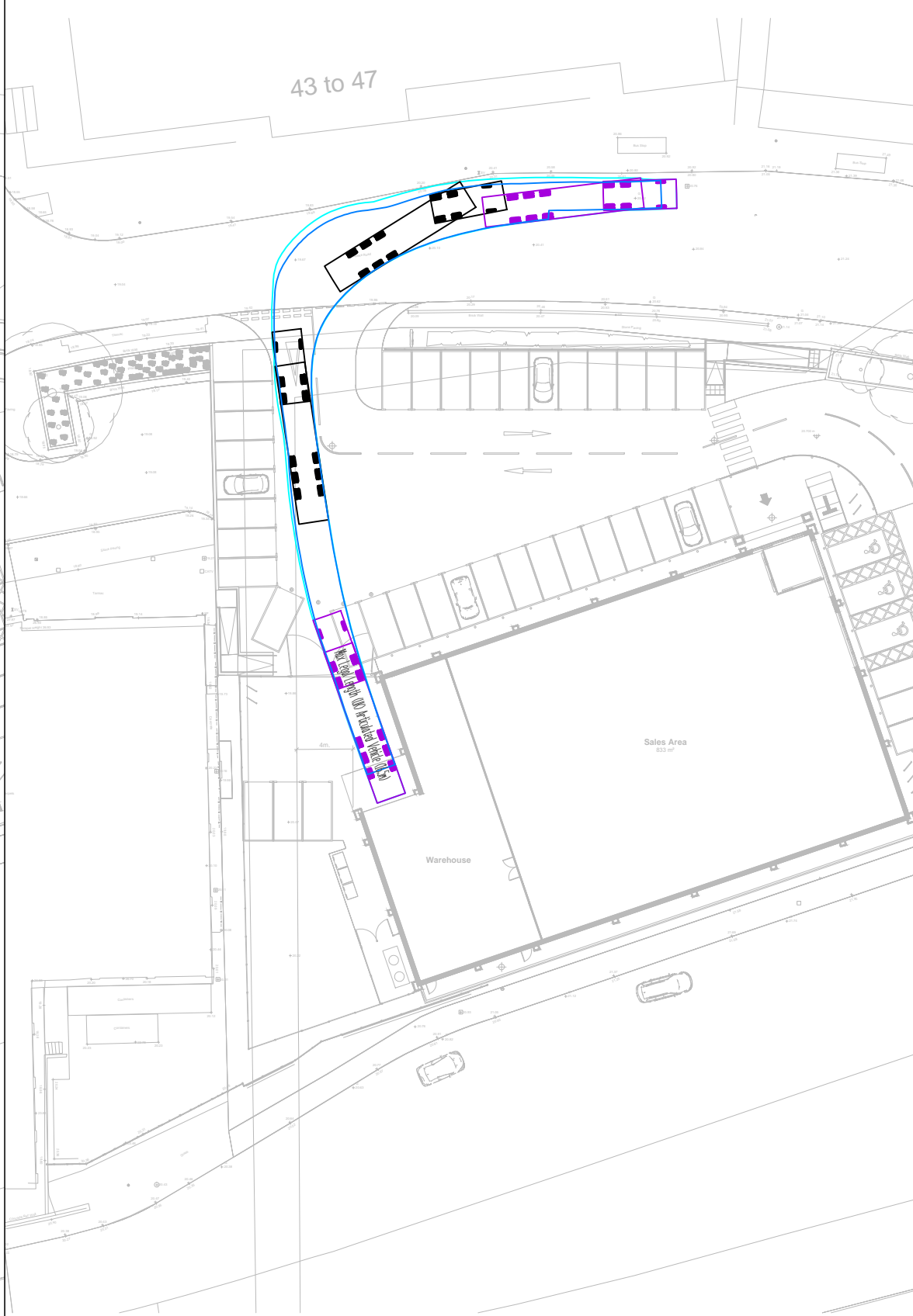
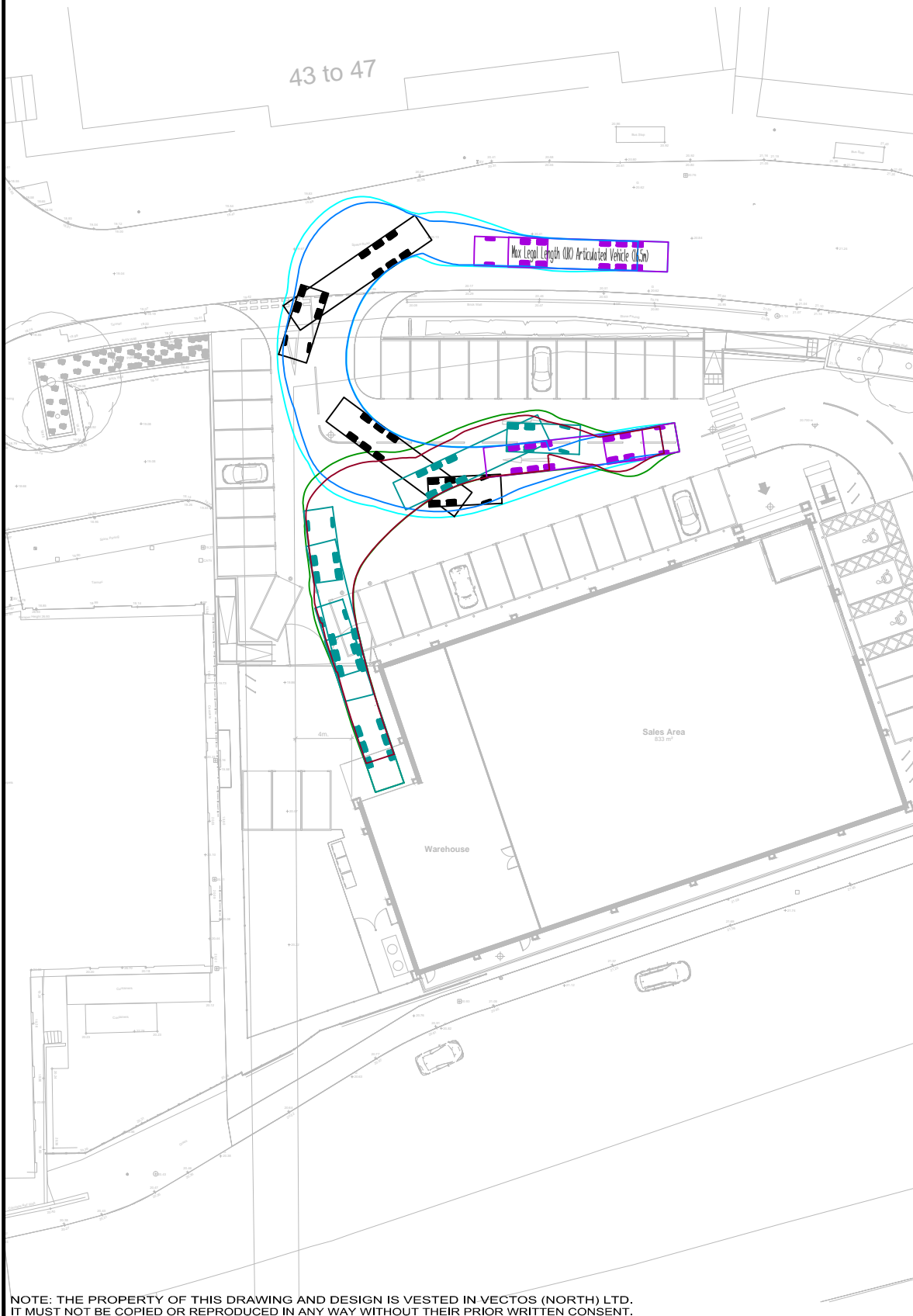
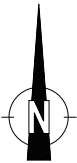
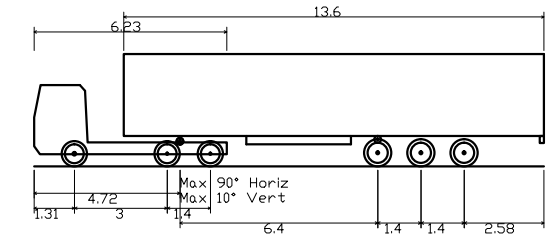


PLAN 9



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
  2. White lining is indicative only.



Max Legal Length (UK) Articulated Vehicle	13.6m
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:	Netto
PROJECT:	Netto, Garston

DRAWING TITLE:	AutoTRACK Assessment
----------------	----------------------

SCALES:	1:500 at A3				
DRAWN:	PJ	CHECKED:	ER	DATE:	23.Oct.15



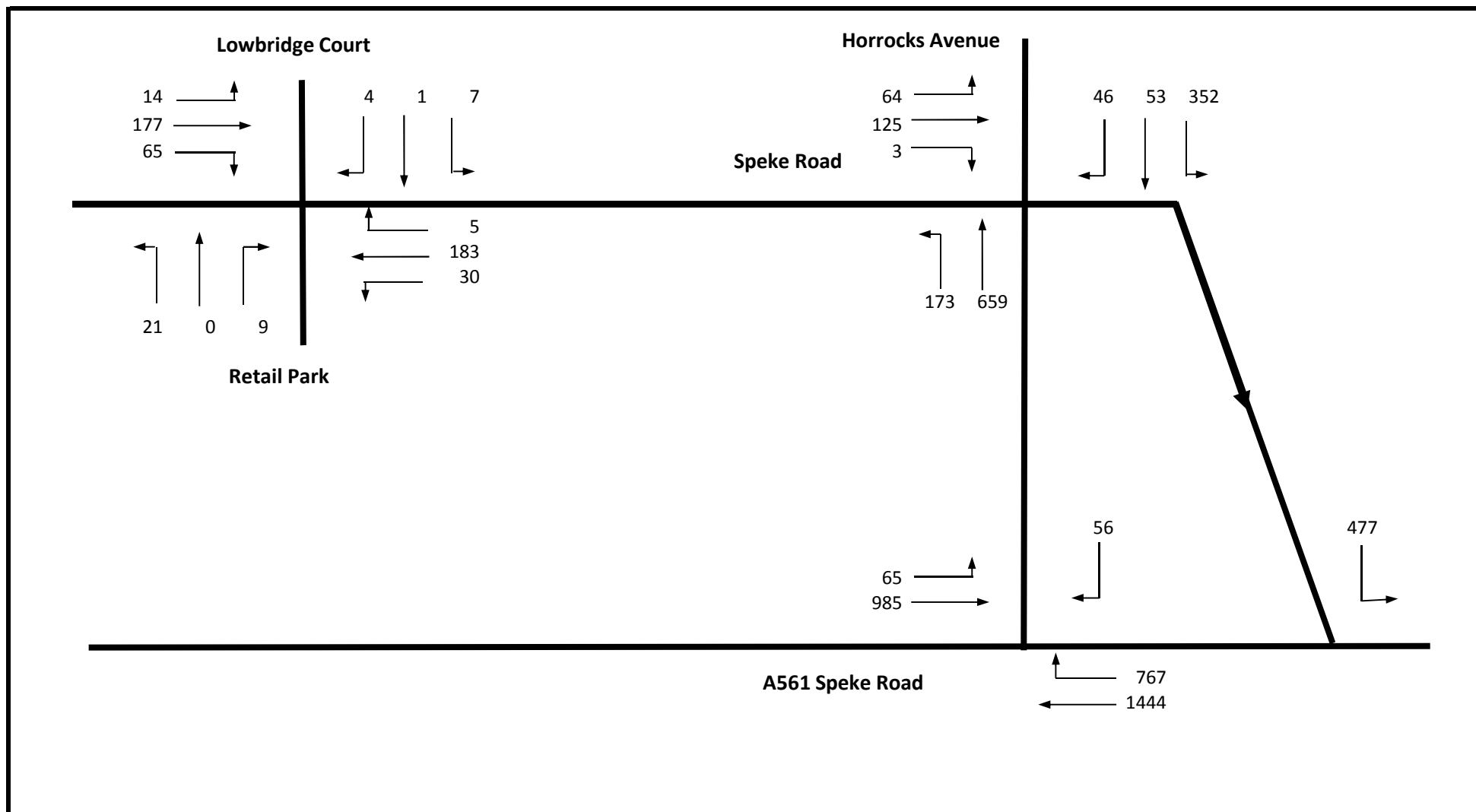
transport planning specialists

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ  
0161 228 1008  
e: manchester@vectos.co.uk

DRAWING NUMBER: VN50523-102

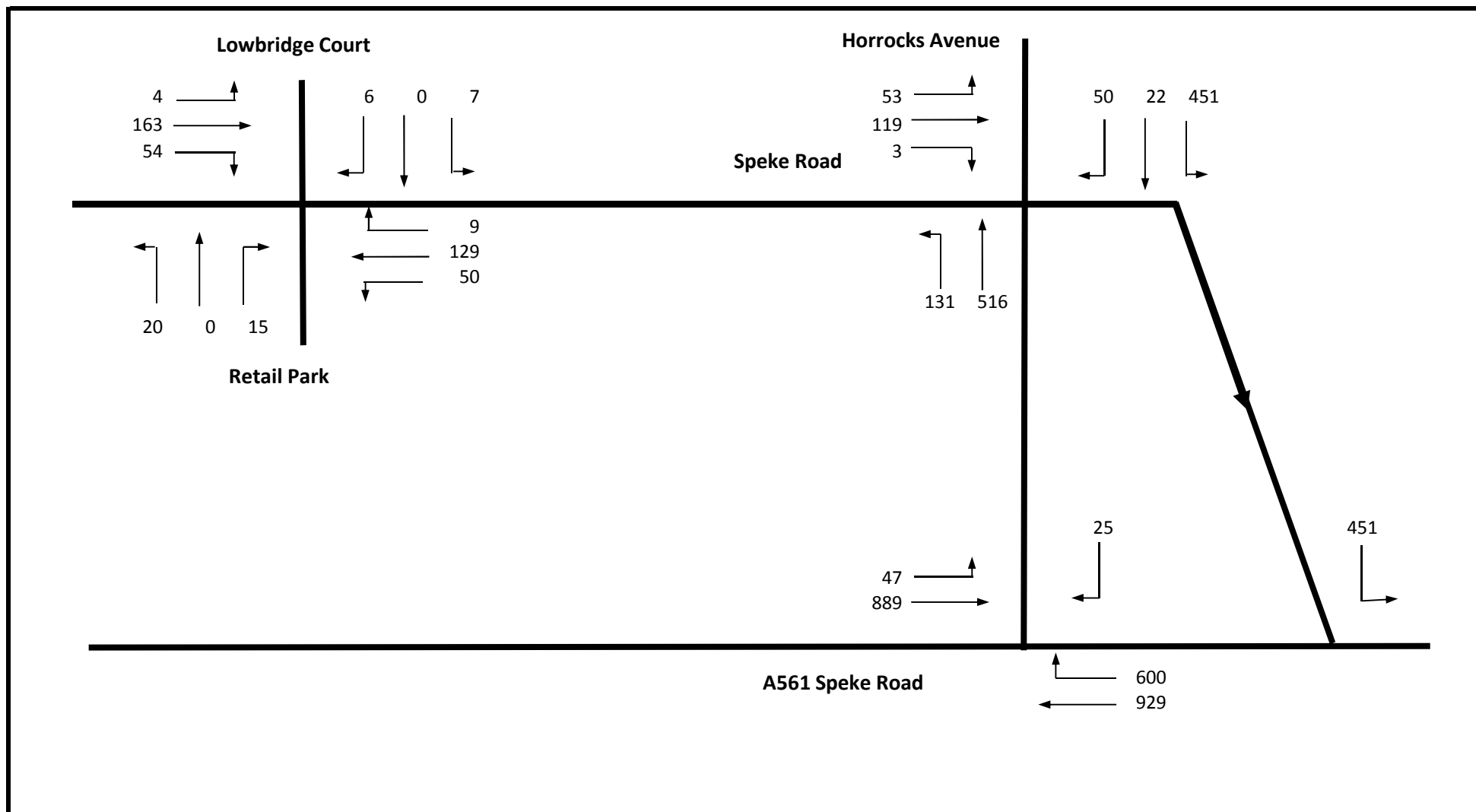
REVISION: .

## FIGURES



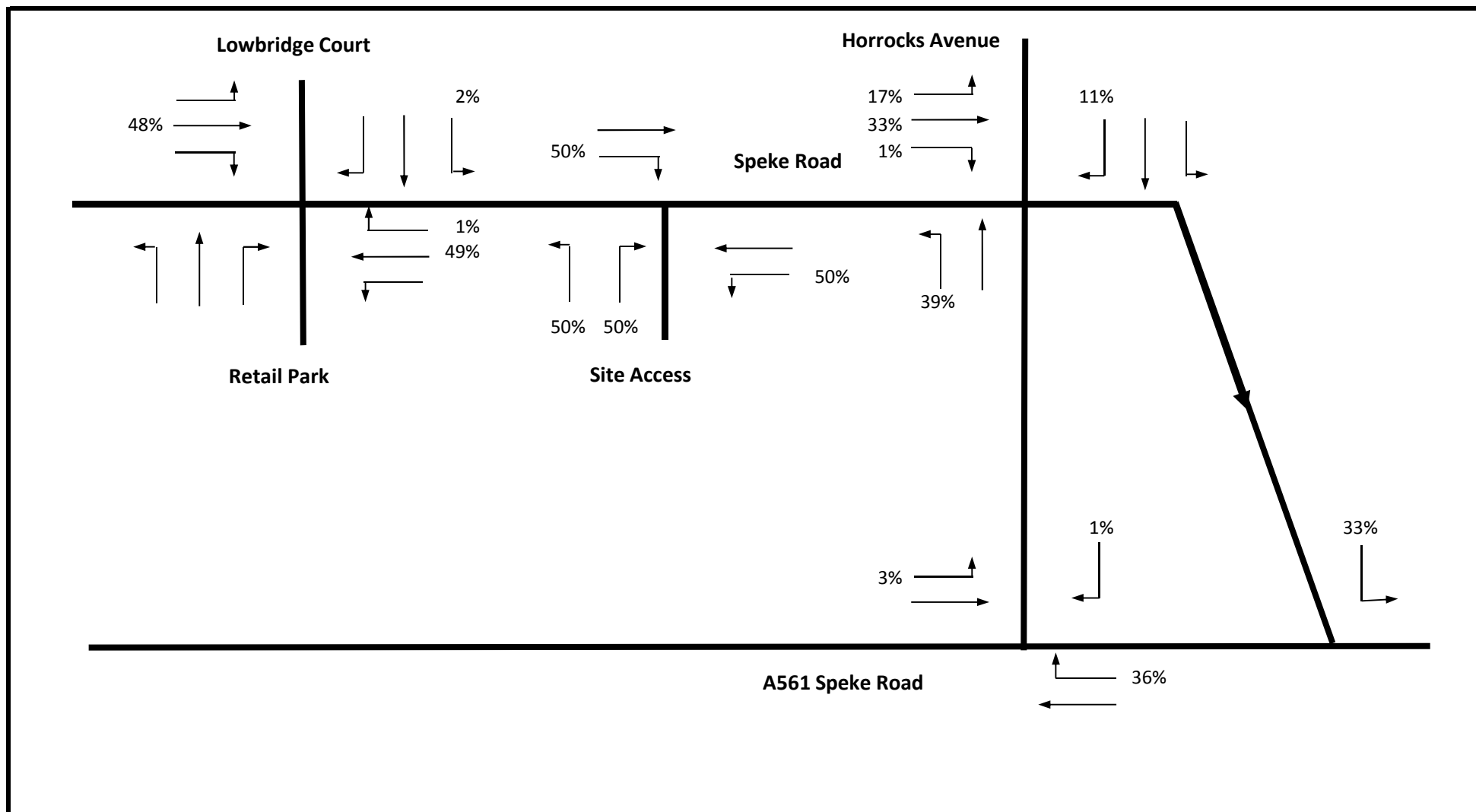
**FIGURE 1**

**2015 BASELINE TRAFFIC FLOWS (PCUS)  
PM PEAK HOUR (1630 - 1730)**



**FIGURE 2**

**2015 BASELINE TRAFFIC FLOWS (PCUS)  
SATURDAY PEAK HOUR (1400 - 1500)**



**FIGURE 3**

**PRIMARY TRIP DISTRIBUTION  
PM PEAK HOUR (1630 - 1730)**

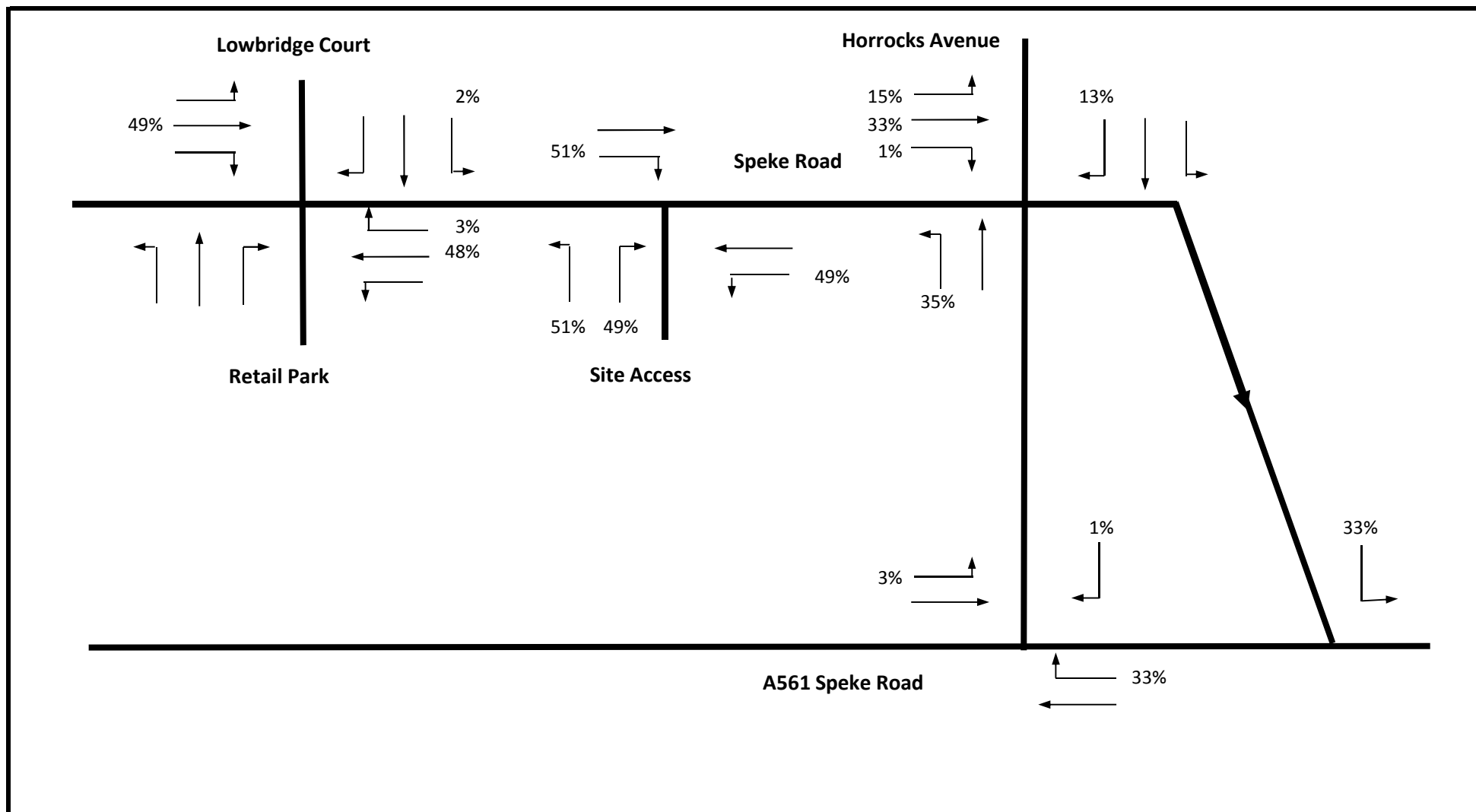
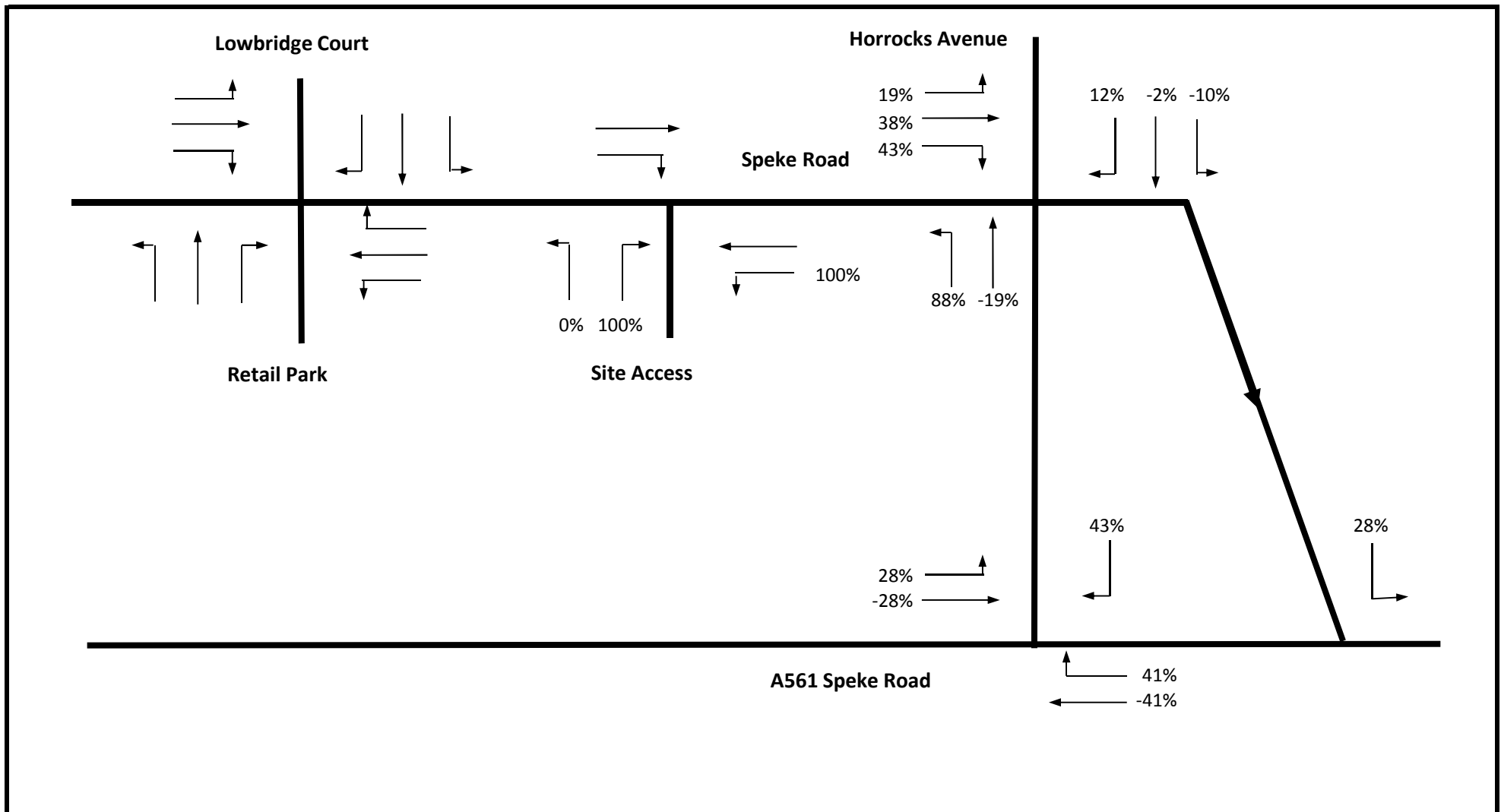


FIGURE 4

PRIMARY TRIP DISTRIBUTION  
SATURDAY PEAK HOUR (1400 - 1500)



**FIGURE 5**

**DIVERTED TRIP DISTRIBUTION  
PM PEAK HOUR (1630 - 1730)**

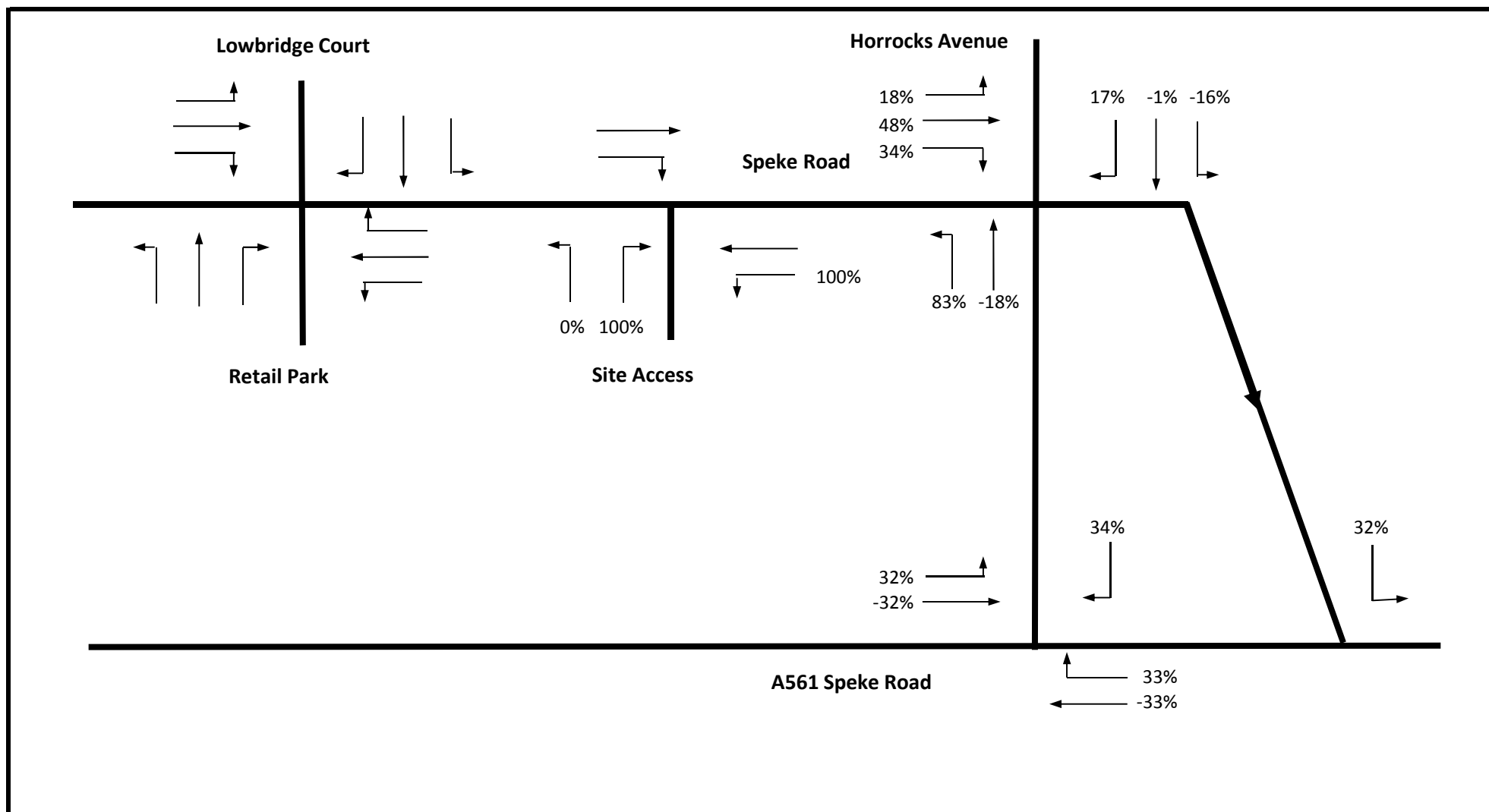
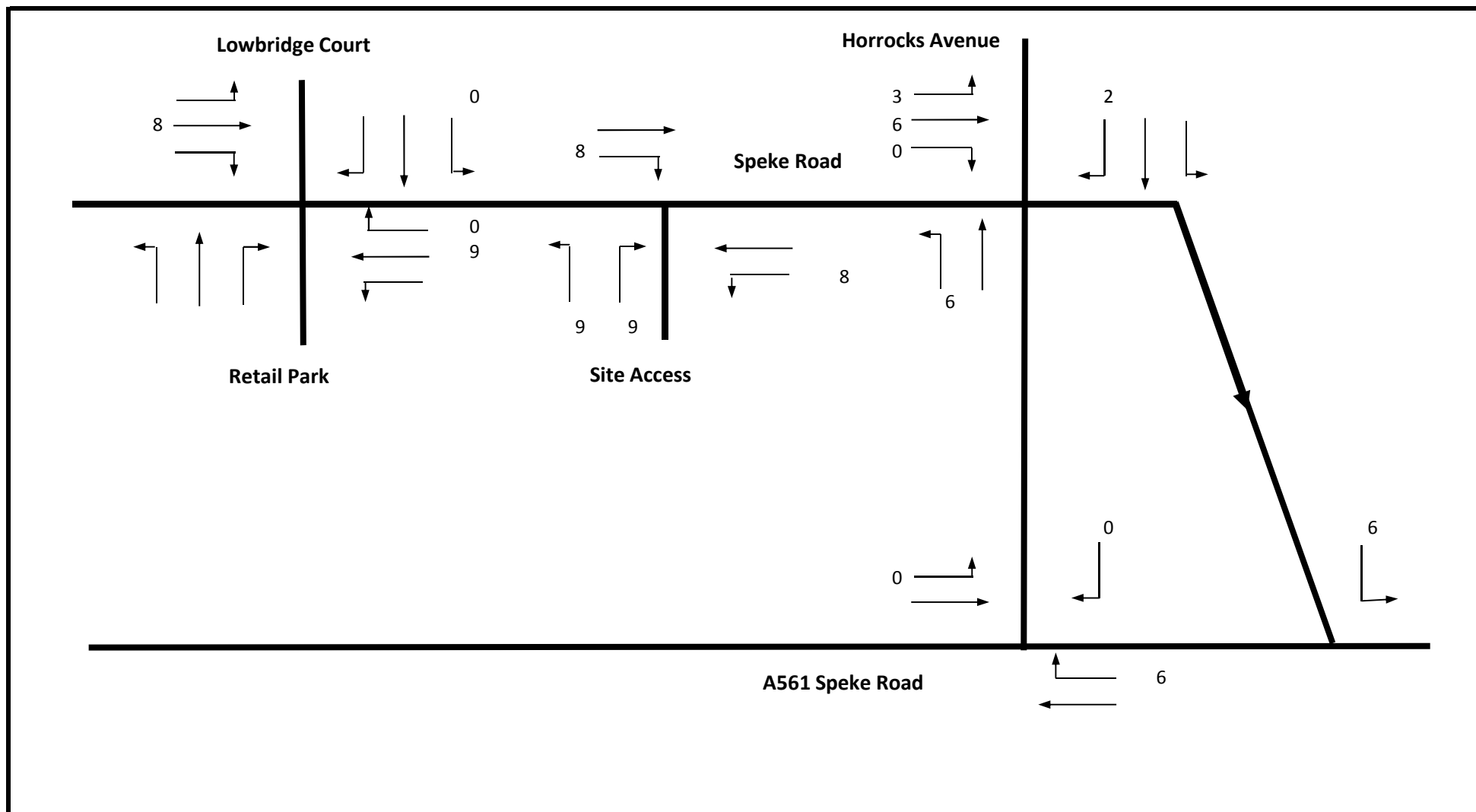


FIGURE 6

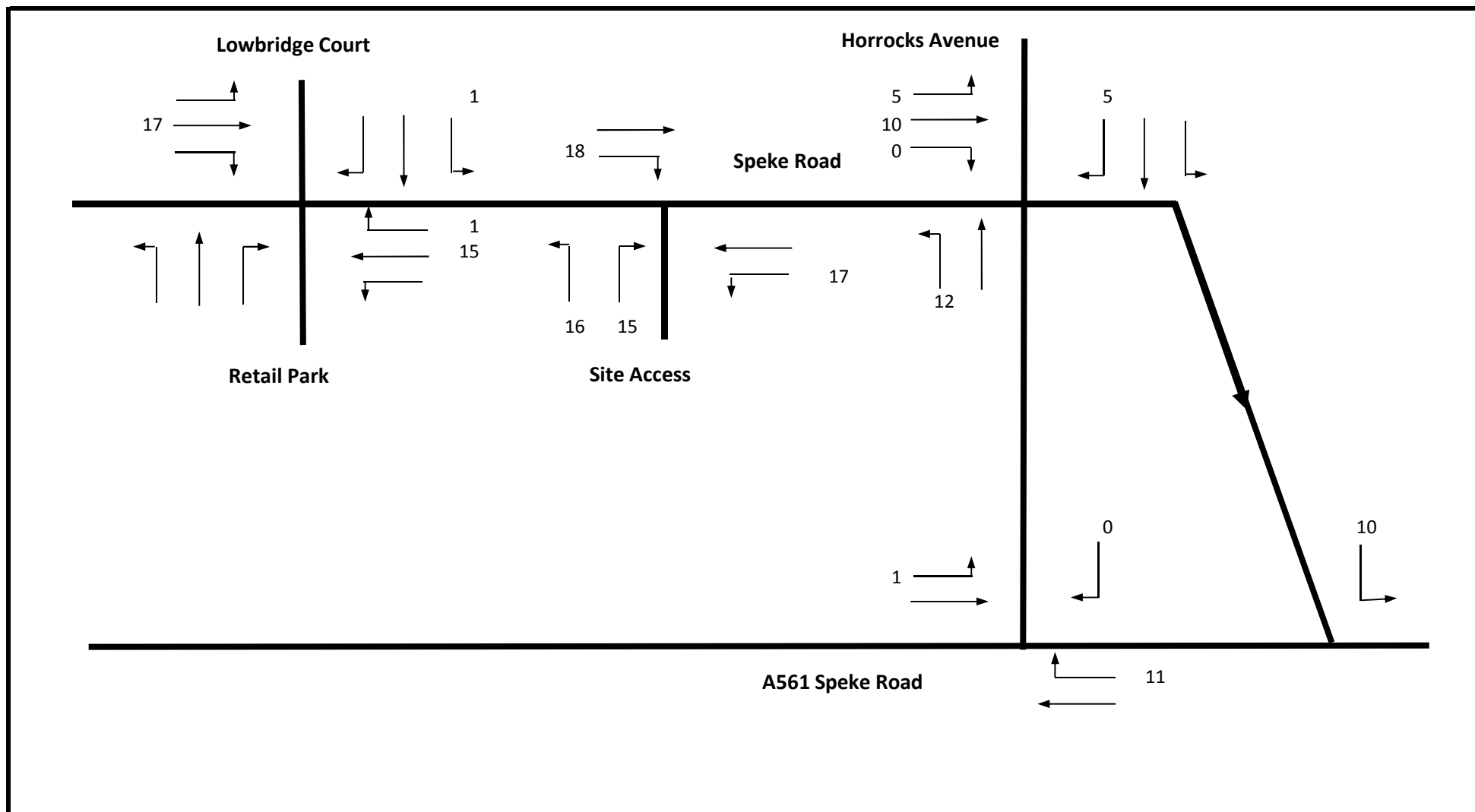
**DIVERTED TRIP DISTRIBUTION**  
**SATURDAY PEAK HOUR (1400 - 1500)**





**FIGURE 7**

**PRIMARY TRIPS (PCUS)**  
**PM PEAK HOUR (1630 - 1730)**



**FIGURE 8**

**PRIMARY TRIPS (PCUS)**  
**SATURDAY PEAK HOUR (1400 - 1500)**

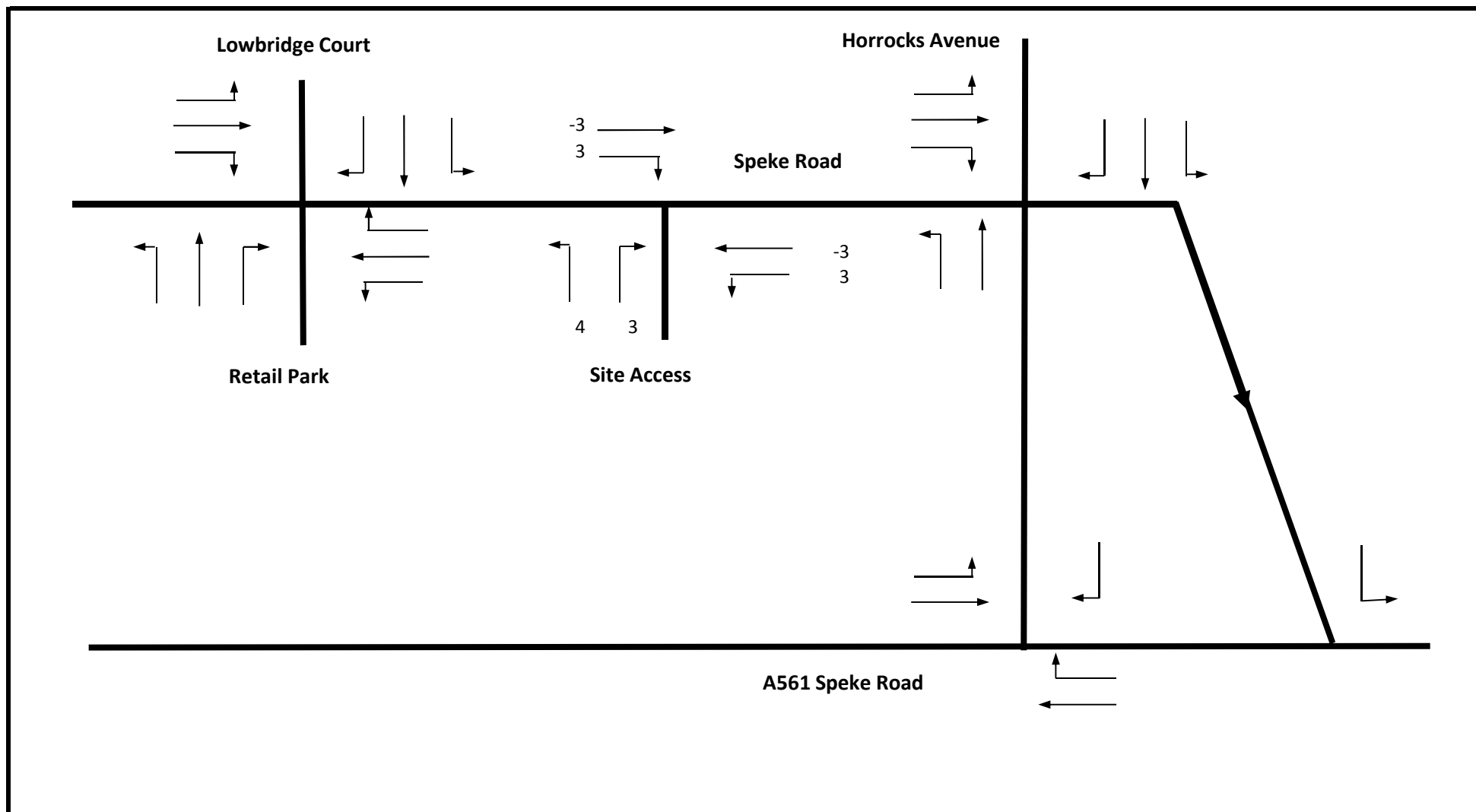


FIGURE 9

PASS BY TRIPS (PCUS)  
PM PEAK HOUR (1630 - 1730)

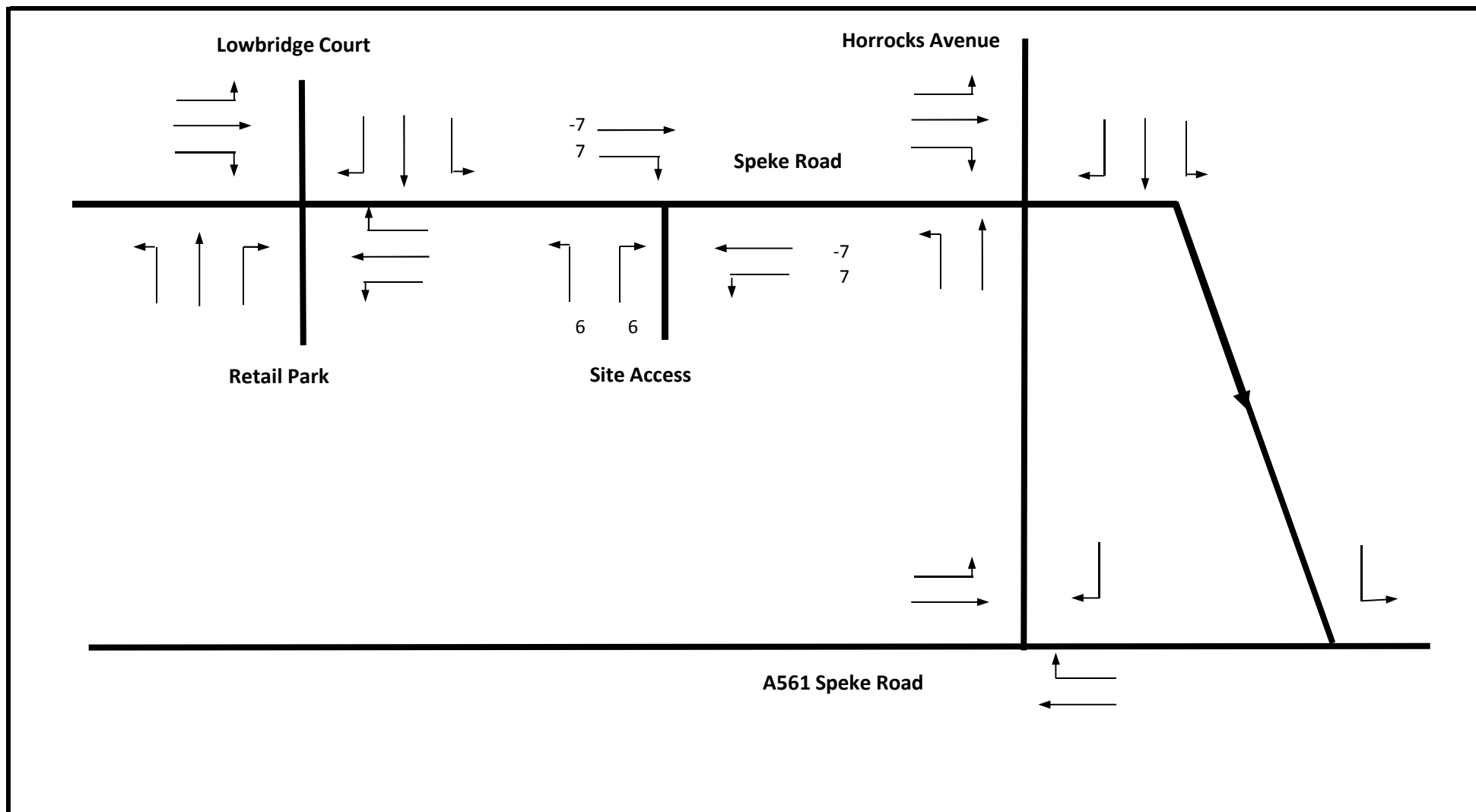


FIGURE 10

PASS BY TRIPS (PCUS)  
SATURDAY PEAK HOUR (1400 - 1500)

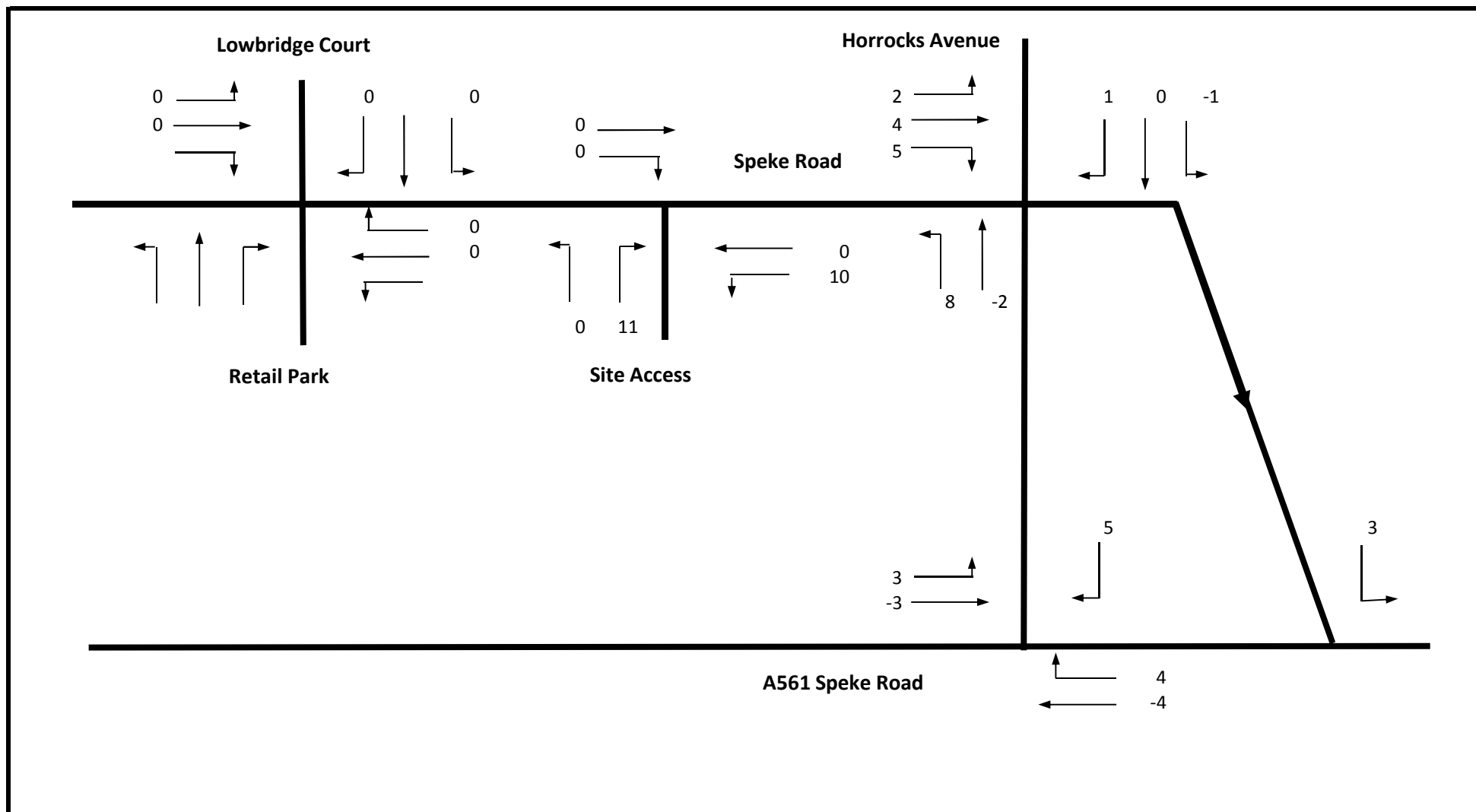
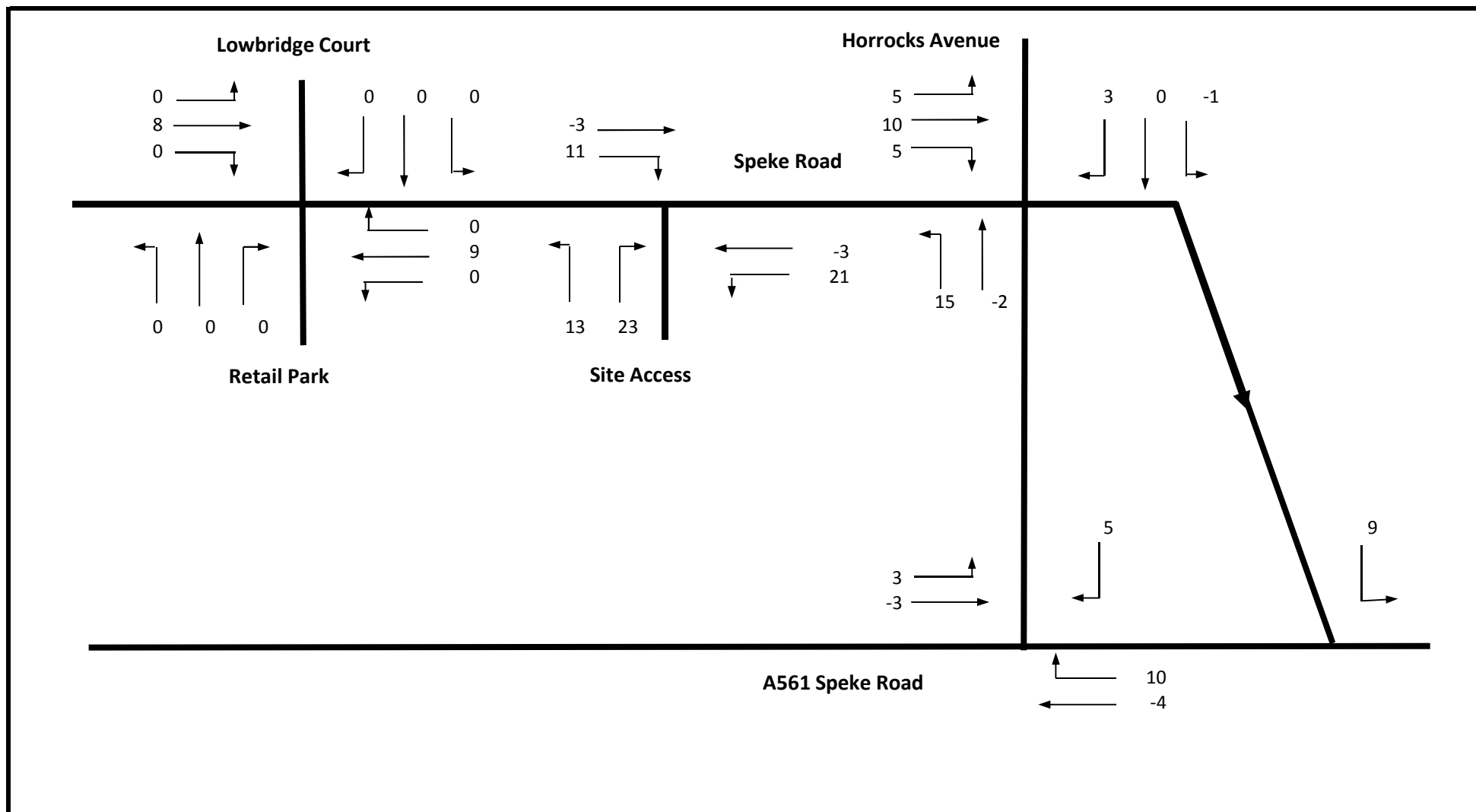


FIGURE 11

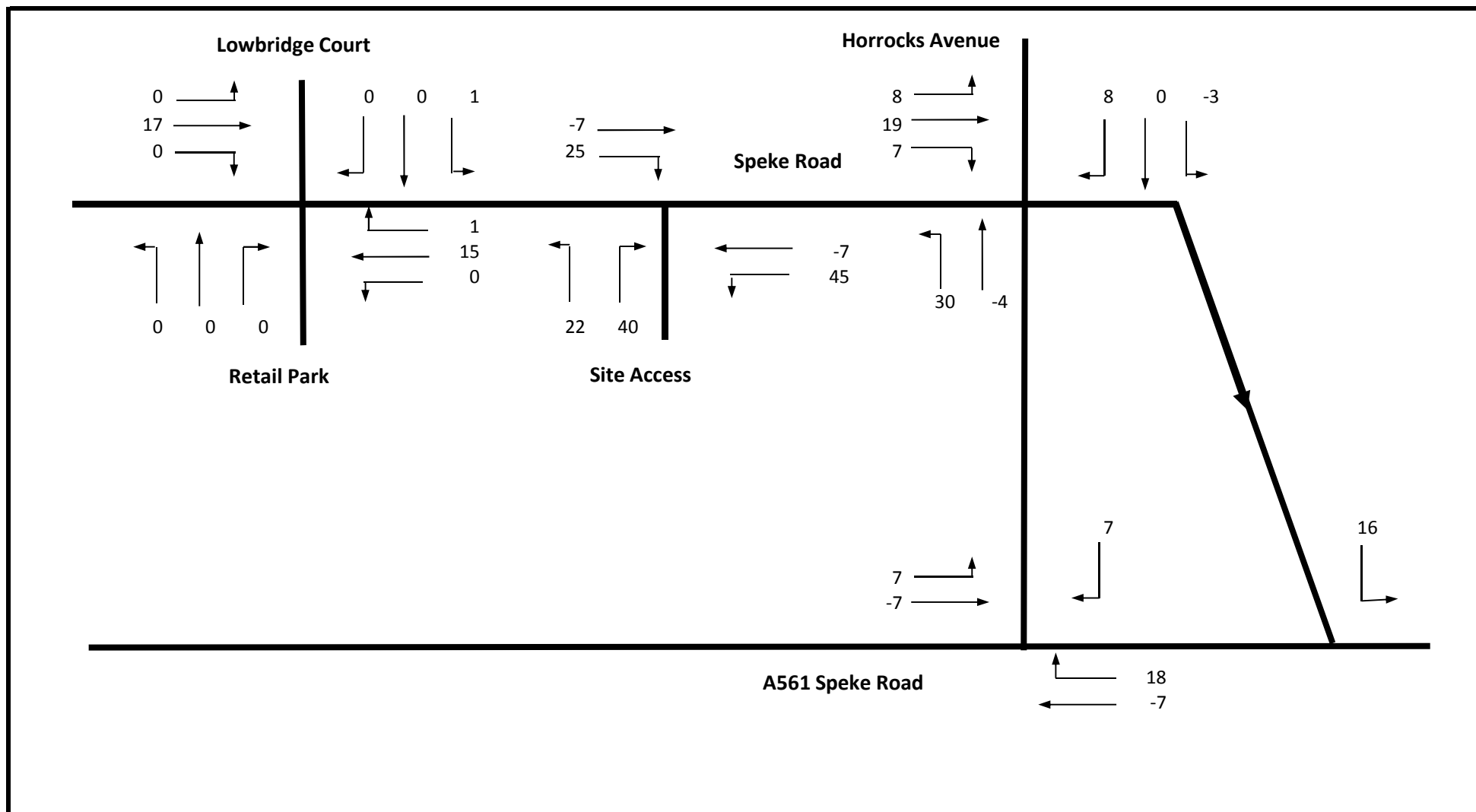
**DIVERTED TRIPS (PCUS)**  
**PM PEAK HOUR (1630 - 1730)**





**FIGURE 13**

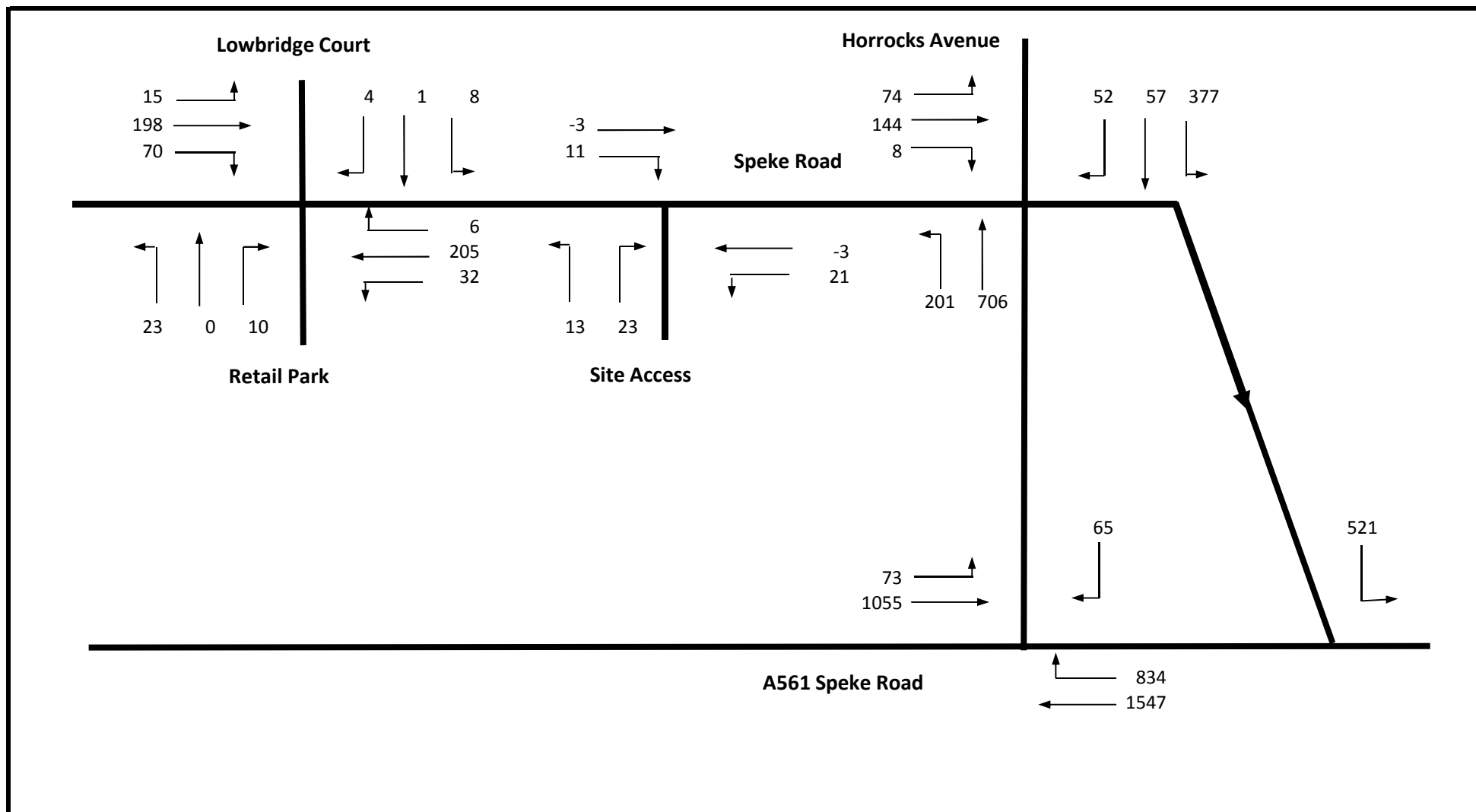
**TOTAL DEVELOPMENT TRIPS (PCUS)**  
**PM PEAK HOUR (1630 - 1730)**



**FIGURE 14**

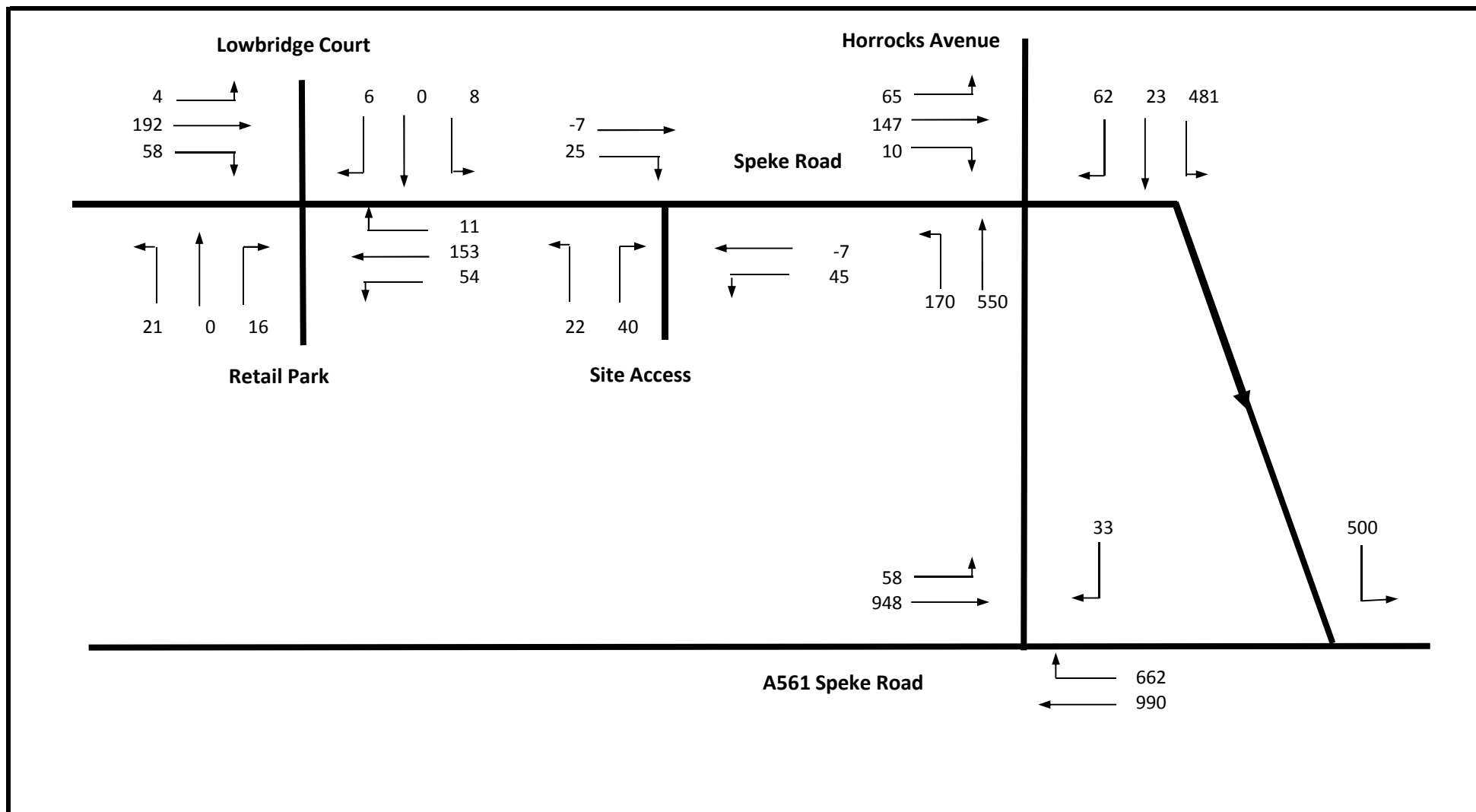
**TOTAL DEVELOPMENT TRIPS (PCUS)**  
**SATURDAY PEAK HOUR (1400 - 1500)**





**FIGURE 15**

**2020 BASELINE TRIPS WITH DEVELOPMENT (PCUS)  
PM PEAK HOUR (1630 - 1730)**



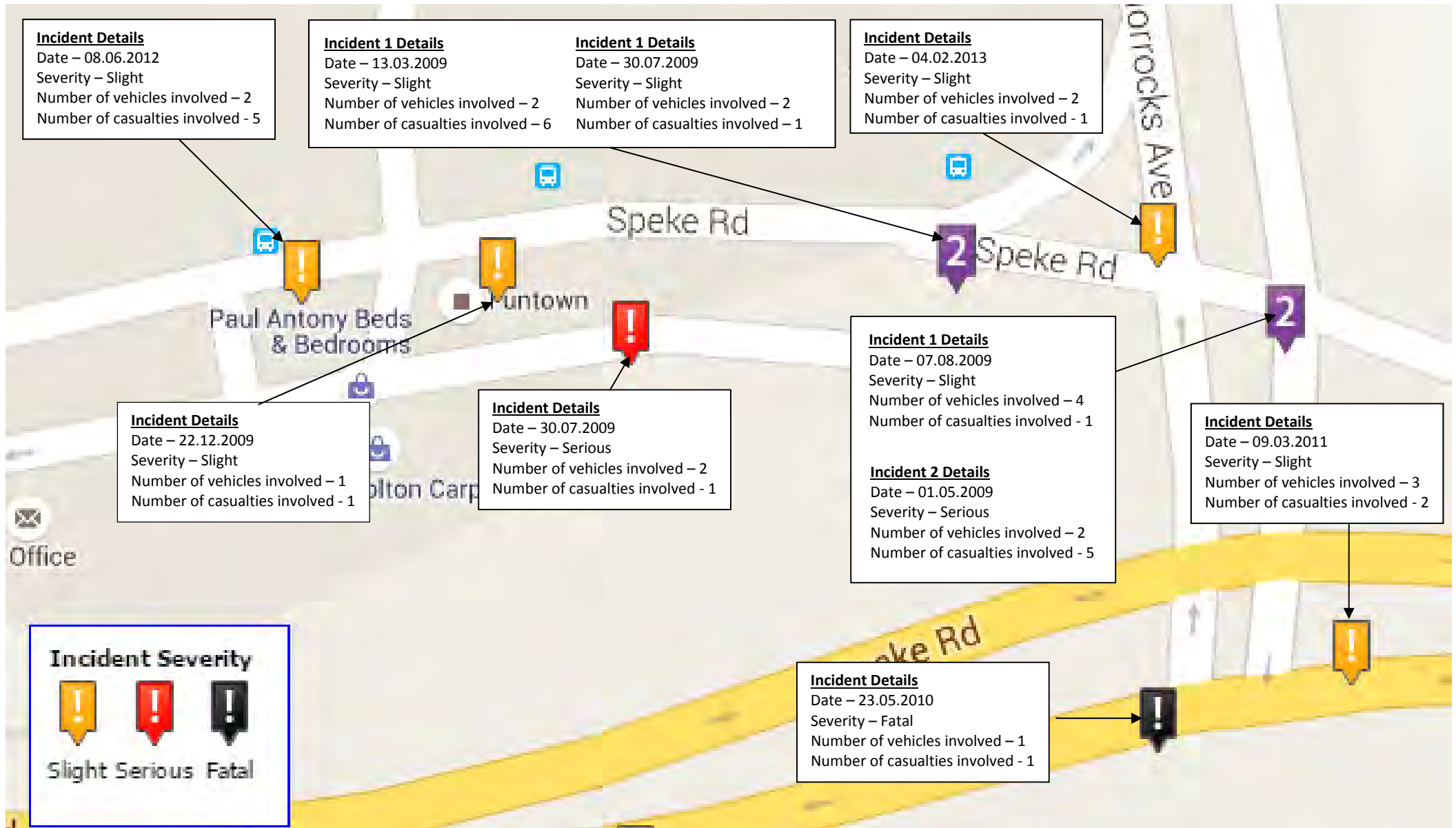
**FIGURE 16**

**2020 BASELINE TRIPS WITH DEVELOPMENT (PCUS)  
SATURDAY PEAK HOUR (1400 - 1500)**

## APPENDICES

**APPENDIX A**  
**CRASHMAP ACCIDENT DATA**

**Garston Accident Plan – Extract from Crashmap.co.uk**



## **APPENDIX B**

### **ACCESSIBILITY ASSESSMENT**

Proposed Netto Foodstore accessed off Speke Road, Garston				
Section A: Access Diagram				Score
Has a diagram been submitted which how people move to and through the place and how this links to surrounding roads, footpaths and sight lines?				Yes/ No
Section B: Access on foot				Score
Saftey	Is there safe pedestrian access to and within the site, and for pedestrians passing the site? Including footways no less than 2m on both sides of the road?			Yes/ No
Location	<b>Housing development:</b> Is the development within 800 metres of a district or local centre (see Accessibility Map 1 in Appendix H)? <b>Other development:</b> Is the density of local housing (i.e. within 800 metres) greater than 50 houses per hectare (see Accessibility Map 4 in Appendix H)?	Yes	2 points	2
		No	0 points	
Internal Layout	Does 'circulation' and access inside the site reflect direct, safe and easy to use pedestrian routes for all, with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1 point	1
		No	0 points	
External Layout	Are there barriers between site and local facilities or housing, which restrict pedestrian access? (See Merseyside Code of Practice on Access and Mobility), e.g. - No dropped kerbs at crossing or on desire lines; - No steep gradients; - A lack of a formal crossing where there is heavy traffic; - Security concerns, e.g. as a result of lack of lighting	There are barriers	- 1 point	1
		There are no barriers	1 point	
Other	Links to identified recreational walking network (see Accessibility Map 1)			Yes / No
Section B Summary	Minimum Score (from Table 3)			2
	Actual score			4
	Comments or action needed to correct any shortfall: <b>No action required</b>			
Section C: Access by Cycle				Score
Saftey	Are there safety issues either turning into or out of the site or at road junctions within 400 metres of the site (e.g. dangerous right turns for cyclists due to the level of traffic)?			Yes / No

Cycle Parking	Does the development meet cycle parking standards in a secure location with natural surveillance? (see table 7) - or where appropriate contribute to communal cycle parking facilities?			Yes/ No
Location	<b>Housing developments:</b> Is the development within 1 mile of a district or local centre (see Accessibility Map 1) <b>Other development:</b> Is the density of existing local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4)	Yes	2 points	2
		No	0 points	
Internal Layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes, with priority given to cyclists where they meet motor vehicles?	Yes	1 point	1
		No	0 points	
External access	The development <b>is</b> within 400 metres of an existing proposed cycle route (see accessibility Map 1) and is connected or proposes to create a link to cycle routes, or develop a route	1 point		1
	The development <b>is not</b> within 400 metres of an existing or proposed cycle route (see Accessibility Map 1)	- 1 point		
Other	Development includes shower facilities and lockers for cyclists		1 point	1
Section C summary	Minimum Score (from table 3)		5	
	Actual score		5	
	Comments or action needed to correct any shortfall:			
Section D: Access by Public Transport			Score	
Location and access to public transport	Is the site within a 200 metre walk of a bus stop and/or within 400 metres of a rail station (see Accessibility Map 2)	Yes	2 points	2
		No	0 points	
	Are these barriers on direct and safe pedestrian routes to bus stops or rail stations, i.e. - A lack of dropped kerbs - Pavements less than 2.00 metre wide - A lack of formal crossings where there is heavy traffic - Bus access kerbs	There are barriers	0 points	1
		There are no barriers	1 point	
Frequency	High (4 or more services or trains an hour)		2 points	2



	Medium (2 or 3 bus services or trains an hour)	1 point	
	Low (less than 2 bus services or trains an hour)	0 points	
Other	The proposal contributes to bus priority measures serving the site	1 point	0
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	1 point	
	The proposal contributes to an existing or supported bus service (Merseytravel or Community Transport)	1 point	
Section D summary	Minimum Score (from Table 3)	5	
	Actual score	5	
	Comments or action needed to correct any shortfall: <b>No action required</b>		
Section E: Vehicle Access and Parking		Score	
Vehicle access and circulation	Is there safe access to and from the road?	<u>Yes</u> / No?	
	Can the site be adequately serviced?	<u>Yes</u> / No?	
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal?	<u>Yes</u> / No?	
	Has access for the emergency services been provided?	<u>Yes</u> / No?	
	For development, which generates significant freight movements, is the site easily accessed from the road or rail freight route networks(i.e. minimising the impact of traffic on the local roads and neighbourhoods) (see Accessibility Map 3)?	<b>N/A</b>	
Parking	The off-street parking provided is more that advised for that development type	<u>Yes</u> / No?	
	The off-street parking provided is as advised for that development?	<u>1 point</u>	
	The off-street parking provided is less than 75% of the amount advised for that development type (or shares parking provision with another development)?	2 points	
	<b>For development in controlled parking zones:</b>		
	- is it a car free development	1 point	
	- support the control or removal of on-street parking (including the provision of disabled spaces) or contributes to other identified measures in the local parking strategy (including car clubs)?	1 point	
Summary	Minimum Score	3	
	Actual Score	1	
	Comments or action needed to correct any shortfall: <b>No action required</b>		

## **APPENDIX C**

### **FRAMEWORK TRAVEL PLAN**

**Netto**

**PROPOSED DISCOUNT FOODSTORE,  
SPEKE ROAD, GARSTON**

**Framework Travel Plan**

**VN50523**

**October 2015**

## REPORT CONTROL

**Document:** Framework Travel Plan

**Project:** Proposed Discount Foodstore, Speke Road, Garston

**Client:** Netto

**Job Number:** VN50523

**File Origin:** N:\Vectos Job Data\2015\VN50523 Netto, Garston\Docs\Reports\Framework Travel Plan.docx

### Document Checking:

<b>Primary Author</b>	John Lancaster	<b>Initialled:</b>	JL
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<b>Contributor</b>	Peter Jones	<b>Initialled:</b>	PJ
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<b>Review By</b>	Richard Whiting	<b>Initialled:</b>	RW
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Issue	Date	Status	Checked for Issue
1	09/10/15	First Draft	RW
2	22/10/2015	FINAL	RW
3			
4			

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## **PLANS**

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Plan TP2	Site Location (Local Context)
Plan TP3	Proposed Site Layout
Plan TP4	Pedestrian Catchment
Plan TP5	Cycle Catchment

## **1 INTRODUCTION**

### **1.1 Introduction**

- 1.1.1 This document sets out a framework for a workplace Travel Plan to be submitted to supplement the forthcoming application for a Netto Discount Foodstore on land located off Speke Road in Garston, Liverpool.

### **1.2 Site Location**

- 1.2.1 The location of the site is shown in **Plan TP1**, whilst its location in relation to the surrounding highway network is shown in **Plan TP2**.

### **1.3 Development Proposals**

- 1.3.1 The planning application proposes the development of a Netto foodstore with a gross internal floor area (GIA) of 1,045 sqm (11,249 sqft), including a net sales area of 833 sqm (8,971 sqft). A layout of the proposed development is shown in **Plan TP3**.
- 1.3.2 The development will provide a total of 65 car parking spaces, including 3 which are identified for mobility impaired users and 3 which are allocated for staff parking.
- 1.3.3 Customer and service vehicle access to the site is proposed from a new priority controlled junction with Speke Road.
- 1.3.4 Pedestrian access to the site will be provided from both Speke Road and the adjacent retail park to the west of the site. A zebra crossing will be provided within the site to serve the key pedestrian desire line with Speke Road.
- 1.3.5 The development will also provide 10 customer cycle parking spaces and 4 staff cycle parking spaces. Lockers will also be provided for staff.

### **1.4 The Travel Plan**

- 1.4.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled "Good Practice Guidelines – Delivering Travel Plans through the Planning Process".

1.4.2 The National Planning Policy Framework (NPPF) document (March 2012) also highlights the role that Travel Plans can play in facilitating sustainable travel. NPPF stating that:

*'All developments which generate significant amounts of movements should be required to provide a Travel Plan'.*

1.4.3 The foodstore Travel Plan is a long-term strategy for reducing the dependence of staff and customers on travel by private car.

1.4.4 It should be noted that this Framework Travel Plan is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because, as the site is yet to be constructed and the foodstore occupied, it is not desirable to simply list a series of policies to be implemented once the site is operational. Instead, it is preferable to provide a more detailed Travel Plan that takes into account the residential locations of staff and their current modes of travel to work once the store is operational.

1.4.5 As such the document will set out the principle strategies of the Travel Plan which will evolve into a formally agreed document once the development is open and the foodstore is occupied.

1.4.6 Whilst consideration will be given to promoting sustainable modes to customers, this Travel Plan primarily sets out a framework for the staff who will be employed at the foodstore.

## **1.5 Travel Plan Aims**

1.5.1 The aims of the strategy are:

- To encourage staff and customers to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;

1.5.2 The principle strands of the Plan are set out as follows;

- Appointment of a Travel Plan Co-ordinator;
- Ensuring travel awareness;



- Ensuring the availability of travel information for staff;
- The promotion of car sharing amongst staff;
- The creation of a Cycle User Group.

## **1.6 Plan Administration**

- 1.6.1 Netto will be required to designate a Travel Plan Co-ordinator for the development. Essentially this person will provide a liaison in implementing the Plan with the local authority.
- 1.6.2 The position of Travel Plan Co-ordinator will be appointed at least 3 months prior to commencement of the operation of the foodstore.
- 1.6.3 Once a staff member is appointed Travel Plan Co-ordinator details of the nominated person will be submitted to the Planning and Highway Authority. Similarly, the Travel Plan Co-ordinator will be advised of appropriate contact personnel at these bodies. Any change in the Travel Plan Co-ordinator will be notified to the pertinent authorities.
- 1.6.4 The Travel Plan Co-ordinator will be the first point of contact for staff and other outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all staff to and from staff relating to the Travel Plan.
- 1.6.5 The Travel Plan Co-ordinator position will last a minimum of 5 years beyond commencement of the operation of the foodstore to ensure that the Travel Plan is adopted as an integral part of the site.
- 1.6.6 The key responsibilities of the Travel Plan Co-ordinator are illustrated in **Table 6.1**.

## **2 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL**

### **2.1 Introduction**

2.1.1 **Section 2** of the report considers the accessibility of the site by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by rail.

### **2.2 Accessibility on Foot**

2.2.1 The site is exceptionally well located to encourage journeys on foot.

2.2.2 The site is located within an extensive pedestrian network, with street lit footpaths provided along both sides of Speke Road, the southern of which connect with the pedestrian access points to the site. Pedestrian movements at all junctions are also supported by dropped kerbs, assisting access for all users.

2.2.3 North / south pedestrian movements across Speke Road are very well served by signalised pedestrian crossings located at the Speke Road / Horrocks Lane junction which is situated approximately 100 metres to the east of the proposed pedestrian access to the site. This crossing includes dropped kerbs and tactile paving and dedicated green man crossing provision across the north and part of the western arms.

2.2.4 To the west of the proposed site access footways are present aiding pedestrian links towards the Speke Road / Church Road / St Mary's Way signalised junction which includes push button pedestrian provision on all four arms. From this junction pedestrian links are provided to residential areas to the north and west of the site.

2.2.5 The Chartered Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. Table 3.2 of the document states that the acceptable maximum walking distance for commuting trips is 2 kilometres. A maximum distance for pedestrians to town centre facilities such as a foodstore is considered to be 800 metres.

- 2.2.6 In accordance with this guidance **Plan TP4** demonstrates the 800 metre and 2 kilometre pedestrian catchments of the site. This plan demonstrates that the 800 metre catchment of the site encompasses a sizeable residential area of Garston including properties accessed off St Marys Road, Woolton Road and Russel Road. Meanwhile the site's 2 kilometre catchment includes the vast majority of Garston and includes areas of Cressington and Grassendale.
- 2.2.7 **Plan TP4** therefore demonstrates that the site is ideally placed to encourage both retail and employment based trips to be undertaken on foot, with these trips supported by the comprehensive pedestrian infrastructure located in the vicinity of the site.
- 2.3 Accessibility by Bicycle**
- 2.3.1 An alternative mode of travel to the site would be achieved by bicycle.
- 2.3.2 The National Planning Policy Framework (NPPF) replaced all existing planning policy statements. However, the PPG 13 companion guide 'A Guide to Better Transport – Reducing the need to travel through land use and transport planning' has not been replaced by the NPPF and as such is still considered to provide relevant guidance. With respect to cycling this document states that *"the bicycle is an effective mode for short trips of up to 3 to 5 miles (5-8km)."*
- 2.3.3 With this in mind **Plan TP5** displays a 5 kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour, and based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site.
- 2.3.4 This plan illustrates that the 5 kilometre cycling catchment area encompasses the whole of Garston and encompasses areas of Mossley Hill, Dingle, Belle Vale, Gateacre and Hunts Cross.
- 2.3.5 The highway network in the vicinity of the site is typified by flat, well-lit carriageways, with vehicle speeds on Speke Road relatively low. All these elements are conducive with providing a cycle friendly environment.
- 2.3.6 In addition reference to the Sustrans cycle map illustrates that local cycle routes operate on Horrocks Road in close proximity to the site's north-eastern frontage, which provides excellent north / south connectivity. There is also a local cycle route which operates on Island Road and Island Road South approximately 240 metres north of the site.

2.3.7 To encourage cycle trips to the site the development will provide 5 Sheffield cycle hoops, which will provide capacity for 10 bicycles. This provision will be conveniently located in a visible location close to the store entrance.

2.3.8 The proposed development is therefore considered to be accessible by bicycle.

## 2.4 Accessibility by Bus

2.4.1 The site is very well located for travel by bus, with a total of 10 bus stops located on Speke Road, Horrocks Avenue, Church Road and Bank's Road all within 400 metres of the site.

2.4.2 All these stops are accessible from the development via the existing pedestrian infrastructure in the vicinity of the site, and are also considered to be accessible based upon the guidelines quoted in the CIHT publication 'Planning for Public Transport in Development'.

2.4.3 Of these the closest stops are located on Speke Road. An eastbound bus stop is located directly opposite the site (a further eastbound stop is also located on Speke Road a short distance to the west), while the westbound stop is located only 100 metres from the site access. Both Speke Road stops include a shelter, seating and timetable information and carriageway bus box road markings.

2.4.4 A summary of the frequency of bus services located within 400 metres of the site is provided in **Table 2.1**.

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Mid-day	PM Peak	Evening		
80/80A/80D/80E	Liverpool John Lennon Airport – Liverpool City Centre (Via Liverpool South Parkway)	3	3	3	3	4	2
82/82A/82B/82D	Liverpool – Speke (Via Garston)	10	10	10	3	4	4
86/86A/86D	Garston to Liverpool (Via Liverpool South Parkway)	4	5	5	5	4	4
166	Garston circular	1	1	1	1	1	1
167	Garston – Grassendale	2	2	2	2	2	0

188	Belle Vale – Liverpool South Parkway - Halewood	1	1	1	1	1	1
201	Royal Liverpool Hospital – Speke	1	1	1	1	1	1
266	Belle Vale – Liverpool South Parkway - Halewood	1	1	1	1	1	1
288	Belle Vale – Halewood - Garston	1	1	1	1	1	1

**Table 2.1: Bus Services Operating Within the Site Vicinity**

2.4.5 **Table 2.1** demonstrates that the services operating on Speke Road, Horrocks Avenue, Church Road and Bank's Road provide 24 services during the weekday morning peak and 25 services during the weekday evening peak, as well as frequent services on weekends. These services provide links to major destinations Liverpool City Centre, St Helens and Speke, together with local stops.

2.4.6 It can be seen therefore that there are a number of service that operate within a short walk of the site providing the opportunity for both customers and employees to utilise this mode of travel. The development site is therefore concluded to be highly accessible by bus.

## 2.5 Accessibility by Rail

2.5.1 Liverpool South Parkway Station is located on Station Road approximately 1 kilometre to the southeast of the site. Services from Liverpool South Parkway station are operated by Merseyrail, and the station is accessible from the site via the existing pedestrian network along Horrocks Avenue and Woolton Road.

2.5.2 While the distance of the station from the site means it is unlikely customers would use this form of travel, it would provide an opportunity for employees to undertake linked commuting trips. In particular the opportunity exists for employees to undertake linked rail/ cycle journeys, with Merseyrail welcoming passengers with bikes and providing dedicated cycle storage areas at each end of their trains

2.5.3 Rail service operated from Liverpool South Parkway Station are summarised in **Table 2.2** below.

Destination	Max. Frequency (Peak Periods) Monday to Friday	
	Frequency	Duration
Liverpool Lime Street – Birmingham New Street	30 minutes	1 hour and 35 minutes
Norwich – Liverpool Lime Street	30 minutes	5 hours
Hunts Cross – Southport	20 minutes	1 hour
Liverpool Lime Street – Scarborough	1 hour	3 hours
Manchester Oxford Road – Liverpool Lime Street	30 minutes	35 minutes

**Table 2.2: Rail Services Operating from Liverpool South Parkway Station**

- 2.5.4 **Table 2.2** demonstrates that frequent rail services are operated to Manchester Oxford Road, Birmingham New Street, Southport, Liverpool Lime Street and various other locations. More local stops accessible by rail include Cressington, Brunswick, Aigburth and Hunts Cross.
- 2.5.5 It is therefore considered that rail services offer a feasible alternative employment based trips and as such the development site is concluded to be accessible by rail.

### **3 MANAGEMENT MEASURES**

#### **3.1 Introduction**

3.1.1 The following measures will be delivered through the Travel Plan by the Travel Plan Co-ordinator:

- Travel Plan Co-ordinator;
- Travel Awareness;
- Staff 'Welcome Pack';
- Car Sharing;
- Cycle Measures;
- Walking Measures;
- Public Transport Measures.

#### **3.2 Travel Plan Co-ordinator**

3.2.1 A Travel Plan Co-ordinator will be appointed prior to the foodstore commencing operation. Once appointed the Travel Plan Co-ordinator will contact the relevant personnel at Liverpool City Council.

#### **3.3 Travel Awareness**

3.3.1 Netto staff will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to the Council.

3.3.2 'Welcome Packs' will be given to new staff when they start work at the development.

3.3.3 Noticeboards will be located in staff areas to provide up-to-date travel information (such as walking and cycling maps and bus timetable information), and information on useful websites to encourage sustainable travel. The noticeboards will also include contact details for the Travel Plan Co-ordinator and news on any sustainable travel initiatives which the store may be running.

3.3.4 Noticeboards will also be provided in public areas for customers, providing information on suggested walking and cycling routes, the locations of local bus stops including bus timetables, and the locations of on-site cycle parking facilities.

### **3.4 Staff 'Welcome Pack'**

- 3.4.1 Prior to commencement of operation of the foodstore a 'Welcome Pack' will be provided to staff starting work at the site. The 'Welcome Pack' will subsequently be provided to all new staff prior to them commencing work at the store.
- 3.4.2 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator.
- 3.4.3 The packs will also include current information on safe walking and cycling routes in the area, and will promote the health benefits of these forms of travel. The pack will also include details on all facilities provided on site to promote these forms of travel, including the locations of cycle parking.
- 3.4.4 The 'Welcome Pack' will also provide information on current bus services, including suggested walking routes to local bus stops, up-to-date timetable information, and website addresses to enable access to real-time travel information.
- 3.4.5 As part of the on-going monitoring process the 'Welcome Pack' will be reviewed and updated where required. Information regarding any changes to the bus services in the area will be passed to staff via leaflets or a company website.

### **3.5 Car Sharing**

- 3.5.1 The Travel Plan Co-ordinator will promote the benefits of car sharing to staff. This will be undertaken by providing information on the benefits of car sharing within the 'Welcome Pack' and on staff noticeboards.
- 3.5.2 Staff will also be provided with details of websites such as [www.liftshare.com](http://www.liftshare.com) which provides assistance for people wishing to car share on certain journeys.

### **3.6 Cycle Measures**

- 3.6.1 Ten customer cycle parking spaces will be provided as part of the development. This provision will be located on the store frontage.
- 3.6.2 An additional four cycle parking spaces will be provided for staff which will be located in the store service located. Staff lockers will also be provided.



- 3.6.3 Staff will be provided with information on suitable cycling routes in the area which will be included within the 'Welcome Pack' and on staff noticeboards. Details of the website [www.wygocycling.com](http://www.wygocycling.com) which provides free cycle training and maintenance training available to businesses will be explored.
- 3.6.4 The Travel Plan Co-ordinator will establish contact with the cycling officers at Liverpool City Council and will retain active contact with officers to ensure that any future improvements to the cycling network and cycling maps are fed through to staff.
- 3.6.5 Netto staff will also be provided with information on the BikeBUDI scheme via the 'Welcome Packs' and on notice boards. Information on the scheme is available on the website [www.bikebudi.com](http://www.bikebudi.com).
- 3.6.6 The BikeBUDi scheme is also part of the National Lift Share Group and in much the same way as the WalkBUDi scheme aims to match individuals with others cycling the same journey so they can ride together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.
- 3.7 Walking Measures**
- 3.7.1 The health benefits of walking will be promoted to Netto staff.
- 3.7.2 The 'Welcome Pack' will include information on suggested walking routes from the store to the surrounding areas and local bus stops. Where relevant, this will include information on where footways are street lit, and suggested safe crossing points.
- 3.7.3 Netto staff will be provided with information on WalkBUDi scheme through information contained within the 'Welcome Packs' and on noticeboards. Information on the scheme is available on the website [www.walkbudi.com](http://www.walkbudi.com).
- 3.7.4 The WalkBUDi scheme is part of the National Lift Share Network and is simple and free to use. It matches individuals with others walking the same way so they can walk together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people. The WalkBUDi scheme aims to help individuals to meet others wanting to travel the same way.

### **3.8 Public Transport Measures**

- 3.8.1 Public transport timetable information will also be provided on noticeboards provided in staff areas, while staff will also be provided with plans showing suggested walking routes to local bus stops. This information will be provided in the staff 'Welcome Pack'.
- 3.8.2 Visitors to the store will also be made aware of the public transport opportunities available for travel to the site. This will be done at the time their meetings are arranged.

## **4 STAFF TRAVEL SURVEYS**

- 4.1.1 To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for on-going monitoring and regular travel surveys.
- 4.1.2 Staff travel surveys will be undertaken and analysed 'in house'.
- 4.1.3 Within 3 months of the store becoming operational a staff travel survey will be undertaken. The timing of this survey will ensure that a stable workforce is employed at the store, but is considered close enough to the date of store opening to ensure that staff travel habits have not become embedded.
- 4.1.4 The results of the first staff travel survey will be compiled into a travel database which will be used as the Baseline to identify modal shift travel targets.
- 4.1.5 Thereafter in order to assess the travel habits of staff, full staff travel surveys will be completed on a bi-annual basis for a five year period.
- 4.1.6 The results of the bi-annual staff surveys will be summarised in a Review Report. This report will also identify any problems with the current travel surveys, which will be addressed in the Travel Plan as well as in the Review Report.
- 4.1.7 Targets set as part of the Travel Plan will be reviewed in the light of the travel survey results.

## **5 TARGET SETTING**

### **5.1 Staff Travel Targets**

- 5.1.1 For the Travel Plan to be effective it should set targets specifying the aims of the plan for improved non-car use. A timetable setting out the target framework has been produced to establish an indication of staff travel patterns.
- 5.1.2 It is recognised that objectives of the Travel Plan need to be SMART and targets achievable, with particular regard being given to reducing the number of single occupancy vehicle trips to the site. Therefore, without knowledge on existing travel behaviour (as no workforce is currently employed) realistic targets cannot be set at this stage.
- 5.1.3 For the purposes of this initial Travel Plan the four specific target areas and specific aims can be summarised as follows:
- Reduce the number of single occupancy journeys to and from the site by staff;
  - Increasing pedestrian trips by staff living within an agreed distance of the site;
  - Increasing cycle trips by staff living within an agreed distance of the site;
  - Increasing bus usage by those staff who currently live within a short walk of existing public transport infrastructure.
- 5.1.4 Detailed staff travel targets will be established upon completion of the first travel survey. These targets will be agreed with Liverpool City Council's Travel Plan Officer and included in the final Travel Plan document.
- 5.1.5 Thereafter staff travel targets can be monitored by completing a staff travel survey update on a bi-annual basis. This will highlight areas where the targets are being achieved as well as allowing revision to parts of the plan which can be further improved on.
- 5.1.6 If the Travel Plan targets are to be maintained at an achievable level they may need to be reduced at the first review date in the light of experience, and then increased again over time as measures employed by this Travel Plan start to have greater effect.

## **6 TRAVEL PLAN REVIEW REPORT**

### **6.1 Travel Plan Review Report**

- 6.1.1 Following the bi-annual staff travel survey a review of the Travel Plan will be undertaken. This will culminate in a Travel Plan Review Report which will be provided to Liverpool City Council.
- 6.1.2 The Review Report will detail the results of the preceding staff travel surveys with regards to targets, budgets, general effectiveness and current initiatives. The report will also summarise the results of any other on-going monitoring undertaken as part of the Travel Plan. The Review Report is to be submitted for approval no later than one month following the completion of the staff travel surveys.
- 6.1.3 Informed by the results of the staff surveys and other monitoring measures the Review Report will also include the action plan for the next period and detail any proposed changes to the Plan.
- 6.1.4 The action plan for the following period will clearly set out the tasks to be undertaken during this period to work towards achieving the agreed Travel Plan targets, the approximate dates that by which measures which may be introduced will be implemented, and the nominated person(s) responsible for undertaking these tasks.
- 6.1.5 The findings of the Review Report will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming period will also be contained within the report. Liverpool City Council will be consulted during this review process.

### **6.2 Travel Plan Framework**

- 6.2.1 **Table 6.1** below provides a summary framework and guidance as to timescales for the issues to be introduced as part of the Travel Plan. The measures outlined in this table will be the responsibility of the Travel Plan Co-ordinator.

Date	Action
<b>3 – 0 months before commencement of operation</b>	<p>Appoint a Travel Plan Co-ordinator.</p> <p>Collate sustainable travel information and other information to be provided in 'Welcome Pack'.</p> <p>Issue staff 'Welcome Pack' (thereafter pack issued to all new starters).</p> <p>Cycle parking infrastructure introduced.</p> <p>Travel Information boards installed in staff and public areas of the store.</p> <p>Travel Plan Co-ordinator establishes contact with officers from Liverpool City Council.</p>
<b>0-3 Months after commencement of operation</b>	<p>Travel Plan measures promoted throughout development via noticeboards, email and posters.</p> <p>Complete staff travel surveys.</p> <p>In house analysis of travel survey results.</p> <p>Define Travel Plan targets based upon travel survey results.</p> <p>Formal Travel Plan document to be submitted to and agreed with Liverpool City Council.</p>
<b>3-24 Months</b>	<p>Review, update and reissue of marketing and new starter information (including public transport service information) as required (suggested at anniversary of adoption of the Travel Plan).</p> <p>Continuous monitoring of usage of sustainable travel modes and infrastructure.</p>
<b>24 Months</b>	<p>Complete second staff travel survey (24 months following first occupation).</p> <p>Staff travel targets to be reviewed as required.</p> <p>Production of action plan based upon survey results.</p> <p>Production of Review Report (after Travel Surveys).</p> <p>Review of Travel Plan in conjunction with the local authority; a revised Travel Plan will be submitted if required.</p>
<b>24-60 Months</b>	<p>Review, update and reissue of marketing, induction and new starter information (including public transport service information) as required (at 12 month</p>

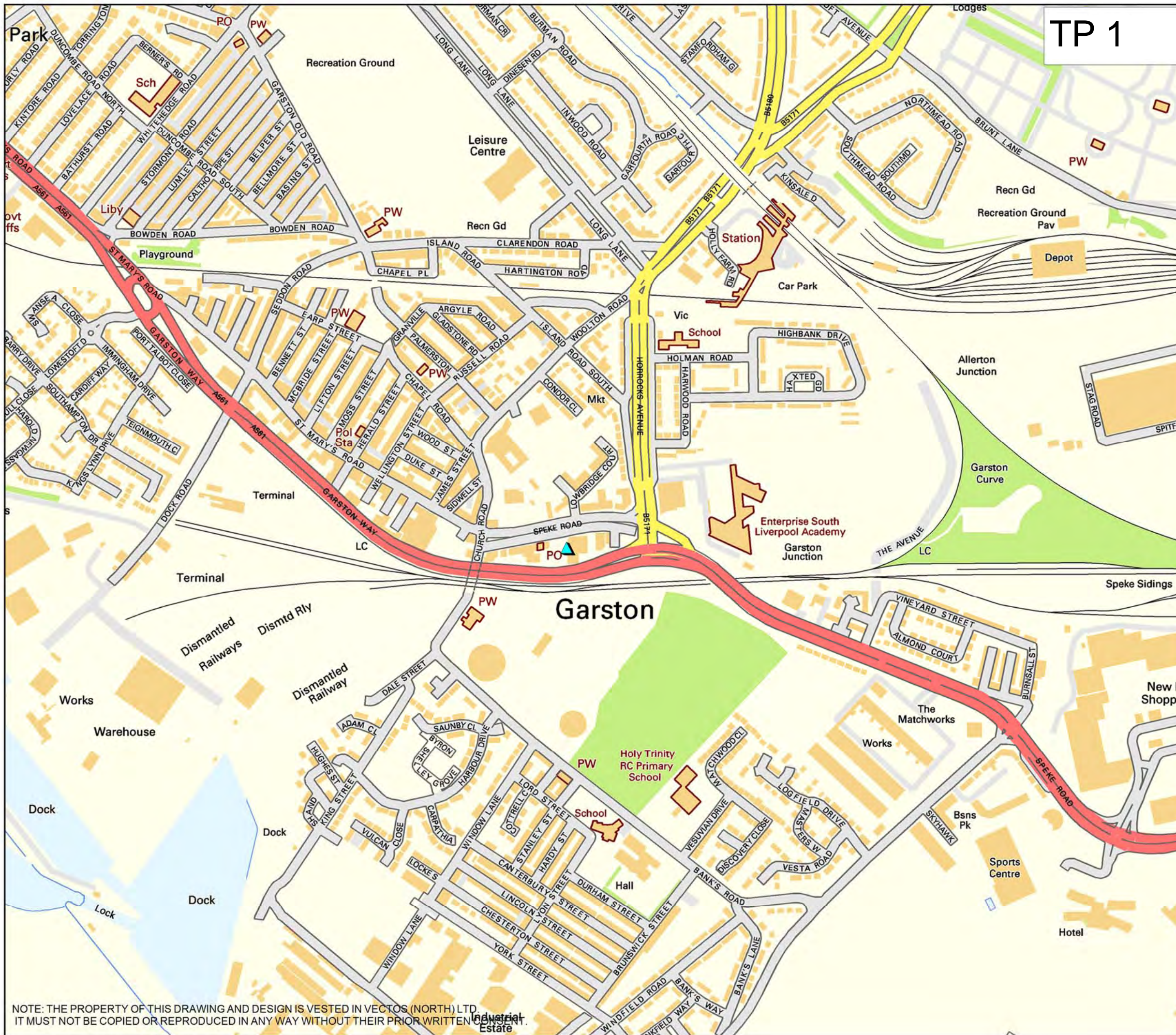
	<p>intervals).</p> <p>Continuous monitoring of usage of sustainable travel modes and infrastructure.</p> <p>Update and monitor travel questionnaire bi-annually.</p> <p>Bi-annual staff travel surveys.</p> <p>Action Plan and Review Report undertaken in conjunction with staff travel surveys.</p> <p>The Travel Plan will be in place for the life of the development.</p>
--	--

**Table 6.1 – Travel Plan Framework Timescales**

- 6.2.2 The Review of the Travel Plan will be undertaken for a 5 year period. Thereafter the strategy for its continuation will be discussed between Netto and Liverpool City Council.

## PLANS





TP 1

Legend  
▲ Site location

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CLIENT:

Netto

PROJECT TITLE:

Netto, Garston

DRAWING TITLE:

Site Location (Wider Context)

SCALE:  
1:50,000 at A3

DRAWN: PJ CHECKED: RW DATE: 23.Oct.15



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 22801008 e:manchester@vectos.co.uk

DRAWING NO:  
VN50523-101

REVISION:

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# TP 2



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CLIENT:

Netto

DRAWING TITLE:

## Site Location (Local Context)

PROJECT TITLE:

Netto, Garston

DRAWN:  
PJ

CHECKED:  
ER

DATE  
30.Sept.15

SCALE:

N.T.S.

DRAWING NO:

VN50523-100

REVISIONS



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TP 3

NOTES

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PROPOSED LEVELS SUBJECT TO DESIGN DEVELOPMENT.

DRAINAGE STRATEGY & RAIN WATER PIPES SUBJECT TO DESIGN DEVELOPMENT.

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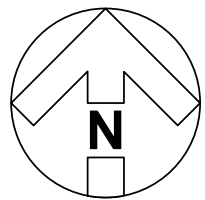
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National Grid drawing, map reference:- SJ4084, dated 08/06/2015. HCD received via email on 07/08/15.

SP Energy Networks drawing, map reference:- 340,622 384,400, dated 07/08/2015. HCD received via email on 11/08/2015

Openreach drawing, BT ref:- EZG01106Y, map ref:- SJ4062484418, dated 06/08/2015. HCD received via email on 07/08/2015

United Utilities, Commercial DW Sewer & Water Record, UU ref:- 1129722 - drainage & water sewerage. HCD received via email 11/08/2015



0 5 10

m

1:200

Foodstore Areas		
Sales Area	833 m²	8971 ft²
GIA	1045 m²	11249 ft²
GEA	1107 m²	11916 ft²
Car Parking Numbers		
Customer	59	
Disabled	3	
Staff	3	
Grand Total (incl. staff): 65		

REVISION A BY: AJB CHECKED: LARB DATE: 19/10/2015

Timber lattice fence and roadside advertising billboards added to boundary with Speke Road A561.

REVISION \* BY: DJW CHECKED: LARB DATE: 01/10/2015

Planning issue.

## INFORMATION

PLOT DATE: 19/10/2015 16:10:57



CLIENT:

Garston, Speke Road, Liverpool

PROJECT:

Proposed Site Plan

DRAWING: DJW SCALE: 1 : 200 @ A1 CREATION DATE: Oct 2015

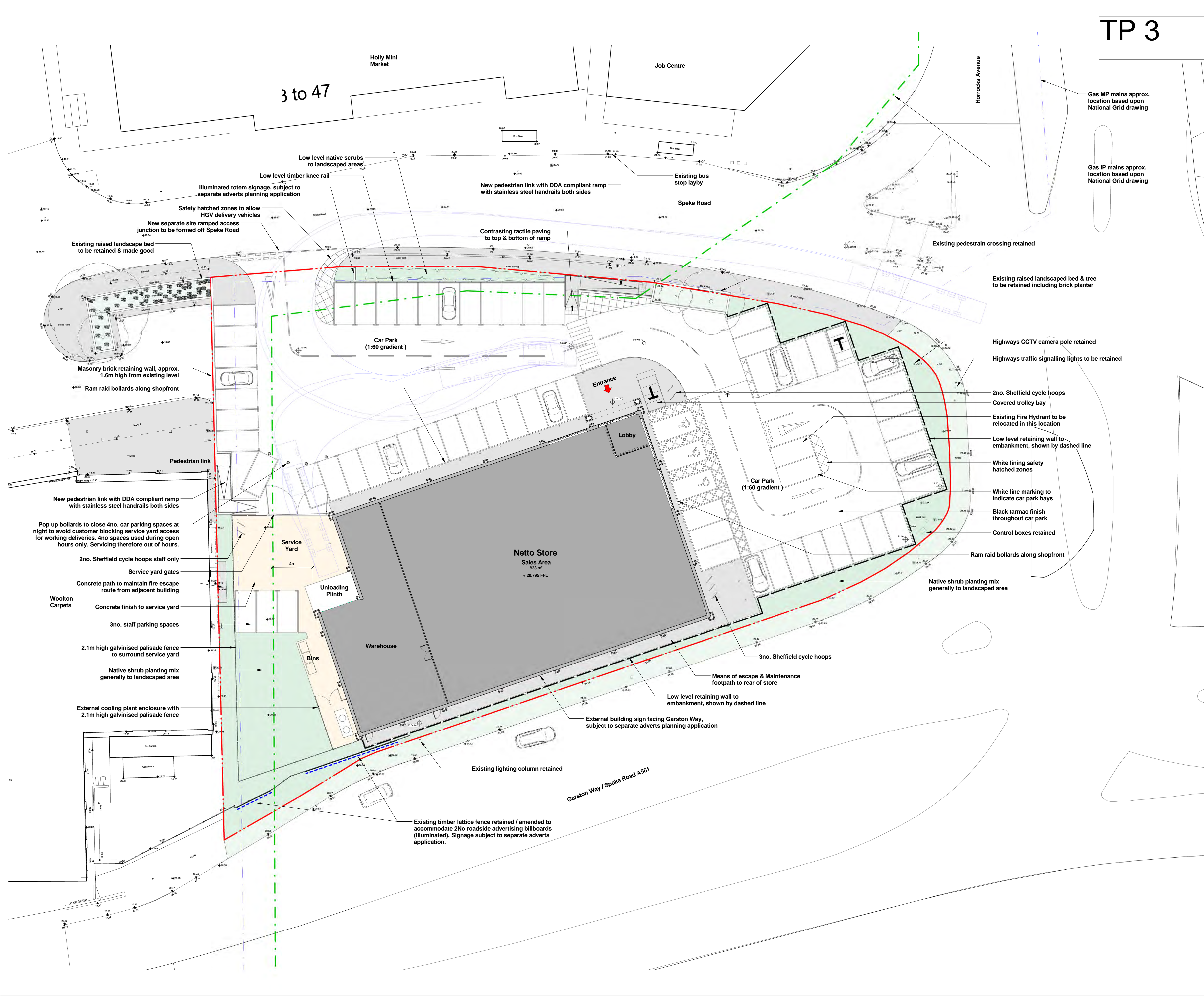
Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

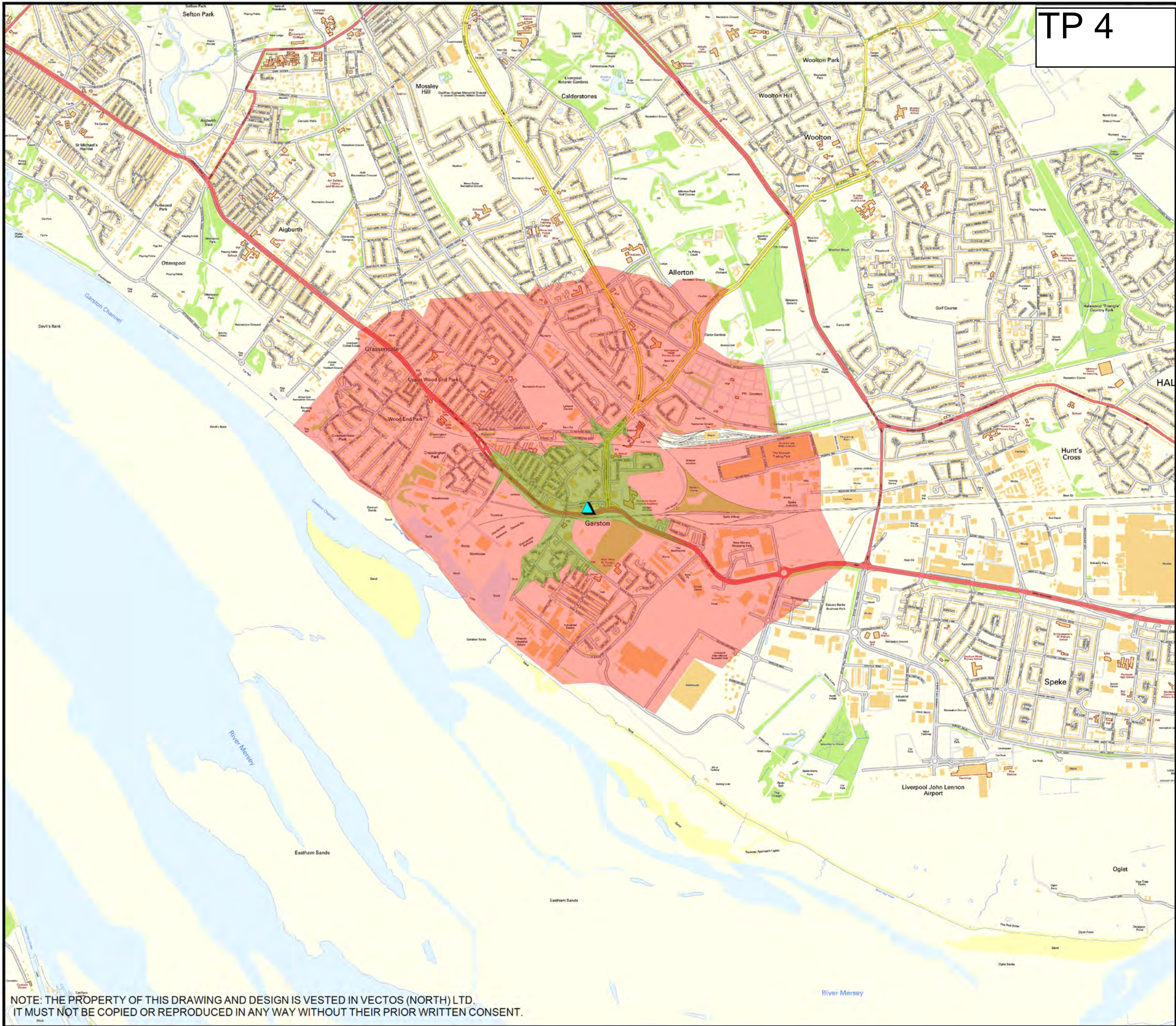
Architecture | Engineering | Interior Design | Masterplanning | Urban Design

JOB NO: 2015-101 DRAWING NO: A-PL-103 REV: A

C:\temp\15101-HCD-AD-ZZ-M3-A-20-001\_Building\_WB15\_sburgess.rvt







TP 4

Legend

-  Site locaion
-  800m Catchment
-  2km Catchment

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CLIENT:

Netto

PROJECT TITLE:

Netto, Garston

DRAWING TITLE:

800m & 2km Pedestrian  
Catchment

SCALE:  
1:25,000 at A3

DRAWN: PJ	CHECKED: RW	DATE: 06.Oct.15
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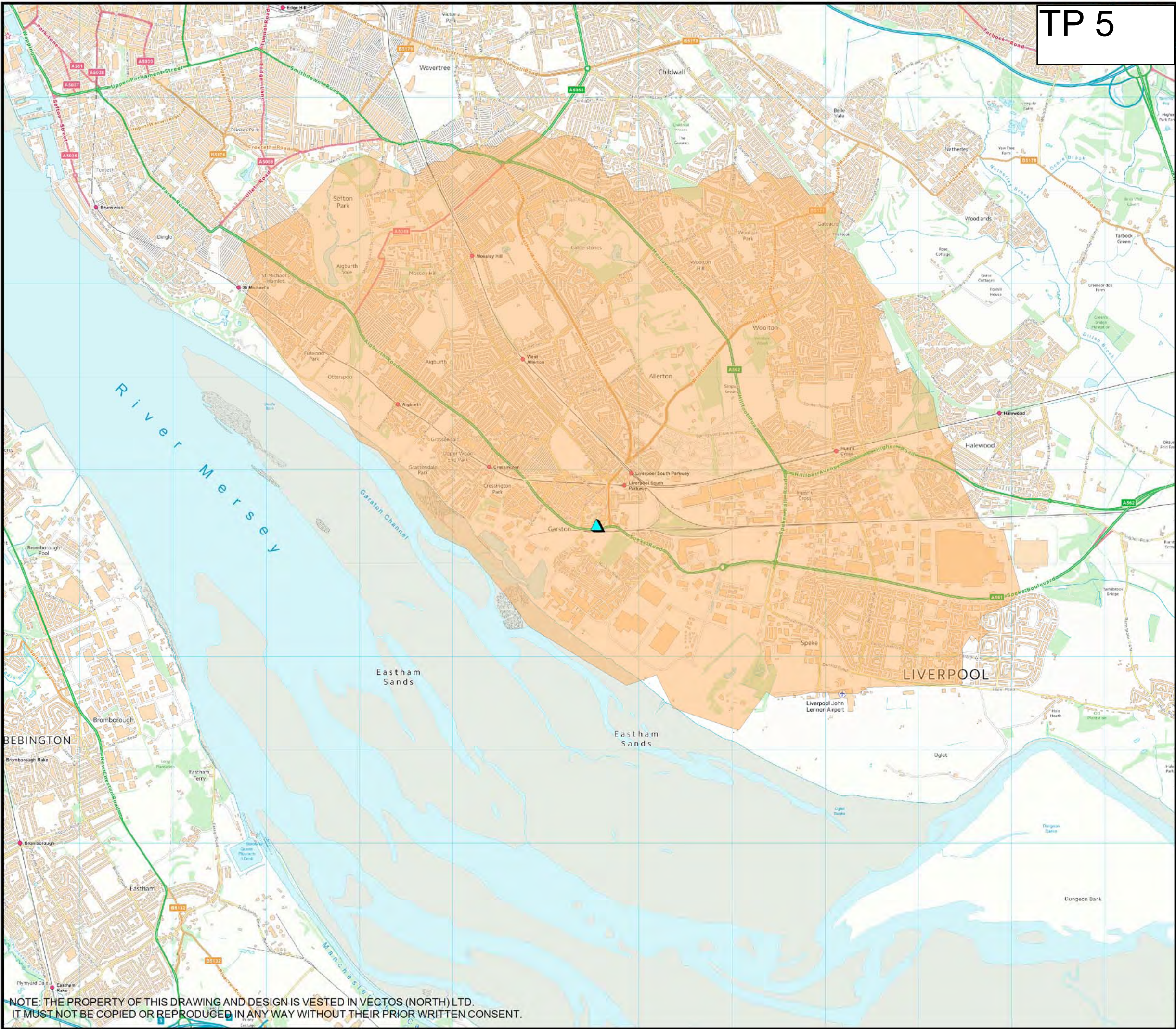
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TP 5

- Site locaion
- 5km Catchment

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CLIENT:

Netto

PROJECT TITLE:

Netto, Garston

DRAWING TITLE:

5km Cycle Catchment

SCALE:  
1:50,000 at A3

DRAWN:	PJ	CHECKED:	RW	DATE:	06.Oct.15
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VN50523-103

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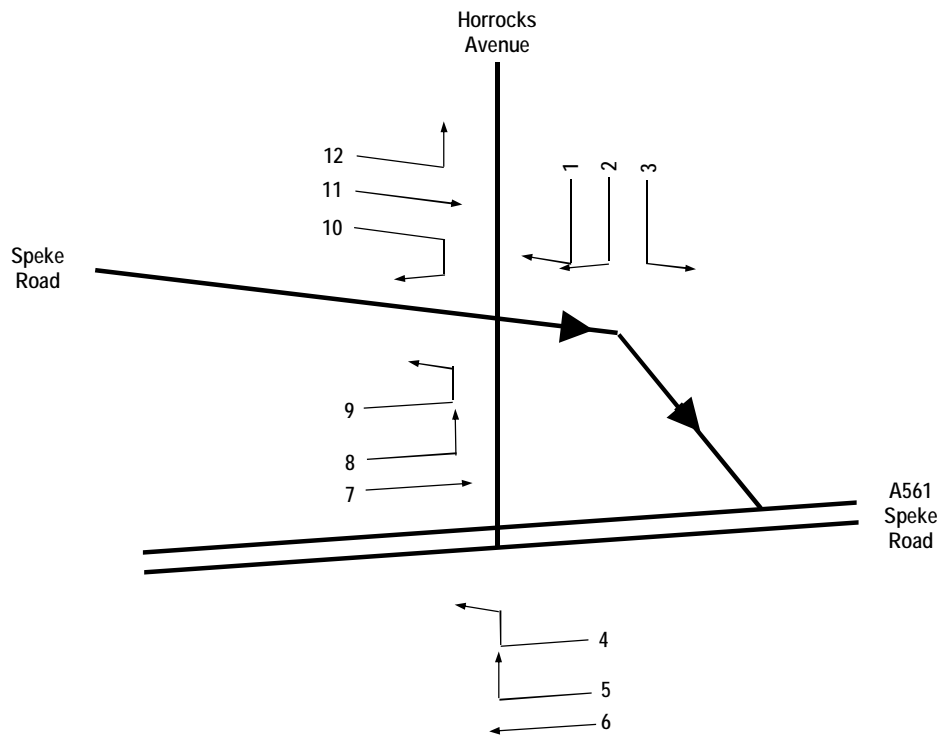


## **APPENDIX D**

### **TRAFFIC SURVEY DATA**

## SURVEY CONTROL

Client:	Vectos
Client Contact:	Richard Whiting
Survey Location:	Garston
Date(s) of Survey:	Thursday 1 October 2015 Saturday 3 October 2015
Notes:	
On Site Supervisor:	David Cheng
Data Checking:	David Cheng
Survey Reference:	2015.132 Garston
Status:	Final
Date of Issue:	8 October 2015



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2015.132 GARSTON

DRAWN BY

DC

DATE

OCT 2015

SCALE

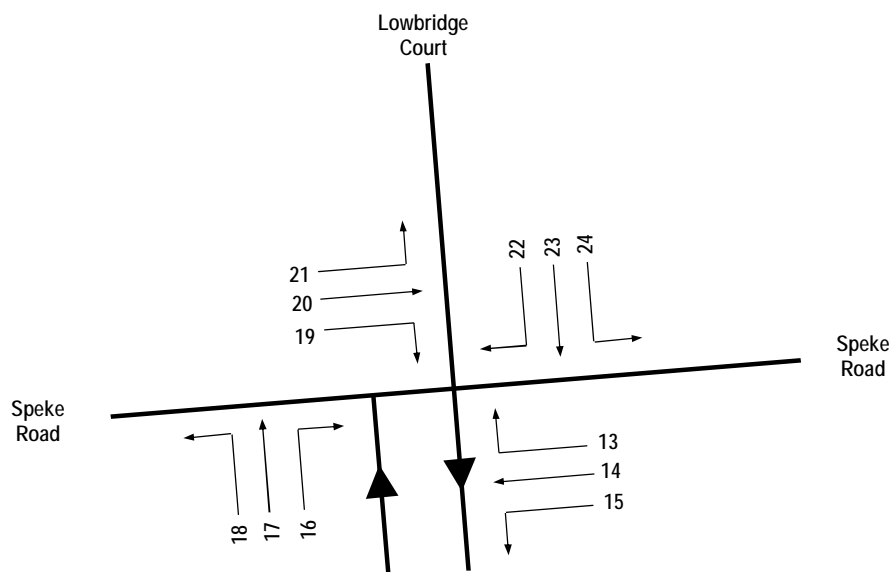
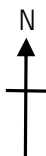
NTS

REF

FIGURE 1

**signal surveys**  
Traffic Counts and Car Park Surveys  
Parkway House, Palatine Road, Northenden, Manchester,  
M22 4DB  
Tel 0161 998 4226 Fax 0161 998 1189





DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2015.132 GARSTON

DRAWN BY

DC

DATE

OCT 2015

SCALE

NTS

REF

FIGURE 2

signal surveys

Traffic Counts and Car Park Surveys  
Parkway House, Palatine Road, Northenden, Manchester,  
M22 4DB  
Tel 0161 998 4226 Fax 0161 998 1189

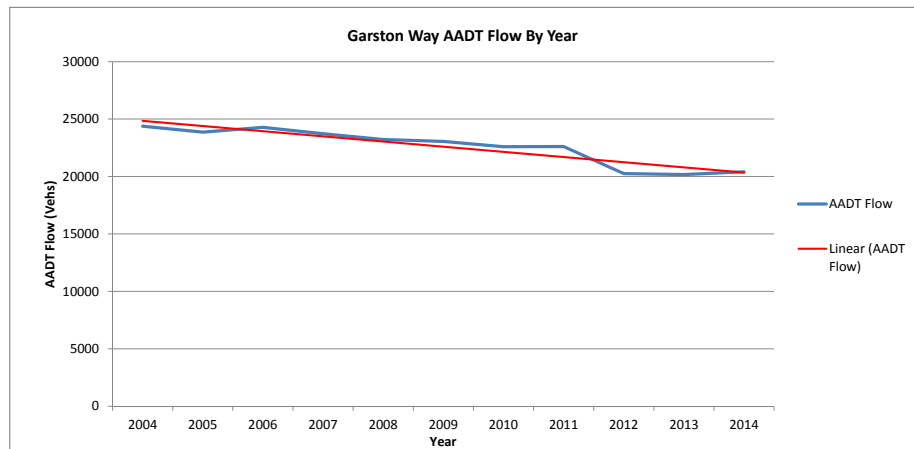
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	1		2		3		4		5		6		7		8		9		10		11		12	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1600	13	3	13	0	82	0	33	3	120	1	222	19	220	24	8	0	2	0	0	0	21	5	6	4
1615	6	1	13	0	89	1	31	4	93	3	261	8	221	12	9	1	6	0	1	0	18	4	10	4
1630	6	4	12	0	90	2	44	2	115	2	313	9	210	5	9	1	6	0	0	0	18	4	10	3
1645	7	2	10	3	75	2	27	7	143	1	314	12	257	13	10	2	1	0	2	0	19	5	3	4
1700	6	3	8	1	89	1	31	3	187	2	375	10	227	7	17	0	2	0	0	0	19	4	7	3
1715	3	3	15	0	86	1	28	4	148	1	374	3	217	12	12	0	2	0	1	0	33	5	12	6
1730	6	1	13	0	100	2	25	3	143	0	335	4	243	5	10	1	2	0	0	0	28	4	5	1
1745	5	1	14	0	86	1	20	2	108	1	312	7	211	3	13	0	1	0	2	0	20	5	10	6
1800	4	2	10	0	75	1	18	3	121	2	318	2	241	4	12	0	3	0	1	0	21	5	8	2
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1830	3	1	9	0	79	0	19	2	98	1	251	3	191	4	8	0	2	0	0	0	25	4	4	3
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Time Beginning	A561 Speke Road/Horrocks Avenue - Saturday 3 October 2015																							
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	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
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1400	5	2	7	0	122	1	34	2	112	1	246	3	217	4	11	0	2	0	2	0	29	4	7	4
1415	10	2	7	0	107	0	23	3	118	1	263	3	203	3	7	0	5	0	0	0	22	2	5	2
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1500	11	2	6	1	111	1	21	2	114	1	185	5	207	2	5	0	3	0	0	0	28	2	7	2
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Time Beginning	Speke Road/Lowbridge Court - Thursday 1 October 2015																							
	13		14		15		16		17		18		19		20		21		22		23		24	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
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1615	2	0	29	5	16	0	2	0	0	0	1	0	18	0	25	6	3	0	1	0	1	0	0	0
1630	4	0	42	6	10	0	4	0	0	0	4	0	12	0	22	8	1	0	3	0	1	0	1	0
1645	1	0	30	8	8	0	2	0	0	0	3	0	20	0	22	9	7	0	0	0	0	0	3	0
1700	0	0	32	5	6	0	0	0	0	0	7	0	18	0	28	8	2	0	1	0	0	0	0	0
1715	0	0	27	7	6	0	3	0	0	0	7	0	15	0	37	9	4	0	0	0	0	0	3	0
1730	3	0	28	5	4	0	1	0	0	0	3	0	12	0	35	5	5	0	1	0	1	0	1	0
1745	6	0	11	3	5	0	5	0	0	0	5	0	4	0	27	10	4	0	1	0	1	0	2	0
1800	0	0	26	5	2	0	1	0	0	0	0	0	5	0	27	8	6	0	3	0	0	0	1	0
1815	2	0	25	3	3	0	1	0	0	0	0	0	8	0	19	11	1	0	3	0	0	0	0	0
1830	0	0	23	4	2	0	1	0	0	0	0	0	5	0	29	8	1	0	1	0	0	0	1	0
1845	2	0	29	4	0	0	1	0	0	0	3	0	4	0	23	5	3	0	0	0	1	0	2	0
Time Beginning	Speke Road/Lowbridge Court - Saturday 3 October 2015																							
	13		14		15		16		17		18		19		20		21		22		23		24	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1100	1	0	18	5	13	0	2	0	0	0	0	0	18	0	33	7	1	0	0	0	1	0	2	0
1115	3	0	25	3	6	0	2	0	0	0	4	0	26	0	26	6	1	0	1	0	0	0	3	0
1130	0	0	20	4	6	0	10	0	0	0	4	0	16	0	28	9	1	0	3	0	0	0	3	0
1145	1	0	23	4	15	0	1	0	0	0	3	0	25	0	37	5	1	0	1	0	0	0	0	0
1200	0	0	24	5	13	0	6	0	0	0	3	0	19	0	42	6	2	0	0	0	1	0	4	0
1215	2	0	25	3	8	1	4	1	0	0	3	0	15	0	23	5	1	0	0	0	0	0	0	0
1230	4	0	18	4	12	0	2	0	0	0	2	0	13	0	22	6	2	0	0	0	1	0	4	0
1245	0	0	24	2	12	0	3	0	0	0	3	0	19	0	40	7	1	0	0	0	0	0	1	0
1300	3	0	24	7	11	0	1	0	0	0	3	0	16	0	21	6	1	0	0	0	0	0	2	0
1315	0	0	17	3	8	0	4	0	0	0	5	0	11	0	27	6	2	0	1	0	0	0	0	0
1330	0	0	26	4	9	0	8	0	0	0	4	0	7	0	31	7	1	0	1	0	0	0	2	0
1345	1	0	25	3	15	0	6	0	0	0	2	0	18	0	25	5	3	0	2	0	0	0	2	0
1400	0	0	31	4	12	0	4	0	0	0	7	0	17	0	31	8	0	0	1	0	0	0	4	0
1415	2	0	22	4	11	0	4	0	0	0	6	0	13	0	25	4	1	0	2	0	0	0	1	0
1430	4	0	21	4	13	0	2	0	0	0	7	0	11	0	25	7	2	0	3	0	0	0	0	0
1445	3	0	21	5	14	0	5	0	0	0	0	0	13	0	28	8	1	0	0	0	0	0	2	0
1500	1	0	17	5	19	0	7	0	0	0	2	0	10	0	27	4	0	0	2	0	0	0	0	0
1515	3	0	32	4	14	0	9	0	0	0	5	0	17	0	32	7	1	0	1	0	0	0	1	0
1530	0	0	15	3	5	0	5	0	0	0	3	0	4	0	25	6	3	0	2	0	0	0	3	0
1545	2	0	20	4	8	0	4	0	0	0	7	0	16	0	41	6	3	0	1	0	0	0	1	0

## **APPENDIX E**

### **DfT MATRIX TRAFFIC FLOWS**

AADYear	CP	Region	LocalAuthc	Road	RoadCateg	Eastng	Northng	StartJunctii	EndJunctio	LinkLength	LinkLength	PedalCycle	Motorcycle	CarsTaxis	BusesCoacl	LightGoods	V2AxleRigi	V3AxleRigi	V4or5Axlef	V3or4Axle/	V5AxleArtii	V6orMore/	AllHGVs	AllMotorVehicles	
2000	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	45	191	16447	178	2072	427	77	151	108	266	239	1268	20156	99%
2001	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	50	206	19084	238	2163	538	97	72	120	334	363	1524	23215	114%
2002	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	54	126	17569	224	1761	557	78	73	107	271	389	1475	21155	104%
2003	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	26	119	19019	170	2123	521	68	70	82	204	411	1356	22787	112%
2004	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	65	169	20292	223	2189	595	80	157	71	343	258	1504	24377	119%
2005	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	55	171	19784	219	2246	572	76	160	63	299	271	1441	23861	117%
2006	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	27	134	20375	198	2216	463	75	90	105	300	330	1363	24286	119%
2007	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	78	198	19732	240	2424	414	55	74	62	265	257	1127	23721	116%
2008	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	77	141	19663	166	2352	338	58	111	30	206	163	906	23228	114%
2009	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	77	133	19349	162	2547	326	60	111	28	181	161	867	23058	113%
2010	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	77	123	18943	170	2560	324	56	90	30	158	149	807	22603	111%
2011	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	85	130	18848	170	2640	322	60	101	23	156	158	820	22608	111%
2012	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.47	49	115	16529	131	2057	568	89	154	16	306	284	1418	20249	99%
2013	27297	North Wes	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.5	48	115	16436	123	2080	567	96	174	12	286	285	1420	20174	99%
2014	27297	Merseyside	Liverpool	A561	PU	340000	384640	A5058	A562	5.6	3.48	47	122	16265	131	2369	599	110	196	12	280	321	1518	20405	100%



## **APPENDIX F**

### **PROPOSED FOODSTORE TRICS OUTPUT FILES**

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

#### Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
10	WALES	
	GW GWYNEDD	1 days
	PS POWYS	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days
	PK PERTH & KINROSS	1 days

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

#### Filtering Stage 2 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: 1150 to 1900 (units: sqm)  
 Range Selected by User: 900 to 1900 (units: sqm)

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 27/11/12

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	2 days
Tuesday	4 days
Wednesday	3 days
Friday	1 days

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

#### Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

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

#### Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	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
-----------------	---

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.

Filtering Stage 3 selection:

Use Class:

Not Known	1 days
A1	9 days

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

Population within 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	8 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	10 days

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

Travel Plan:

Yes	1 days
No	9 days

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



LIST OF SITES relevant to selection parameters

1	GW-01-C-01 HIGH STREET	LIDL		GWYNEDD
	BANGOR			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1310 sqm		
	Survey date: FRIDAY	10/07/09		Survey Type: MANUAL
2	HI-01-C-01 CAMANACHD CRESCENT	LIDL		HIGHLAND
	FORT WILLIAM			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	1285 sqm		
	Survey date: TUESDAY	19/05/09		Survey Type: MANUAL
3	KC-01-C-02 WELL ROAD	ALDI		KENT
	MAIDSTONE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:	1407 sqm		
	Survey date: TUESDAY	27/11/12		Survey Type: MANUAL
4	MS-01-C-02 SMITHDOWN ROAD WAVERTREE LIVERPOOL	ALDI		MERSEYSIDE
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Gross floor area:	1200 sqm		
	Survey date: MONDAY	18/06/07		Survey Type: MANUAL
5	MS-01-C-03 LAUREL ROAD ELM PARK LIVERPOOL	ALDI		MERSEYSIDE
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1165 sqm		
	Survey date: WEDNESDAY	20/06/07		Survey Type: MANUAL
6	NR-01-C-01 DALTON ROAD	ALDI		NORTHAMPTONSHIRE
	CORBY			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	1345 sqm		
	Survey date: WEDNESDAY	19/11/08		Survey Type: MANUAL
7	NY-01-C-02 STATION ROAD	LIDL		NORTH YORKSHIRE
	THIRSK			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1527 sqm		
	Survey date: TUESDAY	11/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	PK-01-C-01	ALDI		PERTH & KINROSS
	GLASGOW ROAD			
	PERTH			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:	1400 sqm		
	Survey date: WEDNESDAY	11/05/11		Survey Type: MANUAL
9	PS-01-C-01	ALDI		POWYS
	RICH WAY			
	BRECON			
	Edge of Town Centre			
	No Sub Category			
	Total Gross floor area:	1150 sqm		
	Survey date: MONDAY	15/09/08		Survey Type: MANUAL
10	SH-01-C-01	LIDL		SHROPSHIRE
	CASTLE STREET			
	HADLEY			
	TELFORD			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:	1900 sqm		
	Survey date: TUESDAY	16/06/09		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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1417	0.282	6	1417	0.094	6	1417	0.376
08:00 - 09:00	10	1369	0.928	10	1369	0.526	10	1369	1.454
09:00 - 10:00	10	1369	2.265	10	1369	1.666	10	1369	3.931
10:00 - 11:00	10	1369	3.521	10	1369	3.032	10	1369	6.553
11:00 - 12:00	10	1369	3.331	10	1369	3.214	10	1369	6.545
12:00 - 13:00	10	1369	3.280	10	1369	3.404	10	1369	6.684
13:00 - 14:00	10	1369	3.207	10	1369	3.192	10	1369	6.399
14:00 - 15:00	10	1369	3.959	10	1369	3.726	10	1369	7.685
15:00 - 16:00	10	1369	3.631	10	1369	3.843	10	1369	7.474
16:00 - 17:00	10	1369	3.170	10	1369	3.346	10	1369	6.516
17:00 - 18:00	10	1369	2.907	10	1369	3.499	10	1369	6.406
18:00 - 19:00	10	1369	2.148	10	1369	2.528	10	1369	4.676
19:00 - 20:00	10	1369	0.906	10	1369	1.308	10	1369	2.214
20:00 - 21:00	4	1411	0.266	4	1411	0.390	4	1411	0.656
21:00 - 22:00	2	1404	0.143	2	1404	0.392	2	1404	0.535
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		33.944			34.160			68.104	

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.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/06 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1417	0.000	6	1417	0.000	6	1417	0.000
08:00 - 09:00	10	1369	0.015	10	1369	0.022	10	1369	0.037
09:00 - 10:00	10	1369	0.051	10	1369	0.058	10	1369	0.109
10:00 - 11:00	10	1369	0.029	10	1369	0.029	10	1369	0.058
11:00 - 12:00	10	1369	0.051	10	1369	0.022	10	1369	0.073
12:00 - 13:00	10	1369	0.037	10	1369	0.037	10	1369	0.074
13:00 - 14:00	10	1369	0.051	10	1369	0.051	10	1369	0.102
14:00 - 15:00	10	1369	0.073	10	1369	0.073	10	1369	0.146
15:00 - 16:00	10	1369	0.051	10	1369	0.037	10	1369	0.088
16:00 - 17:00	10	1369	0.073	10	1369	0.080	10	1369	0.153
17:00 - 18:00	10	1369	0.095	10	1369	0.110	10	1369	0.205
18:00 - 19:00	10	1369	0.015	10	1369	0.007	10	1369	0.022
19:00 - 20:00	10	1369	0.015	10	1369	0.022	10	1369	0.037
20:00 - 21:00	4	1411	0.000	4	1411	0.018	4	1411	0.018
21:00 - 22:00	2	1404	0.000	2	1404	0.000	2	1404	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.556			0.566			1.122

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.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/06 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1417	0.153	6	1417	0.035	6	1417	0.188
08:00 - 09:00	10	1369	0.329	10	1369	0.205	10	1369	0.534
09:00 - 10:00	10	1369	0.877	10	1369	0.774	10	1369	1.651
10:00 - 11:00	10	1369	1.563	10	1369	1.293	10	1369	2.856
11:00 - 12:00	10	1369	1.454	10	1369	1.300	10	1369	2.754
12:00 - 13:00	10	1369	1.512	10	1369	1.600	10	1369	3.112
13:00 - 14:00	10	1369	1.227	10	1369	1.198	10	1369	2.425
14:00 - 15:00	10	1369	1.154	10	1369	1.315	10	1369	2.469
15:00 - 16:00	10	1369	1.490	10	1369	1.410	10	1369	2.900
16:00 - 17:00	10	1369	1.498	10	1369	1.388	10	1369	2.886
17:00 - 18:00	10	1369	1.220	10	1369	1.381	10	1369	2.601
18:00 - 19:00	10	1369	0.964	10	1369	1.256	10	1369	2.220
19:00 - 20:00	10	1369	0.453	10	1369	0.475	10	1369	0.928
20:00 - 21:00	4	1411	0.018	4	1411	0.106	4	1411	0.124
21:00 - 22:00	2	1404	0.000	2	1404	0.000	2	1404	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		13.912			13.736			27.648	

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.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/06 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES  
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	1417	0.035	6	1417	0.000	6	1417	0.035
08:00 - 09:00	10	1369	0.124	10	1369	0.088	10	1369	0.212
09:00 - 10:00	10	1369	0.153	10	1369	0.117	10	1369	0.270
10:00 - 11:00	10	1369	0.336	10	1369	0.321	10	1369	0.657
11:00 - 12:00	10	1369	0.190	10	1369	0.205	10	1369	0.395
12:00 - 13:00	10	1369	0.278	10	1369	0.292	10	1369	0.570
13:00 - 14:00	10	1369	0.190	10	1369	0.183	10	1369	0.373
14:00 - 15:00	10	1369	0.124	10	1369	0.205	10	1369	0.329
15:00 - 16:00	10	1369	0.314	10	1369	0.197	10	1369	0.511
16:00 - 17:00	10	1369	0.153	10	1369	0.263	10	1369	0.416
17:00 - 18:00	10	1369	0.110	10	1369	0.139	10	1369	0.249
18:00 - 19:00	10	1369	0.051	10	1369	0.073	10	1369	0.124
19:00 - 20:00	10	1369	0.007	10	1369	0.022	10	1369	0.029
20:00 - 21:00	4	1411	0.000	4	1411	0.000	4	1411	0.000
21:00 - 22:00	2	1404	0.000	2	1404	0.000	2	1404	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.065			2.105			4.170	

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.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/06 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 1

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

#### TRIP RATE CALCULATION SELECTION PARAMETERS:

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

#### Selected regions and areas:

06 WEST MIDLANDS  
HE HEREFORDSHIRE 1 days

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

#### Filtering Stage 2 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: 1150 to 1900 (units: sqm)  
Range Selected by User: 900 to 1900 (units: sqm)

#### Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 27/11/12

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 1 days

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

#### Selected survey types:

Manual count 1 days  
Directional ATC Count 0 days

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

#### Selected Locations:

Edge of Town Centre 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:

Built-Up Zone 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.

#### Filtering Stage 3 selection:

#### Use Class:

A1 1 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®.

Filtering Stage 3 selection (Cont.):

Population within 1 mile:

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:

50,001 to 75,000 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 1 days

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

Petrol filling station:

Included in the survey count 0 days

Excluded from count or no filling station 1 days

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

Travel Plan:

No 1 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.



LIST OF SITES relevant to selection parameters

1	HE-01-C-01	ALDI	HEREFORDSHIRE
	EIGN STREET		
	HEREFORD		
	Edge of Town Centre		
	Built-Up Zone		
	Total Gross floor area:	1219 sqm	
	Survey date: SATURDAY	04/03/06	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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1219	0.246	1	1219	0.082	1	1219	0.328
08:00 - 09:00	1	1219	2.461	1	1219	0.820	1	1219	3.281
09:00 - 10:00	1	1219	5.332	1	1219	3.938	1	1219	9.270
10:00 - 11:00	1	1219	6.973	1	1219	5.989	1	1219	12.962
11:00 - 12:00	1	1219	7.547	1	1219	7.957	1	1219	15.504
12:00 - 13:00	1	1219	7.547	1	1219	7.055	1	1219	14.602
13:00 - 14:00	1	1219	6.891	1	1219	8.039	1	1219	14.930
14:00 - 15:00	1	1219	6.645	1	1219	5.906	1	1219	12.551
15:00 - 16:00	1	1219	5.004	1	1219	5.496	1	1219	10.500
16:00 - 17:00	1	1219	4.430	1	1219	6.235	1	1219	10.665
17:00 - 18:00	1	1219	3.281	1	1219	3.938	1	1219	7.219
18:00 - 19:00	1	1219	2.133	1	1219	3.035	1	1219	5.168
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			58.490			58.490			116.980

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.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/06 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 10

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
08:00 - 09:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
09:00 - 10:00	1	1219	0.246	1	1219	0.082	1	1219	0.328
10:00 - 11:00	1	1219	0.246	1	1219	0.246	1	1219	0.492
11:00 - 12:00	1	1219	0.000	1	1219	0.164	1	1219	0.164
12:00 - 13:00	1	1219	0.000	1	1219	0.082	1	1219	0.082
13:00 - 14:00	1	1219	0.328	1	1219	0.164	1	1219	0.492
14:00 - 15:00	1	1219	0.246	1	1219	0.164	1	1219	0.410
15:00 - 16:00	1	1219	0.656	1	1219	0.410	1	1219	1.066
16:00 - 17:00	1	1219	0.082	1	1219	0.246	1	1219	0.328
17:00 - 18:00	1	1219	0.164	1	1219	0.410	1	1219	0.574
18:00 - 19:00	1	1219	0.082	1	1219	0.082	1	1219	0.164
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.050			2.050			4.100

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.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/06 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 10

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 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1219	0.164	1	1219	0.164	1	1219	0.328
08:00 - 09:00	1	1219	0.574	1	1219	0.246	1	1219	0.820
09:00 - 10:00	1	1219	0.902	1	1219	1.641	1	1219	2.543
10:00 - 11:00	1	1219	4.184	1	1219	3.774	1	1219	7.958
11:00 - 12:00	1	1219	4.020	1	1219	4.758	1	1219	8.778
12:00 - 13:00	1	1219	4.184	1	1219	5.660	1	1219	9.844
13:00 - 14:00	1	1219	4.266	1	1219	3.938	1	1219	8.204
14:00 - 15:00	1	1219	5.742	1	1219	5.496	1	1219	11.238
15:00 - 16:00	1	1219	4.594	1	1219	5.004	1	1219	9.598
16:00 - 17:00	1	1219	3.035	1	1219	4.102	1	1219	7.137
17:00 - 18:00	1	1219	2.215	1	1219	3.281	1	1219	5.496
18:00 - 19:00	1	1219	2.871	1	1219	2.215	1	1219	5.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			36.751			40.279			77.030

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.

#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/06 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 10

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 01 - RETAIL/C - DISCOUNT FOOD STORES  
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
08:00 - 09:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
09:00 - 10:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
10:00 - 11:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
11:00 - 12:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
12:00 - 13:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
13:00 - 14:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
14:00 - 15:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
15:00 - 16:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
16:00 - 17:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
17:00 - 18:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
18:00 - 19:00	1	1219	0.000	1	1219	0.000	1	1219	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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.


#### Parameter summary

Trip rate parameter range selected: 1150 - 1900 (units: sqm)  
 Survey date range: 01/01/06 - 27/11/12  
 Number of weekdays (Monday-Friday): 10  
 Number of Saturdays: 1  
 Number of Sundays: 0  
 Surveys manually removed from selection: 10

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 G**

### **SPEKE ROAD/SITE ACCESS PICARDY MODELLING OUTPUTS**

<b>PICADY</b>		
GUI Version: 5.1 AE Analysis Program Release: 5.0 (MAY 2010)		
© Copyright TRL Limited, 2010 Adapted from PICADY/3 which is Crown Copyright by permission of the controller of HMSO		
For sales and distribution information, program advice and maintenance, contact:		
TRL Limited Crowthorne House Nine Mile Ride Wokingham, Berks. RG40 3GA, UK		Tel: +44 (0)1344 770758 Fax: +44 (0)1344 770864 E-mail: <a href="mailto:software@trl.co.uk">software@trl.co.uk</a> Web: <a href="http://www.trlsoftware.co.uk">www.trlsoftware.co.uk</a>
<b>The user of this computer program for the solution of an engineering problem is in no way relieved of their responsibility for the correctness of the solution</b>		

## Run Analysis

Parameter	Values
File Run	N:\Vectos Job Data\2015\VN50523 Netto, Garston\Picady\Netto Access PM + SAT.vpi
Date Run	23 October 2015
Time Run	10:48:48
Driving Side	Drive On The Left

## Arm Names and Flow Scaling Factors

Arm	Arm Name	Flow Scaling Factor (%)
Arm A	Speke Rd East	100
Arm B	Netto Access	100
Arm C	Speke Rd West	100

## Stream Labelling Convention

Stream A-B contains traffic going from A to B etc.

## Run Information

Parameter	Values
Run Title	Garston Netto - Car Park Access Junction
Location	-
Date	13 October 2015
Enumerator	James.Whitton [VTPC11]
Job Number	-
Status	-
Client	-
Description	-

## Errors and Warnings

Parameter	Values
Warning	No Errors Or Warnings

## Geometric Data

### Geometric Parameters

Parameter	Minor Arm B
Major Road Carriageway Width (m)	6.70
Major Road Kerbed Central Reserve Width (m)	0.00
Major Road Right Turning Lane Width (m)	2.20
Minor Road First Lane Width (m)	2.80
Minor Road Visibility To Right (m)	15
Minor Road Visibility To Left (m)	16
Major Road Right Turn Visibility (m)	75
Major Road Right Turn Blocks Traffic	Yes (if over 1 veh)

### Slope and Intercept Values

Stream	Intercept for Stream	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	480.386	0.085	0.214	0.135	0.306
B-C	620.697	0.092	0.233	-	-
C-B	617.396	0.232	0.232	-	-

Note: Streams may be combined in which case capacity will be adjusted  
These values do not allow for any site-specific corrections



## Junction Diagram



## Demand Data

### Modelling Periods

Parameter	Period	Duration (min)	Segment Length (min)
First Modelling Period	16:15-17:45	90	15
Second Modelling Period	13:45-15:15	90	15

### ODTAB Turning Counts

**Demand Set:** Garston Netto - Car Park Access Junction WEEKDAY PM  
**Modelling Period:** 16:15-17:45

From/To	Arm A	Arm B	Arm C
Arm A	0.0	21.0	234.0
Arm B	23.0	0.0	13.0
Arm C	198.0	11.0	0.0

**Demand Set:** Garston Netto - Car Park Access Junction Demand Set SATURDAY

**Modelling Period:** 13:45-15:15

From/To	Arm A	Arm B	Arm C
Arm A	0.0	45.0	212.0
Arm B	40.0	0.0	22.0
Arm C	196.0	25.0	0.0

### ODTAB Synthesised Flows

**Demand Set:** Garston Netto - Car Park Access Junction WEEKDAY PM

**Modelling Period:** 16:15-17:45

Arm	Rising Time	Rising Flow (veh/min)	Peak Time	Peak Flow (veh/min)	Falling Time	Falling Flow (veh/min)
Arm A	16:30	3.188	17:00	4.781	17:30	3.188
Arm B	16:30	0.450	17:00	0.675	17:30	0.450
Arm C	16:30	2.612	17:00	3.919	17:30	2.612

### Heavy Vehicles Percentages

**Demand Set:** Garston Netto - Car Park Access Junction WEEKDAY PM

**Modelling Period:** 16:15-17:45

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

**Demand Set:** Garston Netto - Car Park Access Junction Demand Set SATURDAY

**Modelling Period:** 13:45-15:15

From/To	Arm A	Arm B	Arm C
Arm A	-	0.0	0.0
Arm B	0.0	-	0.0
Arm C	0.0	0.0	-

## Queues & Delays

**Demand Set:** Sum of Demand Sets for Modelling Period: 16:15 - 17:45

**Modelling Period:** 16:15-17:45

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:15- 16:30	B-AC	0.45	7.75	0.058	-	0.00	0.06	-	0.9	0.14
	C-AB	0.14	9.55	0.014	-	0.00	0.01	-	0.2	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.26	-	-	-	-	-	-	-	-
	A-C	2.94	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:30- 16:45	B-AC	0.54	7.56	0.071	-	0.06	0.08	-	1.1	0.14
	C-AB	0.16	9.40	0.018	-	0.01	0.02	-	0.3	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	3.51	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
16:45- 17:00	B-AC	0.66	7.30	0.091	-	0.08	0.10	-	1.4	0.15
	C-AB	0.20	9.20	0.022	-	0.02	0.02	-	0.3	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.39	-	-	-	-	-	-	-	-
	A-C	4.29	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:00- 17:15	B-AC	0.66	7.30	0.091	-	0.10	0.10	-	1.5	0.15
	C-AB	0.20	9.20	0.022	-	0.02	0.02	-	0.3	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.39	-	-	-	-	-	-	-	-
	A-C	4.29	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:15- 17:30	B-AC	0.54	7.56	0.071	-	0.10	0.08	-	1.2	0.14
	C-AB	0.16	9.40	0.018	-	0.02	0.02	-	0.3	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.31	-	-	-	-	-	-	-	-
	A-C	3.51	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
17:30- 17:45	B-AC	0.45	7.75	0.058	-	0.08	0.06	-	1.0	0.14
	C-AB	0.14	9.55	0.014	-	0.02	0.01	-	0.2	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.26	-	-	-	-	-	-	-	-
	A-C	2.94	-	-	-	-	-	-	-	-

**Demand Set:** Sum of Demand Sets for Modelling Period: 13:45 - 15:15

**Modelling Period:** 13:45-15:15

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
13:45- 14:00	B-AC	0.78	7.73	0.101	-	0.00	0.11	-	1.6	0.14
	C-AB	0.31	9.54	0.033	-	0.00	0.03	-	0.5	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.56	-	-	-	-	-	-	-	-
	A-C	2.66	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:00- 14:15	B-AC	0.93	7.54	0.123	-	0.11	0.14	-	2.0	0.15
	C-AB	0.37	9.40	0.040	-	0.03	0.04	-	0.6	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.67	-	-	-	-	-	-	-	-
	A-C	3.18	-	-	-	-	-	-	-	-

Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:15- 14:30	B-AC	1.14	7.27	0.156	-	0.14	0.18	-	2.7	0.16
	C-AB	0.46	9.20	0.050	-	0.04	0.05	-	0.8	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.83	-	-	-	-	-	-	-	-
	A-C	3.89	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:30- 14:45	B-AC	1.14	7.27	0.156	-	0.18	0.18	-	2.8	0.16
	C-AB	0.46	9.20	0.050	-	0.05	0.05	-	0.8	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.83	-	-	-	-	-	-	-	-
	A-C	3.89	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
14:45- 15:00	B-AC	0.93	7.54	0.123	-	0.18	0.14	-	2.2	0.15
	C-AB	0.37	9.40	0.040	-	0.05	0.04	-	0.6	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.67	-	-	-	-	-	-	-	-
	A-C	3.18	-	-	-	-	-	-	-	-
Segment	Stream	Demand (veh/min)	Capacity (veh/min)	RFC	Ped. Flow (ped/min)	Start Queue (veh)	End Queue (veh)	Geometric Delay (veh.min/ segment)	Delay (veh.min/ segment)	Mean Arriving Vehicle Delay (min)
15:00- 15:15	B-AC	0.78	7.73	0.101	-	0.14	0.11	-	1.7	0.14
	C-AB	0.31	9.54	0.033	-	0.04	0.03	-	0.5	0.11
	C-A	-	-	-	-	-	-	-	-	-
	A-B	0.56	-	-	-	-	-	-	-	-
	A-C	2.66	-	-	-	-	-	-	-	-

Entry capacities marked with an '(X)' are dominated by a pedestrian crossing in that time segment.

In time segments marked with a '(B)', traffic leaving the junction may block back from a crossing so impairing normal operation of the junction.

Delays marked with '###' could not be calculated.

## PICADY 5 Run Successful