	FLAT	00:00	01:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	396	100.000
B		FLAT	✓	4	100.000
C		FLAT	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	5	391
	B	2	0	2
	C	365	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.50	0.0	A	4	4
C-A					365	365
C-B	0.01	6.81	0.0	A	4	4
A-B					5	5
A-C					391	391

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	484	0.008	4	0.0	0.0	7.501	A
C-A	365	91			365				
C-B	4	1	533	0.008	4	0.0	0.0	6.810	A
A-B	5	1			5				
A-C	391	98			391				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	484	0.008	4	0.0	0.0	7.501	A
C-A	365	91			365				
C-B	4	1	533	0.008	4	0.0	0.0	6.810	A
A-B	5	1			5				
A-C	391	98			391				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	484	0.008	4	0.0	0.0	7.501	A
C-A	365	91			365				
C-B	4	1	533	0.008	4	0.0	0.0	6.810	A
A-B	5	1			5				
A-C	391	98			391				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	1	484	0.008	4	0.0	0.0	7.504	A
C-A	365	91			365				
C-B	4	1	533	0.008	4	0.0	0.0	6.810	A
A-B	5	1			5				
A-C	391	98			391				

Existing Access - 2028 Base Ind, Lunch

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2028 Base Ind	Lunch	FLAT	12:30	13:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	330	100.000
B		FLAT	✓	6	100.000
C		FLAT	✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	328
	B	3	0	3
	C	401	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.01	7.36	0.0	A	6	6
C-A					401	401
C-B	0.01	6.63	0.0	A	3	3
A-B					2	2
A-C					328	328

Main Results for each time segment

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	495	0.012	6	0.0	0.0	7.356	A
C-A	401	100			401				
C-B	3	0.75	546	0.005	3	0.0	0.0	6.626	A
A-B	2	0.50			2				
A-C	328	82			328				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	495	0.012	6	0.0	0.0	7.356	A
C-A	401	100			401				
C-B	3	0.75	546	0.005	3	0.0	0.0	6.626	A
A-B	2	0.50			2				
A-C	328	82			328				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	495	0.012	6	0.0	0.0	7.356	A
C-A	401	100			401				
C-B	3	0.75	546	0.005	3	0.0	0.0	6.626	A
A-B	2	0.50			2				
A-C	328	82			328				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6	2	495	0.012	6	0.0	0.0	7.356	A
C-A	401	100			401				
C-B	3	0.75	546	0.005	3	0.0	0.0	6.626	A
A-B	2	0.50			2				
A-C	328	82			328				

Existing Access - 2028 Base Ind, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.09	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2028 Base Ind	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	416	100.000
B		FLAT	✓	9	100.000
C		FLAT	✓	499	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	0	416
	B	5	0	4
	C	498	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.06	0.0	A	9	9
C-A					498	498
C-B	0.00	6.82	0.0	A	1	1
A-B					0	0
A-C					416	416

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	456	0.020	9	0.0	0.0	8.055	A
C-A	498	125			498				
C-B	1	0.25	528	0.002	0.99	0.0	0.0	6.825	A
A-B	0	0			0				
A-C	416	104			416				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	456	0.020	9	0.0	0.0	8.056	A
C-A	498	125			498				
C-B	1	0.25	528	0.002	1.00	0.0	0.0	6.825	A
A-B	0	0			0				
A-C	416	104			416				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	456	0.020	9	0.0	0.0	8.056	A
C-A	498	125			498				
C-B	1	0.25	528	0.002	1	0.0	0.0	6.825	A
A-B	0	0			0				
A-C	416	104			416				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	456	0.020	9	0.0	0.0	8.056	A
C-A	498	125			498				
C-B	1	0.25	528	0.002	1	0.0	0.0	6.825	A
A-B	0	0			0				
A-C	416	104			416				

Existing Access - 2028 Base Office, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.13	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2028 Base Office	AM	FLAT	00:00	01:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	395	100.000
B		FLAT	✓	2	100.000
C		FLAT	✓	369	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	382
	B	1	0	1
	C	357	12	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	7.46	0.0	A	2	2
C-A					357	357
C-B	0.02	6.91	0.0	A	12	12
A-B					13	13
A-C					382	382

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2	0.50	484	0.004	2	0.0	0.0	7.465	A
C-A	357	89			357				
C-B	12	3	533	0.023	12	0.0	0.0	6.912	A
A-B	13	3			13				
A-C	382	96			382				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2	0.50	484	0.004	2	0.0	0.0	7.465	A
C-A	357	89			357				
C-B	12	3	533	0.023	12	0.0	0.0	6.912	A
A-B	13	3			13				
A-C	382	96			382				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2	0.50	484	0.004	2	0.0	0.0	7.465	A
C-A	357	89			357				
C-B	12	3	533	0.023	12	0.0	0.0	6.912	A
A-B	13	3			13				
A-C	382	96			382				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	2	0.50	484	0.004	2	0.0	0.0	7.465	A
C-A	357	89			357				
C-B	12	3	533	0.023	12	0.0	0.0	6.915	A
A-B	13	3			13				
A-C	382	96			382				

Existing Access - 2028 Base Office, Lunch

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.12	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2028 Base Office	Lunch	FLAT	12:30	13:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	329	100.000
B		FLAT	✓	9	100.000
C		FLAT	✓	404	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	327
	B	5	0	4
	C	401	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.55	0.0	A	9	9
C-A					401	401
C-B	0.01	6.62	0.0	A	3	3
A-B					2	2
A-C					327	327

Main Results for each time segment

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	486	0.019	9	0.0	0.0	7.550	A
C-A	401	100			401				
C-B	3	0.75	546	0.005	3	0.0	0.0	6.624	A
A-B	2	0.50			2				
A-C	327	82			327				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	486	0.019	9	0.0	0.0	7.550	A
C-A	401	100			401				
C-B	3	0.75	546	0.005	3	0.0	0.0	6.624	A
A-B	2	0.50			2				
A-C	327	82			327				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	486	0.019	9	0.0	0.0	7.550	A
C-A	401	100			401				
C-B	3	0.75	546	0.005	3	0.0	0.0	6.624	A
A-B	2	0.50			2				
A-C	327	82			327				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9	2	486	0.019	9	0.0	0.0	7.553	A
C-A	401	100			401				
C-B	3	0.75	546	0.005	3	0.0	0.0	6.624	A
A-B	2	0.50			2				
A-C	327	82			327				

Existing Access - 2028 Base Office, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2028 Base Office	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	416	100.000
B		FLAT	✓	31	100.000
C		FLAT	✓	498	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	1	415
	B	17	0	14
	C	497	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	8.44	0.1	A	31	31
C-A					497	497
C-B	0.00	6.82	0.0	A	1	1
A-B					1	1
A-C					415	415

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	457	0.068	31	0.0	0.1	8.433	A
C-A	497	124			497				
C-B	1	0.25	528	0.002	0.99	0.0	0.0	6.825	A
A-B	1	0.25			1				
A-C	415	104			415				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	457	0.068	31	0.1	0.1	8.442	A
C-A	497	124			497				
C-B	1	0.25	528	0.002	1.00	0.0	0.0	6.825	A
A-B	1	0.25			1				
A-C	415	104			415				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	457	0.068	31	0.1	0.1	8.442	A
C-A	497	124			497				
C-B	1	0.25	528	0.002	1	0.0	0.0	6.825	A
A-B	1	0.25			1				
A-C	415	104			415				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	8	457	0.068	31	0.1	0.1	8.442	A
C-A	497	124			497				
C-B	1	0.25	528	0.002	1	0.0	0.0	6.825	A
A-B	1	0.25			1				
A-C	415	104			415				

Existing Access - 2028 with Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2028 with Development	AM	FLAT	00:00	01:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	404	100.000
B		FLAT	✓	43	100.000
C		FLAT	✓	377	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	22	382
	B	21	0	22
	C	357	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	8.17	0.1	A	43	43
C-A					357	357
C-B	0.04	7.05	0.0	A	20	20
A-B					22	22
A-C					382	382

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	484	0.089	43	0.0	0.1	8.155	A
C-A	357	89			357				
C-B	20	5	531	0.038	20	0.0	0.0	7.043	A
A-B	22	6			22				
A-C	382	96			382				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	484	0.089	43	0.1	0.1	8.169	A
C-A	357	89			357				
C-B	20	5	531	0.038	20	0.0	0.0	7.045	A
A-B	22	6			22				
A-C	382	96			382				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	484	0.089	43	0.1	0.1	8.169	A
C-A	357	89			357				
C-B	20	5	531	0.038	20	0.0	0.0	7.045	A
A-B	22	6			22				
A-C	382	96			382				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	484	0.089	43	0.1	0.1	8.169	A
C-A	357	89			357				
C-B	20	5	531	0.038	20	0.0	0.0	7.045	A
A-B	22	6			22				
A-C	382	96			382				

Existing Access - 2028 with Development, Lunch

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2028 with Development	Lunch	FLAT	12:30	13:30	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	336	100.000
B		FLAT	✓	19	100.000
C		FLAT	✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	9	327
	B	10	0	9
	C	327	9	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.04	7.54	0.0	A	19	19
C-A					327	327
C-B	0.02	6.72	0.0	A	9	9
A-B					9	9
A-C					327	327

Main Results for each time segment

12:30 - 12:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	496	0.038	19	0.0	0.0	7.540	A
C-A	327	82			327				
C-B	9	2	545	0.017	9	0.0	0.0	6.716	A
A-B	9	2			9				
A-C	327	82			327				

12:45 - 13:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	496	0.038	19	0.0	0.0	7.543	A
C-A	327	82			327				
C-B	9	2	545	0.017	9	0.0	0.0	6.716	A
A-B	9	2			9				
A-C	327	82			327				

13:00 - 13:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	496	0.038	19	0.0	0.0	7.543	A
C-A	327	82			327				
C-B	9	2	545	0.017	9	0.0	0.0	6.716	A
A-B	9	2			9				
A-C	327	82			327				

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	496	0.038	19	0.0	0.0	7.543	A
C-A	327	82			327				
C-B	9	2	545	0.017	9	0.0	0.0	6.716	A
A-B	9	2			9				
A-C	327	82			327				

Existing Access - 2028 with Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2028 with Development	PM	FLAT	17:00	18:00	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	435	100.000
B		FLAT	✓	44	100.000
C		FLAT	✓	521	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	20	415
	B	24	0	20
	C	497	24	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	8.85	0.1	A	44	44
C-A					497	497
C-B	0.05	7.19	0.0	A	24	24
A-B					20	20
A-C					415	415

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	451	0.098	44	0.0	0.1	8.835	A
C-A	497	124			497				
C-B	24	6	524	0.046	24	0.0	0.0	7.189	A
A-B	20	5			20				
A-C	415	104			415				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	451	0.098	44	0.1	0.1	8.853	A
C-A	497	124			497				
C-B	24	6	524	0.046	24	0.0	0.0	7.192	A
A-B	20	5			20				
A-C	415	104			415				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	451	0.098	44	0.1	0.1	8.853	A
C-A	497	124			497				
C-B	24	6	524	0.046	24	0.0	0.0	7.192	A
A-B	20	5			20				
A-C	415	104			415				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	451	0.098	44	0.1	0.1	8.853	A
C-A	497	124			497				
C-B	24	6	524	0.046	24	0.0	0.0	7.192	A
A-B	20	5			20				
A-C	415	104			415				