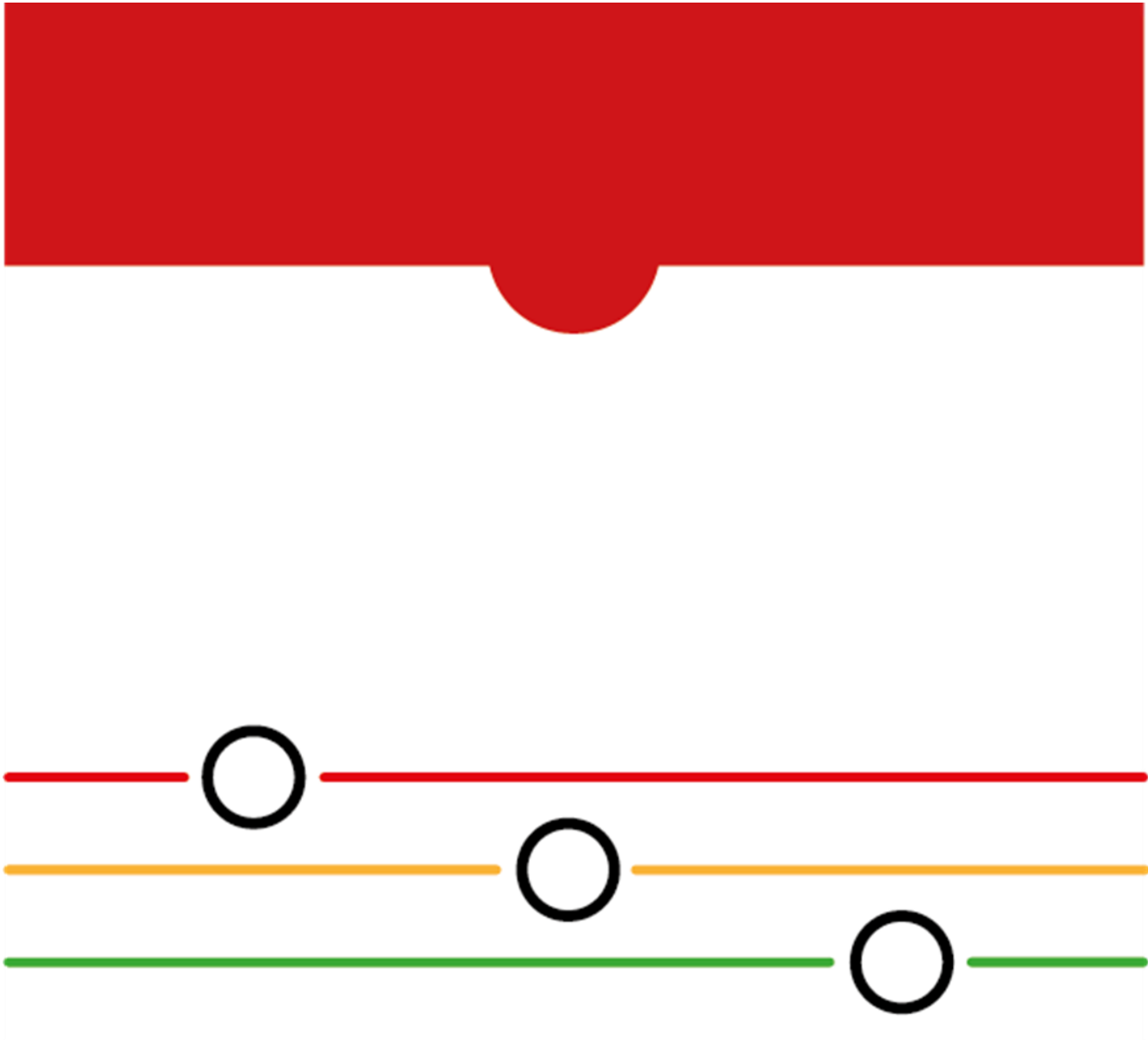




EG Group Ltd

Proposed Shirley Service Station Site Redevelopment,
A665 Cheetham Hill Road, Manchester

Transport Assessment

3706122



JULY 2022

Report Details

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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by EG Group Ltd to report on the anticipated highways and transportation issues related with the proposed redevelopment of the Shirley Service Station site, off A665 Cheetham Hill Road, Cheetham Hill, Manchester.

This Transport Assessment (TA) has been produced to advise Manchester City Council (MCC) as the Local Planning and Highway Authority on the transport planning issues associated with the proposed redevelopment.

1.2 Site Location

The service station site is located to the north-western corner of the Cheetham Hill Road/Shirley Road junction within the Cheetham Hill District Centre. The site is situated approximately 3km north of Manchester City Centre.

The location of the site is illustrated at **Figure 1.1** below:

Figure 1.1: Site Location Plan



1.3 Purpose and Structure of Report

The purpose of this report is to examine the development proposals in the context of the application site, review the layout proposals including swept-path analysis, calculate the trip generating potential of the proposed development and review the accessibility of the site by all modes of transport.

A pre-application Highways letter was issued to MCC, however, no comments were received at the time of writing. Nevertheless, a full Transport Assessment has been undertaken in order to fully assess the development proposals.

In accordance with best practice, this Transport Assessment (TA) has been prepared in reference to the Department for Transport (DfT) '*Guidance on Transport Assessment*' document.

This report is structured as follows:

- Section 2 provides a reference to relevant planning policy;
- Section 3 sets out the existing conditions of and around the application site;
- Section 4 provides a description of the proposed development;
- Section 5 assesses sustainable access options;
- Section 6 assesses the trip generating potential of the development and trip distribution;
- Section 7 provides the junction capacity assessments; and
- Section 8 presents the summary and conclusions.

2 Policy Context

2.1 General

It is necessary to understand the national and local transport-related planning policies applicable to the development proposals. Therefore, the following chapter sets out key policies and demonstrates how the proposals accord with them.

2.2 National Policy

2.2.1 National Planning Policy Framework (NPPF), 2021

In 2021 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) which is the latest revision of the NPPF following first publication in 2012.

Paragraph 110 of the new NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 45; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

Paragraph 111 of the NPPF states *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

Paragraph 112 of the NPPF states that applications for development should:

- *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure, and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards*

- *Allow for the efficient delivery of good, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Furthermore, Paragraph 113 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

2.3 Local Policy

2.3.1 Manchester City Council Core Strategy Development Plan Document (2012)

The Core Strategy development plan outlines the core strategy vision, for which it envisages Manchester should achieve by 2027. Of particular note with regard to transport, the core strategy highlights that Manchester strives to be:

- A successful sustainable and accessible City in the front rank of cities in Europe and the world;
- Meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green Infrastructure;
- A city with an increased and sustainable healthy population and a community which both benefits from and drives the City’s productivity upwards; and
- A city which is supported by transport infrastructure which provides sustainable and efficient links locally, within the City, and more widely, between the Regional Centre and workers across the City Region. It will also have strong national and international connections made possible by its world class airport.

The plan also identifies spatial objectives, with one spatial objective identified for transport:

- Improve the physical connectivity of the city, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.

The development plan also includes maximum parking standards with respect to land-use classes for new developments.

2.3.2 Greater Manchester Transport Strategy 2040 (2021)

Transport for Greater Manchester (TfGM) transport strategy has the ultimate aim of 50% of trips to be made by sustainable modes, with no net increase in motor vehicle traffic, by 2040.

The strategy includes working toward ensuring walking and cycling are attractive options, with appropriate infrastructure developed and improvements made to public transport.

Greater Manchester also holds the ambition to be net carbon zero by 2038, with transport targets required to help contribute toward achieving this goal, as well as decarbonising the transport network itself.

The key transport vision of the transport strategy is to ensure 'world-class connections that support long-term sustainable economic growth and access to opportunity for all'. The vision is divided into the four key elements of:

- Supporting sustainable economic growth;
- Protecting our environment;
- Improving quality of life for all; and
- Developing an innovative city-region.

Alongside the strategy sits the Five-Year Transport Delivery Plan, providing detail of schemes to be delivered to support progress toward these longer-term targets.

2.3.3 Greater Manchester Five Year Transport Plan

The Greater Manchester Five Year Transport Plan covers 2021 to 2026. Within the document, a number of challenges for local journeys are listed in regard to the Oldham area including:

- Traffic speed and volumes;
- Severance for local non-car journeys;
- Road widths; and
- Footway accessibility

The document commits to promoting active travel through the provision of improved walking and cycling connections for neighbourhood-level journeys. This includes work on seven Bee Network schemes to increase walking and cycling connectivity, together with improved active travel links to public transport services.

2.4 Consideration of the Application Site against Policy Background

In general, the relevant transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

The proposed development would introduce a level of additional activity to an established service station and would draw heavily on linked and passing vehicle trips as opposed to a land-use that would generate new or additional vehicle trips on the local highway network. The proposals also include Electric Vehicle (EV) charging provision at the established service station thus working to encourage the use of electric vehicles.

The above analysis of relevant national and local transport policies confirms that the proposed development is compliant with relevant transport planning policies and can specifically help contribute to their economic growth and access to services objectives whilst positively addressing the traffic impact of the development.

3 Existing Conditions

3.1 General

Shirley Service Station currently operates as a Petrol Filling Station (PFS) comprising eight filling bays, with undeveloped land to the north-west. Air/water bays are provided to the northern boundary of the forecourt and an associated circa. A 'SPAR' branded retail unit sits to the eastern edge of the site, which also incorporates integral Starbucks 'on the go' hot beverage provision. No formal/demarcated parking provision is currently provided within the site.

Two vehicular crossover access points are currently provided into the site from Cheetham Hill Road which runs along the site's southern boundary. The Cheetham Hill Road/Shirley Road priority-junctions is located south-east of the site, with Shirley Road running along the eastern perimeter of the site.

The site is located within a mixed residential/commercial area, with residential properties situated directly to the north and east of the site. A hand car-wash is located to the south of the site, to the opposite side of Cheetham Hill Road. Additional areas of housing and commercial premises are located to the north-west of the site, with the majority of retail uses fronting onto Cheetham Hill Road.

3.2 Surrounding Highway Network

3.2.1 A665 Cheetham Hill Road

The A665 Cheetham Hill Road forms part of Transport for Greater Manchester's (TfGM) Key Route Network. Within the vicinity of the site, Cheetham Hill Road is a circa. 12m wide carriageway and hosts a northbound bus-lane which is operational Mon – Fri between 7 – 10am and 4 – 7pm.

Cheetham Hill Road is subject to a 30mph speed-limit and double-yellow/single-yellow parking restrictions are present along both aspects of the carriageway within the immediate vicinity of the site, although on-street parking provision is available within the vicinity of the commercial properties to the north-west of the site.

Footway provision is provided along both aspects of the carriageway and street-lighting. A Puffin Pedestrian Crossing is provided across Cheetham Hill Road, located approximately 30m south-east of the Shirley Road junction. Dropped kerbs and tactile paving are also provided across the Shirley Road junction.

Cheetham Hill Road provides a direct connection to Manchester City Centre to the south, where it meets the Manchester Inner Ring Road just north of Manchester Victoria Railway Station. To the north-west of the site, the A665 then becomes Bury Old Road, routeing past Heaton Park, across the M60 and through to Whitefield.

3.2.2 Shirley Road

Shirley Road is a residential street which is approximately 400m in length, providing a connection between Cheetham Hill Road to the south and Woodlands Road to the north. It is located within a 20mph zone and is supported by footway provision and street-lighting.

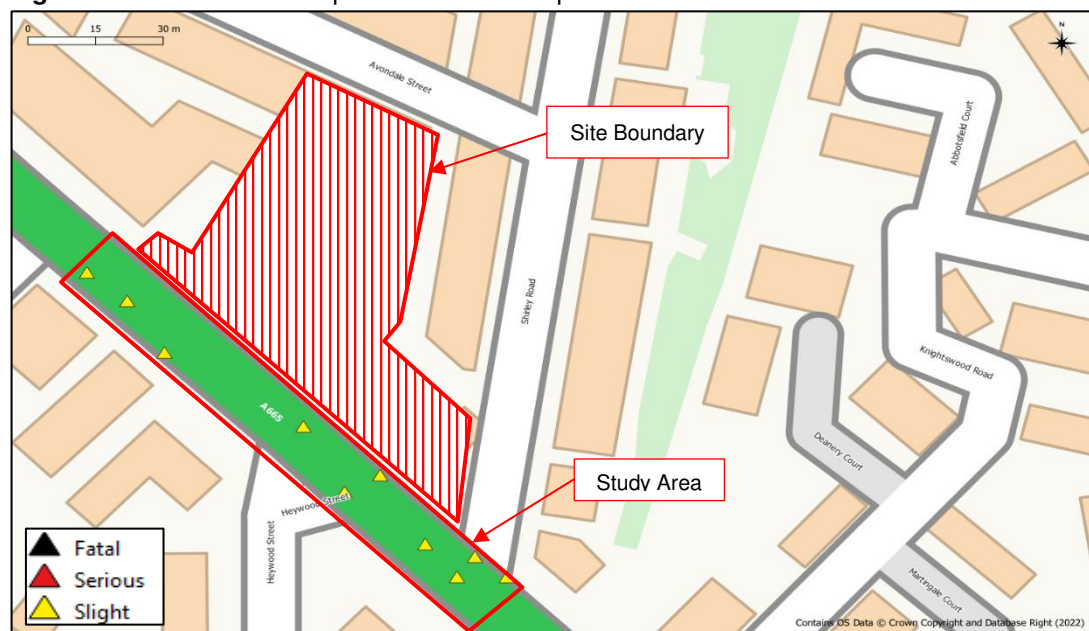
The carriageway is largely absent from parking restrictions, although a number of 'disabled' bays are present along the carriageway together with H-bar markings and double-yellow parking restrictions within the vicinity of the Cheetham Hill Road priority junction. Traffic calming features in the form of raised tables and carriageway surfacing are also present along the length of Shirley Road in order to encourage lower vehicular speeds.

3.3 Road Safety

Accident statistics have been obtained for the local highway network in the vicinity of the application site for the latest available five years data covering 2016 to 2020 from the Department for Transport (DfT). Accidents have been considered within a 50m range of the site access/egress points along Cheetham Hill Road, which also covers the Cheetham Hill Road/Shirley Road junction.

Figure 2.1 shows that during the assessment period, seven accidents of minor severity were reported on Cheetham Hill Road within the vicinity of the service station. Four of such incidents involved the collision between two cars, with two accidents also involving a young driver. Three more accidents of slight severity involved single cars, one of which collided with a pedal cycle and the other two involving a pedestrian.

Figure 2.1 – Accident data plot for 2016-2020 period



Three additional accidents of slight severity were reported in the vicinity of the Cheetham Hill Road/Shirley Road priority junction.

One of such incidents involved the collision between two cars, and the other pertaining to the collision between a car and goods vehicle. The remaining accident involved a collision between a car and pedal cycle.

The above analysis shows that the highway within the vicinity of the site has an accident rate of around two collisions per annum. On review of the data and given the nature of the local highway network and associated traffic volumes, it is considered that the existing accident record does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

4 Proposed Development

4.1 General

The development proposals for the site comprise the redevelopment of the existing service station to include the following:

- Six filling-bay PFS with associated 291m² (GFA) convenience store; and
- 172m² (GFA) drive-thru coffee shop.

The PFS and convenience store will be constructed within the vicinity of the existing provision, with the drive-thru coffee shop constructed on the vacant land located north-west of the service station.

The existing eight filling-bay PFS and associated convenience store will be demolished to accommodate the development proposals.

The proposals would therefore see a reduction in filling-bay provision from the existing offering. The filling-bays will also be arranged in a starter-gate arrangement to ensure more efficient operations as the existing 'four-square' arrangement can have instances of usage of the rear pumps impacting access for the use of the front row of pumps.

The proposed layout of the site can be found at **Appendix 1** of this report.

4.2 Proposed Site Access and Internal Arrangements

It is proposed that vehicular access to the site will be retained from Cheetham Hill Road. The existing northern vehicle crossover will be retained as a point of access into the site, whilst the southern vehicle crossover will be relocated northwards slightly to provide a segregated point of egress on to Cheetham Hill Road.

A swept-path assessment has been undertaken of the site access/egress and internal arrangements for a 7.5t box van for the drive-thru coffee-shop and an oil tanker for the PFS as the worst-case servicing vehicles. A large car has also been assessed along the drive-thru lane, as shown in **Appendix 2**.

The proposed drive-thru lane will have stacking capacity for around six to seven vehicles which meets the operator's standard requirement. Together with the provision of a dedicated order waiting bay, efficient operation of the drive-thru lane will be maintained without excessive queuing backing-up into the car park area.

Pedestrian routes to the PFS convenience store and the drive-thru coffee shop will also be provided from Cheetham Hill Road.

4.3 Parking Provision

Dedicated on-site parking provision will be provided for both the PFS and drive-thru coffee shop. The PFS and convenience retail store will be supported by 7no. parking spaces (including mobility standard provision) with additional parking provision for 6no. vehicles within the PFS filling bays therefore providing a total of 12no. parking bays. The drive-thru coffee-shop will be supported by 16no. car parking spaces, inclusive of mobility standard and Electric Vehicle (EV) charging bays.

Parking Standards for fast-food drive-thru land-uses are presented within Appendix C of the MCC's Core Strategy Development Plan Document (2012) for sites located within District Centres, however there are no applicable parking standards for petrol filling stations or drive-thru coffee shops.

A parking accumulation exercise has therefore been undertaken as detailed within **Section 6**. The assessment shows a maximum parking accumulation of 14no. vehicles for the drive-thru coffee shop (which has been based on an overly-robust assessment). Maximum parking demand associated with the proposed PFS is shown to reach 5no. vehicles and so it demonstrated that on-site provision across the service station site would cater for peak levels of car parking demand.

Cycle parking provision in the form of 'Sheffield' cycle stands will also be provided across the service station site to cater for any staff and customers accessing the site by bike.

5 Access by Non-Car Modes

5.1 General

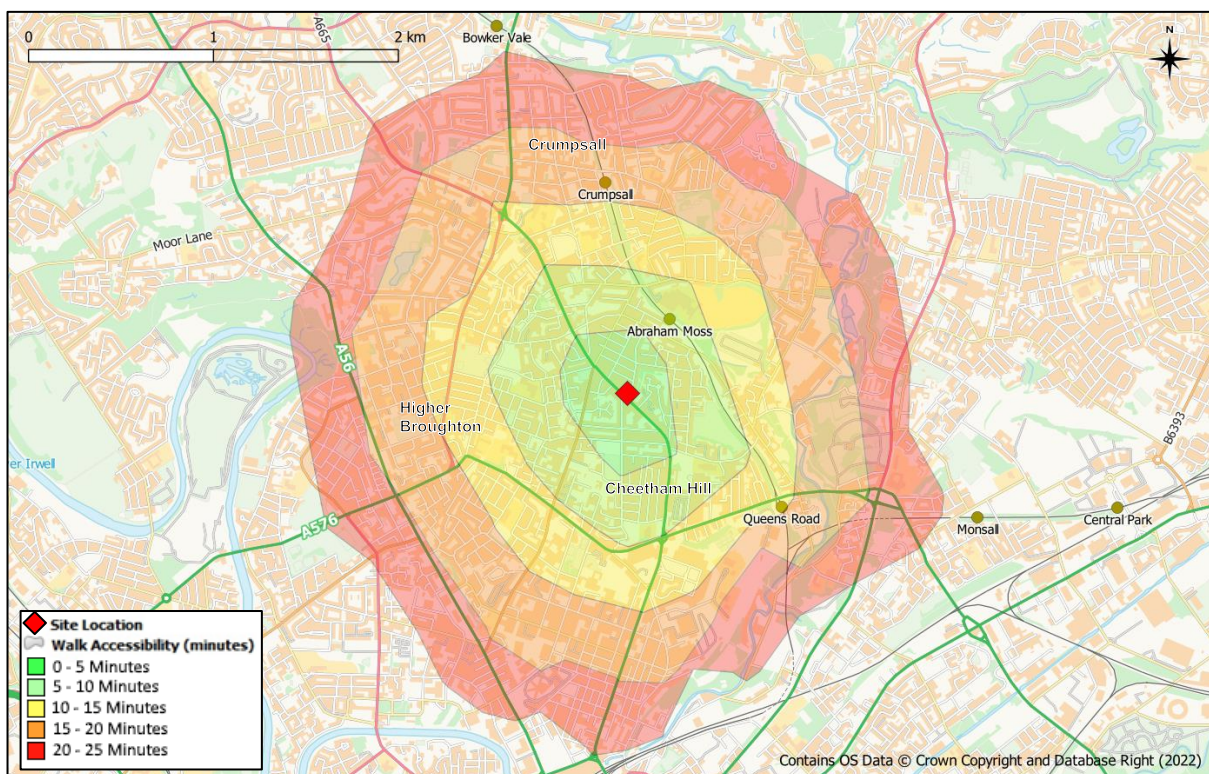
As required by planning policy, a review of access by all modes of travel has been undertaken. The options for accessing the site by sustainable modes are discussed in more detail below.

5.2 Pedestrian Access

Relevant guidance provided in Manual for Streets (MfS) states that walking offers the greatest potential to replace short car trips, particularly those under 2km.

A walk accessibility plan is provided at **Figure 5.1**, highlighting the accessible walking area within a 2km catchment of the site, equivalent to around a 25-minute walk.

Figure 5.1 – Walk Accessibility Plan



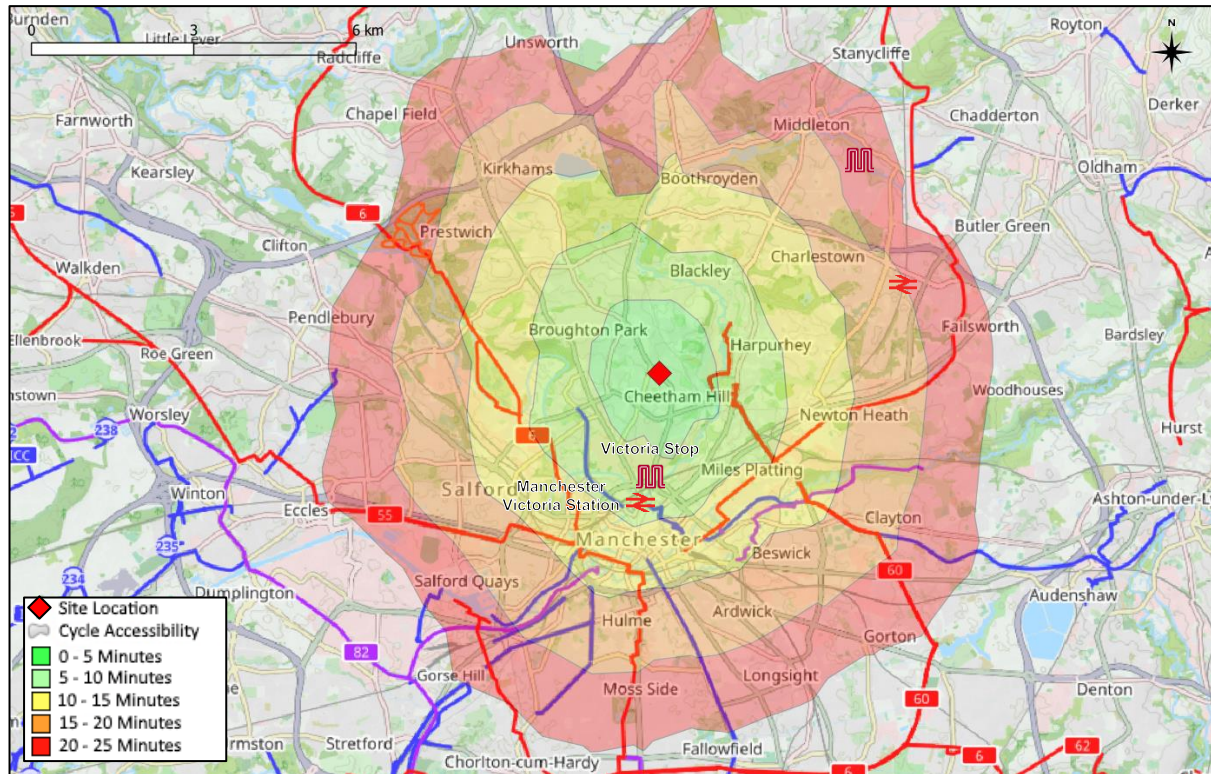
The plan indicates that the majority of the Cheetham Hill area is accessible within a 10-minute walking distance of the site, including Abraham Moss Metrolink Station. The surrounding residential areas of Crumpsall and Higher Broughton are also accessible within a 25-minute walking distance of the site.

Existing pedestrian infrastructure within the vicinity of the site and surrounding residential areas also work to enhance pedestrian access to the site.

5.3 Cycle Access

It is widely recognised that cycling has the potential to substitute shorter car journeys for work and leisure purposes for journeys under 25 minutes. **Figure 5.2** illustrates the areas reachable within around an 8km cycling distance of the site.

Figure 5.2 – Cycle Accessibility Plan



Source: OpenStreetMap (2022)

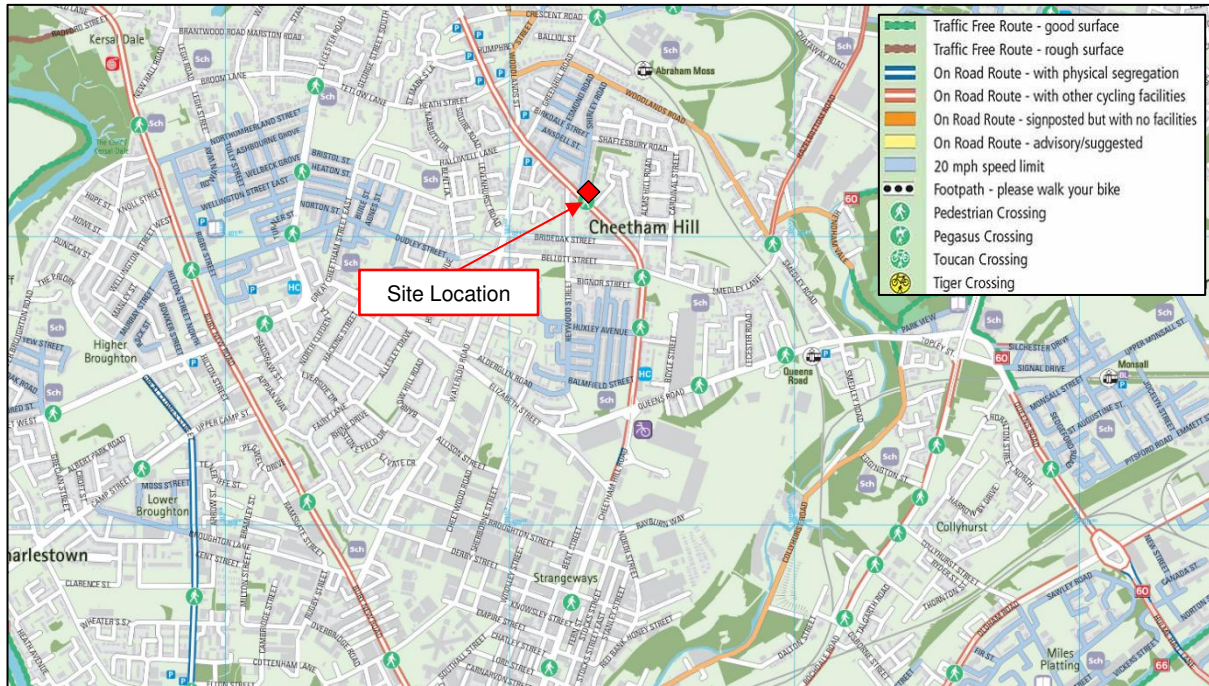
The plan indicates that a number of residential areas such as Harpurhey, Collyhurst and Charlestown are accessible within a 10-minute cycle journey of the site, including a northern portion of Manchester City Centre. Multiple Metrolink stops including Victoria connected to Manchester Victoria Railway Station, are also accessible within a 10-minute cycle journey.

The Manchester and Salford City areas are accessible within a 25-minute cycle journey of the site, as well as residential and suburban areas including Moston, Prestwich and Ardwick. Other settlements including Middleton and Whitefield are also accessible within a 25-minute cycle journey of the site as well as a number of additional railway stations and Metrolink stops within the cycle catchment area.

National Cycle Network (NCN) Routes 6 and 60 are located respectively to the west and east of the site within a 5-10-minute cycle journey at their nearest points, both providing mixed on-road and off-road provision. NCN Route 6 provides connection between Manchester City Centre and Prestwich, with additional links provided to Eccles to the west via NCN Route 55. NCN Route 60 provides connection to the areas to the east of the site including Miles Platting and Gorton with additional connection to Manchester City Centre provided via connecting cycle routes.

The Manchester Local Cycle Map shown in **Figure 5.3** indicates the provision of a local on-road cycle route to the north of the site along Woodlands Road, providing connectivity through residential and commercial areas to the north and within Manchester City Centre. Part of Cheetham Hill Road is also recognised as an on-road cycle route. A number of surrounding residential street are also supported by a 20mph speed limit and are therefore more conducive to cycling.

Figure 5.3 – Manchester Local Cycle Map



Source: Transport for Greater Manchester

5.4 Public Transport Access

5.4.1 Bus

The nearest bus stops are located along Cheetham Hill Road approximately 100m north-west of the site access, roughly equating to a one-minute walking journey. Both bus stops are supported by flagpoles, timetable information, bus shelters and bus-box markings, with access provided to services to 41, 135 and 151.

A service frequency summary is provided in **Table 5.1**:

Table 5.1 – Bus Service Summary

Service	Route Description	Core Weekday Frequency
41 CrossCity	Middleton - Sale via NMGH, Manchester, MRI	20-minutes
135	Manchester - Bury via Cheetham Hill, Whitefield	Nine-minutes
151	North Manchester General Hospital – Ashton-under-Lyne Interchange via Moston, Newton Heath, Failsworth	Hourly

Source: Traveline

As the table demonstrates, three regular bus services operate in close vicinity of the site, providing access to destinations including Manchester City Centre, Sale, Bury and Ashton-under-Lyne.

Bus service no. 59 also operates around 250m north-west of the site along Waterloo Road, providing a regular 10-minute frequency bus service between Oldham Mumps and Manchester Piccadilly Gardens.

The above services therefore provide opportunities, particularly for staff, to travel to the site by bus.

5.4.2 Rail and Light Rail

The nearest Metrolink stop to the site is Abraham Moss, located to the north-east of the site which can be accessed within a 10-minute cycle journey. The stop sits on the Bury Line which runs between Manchester City Centre and Bury. The Metrolink runs approximately 12-minute services on this line during peak hours, Monday to Saturday.

Manchester Victoria Railway Station is also situated approximately 2.2km south of the site. Whilst the station is located within what can be considered a reasonable walking journey, it can be also accessed as part of a multi-modal journey by cycle. The station provides frequent services operated by Northern Trains and Transpennine Express to destinations including central Manchester, Leeds, Wigan, Blackburn and Chester.

5.5 Accessibility Summary

Overall, it can be summarised that the site offers potential for some journeys, particularly by those undertaken by staff and some customers, to be undertaken by modes other than car.

6 Development Trip Generation & Parking

6.1 General

This chapter provides an estimation of the likely levels of trip generation resulting from the proposed service station redevelopment.

6.2 Trip Generation

A trip generation assessment of the existing operation and proposed redevelopment has been undertaken to understand the level of additional trips associated with the development proposals.

6.2.1 Trip Generation – Existing PFS

The TRICS Database has been used to estimate the likely numbers of trips generated by the existing PFS. The selection criteria for the comparative sites are listed below:

- Land use – ‘Petrol Filling Stations’, sub-category – ‘with retail’;
- London and Ireland sites excluded;
- Weekday surveys only; and
- Selection by no. filling-bays.

A summary of the trip rates is shown below in **Table 6.1** with the full TRICS output provided at **Appendix 3**:

Table 6.1: Existing PFS Trip Rates

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	8.028	7.866	8.769	8.648

The above trip rates have been applied to the existing eight filling bays, to provide the anticipated vehicle movements, as shown in **Table 6.2** below:

Table 6.2: Estimated Trip Generation – Existing PFS (Eight Filling Bays)

	Weekday AM Peak Hour (0800-0900)		Weekday PM Peak Hour (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	64	63	70	69

The above table shows that the existing service station generates around 127 and 139 two-way trips during the AM and PM peak-hour periods respectively.

6.2.2 Trip Generation – Proposed PFS

The TRICS Database has also been used to estimate the likely numbers of trips generated by the proposed PFS, comprising six filling bays, based on the trip rates detailed within **Table 6.1**.

Table 6.3: Estimated Trip Generation – Proposed PFS (Six Filling Bays)

	Weekday AM Peak Hour (0800-0900)		Weekday PM Peak Hour (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	48	47	53	52

The above table shows that the proposed PFS would be expected to generate around 95 and 105 two-way trips during the AM and PM peak-hour periods respectively, showing a reduction in trips in comparison the existing PFS.

6.2.3 Trip Generation – Proposed Drive-Thru Coffee Shop

The TRICS Database has been used to estimate the likely numbers of trips generated by the proposed drive-thru coffee shop. The selection criteria for the comparative sites are listed below:

- Land use – ‘Hotel, Food and Drink’, sub-category – ‘Drive-Thru coffee shop’;
- London and Ireland sites excluded;
- Weekday surveys only; and
- Selection by GFA.

A summary of the trip rates is shown below in **Table 6.4** with the full TRICS output provided at **Appendix 3**:

Table 6.4: Proposed Drive-Thru Coffee Shop Trip Rates

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	22.304	21.324	10.172	11.642

The above trip rates have been applied to the proposed drive-thru coffee shop, which totals 172m² GFA, to provide the anticipated vehicle movements, as shown in **Table 6.5** below:

Table 6.5: Estimated Trip Generation – Proposed Drive-Thru Coffee Shop

	Weekday AM Peak Hour (0800-0900)		Weekday PM Peak Hour (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Vehicles	38	37	17	20

The above table shows that the proposed drive-thru would generate around 75 and 37 two-way trips during the AM and PM peak-hour periods respectively.

6.2.4 Trip Generation – Net Change

A summary of the trip generation of the existing and proposed services site is summarised in the table below which also presents the anticipated level of additional vehicle trips associated with the redevelopment proposals:

Table 6.7: Estimated Trip Generation – Proposed Drive-Thru Coffee Shop

Development	Weekday AM Peak Hour (0800-0900)		Weekday PM Peak Hour (1700-1800)	
	Arrivals	Departures	Arrivals	Departures
Existing PFS	64	63	70	69
Proposed PFS + Drive Thru	87	84	70	72
Net Increase	23	21	0	3

The above demonstrates that the proposals would be expected to generate approximately 44 additional two-way vehicle trips during the AM peak-hour period, equating to less than one additional trip per minute. Additional trip generation during the PM period is shown to be much lower, with around three two-way trips.

6.3 Trip Types & Trip Distribution

Given the nature and location of the proposals, it is considered that a significant number of trips, particularly at peak times, would be drawn from vehicle movements already routeing along the local highway network. As such, the proposed development is likely to generate a relatively low level of 'new' or 'primary' vehicular trips.

In absence of any specific guidance, data has been gathered from other similar roadside developments also located in similar locations on or adjacent to 'A' roads.

A summary of these assessments is provided below in the following table:

Table 6.8: Trip Type Proportions

Trip Types for Petrol Station and Drive Thru Developments from Similar Approved Planning Applications							
Site	Route Adj.	Planning Application Ref.	Linked	New	Pass-by	Divert	Total
Land at A14/A5199, Cold Ashby, Northamptonshire*	A14/A5199	DA/2017/0498	10%	0%	9%	81%	100%
Denby Dale Road, Calder Park, Wakefield*	A636/M1	12/00892/FUL	10%	18%	18%	54%	100%
Dunnings Bridge Road, Sefton, Liverpool	A5036	DC/2016/02454	5%	5%	90%	0%	100%
Flagstaff Island, Ashby-de-la-Zouch, Leicestershire*	A42	16/00216/FULM	10%	18%	0%	72%	100%
Rotary Way, Hexham, Northumbria* (HE Consultant Assessment)	A69	15/01070/FUL	0%	0%	50%	50%	100%
Thieves Lane, Shrewsbury, Shropshire*	A5	17/06157/FUL	10%	23%	23%	45%	100%
Land off A5, Watling Street, Cannock*	A5	CH/17/425	10%	18%	72%	0%	100%
Land South of Wakefield Road, Gildersome, Leeds	A650	16/06477/PU	10%	20%	30%	40%	100%
Land off Dunball Roundabout, Bridgwater, Somerset*	A38/A39	42/18/00014	10%	18%	18%	54%	100%
Land North of Sproughton Road, Ipswich, Suffolk*	A14	DC/18/03167	10%	18%	18%	54%	100%
Land Adj. to M49, Avonmouth, South Gloucestershire	M49	PK18/6112/F	8%	13%	36%	43%	100%
A137/A14 J56, Wherstead, Ipswich, Suffolk*	A137/A14	DC/19/02798	10%	18%	18%	54%	100%
Stretton Point, Hinckley, Leicestershire	A5	20/00531/HYB	9%	14%	33%	45%	100%
Average			9%	14%	32%	46%	100%

* = Linked trips deduction made prior to calculation

In order to inform a robust assessment, it has been assumed that 20% of the proposed vehicular trips would be classed as new with 10% linked between the drive-thru coffee-shop and PFS. 35% are assessed as local pass-by trips (along Cheetham Hill Road Road) with the remaining 35% assumed to be diverted from the wider surrounding highway network.

The following table provides the total proposed development trips split by trip-type:

Table 6.9 – Estimated Total (Net) Trip Generation by Trip Type

	Weekday AM Peak Hour (08:00 – 09:00)		Weekday PM Peak Hour (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
New (20%)	5	4	0	1
Linked (10%)	2	3	0	0
Pass-by (35%)	8	7	0	1
Diverted (35%)	8	7	0	1

The above table shows that the proposed redevelopment would generate approximately nine new two-way trips which would occur during the AM peak-hour period. This would equate to under one new/additional vehicle trip every seven minutes.

Due to the anticipated low level of new vehicle trips, it is considered that the proposed redevelopment would not have a material impact on the surrounding local highway network. However, the proposals have been taken forward for operational assessment as detailed herein.

6.4 Parking Accumulation

The TRICS data has also been used to provide a parking accumulation assessment across a weekday and Saturday for both the coffee-shop and PFS. The full parking assessment is provided at **Appendix 4**.

The assessment shows a maximum parking accumulation of 14 vehicles for the drive-thru coffee shop on a weekday between 09:00 – 10:00, however the level of actual parking demand is likely to be much lower as the TRICS data also includes drive-thru trips which would not generate on-site parking demand. The assessment also shows a maximum parking accumulation of 5 cars for the PFS on a weekday between 08:00 – 09:00.

It is therefore demonstrated that the proposed 16no. drive-thru car parking spaces and 7no. PFS parking spaces would comfortably accommodate the anticipated level of parking demand.

7 Anticipated Highway Impacts

This chapter describes the impact of the trips generated by the proposed service station redevelopment on the operation of the site access and egress/Cheetham Hill Road junctions.

7.1 Trip Distribution

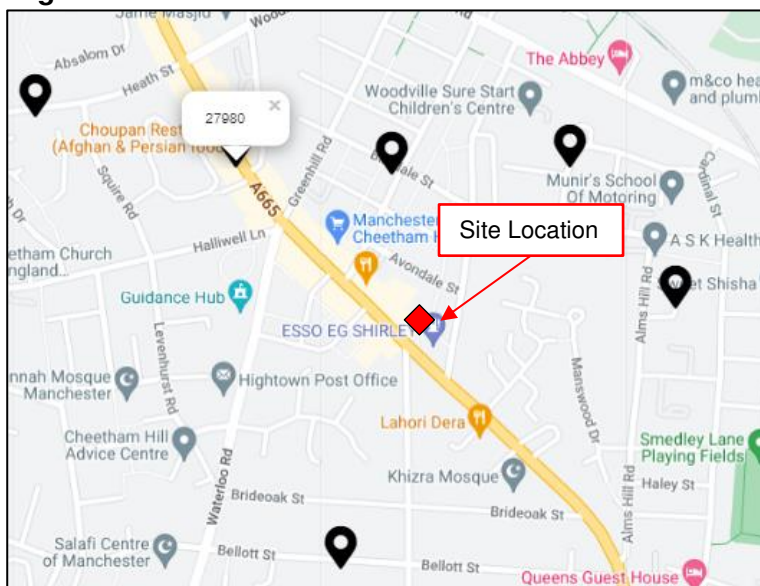
Each of the trip types have been distributed differently in the assessments as set out below and illustrated at **Appendix 5**, along with the associated traffic flow diagrams.

- 'New' (20%) development traffic distribution has been based on traffic flow proportions recorded along Cheetham Hill Road, with trips returning to their origin;
- 'Pass-by' distribution (35%) is based on traffic flow proportions recorded along Cheetham Hill Road, with departures continuing their journey; and
- 'Diverted' (35%) development traffic distribution has been based on the 'new' traffic distribution methodology as for the purpose of assessment, such trips are considered as new to Cheetham Hill Road.

7.2 Baseline Traffic Data

Due to traffic survey limitations associated with the summer holiday period, historical peak-hour traffic flow data has been obtained from the DfT in order to establish existing traffic flows along Cheetham Hill Road. The nearest count point to the site has been used, as shown below:

Figure 7.1: DfT Count Point ID 27980



Source: DfT

The most recent data was recorded on 16th October, 2017, showing the following peak-hour periods:

- Weekday AM: 07:00 – 08:00am; and
- Weekday PM: 16:00 – 17:00pm.

The peak-hour traffic figures are presented in **Appendix 5** and the DfT count data is provided at **Appendix 6**.

The data shows a total of 1,106 and 1,246 two-way PCU movements during the AM and PM peak-hour periods respectively. The existing trip generation of the service station site (as detailed within Section 6.2.1) together with the associated trip type proportions has been used to determine the baseline scenario in terms of existing

It should be noted that the weekday local highway peak-hour periods do not fully correlate with the trip generation peak-hour periods and so therefore provides a robust assessment with regard to operational assessment. Additionally, the data used reflects pre-pandemic traffic levels providing a further robustness to the assessment undertaken.

7.3 Assessment Scenarios

Capacity assessments have been undertaken for the following scenarios to ensure that the junction can operate with the proposed development in place at opening, and in the future:

- 2023 (opening year) base;
- 2023 (opening year) base + development;
- 2027 (5 years post-registration/opening) base; and
- 2027 (5 years post-registration/opening) base + development.

To account for background traffic growth, the observed traffic flows have been factored using the DfT's TEMPRO 7.2b computer program. Growth rates for 'car drivers only' were selected with the trip end type being defined as 'origin/destination'.

Trip rates were obtained for the weekday AM and PM peaks. Once the trip rates were calculated, an adjustment was applied to provide a local growth rate. A growth calculation for 'Principal' roads was weighted to each TEMPRO growth rate.

The growth factors are summarised in **Table 7.1** below:

Table 7.1 – TEMPRO Growth Factors

	TEMPRO Growth Factors	
	AM	PM
2017 - 2023	1.0964	1.0929
2017 – 2027	1.146	1.1423

7.4 Assessment Methodology

JUNCTIONS 9 (PICADY module) is used to assess capacity and delay of priority junctions. The software program uses geometric parameters along with traffic flows for the junction to assess its performance. The outputs of the modelling program are the Ratio of the Flow to Capacity (RFC) and predicted queue lengths (in Passenger Car Units (PCUs)) for individual approaches.

An RFC value between 0 and 0.85 indicates that the junction is operating well within capacity. An RFC value between 0.85 and 1.0 means that the junction is still operating within capacity, but localised delays and queues may occur. An RFC value over 1.0 signifies that the junction will be operating above its predicted capacity.

The site access and egress points have been assessed as two separate PICADY models.

The following provides a summary of the operational analysis results in support of this assessment. A full copy of the model outputs is contained within **Appendix 7**.

7.5 Cheetham Hill Road/Site Access Junction

The results for the 2023 assessment scenarios are summarised in **Table 7.2**:

Table 7.2 – Cheetham Hill Road/Site Access Junction Capacity Assessment Results, 2023

Approach	2023 Base				2023 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ
Cheetah Hill Rd East - RT	0.03	0	0.08	1	0.05	1	0.08	1

The results of the modelling show that the existing service station will operate with significant levels of spare capacity with negligible levels of queuing associated with vehicles waiting to turn right into the site from Cheetham Hill Road (east) in the 2023 assessment scenario.

The model also demonstrates that the site access will continue to operate with similar levels of spare capacity and levels of queuing with the application of additional traffic associated with the development proposals.

The results for the 2027 assessment scenarios are summarised in **Table 7.2**:

Table 7.2 – Cheetham Hill Road/Site Access Junction Capacity Assessment Results, 2027

Approach	2027 Base				2027 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ
Cheetham Hill Rd East - RT	0.04	0	0.08	1	0.05	1	0.08	1

The results of the modelling show that the existing service station will continue to operate with significant levels of spare capacity with negligible levels of queuing associated with vehicles waiting to turn right in the 2027 future year assessment scenario.

The model also demonstrates that the site access will continue to operate with similar levels of spare capacity and levels of queuing with the application of additional traffic associated with the development proposals.

7.6 Cheetham Hill Road/Site Egress Junction

The results for the 2023 assessment scenarios are summarised in **Table 7.3**:

Table 7.3 – Cheetham Hill Road/Site Egress Junction Capacity Assessment Results, 2023

Approach	2023 Base				2023 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ
Site Egress	0.17	1	0.16	1	0.22	1	0.17	1

The results of the modelling show that the existing service station will operate with significant levels of spare capacity with negligible levels of queuing associated with vehicles waiting to egress the site in the 2023 assessment period.

The model also demonstrates that the site access will continue to operate with similar levels of spare capacity and levels of queuing with the application of additional traffic associated with the development proposals. The results for the 2027 assessment scenarios are summarised in **Table 7.4**:

Table 7.4 – Cheetham Hill Road/Site Egress Junction Capacity Assessment Results, 2027

Approach	2027 Base				2027 Base + Development			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	MMQ	RFC	MMQ	RFC	MMQ	RFC	MMQ
Site Egress	0.17	1	0.17	1	0.23	1	0.17	1

The results of the modelling show that the existing service station will continue to operate with significant levels of spare capacity with negligible levels of queuing in the 2027 future year assessment scenario.

The model also demonstrates that the site access will continue to operate with similar levels of spare capacity and levels of queuing with the application of additional traffic associated with the development proposals.

Overall, the model results suggest that traffic associated with the proposed service station redevelopment would not have a material impact on the operation of the Cheetham Hill Road/ site access and egress junctions.

8 Summary and Conclusions

Dynamic Transport Planning is instructed by EG Group to report on the anticipated highways and transportation issues related with the proposed redevelopment of Shirley Service Station at the A665 Cheetham Hill Road, Manchester.

The development proposals for the site comprise the redevelopment of the existing service station to include a new six filling-bay PFS (with associated convenience store) and drive-thru coffee shop.

Vehicular access to the site will be retained from Cheetham Hill Road, although the southern vehicle crossover will be relocated northwards slightly with footway reinstatement at the location of the existing crossover.

The proposals will be supported by on-site parking provision. Although there are no applicable local parking standards for the redevelopment proposals, a parking accumulation exercise has been undertaken which demonstrates that the level of provision would adequately cater for the anticipated level of parking demand.

A swept-path analysis has been undertaken for the largest vehicles expected to access the site which demonstrate that such vehicles will be able to safely manoeuvre into and within the proposed service station site.

The highway accident data has been reviewed for the most recently available five-year road safety record for the area surrounding the site. The data does not demonstrate any pre-existing patterns or trends of incidents that could be affected by the development proposals.

The accessibility of the site for non-car modes of travel has been assessed. It is considered that the site is located to allow for some journeys by sustainable modes, particularly for staff. Cycle parking provision will also be provided on-site to cater for any staff and customers accessing the site by bike.

The trip generation assessment shows that the redevelopment proposals would generate approximately nine new two-way trips during the assessed peak-hour periods, with the vast majority of trips being pass-by/diverted trips from the local highway network.

Although it has been demonstrated that the proposed development is likely to generate a relatively low level of new trips, a capacity assessment of the site access and egress junctions with Cheetham Hill Road has been undertaken in order to provide a comprehensive assessment.

The model results suggest that traffic associated with the proposed redevelopment would not have a material impact on the operation of the junctions at the assessed year of opening and design year scenarios.

Overall, on the basis of the above assessment it is concluded that there are no outstanding reasons why the proposed development should not be granted planning permission on highways grounds.

Appendix 1

Proposed Site Layout

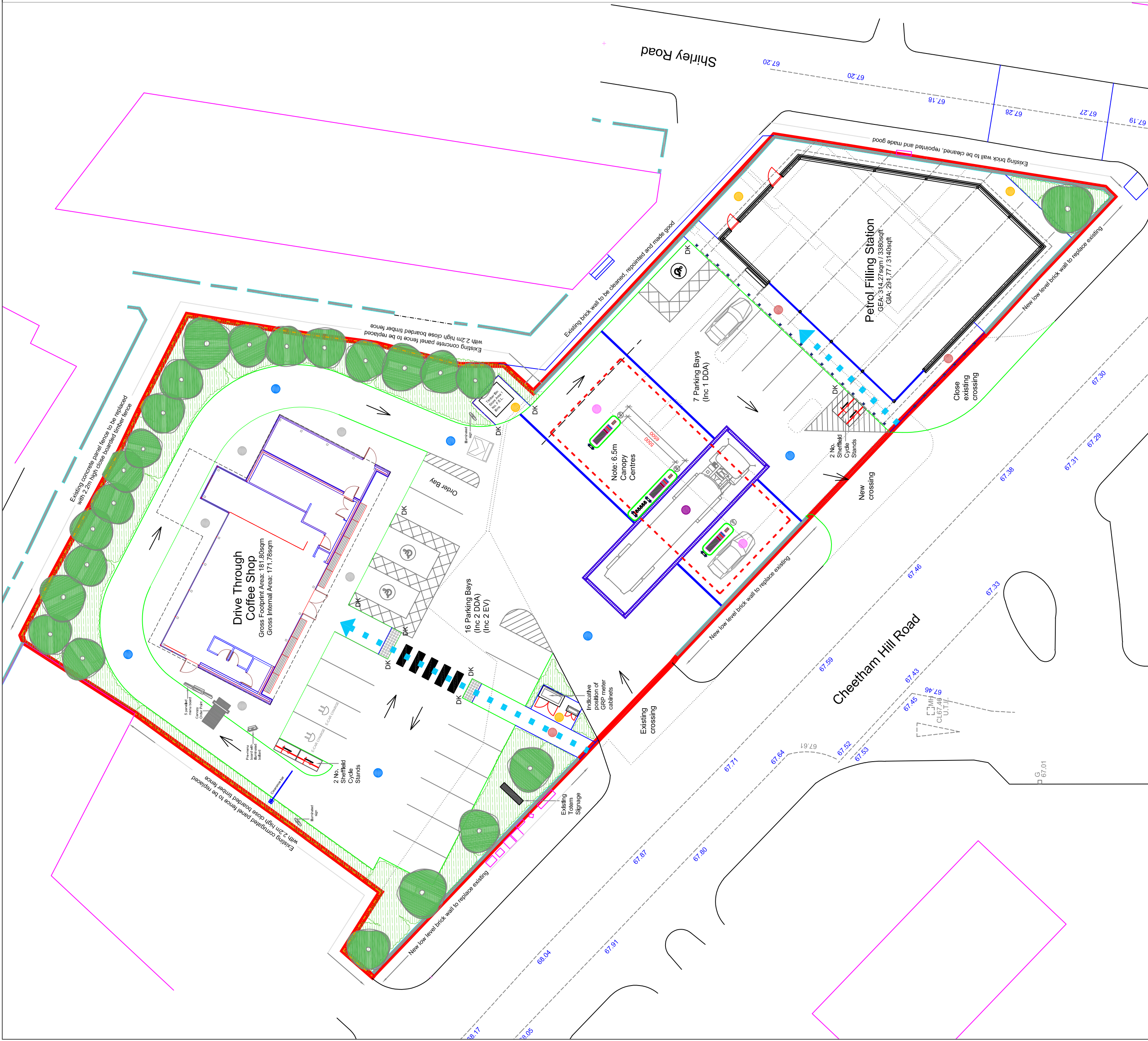
ADS
DESIGN

+44 (0)1943 464152
ADS-DESIGN.NET

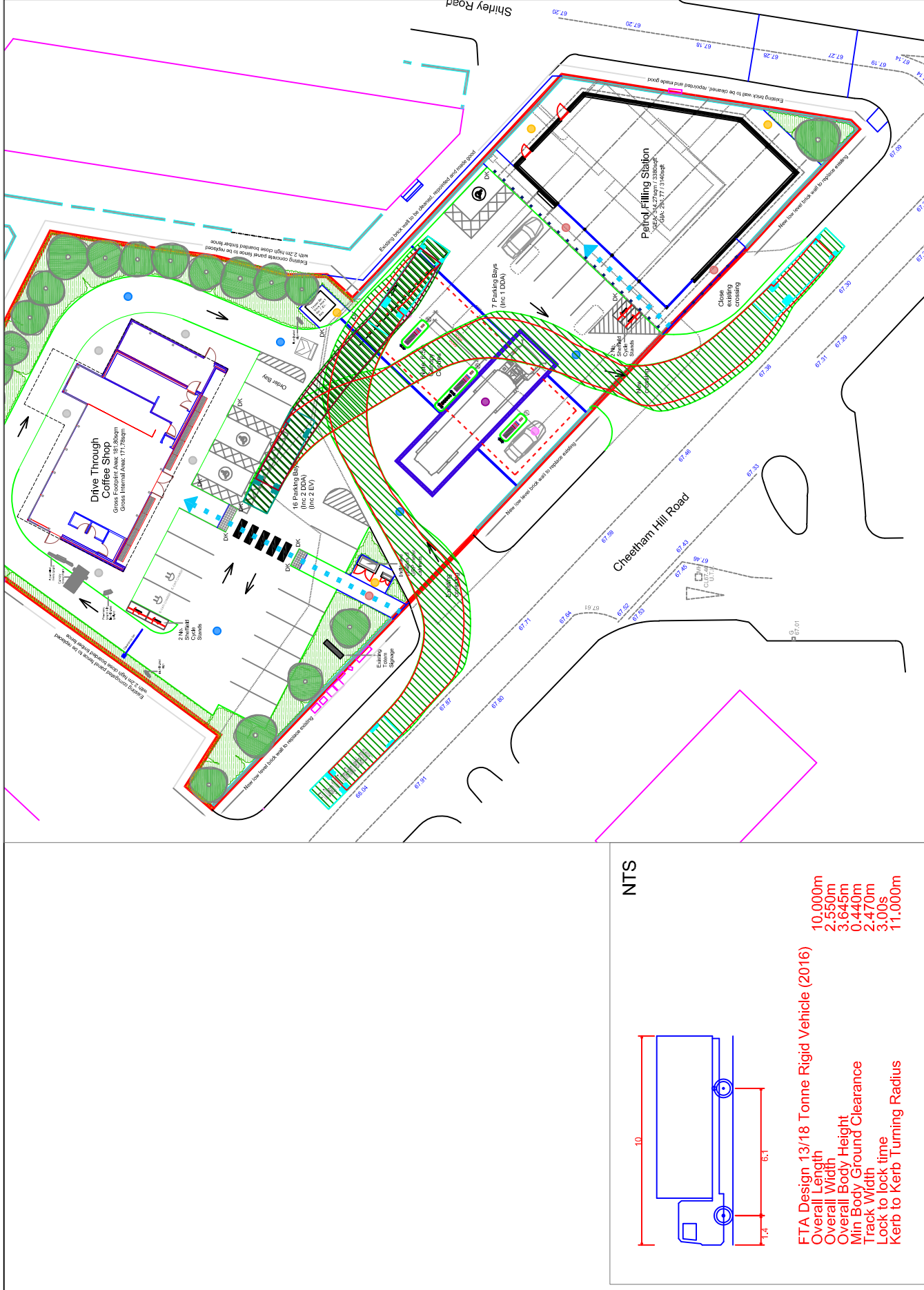
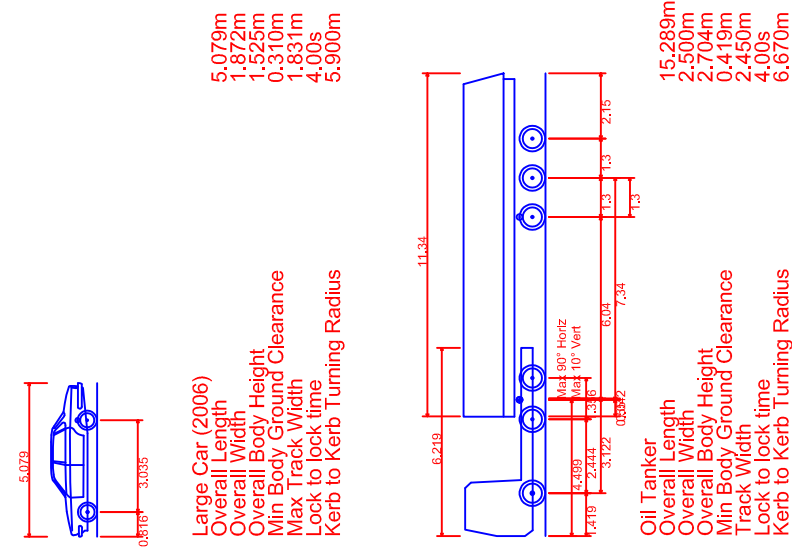


Appendix 2

Swept Path Assessment

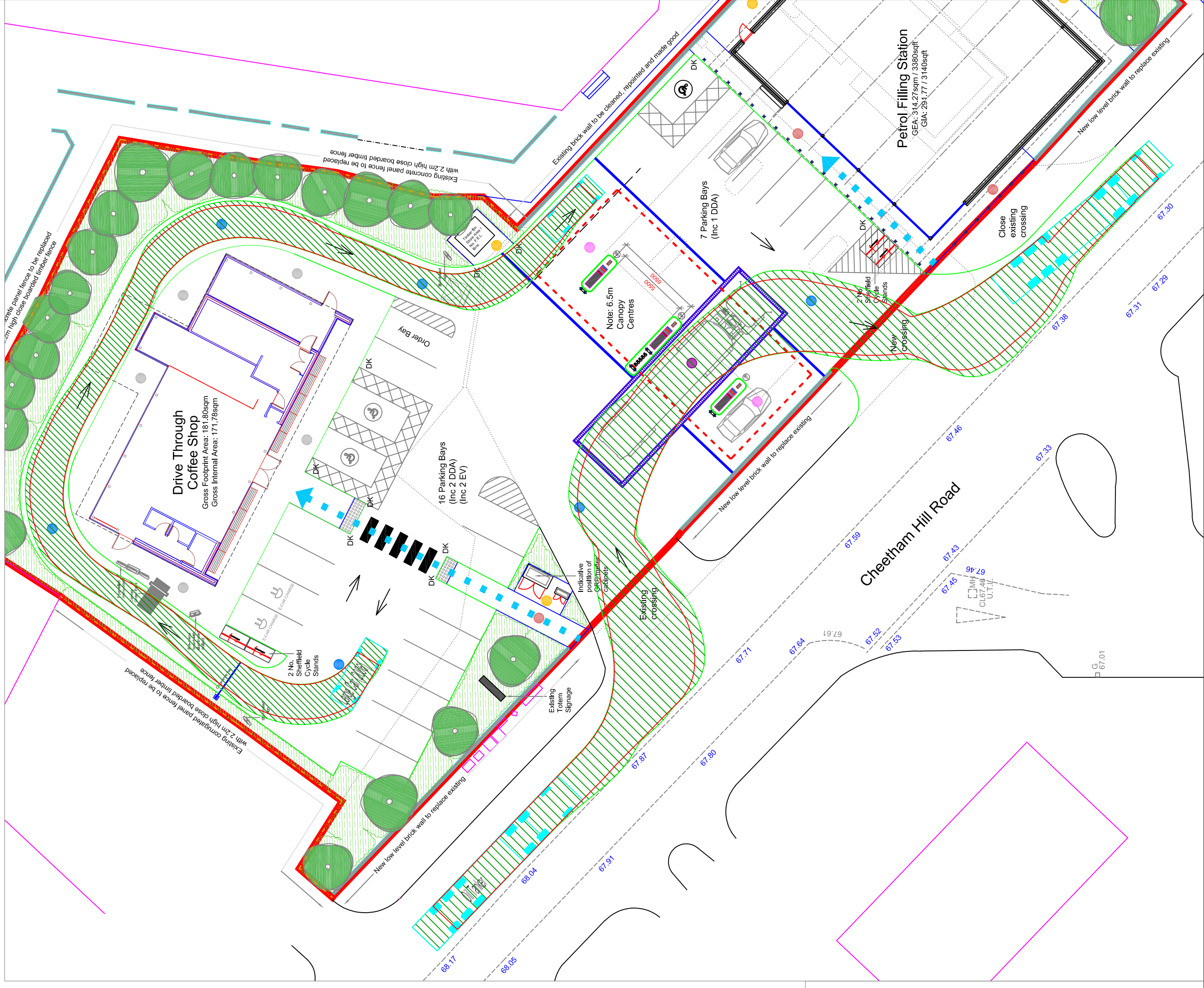


Proposed Site Layout - Scale 1/250



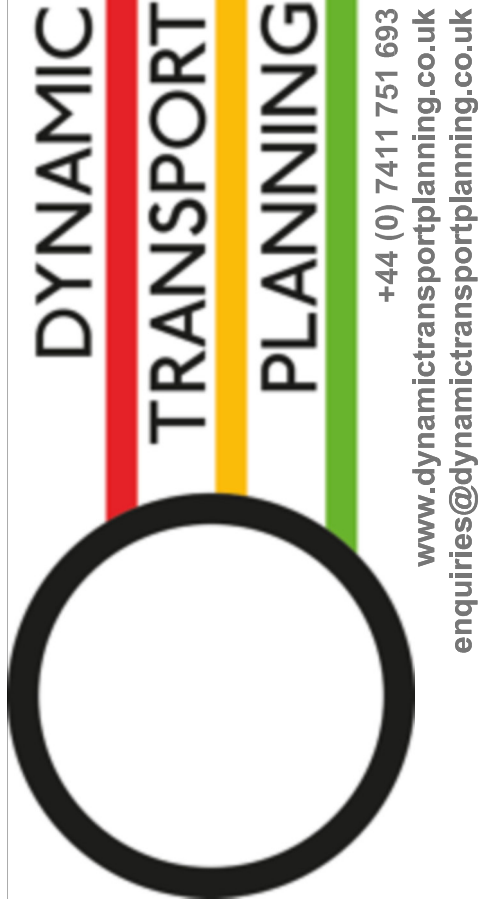
Swept Path Analysis - 10m Rigid - Scale 1/500

Swept Path Analysis - Oil Tanker & Large Car - Scale 1/250



Notes

Rev.	Date	Revisions	Drawn
-	18/7/22	First Issue	GS



Client

EG Group Ltd

Project
Proposed PFS and Drive Thru Development, Shirley Service Station, Cheetham Hill, Manchester

Drawing Title

Proposed Site Layout
Swept Path Analysis
Oil Tanker, 10m Rigid & Large Car

Date	July 2022	Scale	As Specified @ A1
Drawn	GS	Approved	GS
Drawing Number	DTP/3706122/ATR001		
Rev.	-		

Appendix 3

TRICS Output Reports

Calculation Reference: AUDIT-262601-220627-0600

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : B - PFS - WITH RETAIL

TOTAL VEHICLES

Selected regions and areas:

03 SOUTH WEST	
DC DORSET	2 days
DV DEVON	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
LE LEICESTERSHIRE	1 days
LN LINCOLNSHIRE	1 days
NT NOTTINGHAMSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
LC LANCASHIRE	1 days
MS MERSEYSIDE	1 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
MM MONMOUTHSHIRE	1 days
11 SCOTLAND	
EB CITY OF EDINBURGH	1 days
FI FIFE	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: Filling bays
Actual Range: 6 to 16 (units:)
Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/03/20

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	5 days
Wednesday	3 days
Thursday	1 days
Friday	6 days

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

Selected survey types:

Manual count	16 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)	9
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
Residential Zone	12
No Sub Category	2

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

Secondary Filtering selection:

Use Class:

Sui Generis	16 days
-------------	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	5 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:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	8 days
1.6 to 2.0	2 days

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

Travel Plan:

No	16 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	16 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CA-13-B-02 LINCOLN ROAD PETERBOROUGH	MURCO & COSTCUTTER	CAMBRIDGESHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays: 8 Survey date: TUESDAY 16/12/14		Survey Type: MANUAL
2	DC-13-B-01 271 BARRACK ROAD CHRISTCHURCH	ESSO & TESCO EXPRESS	DORSET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 6 Survey date: MONDAY 24/03/14		Survey Type: MANUAL
3	DC-13-B-02 71-75 SOMERFORD ROAD CHRISTCHURCH	M&S & BP	DORSET
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Filling bays: 8 Survey date: FRIDAY 21/03/14		Survey Type: MANUAL
4	DS-13-B-01 NOTTINGHAM ROAD DERBY CHADDESSEN	ESSO & TESCO EXPRESS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays: 8 Survey date: FRIDAY 26/06/15		Survey Type: MANUAL
5	DV-13-B-01 TORBAY ROAD PAIGNTON	BP & COSTCUTTER	DEVON
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: TUESDAY 18/07/17		Survey Type: MANUAL
6	EB-13-B-02 BULLYEON ROAD QUEENSFERRY	BP CONNECT & M&S SIMPLY FOOD	CITY OF EDINBURGH
	Edge of Town Residential Zone Total Filling bays: 15 Survey date: THURSDAY 26/06/14		Survey Type: MANUAL
7	FI-13-B-01 HARBOUR DRIVE DALGETY BAY	BP & M&S SIMPLY FOOD	FIFE
	Edge of Town No Sub Category Total Filling bays: 13 Survey date: WEDNESDAY 23/03/16		Survey Type: MANUAL
8	GM-13-B-01 NEW STREET ROCHDALE MILNROW	BP & SPAR	GREATER MANCHESTER
	Edge of Town Residential Zone Total Filling bays: 8 Survey date: WEDNESDAY 21/10/15		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-13-B-03	TEXACO & MORRISONS DAILY	LANCASHIRE
	GARSTANG ROAD PRESTON FULWOOD Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:	8	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
10	LE-13-B-02	TESCO EXPRESS & ESSO	LEICESTERSHIRE
	FOSSE ROAD NORTH LEICESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:	8	
	Survey date: TUESDAY	28/10/14	Survey Type: MANUAL
11	LN-13-B-01	GULF & CO-OP	LINCOLNSHIRE
	CARHOLME ROAD LINCOLN Edge of Town Residential Zone Total Filling bays:	8	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
12	MM-13-B-01	BP & M&S SIMPLY FOOD	MONMOUTHSHIRE
	MALPAS ROAD NEWPORT MALPAS Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Filling bays:	8	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
13	MS-13-B-01	ESSO & SPAR	MERSEYSIDE
	ULLET ROAD LIVERPOOL SEFTON PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:	6	
	Survey date: TUESDAY	18/11/14	Survey Type: MANUAL
14	NT-13-B-03	SAINSBURY'S PFS	NOTTINGHAMSHIRE
	CASTLE BRIDGE ROAD NOTTINGHAM Suburban Area (PPS6 Out of Centre) Development Zone Total Filling bays:	16	
	Survey date: FRIDAY	25/11/16	Survey Type: MANUAL
15	NY-13-B-03	ESSO & CO-OP	NORTH YORKSHIRE
	WETHERBY ROAD NORTH KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Industrial Zone Total Filling bays:	8	
	Survey date: FRIDAY	30/09/16	Survey Type: MANUAL
16	TW-13-B-05	SHELL & SPAR	TYNE & WEAR
	THE BROADWAY SUNDERLAND Suburban Area (PPS6 Out of Centre) Residential Zone Total Filling bays:	6	
	Survey date: FRIDAY	24/05/19	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.

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	16	9	5.634	16	9	5.289	16	9	10.923
07:00 - 08:00	16	9	8.197	16	9	7.915	16	9	16.112
08:00 - 09:00	16	9	8.028	16	9	7.866	16	9	15.894
09:00 - 10:00	16	9	8.197	16	9	8.268	16	9	16.465
10:00 - 11:00	16	9	7.331	16	9	7.401	16	9	14.732
11:00 - 12:00	16	9	6.993	16	9	6.993	16	9	13.986
12:00 - 13:00	16	9	8.444	16	9	8.458	16	9	16.902
13:00 - 14:00	16	9	7.965	16	9	7.937	16	9	15.902
14:00 - 15:00	16	9	7.944	16	9	7.775	16	9	15.719
15:00 - 16:00	16	9	7.521	16	9	7.789	16	9	15.310
16:00 - 17:00	16	9	8.345	16	9	8.577	16	9	16.922
17:00 - 18:00	16	9	8.796	16	9	8.648	16	9	17.444
18:00 - 19:00	16	9	8.035	16	9	8.127	16	9	16.162
19:00 - 20:00	16	9	7.218	16	9	7.345	16	9	14.563
20:00 - 21:00	16	9	5.007	16	9	4.986	16	9	9.993
21:00 - 22:00	16	9	3.965	16	9	4.014	16	9	7.979
22:00 - 23:00	1	8	2.125	1	8	2.750	1	8	4.875
23:00 - 24:00	1	8	0.000	1	8	0.250	1	8	0.250
Total Rates:			119.745			120.388			240.133

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 6 - 16 (units:)
Survey date range: 01/01/14 - 20/03/20
Number of weekdays (Monday-Friday): 16
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TAXIS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	16	9	0.070	16	9	0.056	16	9	0.126
07:00 - 08:00	16	9	0.092	16	9	0.106	16	9	0.198
08:00 - 09:00	16	9	0.127	16	9	0.113	16	9	0.240
09:00 - 10:00	16	9	0.183	16	9	0.183	16	9	0.366
10:00 - 11:00	16	9	0.148	16	9	0.155	16	9	0.303
11:00 - 12:00	16	9	0.141	16	9	0.134	16	9	0.275
12:00 - 13:00	16	9	0.134	16	9	0.134	16	9	0.268
13:00 - 14:00	16	9	0.120	16	9	0.127	16	9	0.247
14:00 - 15:00	16	9	0.155	16	9	0.134	16	9	0.289
15:00 - 16:00	16	9	0.106	16	9	0.127	16	9	0.233
16:00 - 17:00	16	9	0.204	16	9	0.211	16	9	0.415
17:00 - 18:00	16	9	0.155	16	9	0.155	16	9	0.310
18:00 - 19:00	16	9	0.106	16	9	0.106	16	9	0.212
19:00 - 20:00	16	9	0.155	16	9	0.155	16	9	0.310
20:00 - 21:00	16	9	0.218	16	9	0.204	16	9	0.422
21:00 - 22:00	16	9	0.085	16	9	0.092	16	9	0.177
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			2.199			2.192			4.391

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 for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

OGVS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	16	9	0.148	16	9	0.127	16	9	0.275
07:00 - 08:00	16	9	0.296	16	9	0.324	16	9	0.620
08:00 - 09:00	16	9	0.162	16	9	0.169	16	9	0.331
09:00 - 10:00	16	9	0.197	16	9	0.225	16	9	0.422
10:00 - 11:00	16	9	0.218	16	9	0.204	16	9	0.422
11:00 - 12:00	16	9	0.190	16	9	0.176	16	9	0.366
12:00 - 13:00	16	9	0.211	16	9	0.197	16	9	0.408
13:00 - 14:00	16	9	0.155	16	9	0.141	16	9	0.296
14:00 - 15:00	16	9	0.141	16	9	0.141	16	9	0.282
15:00 - 16:00	16	9	0.162	16	9	0.169	16	9	0.331
16:00 - 17:00	16	9	0.120	16	9	0.120	16	9	0.240
17:00 - 18:00	16	9	0.077	16	9	0.063	16	9	0.140
18:00 - 19:00	16	9	0.028	16	9	0.049	16	9	0.077
19:00 - 20:00	16	9	0.049	16	9	0.042	16	9	0.091
20:00 - 21:00	16	9	0.021	16	9	0.028	16	9	0.049
21:00 - 22:00	16	9	0.028	16	9	0.021	16	9	0.049
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			2.203			2.196			4.399

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 for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

PSVS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	16	9	0.021	16	9	0.021	16	9	0.042
07:00 - 08:00	16	9	0.007	16	9	0.007	16	9	0.014
08:00 - 09:00	16	9	0.021	16	9	0.014	16	9	0.035
09:00 - 10:00	16	9	0.035	16	9	0.028	16	9	0.063
10:00 - 11:00	16	9	0.028	16	9	0.035	16	9	0.063
11:00 - 12:00	16	9	0.021	16	9	0.028	16	9	0.049
12:00 - 13:00	16	9	0.007	16	9	0.007	16	9	0.014
13:00 - 14:00	16	9	0.007	16	9	0.007	16	9	0.014
14:00 - 15:00	16	9	0.000	16	9	0.000	16	9	0.000
15:00 - 16:00	16	9	0.000	16	9	0.000	16	9	0.000
16:00 - 17:00	16	9	0.007	16	9	0.007	16	9	0.014
17:00 - 18:00	16	9	0.035	16	9	0.035	16	9	0.070
18:00 - 19:00	16	9	0.014	16	9	0.007	16	9	0.021
19:00 - 20:00	16	9	0.000	16	9	0.007	16	9	0.007
20:00 - 21:00	16	9	0.000	16	9	0.000	16	9	0.000
21:00 - 22:00	16	9	0.000	16	9	0.000	16	9	0.000
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			0.203			0.203			0.406

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 for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

CYCLISTS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	16	9	0.063	16	9	0.063	16	9	0.126
07:00 - 08:00	16	9	0.085	16	9	0.092	16	9	0.177
08:00 - 09:00	16	9	0.035	16	9	0.035	16	9	0.070
09:00 - 10:00	16	9	0.035	16	9	0.035	16	9	0.070
10:00 - 11:00	16	9	0.028	16	9	0.028	16	9	0.056
11:00 - 12:00	16	9	0.063	16	9	0.056	16	9	0.119
12:00 - 13:00	16	9	0.028	16	9	0.028	16	9	0.056
13:00 - 14:00	16	9	0.049	16	9	0.049	16	9	0.098
14:00 - 15:00	16	9	0.028	16	9	0.021	16	9	0.049
15:00 - 16:00	16	9	0.056	16	9	0.042	16	9	0.098
16:00 - 17:00	16	9	0.099	16	9	0.099	16	9	0.198
17:00 - 18:00	16	9	0.056	16	9	0.077	16	9	0.133
18:00 - 19:00	16	9	0.077	16	9	0.077	16	9	0.154
19:00 - 20:00	16	9	0.021	16	9	0.021	16	9	0.042
20:00 - 21:00	16	9	0.077	16	9	0.085	16	9	0.162
21:00 - 22:00	16	9	0.028	16	9	0.028	16	9	0.056
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			0.828			0.836			1.664

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 for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

CARS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	16	9	4.134	16	9	3.986	16	9	8.120
07:00 - 08:00	16	9	6.246	16	9	6.077	16	9	12.323
08:00 - 09:00	16	9	6.486	16	9	6.282	16	9	12.768
09:00 - 10:00	16	9	6.648	16	9	6.697	16	9	13.345
10:00 - 11:00	16	9	5.796	16	9	5.852	16	9	11.648
11:00 - 12:00	16	9	5.592	16	9	5.676	16	9	11.268
12:00 - 13:00	16	9	6.993	16	9	7.000	16	9	13.993
13:00 - 14:00	16	9	6.592	16	9	6.493	16	9	13.085
14:00 - 15:00	16	9	6.641	16	9	6.542	16	9	13.183
15:00 - 16:00	16	9	6.352	16	9	6.486	16	9	12.838
16:00 - 17:00	16	9	7.120	16	9	7.359	16	9	14.479
17:00 - 18:00	16	9	7.887	16	9	7.690	16	9	15.577
18:00 - 19:00	16	9	7.359	16	9	7.394	16	9	14.753
19:00 - 20:00	16	9	6.366	16	9	6.465	16	9	12.831
20:00 - 21:00	16	9	4.387	16	9	4.338	16	9	8.725
21:00 - 22:00	16	9	3.556	16	9	3.634	16	9	7.190
22:00 - 23:00	1	8	2.000	1	8	2.625	1	8	4.625
23:00 - 24:00	1	8	0.000	1	8	0.250	1	8	0.250
Total Rates:			100.155			100.846			201.001

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 for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

LGVS

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	16	9	1.134	16	9	1.000	16	9	2.134
07:00 - 08:00	16	9	1.444	16	9	1.359	16	9	2.803
08:00 - 09:00	16	9	1.148	16	9	1.190	16	9	2.338
09:00 - 10:00	16	9	0.993	16	9	1.000	16	9	1.993
10:00 - 11:00	16	9	1.070	16	9	1.085	16	9	2.155
11:00 - 12:00	16	9	0.993	16	9	0.951	16	9	1.944
12:00 - 13:00	16	9	1.035	16	9	1.056	16	9	2.091
13:00 - 14:00	16	9	0.986	16	9	1.049	16	9	2.035
14:00 - 15:00	16	9	0.923	16	9	0.852	16	9	1.775
15:00 - 16:00	16	9	0.831	16	9	0.908	16	9	1.739
16:00 - 17:00	16	9	0.845	16	9	0.824	16	9	1.669
17:00 - 18:00	16	9	0.585	16	9	0.627	16	9	1.212
18:00 - 19:00	16	9	0.486	16	9	0.500	16	9	0.986
19:00 - 20:00	16	9	0.514	16	9	0.542	16	9	1.056
20:00 - 21:00	16	9	0.352	16	9	0.380	16	9	0.732
21:00 - 22:00	16	9	0.239	16	9	0.218	16	9	0.457
22:00 - 23:00	1	8	0.125	1	8	0.125	1	8	0.250
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			13.703				13.666	27.369	

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 for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

MOTOR CYCLES

Calculation factor: 1 BAYS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	16	9	0.120	16	9	0.099	16	9	0.219
07:00 - 08:00	16	9	0.070	16	9	0.042	16	9	0.112
08:00 - 09:00	16	9	0.070	16	9	0.092	16	9	0.162
09:00 - 10:00	16	9	0.134	16	9	0.134	16	9	0.268
10:00 - 11:00	16	9	0.070	16	9	0.070	16	9	0.140
11:00 - 12:00	16	9	0.035	16	9	0.035	16	9	0.070
12:00 - 13:00	16	9	0.063	16	9	0.056	16	9	0.119
13:00 - 14:00	16	9	0.106	16	9	0.120	16	9	0.226
14:00 - 15:00	16	9	0.106	16	9	0.106	16	9	0.212
15:00 - 16:00	16	9	0.092	16	9	0.099	16	9	0.191
16:00 - 17:00	16	9	0.049	16	9	0.056	16	9	0.105
17:00 - 18:00	16	9	0.099	16	9	0.077	16	9	0.176
18:00 - 19:00	16	9	0.042	16	9	0.070	16	9	0.112
19:00 - 20:00	16	9	0.134	16	9	0.134	16	9	0.268
20:00 - 21:00	16	9	0.035	16	9	0.035	16	9	0.070
21:00 - 22:00	16	9	0.056	16	9	0.049	16	9	0.105
22:00 - 23:00	1	8	0.000	1	8	0.000	1	8	0.000
23:00 - 24:00	1	8	0.000	1	8	0.000	1	8	0.000
Total Rates:			1.281			1.274			2.555

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.

Calculation Reference: AUDIT-262601-220714-0707

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : J - DRIVE THROUGH COFFEE SHOP

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
BD BEDFORDSHIRE	1 days
03 SOUTH WEST	
GS GLOUCESTERSHIRE	1 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
09 NORTH	
CB CUMBRIA	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: 200 to 213 (units: sqm)
Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/10/21

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 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) 1
Edge of Town 3

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

Selected Location Sub Categories:

Retail Zone 2
Out of Town 1
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 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 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	1 days
1.1 to 1.5	3 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 4 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 4 days

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-06-J-01	COSTA COFFEE	BEDFORDSHIRE
	RILEY WAY		
	BEDFORD		
	KEMPSTON		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	213 sqm	
	Survey date: SATURDAY	17/10/20	Survey Type: MANUAL
2	CB-06-J-01	COSTA COFFEE	CUMBRIA
	PARKHOUSE ROAD		
	CARLISLE		
	GATEWAY 44		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	210 sqm	
	Survey date: SATURDAY	16/10/21	Survey Type: MANUAL
3	GM-06-J-01	COSTA COFFEE	GREATER MANCHESTER
	CHESTER ROAD		
	MANCHESTER		
	OLD TRAFFORD		
	Suburban Area (PPS6 Out of Centre)		
	Retail Zone		
	Total Gross floor area:	200 sqm	
	Survey date: SATURDAY	01/05/21	Survey Type: MANUAL
4	GS-06-J-01	COSTA COFFEE	GLOUCESTERSHIRE
	B4008		
	GLOUCESTER		
	HARDWICKE		
	Edge of Town		
	Out of Town		
	Total Gross floor area:	210 sqm	
	Survey date: SATURDAY	24/04/21	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
HF-06-J-01	Not representative due to location

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/J - DRIVE THROUGH COFFEE SHOP

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 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	205	1.220	2	205	1.220	2	205	2.440
06:00 - 07:00	4	208	3.001	4	208	2.761	4	208	5.762
07:00 - 08:00	4	208	10.444	4	208	8.643	4	208	19.087
08:00 - 09:00	4	208	16.206	4	208	16.567	4	208	32.773
09:00 - 10:00	4	208	21.128	4	208	18.848	4	208	39.976
10:00 - 11:00	4	208	26.050	4	208	23.529	4	208	49.579
11:00 - 12:00	4	208	24.490	4	208	24.970	4	208	49.460
12:00 - 13:00	4	208	22.809	4	208	22.809	4	208	45.618
13:00 - 14:00	4	208	20.648	4	208	21.609	4	208	42.257
14:00 - 15:00	4	208	20.648	4	208	21.008	4	208	41.656
15:00 - 16:00	4	208	18.247	4	208	18.367	4	208	36.614
16:00 - 17:00	4	208	15.966	4	208	15.486	4	208	31.452
17:00 - 18:00	4	208	12.245	4	208	13.445	4	208	25.690
18:00 - 19:00	4	208	8.043	4	208	9.844	4	208	17.887
19:00 - 20:00	4	208	4.322	4	208	5.762	4	208	10.084
20:00 - 21:00	2	207	5.085	2	207	5.811	2	207	10.896
21:00 - 22:00	1	200	3.000	1	200	3.000	1	200	6.000
22:00 - 23:00	1	200	0.000	1	200	1.000	1	200	1.000
23:00 - 24:00									
Total Rates:			233.552				234.679	468.231	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	200 - 213 (units: sqm)
Survey date range:	01/01/14 - 16/10/21
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	4
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

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

Calculation Reference: AUDIT-262601-220428-0448

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : J - DRIVE THROUGH COFFEE SHOP

TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	2 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	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: 140 to 240 (units: sqm)
Range Selected by User: 125 to 420 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 16/10/21

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

Selected survey days:

Friday 4 days

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

Selected survey types:

Manual count 4 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) 2
Edge of Town 2

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

Selected Location Sub Categories:

Industrial Zone 2
Residential Zone 1
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.

Calculation Reference: AUDIT-262601-220714-0733

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 13 - PETROL FILLING STATIONS
Category : B - PFS - WITH RETAIL

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	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: Filling bays
Actual Range: 8 to 12 (units:)
Range Selected by User: 4 to 16 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/03/20

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

Selected survey days:

Saturday 4 days

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

Selected survey types:

Manual count 4 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)	1
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	1

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

Selected Location Sub Categories:

Industrial Zone	1
Development Zone	1
High Street	1
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:

Sui Generis 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000 3 days

20,001 to 25,000 1 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

125,001 to 250,000 2 days

250,001 to 500,000 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 2 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:

No 4 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 4 days

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

LIST OF SITES relevant to selection parameters

1	DC-13-B-03	BP & SPAR	DORSET
	THE GROVE		
	DORCHESTER		
	Edge of Town		
	Industrial Zone		
	Total Filling bays:	9	
	Survey date: SATURDAY	17/09/16	Survey Type: MANUAL
2	DV-13-B-02	SHELL & LONDIS	DEVON
	TORQUAY ROAD		
	PAIGNTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Filling bays:	8	
	Survey date: SATURDAY	30/03/19	Survey Type: MANUAL
3	EB-13-B-03	BP & M&S SIMPLY FOOD	CITY OF EDINBURGH
	GLASGOW ROAD		
	NEAR EDINBURGH		
	INGLISTON		
	Free Standing (PPS6 Out of Town)		
	No Sub Category		
	Total Filling bays:	8	
	Survey date: SATURDAY	28/04/18	Survey Type: MANUAL
4	TW-13-B-03	SAINSBURY'S PFS	TYNE & WEAR
	RIVERSIDE ROAD		
	SUNDERLAND		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Filling bays:	12	
	Survey date: SATURDAY	08/04/17	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.

TRIP RATE for Land Use 13 - PETROL FILLING STATIONS/B - PFS - WITH RETAIL

TOTAL VEHICLES

Calculation factor: **1 BAYS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate	No. Days	Ave. BAYS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	4	9	1.270	4	9	0.973	4	9	2.243
07:00 - 08:00	4	9	3.162	4	9	3.108	4	9	6.270
08:00 - 09:00	4	9	4.270	4	9	4.189	4	9	8.459
09:00 - 10:00	4	9	5.081	4	9	5.054	4	9	10.135
10:00 - 11:00	4	9	4.784	4	9	4.541	4	9	9.325
11:00 - 12:00	4	9	5.081	4	9	5.459	4	9	10.540
12:00 - 13:00	4	9	5.108	4	9	4.730	4	9	9.838
13:00 - 14:00	4	9	4.459	4	9	4.459	4	9	8.918
14:00 - 15:00	4	9	4.595	4	9	4.730	4	9	9.325
15:00 - 16:00	4	9	4.919	4	9	4.811	4	9	9.730
16:00 - 17:00	4	9	4.784	4	9	4.946	4	9	9.730
17:00 - 18:00	4	9	4.054	4	9	4.378	4	9	8.432
18:00 - 19:00	4	9	3.784	4	9	3.676	4	9	7.460
19:00 - 20:00	4	9	3.514	4	9	3.622	4	9	7.136
20:00 - 21:00	4	9	2.324	4	9	2.270	4	9	4.594
21:00 - 22:00	4	9	1.757	4	9	1.730	4	9	3.487
22:00 - 23:00	2	10	1.150	2	10	1.300	2	10	2.450
23:00 - 24:00	1	8	0.250	1	8	0.375	1	8	0.625
Total Rates:			64.346			64.351			128.697

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 8 - 12 (units:)
Survey date range: 01/01/14 - 20/03/20
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 4
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

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

Appendix 4

Parking Accumulation

TRICS Parking Accumulation Assessment

Drive-Thru Coffee - Weekday			
Time	Arrivals	Departures	Accumulation
05:00-06:00	1	0	1
06:00-07:00	10	8	3
07:00-08:00	31	28	6
08:00-09:00	38	37	8
09:00-10:00	40	33	14
10:00-11:00	30	31	13
11:00-12:00	30	31	12
12:00-13:00	37	37	12
13:00-14:00	36	36	12
14:00-15:00	24	27	9
15:00-16:00	24	23	10
16:00-17:00	23	26	7
17:00-18:00	17	20	4
18:00-19:00	9	11	3
19:00-20:00	6	7	2
20:00-21:00	1	4	0
21:00-22:00	1	1	0

PFS with Retail - Weekday			
Time	Arrivals	Departures	Accumulation
05:00-06:00	-	-	-
06:00-07:00	34	32	2
07:00-08:00	49	47	4
08:00-09:00	48	47	5
09:00-10:00	49	50	4
10:00-11:00	44	44	4
11:00-12:00	42	42	4
12:00-13:00	51	51	4
13:00-14:00	48	48	4
14:00-15:00	48	47	5
15:00-16:00	45	47	3
16:00-17:00	50	51	2
17:00-18:00	53	52	3
18:00-19:00	48	49	2
19:00-20:00	43	44	2
20:00-21:00	30	30	2
21:00-22:00	24	24	1

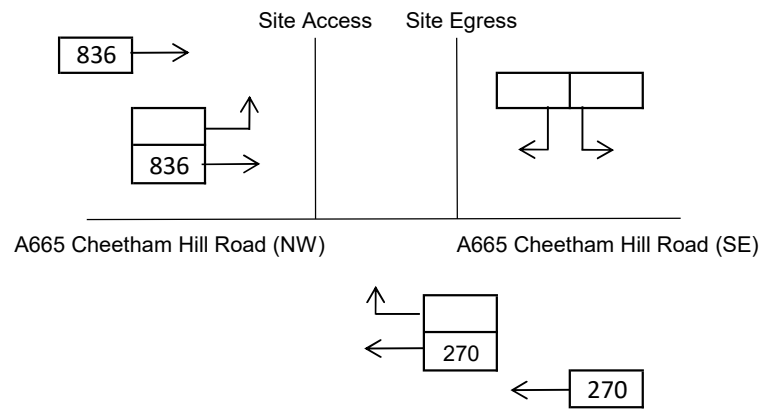
Drive-Thru Coffee - Sat			
Time	Arrivals	Departures	Accumulation
05:00-06:00	2	2	0
06:00-07:00	5	5	0
07:00-08:00	18	15	4
08:00-09:00	28	28	3
09:00-10:00	36	32	7
10:00-11:00	45	40	11
11:00-12:00	42	43	10
12:00-13:00	39	39	10
13:00-14:00	36	37	9
14:00-15:00	36	36	8
15:00-16:00	31	32	8
16:00-17:00	27	27	9
17:00-18:00	21	23	7
18:00-19:00	14	17	4
19:00-20:00	7	10	1
20:00-21:00	9	10	0
21:00-22:00	5	5	0

PFS with Retail - Sat			
Time	Arrivals	Departures	Accumulation
05:00-06:00	-	-	-
06:00-07:00	8	6	2
07:00-08:00	19	19	2
08:00-09:00	26	25	3
09:00-10:00	30	30	3
10:00-11:00	29	27	4
11:00-12:00	30	33	2
12:00-13:00	31	28	4
13:00-14:00	27	27	4
14:00-15:00	28	28	3
15:00-16:00	30	29	4
16:00-17:00	29	30	3
17:00-18:00	24	26	1
18:00-19:00	23	22	2
19:00-20:00	21	22	1
20:00-21:00	14	14	1
21:00-22:00	11	10	2

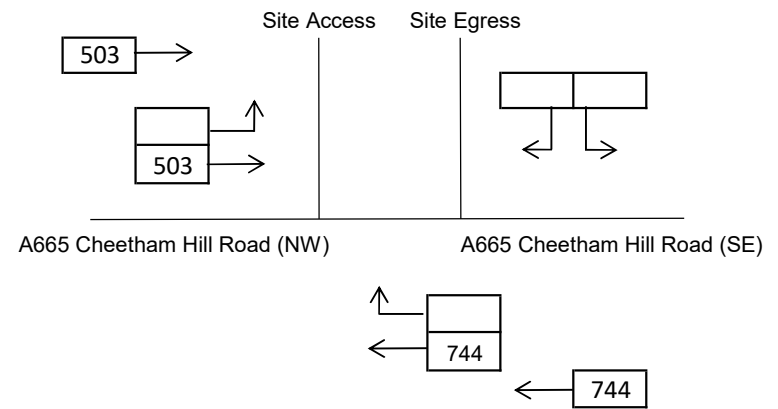
Appendix 5

Traffic Figures

AM Peak



PM Peak



Base Flows (2017)

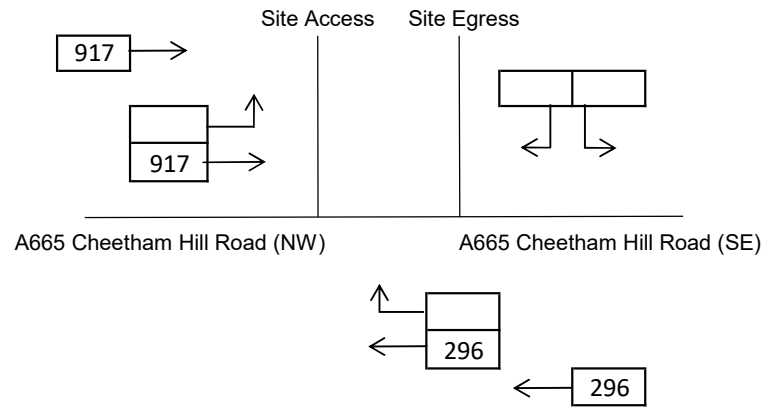
14/07/2022

Job Number:
3706122

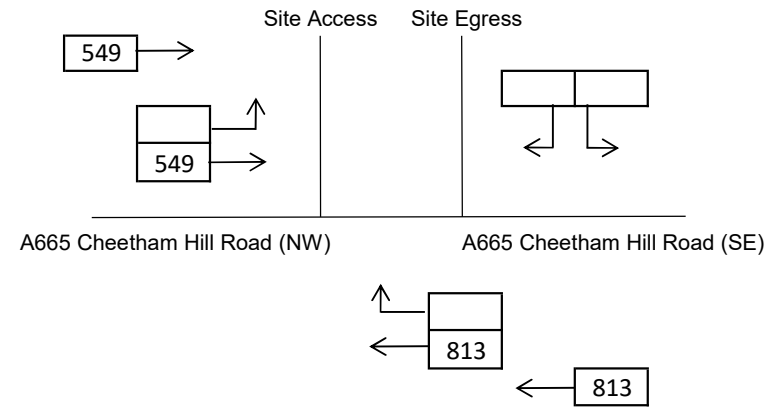
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 1

AM Peak



PM Peak



Base Flows (2023)

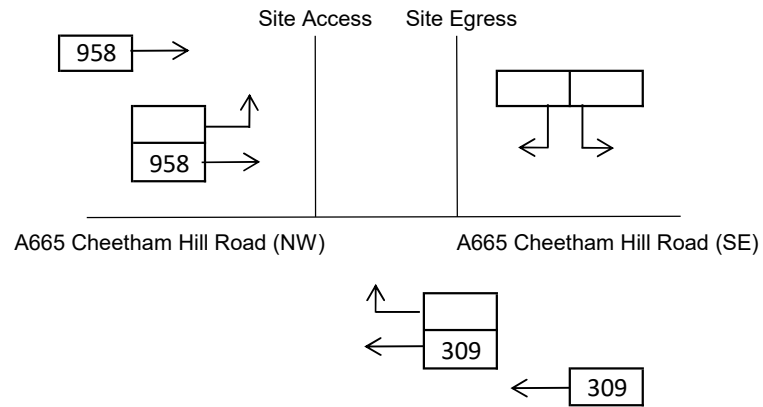
14/07/2022

Job Number:
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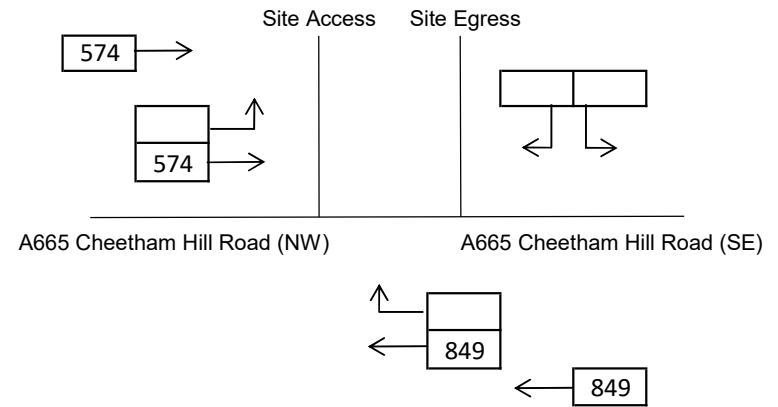
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 2

AM Peak



PM Peak



Base Flows (2027)

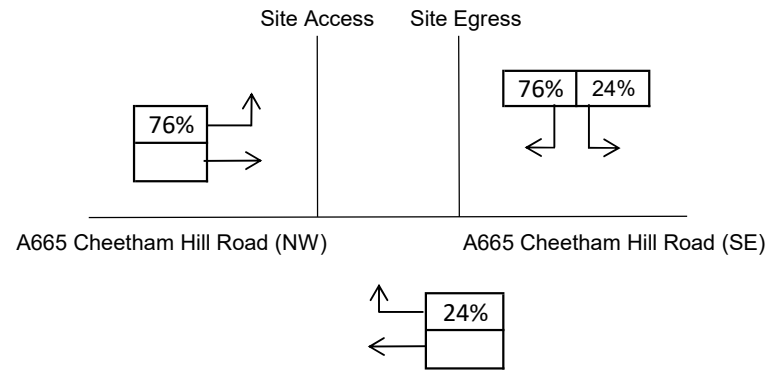
14/07/2022

Job Number:
3706122

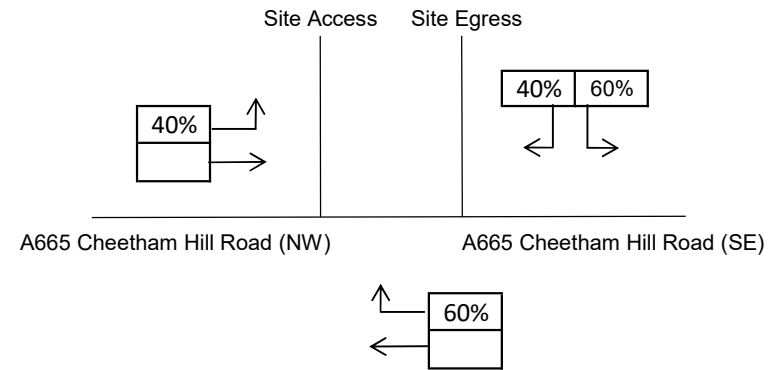
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 3

AM Peak



PM Peak



Trip Distribution (New & Diverted)

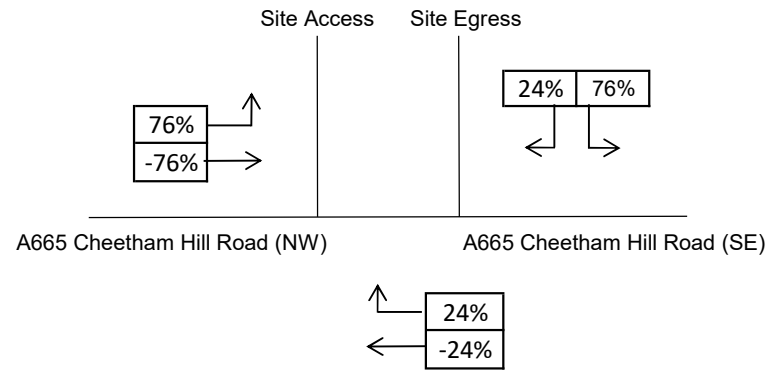
14/07/2022

Job Number:
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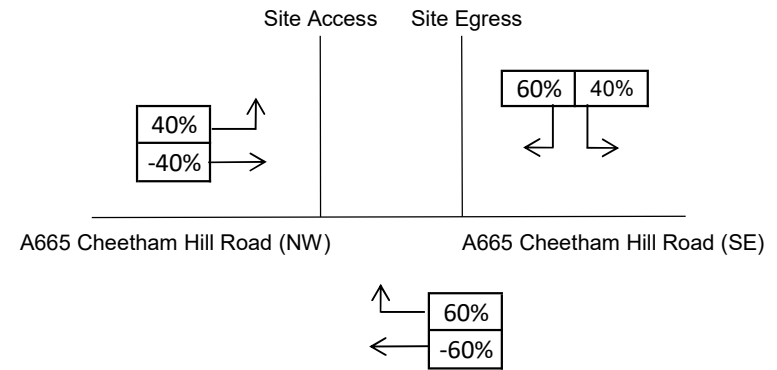
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 4

AM Peak



PM Peak



Trip Distribution (Pass-by)

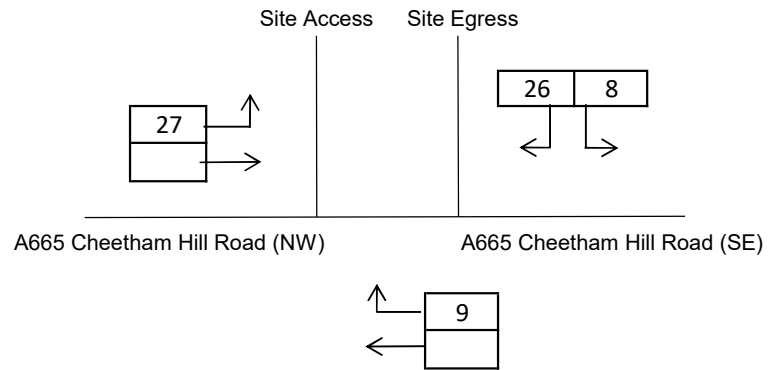
14/07/2022

Job Number:
3706122

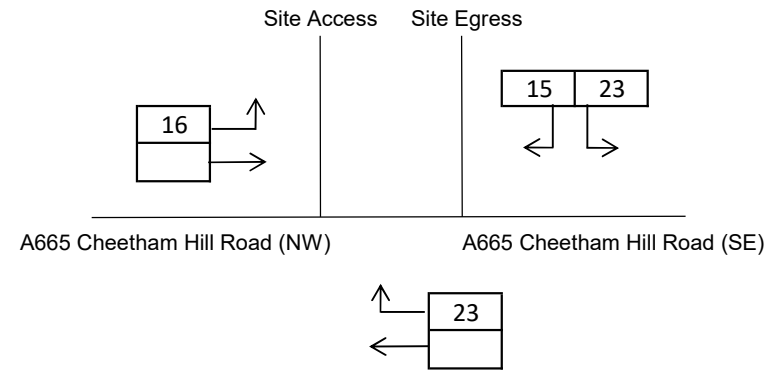
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 5

AM Peak



PM Peak



Trip Assignment (New & Diverted) - Existing Development

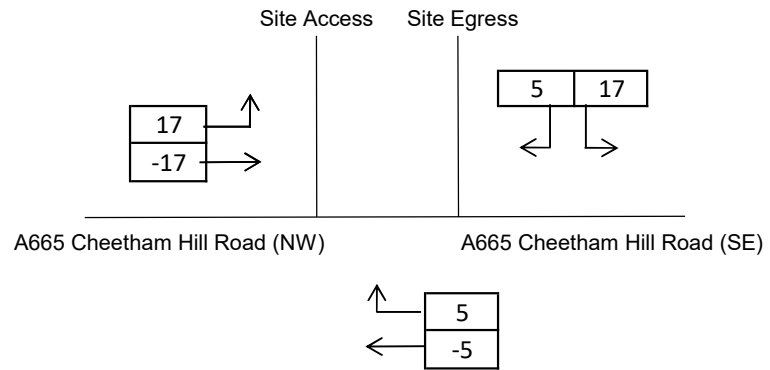
14/07/2022

Job Number:
3706122

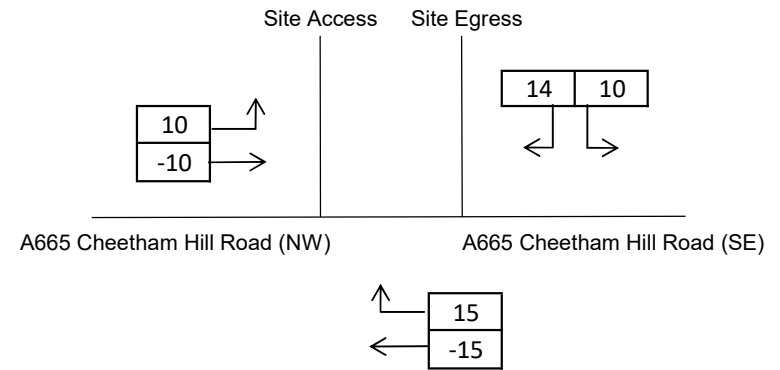
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 6

AM Peak



PM Peak



Trip Assignment (Pass-by) - Existing Development

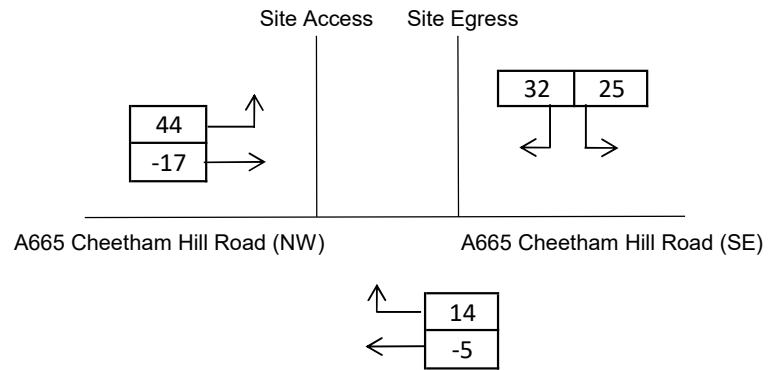
14/07/2022

Job Number:
3706122

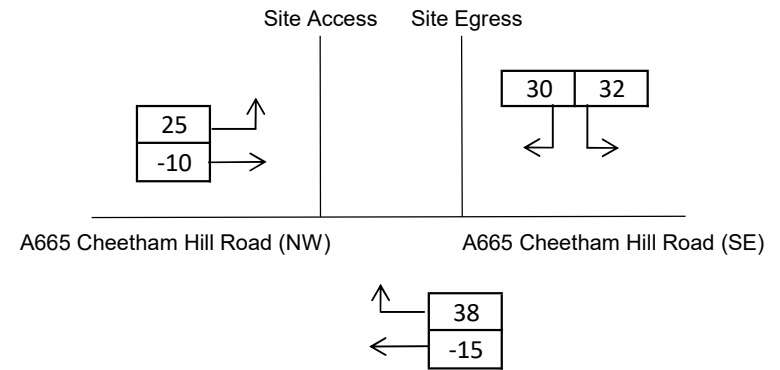
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 7

AM Peak



PM Peak



Total Trip Assignment - Existing Development

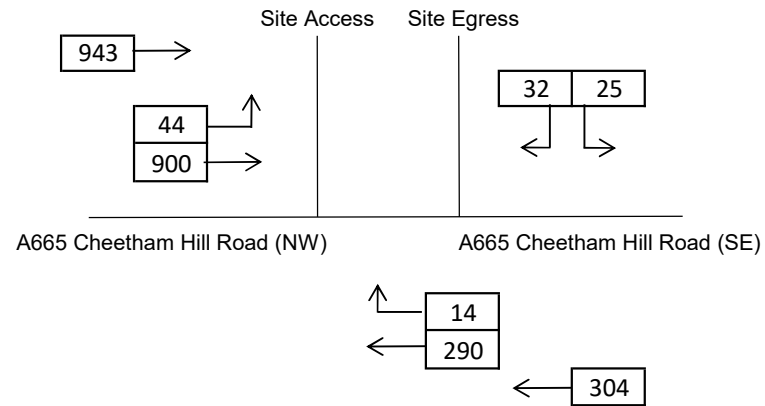
14/07/2022

Job Number:
3706122

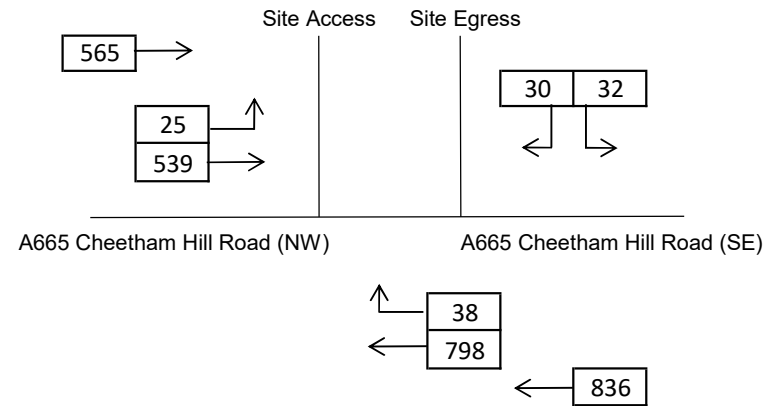
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 8

AM Peak



PM Peak



Base Flows + Existing Development (2023)

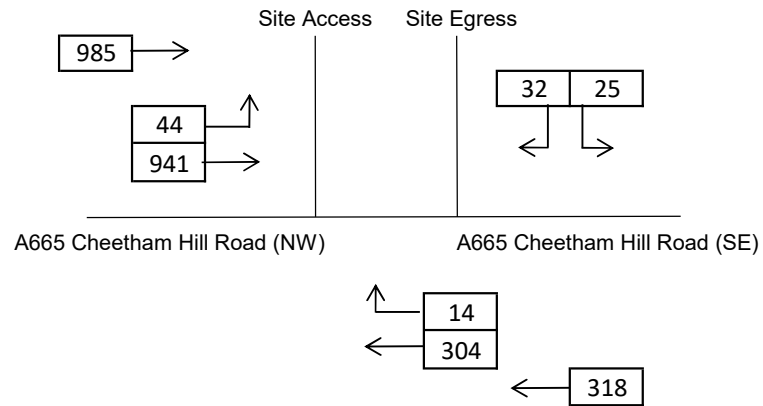
14/07/2022

Job Number:
3706122

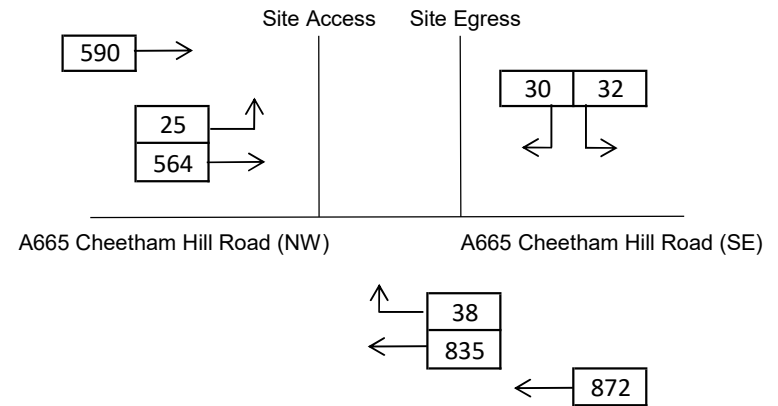
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 9

AM Peak



PM Peak



Base Flows + Existing Development (2023)

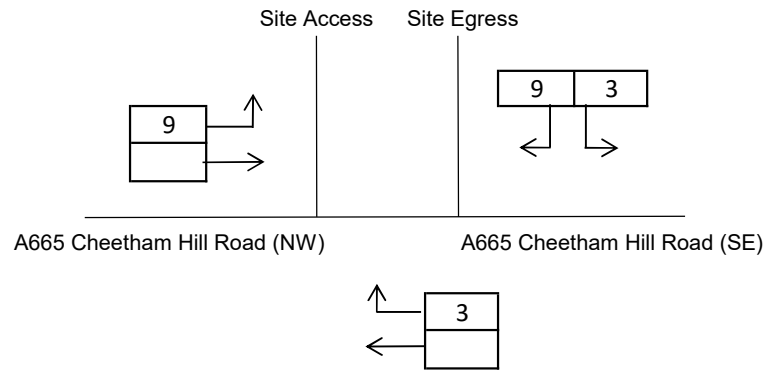
14/07/2022

Job Number:
3706122

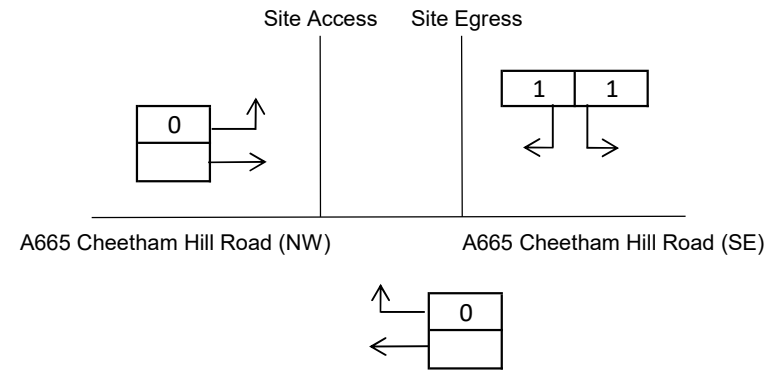
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 10

AM Peak



PM Peak



Trip Assignment (New & Diverted) - Proposed Development

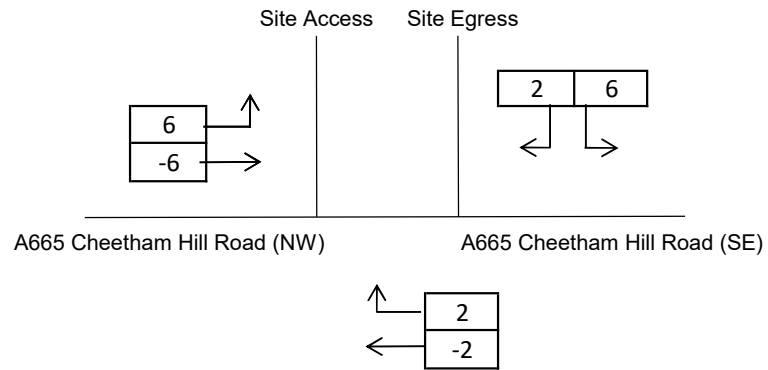
14/07/2022

Job Number:
3706122

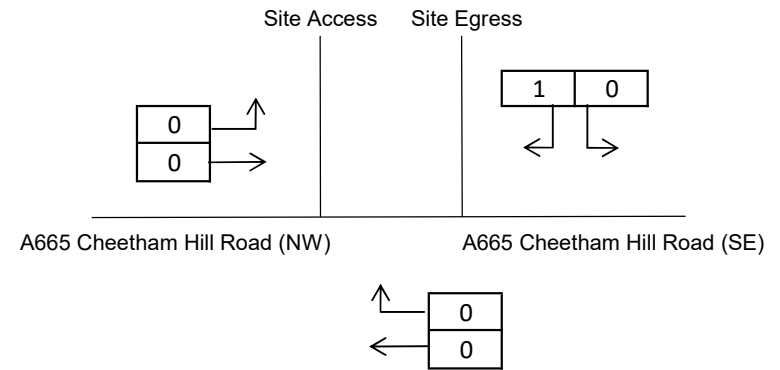
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 11

AM Peak



PM Peak



Trip Assignment (Pass-by) - Proposed Development

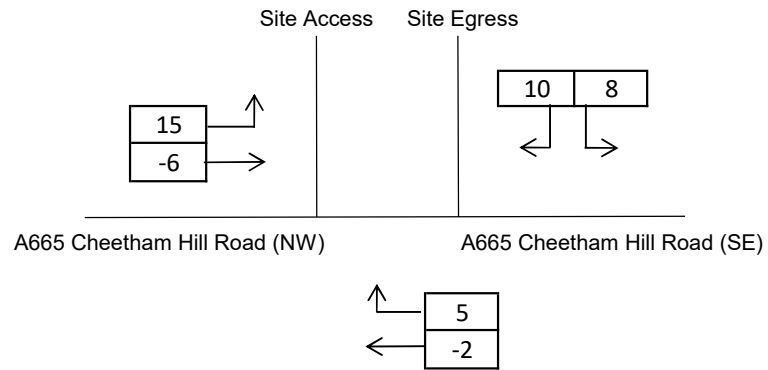
14/07/2022

Job Number:
3706122

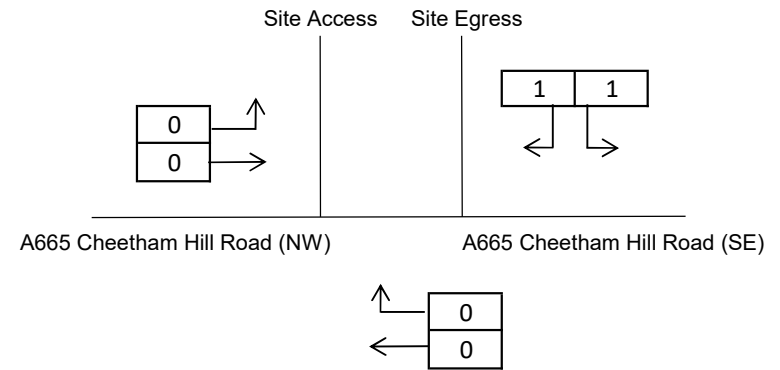
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 12

AM Peak



PM Peak



Total Trip Assignment - Proposed Development

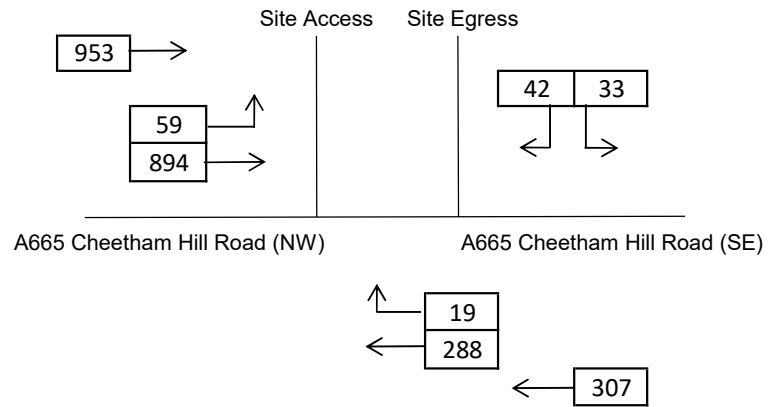
14/07/2022

Job Number:
3706122

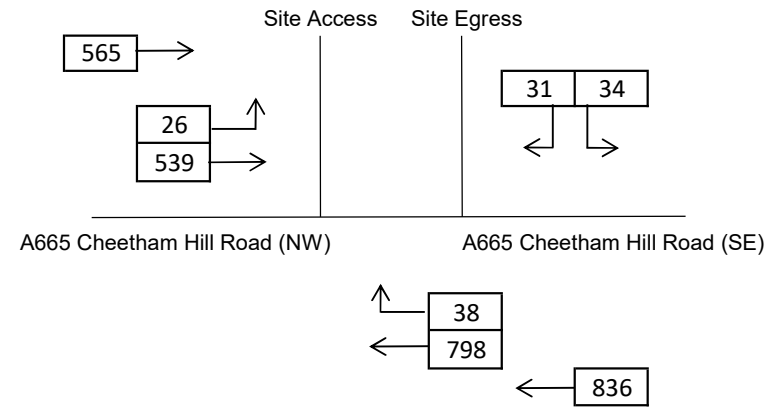
Proposed Shirley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 13

AM Peak



PM Peak



Base + Existing + Development Net Increase (2023)

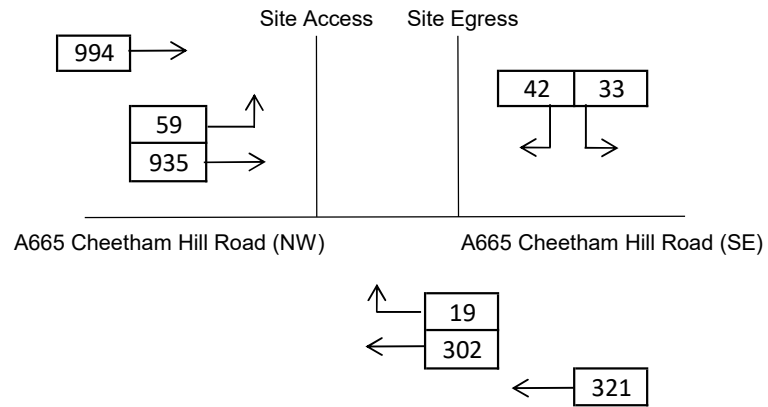
14/07/2022

Job Number:
3706122

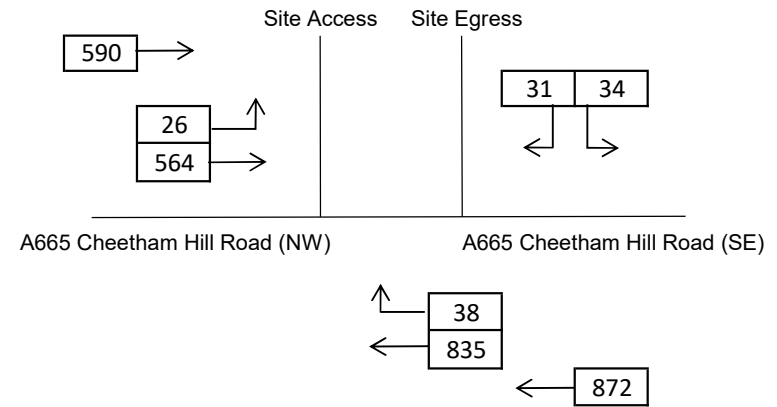
Proposed Shireley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 14

AM Peak



PM Peak



Base + Existing + Development Net Increase (2027)

14/07/2022

Job Number:
3706122

Proposed Shireley Service Station Redevelopment, A665 Cheetham Hill Road, Manchester

Traffic Figure 15

Appendix 6

DfT Traffic Count Data

DfT Hourly Traffic Count Data - Site ID 27980

count_poi	directi	year	count_date	hour	region_id	road_nam	road_type	start_junc	easting	northing	latitude	longitude	link_length	link_length	pedal_cycles	two_wheeled_motor_vehicles	cars_and_buses_and_lgvs	hgv_2_rig	hgv_3_rig	hgv_4_or_hgv_3_or_hgv_5_ar	hgv_6_ar	all_hgvs	all_motor				
27980	N	2017	16/10/2017	7	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	2	1	201	16	24	5	0	0	0	1	0	6	248
27980	S	2017	16/10/2017	7	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	23	6	719	17	64	4	1	1	0	0	0	6	812
27980	N	2017	16/10/2017	8	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	1	0	223	18	30	3	1	1	0	0	0	5	276
27980	S	2017	16/10/2017	8	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	15	2	619	18	61	6	0	2	1	0	0	9	709
27980	N	2017	16/10/2017	9	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	1	1	259	18	56	6	3	0	0	0	0	9	343
27980	S	2017	16/10/2017	9	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	11	2	554	26	82	7	3	4	2	0	2	18	682
27980	N	2017	16/10/2017	10	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	4	1	301	19	69	3	1	0	0	1	1	6	396
27980	S	2017	16/10/2017	10	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	2	3	454	18	77	6	3	2	0	1	2	14	566
27980	N	2017	16/10/2017	11	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	1	2	374	17	54	8	2	0	0	0	0	10	457
27980	S	2017	16/10/2017	11	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	4	1	483	17	74	9	0	1	0	1	1	12	587
27980	N	2017	16/10/2017	12	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	2	2	445	20	59	4	0	0	1	1	2	8	534
27980	S	2017	16/10/2017	12	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	3	5	480	20	58	5	0	1	0	1	0	7	570
27980	N	2017	16/10/2017	13	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	6	0	448	17	60	5	0	0	1	3	1	10	535
27980	S	2017	16/10/2017	13	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	3	0	445	17	63	6	2	0	1	1	2	12	537
27980	N	2017	16/10/2017	14	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	4	4	533	17	76	5	1	0	0	0	0	6	636
27980	S	2017	16/10/2017	14	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	6	1	385	16	35	5	0	0	0	2	0	7	444
27980	N	2017	16/10/2017	15	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	5	3	601	21	77	7	1	1	0	1	1	11	713
27980	S	2017	16/10/2017	15	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	4	2	381	18	33	5	0	0	0	2	1	8	442
27980	N	2017	16/10/2017	16	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	19	2	611	16	72	6	1	0	1	2	2	12	713
27980	S	2017	16/10/2017	16	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	4	2	426	20	31	1	0	0	0	0	1	2	481
27980	N	2017	16/10/2017	17	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	10	1	652	18	53	3	0	0	0	0	0	3	727
27980	S	2017	16/10/2017	17	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	3	2	349	17	34	1	1	0	0	0	0	2	404
27980	N	2017	16/10/2017	18	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	5	2	599	18	47	1	0	0	0	1	0	2	668
27980	S	2017	16/10/2017	18	5	A665	Major	A6010	384000	401400	53.50904	-2.24272	1.5	0.93	2	2	317	16	22	1	0	0	0	0	0	1	358

Appendix 7

Model Outputs

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: (new file)

Path:

Report generation date: 14/07/2022 18:33:32

»2023 Base + Existing, AM
 »2023 Base + Existing, PM
 »2023 Base + Existing + Dev, AM
 »2023 Base + Existing + Dev, PM
 »2027 Base + Existing, AM
 »2027 Base + Existing, PM
 »2027 Base + Existing + Dev, AM
 »2027 Base + Existing + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Base + Existing									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	8.92	0.03	A		0.1	6.83	0.08	A
	2023 Base + Existing + Dev									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.1	9.00	0.05	A		0.1	6.83	0.08	A
	2027 Base + Existing									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream C-AB		0.0	9.12	0.04	A		0.1	6.85	0.08	A
	2027 Base + Existing + Dev									
Stream B-AC	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream C-AB		0.1	9.19	0.05	A		0.1	6.85	0.08	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/07/2022
Version	
Status	(new file)
Identifier	

Client	
Jobnumber	
Enumerator	AzureAD\BeckyHesketh
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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 segment length (min)
D1	2023 Base + Existing	AM	ONE HOUR	08:00	09:30	15
D2	2023 Base + Existing	PM	ONE HOUR	17:00	18:30	15
D3	2023 Base + Existing + Dev	AM	ONE HOUR	08:00	09:30	15
D4	2023 Base + Existing + Dev	PM	ONE HOUR	17:00	18:30	15
D5	2027 Base + Existing	AM	ONE HOUR	08:00	09:30	15
D6	2027 Base + Existing	PM	ONE HOUR	17:00	18:30	15
D7	2027 Base + Existing + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2027 Base + Existing + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base + Existing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Cheetham Hill Road W		Major
B	Site Access		Minor
C	Cheetham Hill Road E		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	8.70			200.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	0	0

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	574	0.092	0.233	0.147	0.333
B-C	749	0.101	0.256	-	-
C-B	690	0.236	0.236	-	-

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 segment length (min)
D1	2023 Base + Existing	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	944	100.000
B		✓	0	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	44	900
	B	0	0	0
	C	290	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.03	8.92	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	455	0.000	0	0.0	0.000	A
C-AB	11	528	0.020	11	0.0	7.647	A
C-A	218			218			

A-B	33			33			
A-C	678			678			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	416	0.000	0	0.0	0.000	A
C-AB	13	499	0.026	13	0.0	8.145	A
C-A	260			260			
A-B	40			40			
A-C	809			809			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	361	0.000	0	0.0	0.000	A
C-AB	16	460	0.035	16	0.0	8.924	A
C-A	319			319			
A-B	48			48			
A-C	991			991			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	361	0.000	0	0.0	0.000	A
C-AB	16	460	0.035	16	0.0	8.924	A
C-A	319			319			
A-B	48			48			
A-C	991			991			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	416	0.000	0	0.0	0.000	A
C-AB	13	499	0.026	13	0.0	8.146	A
C-A	260			260			
A-B	40			40			
A-C	809			809			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	454	0.000	0	0.0	0.000	A
C-AB	11	528	0.020	11	0.0	7.650	A
C-A	218			218			
A-B	33			33			
A-C	678			678			

2023 Base + Existing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	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 segment length (min)
D2	2023 Base + Existing	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	0	100.000
C		✓	836	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	25	539
	B	0	0	0
	C	798	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.08	6.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	477	0.000	0	0.0	0.000	A
C-AB	30	628	0.049	30	0.1	6.623	A
C-A	599			599			
A-B	19			19			
A-C	406			406			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	37	626	0.060	37	0.1	6.731	A
C-A	714			714			
A-B	22			22			
A-C	485			485			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	390	0.000	0	0.0	0.000	A
C-AB	48	629	0.077	48	0.1	6.822	A
C-A	872			872			
A-B	28			28			
A-C	593			593			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	390	0.000	0	0.0	0.000	A
C-AB	48	629	0.077	48	0.1	6.826	A
C-A	872			872			
A-B	28			28			
A-C	593			593			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	441	0.000	0	0.0	0.000	A

C-AB	37	626	0.060	38	0.1	6.734	A
C-A	714			714			
A-B	22			22			
A-C	485			485			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	477	0.000	0	0.0	0.000	A
C-AB	30	628	0.049	31	0.1	6.628	A
C-A	599			599			
A-B	19			19			
A-C	406			406			

2023 Base + Existing + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.14	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 segment length (min)
D3	2023 Base + Existing + Dev	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	953	100.000
B		✓	0	100.000
C		✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	59	894
	B	0	0	0
	C	288	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10

	C	10	10	10
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.05	9.00	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	454	0.000	0	0.0	0.000	A
C-AB	15	529	0.027	14	0.0	7.696	A
C-A	217			217			
A-B	44			44			
A-C	673			673			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	415	0.000	0	0.0	0.000	A
C-AB	18	500	0.035	17	0.0	8.206	A
C-A	258			258			
A-B	53			53			
A-C	804			804			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	360	0.000	0	0.0	0.000	A
C-AB	22	462	0.047	22	0.1	8.993	A
C-A	316			316			
A-B	65			65			
A-C	984			984			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	360	0.000	0	0.0	0.000	A
C-AB	22	462	0.047	22	0.1	8.996	A
C-A	316			316			
A-B	65			65			
A-C	984			984			

09:00 - 09:15

	Total Demand	Capacity		Throughput	End queue		Unsignalised
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Stream	(PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(PCU)	Delay (s)	level of service
B-AC	0	415	0.000	0	0.0	0.000	A
C-AB	18	500	0.035	18	0.0	8.210	A
C-A	258			258			
A-B	53			53			
A-C	804			804			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	454	0.000	0	0.0	0.000	A
C-AB	15	529	0.027	15	0.0	7.700	A
C-A	217			217			
A-B	44			44			
A-C	673			673			

2023 Base + Existing + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.21	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 segment length (min)
D4	2023 Base + Existing + Dev	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	565	100.000
B		✓	0	100.000
C		✓	836	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	26	539
	B	0	0	0
	C	798	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10

	C	10	10	10
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.08	6.83	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	477	0.000	0	0.0	0.000	A
C-AB	30	628	0.049	30	0.1	6.625	A
C-A	599			599			
A-B	20			20			
A-C	406			406			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	37	626	0.060	37	0.1	6.733	A
C-A	714			714			
A-B	23			23			
A-C	485			485			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	390	0.000	0	0.0	0.000	A
C-AB	48	629	0.077	48	0.1	6.825	A
C-A	872			872			
A-B	29			29			
A-C	593			593			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	390	0.000	0	0.0	0.000	A
C-AB	48	629	0.077	48	0.1	6.826	A
C-A	872			872			
A-B	29			29			
A-C	593			593			

18:00 - 18:15

	Total Demand	Capacity		Throughput	End queue		Unsignalised
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Stream	(PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(PCU)	Delay (s)	level of service
B-AC	0	441	0.000	0	0.0	0.000	A
C-AB	37	626	0.060	38	0.1	6.739	A
C-A	714			714			
A-B	23			23			
A-C	485			485			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	477	0.000	0	0.0	0.000	A
C-AB	30	628	0.049	31	0.1	6.630	A
C-A	599			599			
A-B	20			20			
A-C	406			406			

2027 Base + Existing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.10	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 segment length (min)
D5	2027 Base + Existing	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	985	100.000
B		✓	0	100.000
C		✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	44	941
	B	0	0	0
	C	304	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.04	9.12	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	446	0.000	0	0.0	0.000	A
C-AB	11	522	0.020	11	0.0	7.749	A
C-A	229			229			
A-B	33			33			
A-C	708			708			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	405	0.000	0	0.0	0.000	A
C-AB	13	491	0.026	13	0.0	8.283	A
C-A	273			273			
A-B	40			40			
A-C	846			846			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	348	0.000	0	0.0	0.000	A
C-AB	16	450	0.036	16	0.0	9.121	A
C-A	334			334			
A-B	48			48			
A-C	1036			1036			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	348	0.000	0	0.0	0.000	A
C-AB	16	450	0.036	16	0.0	9.121	A
C-A	334			334			
A-B	48			48			
A-C	1036			1036			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	405	0.000	0	0.0	0.000	A

C-AB	13	491	0.026	13	0.0	8.285	A
C-A	273			273			
A-B	40			40			
A-C	846			846			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	446	0.000	0	0.0	0.000	A
C-AB	11	522	0.020	11	0.0	7.752	A
C-A	229			229			
A-B	33			33			
A-C	708			708			

2027 Base + Existing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.20	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 segment length (min)
D6	2027 Base + Existing	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	589	100.000
B		✓	0	100.000
C		✓	873	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	25	564
	B	0	0	0
	C	835	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.08	6.85	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	469	0.000	0	0.0	0.000	A
C-AB	31	626	0.049	30	0.1	6.651	A
C-A	627			627			
A-B	19			19			
A-C	425			425			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	431	0.000	0	0.0	0.000	A
C-AB	38	623	0.060	38	0.1	6.759	A
C-A	747			747			
A-B	22			22			
A-C	507			507			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	377	0.000	0	0.0	0.000	A
C-AB	49	627	0.078	49	0.1	6.846	A
C-A	912			912			
A-B	28			28			
A-C	621			621			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	377	0.000	0	0.0	0.000	A
C-AB	49	627	0.078	49	0.1	6.848	A
C-A	912			912			
A-B	28			28			
A-C	621			621			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	431	0.000	0	0.0	0.000	A

C-AB	38	623	0.060	38	0.1	6.765	A
C-A	747			747			
A-B	22			22			
A-C	507			507			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	469	0.000	0	0.0	0.000	A
C-AB	31	626	0.049	31	0.1	6.656	A
C-A	627			627			
A-B	19			19			
A-C	425			425			

2027 Base + Existing + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.14	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 segment length (min)
D7	2027 Base + Existing + Dev	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	994	100.000
B		✓	0	100.000
C		✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	59	935
	B	0	0	0
	C	302	19	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10

	C	10	10	10
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.05	9.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	445	0.000	0	0.0	0.000	A
C-AB	15	522	0.028	14	0.0	7.799	A
C-A	227			227			
A-B	44			44			
A-C	704			704			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	404	0.000	0	0.0	0.000	A
C-AB	18	492	0.036	18	0.0	8.343	A
C-A	271			271			
A-B	53			53			
A-C	841			841			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	347	0.000	0	0.0	0.000	A
C-AB	22	453	0.048	22	0.1	9.187	A
C-A	331			331			
A-B	65			65			
A-C	1029			1029			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	347	0.000	0	0.0	0.000	A
C-AB	22	453	0.048	22	0.1	9.191	A
C-A	331			331			
A-B	65			65			
A-C	1029			1029			

09:00 - 09:15

	Total Demand	Capacity		Throughput	End queue		Unsignalised
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Stream	(PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(PCU)	Delay (s)	level of service
B-AC	0	404	0.000	0	0.0	0.000	A
C-AB	18	492	0.036	18	0.0	8.347	A
C-A	271			271			
A-B	53			53			
A-C	841			841			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	445	0.000	0	0.0	0.000	A
C-AB	15	522	0.028	15	0.0	7.803	A
C-A	227			227			
A-B	44			44			
A-C	704			704			

2027 Base + Existing + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.20	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 segment length (min)
D8	2027 Base + Existing + Dev	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	590	100.000
B		✓	0	100.000
C		✓	873	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	26	564
	B	0	0	0
	C	835	38	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10

	C	10	10	10
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.08	6.85	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	469	0.000	0	0.0	0.000	A
C-AB	31	625	0.049	30	0.1	6.653	A
C-A	627			627			
A-B	20			20			
A-C	425			425			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	431	0.000	0	0.0	0.000	A
C-AB	38	623	0.061	38	0.1	6.761	A
C-A	747			747			
A-B	23			23			
A-C	507			507			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	377	0.000	0	0.0	0.000	A
C-AB	49	627	0.078	49	0.1	6.849	A
C-A	912			912			
A-B	29			29			
A-C	621			621			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	377	0.000	0	0.0	0.000	A
C-AB	49	627	0.078	49	0.1	6.853	A
C-A	912			912			
A-B	29			29			
A-C	621			621			

18:00 - 18:15

	Total Demand	Capacity		Throughput	End queue		Unsignalised
--	--------------	----------	--	------------	-----------	--	--------------

Stream	(PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(PCU)	Delay (s)	level of service
B-AC	0	431	0.000	0	0.0	0.000	A
C-AB	38	623	0.061	38	0.1	6.767	A
C-A	747			747			
A-B	23			23			
A-C	507			507			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	469	0.000	0	0.0	0.000	A
C-AB	31	625	0.049	31	0.1	6.658	A
C-A	627			627			
A-B	20			20			
A-C	425			425			

Junctions 9									
PICADY 9 - Priority Intersection Module									
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Filename: Site Egress Model.j9

Path: C:\Users\BeckyHesketh\Dynamic Transport Planning Limited\Dynamic Transport Planning Limited - Job Library\2022\3706122 - Cheetham Hill, Shirley Rd\5 - Traffic Data

Report generation date: 14/07/2022 18:48:56

»2023 Base + Existing, AM
 »2023 Base + Existing, PM
 »2023 Base + Existing + Dev, AM
 »2023 Base + Existing + Dev, PM
 »2027 Base + Existing, AM
 »2027 Base + Existing, PM
 »2027 Base + Existing + Dev, AM
 »2027 Base + Existing + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Base + Existing									
Stream B-AC	D1	0.2	12.65	0.17	B	D2	0.2	11.12	0.16	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2023 Base + Existing + Dev									
Stream B-AC	D3	0.3	13.43	0.22	B	D4	0.2	11.16	0.17	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027 Base + Existing									
Stream B-AC	D5	0.2	13.24	0.17	B	D6	0.2	11.54	0.17	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027 Base + Existing + Dev									
Stream B-AC	D7	0.3	14.10	0.23	B	D8	0.2	11.59	0.17	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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

File summary

File Description

Title	
Location	
Site number	
Date	14/07/2022
Version	
Status	(new file)

Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BeckyHesketh
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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 segment length (min)
D1	2023 Base + Existing	AM	ONE HOUR	08:00	09:30	15
D2	2023 Base + Existing	PM	ONE HOUR	17:00	18:30	15
D3	2023 Base + Existing + Dev	AM	ONE HOUR	08:00	09:30	15
D4	2023 Base + Existing + Dev	PM	ONE HOUR	17:00	18:30	15
D5	2027 Base + Existing	AM	ONE HOUR	08:00	09:30	15
D6	2027 Base + Existing	PM	ONE HOUR	17:00	18:30	15
D7	2027 Base + Existing + Dev	AM	ONE HOUR	08:00	09:30	15
D8	2027 Base + Existing + Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Base + Existing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Cheetham Hill Road W		Major
B	Site Egress		Minor
C	Cheetham Hill Road E		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	8.70			200.0	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	5.00	35	35

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	607	0.098	0.247	0.155	0.353
B-C	775	0.105	0.265	-	-
C-B	690	0.236	0.236	-	-

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 segment length (min)
D1	2023 Base + Existing	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	900	100.000
B		✓	57	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	0	900
	B	32	0	25
	C	304	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A	B	C
	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	12.65	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	471	0.091	42	0.1	9.233	A
C-AB	0	1060	0.000	0	0.0	0.000	A
C-A	229			229			

A-B	0			0			
A-C	678			678			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	431	0.119	51	0.1	10.411	B
C-AB	0	998	0.000	0	0.0	0.000	A
C-A	273			273			
A-B	0			0			
A-C	809			809			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	376	0.167	62	0.2	12.627	B
C-AB	0	912	0.000	0	0.0	0.000	A
C-A	335			335			
A-B	0			0			
A-C	991			991			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	376	0.167	63	0.2	12.650	B
C-AB	0	912	0.000	0	0.0	0.000	A
C-A	335			335			
A-B	0			0			
A-C	991			991			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	431	0.119	52	0.2	10.436	B
C-AB	0	998	0.000	0	0.0	0.000	A
C-A	273			273			
A-B	0			0			
A-C	809			809			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	471	0.091	43	0.1	9.260	A
C-AB	0	1060	0.000	0	0.0	0.000	A
C-A	229			229			
A-B	0			0			
A-C	678			678			

2023 Base + Existing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.48	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 segment length (min)
D2	2023 Base + Existing	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	539	100.000
B		✓	62	100.000
C		✓	836	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	539
	B	30	0	32
	C	836	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	11.12	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	512	0.091	46	0.1	8.500	A
C-AB	0	1188	0.000	0	0.0	0.000	A
C-A	629			629			
A-B	0			0			
A-C	406			406			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	476	0.117	56	0.1	9.419	A
C-AB	0	1151	0.000	0	0.0	0.000	A
C-A	752			752			
A-B	0			0			
A-C	485			485			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	424	0.161	68	0.2	11.104	B
C-AB	0	1100	0.000	0	0.0	0.000	A
C-A	920			920			
A-B	0			0			
A-C	593			593			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	424	0.161	68	0.2	11.119	B
C-AB	0	1100	0.000	0	0.0	0.000	A
C-A	920			920			
A-B	0			0			
A-C	593			593			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	476	0.117	56	0.1	9.436	A

C-AB	0	1151	0.000	0	0.0	0.000	A
C-A	752			752			
A-B	0			0			
A-C	485			485			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	512	0.091	47	0.1	8.522	A
C-AB	0	1188	0.000	0	0.0	0.000	A
C-A	629			629			
A-B	0			0			
A-C	406			406			

2023 Base + Existing + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.79	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 segment length (min)
D3	2023 Base + Existing + Dev	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	894	100.000
B		✓	75	100.000
C		✓	307	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	894
	B	42	0	33
	C	307	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10

	C	10	10	10
--	---	----	----	----

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.22	13.43	0.3	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	472	0.120	56	0.1	9.501	A
C-AB	0	1062	0.000	0	0.0	0.000	A
C-A	231			231			
A-B	0			0			
A-C	673			673			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	433	0.156	67	0.2	10.829	B
C-AB	0	1000	0.000	0	0.0	0.000	A
C-A	276			276			
A-B	0			0			
A-C	804			804			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	377	0.219	82	0.3	13.395	B
C-AB	0	915	0.000	0	0.0	0.000	A
C-A	338			338			
A-B	0			0			
A-C	984			984			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	377	0.219	83	0.3	13.432	B
C-AB	0	915	0.000	0	0.0	0.000	A
C-A	338			338			
A-B	0			0			
A-C	984			984			

09:00 - 09:15

	Total Demand	Capacity		Throughput	End queue		Unsignalised
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Stream	(PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(PCU)	Delay (s)	level of service
B-AC	67	433	0.156	68	0.2	10.868	B
C-AB	0	1000	0.000	0	0.0	0.000	A
C-A	276			276			
A-B	0			0			
A-C	804			804			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	472	0.120	57	0.2	9.539	A
C-AB	0	1062	0.000	0	0.0	0.000	A
C-A	231			231			
A-B	0			0			
A-C	673			673			

2023 Base + Existing + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.50	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 segment length (min)
D4	2023 Base + Existing + Dev	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	539	100.000
B		✓	65	100.000
C		✓	836	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	539
	B	31	0	34
	C	836	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10

	C	10	10	10
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	11.16	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	513	0.095	48	0.1	8.511	A
C-AB	0	1188	0.000	0	0.0	0.000	A
C-A	629			629			
A-B	0			0			
A-C	406			406			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	478	0.122	58	0.2	9.439	A
C-AB	0	1151	0.000	0	0.0	0.000	A
C-A	752			752			
A-B	0			0			
A-C	485			485			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	426	0.168	71	0.2	11.147	B
C-AB	0	1100	0.000	0	0.0	0.000	A
C-A	920			920			
A-B	0			0			
A-C	593			593			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	426	0.168	72	0.2	11.162	B
C-AB	0	1100	0.000	0	0.0	0.000	A
C-A	920			920			
A-B	0			0			
A-C	593			593			

18:00 - 18:15

	Total Demand	Capacity		Throughput	End queue		Unsignalised
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Stream	(PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(PCU)	Delay (s)	level of service
B-AC	58	478	0.122	59	0.2	9.457	A
C-AB	0	1151	0.000	0	0.0	0.000	A
C-A	752			752			
A-B	0			0			
A-C	485			485			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	513	0.095	49	0.1	8.532	A
C-AB	0	1188	0.000	0	0.0	0.000	A
C-A	629			629			
A-B	0			0			
A-C	406			406			

2027 Base + Existing, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.57	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 segment length (min)
D5	2027 Base + Existing	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	941	100.000
B		✓	57	100.000
C		✓	318	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	941
	B	32	0	25
	C	318	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	13.24	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	462	0.093	42	0.1	9.438	A
C-AB	0	1045	0.000	0	0.0	0.000	A
C-A	239			239			
A-B	0			0			
A-C	708			708			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	420	0.122	51	0.2	10.727	B
C-AB	0	981	0.000	0	0.0	0.000	A
C-A	286			286			
A-B	0			0			
A-C	846			846			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	362	0.173	62	0.2	13.214	B
C-AB	0	891	0.000	0	0.0	0.000	A
C-A	350			350			
A-B	0			0			
A-C	1036			1036			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	362	0.173	63	0.2	13.240	B
C-AB	0	891	0.000	0	0.0	0.000	A
C-A	350			350			
A-B	0			0			
A-C	1036			1036			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	420	0.122	52	0.2	10.754	B

C-AB	0	981	0.000	0	0.0	0.000	A
C-A	286			286			
A-B	0			0			
A-C	846			846			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	462	0.093	43	0.1	9.465	A
C-AB	0	1045	0.000	0	0.0	0.000	A
C-A	239			239			
A-B	0			0			
A-C	708			708			

2027 Base + Existing, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.48	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 segment length (min)
D6	2027 Base + Existing	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	62	100.000
C		✓	872	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	564
	B	30	0	32
	C	872	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	11.54	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	503	0.093	46	0.1	8.653	A
C-AB	0	1179	0.000	0	0.0	0.000	A
C-A	656			656			
A-B	0			0			
A-C	425			425			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	466	0.120	56	0.1	9.652	A
C-AB	0	1140	0.000	0	0.0	0.000	A
C-A	784			784			
A-B	0			0			
A-C	507			507			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	411	0.166	68	0.2	11.522	B
C-AB	0	1087	0.000	0	0.0	0.000	A
C-A	960			960			
A-B	0			0			
A-C	621			621			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	68	411	0.166	68	0.2	11.540	B
C-AB	0	1087	0.000	0	0.0	0.000	A
C-A	960			960			
A-B	0			0			
A-C	621			621			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	466	0.120	56	0.2	9.670	A

C-AB	0	1140	0.000	0	0.0	0.000	A
C-A	784			784			
A-B	0			0			
A-C	507			507			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	503	0.093	47	0.1	8.676	A
C-AB	0	1179	0.000	0	0.0	0.000	A
C-A	656			656			
A-B	0			0			
A-C	425			425			

2027 Base + Existing + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.79	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 segment length (min)
D7	2027 Base + Existing + Dev	AM	ONE HOUR	08:00	09:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	935	100.000
B		✓	75	100.000
C		✓	321	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	935
	B	42	0	33
	C	321	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10

	C	10	10	10
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	14.10	0.3	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	463	0.122	56	0.2	9.718	A
C-AB	0	1048	0.000	0	0.0	0.000	A
C-A	242			242			
A-B	0			0			
A-C	704			704			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	421	0.160	67	0.2	11.172	B
C-AB	0	983	0.000	0	0.0	0.000	A
C-A	289			289			
A-B	0			0			
A-C	841			841			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	363	0.227	82	0.3	14.055	B
C-AB	0	894	0.000	0	0.0	0.000	A
C-A	353			353			
A-B	0			0			
A-C	1029			1029			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	363	0.227	83	0.3	14.100	B
C-AB	0	894	0.000	0	0.0	0.000	A
C-A	353			353			
A-B	0			0			
A-C	1029			1029			

09:00 - 09:15

	Total Demand	Capacity		Throughput	End queue		Unsignalised
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Stream	(PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(PCU)	Delay (s)	level of service
B-AC	67	421	0.160	68	0.2	11.213	B
C-AB	0	983	0.000	0	0.0	0.000	A
C-A	289			289			
A-B	0			0			
A-C	841			841			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	463	0.122	57	0.2	9.756	A
C-AB	0	1048	0.000	0	0.0	0.000	A
C-A	242			242			
A-B	0			0			
A-C	704			704			

2027 Base + Existing + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.50	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 segment length (min)
D8	2027 Base + Existing + Dev	PM	ONE HOUR	17:00	18:30	15

Default vehicle mix	Vehicle mix source	PCU Factor for a HV (PCU)
✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	564	100.000
B		✓	65	100.000
C		✓	872	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	0	564
	B	31	0	34
	C	872	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	10	10	10
	B	10	10	10

	C	10	10	10
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Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	11.59	0.2	B
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	505	0.097	48	0.1	8.661	A
C-AB	0	1179	0.000	0	0.0	0.000	A
C-A	656			656			
A-B	0			0			
A-C	425			425			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	58	468	0.125	58	0.2	9.675	A
C-AB	0	1140	0.000	0	0.0	0.000	A
C-A	784			784			
A-B	0			0			
A-C	507			507			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	413	0.173	71	0.2	11.568	B
C-AB	0	1087	0.000	0	0.0	0.000	A
C-A	960			960			
A-B	0			0			
A-C	621			621			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	72	413	0.173	72	0.2	11.587	B
C-AB	0	1087	0.000	0	0.0	0.000	A
C-A	960			960			
A-B	0			0			
A-C	621			621			

18:00 - 18:15

	Total Demand	Capacity		Throughput	End queue		Unsignalised
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Stream	(PCU/hr)	(PCU/hr)	RFC	(PCU/hr)	(PCU)	Delay (s)	level of service
B-AC	58	468	0.125	59	0.2	9.693	A
C-AB	0	1140	0.000	0	0.0	0.000	A
C-A	784			784			
A-B	0			0			
A-C	507			507			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	49	505	0.097	49	0.1	8.684	A
C-AB	0	1179	0.000	0	0.0	0.000	A
C-A	656			656			
A-B	0			0			
A-C	425			425			