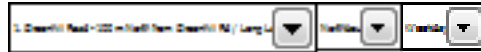


[illegible]



Job Number 9362
Client AECOM
Project Allerton -ATC Report
Location 100 m North from Greenhill Rd / Long Lane Rbt
Site No. 1
Road Greenhill Road
Day 27-Jun-14
Direction Northbound



Site Speed Limit (mph) 30

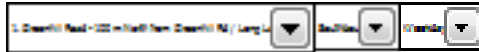
Average Speed
30.00
85th Percentile Speed
33.60
Over Speed Limit (%)
45%

Speed Bin Percentage (m ph)											
0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55		
1%	1%	1%	11%	41%	36%	8%	1%	0%	0%		
55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+		
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		

Time	Vehicle Speed Bins (m ph)																				Speed Statistics			
	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+	Average Speed	85th Percentile Speed	Slowest Speed	Fastest Speed
00:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.2	0.0	20.1	43.4
00:15	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.2	0.0	9.0	39.1
00:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	21.4	45.7
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	0.0	22.9	35.5
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.4	0.0	26.1	39.2
01:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	0.0	23.0	46.2
01:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.4	0.0	12.1	34.6
01:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.8	0.0	19.5	34.5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.3	0.0	34.2	48.0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.5	0.0	31.3	31.6
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	27.2	35.0
02:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.7	0.0	25.6	40.5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.6	0.0	25.4	43.3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.8	0.0	18.2	23.4
03:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	27.2	37.9
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	0.0	25.0	32.9
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.3	0.0	22.7	37.8
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	0.0	33.5	33.5
04:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.3	0.0	16.6	43.8
04:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	36.2	0.0	34.9	38.3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.8	0.0	19.7	38.3
05:15	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	32.0	0.0	26.4	39.4
05:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	19.8	40.6
05:45	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	0.0	7.8	39.0
06:00	0	0	0	1	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	0.0	8.6	41.6
06:15	0	0	0	1	2	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	9.2	45.7
06:30	0	0	0	0	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	34.2	0.0	25.0	47.2
06:45	0	0	0	1	4	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	31.6	34.7	21.3	43.8
07:00	0	0	0	1	3	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31.0	33.8	11.2	43.7
07:15	0	0	0	8	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.5	33.9	10.7	40.8
07:30	0	0	0	2	13	12	6	0	0	0	0	0	0	0	0	0	0	0	0	0	30.5	34.8	9.6	39.8
07:45	1	1	0	4	17	19	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.0	9.3	42.3
08:00	0	0	0	2	16	22	6	1	0	0	0	0	0	0	0	0	0	0	0	0	30.7	34.7	9.7	53.3
08:15	0	0	0	5	23	24	5	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	33.5	11.9	46.4
08:30	0	0	0	9	32	22	4	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	32.4	10.6	39.8
08:45	0	1	1	9	33	27	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.9	32.4	10.3	48.3
09:00	0	0	1	6	41	22	3	1	0	0	0	0	0	0	0	0	0	0	0	0	28.8	31.7	7.8	42.6
09:15	1	1	0	7	20	13	4	1	0	0	0	0	0	0	0	0	0	0	0	0	28.6	33.1	6.1	43.4
09:30	1	0	0	5	17	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.3	32.6	8.0	39.2
09:45	0	0	0	5	19	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	29.3	33.4	11.3	42.8
10:00	1	0	1	5	19	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.2	8.5	52.3
10:15	0	0	0	8	15	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.1	8.0	42.6
10:30	1	0	1	7	16	12	3	1	0	0	0	0	0	0	0	0	0	0	0	0	28.5	32.6	8.3	42.0



Job Number 9362
Client AECOM
Project Allerton -ATC Report
Location 100 m North from Greenhill Rd / Long Lane Rbt
Site No. 1
Road Greenhill Road
Day 27-Jun-14
Direction Southbound



Site Speed Limit (mph) 30

Average Speed
30.46
85th Percentile Speed
34.18
Over Speed Limit (%)
46%

Speed Bin Percentage (m ph)										
0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	
0%	1%	2%	10%	41%	34%	10%	2%	0%	0%	
55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	

Time	Vehicle Speed Bins (m ph)																				Speed Statistics			
Period	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+	Average Speed	85th %ile Speed	Slowest Speed	Fastest Speed
00:00	0	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	30.1	0.0	20.5	39.2
00:15	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	33.8	0.0	15.0	41.1
00:30	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	30.0	0.0	14.9	39.3
00:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	10.7	38.5
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29.8	0.0	26.5	39.7
01:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	25.3	51.5
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	14.2	35.5
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	24.3	47.1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.1	0.0	16.3	40.8
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.4	0.0	24.5	34.7
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	0.0	27.4	35.7
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31.0	0.0	26.3	35.6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	0.0	16.8	34.9
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30.1	0.0	17.2	40.3
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	0.0	30.6	40.4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	0.0	30.1	34.5
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27.4	0.0	26.5	30.6
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.7	0.0	28.4	41.6
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.0	0.0	26.2	47.0
04:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	33.0	0.0	29.4	37.2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	0.0	30.1	44.5
05:15	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	32.9	0.0	27.6	44.3
05:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34.3	0.0	27.4	44.5
05:45	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	30.5	0.0	14.5	41.9
06:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	32.4	0.0	13.4	47.7
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.0	40.9	12.6	46.3
06:30	0	0	0	1	3	3	3	2	1	0	0	0	0	0	0	0	0	0	0	0	32.0	34.0	11.1	37.6
06:45	0	0	0	0	0	4	4	4	3	1	0	0	0	0	0	0	0	0	0	0	33.1	37.2	17.3	46.6
07:00	0	1	0	0	1	6	5	2	1	1	0	0	0	0	0	0	0	0	0	0	31.3	36.5	12.4	49.7
07:15	0	0	0	0	1	8	7	4	0	1	0	0	0	0	0	0	0	0	0	0	31.6	36.6	21.4	49.6
07:30	0	0	0	0	1	12	16	5	2	0	0	0	0	0	0	0	0	0	0	0	31.3	35.1	11.8	44.0
07:45	0	0	0	0	4	14	24	9	1	0	0	0	0	0	0	0	0	0	0	0	31.4	35.7	11.1	49.2
08:00	0	1	0	6	32	30	9	1	0	0	0	0	0	0	0	0	0	0	0	0	30.1	34.2	12.1	48.1
08:15	0	0	1	5	40	24	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.4	32.8	5.4	44.6
08:30	0	4	6	21	44	23	3	1	0	0	0	0	0	0	0	0	0	0	0	0	27.0	37.3	7.9	47.1
08:45	1	1	2	17	48	29	5	1	0	0	0	0	0	0	0	0	0	0	0	0	28.3	32.2	5.8	41.7
09:00	0	0	0	0	5	28	30	5	1	0	0	0	0	0	0	0	0	0	0	0	29.9	33.2	8.2	46.4
09:15	0	0	0	0	3	21	20	6	1	0	0	0	0	0	0	0	0	0	0	0	30.6	34.6	10.9	40.1
09:30	0	0	0	0	6	21	13	5	0	0	0	0	0	0	0	0	0	0	0	0	29.2	34.1	13.3	40.2
09:45	0	1	0	5	18	14	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.5	34.2	11.7	43.8
10:00	0	1	1	5	15	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	29.1	32.9	12.6	43.7
10:15	0	0	0	5	17	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	33.3	11.8	34.9
10:30	0	1	0	4	17	15	4	1	0	0	0	0	0	0	0	0	0	0	0	0	29.7	34.0	10.3	44.2

[illegible]



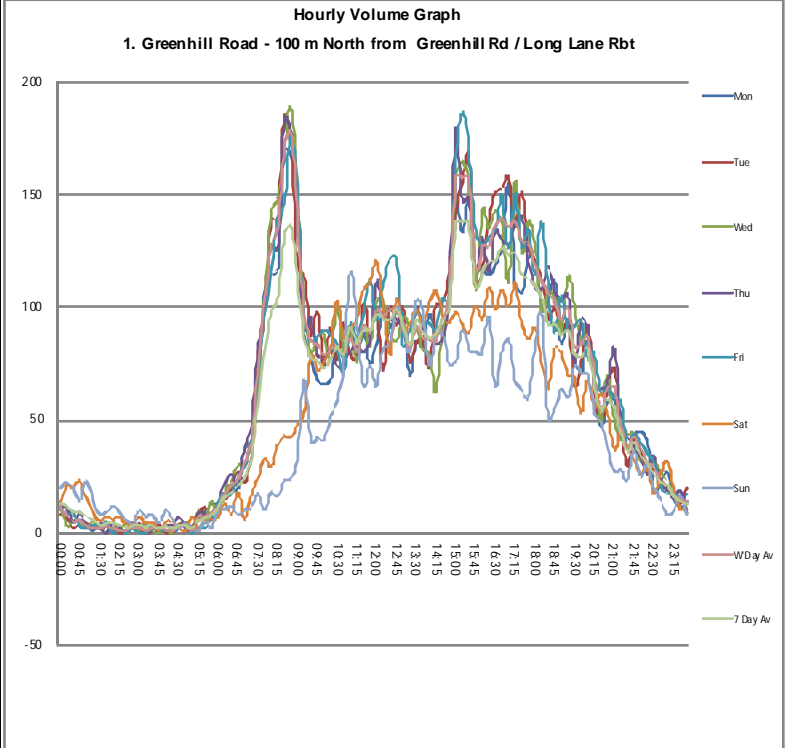
Job Number 9362
 Client AECOM
 Project Allerton -ATC Report
 Location 100 m North from Greenhill Rd / Long L
 Site No. 1
 Road Greenhill Road
 Start Date 27-Jun-14
 Direction Combined

Volume Summary

Average Weekday 6,320
 7 Day Average 5,812

1. Greenhill Road - 100 m North from Greenhill Rd / Long Lane Rbt

Time	Day of Week							Ave W'day	7 Day Ave
	Mon 30-Jun	Tue 01-Jul	Wed 02-Jul	Thu 03-Jul	Fri 04-Jul	Sat 05-Jul	Sun 06-Jul		
AM Peak	169	185	189	184	176	111	116		
PM Peak	155	168	165	179	187	121	103		
00:00	10	8	14	12	11	11	20	11	12
00:15	11	7	3	11	8	21	22	8	12
00:30	5	2	5	4	9	20	20	5	9
00:45									
01:00	3	4	2	3	2	15	23	3	7
01:15	1	2	5	2	3	10	15	3	5
01:30	4	2	2					2	4
01:45	3	3	3	0	5	7	9	3	4
02:00	2	2	2	4	0	6	12	2	4
02:15	2	0	2					1	3
02:30	0	1	4		0		6	1	2
02:45	2	4	2	3	2	3	4	3	3
03:00	1	2	1	0	2	1	4	2	4
03:15	1	0	4	2	0	4	7	1	3
03:30	1	1	1	3	2	5	8	2	3
03:45	3	4	0		1	1	4	2	2
04:00	1	0	1	3	1	5	10	1	3
04:15	1	0	0	3	1	5	6	1	2
04:30	2	3	3	2	4	1	4	4	3
04:45	3	5	4	2					
05:00	1	2	2	1	0	7	2	1	2
05:15	6	9	10	8	2	7	5	7	5
05:30	9	11	4	8	2	7			7
05:45	13	8	14	6	7	6	2	10	8
06:00	13	13	7	13	13		11	12	11
06:15	16	15	18	22	18	13	10	18	16
06:30	18	20	23	26	17	8	12	21	18
06:45	20	27	30	21	25	18		25	21
07:00	37	22	30	38	29	6	10	31	25
07:15	41	35	40	47	42	17	11	41	33



07:30	61	77	65	81	68	24	17	70	56
07:45	102	88	102	99	94	33	10	100	77
08:00	115	139	142	128	117	29	18	128	98
08:15	116	139	148	128	139	39	16	134	103
08:30	169	185	170	184	146	43	23	171	131
08:45	169	175	189	179	176	42	24	178	136
09:00	144	118	155	146	154	48	32	143	114
09:15	83	114	98	80	95	53	69	97	87
09:30	77	88	80	96	85	79	40	85	78
09:45	68	98	87	79	87	72	42	84	76
10:00	66	74	88	77	90	76	41	79	73
10:15	68	91	77	82	88	82	51	81	77
10:30	81	77	100	74	83	103	59	83	82
10:45	72	83	80	74	70	86	74	79	79
11:00	91	79	89	81	93	91	116	87	91
11:15	78	77	76	83	86	95	94	80	84
11:30	89	82	102	98	102	98	108	92	91
11:45	75	87	83	86	112	111	74	89	90
12:00	85	100	103	112	94	121	65	99	97
12:15	97	72	103	88	111	102	82	96	95
12:30	91	100	88	95	122	79	84	99	94
12:45	98	92	85	95	122	104	100	98	99
13:00	97	83	100	89	91	93	100	98	99
13:15	70	76	92	82	90	93	80	82	83
13:30	85	84	91	100	98	99	103	92	94
13:45	83	86	81	93	89	92	87	89	89
14:00	97	73	80	86	93	102	74	86	86
14:15	88	101	62	84	90	108	89	85	89
14:30	91	104	102	87	88	95	94	95	94
14:45	105	116	100	108	102	93	75	106	100
15:00	148	141	159	179	166	98	76	159	138
15:15	133	158	165	147	167	92	90	158	139
15:30	148	168	156	149	169	89	81	158	137
15:45	116	110	108	116	134	101	80	117	109
16:00	118	116	131	127	130	94	80	127	116
16:15	114	139	135	116	131	109	96	127	120
16:30	119	151	143	134	134	99	65	136	121
16:45	127	153	137	130	136	100	86	136	123
17:00	155	158	111	128	126	100	86	136	123
17:15	111	136	156	137	151	111	68	138	124
17:30	106	151	124	140	127	82	63	130	115
17:45	122	127	139	121	135	86	60	129	113
18:00	121	120	128	109	115	91	83	119	110
18:15	102	113	108	136	106	76	97	112	105
18:30	102	95	107	118	108	64	50	106	92
18:45	112	100	105	107	89	82	55	103	93
19:00	94	89	89	89	89	89	89	89	89
19:15	95	93	114	106	90	70	60	100	90
19:30	78	65	101	76	92	69	74	82	79
19:45	71	76	94	95	94	53	71	84	76
20:00	86	92	88	91	77	68	70	87	82
20:15	66	63	71	65	80	55	53	69	65
20:30	47	49	49	64	62	49	54	54	55
20:45	58	63	70	66	65	54	38	64	59
21:00	59	73	50	82	60	37	27	65	55
21:15	43	47	41	59	59	45	28	48	45
21:30	37	29	43	43	38	37	23	38	36
21:45	43	42	44	39	44	32	36	42	40
22:00	46	37	33	33	40	26	25	38	34
22:15	41	27	28	26	35	29	30	31	31
22:30	19	28	32	34	32	17	20	29	26
22:45	21	24	27	21	21	15	23	22	22
23:00	27	19	23	20	17	32	8	21	21
23:15	15	18	18	15	19	20	10	17	16
23:30	11	13	16	19	15	10	15	15	14
23:45	14	20	10	9	17	13	8	14	13
Total	5976	6330	6381	6368	6544	4972	4115	6320	5812

07:00-19:00	4858	5204	5179	5127	5341	3908	3126	5142	4678
06:00-22:00	5692	6060	6101	6089	6280	4616	3760	6044	5514
06:00-24:00	5865	6346	6298	6266	6478	4798	3892	6232	5892
00:00-24:00	5976	6330	6381	6368	6544	4972	4115	6320	5812

Client : AECOM
Project : 9362 Allerton
Site : 1 - Greenhill Road / Long Lane
Date : Thursday 26th June 2014

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy / Light Rain

AM PEAK HR = 08:15 - 09:15 PM PEAK HR = 16:45 - 17:45

Entry : A - Greenhill Road

Destination : A - Greenhill Road										Destination : B - Long Lane										Destination : C - Whitehedge Road										Destination : D - Brodie Avenue										Arm Totals		Arm Totals
Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU		Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU		Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU		Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU		Totals	Totals	
07:00	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	2	5	3.4	6	1	0	0	0	0	0	1	8	7.2	4	1	0	0	0	0	0	5	5	18	15.6		
07:15	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	9	9	4	2	0	0	0	0	0	0	6	6	8	0	0	0	0	0	0	8	8	23	23		
07:30	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	1	8	7.2	11	1	0	0	0	0	0	1	13	12.2	16	2	0	0	0	0	0	18	18	39	37.4		
07:45	1	0	0	0	0	0	0	1	1	14	1	0	0	1	0	0	0	16	17	18	2	0	0	0	0	0	1	21	20.2	24	0	0	0	0	1	0	25	24.4	63	62.6		
08:00	0	0	0	0	0	0	0	0	0	12	4	0	0	0	0	0	1	17	16.2	24	3	0	0	0	0	0	0	27	27	35	3	0	0	0	0	0	38	38	82	81.2		
08:15	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	13	13	28	3	0	0	0	0	0	1	32	31.2	25	2	0	0	0	0	0	27	27	72	71.2		
08:30	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	16	16	54	6	0	0	1	0	1	62	62.2	24	5	0	0	0	0	0	29	29	107	107.2			
08:45	0	1	0	0	0	0	0	1	1	12	1	0	0	0	0	0	0	13	13	58	5	0	0	0	0	0	0	63	63	24	2	0	0	1	0	0	27	28	104	105		
09:00	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	1	0	19	18.4	33	1	0	0	0	0	0	2	36	34.4	12	0	0	0	0	0	0	12	12	67	64.8		
09:15	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	15	15	13	2	0	0	0	0	0	0	15	15	7	1	0	0	0	0	0	8	8	38	38		
09:30	0	0	0	0	0	0	0	0	0	7	3	0	0	0	0	0	0	10	10	21	3	0	0	0	0	0	1	25	24.2	8	0	0	0	0	0	0	8	8	43	42.2		
09:45	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5	5	15	1	0	0	0	0	0	0	16	16	13	1	0	0	0	0	0	14	14	35	35		
16:00	0	1	0	0	0	0	0	1	1	8	0	0	0	0	0	0	0	8	8	34	2	0	0	0	0	1	2	39	36.8	17	0	0	0	0	0	1	18	17.2	66	63		
16:15	0	0	0	0	0	0	0	0	0	9	2	1	0	0	0	0	0	12	12.5	29	1	0	0	0	0	0	0	30	30	18	0	0	0	0	0	1	19	18.2	61	60.7		
16:30	0	0	0	0	0	0	0	0	0	14	1	0	0	1	0	0	0	16	17	32	3	0	0	0	0	0	1	36	35.2	16	0	0	0	0	0	0	16	16	68	68.2		
16:45	2	0	0	0	0	0	0	2	2	17	0	0	0	0	0	1	1	19	17.6	48	1	0	0	0	0	0	0	49	49	17	1	0	0	0	0	1	19	18.2	89	86.8		
17:00	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	2	18	16.4	36	1	0	0	0	0	0	1	38	37.2	21	0	0	0	0	1	1	23	21.6	79	75.2		
17:15	0	0	0	0	0	0	0	0	0	13	2	0	0	0	0	0	0	15	15	35	3	0	0	0	0	0	1	39	38.2	12	2	0	0	0	0	1	15	14.2	69	67.4		
17:30	0	1	0	0	0	0	0	1	1	9	0	0	0	0	0	0	0	9	9	29	5	0	0	0	0	0	1	35	34.2	18	1	0	0	0	0	0	19	19	64	63.2		
17:45	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	1	16	15.2	35	3	0	0	0	0	0	0	38	38	17	0	0	0	0	0	0	17	17	71	70.2		
18:00	0	0	0	0	0	0	0	0	0	10	0	0	0	0	1	0	0	11	12	25	3	0	0	0	0	0	0	28	28	11	0	0	0	0	0	0	11	11	50	51		
18:15	0	1	0	0	0	0	0	1	1	8	0	0	0	0	0	0	0	8	8	24	3	0	0	0	0	0	0	27	27	15	0	0	0	0	0	0	15	15	51	51		
18:30	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	0	13	13	22	0	0	0	0	0	0	0	22	22	17	0	0	0	0	0	0	17	17	52	52		
18:45	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	13	13	18	1	0	0	0	0	0	0	19	19	22	1	0	0	0	0	0	23	23	55	55		



Client : AECOM
Project : 9362 Allerton
Site : 1 - Greenhill Road / Long Lane
Date : Thursday 26th June 2014

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy / Light Rain

AM PEAK HR = 08:15 - 09:15 PM PEAK HR = 16:45 - 17:45

Entry : C - Whitehedge Road

Destination : A - Greenhill Road									Destination : B - Long Lane									Destination : C - Whitehedge Road									Destination : D - Brodie Avenue									Arm Totals		
Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU			
07:00	6	1	0	0	0	0	1	8	7.2	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	3	20	19.2
07:15	8	0	0	0	0	0	0	8	8	13	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	26	26	
07:30	18	2	0	0	0	0	0	20	20	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	6	6	31	31	
07:45	23	6	1	0	0	1	1	32	31.1	6	2	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	9	49	48.1	
08:00	29	4	1	0	0	0	0	34	34.5	4	1	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	44	44.5	
08:15	23	2	0	0	0	0	0	25	25	8	2	0	0	0	0	0	10	10	1	0	0	0	0	0	0	0	1	6	2	0	0	0	0	0	8	8	44	44
08:30	41	2	0	0	0	0	0	43	43	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	16	63	63
08:45	37	3	0	0	0	0	0	40	40	14	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	11	65	65
09:00	29	3	0	0	1	0	1	34	34.2	15	1	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	11	61	61.2
09:15	16	2	0	0	0	0	0	1	19	7	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9	8.2	35	33.4
09:30	21	1	0	0	0	0	0	22	22	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7	33	33
09:45	24	2	0	0	0	0	0	26	26	9	2	0	0	1	0	0	12	13	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8	46	47
16:00	21	1	0	0	0	0	1	23	22.2	11	3	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8	45	44.2
16:15	22	2	0	0	0	0	0	24	24	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	6	2	0	0	0	0	0	8	8	39	39
16:30	33	1	0	0	0	0	0	34	34	8	3	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	10	55	55
16:45	24	1	0	0	0	0	1	26	25.2	9	2	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	12	1	0	0	0	1	0	14	13.4	51	49.6
17:00	31	5	0	0	0	0	2	38	36.4	13	1	0	0	0	0	0	14	14	1	0	0	0	0	0	0	0	1	12	0	0	0	0	0	0	12	12	65	63.4
17:15	32	2	0	0	0	0	0	34	34	12	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7	53	53
17:30	21	2	0	0	0	0	0	23	23	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13	13	45	45
17:45	27	2	0	0	0	1	0	30	29.4	11	1	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	10	10	52	51.4
18:00	22	5	0	0	0	0	0	27	27	5	1	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	13	46	46
18:15	22	3	0	0	0	0	0	25	25	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7	34	34
18:30	21	1	0	0	0	0	0	22	22	13	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8	43	43
18:45	20	0	0	0	0	0	1	21	20.2	6	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8	36	35.2

Check

638

204

3

216

1081



Destination : D - Brodie Avenue									Arm Totals
Car	Lgv	Ogv1	Ogv2	Psy	Mc	Pc	Total	PCU	



Client : AECOM
Project : 9362 Allerton
Site : 2 - Greenhill Rd / Stamfordham Dr / Heath Rd
Date : Thursday 26th June 2014

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy / Light Rain

AM PEAK HR = 08:00 - 09:00 PM PEAK HR = 16:15 - 17:15

Entry : A - Greenhill Road (n)

Destination : A - Greenhill Road (n)													Destination : B - Heath Road													Destination : C - Stamfordham Drive													Destination : D - Greenhill Road (s)													Destination : E - Knightswood Court													Arm Totals		PCU Totals
Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU																							
07:00	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7	2	1	0	0	0	0	1	4	3.2	1	2	0	0	0	0	0	1	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	13.4											
07:15	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	2	0	0	0	0	0	1	3	2.2	7	1	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	18.2												
07:30	0	0	0	0	0	0	0	0	0	8	2	0	0	0	0	0	10	10	6	0	0	0	0	0	0	6	6	3	0	0	0	0	0	0	1	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	19.2												
07:45	0	0	0	0	0	0	0	0	0	10	1	0	0	0	0	0	11	11	4	1	0	0	0	0	1	6	5.2	11	2	0	0	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	29.2													
08:00	0	0	0	0	0	0	0	0	0	14	0	0	0	0	1	0	15	16	10	0	0	0	0	0	0	10	10	16	3	0	0	0	0	0	1	20	19.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45.2												
08:15	0	0	0	0	0	0	0	0	0	20	1	1	0	0	0	0	23	22.7	9	0	0	0	0	0	1	10	9.2	12	2	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	45.9														
08:30	1	0	0	0	0	0	0	1	1	18	2	0	0	0	0	0	20	20	11	1	0	0	0	0	0	12	12	21	0	0	0	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	54	54															
08:45	0	0	0	0	0	0	0	0	0	26	1	0	0	0	0	0	27	27	8	0	0	0	0	0	0	1	9	8.2	26	1	0	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	65	64.2														
09:00	0	0	0	0	0	0	0	0	0	19	2	0	0	0	0	0	21	21	4	0	0	0	0	0	0	1	5	4.2	20	0	0	0	0	0	1	2	23	20.8	1	0	0	0	0	0	0	0	1	1	1	1	1	50	47														
09:15	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	18	18	7	1	0	0	0	0	0	9	9.5	12	2	0	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	41	41.5															
09:30	1	0	0	0	0	0	0	1	1	20	1	1	0	0	0	0	22	22.5	5	0	0	0	0	0	0	5	5	12	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	40	40.5																
09:45	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	8	8	0	2	0	0	0	0	0	2	2	7	2	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	19	19															
16:00	0	0	0	0	0	0	0	0	0	14	1	0	0	0	0	2	17	15.4	10	2	0	0	0	0	0	12	12	9	1	0	0	0	0	0	1	11	10.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	37.6														
16:15	0	0	0	0	0	0	0	0	0	18	3	0	0	0	0	0	21	21	9	0	0	0	0	0	0	10	9.2	10	1	1	0	0	0	0	0	1	12.5	1	0	0	0	0	0	0	1	1	1	1	1	1	44	43.7															
16:30	0	0	0	0	0	0	0	0	0	23	2	0	0	0	0	0	25	25	10	3	0	0	0	0	0	13	13	23	1	0	0	0	0	0	1	25	24.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	62.2														
16:45	1	0	0	0	0	0	0	1	1	23	1	0	0	0	0	0	24	24	11	0	0	0	0	0	1	12	11.2	15	1	0	0	0	0	0	1	2	19	16.8	0	0	0	0	0	0	0	0	0	0	0	0	0	56	53														
17:00	2	0	0	0	0	0	0	2	2	12	0	0	0	0	0	0	12	12	14	2	0	0	0	0	1	17	16.2	13	1	0	0	0	0	0	2	16	14.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	44.6														
17:15	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	14	7	1	0	0	0	0	0	8	8	14	1	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	37	37															
17:30	1	0	0	0	0	0	0	1	1	14	0	0	0	0	1	0	15	14.4	11	1	0	0	0	0	0	12	12	7	2	0	0	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	37	36.4															
17:45	1	0	0	0	0	0	0	1	1	11	1	0	0	0	0	1	13	12.2	10	1	0	0	0	0	0	11	11	14	1	0	0	0	0	0	0	1	16	15.2	0	0	0	0	0	0	0	0	0	0	0	0	0	41	39.4														
18:00	0	0	0	0	0	0	0	0	0	12	2	0	0	0	0	0	14	14	6	0	0	0	0	0	0	6	6	15	1	0	0	0	0	0	0	16	16	2	0	0	0	0	0	0	2	2	2	2	2	38	38																
18:15	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15	14	2	0	0	0	0	0	16	16	15	1	0	0	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0	47	47															
18:30	0	0	0	0	0	0	0	0	0	13	1	0	0	0	1	0	15	14.4	6	0	0	0	0	0	1	7	6.2	16	0	0	0	0	0	0	0	16	16	1	0	0	0	0	0	0	0	1	1	1	1	39	37.6																
18:45	0	0	0	0	0	0	0	0	0	18	2	0	0	0	0	0	20	20	8	0	0	0	0	0	1	9	8.4	16	2	0	0	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	47	46.4															

Check

7

385

214

380

5

381



Client : AECOM
Project : 9362 Allerton
Site : 2 - Greenhill Rd / Stamfordham Dr / Heath Rd
Date : Thursday 26th June 2014

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy / Light Rain

AM PEAK HR = 08:00 - 09:00 PM PEAK HR = 16:15 - 17:15

Entry : B - Heath Road

Destination : A - Greenhill Road (n)													Destination : B - Heath Road													Destination : C - Stamfordham Drive													Destination : D - Greenhill Road (s)													Destination : E - Knightswood Court													Arm Totals	
Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	PCU																						
07:00	8	1	0	0	0	0	9	9	0	0	0	0	0	0	0	0	2	2	10	1	0	0	0	0	0	11	11	0	0	0	0	0	0	1	1	0.2	23	22.2																												
07:15	3	3	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21																				
07:30	9	1	0	0	0	0	11	10.2	0	0	0	0	0	0	0	0	1	1	21	2	0	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	34.2																				
07:45	14	1	0	0	0	0	15	15	1	0	0	0	0	0	0	1	2	36	1	0	0	0	1	1	1	40	39.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	57.6																			
08:00	13	0	0	0	0	0	13	13	1	0	0	0	0	0	0	1	2	48	7	0	0	0	0	0	0	55	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	71																				
08:15	11	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	1	43	1	0	0	0	0	0	44	44	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	57																				
08:30	27	2	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	67	67.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	98.2																		
08:45	18	2	0	1	0	0	21	22.3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	56	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	82.3																				
09:00	12	1	0	0	0	0	13	13	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	40	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55																				
09:15	10	0	2	0	0	0	12	13	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	23	23	1	0	0	0	0	0	0	0	0	1	1	39	40																											
09:30	13	3	0	0	0	0	17	16.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	45.4																				
09:45	11	2	0	0	0	0	13	13	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	0	6	6	0	23	0	0	0	0	0	0	1	30	23	1	0	0	0	0	0	1	1	44	44																			
16:00	20	1	0	0	0	0	22	21.2	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	3	45	2	0	0	0	0	1	2	50	47.8	0	0	0	0	0	0	0	0	0	0	75	72																		
16:15	20	3	2	0	0	0	25	26	0	0	0	0	0	0	0	0	6	0	42	2	0	0	0	0	1	45	44.2	0	0	0	0	0	0	0	0	1	1	76	76.2																											
16:30	17	4	0	0	0	0	21	21	0	0	0	0	0	0	0	0	6	0	38	2	0	0	0	1	0	43	42.4	0	0	0	0	0	0	0	0	2	43	42.4	0	0	0	0	0	0	0	0	0	70	69.4																	
16:45	14	0	0	0	0	0	14	14	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	3	3	57	1	0	0	0	0	0	0	0	58	58	1	0	0	0	0	0	0	1	1	77	77																		
17:00	14	0	0	0	0	0	14	14	0	0	0	0	0	0	0	0	8	0	52	0	0	0	0	0	1	1	54	52.6	1	0	0	0	0	0	0	0	1	1	77	75.6																										
17:15	20	0	0	0	0	0	20	20	0	0	0	0	0	0	0	0	2	2	46	6	0	0	0	0	0	52.4	52.4	1	0	0	0	0	0	0	0	1	1	77	75.4																											
17:30	9	3	0	0	0	0	12	12	0	0	0	0	0	0	0	0	2	2	43	4	0	0	0	0	0	47	47	2	0	0	0	0	0	0	0	2	2	63	63																											
17:45	17	4	0	0	0	0	21	21	0	0	0	0	0	0	0	0	3	3	44	3	0	0	0	0	0	47	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	71																						
18:00	23	2	0	0	0	0	25	25	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5	5	25	2	0	0	0	0	1	0	0	28	29	1	0	0	0	0	0	1	1	59	60																			
18:15	23	0	0	0	0	0	23	23	0	0	0	0	0	0	0	0	5	0	26	2	0	0	0	0	0	28	28	1	0	0	0	0	0	0	0	1	1	58	58	0	0	0	0	0	0	57	57.4																			
18:30	15	1	0	0	0	0	16	16	0	0	0	0	0	0	0	0	5	0	31	0	0	0	0	0	0	31	31	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	53	53																					
18:45	21	2	0	0	0	1	24	23.4	0	0	0	0	0	0	0	0	5	0	31	1	0	0	0	0	0	32	32	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	62	61.4																					

Check

408

4

76

344

13

1445



Client : AECOM
Project : 9362 Allerton
Site : 2 - Greenhill Rd / Stamfordham Dr / Heath Rd
Date : Thursday 26th June 2014

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy / Light Rain

AM PEAK HR = 08:00 - 09:00 PM PEAK HR = 16:15 - 17:15

Entry : C - Stamfordham Drive

Time	Destination : A - Greenhill Road (n)									PCU	Destination : B - Heath Road									PCU	Destination : C - Stamfordham Drive									PCU	Destination : D - Greenhill Road (s)									PCU	Destination : E - Knightswood Court									PCU	Arm Totals	
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car		Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv		Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1		Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2		Psv	Mc	Pc	Total								
07:00	2	0	0	0	0	0	0	1	3	2.2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1.2	0	0	0	0	0	0	0	0	0	0	7	5.4				
07:15	10	0	0	0	0	0	0	2	12	10.4	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	16	14.4					
07:30	5	1	0	0	0	0	0	0	6	6	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0	18	17.2						
07:45	5	1	0	0	0	0	0	0	6	6	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	0	0	0	0	0	0	0	0	0	0	17	17						
08:00	18	1	0	0	0	0	0	0	19	19	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	29	29						
08:15	11	0	0	0	0	0	0	0	11	11	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11	2	2	0	0	0	0	0	0	0	0	0	0	26	26						
08:30	15	0	0	0	0	0	0	0	15	15	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	28	28						
08:45	9	0	0	0	0	0	0	0	9	9	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	27	27						
09:00	7	0	0	0	0	0	0	0	7	7	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13	13						
09:15	7	0	0	0	0	0	0	0	7	7	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11	11						
09:30	5	0	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	10	10							
09:45	3	1	0	0	0	0	0	0	4	4	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	6							
16:00	8	2	0	0	0	0	0	0	10	10	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	18	18						
16:15	7	0	0	0	0	0	0	0	7	7.2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	16	15.2						
16:30	14	3	0	0	0	0	0	0	17	17	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	25	25						
16:45	6	0	0	0	0	0	0	1	7	6.2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	13	12.2						
17:00	7	0	0	0	0	0	0	0	7	7	2	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	19	19						
17:15	10	1	0	0	0	0	0	0	11	11	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	18	17.2						
17:30	3	0	0	0	0	0	0	1	4	3.2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	12	11.2						
17:45	8	1	0	0	0	0	0	0	9	9	6	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	1	1	1	20	20							
18:00	8	2	0	0	0	0	0	0	10	10	4	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	20	20						
18:15	13	0	0	0	0	0	0	0	13	13	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	24	24						
18:30	11	0	0	0	0	0	0	0	11	11	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16	16						
18:45	8	1	0	0	0	0	0	0	9	9	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	18	18						

Check

220

56

0

148

3

427



Client : AECOM
Project : 9362 Allerton
Site : 2 - Greenhill Rd / Stamfordham Dr / Heath Rd
Date : Thursday 26th June 2014

AM Weather : Mild / Cloudy
PM Weather : Mild / Cloudy / Light Rain

AM PEAK HR = 08:00 - 09:00 PM PEAK HR = 16:15 - 17:15

Entry : D - Greenhill Road (s)

Time	Destination : A - Greenhill Road (n)									PCU	Destination : B - Heath Road									PCU	Destination : C - Stamfordham Drive									PCU	Destination : D - Greenhill Road (s)									PCU	Destination : E - Knightswood Court									PCU	Arm Totals									
	Car	Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car		Lgv	Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv		Ogv1	Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1		Ogv2	Psv	Mc	Pc	Total	Car	Lgv	Ogv1	Ogv2		Psv	Mc	Pc	Total																
07:00	2	1	0	0	0	0	0	3	3		10	0	0	0	0	0	0	10	10			1	0	0	0	0	0	0	1	2	1.2			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	14.2										
07:15	4	2	0	0	0	0	0	1	7	6.2		6	0	0	0	0	0	6	6			2	0	0	0	0	0	0	0	2	2			0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	14.2											
07:30	4	2	0	0	0	0	0	0	6	6		21	2	0	0	1	1	0	25	25.4			2	0	0	0	0	0	0	2	2			0	0	0	0	0	0	0	0	0	0	1	1	34	34.4													
07:45	3	0	1	0	0	0	0	2	6	4.9		28	5	0	0	0	0	0	33	33			4	0	0	0	0	0	0	4	4			0	0	0	0	0	0	0	0	0	0	1	1	44	42.9													
08:00	3	1	0	0	0	0	0	0	4	4		41	3	1	0	0	1	1	47	46.1			4	0	0	0	0	0	0	4	4			1	0	0	0	0	0	0	0	0	0	0	0	0	0	56	55.1											
08:15	11	1	0	0	0	0	0	0	12	12		39	3	0	0	0	0	0	43	42.2			1	0	0	0	0	0	0	1	1			0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	56.2											
08:30	17	0	0	0	0	0	0	0	17	17		53	3	0	0	1	0	0	57	58			8	0	0	0	0	0	0	8	8			0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	83											
08:45	7	1	0	0	0	0	0	0	8	8		52	5	0	0	0	0	1	58	57.2			9	1	0	0	0	0	0	0	10	10			0	0	0	0	0	0	0	0	0	0	1	1	77	76.2												
09:00	9	0	0	0	0	0	0	0	9	9		40	3	0	0	1	0	1	45	45.2			4	0	0	0	0	0	0	4	4			0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	58.2											
09:15	13	1	0	0	0	0	0	2	16	14.4		22	2	0	0	0	0	1	25	24.2			2	0	0	0	0	0	0	2	2			0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	40.6											
09:30	9	1	0	0	0	0	0	0	10	10		25	2	0	0	1	0	0	28	29			3	0	0	0	0	0	0	3	3			0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	42											
09:45	13	2	0	0	0	0	0	0	15	15		25	3	0	0	0	0	0	28	29			6	0	0	0	0	0	0	6	6			0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	49											
16:00	21	1	1	0	0	0	0	1	24	23.7		32	3	0	0	0	1	0	36	37			3	0	0	0	0	0	0	3	3			0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	63.7											
16:15	20	2	0	0	0	0	0	0	22	22		35	2	0	0	0	0	1	38	37.2			9	0	0	0	0	0	0	9	9			0	0	0	0	0	0	0	0	0	0	1	1	70	69.2													
16:30	25	1	0	0	0	0	0	0	26	26		32	0	0	0	0	0	0	32	32			7	0	0	0	0	0	0	1	8	7.2			0	0	0	0	0	0	0	0	0	0	2	2	68	67.2												
16:45	19	1	0	0	0	0	0	0	20	20		38	1	0	0	0	0	2	41	39.4			6	0	0	0	0	0	0	6	6			2	0	0	0	0	0	0	0	0	0	0	0	0	0	69	67.4											
17:00	17	2	0	0	0	0	0	3	22	19.6		38	5	0	0	0	0	2	45	43.4			5	0	0	0	0	0	0	5	5			0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	68											
17:15	13	1	0	0	0	0	1	0	15	14.4		40	2	0	0	0	0	0	42	42			4	0	0	0	0	0	0	4	4			0	0	0	0	0	0	0	0	0	0	1	1	62	61.4													
17:30	20	4	0	0	0	0	0	0	24	24		40	1	0	0	0	0	0	41	41			5	1	0	0	0	0	0	6	6			0	0	0	0	0	0	0	0	0	0	1	1	72	72													
17:45	21	0	0	0	0	0	0	0	21	21		30	7	0	0	0	0	0	37	37			5	0	0	0	0	0	1	0	6	5.4			0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	63.4										
18:00	13	2	0	0	0	0	0	0	15	15		22	4	0	0	0	0	0	26	26			7	0	0	0	0	0	0	7	7			0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	48											
18:15	17	2	0	0	0	0	0	0	19	18.2		25	3	0	0	0	0	0	28	28			4	0	0	0	0	0	0	4	4			0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	51.2											
18:30	12	0	0	0	0	0	0	2	14	12.4		24	1	0	0	0	0	0	25	25			4	0	0	0	0	0	0	4	4			0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	41.4											
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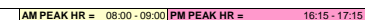
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Arm	Totals
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APPENDIX E – MASA

Address: Former Greenhill Nursery				
Completed By: AECOM				
Access Diagram				
Has a diagram been submitted which shows how people move to and through the development and how this links to the surrounding roads, footpaths and sight lines? (This can be included within the Design and Access Statement, see Section 2.25.) If a diagram has not been submitted your application may not be processed.				Yes/ No
Access on Foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			Yes/ No
Location	Housing Development: Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F)		Yes	2
	Other development: Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)		No	
Internal Layout	Does 'circulation' and access inside the sites 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
			No	
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.		There are barriers	-2
	<ul style="list-style-type: none"> No dropped kerbs at crossings or on desire lines; Steep gradients; A lack of a formal crossing where there is heavy traffic; Security concerns, e.g. lack of lighting. 		There are no barriers	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If no, please provide reasons why not.			Yes/ No
Total (B)				
Summary	Box A: Minimum Standard (from Table 3.1)	4	Comments or action needed to correct any shortfall	
	Box B: Actual Score	4		

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or a road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			Yes / No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			Yes / No
Location	<u>Housing Development:</u> Is the development within 1 mile of a district or local centre (see Accessibility Map 1) <u>Other Development:</u> Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	
		No	0	
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	N/A
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	N/A
		No	0	
			Total (B)	
Summary	Box A: Minimum Standard (From Table 3.1) Box B: Actual Score	5 5	Comments or action needed to correct any shortfall	

Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e. <ul style="list-style-type: none"> A lack of dropped kerbs; Pavements less than 2m wide; A lack of formal crossings where there is heavy traffic; or Bus access kerbs. 	There are barriers	0	
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	
	Medium (two or three bus services or trains an hour)		1	
	Low (less than two bus services or trains an hour)		0	
Other	The proposal contributes to bus priority measures serving the site		1	
	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	
	The proposal contributes to an existing or new bus service		1	
Total (B):				

Summary	Box A: Minimum Standard (from Table 3.1)	5	Comments or action needed to correct any shortfall Liverpool South Parkway interchange is located 850m walk distance away. There are 6 bus stops located within 400m of the site.
	Box B: Total Score	3	

Vehicle Access and Parking			Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.			Yes / No
	Can the site be adequately serviced? If no, you must address service issues.			Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.			Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.			Yes / 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 local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.			Yes / No
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.			Yes / No

	The off-street parking provided is as advised in Section 4 for that development type	1	Yes / No
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	2	Yes / No
	For development in controlled parking zones:		Yes / No
	• Is it a car free development?	1	Yes / No
	• Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs)	1	Yes / No
Total (B):			
Summary	Box A: Minimum Standard (From Table 3.1)	1	Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why.
	Box B: Total Score	1	

APPENDIX F – FRAMEWORK TRAVEL PLAN



Former Greenhill Nursery

Framework Travel Plan

July 2014

Document Control

Project Title: Former Greenhill Nursery

Document: Framework Travel Plan


Client: Morris Homes (North) Ltd

Project Number: 60323405

File Origin: p:\uk\pl1-tp\projects\development - former greenhill nursery site\03
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Regional Director

Rev No	Comments	Checked by	Approved by	Date
1	DRAFT Framework Travel Plan (included as Appendix to Draft Transport Assessment Report)	AL	ME	11/07/14
2	Final Issue to Client	AL	ME	16/07/14

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APPENDICES

Appendix A – Example Travel Survey

Appendix B – Bus Frequencies

1 INTRODUCTION

1.1 Preamble

- 1.1.1 AECOM has been appointed by Morris Homes (North) Ltd (the 'Applicant') to provide transport and highways advice in support of a planning application for a residential development at the site of the former Greenhill Nursery located off Greenhill Road, Allerton.
- 1.1.2 This Framework Travel Plan (FTP) has been prepared by AECOM on behalf of the Applicant to provide a framework on which to promote sustainable travel to and from the proposed residential development. The measures and initiatives outlined in this document are designed to raise awareness of opportunities for reducing the number of vehicular trips. Such initiatives are intended to promote car sharing, walking, cycling and public transport.
- 1.1.3 FTPs are an important tool in delivering accessible communities and are dynamic, live documents that will evolve over time as detailed plans are developed to enable a long-term strategy for the promotion of sustainable travel.
- 1.1.4 This FTP sets out how the development is committed to the promotion of sustainable travel choices with the aim of encouraging trips to be made on foot, cycle or by public transport as an alternative to private car journeys.

1.2 Site Location

- 1.2.1 The site is on land formerly occupied by Greenhill Nursery which ceased operations in April 2012. The site is currently vacant with no existing traffic routing through it. **Figure 1** below shows the approximate boundary of the site in a local context.



Figure 1 – Proposed Development Site Location and approximate boundary

- 1.2.2 The site is circa 2.6 hectares and is bound by Merseyrail's northern line to the north east, Greenhill Road to the North West, residential properties with frontage on to Long Lane to the south west and residential properties with frontage on to Nursery Lane to the south east.

1.3 Development Proposals

- 1.3.1 The proposed residential development comprises 83 dwelling with a proposed mix of detached dwellings, semi-detached dwellings and apartments. All dwellings will be provided with off-street parking provision in-line with the minimum standards set out in Liverpool City Councils '*Ensuring a Choice of Travel Supplementary Planning Document*'.
- 1.3.2 Vehicular access to the proposed development will be via Greenhill Road by way of a priority junction arrangement. Uncontrolled pedestrian crossing points are proposed across the site access.
- 1.3.3 The development proposals also include emergency vehicular access provision via Nursery Lane on the site's south-eastern boundary. Droppable bollards in the carriageway will allow access for emergency vehicles and prevent general vehicular access.

2 TRAVEL PLAN CONTEXT

2.1 Travel Plan Background

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.
- 2.1.2 The Department for Transport's (DfT) '*Making Residential Travel Plans Work (June 2007)*' introduces the concept of a 'Travel Plan Pyramid'. The pyramid concept helps to demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in Figure 1;

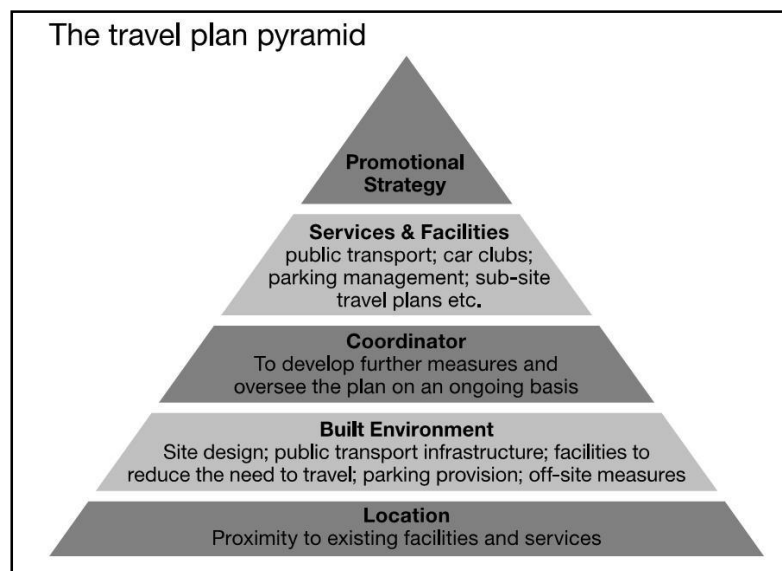


Figure 1: Travel Plan Pyramid (source: DfT '*Making Residential Travel Plans Work*' (June 2007))

- 2.1.3 The use of a pyramid structure to illustrate the 5 tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPs work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.1.5 In terms of location, the development site is well located to facilitate trips using sustainable transport modes.
- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel which in this instance is again linked to the existing level of provision to facilitate sustainable travel.

- 2.1.7 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be free to develop further measures to maximise the sustainable travel at the development.
- 2.1.8 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice.
- 2.1.9 The top layer of the pyramid relates to how the TP will be marketed and how the measures are to be promoted. Residents at the development will be made aware of the aims of the TP and the travel choices available as alternatives to car travel.

2.2 Objectives and Benefits of the Plan

- 2.2.1 The main aim of any TP is to reduce the environmental impact of the development. The key objectives of this TP are to:
- Minimise the total length and frequency of single occupancy car trips;
 - Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
 - Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car;
 - Highlight the health and environmental benefits of using sustainable travel modes;
 - Enable people to make more informed and therefore better choices.
- 2.2.2 There could be a large number of benefits that will be derived from the successful implementation of the TP – for residents of the site as well as the wider community:
- Improved health and fitness through increased levels of walking and cycling;
 - Increased flexibility offered through wider travel choices;
 - The social aspects of sharing transport with others;
- 2.2.3 Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.

3 SUSTAINABLE TRANSPORT INFRASTRUCTURE

3.1 Existing Pedestrian and Cycle Provision

Pedestrian Facilities

- 3.1.1 Pedestrian accessibility to the site is good with illuminated footways present on the main roads around the site providing links to local amenities. There are dropped crossing points and tactile paving on all arms of the two roundabout junctions located within the vicinity of the site.
- 3.1.2 There is excellent pedestrian linkage from the site to the Liverpool South Parkway transport interchange which is a distance of approximately 850m to the south of the site.

Cycling Facilities

- 3.1.3 Whilst there is no off-street cycle infrastructure within the immediate vicinity of the site, there are good off-road and on-road cycle tracks links from Liverpool South Parkway (850m) connecting to Speke Road, New Mersey Retail Park (2.5km), Liverpool John Lennon Airport (5.2km) and Speke Industrial park (5.5km). The existing cycle routes (yellow = on road, brown = off-road) are shown below in **Figure 2**.



Figure 2: Local Cycle Routes

3.2 Existing Public Transport Provision

3.2.1 **Figure 3** in **Appendix B** shows the existing public transport facilities located within the vicinity of the proposed development.

Bus

3.2.2 Bus services are available to the north of the site on Wharford Lane, Pitts Heath Lane and Blackheath Lane. **Table 1** below summarises the bus services that are accessible from the bus stops surrounding the site. The frequency of each service is contained in **Appendix B**

Table 1: Summary of Bus Routes

Bus Stop Location	Service Number	Route
Long Lane (Opposite Dinesen Road)	80	City Centre (Liverpool One)
	80a	City Centre (Liverpool One)
	201	Royal Liverpool Hospital
	266	Garston Circular
Long Lane (Dinesen Road)	80/80e	Speke (Morrisons Store)
	80a	Liverpool John Lennon Airport
	201	Speke (Morrisons Store)
	288	Garston Circular

Brodie Avenue (Long Lane)	80	City Centre (Liverpool One)
	80a	City Centre (Liverpool One)
	201	Royal Liverpool Hospital
Brodie Avenue (Shirley Road)	80/80e	Speke (Morrisons Store)
	80a	Liverpool John Lennon Airport
	201	Speke (Morrisons Store)

Heath Road (Clifton Court)	266	Garston Circular
Heath Road (Stamfordham Drive)	288	Garston Circular

3.2.3 There are a number of bus services accessible from the proposed site as illustrated in **Figure 4**.



Figure 4: Bus Route Map (extract of Merseytravels route bus network map)

3.2.4 The bus routes provide regular services to Liverpool City Centre, Liverpool John Lennon Airport, Royal Liverpool Hospital and Speke. It is therefore considered that the bus services available provide a genuine alternative to the private car for commuting and leisure purposes.

Rail

3.2.5 Liverpool South Parkway is located on Merseyrail's Northern Line, the City Line and West Coast Main Line. Trains to Liverpool, Crewe, Birmingham, Runcorn, Manchester Oxford Road, Sheffield, Nottingham and Norwich are available. **Table 4.3** below indicates rail destinations along with indicative frequencies.

Destination	Frequency	Journey Time
Liverpool	Every 15mins from 0609-2345	Direct 14mins
Crewe	Every 30mins from 0640-2346	Direct 30mins
Birmingham	Every 30mins from 0640-2144	Direct 1hr 35mins
Runcorn	Every 30mins from 0640-2346	Direct 10mins
Manchester Oxford Road	Every 20mins from 0632-2240	Direct 35min to 1hr
Sheffield	Every 30mins from 0632-2240	Direct 1hr 30mins

Destination	Frequency	Journey Time
Nottingham	Every hour from 0657-2147	Direct 2hrs 30mins
Norwich	Every 15mins from 0640-1944	Direct 5hrs 10mins

Table 4.3 Existing Rail Services from Liverpool South Parkway

3.3 Summary

3.3.1 In summary, the following conclusions can be drawn:

- The proposed development site is considered to be in a highly accessible location in terms of pedestrian links to local amenities, and public transport options
- Cycling for commuting or public transport connections is a viable alternative to the private car, with key shopping, transport and employment destinations all within 8km distance.
- Bus stops within 400m of the site provide frequent services to Liverpool City centre and the surrounding areas.
- Liverpool South Parkway interchange which is 850m from the site provides excellent rail links across northwest England and beyond.

4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

4.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for residents. The TP would also work towards reducing the impact of the proposed development on the local highway network.

4.1.2 Subject to agreement with Liverpool City Council (LCC), this TP could provide a 5 year strategy from the date of occupation of the proposed development. The aspirations of this Travel Plan would be to:

- Manage travel opportunities to and from the development by ensuring accessibility for all by a choice of modes;
- Promote a localised and healthy community; and
- Provide a commitment to improving local air quality, reducing congestion and reducing the carbon footprint of the development through the facilitation of access to pedestrian and cyclist links as well as public transport.

4.1.3 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the Site, and include:

- Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
- Improve the travel options for residents and staff;
- Minimise incentives for private car use and maximize incentives to use sustainable alternatives;
- Promote and raise awareness of the benefits of healthier and more environmentally-friendly travel;
- Ensure residents and staff are aware of the TP and its purpose;

4.1.4 The implementation of these objectives would depend upon the ownership of the site. Each of these objectives would require good levels of accessibility and maintenance to ensure that facilities are attractive to potential users.

4.2 Targets

4.2.1 Should a TP be required for the Site, targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.

4.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve. Action targets include actions such as employing a TPC, and launching the TP.

In agreement with LCC and in accordance with best practice guidance on the preparation of TPs, 'Action' targets should be set. In order to achieve the overall aims of the TP, preliminary 'Action' targets would need to be identified and agreed with LCC. This is likely to include the appointment of a Travel Plan Co-ordinator (TPC).

4.2.3 The 'aim' targets contained in the TP would need to focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes. The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips over the first 5 years from when the development is occupied, with a full review scheduled after year 5.

4.2.4 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics would be undertaken once the site reaches 50% occupancy.

4.2.5 Once appointed, the TPC would be responsible for the travel monitoring process (surveys) and updating the TP in order to improve sustainable travel use.

4.2.6 Should travel surveys be requested by LCC, it would be beneficial to have an indication of existing travel behaviour. The, 'method of travel to work' data from the 2011 census data for the ward of Cressington (in which the development is located) has therefore been analysed, as shown in **Table 2** for future reference.

Table 2: Method of Travel to Work 2011 Census Data – Cressington

Mode	2011 Census Trips	Mode Split (%)
Mainly work from home	277	4
Train	718	10.5
Bus, minibus or coach	782	11.4
Motorcycle	40	0.6

Car Driver or Passenger	4,364	63.6
Bicycle	152	2.2
Pedestrian	430	6.3
Other	100	1.4
Total	6863	100.0

4.2.7 The census data shown in **Table 2** gives an initial indication of model split at the site prior to the travel survey being carried out. The data shows that 63.6% of trips are classified as 'car driver or passenger'. Sustainable transport trips currently total approximately 30.4% of trips comprising 6.3% 'pedestrian' trips, 2.2% 'bicycle' trips, 11.4% 'bus, minibus or coach' trips and 10.5% 'train' trips.

4.2.8 **Table 3** gives an example of the approximate modal shift that could be achieved with an effective residential TP.

Table 3: Estimated TP Model Shift Targets

Mode	Baseline Model Split (%)	Year 1 target	Year 3 target	Year 5 target	Model Shift	Target Year
Train	10.5	10.5	10.5	10.5	0%	Year 5
Bus	11.4	12.4	13.4	14.4	+3.0%	Year 5
Motorcycle	0.6	0.6	0.6	0.6	0%	Year 5
Car Driver / Pass	63.6	58.6	55.6	53.6	-10.0%	Year 5
Bicycle	2.2	3.2	3.7	4.2	+2.0%	Year 5
Pedestrian	6.3	7.3	8.3	9.3	+3.0%	Year 5

4.2.9 The model shift aims in **Table 3** are suggested estimates only and would need to be considered fully in discussion with LCC if a full site specific TP is required.

4.2.10 Once the Site is 50% occupied residents could be surveyed and targets produced to reduce single occupancy vehicle travel. When the development begins to be occupied, sustainable travel initiatives (such as those described in the following section e.g. Resident Travel Information Packs) would be implemented.

5 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 In order to meet the objectives and targets outlined above it would be necessary to implement a number of measures and initiatives both prior to and during the occupation of the development, as set out below:

- Appoint a Travel Plan Co-ordinator (TPC);
- Encourage and promote sustainable travel;
- Travel Information Packs; and
- Travel survey;

5.2 Travel Plan Co-ordinator

5.2.1 A TPC would be appointed, with the TPCs contact details provided to Travelwise Merseyside. The TPC would act as a liaison point for any issues relating to the TP and this would include liaising with the local authority and public transport operators.

5.2.2 The TPC would be responsible for developing the final TP, including SMART targets, and submitting the document to Travelwise Merseyside within an agreed period of the initial surveys completion.

5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:

- Administer/manage the TP and liaise with Travelwise Merseyside;
- Ensure travel awareness amongst residents;
- Provide a point of contact and travel information;
- Provide a point of contact with local transport operators;
- Coordinate the travel surveys;
- Promote and encourage the use of travel modes other than the car, and car-sharing, where appropriate;
- Ensure the availability of the most up to date travel information;

- Ensure that all residents receive a travel information pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.

5.3 Encourage and Promote Sustainable Travel

5.3.1 All site occupants should be made aware of the existence of the Travel Plan and its aims.

5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes. Therefore, the TPC will ensure sustainable travel information is available to residents at the development. The information should include local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information.

5.3.3 Resources are available to support the TPC in achieving the TP targets. These resources include:

- www.LetsTravelWise.org – Travel Plans for Residential Development;
- www.accesscode.info;
- Merseyside Code of Practice for Transport Schemes;
- Liverpool Urban Design Guide; and
- www.transportmerseyside.org.

5.4 Travel Information Packs

5.4.1 Travel Information Packs will be prepared and issued upon first occupation. The Travel Information Pack will include:

- Site specific public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included;
- Information about the TP and its benefits, as described previously;
- Summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc; and
- Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping.

5.4.2 The TPC would co-ordinate the preparation and distribution of the Travel Information Packs to all first occupants at the site.

5.5 Travel Survey

- 5.5.1 The first step to developing an operational TP is to establish how the site users make journeys to and from the site. After occupation of the site, travel surveys could be performed in order to ascertain existing travel patterns of site occupants. The survey would play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP.
- 5.5.2 If agreed with LCC, the travel surveys could continue to be carried out as long as the TP is in place at the site (for a minimum of 5 years), on an annual basis. The surveys would give an indication of how people's travel behaviour is changing and this would indicate the effectiveness of the TP.
- 5.5.3 The travel survey could be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), identify the most significant deterrents to walking, cycling and using public transport, and what would encourage people to reduce car use. The following information could be obtained:
- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others);
 - Where site users are generally travelling to/from;
 - Which places are considered to be dangerous for walking or cycling, and why;
 - Any problems there are with bus services and where a new service might be helpful;
 - How site users would like to travel if they had the choice and whether they own a bike or have a bus pass.
- 5.5.4 The results of the surveys would provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport would be measured.
- 5.5.5 An example of a Travel Survey Questionnaire has been included in **Appendix A**.

6 PLAN MONITORING AND REVIEW

6.1 Monitoring

- 6.1.1 TPs are dynamic documents that require monitoring and review to ensure that they remain relevant and continue to be implemented, and this process is outlined below.
- 6.1.2 As part of the TPC's role, they would be responsible for undertaking the monitoring and ensuring the implementation of the TP. The monitoring would be undertaken at regular intervals. To aid this, it is likely that a programme of regular monitoring of travel patterns would be established to measure changes against the baseline travel survey. Full details, including the methodology and monitoring schedule could be provided in the full TP and agreed with LCC.
- 6.1.3 The TPC could be responsible for ensuring that information relating to the TP as a whole and any individual initiatives is reviewed and updated on a regular basis. Any information gathered as part of the continuous monitoring process would be shared with LCC, and any changes to objectives, targets and monitoring strategies as initiatives are developed would be agreed with LCC.
- 6.1.4 The TPC could also be responsible for continuing the investigation into the potential for incentives and subsidised travel and equipment through negotiations with the relevant stakeholders, beyond the point of first implementation.

6.2 Plan Review

- 6.2.1 Subject to agreement with LCC, the TPC could arrange for an annual review of the TP to assess the success of the plan to date. The TPC would then be expected to prepare a monitoring report which would summarise the results of the annual travel surveys, assess the results against the TP targets to provide an indication of the success of the TP, and identify measures which could potentially be included in the future.
- 6.2.2 The monitoring report could then be submitted to LCC to allow for the independent monitoring of the TP by the Local Highway Authority.

Appendix A – Example Travel Survey

Journey to Work Questionnaire

The Extra Care Charitable Trust in partnership with Cheshire West and Chester Council are keen to improve and promote travel choices for everyone. We invite you to complete this short questionnaire so we can learn how to improve your journey to work.

Please return the survey once you have completed it. Your individual information will be kept confidential.

To be entered into our prize draw please provide your email address
You will automatically be added to our mailing list for the itravelsmart newsletter. Please tick this box if you wish to opt out of automatic registration. ☐

1. Your postcode: **2. Are you:** Male ☐ Female ☐

3. Your age: 16- 25 ☐ 26-40 ☐ 41-55 ☐ 56+ ☐

4. Approximately how long does it take you to travel to work?

- ☐ Less than 15 minutes
- ☐ 15 – 30 minutes
- ☐ 31 – 45 minutes
- ☐ 46 – 60 minutes
- ☐ Over an hour

5. Do you have access to a car for your journey to work?

- ☐ Yes
- ☐ No

6. What are your usual start and finish times?

Please write your times in the following table:

	Mon	Tues	Weds	Thurs	Fri	Sat	Sun
Start							
Finish							

7. What is your usual method of travel to and from work?

Please tick your usual mode of travel for the longest part of your journey:

	Car Driver	Car Passenger	Park and Ride	Bus	Train	Motorcycle	Bicycle	Walk
To								
From								

8. If your usual mode of travel was unavailable, which of these could you use for your journey to work?

Tick all that apply:

- | | |
|---------------------------------------|-------------------------------------|
| <input type="radio"/> Car (Driver) | <input type="radio"/> Park and Ride |
| <input type="radio"/> Car (Passenger) | <input type="radio"/> Bicycle |
| <input type="radio"/> Car share | <input type="radio"/> Walk |
| <input type="radio"/> Bus | <input type="radio"/> Other – |
| <input type="radio"/> Train | Please specify..... |
| <input type="radio"/> Motorcycle | |

9. If you are a car driver would you be prepared to use any of the alternatives available to you?

If Yes, please tick all that apply:

- | | |
|----------------------------------|-------------------------------------|
| <input type="radio"/> Car share | <input type="radio"/> Park and Ride |
| <input type="radio"/> Bus | <input type="radio"/> Bicycle |
| <input type="radio"/> Train | <input type="radio"/> Walk |
| <input type="radio"/> Motorcycle | <input type="radio"/> Other – |
| | Please specify..... |

10. If you are a car driver why would you not normally consider the alternative options available to you?*Tick all that apply:*

- | | |
|---|---|
| <input type="radio"/> Distance from work | <input type="radio"/> Personal security |
| <input type="radio"/> Cost | <input type="radio"/> Lack of pedestrian routes |
| <input type="radio"/> Inconvenience | <input type="radio"/> Lack of cycle routes |
| <input type="radio"/> Frequency of bus/train services | <input type="radio"/> Other – |
| <input type="radio"/> Working hours | Please specify..... |

11. Which of the following would encourage you to walk or cycle to work for all or part of your journey?*Please tick no more than four:*

- ☐ Secure staff cycle parking
- ☐ Drying rooms, lockers and showers
- ☐ A course to practice cycling and gain confidence
- ☐ Another cyclist to show you a good route to work
- ☐ A 'try before you buy' cycling event
- ☐ Assistance with cycle purchase
- ☐ Better information about walking and cycling routes
- ☐ Another person to walk with
- ☐ A small incentive each day you walk or cycle
- ☐ Other – please specify.....

12. Which of the following would encourage you to use public transport or car share for all or part of your journey?*Please tick no more than three:*

- ☐ Readily available up-to-date bus and train timetable information
- ☐ Discounted staff travel on public transport
- ☐ A loan to cover public transport season ticket
- ☐ A car share database to help find a partner with similar work patterns
- ☐ Better information on walking routes to public transport locations
- ☐ Better quality and safer waiting facilities
- ☐ Other – please specify.....

13. How far would you be prepared to walk (as all or part of your journey) to work?

- | | |
|-------------------------------------|-------------------------------------|
| <input type="radio"/> Up to 5 mins | <input type="radio"/> Up to 20 mins |
| <input type="radio"/> Up to 10 mins | <input type="radio"/> Up to 30 mins |

14. Do you think traffic congestion near where you work is a problem?

- | | |
|---------------------------|--------------------------|
| <input type="radio"/> Yes | <input type="radio"/> No |
|---------------------------|--------------------------|

15. There are a number of resources that aim to give you more information about different ways to travel around the area. Please indicate whether you have heard of them and whether you have ever used them.

	Heard of?	Used?
www.transportdirect.info (UK Journey Planner)		
Cheshire West and Chester Transport WebPages		
Cycle Chester Maps and Routes		

Do you have any further comments or suggestions about how we can improve your journey to work options?

.....

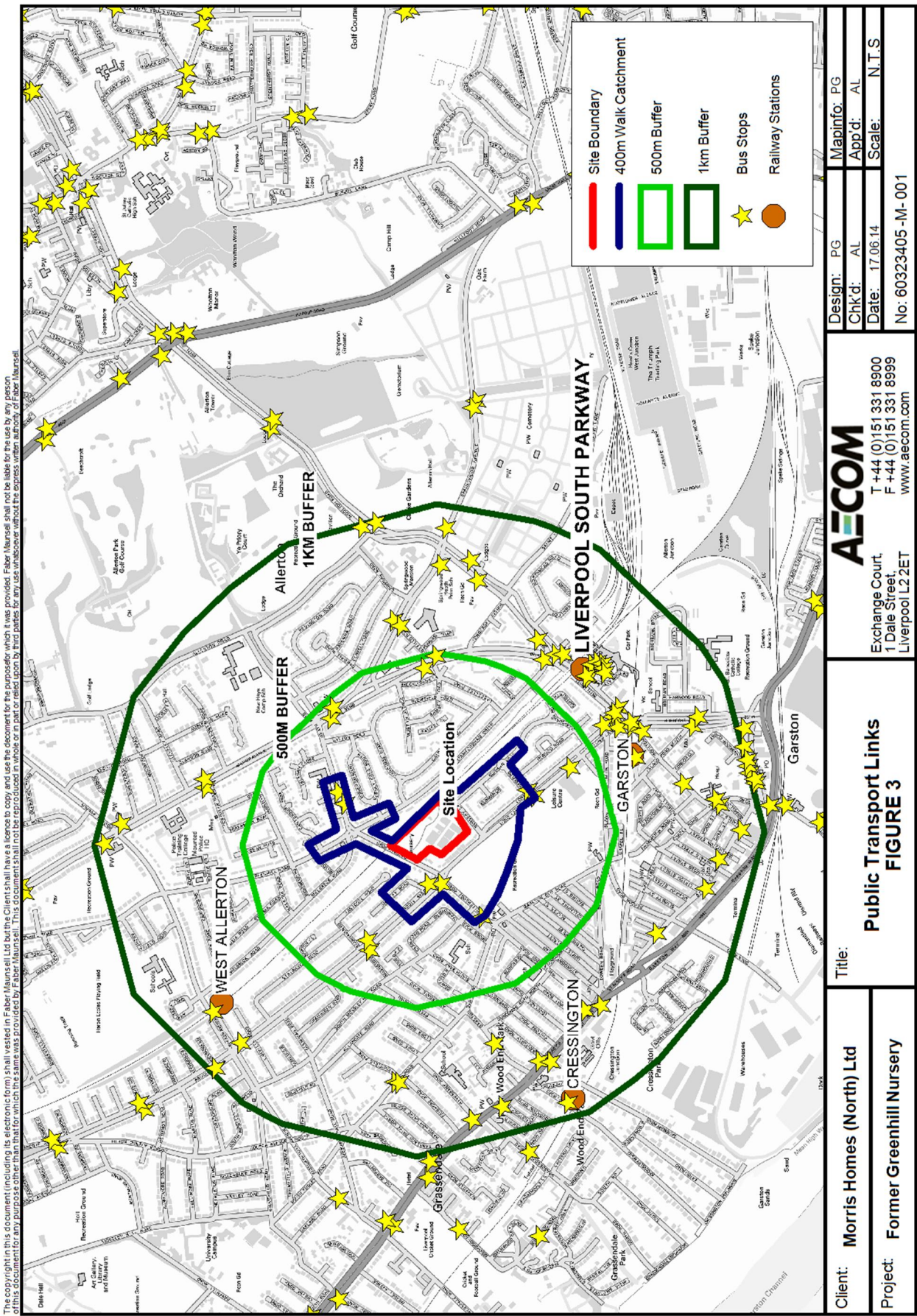
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*To keep up-to-date with sustainable travel promotion in your area*Why not like us on Facebook: www.facebook.com/itravelmartAnd follow us on Twitter: www.twitter.com/itravelmartuk

Thank you for completing this questionnaire

Appendix B – Bus Frequencies

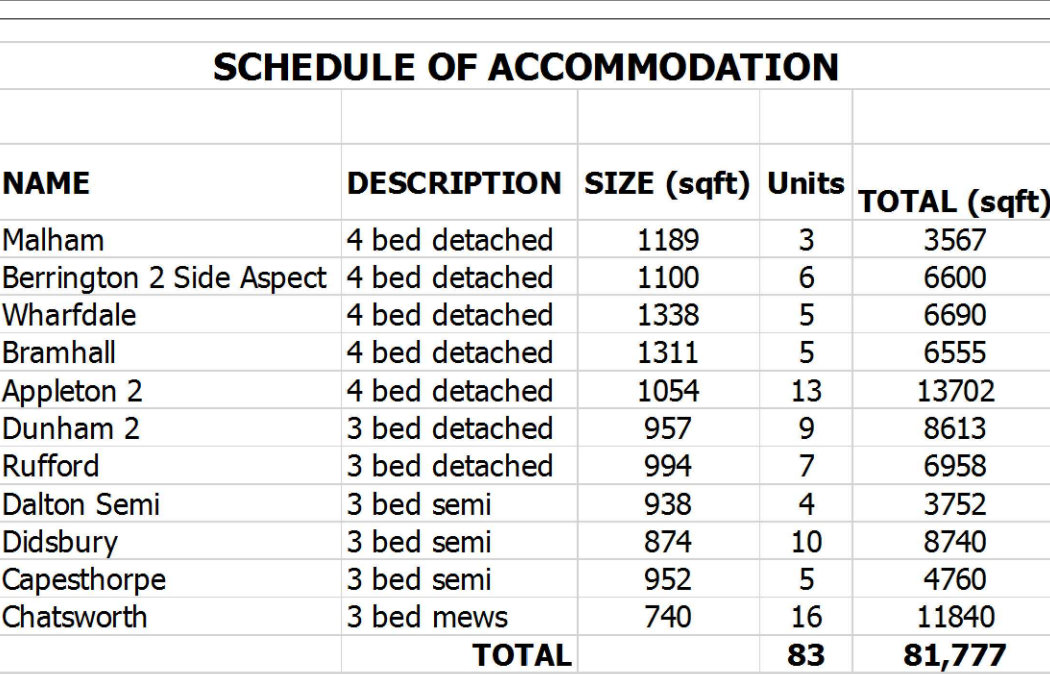


Bus Stop Location	Service Number	Route	Mon-Fri	Saturday	Sunday	Operator
Long Lane (opposite Dinesen Road)	80	CITY CENTRE (Liverpool One)	0609,0632,0652,0712,0732,0749 then every 20mins until 1829	0632,0652,0712,0732,0749 then every 20mins until 1829	No Service	Arriva
	80A	CITY CENTRE (Liverpool One)	0625,0643,0703,0723,0743,0800,0820,0840 then every 20mins until 1840,1857 then every 30mins until 2227, 2257	0625,0643,0703,0723,0743,0800,0820,0840 then every 20mins until 1840,1857 then every 30mins until 2227,2257	0727.0758,0827,0857 then every 20mins until 1857, then every 30mins until 2227, 2257	Arriva
	201	ROYAL LIVERPOOL HOSPITAL	No Service until, 1341, 1509,1819	No Service until, 1341, 1509,1819	No Service until, 1341, 1501,1806	Merseytravel
	266	GARSTON CIRCULAR	Hourly from 0737 until 1637	Hourly from 0837 until 1737	No Service	HTL Buses
Long Lane (Dinesen Road)	80/80E	SPEKE (Morrisons Store)	0747 then every 20mins until 0707,0728,0748	0747 then every 20mins until 0707,0728,0748	No Service	ARRIVA
	80A	LIVERPOOL JOHN LENNON AIRPORT	0718,0733,0753,0816,0836,0856 then every 20mins until 1916,1928,1953 then every 30mins until 1223	0733,0753,0816,0836,0856 then every 20mins until 1916,1928,1953 then every 30mins until 1223	0758,0828,0858,0928,0958 then every 20mins until 1858,1923,1953 then every 30mins until 1223	ARRIVA
	201	Speke (Morrisons Store)	No Service until, 1603,1733,2007	No Service until, 1603,1733,2007	No Service until, 1552,1709,2007	Merseytravel
	288	Garston Circular	0759 then every hour until 1759	0759 then every hour until 1859	No Service	HTL Buses

Brodie Avenue (Long Lane)	80	CITY CENTRE (Liverpool One)	0610,0633,0653,0713,0733,0750 then every 20mins until 1830	0610,0633,0653,0713,0733,0750 then every 20mins until 1830	No Service	Arriva
	80A	CITY CENTRE (Liverpool One)	0626,0644,0704,0724,0744,0801,0821,0841 then every 20mins until 1841,1858 then every 30mins until 2228, 2258	0626,0644,0704,0724,0744,0801,0821,0841 then every 20mins until 1841,1858 then every 30mins until 2228, 2258	0728.0759,0828,0858 then every 20mins until 1858, then every 30mins until 2228, 2258	ARRIVA
	201	ROYAL LIVERPOOL HOSPITAL	No Service until, 1342, 1510,1820	No Service until, 1342, 1510,1820	No Service until, 1342, 1502,1807	Merseytravel
Brodie Avenue (Shirley Road)	80/80E	SPEKE (Morrisons Store)	0746 then every 20mins until 0706,0727,0747	0746 then every 20mins until 0706,0727,0747	No Service	ARRIVA
	80A	LIVERPOOL JOHN LENNON AIRPORT	0717,0732,0752,0815,0835,0855 then every 20mins until 1915,1927,1952 then every 30mins until 1222	0732,0752,0815,0835,0855 then every 20mins until 1915,1927,1952 then every 30mins until 1222	0757,0827,0857,0927,0957 then every 20mins until 1857,1922,1952 then every 30mins until 1222	ARRIVA
	201	Speke (Morrisons Store)	No Service until, 1602,1732,2006	No Service until, 1602,1732,2006	No Service until, 1551,1708,2006	Merseytravel

Heath Road (Clifton Court)	266	Garston Circular	0738 then every hour until 1638	0838 then every hour until 1738	No Service	HTL Buses
Heath Road (Stamfordham Drive)	288	Garston Circular	0758 then every hour until 1758	0758 then every hour until 1858	No Service	HTL Buses

APPENDIX G – SITE LAYOUT PLANS AND SWEPT PATH ANALYSIS



Proposed dwelling

Proposed dwelling to be built opposite hand

Proposed brick built garage

Proposed garage space

Common areas of shared drives in contrasting material or chipped tarmac to differentiate

Brindle block paving.

Proposed 1.8m high feather edge boarded timber screen fence

Proposed 1.8m high feather edge boarded timber screen fence with P.C.C. posts & gravel boards

Proposed 1.8m high screen wall

Proposed 1.1m High Railings

Proposed 0.45m high timber post & rail divisional fence

Existing hedge to be retained

Existing hedge to be removed

Existing tree to be retained

Existing tree to be removed

Brick Type	Roof Tile	Door Colour
	Russell Grampian Slate Grey	Black

RIDGE TILE - Redtard or similar approved Angular grey ridge tile
 MORTAR - Natural with 3mm recessed joint
 WINDOW FRAME - White UPVC with horizontal bar
 FRENCH DOORS - White UPVC
 STONE SILLS - Buff astute to front elevation only
 RAINWATER GOODS & SVPs - Polytype 1/2 round gutters & circular downspouts in black
 EBONY STAINED TIMBER - Gutter boards/fascia/soffits/cladding where applicable
 WHITE PAINTED TIMBER - Gallows brackets/balustrades/spindles
 BLACK UPVC - Fascia & soffits to GPC canopy roof & reformed dormers to be provided by manufacturer
 WHITE UPVC - Cladding to u/s of front entrance porches
 METER BOXES - To be painted black and sealed with black plastic sealant
 PAVING FLINGS - 600 x 600 Marshalls Grey pre-cast slabs
 STONE CHIPPINGS - Cotswold chippings laid at a depth of 100mm by 200mm wide

REV	DESCRIPTION	DATE	INIT



Morris Homes (Group) Limited
Morland House
Altrincham Road
Wilmslow
Cheshire SK9 5NW
Tel: (01625) 544 444
Fax: (0845) 833 1845

Job. Title

GREENHILL ROAD, LIVERPOOL

Dwg. Title

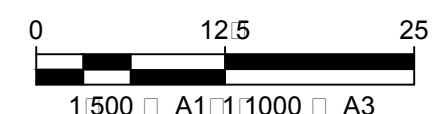
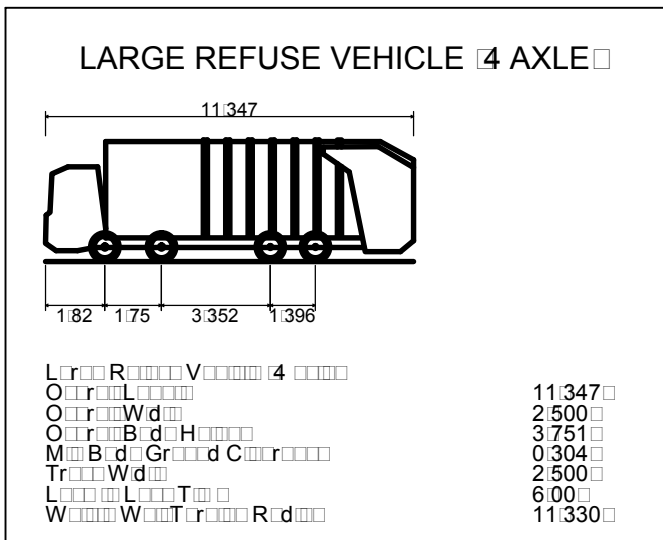
PLANNING LAYOUT

date	drawn	checked	scale	dwg.no	rev
MAY 14	RGE		1:500 @ A1	N276/P/PL01	-



NOTES

1. ALL WORKS TO BE EXECUTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS : THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS : DESIGN MANUAL FOR ROADS AND BRIDGES : TRAFFIC SIGNS MANUAL AND LOCAL COUNCIL GUIDELINES :.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE. ALL LEVELS ARE IN METRES AND RELATE TO ORDNANCE DATUM.
3. DO NOT SCALE FROM ANY DRAWING : WORK TO FIGURED DIMENSIONS ONLY. ANY DISCREPANCIES IN DIMENSIONS ARE TO BE REFERRED TO THE DESIGNER BEFORE WORK IS PUT TO HAND.
4. ALL DIMENSIONS AND LEVELS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO PREPARING ANY WORKING DRAWINGS OR COMMENCING ON SITE.
5. ALL WORKS BY THE CONTRACTOR MUST BE CARRIED OUT IN SUCH A WAY THAT ALL REQUIREMENTS UNDER THE HEALTH AND SAFETY AT WORK ACT ARE SATISFIED.
6. ALL WORK IS TO BE CARRIED OUT IN COMPLIANCE WITH THE REQUIREMENTS OF THE STATUTORY AUTHORITIES AND CONSTRUCTION DESIGN AND MANAGEMENT REGULATIONS.



ISSUE/REVISION

□	10/07/2014	FIRST ISSUE
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60323405

SHEET TITLE

SWEPT PATH ANALYSIS TRACKING REFUSE VEHICLE INTERNAL LAYOUT

SHEET NUMBER

60323405 D 0000 002