

Pure Padel Clubs
Manchester Maccabi Community & Sports Centre
Bury Old Road, Prestwich
Transport Statement
240306/SK22401/TS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22401	TS	00	Draft for Comment	L Speers	LGS	23/02/2024
SK22401	TS	01	Updated Draft	L Speers	LGS	06/03/2024

1 Introduction

- 1.1 SK has been appointed by Pure Padel Clubs Limited to prepare a Transport Statement (TS) for a planning application for the erection of four covered padel courts, one pickleball court, a pavilion area and associated modifications to car and cycling parking at the Manchester Maccabi Community and Sports Centre off the A665 (Bury Old Road) in Prestwich. The proposed layout is attached as Appendix A.
- 1.2 The Local Highway Authority is Bury Metropolitan Borough Council (BMBC) and the assessment has been undertaken in line with pre-application comments received from BMBC and Transport for Greater Manchester (TfGM), and the following assessment/policy guidance:
- Bury Metropolitan Borough Council (1997), Bury Unitary Development Plan
 - Bury Metropolitan Borough Council (2007), SPD 12 Travel Plans in Bury
 - Bury Metropolitan Borough Council (2013), Consistency of UDP Policies with the National Planning Policy Framework
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - TRICS (2023), TRICS Good Practice Guidance 2024

2 Site Location & Local Highway Network

Site Location

- 2.1 The location of the site is shown on Figure 2.1. The site is located to the east of Bury Old Road and south of Heaton Park. The site is within good proximity to the existing residential community, including Blackley, Broughton Park, Crumpsall, Heaton Park, Higher Blackley, Prestwich and Sedgley Park.

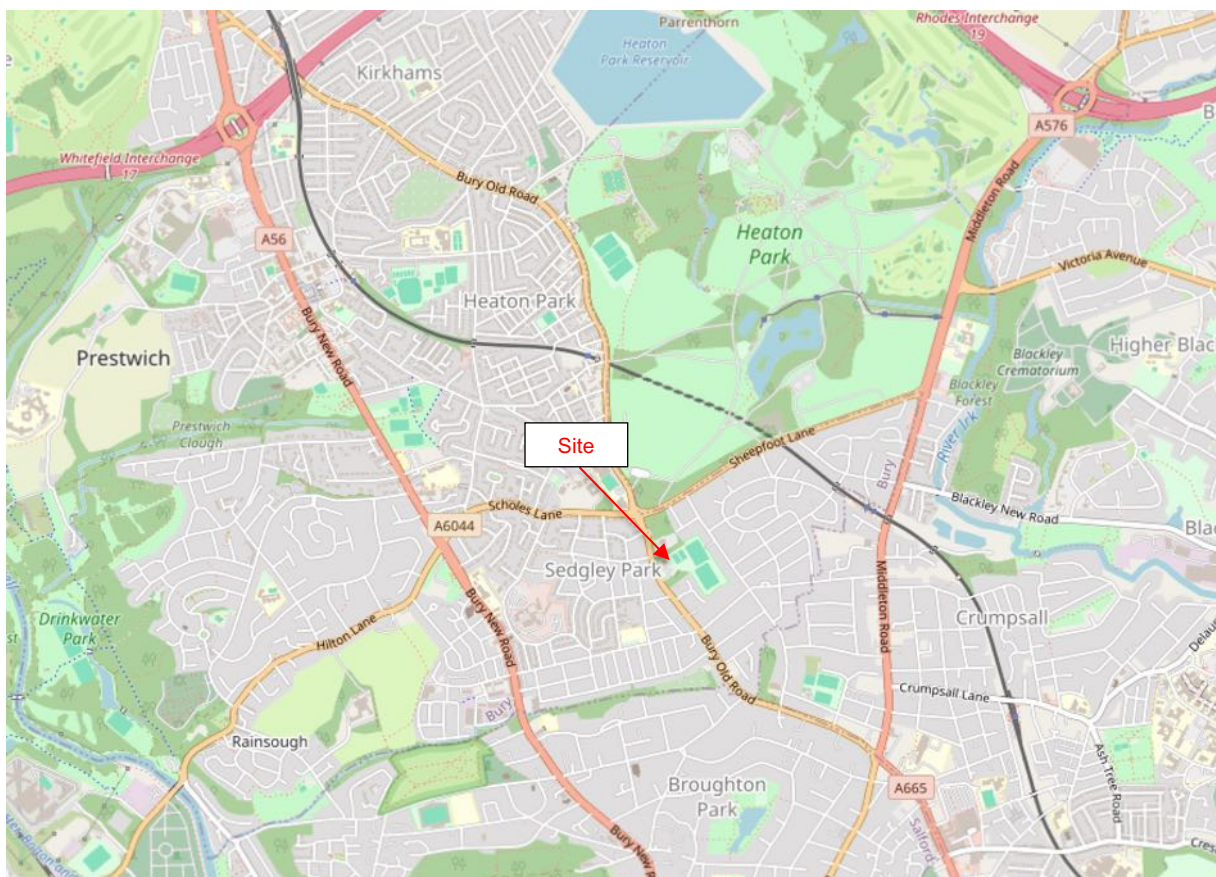


Figure 2.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

Baseline Site Use

- 2.2 The site is occupied by the Manchester Maccabi Community and Sports Centre and comprises of two buildings and external playing pitches (two football pitches and two 5-A-Side pitches).
- 2.3 The Centre has provided information on typical weekly activities held at the site and these are replicated in Table 2.1.

Day	Activities
Monday	9:30-11:30: Little Kickers 12:00-13:00: Physio Sessions Afternoon Football Sessions (from 16:00) 16:30-17:30: Little Kickers 19:00-22:00: Martial Arts
Tuesday	9:30-10:30: Keep Fit 12:00-13:00: Physio Sessions Afternoon Football Sessions (from 16:00) 18:00-22:00: Table Tennis
Wednesday	9:00-12:00: Knitting Group 12:00-13:00: Physio Sessions 14:15-15:15: Pilates Afternoon Football Sessions (from 16:00) 17:00-18:00: After School Club 18:00-20:00: Drama Club 19:00-22:00: Martial Arts
Thursday	10:15-11:15: Pilates 12:00-13:00: Physio Sessions Afternoon Football Sessions (from 16:00) 18:00-19:00: Martial Arts
Friday	Building Closed Afternoon Football Sessions (from 16:00)
Saturday	Building Closed Morning Football Sessions (to 13:00)
Sunday	Morning and Afternoon Football Sessions 08:00-15:30: Little Kickers 18:00-20:00 Karate

Table 2.1: Existing Site Activities
 [source: Manchester Maccabi Community & Sports Centre]

- 2.4 The Centre is occasionally rented for private functions, such as children's' parties, etc.
- 2.5 The Centre has confirmed that the busiest days at the site occur on Wednesday afternoons from 4pm and all day on Sunday.
- 2.6 The site is accessed from a simple priority junction onto Bury Old Road. As shown in the layout in Appendix B, the access comprises a 6.1m carriageway with 2m footways along either side. The junction with Bury Old Road is of a simple bellmouth form with circa 10m corner radii.
- 2.7 There are currently 63 parking spaces, including five disabled spaces, on site.
- 2.8 Refuse and servicing activity currently occurs within the site.

Highway Network Audit

- 2.9 Adopted highway information has been obtained from [BMBC's interactive map](#) and an extract is shown as Figure 2.2.¹ The mapping confirms that there are no Public Rights of Way (PRoW) routes crossing the site.

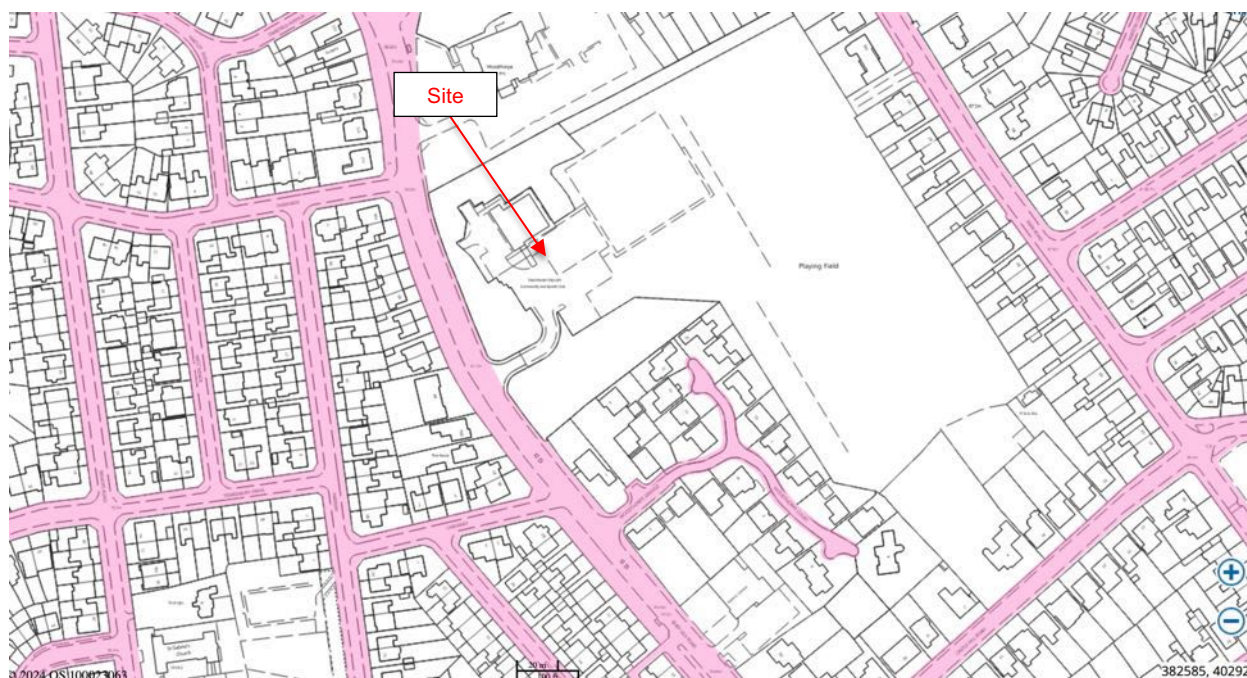


Figure 2.2: Adopted Highway
[source: Bury Metropolitan Borough Council]

- 2.10 As noted earlier, access to the site is provided from a simple priority junction onto Bury Old Road. The site access junction has 2m wide footways on both sides of the road and tactile paving/dropped kerbs.
- 2.11 In the vicinity of the site, Bury Old Road is a 10m wide road with 2m wide footway fronting the site and 7.5m footway on the western side. The road is subject to a 30mph speed limit and street lighting is present. White line hatching is present in the centre of the road outside the site. Bury Old Road is part of the Key Route Network (KRN).
- 2.12 Just to the south of the site a pedestrian refuge crossing with dropped kerbs and tactile paving is in place and continuing south a further pedestrian refuge crossing is in place south of the Woodthorpe Grange junction of the same style. A signalised crossing is in place north of the junction with King's Road. Bury Old Road is a bus route corridor and bus stops are in place to the north and south of the site. To the north of the site a shared bus and cycle lane is provided (northbound) which continues northbound to the junction with the A6044 (Scholes Lane/Sheepfoot Lane).
- 2.13 The side roads off Bury Old Road, close to the site have dropped kerbs/tactile paving.
- 2.14 To the north of the site, Bury Old Road meets Scholes Lane and Sheepfoot Lane at a signalised junction. Controlled crossings are provided at all arms of the junction and advanced cycle stop lines and cycle lanes are provided.
- 2.15 To the south of the site, Bury Old Road continues towards Cheetham Hill.

¹ <https://www.bury.gov.uk/online-maps>

Traffic Regulation Orders

- 2.16 Traffic Regulation Orders (TRO) are in place on Bury Old Road in the vicinity of the site in the form of double yellow line controls. Loading controls are in place (single kerb blips) during the peak hours (07:30-09:30 and 16:00-18:30/Monday-Friday).

3 Baseline Traffic & Parking Conditions

Traffic Surveys

- 3.1 To coincide with peak baseline activity at the site advised by the applicant, peak activity associated with the proposed development, and the weekday PM network peak period, a traffic survey was undertaken at the site access junction for the following periods:
- Sunday 11 February: 07:30-19:00
 - Wednesday 14 February: 16:00-21:00
- 3.2 The survey recorded all vehicles entering and leaving the site during periods above and also turning movements at the site access junction.
- 3.3 The survey data is attached as Appendix C.

Site Access Junction Traffic Flows

- 3.4 The survey data shows that the highway network (total junction) peak occurs as follows:
- Wednesday: 16:45-17:45
 - Sunday: 13:15-14:15
- 3.5 The peak hour survey data for the site access junction has been converted to Passenger Car Units (pcu) based on the following factors:
- Cycle: 0.2
 - Motorcycle: 0.4
 - Car/LGV: 1.0
 - OGV1: 1.5
 - OGV2: 2.3
 - Bus: 2.0
- 3.6 The peak hour survey data (in pcu) is shown in the flow charts in Appendix D.

Surveyed Site Traffic Flows

- 3.7 The survey data shows that the site use peak occurs at:
- Wednesday: 18:00-19:00
 - Sunday: 13:15-14:15
- 3.8 Table 3.1 provides a summary of the site traffic flows during the site use peaks and junction/network peak (in vehs).

Survey Day	Peak Hour	Site Traffic Flows (in vehs)		
		In	Out	Total
Wednesday Junction Peak	16:45-17:45	23	23	46
Wednesday Site Use Peak	18:00-19:00	45	36	81
Sunday Junction Peak	13:15-14:15	53	43	96
Sunday Site Use Peak	13:15-14:15	53	43	96

Table 3.1: Site Traffic Flows
[source: Traffic Sense]

Surveyed Parking Demand

- 3.9 The survey company recorded the starting occupancy of the site car park prior to the start of each survey period. Then the total vehicles entering and leaving the site were recorded to allow the parking demand every 15 minutes to be calculated and the maximum parking demand to be established using a parking accumulation method. Appendix C shows the survey data and parking accumulation data provided by the survey company.
- 3.10 The survey company reported that there was no evidence of site users parking off-site.
- 3.11 The parking survey shows that a maximum demand for 31 spaces occurs on a Wednesday at 18:45 and a maximum demand for 36 spaces occurs on a Sunday at 14:45. The existing parking demand is accommodated within the site, with spare capacity available.

Road Safety Patterns

- 3.12 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.² The TfGM database states that the current data available is for five years to 31st December 2023.
- 3.13 An extract of the TfGM database is provided at Figure 3.1.
- 3.14 The database shows that there have been no collisions at the site access junction during the period assessed.
- 3.15 Close to the site, a single collision has occurred to the north of the site access. The collision was classified as slight and occurred in 2022.
- 3.16 A single collision has occurred at the junction of Bury Old Road with Parksway. The collision was classified as slight and occurred in 2020.
- 3.17 A single collision has occurred to the south of the junction of Bury Old Road with Woodthorpe Grange. The collision was classified as slight and occurred in 2021.
- 3.18 The TfGM database shows that Bury Old Road carries nearly 19,000 vehicles per day. The number, severity, and frequency of collisions close to the site not significant when considered in the context of the prevailing traffic conditions. None of the accidents appear to relate directly to the site access junction.

² <https://www.gmtu.gov.uk/gmaccidents/>

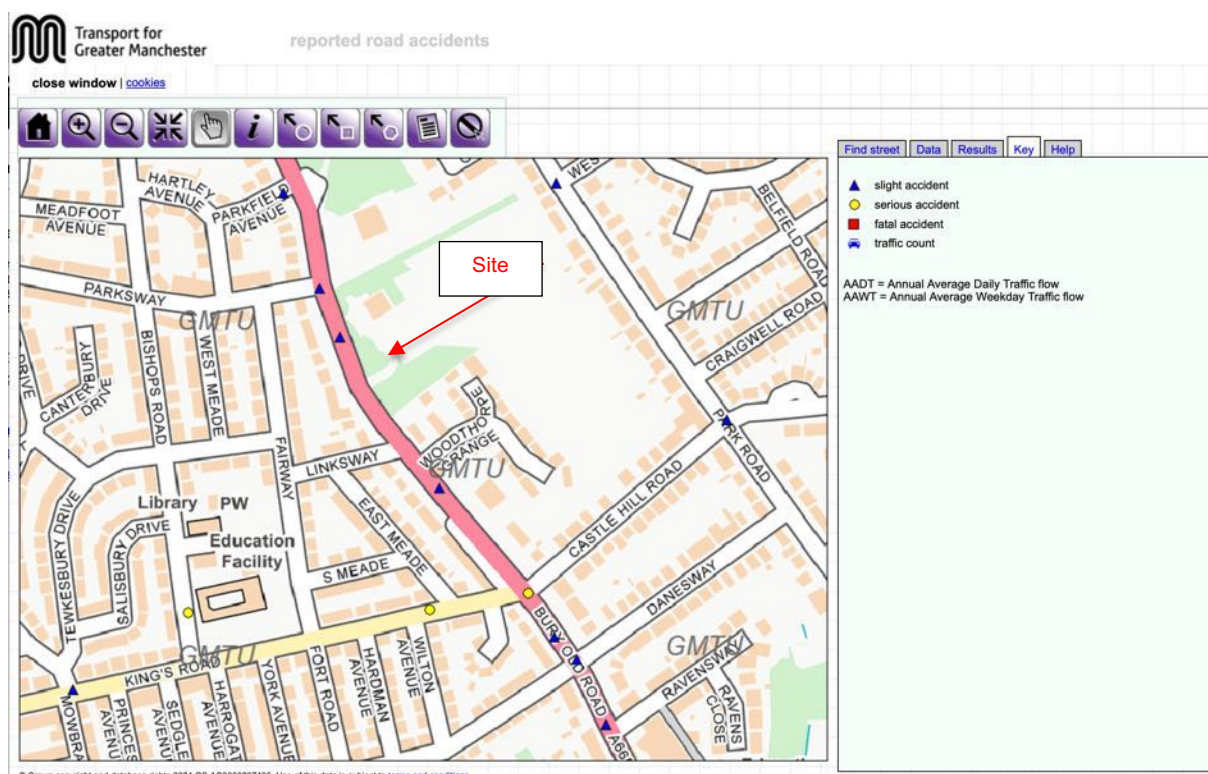


Figure 3.1: Road Safety
[source: Transport for Greater Manchester]

4 Proposed Development

- 4.1 The proposed layout is attached as Appendix A.
- 4.2 The planning application seeks permission for the erection of four covered padel courts, one uncovered pickleball court, pavilion building, canopied social area, and associated modifications to car and cycling parking. The pavilion building will provide changing areas, toilets, seating, and storage.
- 4.3 Vehicle and pedestrian access to the site will be retained from the existing location and arrangement, as shown in Appendix B. Appendix B shows that visibility splays of 2.4m x 43m are available at the junction with the low boundary treatment to the site, visibility splays are shown on the topographic survey base. A dropped kerb crossing with tactile paving is provided at the junction.
- 4.4 The car park will be modified to provide 78 parking spaces, an increase of 15 spaces at the site. The layout includes five disabled spaces (6% provision). The appropriateness of the parking level is considered later in this report.
- 4.5 14 of the spaces will be provided to EV standard, with two spaces provided at the outset and the ducting provided for the remainder.
- 4.6 All parking areas conform with standard geometric parameter with spaces measuring 2.4m x 4.8m and with a clear 6m aisle behind each space for manoeuvring.
- 4.7 A cycle store is proposed with space for six stands (12 spaces).
- 4.8 A Travel Plan will be adopted at the site and an interim version has been prepared for the planning application. The Interim Travel Plan is attached as Appendix E.
- 4.9 Servicing arrangements will remain the same and swept path analysis has been undertaken to show that large vehicles can access and egress the site in a forward gear. The swept paths are attached as Appendix F.

5 Accessibility Assessment

Active Travel Routes

- 5.1 Plan 1 shows the pedestrian infrastructure serving the site.
- 5.2 2m footways are provided into the site from the site access junction with Bury Old Road and a dropped kerb crossing point with tactile paving is provided at the access. In the vicinity of the site, Bury Old Road has 2m+ wide footways on both sides. Just to the south of the site a pedestrian refuge crossing is in place and continuing south a further pedestrian refuge crossing is in place south of the Woodthorpe Grange junction, each of which features dropped kerb crossings with tactile paving. A signalised crossing is in place north of the junction with King's Road. The side roads off Bury Old Road close to the site have dropped kerbs/tactile paving.
- 5.3 To the north of the site, Bury Old Road meets Scholes Lane and Sheepfoot Lane at a signalised junction. Controlled crossings are provided at all arms of the junction and advanced cycle stop lines and cycle lanes are provided.
- 5.4 Figure 5.1 shows an extract of the cycle network serving the site from the [TfGM website](https://tfgm.pindarcreative.co.uk).³ This shows that the site relates well to marked cycle routes on Bury Old Road, traffic calmed residential street routes and traffic free routes through Heaton Park.

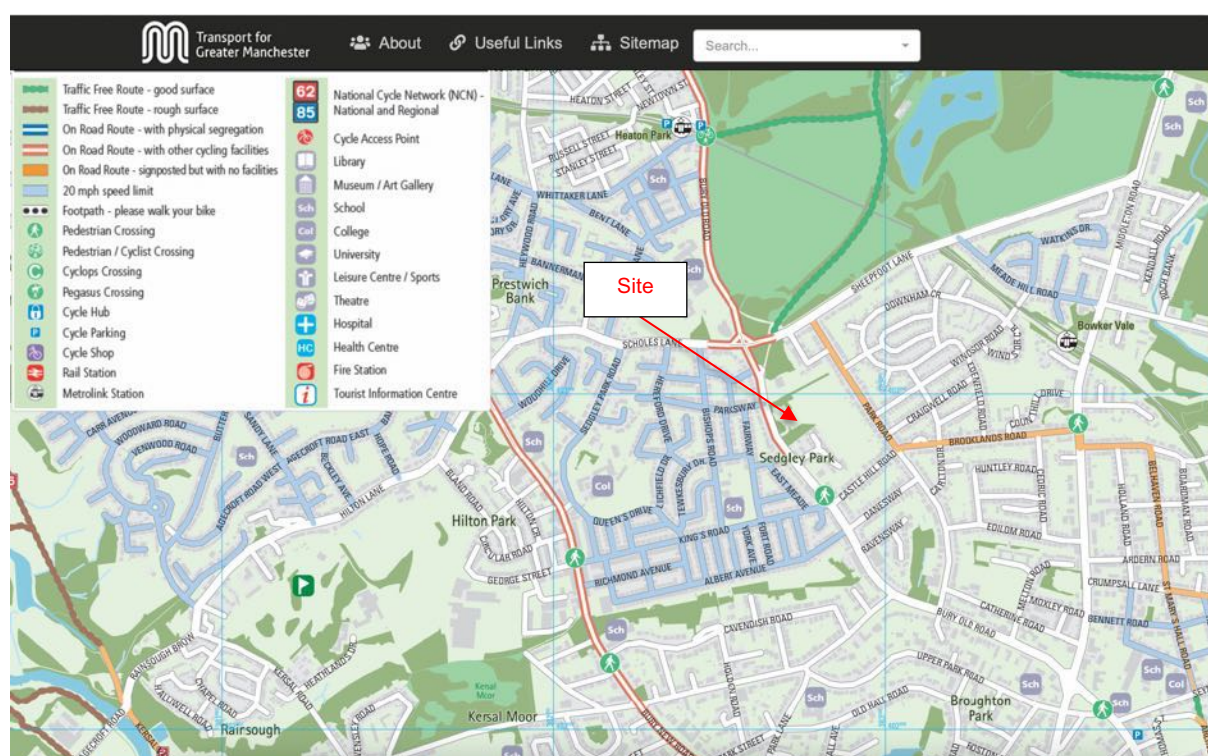


Figure 5.1: Cycle Network
[source: Transport for Greater Manchester]

- 5.5 Figure 5.2 shows an extract of [the Bee Network map](https://mappinggm.org.uk/bee-network/).⁴ This shows the site also relates well to routes identified as part of the Bee Network.

³ <https://tfgm.pindarcreative.co.uk>

⁴ <https://mappinggm.org.uk/bee-network/>

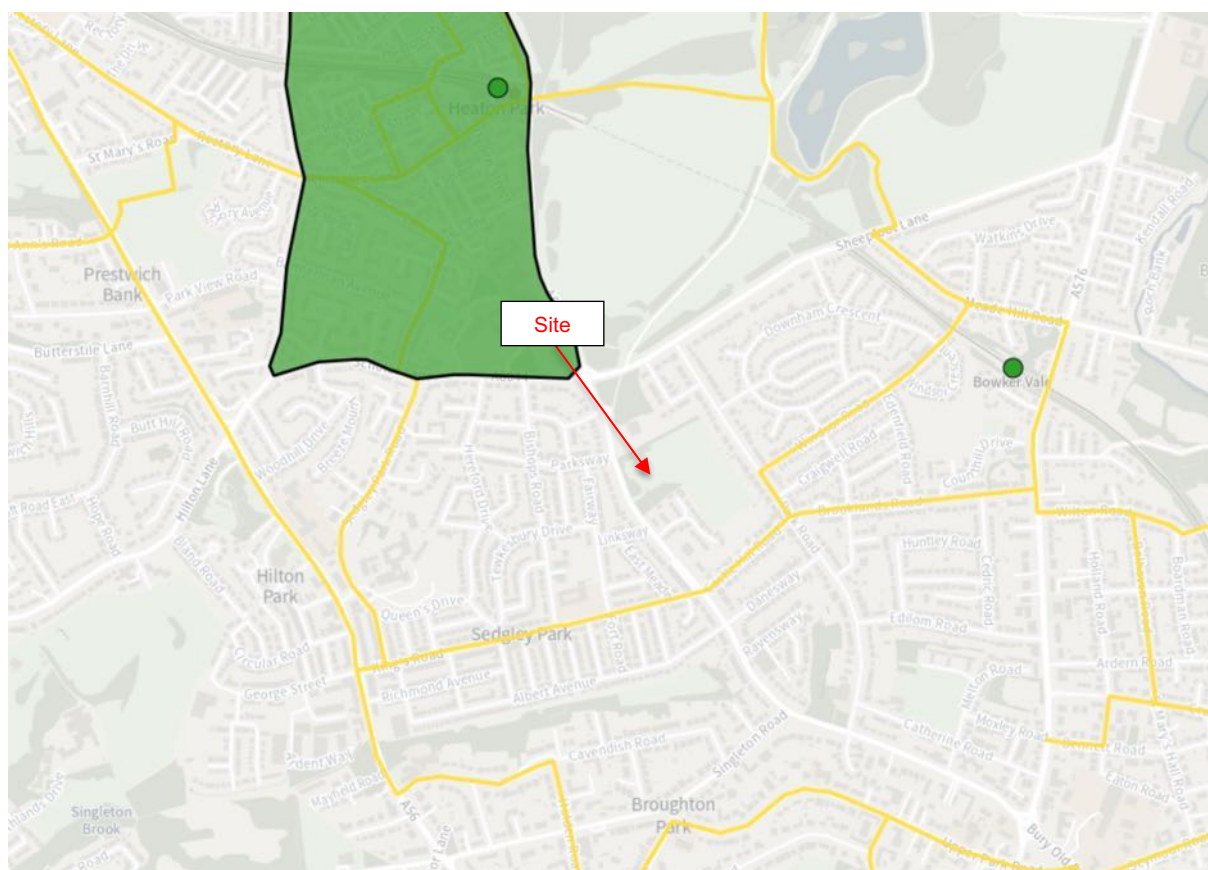


Figure 5.2: Cycle Network
[source: Mapping GM]

- 5.6 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations, such as the local residential community in this instance.
- 5.7 It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). TfGM also supports 15-Minute City principles, whereby people can live, work, and play within a 15-minute active travel walk. Figure 5.3 shows 15- and 25-minute walking isochrones from the site.

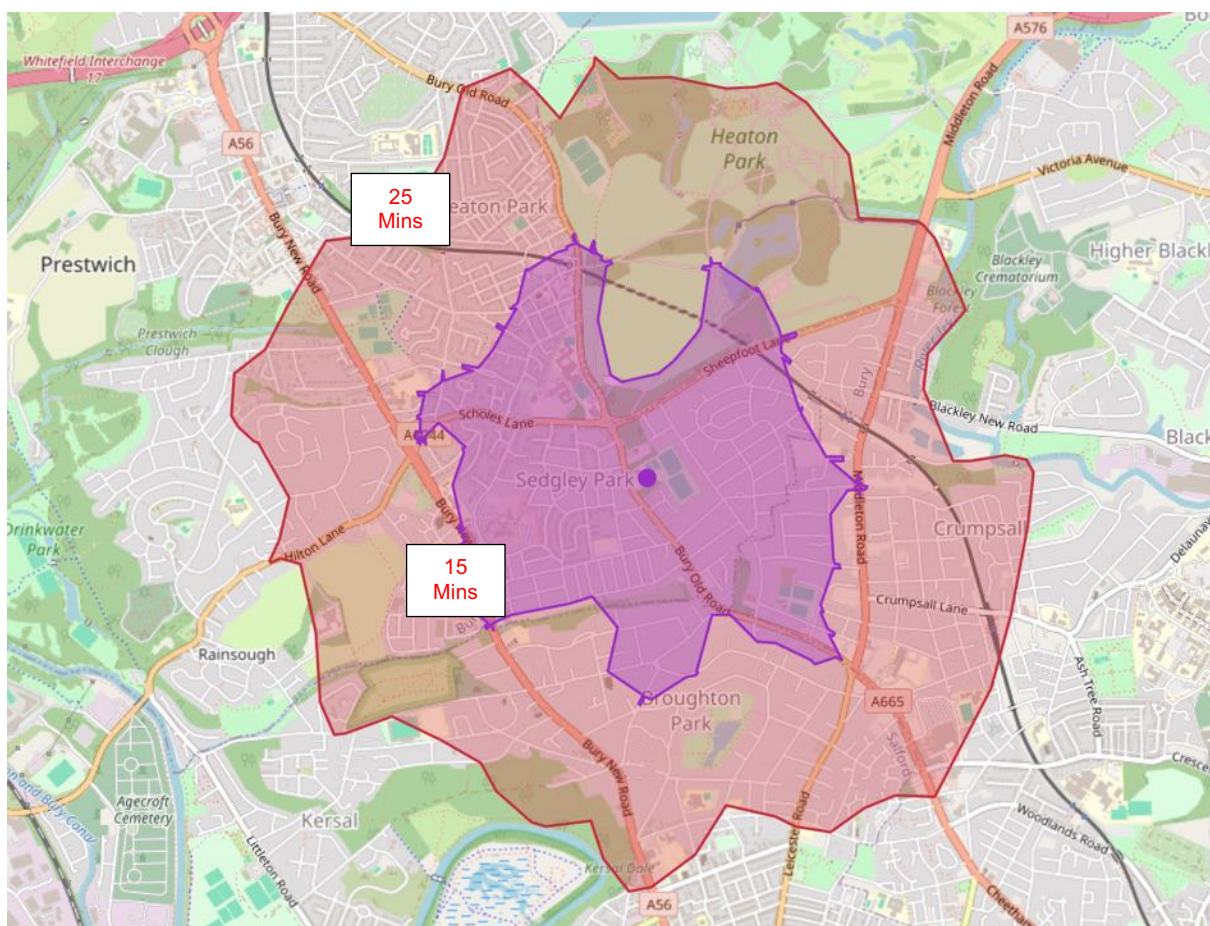


Figure 5.3: Walking Isochrones

[source: ISO4app and OpenStreetMap Foundation licensed under the [Open Database License](#)]

- 5.8 Figure 5.3 shows that within a 15-minute walk of the site access can be gained to residential properties in Sedgley Park, Sedgley Park Primary School, St Monica's High School, local centre uses on Bury New Road and Heaton Park. Within a 25-minute walk of the site access can be gained to residential properties in Heaton Park, Prestwich, Crumpsall, Broughton Park, Kersal Moor, King David High School, and local centre uses on Cheetham Hill Road.
- 5.9 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site to residential areas and other local amenities. The proposed development includes a secure cycle store and a Travel Plan will be adopted to promote active travel choices.

Public Transport Routes

- 5.10 Plan 1 shows the public transport nodes closest to the site.
- 5.11 The nearest bus stops to the site are located 290m (3.5 minute walk) to the south on Bury Old Road and 350m (4.5 minute walk) to the north on Bury Old Road. Bus stops are also available on Scholes Lane, 400m from the site (5 minute walk). Existing pedestrian crossing infrastructure is in place to allow connections to northbound services. The nearest bus stops to the site are well lit and have shelters, seating, timetable information, flag pole and raised boarder facilities.
- 5.12 Table 5.1 provides a summary of the bus services using these stops available from the [TfGM website](#) at the time of preparing the report.⁵

⁵ <https://tfgm.com/public-transport/bus>

No.	Route	Stop	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
			Peak	Day	Evening	Saturday	Sunday
66	Prestwich – Pendlebury – Swinton – Eccles	Scholes Lane	1	1	Every 2 Hours	1	Every 2 Hours
94	Bury – Hollins – Prestwich – Higher Crumpsall	Bury Old Road	1	1	1	1	Every 2 Hours
135	Bury – Whitefield – Cheetham Hill – Manchester	Bury Old Road	6	6	3	6	4

Table 5.1: Bus Services
[source: Transport for Greater Manchester]

- 5.13 Table 5.1 shows that the site is served by circa eight buses per hour (each way) during the day from the nearest bus stops. Service 135 provides a turn-up-and-go frequency, with a bus every 10 minutes. Bus services are available in the evening and at the weekend at frequent intervals.
- 5.14 The site is located 1km (15 minute walk) from Heaton Park tram stop. [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁶
- 5.15 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site.⁷ A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility found in the city centre. The site has a GMAL of 5, which is a good level of accessibility in a suburban area.
- 5.16 The assessment confirms that the site is well served by existing public transport services. A Travel Plan will be adopted to promote public transport travel choices.

6 Trip Forecast

Development Trip Generation: Weekday

- 6.1 The development trip generation has been forecast using the [TRICS database](#).⁸ Trip rates for padel tennis facilities are not currently available on TRICS, so trip rates for tennis clubs have been used as the next closest alternative. The trip rates have been derived based on the following parameters:
- TRICS Land Use: 07 – Leisure – G – Tennis Clubs
 - Regions: Excluding Greater London, Northern Ireland & Republic of Ireland
 - Date Range: From 2000
 - Range: Default
 - Date: Weekdays
 - Locations: Suburban Area/Edge of Town

⁶ <https://tfgm.com/public-transport/tram>

⁷ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

⁸ <https://www.trics.org.uk/login.aspx>

- 6.2 To ensure a suitable number of survey sites are included in the sample, sites from the year 2000 have been included in the forecast.
- 6.3 The TRICS output is attached as Appendix G, with a summary of the weekday trip generation provided in Tables 6.1 and 6.2. The trip rates have been examined for the network peak hour, existing site use peak hour and the proposed development peak hour. The existing site use peak hour and the proposed development peak hours are the same (18:00-19:00).

	Person Trip Rate (per court)			Vehicle Trip Rate (per court)		
	In	Out	Total	In	Out	Total
1700-1800	2.821	2.536	5.357	1.536	1.196	2.732
1800-1900	3.214	3.054	6.268	2.018	1.589	3.607
	Public Transport Trip Rate (per court)			Pedestrian Trip Rate (per court)		
	In	Out	Total	In	Out	Total
1700-1800	0	0	0	0.411	0.429	0.84
1800-1900	0	0.036	0.036	0.357	0.179	0.536
	Cycle Trip Rate (per court)			OGV Trip Rate (per court)		
	In	Out	Total	In	Out	Total
1700-1800	0.018	0	0.018	0	0	0
1800-1900	0.054	0.018	0.072	0	0	0

Table 6.1: Weekday Trip Rates

	Person Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total
1700-1800	14	13	27	8	6	14
1800-1900	16	15	31	10	8	18
	Public Transport Trips			Pedestrian Trips		
	In	Out	Total	In	Out	Total
1700-1800	0	0	0	2	2	4
1800-1900	0	0	0	2	1	3
	Cycle Trips			OGV Trips		
	In	Out	Total	In	Out	Total
1700-1800	0	0	0	0	0	0
1800-1900	0	0	0	0	0	0

Table 6.2: Weekday Development Trips

Development Trip Generation: Weekend

- 6.4 A similar exercise has been undertaken to establish weekend development trips. The trip rates have been derived based on the following parameters:

- TRICS Land Use: 07 – Leisure – G – Tennis Clubs
- Regions: Excluding Greater London, Northern Ireland & Republic of Ireland

- Date Range: From 2000
- Range: Default
- Date: Weekend
- Locations: Suburban Area/Edge of Town

- 6.5 TRICS holds limited data for the weekend as weekends tend to be less critical in terms of network capacity, the best available data has been selected for use in the analysis and a comparison exercise has been undertaken to test the validity of the TRICS data based on the proportion of car users, this is described below.
- 6.6 The TRICS output is attached as Appendix G, with a summary provided in Tables 6.3 and 6.4. The trip rates for the network peak hour, existing site use peak hour and proposed development peak hour have been examined. As noted earlier, at the weekend the network peak hour and existing site use peak hour are the same.

	Person Trip Rate (per court)			Vehicle Trip Rate (per court)		
	In	Out	Total	In	Out	Total
0900-1000	6.25	1	7.25	3.5	1.75	5.25
1300-1400	1	2.5	3.5	0.75	2.25	3
	Public Transport Trip Rate (per court)			Pedestrian Trip Rate (per court)		
	In	Out	Total	In	Out	Total
0900-1000	0	0	0	0.75	0	0.75
1300-1400	0	0	0	0.25	0.25	0.5
	Cycle Trip Rate (per court)			OGV Trip Rate (per court)		
	In	Out	Total	In	Out	Total
0900-1000	0	0	0	0	0	0
1300-1400	0	0	0	0	0	0

Table 6.3: Weekend Trip Rates

	Person Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total
0900-1000	31	5	36	18	9	27
1300-1400	5	13	18	4	11	15
	Public Transport Trips			Pedestrian Trips		
	In	Out	Total	In	Out	Total
0900-1000	0	0	0	4	0	4
1300-1400	0	0	0	1	1	2
	Cycle Trips			OGV Trips		
	In	Out	Total	In	Out	Total
0900-1000	0	0	0	0	0	0
1300-1400	0	0	0	0	0	0

Table 6.4: Weekend Development Trips

Vehicle Trip Rate Calibration

- 6.7 To test the appropriateness of the trip rates, a review has been made of the journey purpose mode share data from the [National Travel Survey](#).⁹ In line with National Travel Survey guidance, data from 2019 has been used in the review. The National Travel Survey data is attached as Appendix H, with a summary provided below.

Mode	National Travel Survey Leisure	National Travel Survey Commuting
Walking	17%	13%
Cycling	2%	4%
Car Driver	39%	60%
Car Passenger	34%	8%
Motorcycle	0%	1%
Public Transport	5%	13%
Taxi	3%	1%

Table 6.5: Journey Purpose Mode Share
[source: National Travel Survey]

- 6.8 The National Travel Survey is based on data collected by the Department for Transport (DfT) from across England and Wales. To allow an understanding of the leisure trip mode share for the area within which the site sits reference has been made to Census mode share data for Bury 026. Census mode share data relates to commuting trips only and so would not be appropriate for use unadjusted in the assessment of a leisure use. However, it has been used as the basis of calculating the local mode share in conjunction with the National Travel Survey.
- 6.9 Census workplace population mode share data from [Nomis](#) has been used from 2011, as the 2021 data has not yet been released.¹⁰ The Census data is attached as Appendix H.

⁹ <https://www.gov.uk/government/collections/national-travel-survey-statistics>

¹⁰ <https://www.nomisweb.co.uk>

Mode	Census Commuting
Walking	14%
Cycling	1%
Car Driver	67%
Car Passenger	6%
Motorcycle	0%
Public Transport	10%
Taxi	2%

Table 6.6: Commuting Mode Share
[source: Nomis]

- 6.10 The local commuting car driver mode share and the national commuting car driver mode share has been used to derive a factor to uplift the national leisure car driver mode share to replicate local conditions (113%). The factor has then been applied to the national leisure car driver mode share (39%) to derive a local leisure car driver mode share (44%).
- 6.11 Table 6.7 shows the vehicle mode share derived from the TRICS forecast.

TRICS Mode Share: Weekday Data

1700-1800	51%
1800-1900	58%

TRICS Mode Share: Weekend Data

0900-1000	72%
1300-1400	86%

Table 6.7: TRICS Car Driver Mode Shares

- 6.12 Table 6.7 shows that the TRICS vehicle mode share data is substantially higher than the leisure car driver mode share derived for the assessment. Therefore, it is concluded that the TRICS trip rates provide a reasonably robust means of assessing the impact of the development.

Development Trip Distribution

- 6.13 As the existing site generates leisure trips, the distribution of site trips recorded during the traffic surveys has been used to assign the development trips to the network. The development distribution is shown in the flow charts in Appendix D.

Base Traffic Flows

- 6.14 In line with standard appraisal methods, the assessment considers a future year of five years post-planning submission (2029). The surveyed traffic flows have been growthed to 2029 using TEMPRO for the location in which the site sits (Bury 026). The latest version of TEMPRO has been used in the assessment ([version 8.1](#) released in December 2023).¹¹
- Weekday PM: 1.0481 (Core Growth)
 - Sunday: 1.0474 (Core Growth)

¹¹ <https://www.gov.uk/government/publications/tempro-downloads>

- 6.15 The TEMPRO growth has been applied to the surveyed ahead movements on Bury Old Road, as shown in the flow charts in Appendix D.

Base & Development Traffic Flows

- 6.16 The base and development traffic flows have been combined to form the with development flow scenario, as shown in the flow charts in Appendix D.

7 Impact Assessment

Traffic Impact

- 7.1 Table 7.1 provides a summary of the traffic flows that will be generated by the proposed development.

Scenario	In	Out	Total
Weekday 1700-1800	8	6	14
Weekday 1800-1900	10	8	18
Weekend 0900-1000	18	9	27
Weekend 1300-1400	4	11	15

Table 7.1: Traffic Impact

- 7.2 To allow a robust assessment, the development trip forecast does not allow for any linked trip effects between existing activity at the site and the proposed development.
- 7.3 Table 7.1 shows that the proposed development will not generate a significant level of traffic during the weekday PM peak periods and weekend peak periods, with traffic flows beneath 30 vehicles per hour.
- 7.4 Notwithstanding the above, the junction has been assessed using PICADY for all of the forecast scenarios.

Weekday Site Access Operation

- 7.5 PICADY has been used to assess the operation of the site access junction for the base and with development scenarios. The PICADY output is attached as Appendix I, with a summary provided in Table 7.2.

Approach	2029 1645-1745 Base		2029 1645-1745 With Dev		2029 1800-1900 Base		2029 1800-1900 Base	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
From Site	0.06	0	0.08	0	0.10	0	0.12	0
Right turn to Site	0.03	0	0.04	0	0.03	0	0.04	0

Table 7.2: Weekday Site Access Operation

- 7.6 The assessment shows that the junction is expected to operate well within capacity in the future year scenario and that this will continue to be the case with the proposed development.

Weekend Site Access Operation

- 7.7 The PICADY output is attached as Appendix I, with a summary provided in Table 7.3.

Approach	2029 0900-100 Base		2029 0900-1000 With Dev		2029 1315-1415 Base		2029 1315-1415 Base	
	RFC	Queue	RFC	Queue	RFC	Queue	RFC	Queue
From Site	0.05	0	0.07	0	0.12	0	0.16	0
Right turn to Site	0.00	0	0.01	0	0.05	0	0.06	0

Table 7.3: Weekend Site Access Operation

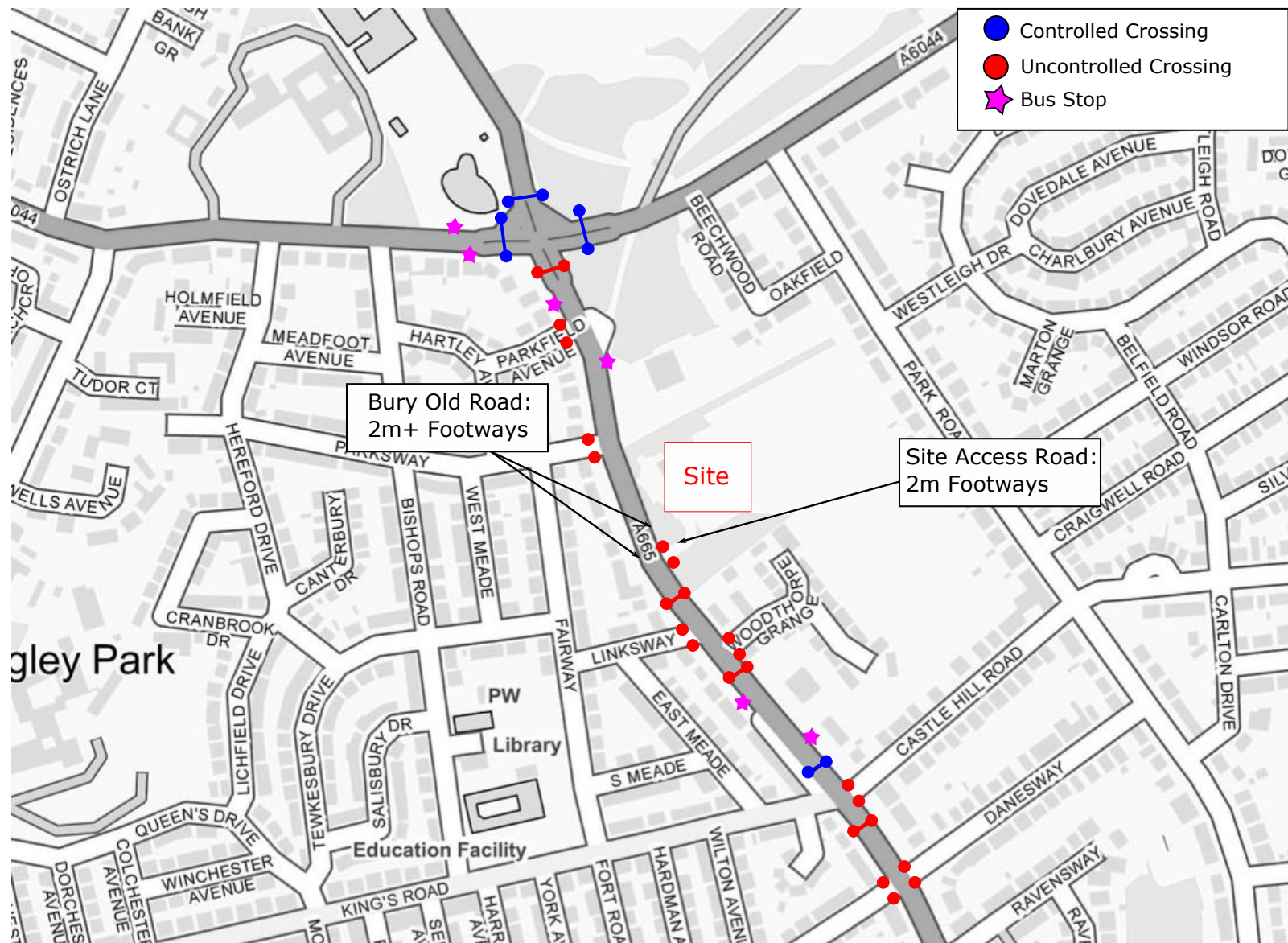
- 7.8 The assessment shows that the junction is expected to operate well within capacity in the future year scenario and that this will continue to be the case with the proposed development.

Parking Assessment

- 7.9 The TRICS forecast has been used to calculate a parking accumulation associated with the proposed new uses at the site. This shows a maximum demand for 14 spaces on a weekday (occurring at the evening) and maximum demand for 20 spaces on a weekend (occurring at lunchtime). The parking accumulation is attached as Appendix J.
- 7.10 The modified parking area provides space for 78 cars which is more than sufficient to accommodate existing and future demand levels.
- 7.11 Based on the above, the development will not result in overspill parking on the KRN.

8 Conclusions

- 8.1 SK has been appointed to prepare a TS that examines the impact of introducing four padel courts, one pickleball court, a pavilion and associated modifications to car and cycling parking at the Manchester Maccabi Community and Sports Centre off the A665 (Bury Old Road) in Prestwich.
- 8.2 The TS has been prepared in line with standard appraisal methods and includes the elements requested by the Local Highway Authority during pre-application discussions.
- 8.3 An accessibility assessment has been undertaken that the site occupies a sustainable location with opportunities to access by active and public transport modes. The site is shown to be served by frequent bus services and a GMAL of 5. The site is also served by existing crossing infrastructure and cycle facilities. The development includes a cycle store and a Travel Plan.
- 8.4 Parking surveys were undertaken at the site and traffic surveys at the site access junction during key periods of existing activity on a weekday PM and Sunday. The parking surveys show that the car park is currently operating under capacity and that the baseline operation of the site access is satisfactory.
- 8.5 A multimodal development trip generation exercise has been undertaken using data from the TRICS database. The development trips have been distributed onto the network in line with surveyed patterns of movement. The TS concludes that the site access will continue to operate satisfactorily during all of the periods assessed, which include the weekday PM network, site use and development use peak hours, and the weekend site use, development use and network peak hours.
- 8.6 A parking assessment has been undertaken based on an accumulation method. This shows that following the proposed modifications to the site car park that there will be sufficient space to accommodate both the existing site use and proposed site use parking demand.



SK Transport Planning Ltd
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www.sktransport.co.uk
0161 234 6509

Ref.	SK22401_PL01	Project Maccabi Community & Sports Centre		Rev.	-
Scale	NTS	Date	27.02.2024	Drawn	KT
				Check	LS
Title	PLAN 1: Sustainable Transport Infrastructure				
	© Crown Copyright and database rights 2024. OS AC0000813445				

Appendix A

Appendix B

84.0m

Manchester Maccabi
Community and Sports Club

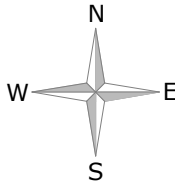
PARKING

PARKING

TOTAL - 78
PARKING
SPACES

Visibility splay 2.4m x 43m

EV - 2 - PHASE 2 ELECTRIC CAR CHARGING
POINTS - DUCTWORK TO BE INSTALLED IN
PHASE 1
EV - ELECTRIC CAR CHARGING POINTS
TO BE INSTALLED AS PART OF PHASE 1



81.2m

BURY OLD ROAD

Visibility splay 2.4m x 43m

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

NOTES

Measurements shown on
topographic survey base
Access to remain as existing

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22401-011

Manchester Maccabi
Drawing Title
Site Access Characteristics

Scale at A3
1:500

Drawn	Approved
JAT	LGS

Check	Date
LGS	22.02.24

Appendix C

LOCATION: MACCABI COMMUNITY CENTRE

PERIODO TOTAL	1	0	107	3	0	0	0	111	0	0	110	2	0	0	0	112	223
---------------	---	---	-----	---	---	---	---	-----	---	---	-----	---	---	---	---	-----	-----

LOCATION: MACCABI COMMUNITY CENTRE

20:45	0	0	0
21:00	2	4	7

VEHICLES PARKED AT 2100:

LOCATION: MACCABI COMMUNITY CENTRE



Manual Classified Turning Counts, Manchester

DATE: WEDNESDAY 14TH FEBRUARY 2024

LOCATION: BURY OLD ROAD / MACCABI COMMUNITY CENTRE

VEHICLES FROM BURY OLD ROAD NORTH																	TOTAL MOVEMENT FROM AREA
TIME / CLASS	LEFT TO MACCABI COMMUNITY CENTRE										STRAIGHT TO BURY OLD ROAD						
	RDAL (DUAL)	MOTOR (DUAL)	DR T&B	LDV	DDV1	DDV2	R/L (DUAL)	TOTAL	RDAL (DUAL)	MOTOR (DUAL)	DR T&B	LDV	DDV1	DDV2	R/L (DUAL)	TOTAL	
16:00 - 16:15	0	0	0	0	0	0	0	0	0	103	5	1	0	2	111	111	
16:15 - 16:30	0	0	0	0	0	0	0	0	0	119	3	0	0	0	122	122	
16:30 - 16:45	0	0	0	0	0	0	0	1	0	138	11	0	0	3	149	149	
16:45 - 17:00	0	0	3	1	0	0	4	0	0	137	9	0	0	3	149	151	
PERIOD TOTAL	0	0	3	1	0	0	4	1	0	350	29	1	0	5	385	386	
17:00 - 17:15	0	0	4	0	0	0	4	2	0	119	3	0	1	0	125	129	
17:15 - 17:30	0	0	0	0	0	0	0	0	0	130	7	1	0	4	142	142	
17:30 - 17:45	1	0	0	0	0	0	1	5	0	124	10	0	0	3	142	143	
17:45 - 18:00	0	0	15	0	0	0	15	1	0	140	1	0	0	1	141	158	
PERIOD TOTAL	1	0	19	0	0	0	20	8	0	513	21	1	1	8	553	572	
18:00 - 18:15	0	0	9	0	0	0	9	4	0	133	10	0	0	1	148	157	
18:15 - 18:30	0	0	7	0	0	0	7	0	0	119	6	0	0	4	129	136	
18:30 - 18:45	0	0	0	0	0	0	0	1	0	121	8	1	0	0	131	131	
18:45 - 19:00	0	0	32	1	0	0	33	0	0	121	8	0	0	4	133	146	
PERIOD TOTAL	0	0	48	1	0	0	49	5	0	404	32	1	0	9	446	476	
19:00 - 19:15	0	0	4	0	0	0	4	0	0	104	8	0	0	3	115	119	
19:15 - 19:30	0	0	1	0	0	0	1	0	0	103	8	0	0	1	111	112	
19:30 - 19:45	0	0	2	0	0	0	2	0	0	101	4	0	0	0	105	107	
19:45 - 20:00	0	0	6	0	0	0	6	0	0	111	8	0	0	2	121	127	
PERIOD TOTAL	0	0	13	0	0	0	13	0	0	420	28	0	0	6	458	460	
20:00 - 20:15	0	0	0	0	0	0	0	1	2	66	7	1	0	4	80	80	
20:15 - 20:30	0	0	0	0	0	0	0	0	0	72	2	0	0	0	74	74	
20:30 - 20:45	0	0	0	0	0	0	0	0	0	58	4	0	0	5	67	67	
20:45 - 21:00	0	0	1	0	0	0	1	0	0	54	2	0	0	3	59	58	
PERIOD TOTAL	0	0	1	0	0	0	1	0	0	248	15	1	0	12	278	280	
PERIOD TOTAL	1	0	64	1	0	0	65	13	0	1163	112	4	1	42	1348	1416	

survey and presentation by **trafficsense** Ltd.

Manual Classified Turning Counts, Manchester

DATE: WEDNESDAY 14TH FEBRUARY 2024

LOCATION: BURY OLD ROAD / MACCABI COMMUNITY CENTRE

VEHICLES FROM MACCABI COMMUNITY CENTRE																	TOTAL MOVEMENT FROM AREA
TIME / CLASS	LEFT TO BURY OLD ROAD SOUTH										RIGHT TO BURY OLD ROAD NORTH						
	RDAL (DUAL)	MOTOR (DUAL)	DR T&B	LDV	DDV1	DDV2	R/L (DUAL)	TOTAL	RDAL (DUAL)	MOTOR (DUAL)	DR T&B	LDV	DDV1	DDV2	R/L (DUAL)	TOTAL	
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45 - 17:00	0	0	4	1	0	0	5	0	0	0	3	0	0	0	0	3	
PERIOD TOTAL	0	0	4	1	0	0	5	0	0	0	3	0	0	0	0	6	
17:00 - 17:15	0	0	9	0	0	0	9	0	0	0	5	0	0	0	0	5	
17:15 - 17:30	0	0	3	0	0	0	3	0	0	0	1	0	0	0	0	1	
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17:45 - 18:00	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	2	
PERIOD TOTAL	0	0	13	0	0	0	13	0	0	0	7	0	0	0	0	7	
18:00 - 18:15	0	0	9	0	0	0	9	0	0	0	7	0	0	0	0	7	
18:15 - 18:30	0	0	5	0	0	0	5	0	0	0	4	0	0	0	0	4	
18:30 - 18:45	0	0	2	0	0	0	2	0	0	0	1	0	0	0	0	1	
18:45 - 19:00	0	0	4	0	0	0	4	0	0	0	4	0	0	0	0	4	
PERIOD TOTAL	0	0	20	0	0	0	20	0	0	0	16	0	0	0	0	16	
19:00 - 19:15	0	0	6	0	0	0	6	0	0	0	17	0	0	0	0	17	
19:15 - 19:30	0	0	6	0	0	0	6	0	0	0	1	0	0	0	0	1	
19:30 - 19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
PERIOD TOTAL	0	0	12	0	0	0	12	0	0	0	19	0	0	0	0	19	
20:00 - 20:15	0	0	8	0	0	0	8	0	0	0	10	1	0	0	0	11	
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45 - 21:00	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	2	
PERIOD TOTAL	0	0	10	0	0	0	10	0	0	0	23	1	0	0	0	24	
PERIOD TOTAL	0	0	52	1	0	0	53	0	0	0	56	1	0	0	0	57	

survey and presentation by **trafficsense** Ltd.

Manual Classified Turning Counts, Manchester

DATE: WEDNESDAY 14TH FEBRUARY 2024

LOCATION: BURY OLD ROAD / MACCABI COMMUNITY CENTRE

VEHICLES FROM BURY OLD ROAD SOUTH																		TOTAL MOVEMENT FROM AREA
TIME / CLASS	STRAIGHT TO BURY OLD ROAD								RIGHT TO MACCABI COMMUNITY CENTRE									
	RDAL (DUAL)	MOTOR (DUAL)	DR T&B	LDV	DDV1	DDV2	R/L (DUAL)	TOTAL	RDAL (DUAL)	MOTOR (DUAL)	DR T&B	LDV	DDV1	DDV2	R/L (DUAL)	TOTAL		
16:00 - 16:15	1	0	174	12	3	0	1	191	0	0	0	0	0	0	0	0	191	
16:15 - 16:30	0	0	180	16	1	0	2	200	0	0	0	0	0	0	0	0	200	
16:30 - 16:45	2	1	185	12	2	2	2	204	0	0	0	0	0	0	0	0	206	
16:45 - 17:00	2	0	182	12	2	0	0	196	0	0	9	1	0	0	0	10	206	
PERIOD TOTAL	5	1	541	32	5	2	2	588	0	0	9	1	0	0	0	10	594	
17:00 - 17:15	2	0	195	20	0	0	2	219	0	0	2	0	0	0	0	2	221	
17:15 - 17:30	2	0	187	12	0	0	3	204	0	0	1	0	0	0	0	1	205	
17:30 - 17:45	3	1	196	15	1	0	0	213	0	0	1	0	0	0	0	1	214	
17:45 - 18:00	1	0	168	14	1	0	1	185	0	0	3						188	
PERIOD TOTAL	8	1	746	61	4	0	6	824	0	0	5				0	7	831	
18:00 - 18:15	1	0	185	15	0	0	1	201	0	0	0	0	0	0	0	0	201	
18:15 - 18:30	1	1	137	8	1	0	3	152	0	0	0	0	0	0	0	0	152	
18:30 - 18:45	2	1	144	7	1	0	0	156	0	0	2	0	0	0	0	2	157	
18:45 - 19:00	2	0	145	7	0	0	0	152	0	0	0	0	0	0	0	0	152	
PERIOD TOTAL	6	1	574	30	2	0	4	610	0	0	2	0	0	0	0	2	612	
19:00 - 19:15	0	0	118	0	0	0	0	118	0	0	0	0	0	0	0	0	118	
19:15 - 19:30	1	0	115	7	0	0	4	137	0	0	0	0	0	0	0	0	137	
19:30 - 19:45	2	0	101	2	0	0	0	103	0	0	0	0	0	0	0	0	103	
19:45 - 20:00	0	0	99	5	0	0	0	104	0	0	0	0	0	0	0	0	104	
PERIOD TOTAL	3	0	433	22	0	0	4	469	0	0	0	0	0	0	0	0	469	
20:00 - 20:15	0	0	100	2	0	0	0	102	0	0	0	0	0	0	0	0	102	
20:15 - 20:30	0	0	113	6	0	0	0	119	0	0	0	0	0	0	0	0	119	
20:30 - 20:45	0	0	85	3	0	0	1	89	0	0	0	0	0	0	0	0	89	
20:45 - 21:00	0	0	78	5	0	0	0	83	0	0	0	0	0	0	0	0	83	
PERIOD TOTAL	0	0	366	21	0	0	4	388	0	0	0	0	0	0	0	0	392	
PERIOD TOTAL	18	2	1584	154	2	2	35	1824	0	0	41	0	0	0	0	41	1865	

Manual Classified Turning Counts, Manchester

DATE: WEDNESDAY 14th FEBRUARY 2024
LOCATION: BURY OLD ROAD / MACCABI COMMUNITY CENTRE

TIME / CLASS	VEHICLES FROM BURY OLD ROAD NORTH																TOTAL MOVEMENT FROM AREA
	LEFT TO MACCABI COMMUNITY CENTRE								STRAIGHT TO BURY OLD ROAD								
	0.2	0.4	1	1.5	2.3	2	100%	0.2	0.4	1	1.5	2.3	2	100%			
16:00 - 16:15	0	0	0	0	0	0	0	0	0	203	5	2	0	4	214	14	
16:15 - 16:30	0	0	0	0	0	0	0	0	0	119	3	0	0	0	122	122	
16:30 - 16:45	0	0	0	0	0	0	0	0	0	212	11	0	0	6	229	122	
16:45 - 17:00	0	0	3	1	0	0	0	4	0	0	137	9	0	0	6	152	105
PERIOD TOTAL	0	0	3	1	0	0	0	4	0	0	461	28	2	0	16	527	363
17:00 - 17:15	0	0	4	0	0	0	0	4	0	0	119	3	0	2	0	125	125
17:15 - 17:30	0	0	0	0	0	0	0	0	0	130	7	2	0	8	147	147	
17:30 - 17:45	0	0	0	0	0	0	0	0	1	0	124	10	0	0	6	141	141
17:45 - 18:00	0	0	15	0	0	0	0	15	0	0	140	1	0	0	2	143	143
PERIOD TOTAL	0	0	19	0	0	0	0	19	1	0	513	20	2	2	16	553	553
18:00 - 18:15	0	0	9	0	0	0	0	9	1	0	133	10	0	0	2	146	146
18:15 - 18:30	0	0	7	0	0	0	0	7	0	0	119	6	0	0	8	133	140
18:30 - 18:45	0	0	0	0	0	0	0	0	0	121	8	2	0	0	131	131	131
18:45 - 19:00	0	0	32	1	0	0	0	33	0	0	121	8	0	0	8	137	137
PERIOD TOTAL	0	0	48	1	0	0	0	49	1	0	494	32	2	0	18	546	546
19:00 - 19:15	0	0	4	0	0	0	0	4	0	0	104	8	0	0	6	118	118
19:15 - 19:30	0	0	1	0	0	0	0	1	0	0	103	8	0	0	2	113	113
19:30 - 19:45	0	0	2	0	0	0	0	2	0	0	101	4	0	0	0	105	105
19:45 - 20:00	0	0	6	0	0	0	0	6	0	0	111	8	0	0	4	123	123
PERIOD TOTAL	0	0	13	0	0	0	0	13	0	0	422	28	0	0	12	462	462
20:00 - 20:15	0	0	0	0	0	0	0	0	0	0	66	7	2	0	8	81	81
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	73	2	0	0	0	75	75
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	58	4	0	0	10	72	72
20:45 - 21:00	0	0	1	0	0	0	0	1	0	0	54	2	0	0	6	60	60
PERIOD TOTAL	0	0	1	0	0	0	0	1	0	0	249	15	2	0	24	286	286
PERIOD TOTAL	0	0	64	2	0	0	0	66	2	0	1163	125	4	2	40	1338	1338

survey and presentation by traffic**sense** Ltd.

Manual Classified Turning Counts, Manchester

DATE: WEDNESDAY 14th FEBRUARY 2024
LOCATION: BURY OLD ROAD / MACCABI COMMUNITY CENTRE

VEHICLES FROM		MACCABI COMMUNITY CENTRE														TOTAL MOVEMENT FROM AREA	
TIME / CLASS	LEFT TO BURY OLD ROAD SOUTH								RIGHT TO BURY OLD ROAD NORTH								
	0.2	0.4	1	1	1.5	2.3	2	100%	0.2	0.4	1	1	1.5	2.3	2		100%
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	4	1	0	0	0	5	0	0	3	0	0	0	0	0	8
PERIOD TOTAL	0	0	4	1	0	0	0	5	0	0	4	0	0	0	0	0	12
17:00 - 17:15	0	0	9	0	0	0	0	9	0	0	5	0	0	0	0	0	14
17:15 - 17:30	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	3
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	0	3
PERIOD TOTAL	0	0	13	0	0	0	0	13	0	0	7	0	0	0	0	0	20
18:00 - 18:15	0	0	9	0	0	0	0	9	0	0	7	0	0	0	0	0	16
18:15 - 18:30	0	0	5	0	0	0	0	5	0	0	4	0	0	0	0	0	9
18:30 - 18:45	0	0	2	0	0	0	0	2	0	0	1	0	0	0	0	0	3
18:45 - 19:00	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	0	8
PERIOD TOTAL	0	0	20	0	0	0	0	20	0	0	16	0	0	0	0	0	36
19:00 - 19:15	0	0	6	0	0	0	0	6	0	0	17	0	0	0	0	0	23
19:15 - 19:30	0	0	6	0	0	0	0	6	0	0	1	0	0	0	0	0	7
19:30 - 19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PERIOD TOTAL	0	0	12	0	0	0	0	12	0	0	18	0	0	0	0	0	30
20:00 - 20:15	0	0	8	0	0	0	0	8	0	0	10	1	0	0	0	0	19
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	4
PERIOD TOTAL	0	0	10	0	0	0	0	10	0	0	13	1	0	0	0	0	24
PERIOD TOTAL	0	0	52	1	0	0	0	53	0	0	60	1	0	0	0	0	114

survey and presentation by traffic**sense** Ltd.

Manual Classified Turning Counts, Manchester

DATE: WEDNESDAY 14th FEBRUARY 2024
LOCATION: BURY OLD ROAD / MACCABI COMMUNITY CENTRE

TIME / CLASS	VEHICLES FROM BURY OLD ROAD SOUTH																TOTAL MOVEMENT FROM AREA
	STRAIGHT TO BURY OLD ROAD								RIGHT TO MACCABI COMMUNITY CENTRE								
	0.2	0.4	1	1.5	2.3	2	100%	0.2	0.4	1	1.5	2.3	2	100%			
16:00 - 16:15	0	0	174	12	5	0	2	193	0	0	0	0	0	0	0	193	
16:15 - 16:30	0	0	180	16	2	0	4	212	0	0	0	0	0	0	0	212	
16:30 - 16:45	0	0	185	32	1	5	4	229	0	0	0	0	0	0	0	229	
16:45 - 17:00	0	0	182	12	3	0	0	197	0	0	9	1	0	0	0	207	
PERIOD TOTAL	0	0	621	62	8	7	10	712	0	0	9	1	0	0	0	731	
17:00 - 17:15	0	0	195	20	0	0	4	219	0	0	2	0	0	0	0	221	
17:15 - 17:30	0	0	187	12	0	0	6	205	0	0	1	0	0	0	0	206	
17:30 - 17:45	1	0	196	35	1	0	0	233	0	0	1	0	0	0	0	234	
17:45 - 18:00	0	0	168	14	2	0	0	184	0	0	3	0	0	0	0	187	
PERIOD TOTAL	1	0	566	81	3	0	10	661	0	0	5	0	0	0	0	666	
18:00 - 18:15	1	0	166	7	0	0	10	184	0	0	6	0	0	0	0	190	
18:15 - 18:30	0	0	137	6	2	0	8	153	0	0	1	0	0	0	0	154	
18:30 - 18:45	0	0	144	7	1	0	0	153	0	0	2	0	0	0	0	155	
18:45 - 19:00	0	0	127	14	0	0	4	145	0	0	7	0	0	0	0	152	
PERIOD TOTAL	2	0	444	36	3	0	26	511	0	0	16	0	0	0	0	527	
19:00 - 19:15	0	0	158	8	0	0	4	170	0	0	3	0	0	0	0	173	
19:15 - 19:30	0	0	125	7	0	0	8	140	0	0	0	0	0	0	0	140	
19:30 - 19:45	0	0	103	2	0	0	0	105	0	0	0	0	0	0	0	105	
19:45 - 20:00	0	0	89	5	0	0	8	102	0	0	5	0	0	0	0	107	
PERIOD TOTAL	0	0	471	28	0	0	26	525	0	0	8	0	0	0	0	533	
20:00 - 20:15	0	0	87	7	0	0	4	98	0	0	2	0	0	0	0	100	
20:15 - 20:30	0	0	112	6	0	0	0	118	0	0	0	0	0	0	0	118	
20:30 - 20:45	0	0	92	1	0	0	0	93	0	0	0	0	0	0	0	93	
20:45 - 21:00	0	0	76	5	0	0	2	83	0	0	1	0	0	0	0	84	
PERIOD TOTAL	0	0	365	19	0	0	6	392	0	0	3	0	0	0	0	395	
PERIOD TOTAL	6	0	2067	101	11	7	36	2428	0	0	43	0	0	0	0	2471	

survey and presentation by traffic**sense** Ltd.

Entry And Exit Counts, Manchester

DATE: SUNDAY 11th FEBRUARY 2024
LOCATION: MACCABI COMMUNITY CENTRE

TIME / CLASS	ENTERING										EXITING										TOTAL MOVEMENT FROM ARR
	PEAK CYCLE	MOTOR CYCLES	DR. TRAIL	LDV	DDV1	DDV2	BUS COACH	TOTAL	PEAK CYCLE	MOTOR CYCLES	DR. TRAIL	LDV	DDV1	DDV2	BUS COACH	TOTAL					
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 - 8:00	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	4			4	
8:00 - 8:15	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	7			7	
8:15 - 8:30	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	7			7	
HOURLY TOTAL	0	0	17	0	0	0	0	17	0	0	1	0	0	0	0	1	18			18	
8:30 - 8:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2			2	
8:45 - 9:00	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	2	4			4	
9:00 - 9:15	0	0	6	0	0	0	0	6	0	0	19	0	0	0	0	15	21			21	
9:15 - 9:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	5	15			15	
HOURLY TOTAL	0	0	14	0	0	0	0	14	0	0	18	0	0	0	0	18	32			32	
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3			3	
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1			1	
10:00 - 10:15	0	0	9	0	0	0	0	9	0	0	9	0	0	0	0	9	18			18	
10:15 - 10:30	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1			1	
HOURLY TOTAL	0	0	10	0	0	0	0	10	0	0	13	0	0	0	0	13	23			23	
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	
10:45 - 11:00	0	0	4	0	0	0	0	4	0	0	3	0	0	0	0	3	13			13	
11:00 - 11:15	0	0	3	0	0	0	0	3	0	0	1	0	0	0	0	1	4			4	
11:15 - 11:30	0	0	6	2	0	0	0	8	0	0	2	0	0	0	0	2	10			10	
HOURLY TOTAL	0	0	13	2	0	0	0	15	0	0	12	0	0	0	0	12	27			27	
11:30 - 11:45	0	0	7	1	0	0	0	8	0	0	0	0	0	0	0	0	8			8	
11:45 - 12:00	0	0	12	0	0	0	0	12	0	0	6	0	0	0	0	6	20			20	
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	
HOURLY TOTAL	0	0	15	1	0	0	0	16	0	0	8	0	0	0	0	8	28			28	
12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	2			2	
12:45 - 13:00	0	0	6	0	0	0	0	6	0	0	7	0	0	0	0	7	13			13	
13:00 - 13:15	1	0	8	0	0	0	0	9	0	0	13	0	0	0	0	13	22			22	
13:15 - 13:30	1	0	6	0	0	0	0	7	0	0	13	0	0	0	0	13	20			20	
HOURLY TOTAL	0	0	14	0	0	0	0	14	0	0	13	0	0	0	0	13	25			25	
13:30 - 13:45	0	0	8	0	0	0	0	8	0	0	9	0	0	0	0	9	17			17	
13:45 - 14:00	0	0	9	1	0	0	0	10	0	0	1	0	0	0	0	2	12			12	
14:00 - 14:15	0	0	28	0	0	0	0	28	0	0	19	0	0	0	0	19	47			47	
14:15 - 14:30	0	0	5	0	0	0	0	5	0	0	2	0	0	0	0	2	7			7	
HOURLY TOTAL	0	0	26	0	0	0	0	26	0	0	24	0	0	0	0	24	53			53	
14:30 - 14:45	0	0	5	0	0	0	0	5	0	0	7	0	0	0	0	7	12			12	
14:45 - 15:00	0	0	10	0	0	0	0	10	1	0	5	0	0	0	0	6	16			16	
15:00 - 15:15	0	0	2	0	0	0	0	2	0	0	12	0	0	0	0	12	14			14	
15:15 - 15:30	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	5			5	
HOURLY TOTAL	0	0	22	0	0	0	0	22	0	0	24	0	0	0	0	24	31			31	
15:30 - 15:45	0	0	6	0	0	0	0	6	0	0	7	0	0	0	0	7	13			13	
15:45 - 16:00	1	0	3	0	0	0	0	4	0	0	4	0	0	0	0	4	8			8	
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4			4	
16:15 - 16:30	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2			2	
HOURLY TOTAL	1	0	10	0	0	0	0	11	0	0	18	0	0	0	0	18	27			27	
16:30 - 16:45	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2			2	
16:45 - 17:00	0	0	10	0	0	0	0	10	0	0	1	0	0	0	0	1	11			11	
17:00 - 17:15	0	0	8	0	0	0	0	8	0	0	19	0	0	0	0	19	27			27	
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13			13	
HOURLY TOTAL	0	0	19	0	0	0	0	19	0	0	34	0	0	0	0	34	53			53	
17:30 - 17:45	0	0	11	0	0	0	0	11	0	0	2	0	0	0	0	2	13			13	
17:45 - 18:00	0	0	1	0	0	0	0	1	0	0	16	0	0	0	0	16	17			17	
18:00 - 18:15	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	3	6			6	
18:15 - 18:30	0	0	11	0	0	0	0	11	0	0	8	0	0	0	0	8	19			19	
HOURLY TOTAL	0	0	26	0	0	0	0	26	0	0	29	0	0	0	0	29	55			55	
18:30 - 18:45	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	4	8			8	
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	7	0	0	0	0	7	9			9	
HOURLY TOTAL	0	0	6	0	0	0	0	6	0	0	11	0	0	0	0	11	17			17	
PERIOD TOTAL	4	0	226	4	0	0	0	230	1	0	230	1	0	0	0	232	467			467	

survey and presentation by traffic sense Ltd.

Accumulation, Manchester

DATE: SUNDAY 11th FEBRUARY 2024
LOCATION: MACCABI COMMUNITY CENTRE

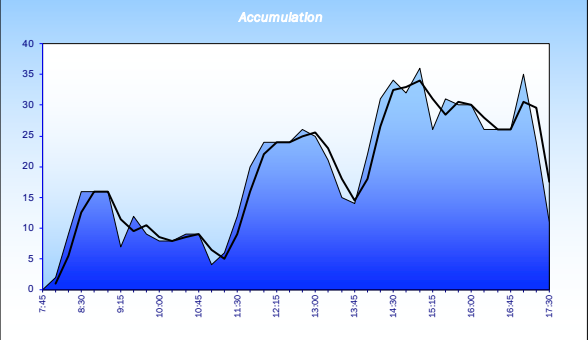
TIME	ENTERING	EXITING	ACCUMULATION
7:45	0	0	0
8:00	3	1	2
8:15	7	0	9
8:30	7	0	16
8:45	1	1	16
9:00	2	2	16
9:15	6	15	1
9:30	5	0	12
9:45	0	3	9
10:00	0	1	8
10:15	9	9	8
10:30	1	0	9
10:45	0	0	9
11:00	4	9	4
11:15	3	1	6
11:30	8	2	12
11:45	8	0	20
12:00	12	8	24
12:15	0	0	24
12:30	0	0	24
12:45	2	0	26
13:00	6	7	25
13:15	9	13	21
13:30	7	13	15
13:45	8	9	14
14:00	10	0	22
14:15	28	19	11
14:30	5	2	34
14:45	5	7	32
15:00	10	6	36
15:15	2	12	26
15:30	8	0	31
15:45	6	7	30
16:00	4	4	30
16:15	0	4	26
16:30	1	1	26
16:45	1	1	26
17:00	10	1	35
17:15	8	19	24
17:30	0	13	11
17:45	11	2	20
18:00	1	16	5
18:15	3	3	9
18:30	11	8	8
18:45	4	4	8
19:00	2	7	3

TOTAL PARKING SPACES 63

VEHICLES PARKED AT 07:30: 0
VEHICLES PARKED AT 19:00: 3

Accumulation, Manchester

DATE: SUNDAY 11th FEBRUARY 2024
LOCATION: MACCABI COMMUNITY CENTRE



0

0

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Manual Classified Turning Counts, Manchester

DATE: SUNDAY 11th FEBRUARY 2024

LOCATION: BURY OLD ROAD / MACCABI COMMUNITY CENTRE

VEHICLES FROM BURY OLD ROAD NORTH

TIME / CLASS	LEFT TO MACCABI COMMUNITY CENTRE									STRAIGHT TO BURY OLD ROAD									TOTAL MOVEMENT FROM ARM
	PEDAL CYCLES	MOTOR CYCLES	CAR	TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	PEDAL CYCLES	MOTOR CYCLES	CAR	TAXI	LGV	OGV1	OGV2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	28	6	1	0	0	0	35	35
7:45 - 8:00	0	0	3	0	0	0	0	0	3	2	0	51	5	0	0	0	0	58	61
8:00 - 8:15	0	0	6	0	0	0	0	0	6	1	0	31	3	0	0	2	0	37	43
8:15 - 8:30	0	0	6	0	0	0	0	0	6	0	0	38	1	0	0	1	0	40	46
HOURLY TOTAL	0	0	15	0	0	0	0	0	15	3	0	148	15	1	0	3	0	170	185
8:30 - 8:45	0	0	1	0	0	0	0	0	1	0	0	47	1	0	0	0	0	48	49
8:45 - 9:00	0	0	1	0	0	0	0	0	1	1	0	64	1	0	0	1	0	67	68
9:00 - 9:15	0	0	5	0	0	0	0	0	5	0	0	64	3	0	0	2	0	69	74
9:15 - 9:30	0	0	5	0	0	0	0	0	5	2	0	91	4	0	0	1	0	98	103
HOURLY TOTAL	0	0	12	0	0	0	0	0	12	3	0	266	9	0	0	4	0	282	294
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	1	115	7	1	0	1	0	125	125
9:45 - 10:00	0	0	0	0	0	0	0	0	0	1	1	92	5	0	0	1	0	100	100
10:00 - 10:15	0	0	9	0	0	0	0	0	9	1	1	102	5	0	0	0	0	109	118
10:15 - 10:30	0	0	1	0	0	0	0	0	1	3	1	88	13	0	0	2	0	107	108
HOURLY TOTAL	0	0	10	0	0	0	0	0	10	5	4	397	30	1	0	4	0	441	451
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	112	4	0	1	1	0	118	118
10:45 - 11:00	0	0	3	0	0	0	0	0	3	2	0	105	1	0	0	1	0	109	112
11:00 - 11:15	0	0	3	0	0	0	0	0	3	1	1	120	7	0	0	0	0	129	132
11:15 - 11:30	0	0	5	1	0	0	0	0	6	0	0	138	10	0	0	3	0	151	157
HOURLY TOTAL	0	0	11	1	0	0	0	0	12	3	1	475	22	0	1	5	0	507	519
11:30 - 11:45	0	0	5	1	0	0	0	0	6	3	0	105	11	0	0	1	0	120	126
11:45 - 12:00	0	0	6	0	0	0	0	0	6	4	0	132	10	0	0	1	0	147	153
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	140	3	0	0	1	0	144	144
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	123	7	0	0	2	0	132	132
HOURLY TOTAL	0	0	11	1	0	0	0	0	12	7	0	500	31	0	0	5	0	543	555
12:30 - 12:45	0	0	2	0	0	0	0	0	2	0	0	110	4	0	0	0	0	114	116
12:45 - 13:00	0	0	5	0	0	0	0	0	5	0	0	103	4	0	0	2	0	109	114
13:00 - 13:15	0	0	8	0	0	0	0	0	8	1	1	127	4	0	0	1	0	134	142
13:15 - 13:30	1	0	3	0	0	0	0	0	4	1	0	130	4	0	0	2	0	137	141
HOURLY TOTAL	1	0	18	0	0	0	0	0	19	2	1	470	16	0	0	5	0	494	513
13:30 - 13:45	0	0	6	0	0	0	0	0	6	1	0	134	9	0	0	0	0	144	150
13:45 - 14:00	0	0	4	0	0	0	0	0	4	0	0	152	4	0	0	3	0	159	163
14:00 - 14:15	0	0	10	0	0	0	0	0	10	1	2	121	5	1	0	1	0	131	141
14:15 - 14:30	0	0	1	0	0	0	0	0	1	0	2	101	8	0	0	0	0	111	112
HOURLY TOTAL	0	0	21	0	0	0	0	0	21	2	4	508	26	1	0	4	0	545	566
14:30 - 14:45	0	0	3	0	0	0	0	0	3	0	0	134	4	0	0	2	0	140	143
14:45 - 15:00	0	0	3	0	0	0	0	0	3	0	0	121	7	0	0	1	0	129	132
15:00 - 15:15	0	0	2	0	0	0	0	0	2	1	1	111	7	0	0	2	0	122	124
15:15 - 15:30	0	0	0	0	0	0	0	0	0	2	0	98	4	0	0	0	0	104	104
HOURLY TOTAL	0	0	8	0	0	0	0	0	8	3	1	464	22	0	0	5	0	495	503
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	103	10	0	0	1	0	114	114
15:45 - 16:00	0	0	2	0	0	0	0	0	2	3	0	95	5	0	0	2	0	105	107
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	105	2	0	0	1	0	108	108
16:15 - 16:30	0	0	0	0	0	0	0	0	0	2	0	113	10	1	0	0	0	126	126
HOURLY TOTAL	0	0	2	0	0	0	0	0	2	5	0	416	27	1	0	4	0	453	455
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	115	4	0	0	2	0	121	121
16:45 - 17:00	0	0	3	0	0	0	0	0	3	0	0	112	4	0	0	0	0	116	119
17:00 - 17:15	0	0	2	0	0	0	0	0	2	0	0	114	5	0	1	3	0	123	125
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	91	6	0	0	0	0	97	97
HOURLY TOTAL	0	0	5	0	0	0	0	0	5	0	0	432	19	0	1	5	0	457	462
17:30 - 17:45	0	0	6	0	0	0	0	0	6	1	0	97	3	0	0	2	0	103	109
17:45 - 18:00	0	0	1	0	0	0	0	0	1	2	0	95	5	0	0	1	0	103	104
18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	0	100	2	0	0	1	0	103	103
18:15 - 18:30	0	0	5	0	0	0	0	0	5	0	1	91	4	0	0	0	0	96	101
HOURLY TOTAL	0	0	12	0	0	0	0	0	12	3	1	383	14	0	0	4	0	405	417
18:30 - 18:45	0	0	0	0	0	0	0	0	0	1	1	84	3	0	0	1	0	90	90
18:45 - 19:00	0	0	2	0	0	0	0	0	2	0	0	79	4	0	0	0	0	83	85
HOURLY TOTAL	0	0	2	0	0	0	0	0	2	1	1	163	7	0	0	1	0	173	175
PERIOD TOTAL	1	0	127	2	0	0	0	0	130	37	13	4622	238	4	2	49	0	4965	5095

Manual Classified Turning Counts, Manchester

DATE: SUNDAY 11th FEBRUARY 2024

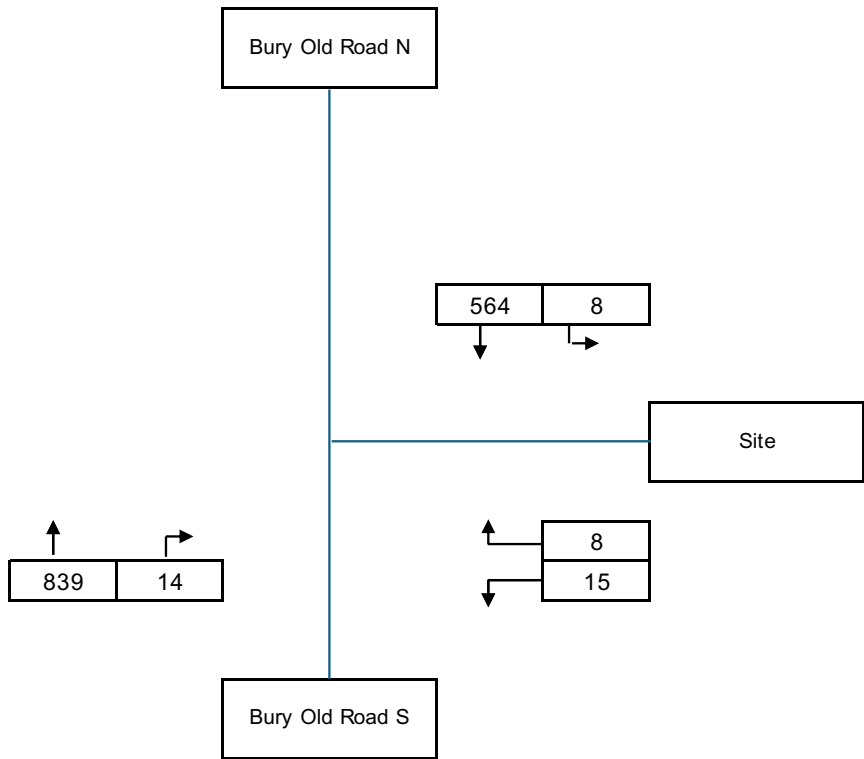
LOCATION: BURY OLD ROAD / MACCABI COMMUNITY CENTRE

VEHICLES FROM BURY OLD ROAD NORTH

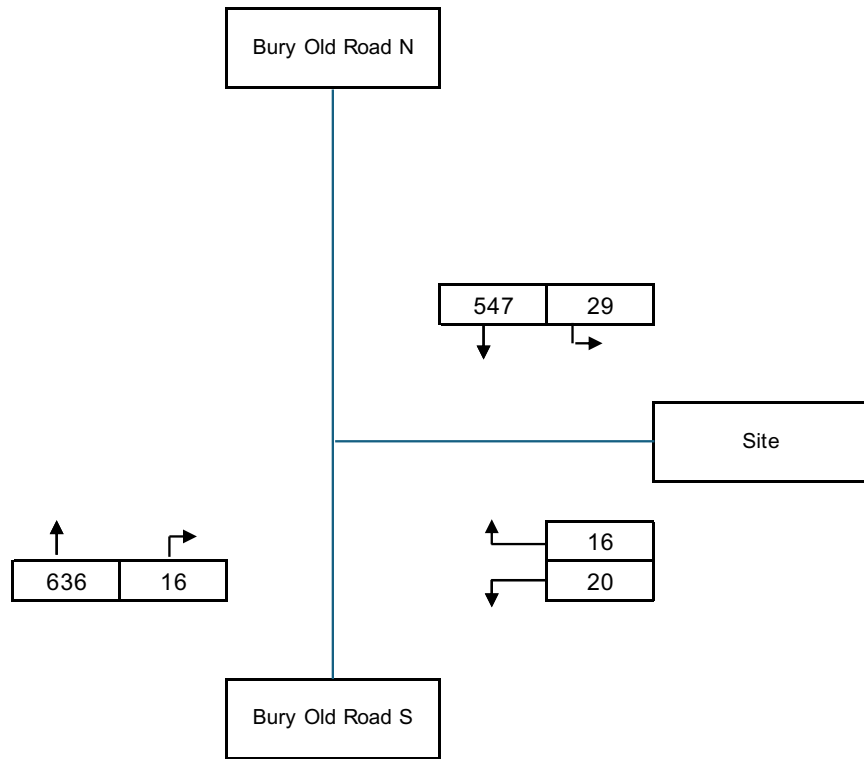
TIME / CLASS	LEFT TO MACCABI COMMUNITY CENTRE								STRAIGHT TO BURY OLD ROAD								TOTAL MOVEMENT FROM ARM
	0.2	0.4	1	1	1.5	2.3	2	TOTAL	0.2	0.4	1	1	1.5	2.3	2	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	28	6	2	0	0	36	36
7:45 - 8:00	0	0	3	0	0	0	0	3	0	0	51	5	0	0	0	56	59
8:00 - 8:15	0	0	6	0	0	0	0	6	0	0	31	3	0	0	4	38	44
8:15 - 8:30	0	0	6	0	0	0	0	6	0	0	38	1	0	0	2	41	47
HOURLY TOTAL	0	0	15	0	0	0	0	15	1	0	148	15	2	0	6	171	186
8:30 - 8:45	0	0	1	0	0	0	0	1	0	0	47	1	0	0	0	48	49
8:45 - 9:00	0	0	1	0	0	0	0	1	0	0	64	1	0	0	2	67	68
9:00 - 9:15	0	0	5	0	0	0	0	5	0	0	64	3	0	0	4	71	76
9:15 - 9:30	0	0	5	0	0	0	0	5	0	0	91	4	0	0	2	97	102
HOURLY TOTAL	0	0	12	0	0	0	0	12	1	0	266	9	0	0	8	284	296
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9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	92	5	0	0	2	100	100
10:00 - 10:15	0	0	9	0	0	0	0	9	0	0	102	5	0	0	0	108	117
10:15 - 10:30	0	0	1	0	0	0	0	1	1	0	88	13	0	0	4	106	107
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11:45 - 12:00	0	0	6	0	0	0	0	6	1	0	132	10	0	0	2	145	151
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	140	3	0	0	2	145	145
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	123	7	0	0	4	134	134
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12:30 - 12:45	0	0	2	0	0	0	0	2	0	0	110	4	0	0	0	114	116
12:45 - 13:00	0	0	5	0	0	0	0	5	0	0	103	4	0	0	4	111	116
13:00 - 13:15	0	0	8	0	0	0	0	8	0	0	127	4	0	0	2	134	142
13:15 - 13:30	0	0	3	0	0	0	0	3	0	0	130	4	0	0	4	138	141
HOURLY TOTAL	0	0	18	0	0	0	0	18	0	0	470	16	0	0	10	497	515
13:30 - 13:45	0	0	6	0	0	0	0	6	0	0	134	9	0	0	0	143	149
13:45 - 14:00	0	0	4	0	0	0	0	4	0	0	152	4	0	0	6	162	166
14:00 - 14:15	0	0	10	0	0	0	0	10	0	1	121	5	2	0	2	131	141
14:15 - 14:30	0	0	1	0	0	0	0	1	0	1	101	8	0	0	0	110	111
HOURLY TOTAL	0	0	21	0	0	0	0	21	0	2	508	26	2	0	8	546	567
14:30 - 14:45	0	0	3	0	0	0	0	3	0	0	134	4	0	0	4	142	145
14:45 - 15:00	0	0	3	0	0	0	0	3	0	0	121	7	0	0	2	130	133
15:00 - 15:15	0	0	2	0	0	0	0	2	0	0	111	7	0	0	4	123	125
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	98	4	0	0	0	102	102
HOURLY TOTAL	0	0	8	0	0	0	0	8	1	0	464	22	0	0	10	497	505
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	103	10	0	0	2	115	115
15:45 - 16:00	0	0	2	0	0	0	0	2	1	0	95	5	0	0	4	105	107
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	105	2	0	0	2	109	109
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	113	10	2	0	0	125	125
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18:00 - 18:15	0	0	0	0	0	0	0	0	0	0	100	2	0	0	2	104	104
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18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	84	3	0	0	2	90	90
18:45 - 19:00	0	0	2	0	0	0	0	2	0	0	79	4	0	0	0	83	85
HOURLY TOTAL	0	0	2	0	0	0	0	2	0	0	163	7	0	0	2	173	175
PERIOD TOTAL	0	0	127	2	0	0	0	129	7	5	4622	238	6	5	98	4981	5110

Appendix D

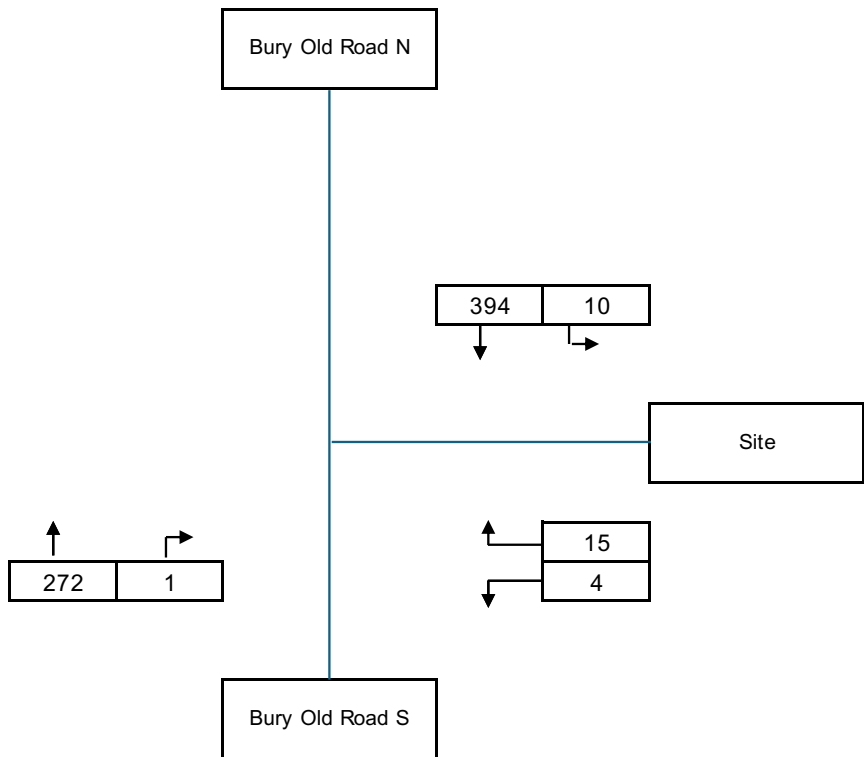
Manchester Maccabi Community & Sports Centre
2024 Weekday Network PM Peak - Observed Traffic Flows (in pcu)
[16:45 - 17:45]



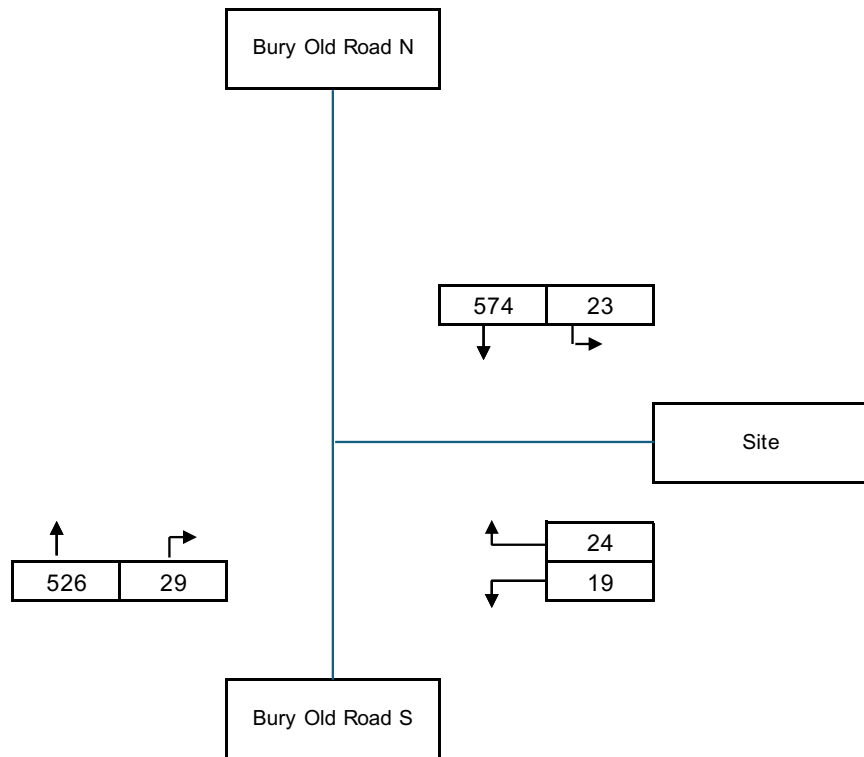
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2024 Weekday Site Use/Development Use Peak - Observed Traffic Flows (in pcu)
[18:00 - 19:00]



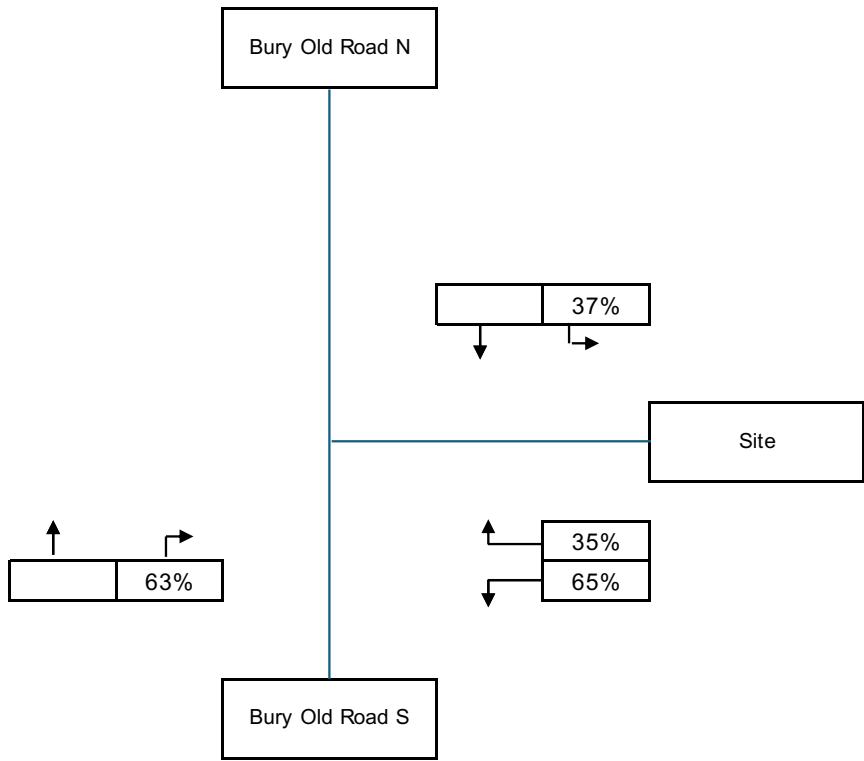
Manchester Maccabi Community & Sports Centre
2024 Weekend Development Use Peak - Observed Traffic Flows (in pcu)
[09:00 - 10:00]



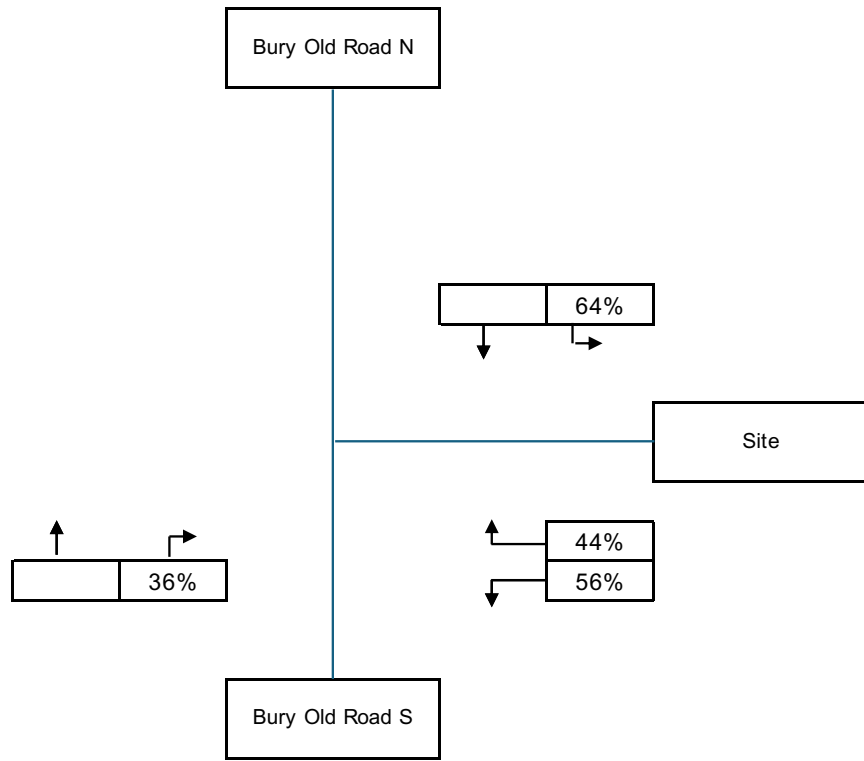
Manchester Maccabi Community & Sports Centre
2024 Weekend Network/Site Use Peak - Observed Traffic Flows (in pcu)
[13:15 - 14:15]



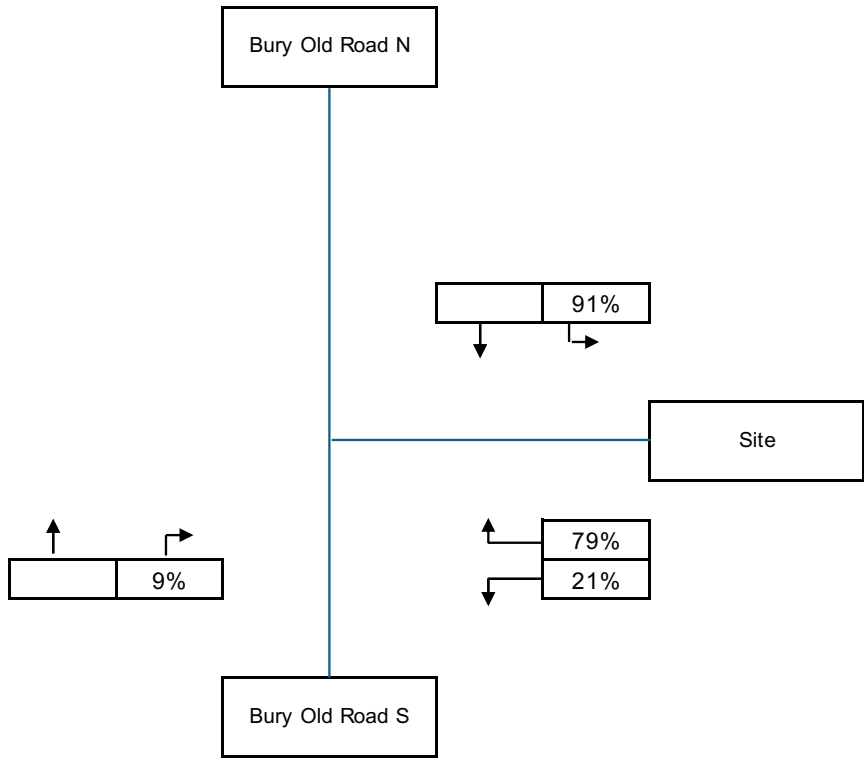
Manchester Maccabi Community & Sports Centre
2024 Weekday Network PM Peak - Distribution
[16:45 - 17:45]



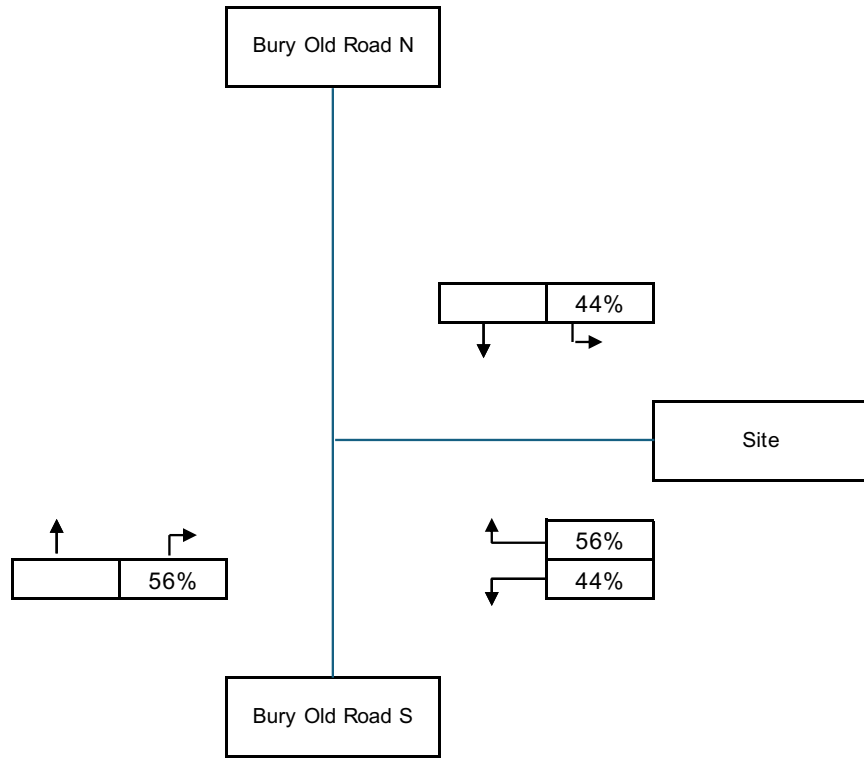
Manchester Maccabi Community & Sports Centre
2024 Weekday Site Use/Development Use Peak - Distribution
[18:00 - 19:00]



Manchester Maccabi Community & Sports Centre
2024 Weekend Development Use Peak - Distribution
[09:00 - 10:00]

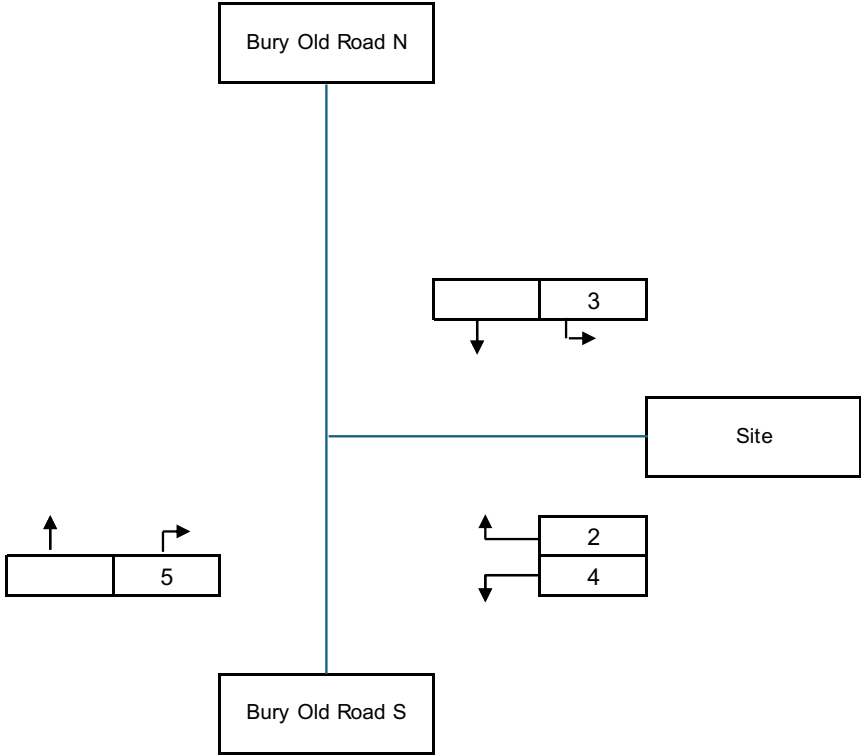


Manchester Maccabi Community & Sports Centre
2024 Weekend Network/Site Use Peak - Distribution
[13:15 - 14:15]



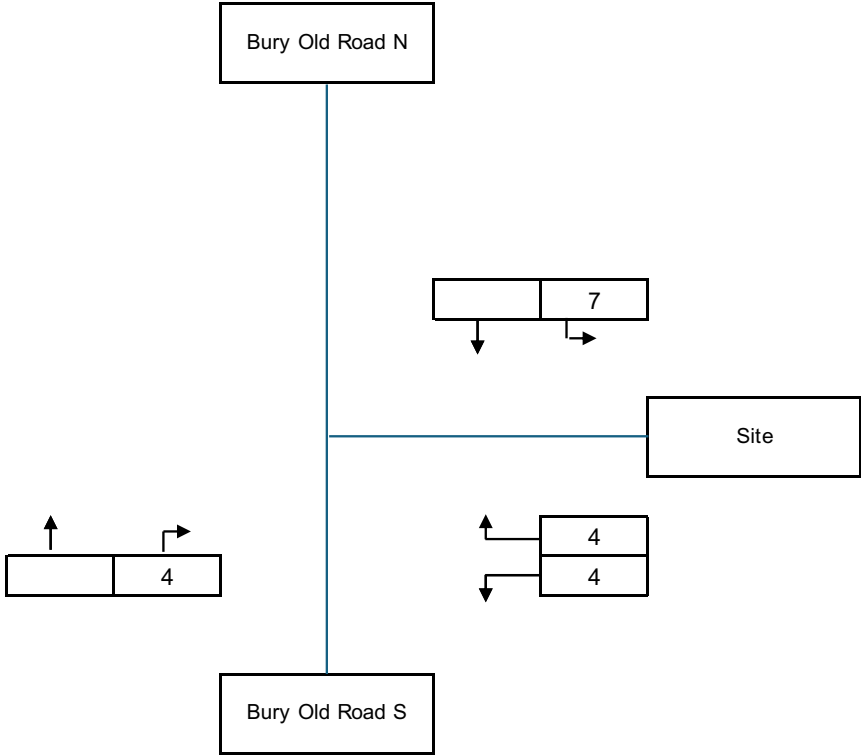
Manchester Maccabi Community & Sports Centre
2024 Weekday Network PM Peak - Development Traffic Flows
[16:45 - 17:45]

IN	OUT
8	6



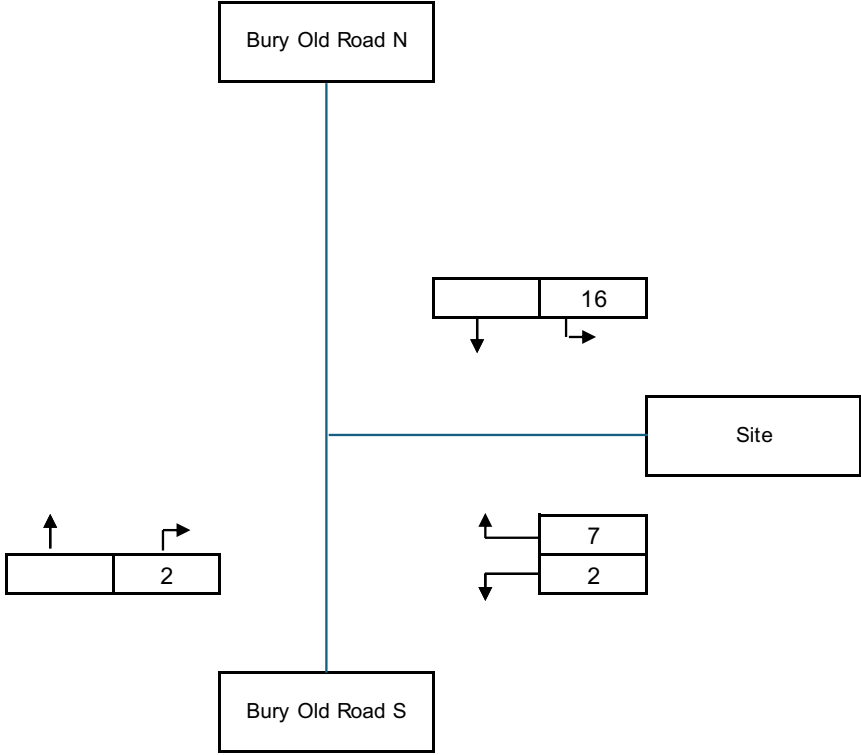
Manchester Maccabi Community & Sports Centre
2024 Weekday Site Use/Development Use Peak - Development Traffic Flows
[18:00 - 19:00]

IN	OUT
10	8



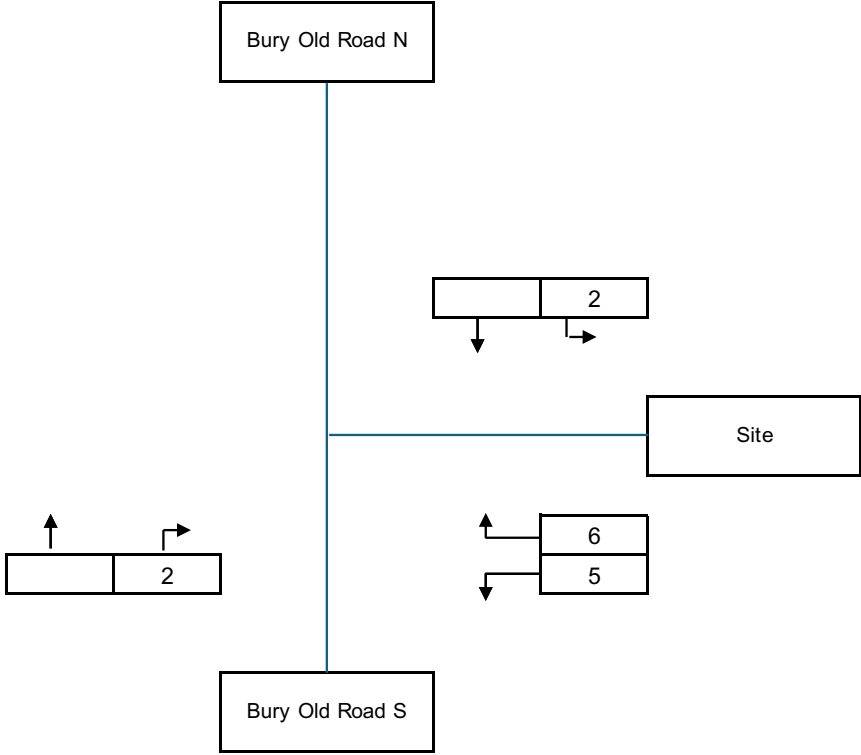
Manchester Maccabi Community & Sports Centre
2024 Weekend Development Use Peak - Development Traffic Flows
[09:00 - 10:00]

IN	OUT
18	9

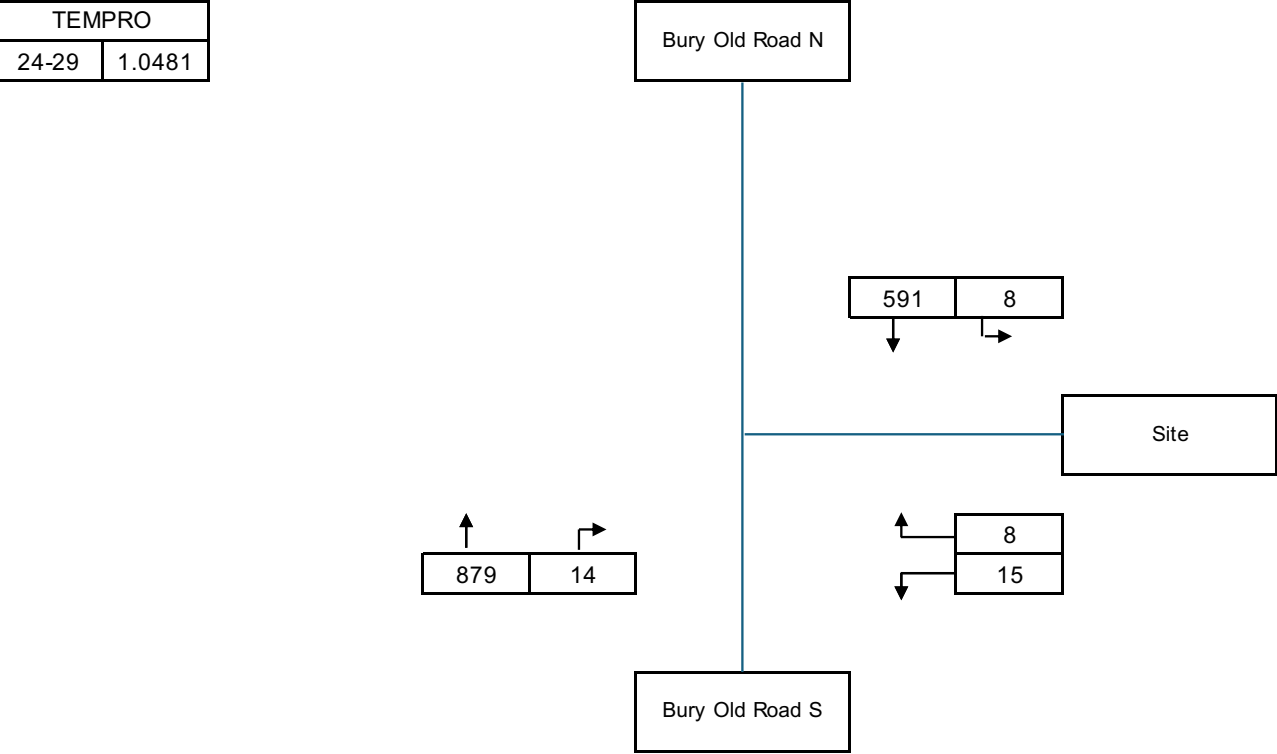


Manchester Maccabi Community & Sports Centre
2024 Weekend Network/Site Use Peak - Development Traffic Flows
[13:15 - 14:15]

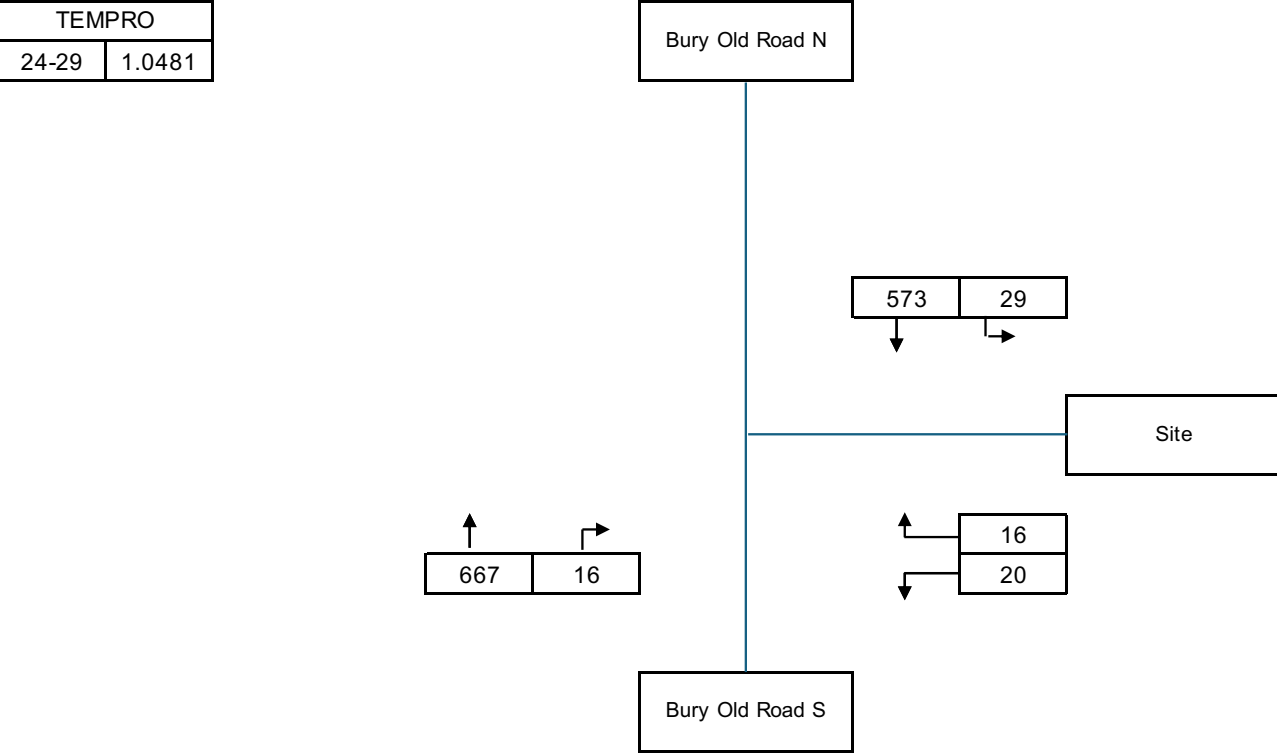
IN	OUT
4	11



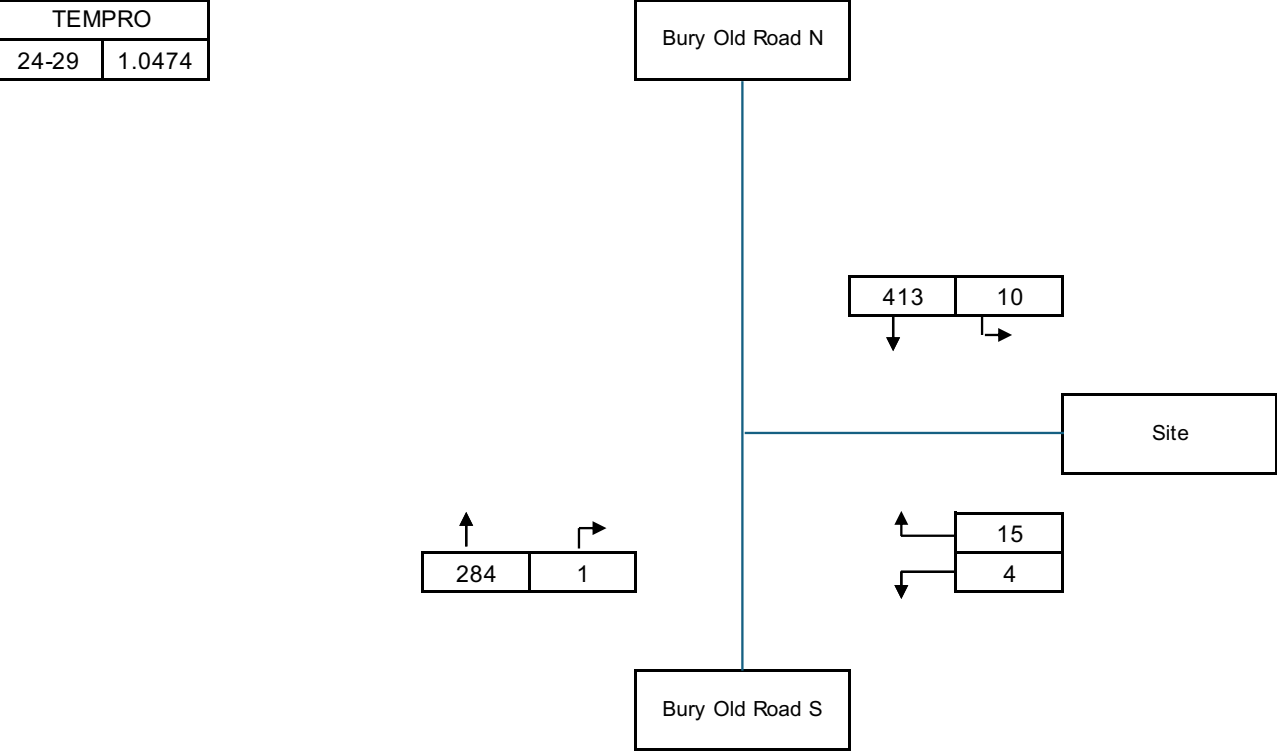
Manchester Maccabi Community & Sports Centre
2024 Weekday Network PM Peak - Base Traffic Flows
[16:45 - 17:45]



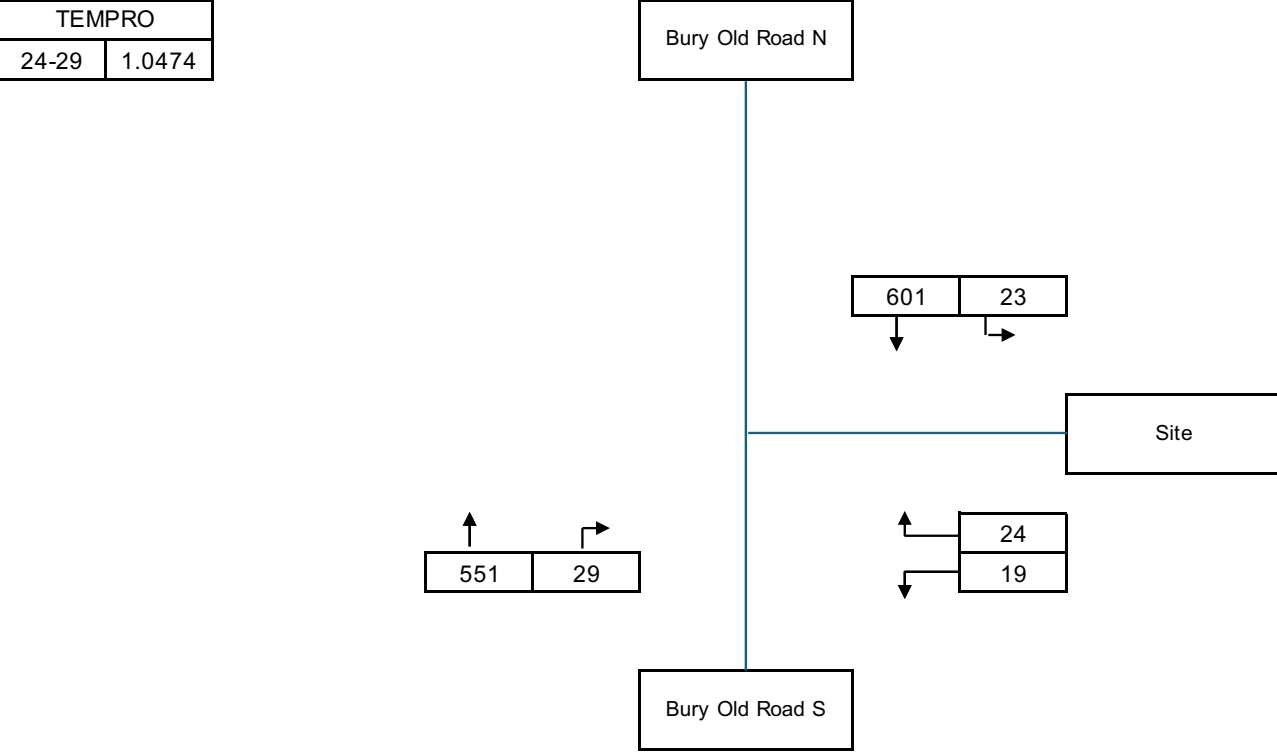
Manchester Maccabi Community & Sports Centre
2024 Weekday Site Use/Development Use Peak - Base Traffic Flows (in pcu)
[18:00 - 19:00]



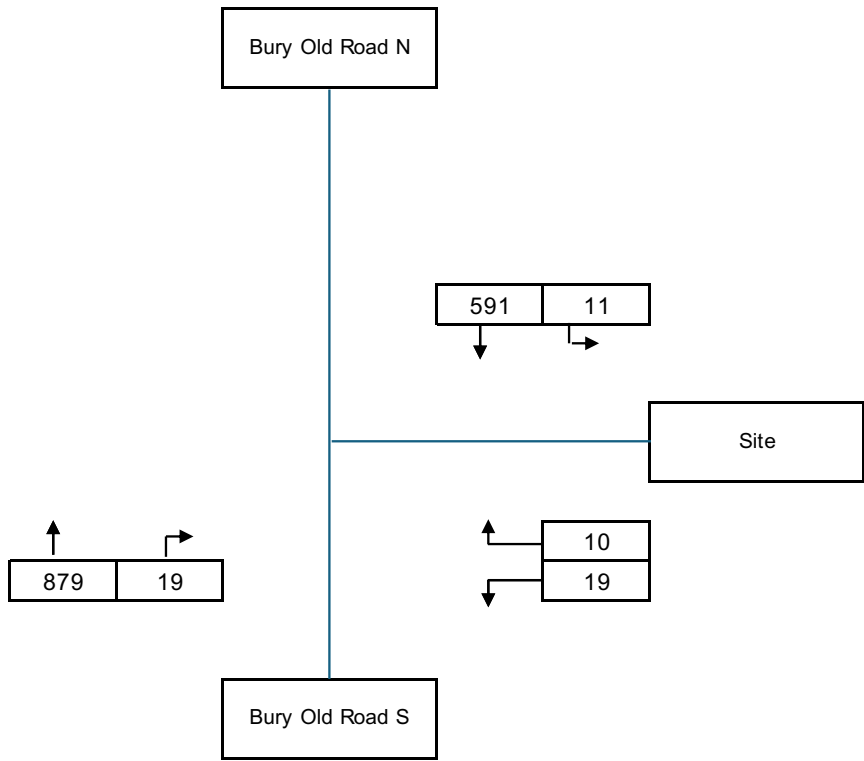
Manchester Maccabi Community & Sports Centre
2024 Weekend Development Use Peak - Base Traffic Flows (in pcu)
[09:00 - 10:00]



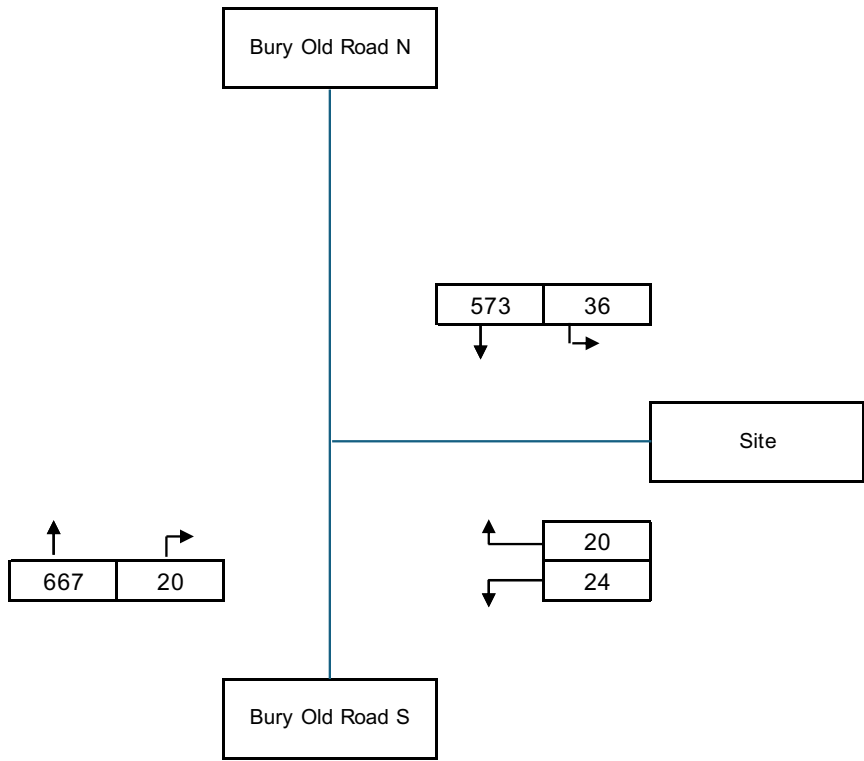
Manchester Maccabi Community & Sports Centre
2024 Weekend Network/Site Use Peak - Base Traffic Flows (in pcu)
[13:15 - 14:15]



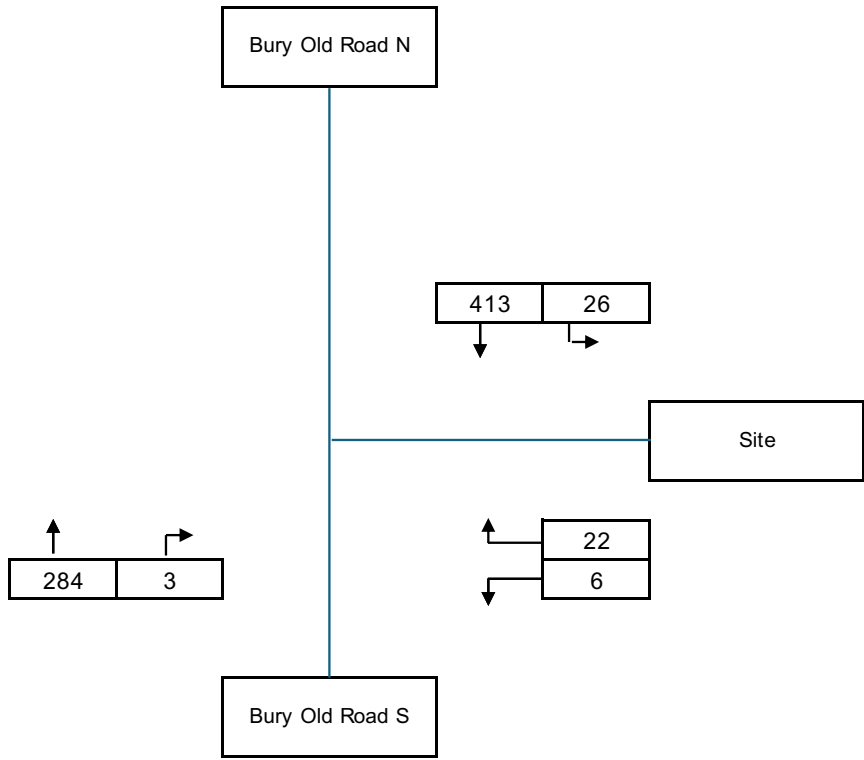
Manchester Maccabi Community & Sports Centre
2024 Weekday Network PM Peak - Base + Dev Traffic Flows
[16:45 - 17:45]



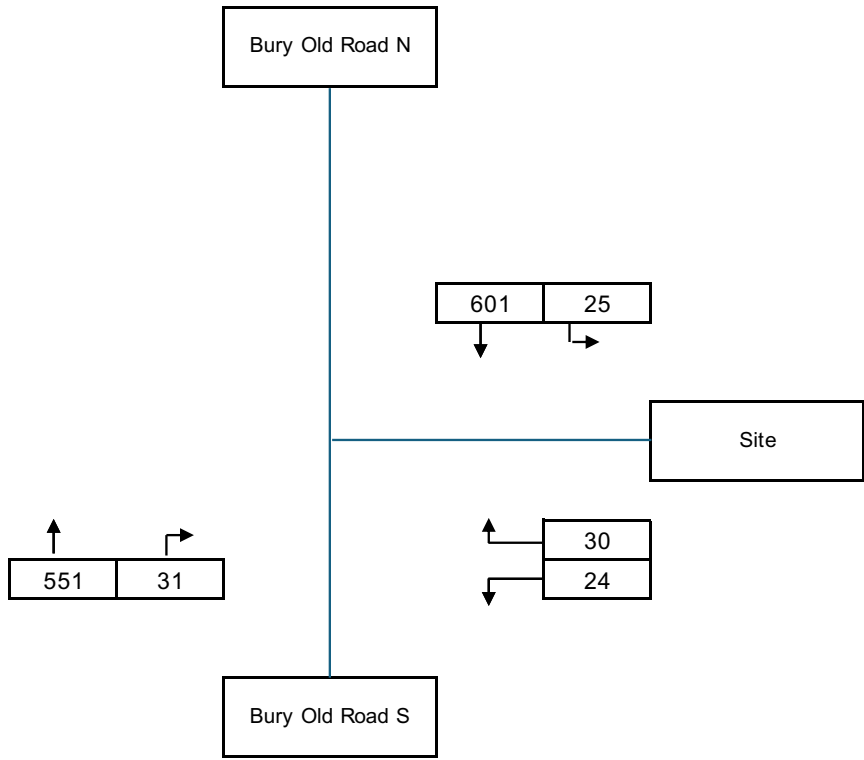
Manchester Maccabi Community & Sports Centre
2024 Weekday Site Use/Development Use Peak - Base + Dev Traffic Flows (in pcu)
[18:00 - 19:00]



Manchester Maccabi Community & Sports Centre
2024 Weekend Development Use Peak - Base + Dev Traffic Flows (in pcu)
[09:00 - 10:00]



Manchester Maccabi Community & Sports Centre
2024 Weekend Network/Site Use Peak - Base + Dev Traffic Flows (in pcu)
[13:15 - 14:15]



Appendix E

Pure Padel Club
Manchester Maccabi Community & Sports Centre
Bury Old Road, Prestwich
Framework Travel Plan
240306/SK22401/FTP01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22401	FTP01	00	Draft for Comment	L Speers	LGS	23/02/2024
SK22401	FTP01	01	Submission	L Speers	LGS	06/03/2024

1 Introduction

Background

- 1.1 This Framework Travel Plan has been prepared by SK on Pure Padel Clubs Limited. It supports a planning application for a leisure development at the Manchester Maccabi Community and Sports Centre off the A665 (Bury Old Road).
- 1.2 The report should be read in conjunction with the wider planning submission.
- 1.3 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

- 1.4 The proposed layout is attached as Appendix A of the TS.
- 1.5 The planning application seeks permission for the erection of four covered padel courts, one uncovered pickleball court, pavilion building, canopied social area, and associated modifications to car and cycling parking. The pavilion building will provide changing areas, toilets, seating, and storage.
- 1.6 Vehicle and pedestrian access to the site will be retained from the existing location and arrangement, as shown in Appendix B of the TS. This shows that visibility splays of 2.4m x 43m are available at the junction with the low boundary treatment to the site, visibility splays are shown on the topographic survey base. A dropped kerb crossing with tactile paving is provided at the junction.
- 1.7 The car park will be modified to provide 78 parking spaces, an increase of 15 spaces at the site. The layout includes five disabled spaces (6% provision). The appropriateness of the parking level is considered later in this report.
- 1.8 All parking areas conform with standard geometric parameter with spaces measuring 2.4m x 4.8m and with a clear 6m aisle behind each space for manoeuvring.
- 1.9 A cycle store is proposed with space for five stands (12 spaces).
- 1.10 Servicing arrangements will remain the same and swept path analysis has been undertaken to show that large vehicles can access and egress the site in a forward gear. The swept paths are attached as Appendix F of TS.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Travel Plan draws on the following guidance and best practice:
 - Bury Metropolitan Borough Council (1997), Bury Unitary Development Plan
 - Bury Metropolitan Borough Council (2007), SPD 12 Travel Plans in Bury
 - Bury Metropolitan Borough Council (2013), Consistency of UDP Policies with the National Planning Policy Framework
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
 - Department for Transport (2007), Making Residential Travel Plans Work
 - Department for Transport (2009), Delivering Travel Plans through the Planning Process
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities

2.2 Annex 2 of NPPF describes a Travel Plan as:

“A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

- 2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.4 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.5 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.6 This framework version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

2.7 The Department of Transport (DfT) states that:

“... it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought.”¹

- 2.8 The DfT pyramid is shown in Figure 2.1.
- 2.9 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, this is examined in Section 3 and 4 of the Plan.
- 2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 6.
- 2.11 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.12 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding / budget details.

¹ Department for Transport (2009), Delivering Travel Plans through the Planning Process

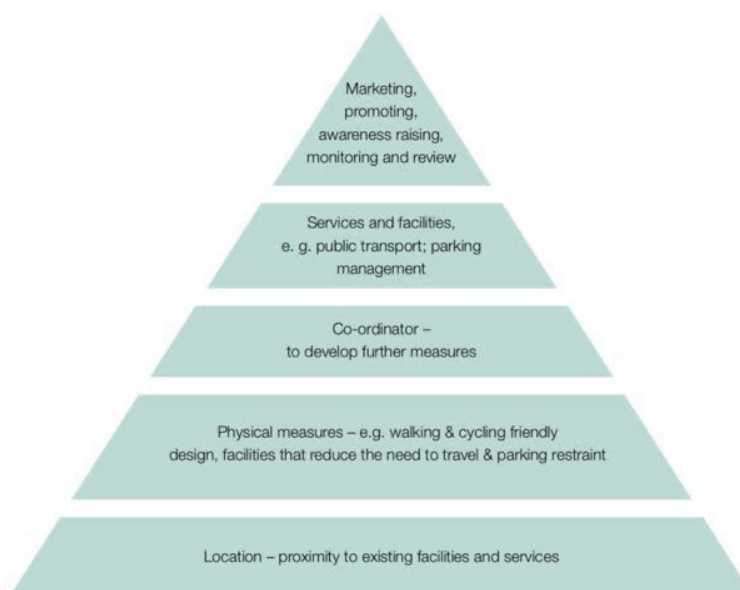


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

- 2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.15 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.16 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.17 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.18 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.19 The objectives of the Travel Plan are to:
 - Objective 1:** To increase development trips by active/sustainable modes of travel.
 - Objective 2:** To reduce the number of single occupancy development car trips.

3 Site Location

Site Context

- 3.1 The location of the site is shown on Figure 2.1. The site is located to the east of the Bury Old Road and south of Heaton Park. The site within good proximity to the existing residential community, including Blackley, Broughton Park, Crumpsall, Heaton Park, Higher Blackley, Prestwich and Sedgley Park.

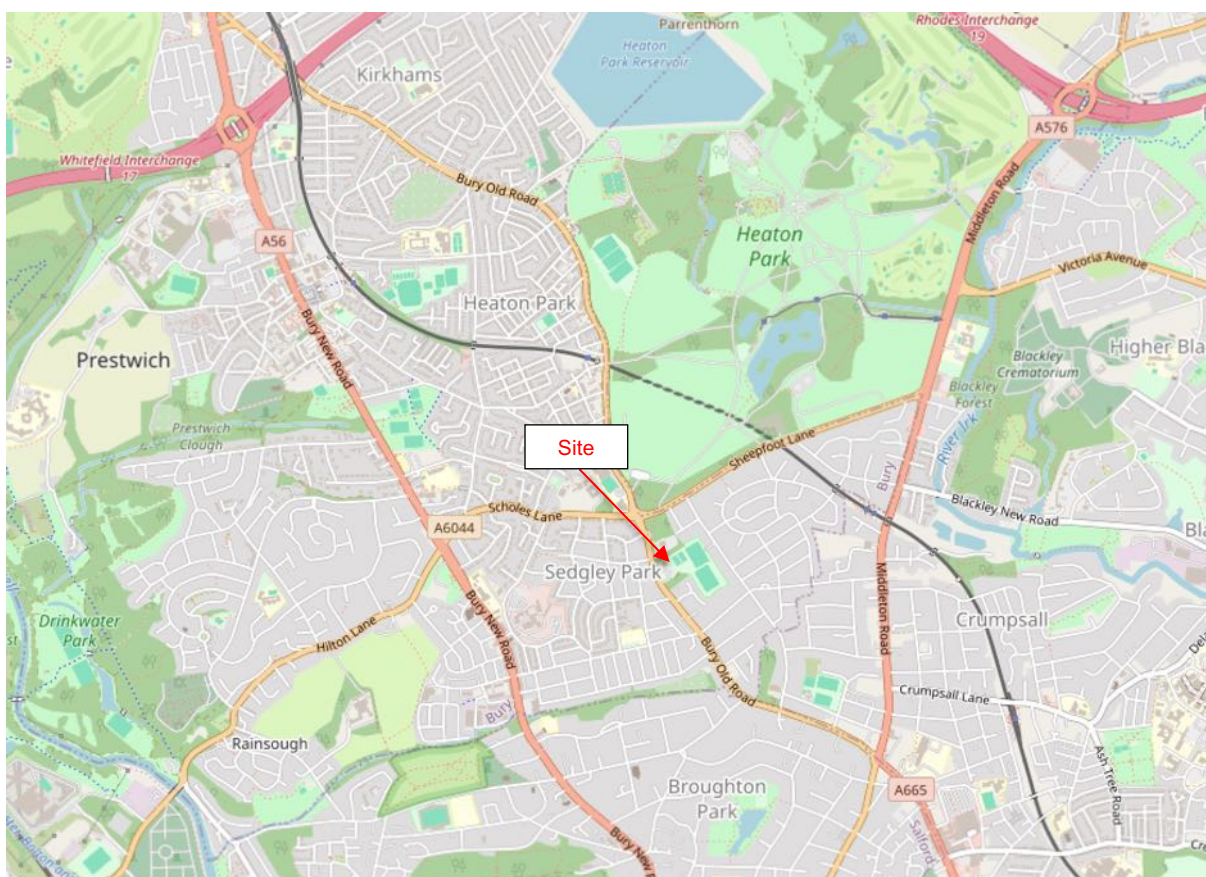


Figure 2.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

Local Highway Network

- 3.2 Access to the site is provided from a simple priority junction onto Bury Old Road. The site access junction has 2m wide footways on both sides of the road and tactile paving/dropped kerbs.
- 3.3 In the vicinity of the site, Bury Old Road is a 10m wide road with 2m wide footway fronting the site and 7.5m footway on the western side. The road is subject to a 30mph speed limit and street lighting is present. White line hatching is present in the centre of the road outside the site. Bury Old Road is part of the Key Route Network (KRN).
- 3.4 Just to the south of the site a pedestrian refuge crossing with dropped kerbs and tactile paving is in place and continuing south a further pedestrian refuge crossing is in place south of the Woodthorpe Grange junction of the same style. A signalised crossing is in place north of the junction with King's Road. Bury Old Road is a bus route corridor and bus stops are in place to the north and south of the site. To the north of the site a shared bus and cycle lane is provided (northbound) which continues northbound to the junction with the A6044 (Scholes Lane/Sheepfoot Lane).
- 3.5 The side roads off Bury Old Road, close to the site have dropped kerbs/tactile paving.
- 3.6 To the north of the site, Bury Old Road meets Scholes Lane and Sheepfoot Lane at a signalised junction. Controlled crossings are provided at all arms of the junction and advanced cycle stop lines and cycle lanes are provided.
- 3.7 To the south of the site, Bury Old Road continues towards Cheetham Hill.

Road Safety & Traffic Survey Data

- 3.8 Road safety and traffic survey data is set out in Section 3 of the TS.

4 Accessibility Audit

Active Travel Routes

- 4.1 Plan 1 of the TS shows the pedestrian infrastructure serving the site.
- 4.2 2m footways are provided into the site from the site access junction with Bury Old Road and a dropped kerb crossing point with tactile paving is provided at the access. In the vicinity of the site, Bury Old Road has 2m+ wide footways on both sides. Just to the south of the site a pedestrian refuge crossing is in place and continuing south a further pedestrian refuge crossing is in place south of the Woodthorpe Grange junction, each of which features dropped kerb crossings with tactile paving. A signalised crossing is in place north of the junction with King's Road. The side roads off Bury Old Road close to the site have dropped kerbs/tactile paving.
- 4.3 To the north of the site, Bury Old Road meets Scholes Lane and Sheepfoot Lane at a signalised junction. Controlled crossings are provided at all arms of the junction and advanced cycle stop lines and cycle lanes are provided.
- 4.4 Figure 4.1 shows an extract of the cycle network serving the site from the [TfGM website](https://tfgm.pindarcreative.co.uk).² This shows that the site relates well to marked cycle routes on Bury Old Road, traffic calmed residential street routes and traffic free routes through Heaton Park.

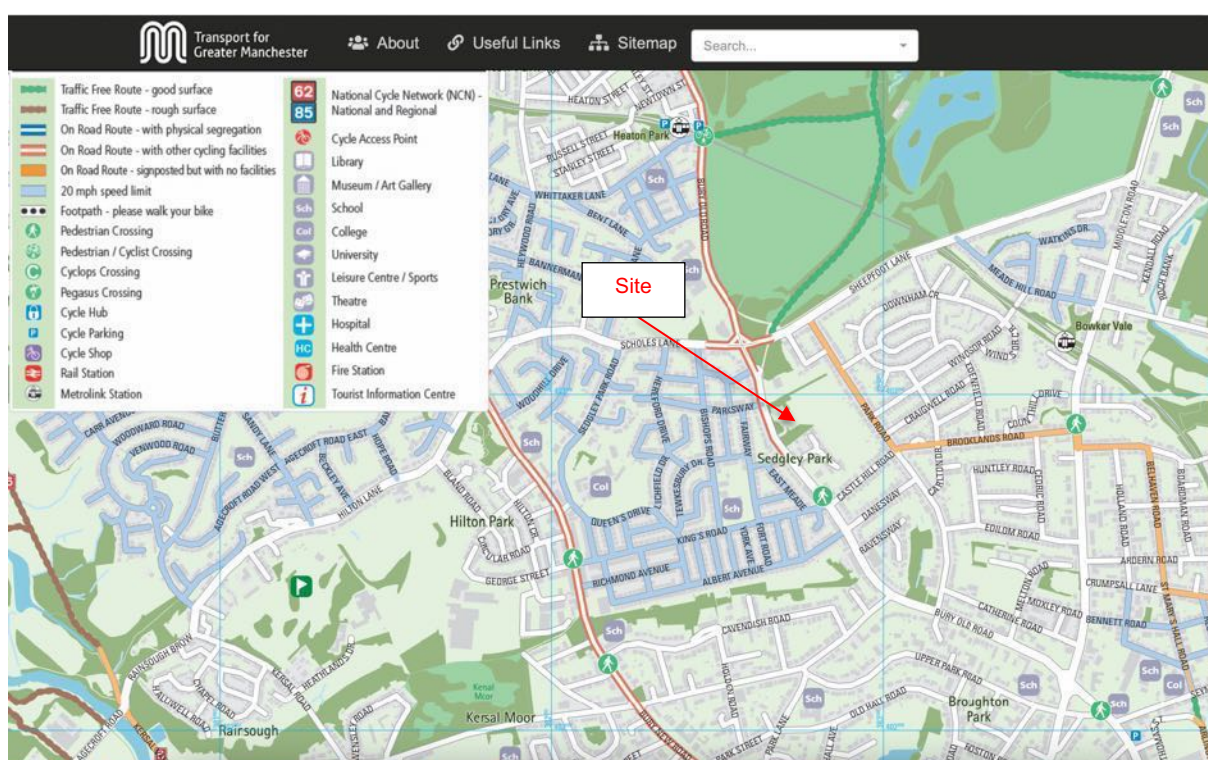


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.5 Figure 4.2 shows an extract of [the Bee Network map](https://mappinggm.org.uk/bee-network/).³ This shows the site also relates well to routes identified as part of the Bee Network.

² <https://tfgm.pindarcreative.co.uk>

³ <https://mappinggm.org.uk/bee-network/>

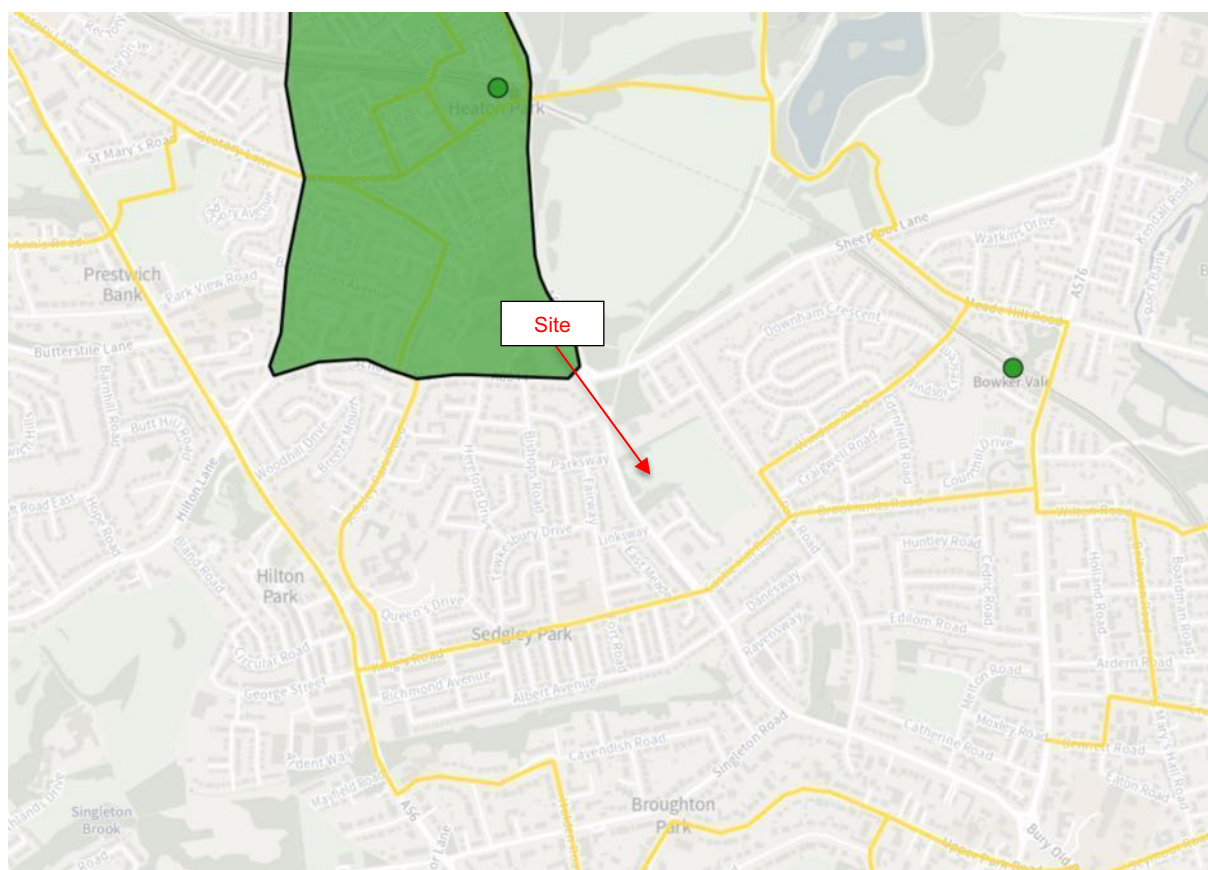


Figure 4.2: Cycle Network
[source: Mapping GM]

- 4.6 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations, such as the local residential community in this instance.
- 4.7 It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). TfGM also supports 15-Minute City principles, whereby people can live, work, and play within a 15-minute active travel walk. Figure 4.3 shows 15- and 25-minute walking isochrones from the site.

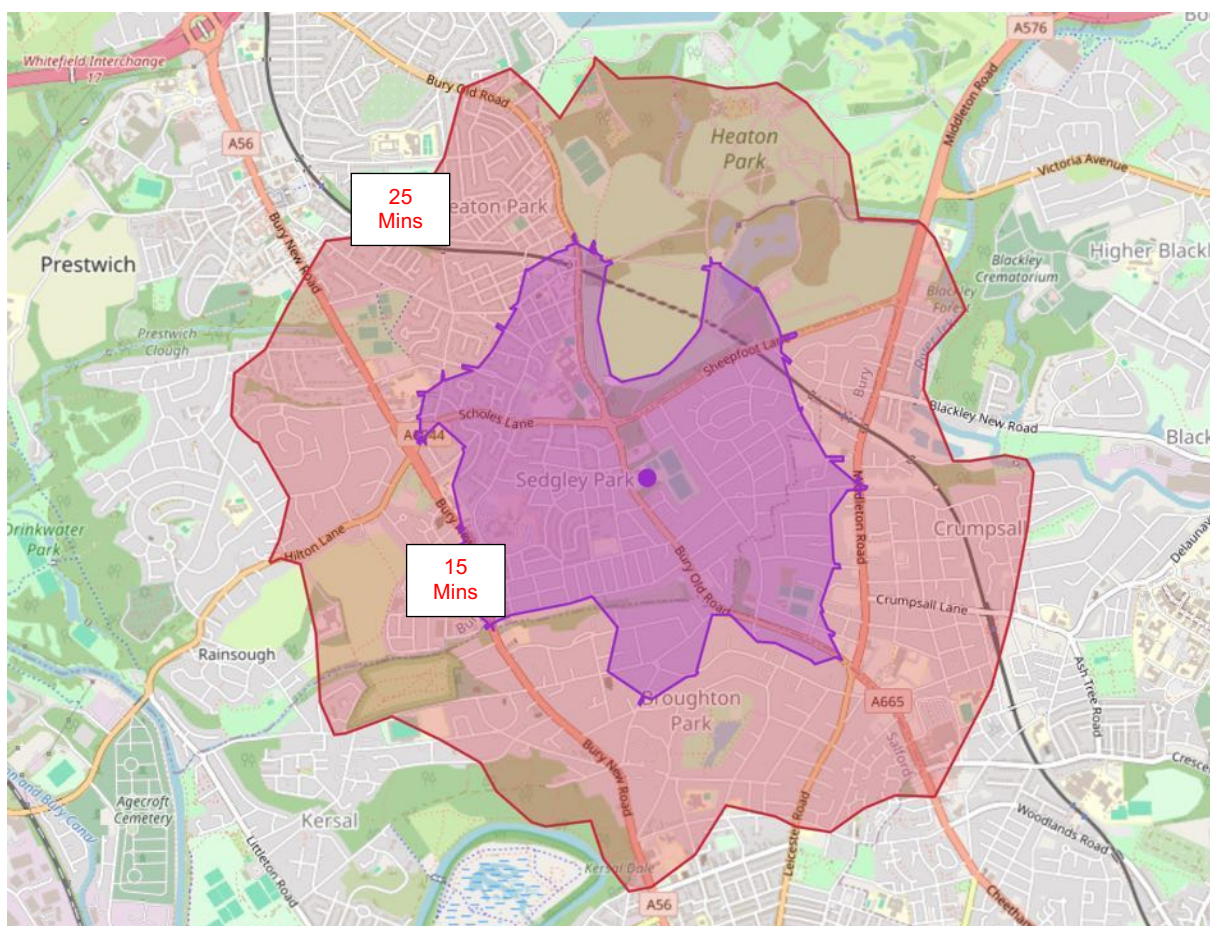


Figure 4.3: Walking Isochrones

[source: ISO4app and OpenStreetMap Foundation licensed under the [Open Database License](#)]

- 4.8 Figure 4.3 shows that within a 15-minute walk of the site access can be gained to residential properties in Sedgley Park, Sedgley Park Primary School, St Monica's High School, local centre uses on Bury New Road and Heaton Park. Within a 25-minute walk of the site access can be gained to residential properties in Heaton Park, Prestwich, Crumpsall, Broughton Park, Kersal Moor, King David High School, and local centre uses on Cheetham Hill Road.
- 4.9 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site to residential areas and other local amenities.

Public Transport Routes

- 4.10 Plan 1 of the TS shows the public transport nodes serving the site.
- 4.11 The nearest bus stops to the site are located 290m (3.5 minute walk) to the south on Bury Old Road and 350m (4.5 minute walk) to the north on Bury Old Road. Bus stops are also available on Scholes Lane, 400m from the site (5 minute walk). Existing pedestrian crossing infrastructure is in place to allow connections to northbound services. The nearest bus stops to the site are well lit and have shelters, seating, timetable information, flag pole and raised boarder facilities.
- 4.12 Table 4.1 provides a summary of the bus services using these stops available from the [TfGM website](https://tfgm.com/public-transport/bus) at the time of preparing the report.⁴

⁴ <https://tfgm.com/public-transport/bus>

No.	Route	Stop	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
			Peak	Day	Evening	Saturday	Sunday
66	Prestwich – Pendlebury – Swinton – Eccles	Scholes Lane	1	1	Every 2 Hours	1	Every 2 Hours
94	Bury – Hollins – Prestwich – Higher Crumpsall	Bury Old Road	1	1	1	1	Every 2 Hours
135	Bury – Whitefield – Cheetham Hill – Manchester	Bury Old Road	6	6	3	6	4

Table 4.1: Bus Services
[source: Transport for Greater Manchester]

- 4.13 Table 4.1 shows that the site is served by circa eight buses per hour (each way) during the day from the nearest bus stops. Service 135 provides a turn-up-and-go frequency, with a bus every 10 minutes. Bus services are available in the evening and at the weekend at frequent intervals.
- 4.14 The site is located 1km (15 minute walk) from Heaton Park tram stop. [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁵
- 4.15 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site.⁶ A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility found in the city centre. The site has a GMAL of 5, which is a good level of accessibility in a suburban area.
- 4.16 The assessment confirms that the site is well served by existing public transport services.

5 Management & Communication Measures

Management Strategy

- 5.1 The following measures will be used to manage the Travel Plan.

Initiative	Description
Travel Plan Co-ordinator	A Travel Plan Co-ordinator will be appointed from the site staff to operate the Travel Plan.

Table 5.1: Management Initiatives

- 5.2 Ultimate responsibility for the Travel Plan will sit with the management team, who will maintain an overseeing role in the adoption, implementation, and progress of the Plan.
- 5.3 DfT guidance states that at all times a named individual needs to be responsible for leading the delivery of the Travel Plan.⁷ Prior to occupation of the site, a Travel Plan Co-ordinator from the site staff will be identified and contact details provided to the Council.
- 5.4 The primary leadership for implementing the Travel Plan will be the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will work in partnership with the management team and operators/staff

⁵ <https://tfgm.com/public-transport/tram>

⁶ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

⁷ Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
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and will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, and monitor the Travel Plan's effectiveness. The Co-ordinator will form the main point of contact for site users, staff, the Council, and the surrounding community.

- 5.5 In summary, the Travel Plan Co-ordinator's main responsibilities will include:
- Providing a point of contact for site users, staff, and the Council
 - Engaging with site users/staff on travel related matters
 - Implementing the Travel Plan measures
 - Managing and co-ordinating the Travel Plan
 - Updating Travel Plan materials, including website travel pages and staff travel packs
 - Monitoring the performance of the Travel Plan and reporting to the Council
- 5.6 Should the Travel Plan Co-ordinator change, responsibility for the Travel Plan will be handed over to the successor. Contact details for the successor will be provided to the Council in a timely manner (within three months) to allow the Travel Plan to continue uninterrupted at the site.
- 5.7 Should the applicant's interest in the site be sold then the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

Communications Strategy

- 5.8 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that staff/operators are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan.
- 5.9 The measures set out in Section 6 will be continually and clearly communicated to site users/staff to maximise effectiveness and encourage greater levels of take-up.
- 5.10 Table 5.2 shows the measures that will be used in the communications strategy.

Initiative	Description
Website	A dedicated travel page will be provided on the website.
Staff Travel Packs	A simple travel pack will be provided to all new staff starting at the site.

Table 5.2: Communications Initiatives

- 5.11 The site website will provide resources to assist site users/staff to make informed travel choices to the site, such as:
1. Links to [TfGM journey planning software](https://tfgm.com/plan-a-journey)⁸
 2. Links to [Google Play](https://play.google.com/store/apps/details?id=com.tfgm.beenetwork)⁹ and [Apple Store](https://apps.apple.com/gb/app/bee-network/id1669705230)¹⁰ Bee Network app
 3. Links to [TfGM travel alerts and updates software](https://tfgm.com/travel-updates)¹¹
 4. Links to [TfGM walking and cycling route maps](https://tfgm.pindarcreative.co.uk)¹²
 5. Links to [TfGM ticketing information](https://tfgm.com/tickets-and-passes/find-a-ticket)¹³
 6. Links to [TfGM active travel tips](https://beeactive.tfgm.com)¹⁴

⁸ <https://tfgm.com/plan-a-journey>

⁹ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁰ <https://apps.apple.com/gb/app/bee-network/id1669705230>

¹¹ <https://tfgm.com/travel-updates>

¹² <https://tfgm.pindarcreative.co.uk>

¹³ <https://tfgm.com/tickets-and-passes/find-a-ticket>

¹⁴ <https://beeactive.tfgm.com>

- 5.12 The Travel Plan Co-ordinator will be responsible for ensuring that the webpage is maintained and kept up to date.
- 5.13 A simple travel pack will be prepared by the Travel Plan Co-ordinator for issue to all new staff. The travel pack will provide similar information to the website, as listed above.

6 Strategy Measures

Journey Planning Software

- 6.1 Site users/staff will be encouraged to familiarise themselves with the following journey planning resources via the Communications Strategy:
- [TfGM journey planning software](#)¹⁵
 - [Public transport maps](#)¹⁶
 - [Active Travel route software](#)¹⁷
 - [Walking and cycling route maps](#)¹⁸
 - Links to [Google Play](#)¹⁹ and [Apple Store](#)²⁰ Bee Network app

Active Travel Measures

- 6.2 Table 6.1 shows the measures that will be used to encourage operators/staff to travel more actively.

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users/staff using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new cycle parking.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes.
Cycle Repair Kit	The Travel Plan Co-ordinator will provide cycle repair kits that can be used by site users/staff at the site.
Maintaining Momentum	The Travel Plan Co-ordinator will provide resources that can be used for competitions and to maintain interest in active travel.

Table 6.1: Active Travel Initiatives

- 6.3 Active travel provides the following benefits:
- **Builds activity into your daily routine.**
It'll help to meet the government guidelines which recommend people get at least 20 minutes of physical activity every day.
 - **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
 - **Fewer cars equal cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
 - **Save your family money.**

¹⁵ <https://tfgm.com/plan-a-journey>

¹⁶ <https://tfgm.com/maps>

¹⁷ <https://beeactive.tfgm.com>

¹⁸ <https://tfgm.pindarcreative.co.uk>

¹⁹ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

²⁰ <https://apps.apple.com/gb/app/bee-network/id1669705230>

Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.

- **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at work more relaxed and alert than those who travel by car.

- 6.4 Section 4 shows that the site is well located for access on foot or by cycle using existing infrastructure. The Travel Plan Co-ordinator will provide information to site users/staff existing pedestrian and cycle routes using the journey planning software set out earlier via the website, and staff travel packs.
- 6.5 As part of the development, cycle parking for use by staff and site users. The cycle parking will be covered and secure.
- 6.6 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing site users/staff with resources provided by [TfGM](#)²¹, [GMWalking](#)²², [Sustrans](#)²³ and [Cycling UK](#)²⁴.
- 6.7 TfGM provides [cycle training sessions](#)²⁵ for adults and family groups. This scheme will be promoted to site users/staff.
- 6.8 The Travel Plan Co-ordinator will purchase cycle repair kits that can be held at the reception for use by operators/staff on site.
- 6.9 To maintain interest and momentum in active travel, the Travel Plan Co-ordinator will promote tools that can be used by operators/staff to set themselves personal walking challenges, such as the [NHS Active 10](#)²⁶ app and [TfGM's 10 for 10 Challenge](#)²⁷.

Public Transport Measures

- 6.10 Table 6.2 shows the measures that will be used to encourage operators/staff to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that site users/staff are aware of TfGM ticketing arrangements via the communications strategy.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users/staff via the communications strategy.

Table 6.2: Public Transport Initiatives

- 6.11 Section 4 shows that the site is well located for access by public transport. The Travel Plan Co-ordinator will use the information resource mechanism in the communications strategy to make sure that site users/staff are aware of the travel choices available to them.
- 6.12 The Travel Plan Co-ordinator will make sure that all site users/staff are aware of ticketing arrangements available using information from [TfGM ticketing information](#)²⁸.
- 6.13 The following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)²⁹

²¹ <https://beeactive.tfgm.com>

²² <https://gmwalking.co.uk>

²³ www.sustrans.org.uk/

²⁴ www.cyclinguk.org/

²⁵ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

²⁶ <https://www.nhs.uk/better-health/get-active/>

²⁷ <https://beeactive.tfgm.com/10-for-10/>

²⁸ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²⁹ <https://tfgm.com/get-on-board>

Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.

- [Tram Travel](#)³⁰
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
- [Train Travel](#)³¹
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

Sustainable Car Use Measures

- 6.14 Annex 2 of the National Planning Policy Framework (NPPF) states that sustainable modes of travel include:

'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport.'³²

- 6.15 The following measures will be used to encourage sustainable car use.

Initiative	Description
EV Charging Spaces	EV charging spaces will be provided at the development.
Car Sharing	Staff who need to drive because of personal needs will be provided with information on car sharing.

Table 6.3: Sustainable Car Use Measures

- 6.16 EV charging spaces will be provided at the site for use by staff and site users.
- 6.17 Leisure destinations tend to generate a higher proportion of car share trips than other destinations, such as workplaces. The Travel Plan Co-ordinator will promote car sharing to site users and staff who have no alternative to use a private car and will advertise the benefits of such travel:
- Saving money by sharing the cost of your commute with another person.
 - Shared journeys are less stressful and introduce like-minded sharers to make new friends.
 - Reduce the per person carbon emissions of your commute.
- 6.18 The Travel Plan Co-ordinator will promote [Lift Share](#) so that site users/staff can find a car sharing match.³³

7 Monitoring & Review Mechanisms

Baseline Travel Patterns

- 7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.

³⁰ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

³¹ <https://www.northernrailway.co.uk/tickets/flexi>

³² Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

³³ <https://liftshare.com/uk>

- 7.2 Baseline staff and site user travel surveys will be undertaken within six months of occupancy of the development. The travel surveys will be undertaken using a simple questionnaire that will record the mode of travel used when site users check in and staff arrive at work.
- 7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within three months of completion of the baseline/first surveys.
- 7.4 For the time-being, the data used in the TS has been used as the baseline position. The mode share is based on local commuting mode share data from the Census adjusted using National Travel Survey leisure mode share data to reflect the leisure use.

Mode	Baseline Mode Share
Walking	24%
Cycling	2%
Car Driver	44%
Car Passenger	10%
Motorcycle	1%
Public Transport	17%
Taxi	3%

Table 7.1: Baseline Mode Share

Monitoring Surveys

- 7.5 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period.

Exercise	Key Information	Frequency	Responsibility
Baseline site user surveys	Undertaken as part of check in process. Data to be used to establish baseline trip patterns.	Within 6 months of occupation (Year 1)	Travel Plan Co-ordinator
Baseline staff surveys	Undertaken by simple email survey. Data to be used to establish baseline trip patterns.	Within 6 months of occupation (Year 1)	Travel Plan Co-ordinator
Monitoring staff/site user surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.2: Monitoring Plan

- 7.6 In addition to the monitoring surveys, the Travel Plan Co-ordinator will periodically review the use of the cycle parking and EV parking spaces.

Targets

- 7.7 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.

- 7.8 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.9 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator on occupation.
 - Prepare information for website/staff travel packs on occupation.
 - Undertake the baseline travel surveys within 6 months of occupation.
 - Undertake monitoring travel surveys in years 3 and 5.
 - Prepare a monitoring report and issue to the Council within 3 months of each monitoring survey.
- 7.10 The Outcome Target for the Travel Plan is to reduce the proportion of site users and staff by travelling by single occupancy, private car trip and to increase sustainable trip making based on the modes identified in Annex 2 of NPPF.³⁴

Provision of a website travel page/staff travel packs

Specific	The Travel Plan Co-ordinator will arrange website travel page/staff travel packs. The resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The website will be available to all site users and travel packs will be provided to new staff.
Timebound	Ongoing.

Undertake staff/site user surveys

Specific	Travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Surveys will be undertaken in line with monitoring plan.
Timebound	Ongoing.

Reduce the number of single occupancy private car trips and increase sustainable trip making

Specific	Reduce single occupancy car travel.
Measurable	Verified using the baseline and monitoring surveys. Initial targets set as reducing single occupancy private car trips by 5% from baseline.
Achievable	The site sits in an accessible location offering good potential for mode shift.
Realistic	Yes.
Timebound	During lifetime of the Plan.

Table 7.3: Preliminary Travel Plan SMART Targets

³⁴ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

8 Interim Action Plan & Funding

Funding Commitment

- 8.1 The applicant is committed to funding the costs required to ensure the operation of the Travel Plan as set out in this report, including the costs associated with introducing the stated measures and also the costs associated with managing and communicating the Travel Plan. Funding will also be made available for the cost required for the Travel Plan Co-ordinator's time.

Timescales

- 8.2 The Action Plan in Table 8.1 also sets out the timescales for implementing each measures proposed. The following timescales are referred to:

- **Occupation**
To be actioned prior to occupation of the development or on adoption of the Travel Plan
- **Short Term**
To be completed within 24 months
- **On-going**
An on-going item which spans the full life of the Travel Plan

Action Plan

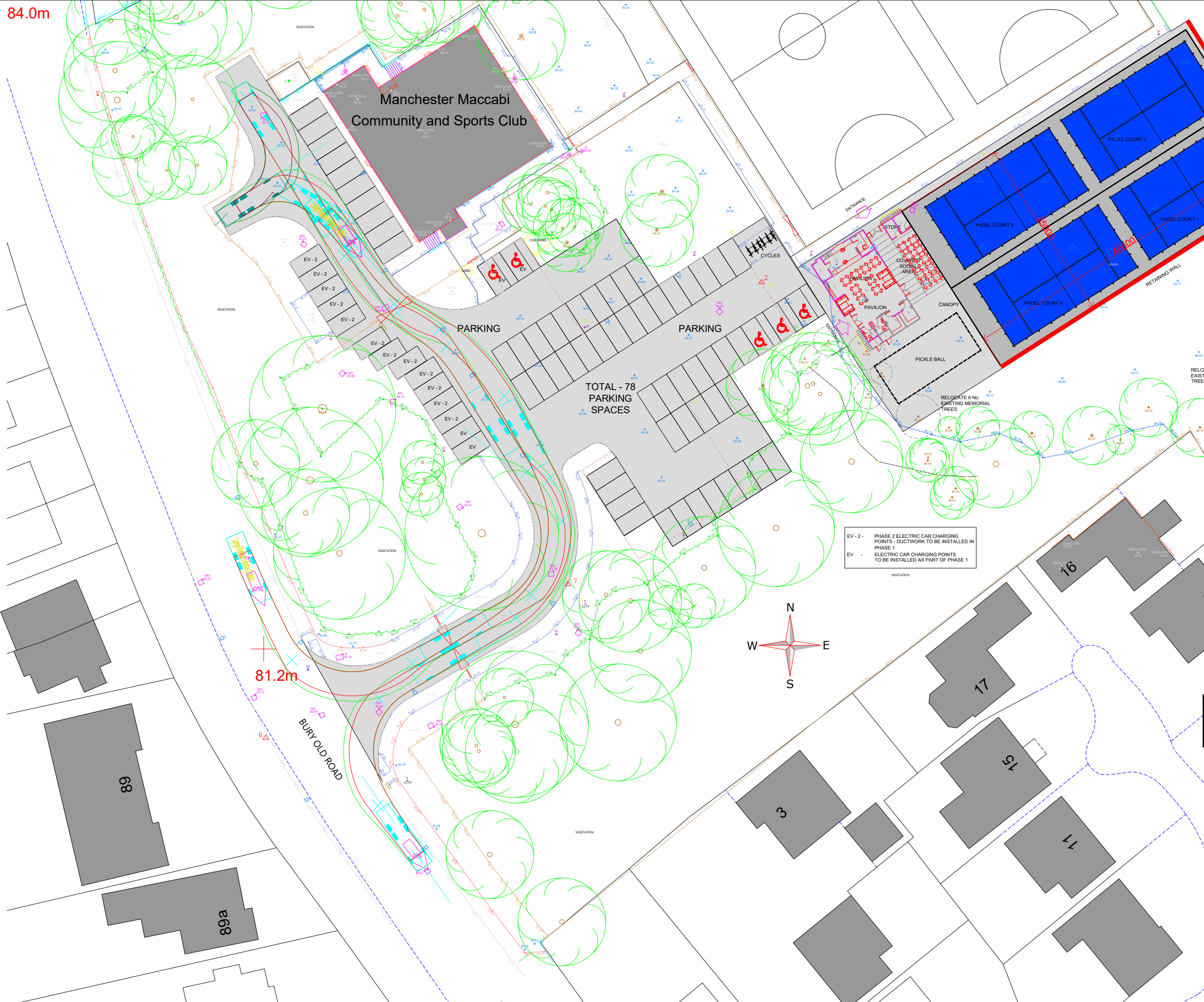
- 8.3 Table 8.1 sets out the Action Plan for the Travel Plan.

Initiative	Description	Timescale	Responsibility
Travel Plan Co-ordinator	Appoint Travel Plan Co-ordinator.	Occupation	Applicant
Website Travel Page	Provide a dedicated travel page on the website.	Occupation	Travel Plan Co-ordinator
	Make sure travel page are kept up to date.	On-going	Travel Plan Co-ordinator
Staff Travel Pack	Collate information for inclusion in travel pack.	Short-term	Travel Plan Co-ordinator
	Distribute to all new staff.	On-going	Travel Plan Co-ordinator
Active Travel Information	Distribute information on active travel routes to site users/staff via communications strategy.	Occupation	Travel Plan Co-ordinator
	Review active travel routes every 6 months and advertise any changes.	On-going	Travel Plan Co-ordinator
New Infrastructure	The development will provide cycle parking.	Occupation	Applicant
Cycle Training	Provide information on TfGM's cycle training schemes.	Short-term	Travel Plan Co-ordinator
Cycle Repair Kit	The Travel Plan Co-ordinator will purchase and provide cycle repair kits that can be used by staff/site users at the site.	Short-term	Travel Plan Co-ordinator
	Ensure that the kit is present and replaced as necessary.	On-going	Travel Plan Co-ordinator
Maintaining Momentum	Provide resources that can be used for competitions and to maintain interest in active travel.	Short-term	Travel Plan Co-ordinator
Ticketing Arrangements	Advertise and promote public transport ticketing arrangements to site users/staff.	Occupation	Travel Plan Co-ordinator

Initiative	Description	Timescale	Responsibility
	Review ticket prices every 6 months and re-advertise if any changes.	On-going	Travel Plan Co-ordinator
Public Transport Information	Distribute information on public transport routes to site user/staff via communications strategy.	Occupation	Travel Plan Co-ordinator
	Review public transport services and walking and cycling routes every 6 months and advertise any changes.	On-going	Travel Plan Co-ordinator
Sustainable Car Use	Provide EV charging spaces	Occupation	Applicant
	Promote car sharing.	Occupation	Travel Plan Co-ordinator

Table 8.1: Action Plan

Appendix F



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

NOTES

Vehicle Profile

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

Revision Details	By	Date	Suffix

Drawing Number

SK22401-002

Manchester Maccabi

Drawing Title

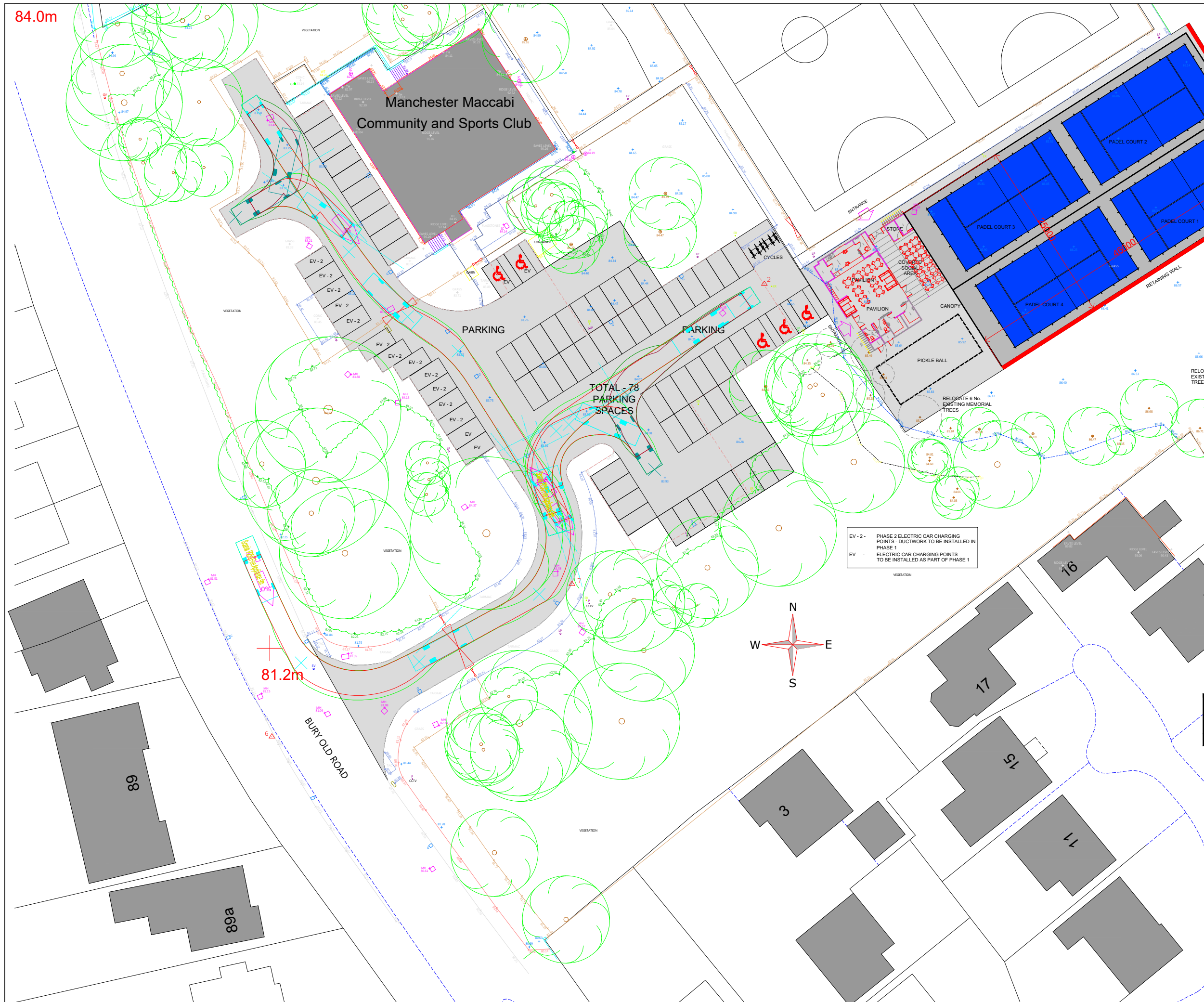
Swept Path Analysis
Refuse Collection Vehicle

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	22.02.24

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NOTES

Vehicle Profile

Scania P250 Fire Appliance 9m	9.000m
Overall Length	2.540m
Overall Width	3.531m
Overall Body Height	0.416m
Min Body Ground Clearance	2.490m
Track Width	3.00 sec
Lock to Lock Time	8.550m
Kerb to Kerb Turning Radius	

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22401-013

Manchester Maccabi

Drawing Title

Swept Path Analysis
Fire Service Vehicle

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	22.02.24

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Appendix G

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : G - TENNIS CLUBS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	ER EAST RENFREWSHIRE	2 days

Primary Filtering selection:

Parameter: Number of courts
Actual Range: 6 to 12 (units:)
Range Selected by User: 4 to 12 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/10/12

Selected survey days:

Tuesday 4 days
Thursday 2 days

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

Selected Locations:

Edge of Town Centre 1
Suburban Area (PPS6 Out of Centre) 4
Edge of Town 1

Selected Location Sub Categories:

Residential Zone 4
No Sub Category 2

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 6 days - Selected

Secondary Filtering selection:

Use Class:

n/a 4 days
Not Known 1 days
F2(c) 1 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

Population within 5 miles:

25,001 to 50,000 1 days
75,001 to 100,000 1 days
125,001 to 250,000 2 days
250,001 to 500,000 2 days

Car ownership within 5 miles:

0.6 to 1.0 2 days
1.1 to 1.5 4 days

Travel Plan:

Not Known 3 days
No 3 days

PTAL Rating:

No PTAL Present 6 days

LIST OF SITES relevant to selection parameters

1	AD-07-G-01	TENNIS CENTRE	ABERDEEN CITY
	WESTBURN ROAD		
	ABERDEEN		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Number of courts:	12	
	Survey date: TUESDAY	10/05/05	Survey Type: MANUAL
2	ER-07-G-01	TENNIS CLUB	EAST RENFREWSHIRE
	RODDINGHEAD ROAD		
	NEWTON MEARNES		
	WHITECRAIGS		
	Edge of Town		
	Residential Zone		
	Total Number of courts:	9	
	Survey date: TUESDAY	09/10/01	Survey Type: MANUAL
3	ER-07-G-02	TENNIS CLUB	EAST RENFREWSHIRE
	PERCY DRIVE		
	GLASGOW		
	GIFFNOCK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	9	
	Survey date: THURSDAY	13/06/02	Survey Type: MANUAL
4	SC-07-G-01	TENNIS CLUB	SURREY
	HILLIER ROAD		
	GUILDFORD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	6	
	Survey date: TUESDAY	08/07/08	Survey Type: MANUAL
5	WK-07-G-01	TENNIS & SQUASH CLUB	WARWICKSHIRE
	GUY'S CLIFFE AVENUE		
	LEAMINGTON SPA		
	MILVERTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	12	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
6	WS-07-G-01	TENNIS/SQUASH C.	WEST SUSSEX
	OAKLANDS WAY		
	CHICHESTER		
	OAKLANDS PARK		
	Edge of Town Centre		
	No Sub Category		
	Total Number of courts:	8	
	Survey date: TUESDAY	17/07/01	Survey Type: MANUAL

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 COURTS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	4	10	0.316	4	10	0.105	4	10	0.421
08:00 - 09:00	4	10	1.000	4	10	0.316	4	10	1.316
09:00 - 10:00	6	9	0.946	6	9	0.232	6	9	1.178
10:00 - 11:00	6	9	0.589	6	9	0.464	6	9	1.053
11:00 - 12:00	6	9	0.500	6	9	0.571	6	9	1.071
12:00 - 13:00	6	9	0.304	6	9	0.625	6	9	0.929
13:00 - 14:00	6	9	0.536	6	9	0.393	6	9	0.929
14:00 - 15:00	6	9	0.375	6	9	0.464	6	9	0.839
15:00 - 16:00	6	9	0.964	6	9	0.714	6	9	1.678
16:00 - 17:00	6	9	1.571	6	9	1.179	6	9	2.750
17:00 - 18:00	6	9	1.536	6	9	1.196	6	9	2.732
18:00 - 19:00	6	9	2.018	6	9	1.589	6	9	3.607
19:00 - 20:00	6	9	1.286	6	9	1.250	6	9	2.536
20:00 - 21:00	6	9	0.679	6	9	1.536	6	9	2.215
21:00 - 22:00	6	9	0.268	6	9	1.089	6	9	1.357
22:00 - 23:00	3	9	0.192	3	9	1.231	3	9	1.423
23:00 - 24:00									
Total Rates:			13.080			12.954			26.034

Parameter summary

Trip rate parameter range selected:	6 - 12 (units:)
Survey date date range:	01/01/00 - 25/10/12
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL OGVS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	4	10	0.000	4	10	0.026	4	10	0.026
08:00 - 09:00	4	10	0.000	4	10	0.000	4	10	0.000
09:00 - 10:00	6	9	0.036	6	9	0.054	6	9	0.090
10:00 - 11:00	6	9	0.036	6	9	0.036	6	9	0.072
11:00 - 12:00	6	9	0.000	6	9	0.000	6	9	0.000
12:00 - 13:00	6	9	0.036	6	9	0.018	6	9	0.054
13:00 - 14:00	6	9	0.000	6	9	0.018	6	9	0.018
14:00 - 15:00	6	9	0.000	6	9	0.000	6	9	0.000
15:00 - 16:00	6	9	0.000	6	9	0.000	6	9	0.000
16:00 - 17:00	6	9	0.000	6	9	0.000	6	9	0.000
17:00 - 18:00	6	9	0.000	6	9	0.000	6	9	0.000
18:00 - 19:00	6	9	0.000	6	9	0.000	6	9	0.000
19:00 - 20:00	6	9	0.000	6	9	0.000	6	9	0.000
20:00 - 21:00	6	9	0.000	6	9	0.000	6	9	0.000
21:00 - 22:00	6	9	0.000	6	9	0.000	6	9	0.000
22:00 - 23:00	3	9	0.000	3	9	0.000	3	9	0.000
23:00 - 24:00									
Total Rates:			0.108			0.152			0.260

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL CYCLISTS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	4	10	0.000	4	10	0.000	4	10	0.000
08:00 - 09:00	4	10	0.000	4	10	0.000	4	10	0.000
09:00 - 10:00	6	9	0.054	6	9	0.036	6	9	0.090
10:00 - 11:00	6	9	0.018	6	9	0.018	6	9	0.036
11:00 - 12:00	6	9	0.071	6	9	0.071	6	9	0.142
12:00 - 13:00	6	9	0.000	6	9	0.000	6	9	0.000
13:00 - 14:00	6	9	0.000	6	9	0.018	6	9	0.018
14:00 - 15:00	6	9	0.000	6	9	0.000	6	9	0.000
15:00 - 16:00	6	9	0.054	6	9	0.000	6	9	0.054
16:00 - 17:00	6	9	0.018	6	9	0.000	6	9	0.018
17:00 - 18:00	6	9	0.018	6	9	0.000	6	9	0.018
18:00 - 19:00	6	9	0.054	6	9	0.018	6	9	0.072
19:00 - 20:00	6	9	0.054	6	9	0.054	6	9	0.108
20:00 - 21:00	6	9	0.036	6	9	0.054	6	9	0.090
21:00 - 22:00	6	9	0.000	6	9	0.036	6	9	0.036
22:00 - 23:00	3	9	0.000	3	9	0.038	3	9	0.038
23:00 - 24:00									
Total Rates:			0.377			0.343			0.720

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	4	10	0.342	4	10	0.132	4	10	0.474
08:00 - 09:00	4	10	1.000	4	10	0.316	4	10	1.316
09:00 - 10:00	6	9	1.107	6	9	0.304	6	9	1.411
10:00 - 11:00	6	9	0.679	6	9	0.607	6	9	1.286
11:00 - 12:00	6	9	0.607	6	9	0.732	6	9	1.339
12:00 - 13:00	6	9	0.375	6	9	0.839	6	9	1.214
13:00 - 14:00	6	9	0.786	6	9	0.554	6	9	1.340
14:00 - 15:00	6	9	0.464	6	9	0.750	6	9	1.214
15:00 - 16:00	6	9	1.482	6	9	1.196	6	9	2.678
16:00 - 17:00	6	9	2.571	6	9	1.804	6	9	4.375
17:00 - 18:00	6	9	2.393	6	9	2.107	6	9	4.500
18:00 - 19:00	6	9	2.804	6	9	2.821	6	9	5.625
19:00 - 20:00	6	9	2.000	6	9	2.089	6	9	4.089
20:00 - 21:00	6	9	0.946	6	9	2.089	6	9	3.035
21:00 - 22:00	6	9	0.500	6	9	1.786	6	9	2.286
22:00 - 23:00	3	9	0.308	3	9	1.654	3	9	1.962
23:00 - 24:00									
Total Rates:			18.364			19.780			38.144

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	4	10	0.000	4	10	0.000	4	10	0.000
08:00 - 09:00	4	10	0.105	4	10	0.000	4	10	0.105
09:00 - 10:00	6	9	0.232	6	9	0.054	6	9	0.286
10:00 - 11:00	6	9	0.054	6	9	0.143	6	9	0.197
11:00 - 12:00	6	9	0.054	6	9	0.179	6	9	0.233
12:00 - 13:00	6	9	0.179	6	9	0.036	6	9	0.215
13:00 - 14:00	6	9	0.196	6	9	0.161	6	9	0.357
14:00 - 15:00	6	9	0.214	6	9	0.107	6	9	0.321
15:00 - 16:00	6	9	0.411	6	9	0.214	6	9	0.625
16:00 - 17:00	6	9	0.768	6	9	0.500	6	9	1.268
17:00 - 18:00	6	9	0.411	6	9	0.429	6	9	0.840
18:00 - 19:00	6	9	0.357	6	9	0.179	6	9	0.536
19:00 - 20:00	6	9	0.357	6	9	0.179	6	9	0.536
20:00 - 21:00	6	9	0.125	6	9	0.286	6	9	0.411
21:00 - 22:00	6	9	0.125	6	9	0.214	6	9	0.339
22:00 - 23:00	3	9	0.231	3	9	0.269	3	9	0.500
23:00 - 24:00									
Total Rates:			3.819			2.950			6.769

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	4	10	0.000	4	10	0.000	4	10	0.000
08:00 - 09:00	4	10	0.000	4	10	0.000	4	10	0.000
09:00 - 10:00	6	9	0.000	6	9	0.000	6	9	0.000
10:00 - 11:00	6	9	0.000	6	9	0.000	6	9	0.000
11:00 - 12:00	6	9	0.000	6	9	0.000	6	9	0.000
12:00 - 13:00	6	9	0.000	6	9	0.000	6	9	0.000
13:00 - 14:00	6	9	0.000	6	9	0.000	6	9	0.000
14:00 - 15:00	6	9	0.036	6	9	0.000	6	9	0.036
15:00 - 16:00	6	9	0.000	6	9	0.000	6	9	0.000
16:00 - 17:00	6	9	0.000	6	9	0.000	6	9	0.000
17:00 - 18:00	6	9	0.000	6	9	0.000	6	9	0.000
18:00 - 19:00	6	9	0.000	6	9	0.036	6	9	0.036
19:00 - 20:00	6	9	0.000	6	9	0.000	6	9	0.000
20:00 - 21:00	6	9	0.000	6	9	0.000	6	9	0.000
21:00 - 22:00	6	9	0.000	6	9	0.000	6	9	0.000
22:00 - 23:00	3	9	0.000	3	9	0.000	3	9	0.000
23:00 - 24:00									
Total Rates:			0.036				0.036	0.072	

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.77

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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	4	10	0.342	4	10	0.132	4	10	0.474
08:00 - 09:00	4	10	1.105	4	10	0.316	4	10	1.421
09:00 - 10:00	6	9	1.393	6	9	0.393	6	9	1.786
10:00 - 11:00	6	9	0.750	6	9	0.768	6	9	1.518
11:00 - 12:00	6	9	0.732	6	9	0.982	6	9	1.714
12:00 - 13:00	6	9	0.554	6	9	0.875	6	9	1.429
13:00 - 14:00	6	9	0.982	6	9	0.732	6	9	1.714
14:00 - 15:00	6	9	0.714	6	9	0.857	6	9	1.571
15:00 - 16:00	6	9	1.946	6	9	1.411	6	9	3.357
16:00 - 17:00	6	9	3.357	6	9	2.304	6	9	5.661
17:00 - 18:00	6	9	2.821	6	9	2.536	6	9	5.357
18:00 - 19:00	6	9	3.214	6	9	3.054	6	9	6.268
19:00 - 20:00	6	9	2.411	6	9	2.321	6	9	4.732
20:00 - 21:00	6	9	1.107	6	9	2.429	6	9	3.536
21:00 - 22:00	6	9	0.625	6	9	2.036	6	9	2.661
22:00 - 23:00	3	9	0.538	3	9	1.962	3	9	2.500
23:00 - 24:00									
Total Rates:			22.591			23.108			45.699

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : G - TENNIS CLUBS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
LR	LEICESTER	1 days

Primary Filtering selection:

Parameter: Number of courts
 Actual Range: 4 to 4 (units:)
 Range Selected by User: 4 to 12 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/10/12

Selected survey days:

Saturday 1 days

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1

Selected Location Sub Categories:

Residential Zone 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included X days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

F2(c) 1 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 1 days

Population within 5 miles:

250,001 to 500,000 1 days

Car ownership within 5 miles:

1.1 to 1.5 1 days

Travel Plan:

No 1 days

PTAL Rating:

No PTAL Present 1 days

LIST OF SITES relevant to selection parameters

1	LR-07-G-01	TENNIS CLUB	LEICESTER
	HOMEWAY ROAD		
	LEICESTER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of courts:	4	
	Survey date: SATURDAY	20/06/09	Survey Type: MANUAL

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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									
08:00 - 09:00	1	4	0.000	1	4	0.000	1	4	0.000
09:00 - 10:00	1	4	3.500	1	4	1.750	1	4	5.250
10:00 - 11:00	1	4	2.000	1	4	2.000	1	4	4.000
11:00 - 12:00	1	4	3.250	1	4	1.500	1	4	4.750
12:00 - 13:00	1	4	0.750	1	4	0.250	1	4	1.000
13:00 - 14:00	1	4	0.750	1	4	2.250	1	4	3.000
14:00 - 15:00	1	4	1.250	1	4	1.500	1	4	2.750
15:00 - 16:00	1	4	0.250	1	4	0.000	1	4	0.250
16:00 - 17:00	1	4	0.000	1	4	0.250	1	4	0.250
17:00 - 18:00	1	4	0.000	1	4	2.250	1	4	2.250
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.750			11.750			23.500

Parameter summary

Trip rate parameter range selected: 4 - 4 (units:)
Survey date date range: 01/01/00 - 25/10/12
Number of weekdays (Monday-Friday): 0
Number of Saturdays: 1
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL CYCLISTS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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									
08:00 - 09:00	1	4	0.000	1	4	0.000	1	4	0.000
09:00 - 10:00	1	4	0.000	1	4	0.000	1	4	0.000
10:00 - 11:00	1	4	0.250	1	4	0.000	1	4	0.250
11:00 - 12:00	1	4	0.000	1	4	0.250	1	4	0.250
12:00 - 13:00	1	4	0.000	1	4	0.000	1	4	0.000
13:00 - 14:00	1	4	0.000	1	4	0.000	1	4	0.000
14:00 - 15:00	1	4	0.000	1	4	0.000	1	4	0.000
15:00 - 16:00	1	4	0.000	1	4	0.000	1	4	0.000
16:00 - 17:00	1	4	0.000	1	4	0.000	1	4	0.000
17:00 - 18:00	1	4	0.000	1	4	0.000	1	4	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.250			0.250			0.500

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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									
08:00 - 09:00	1	4	0.000	1	4	0.000	1	4	0.000
09:00 - 10:00	1	4	5.500	1	4	1.000	1	4	6.500
10:00 - 11:00	1	4	2.500	1	4	3.250	1	4	5.750
11:00 - 12:00	1	4	3.750	1	4	2.500	1	4	6.250
12:00 - 13:00	1	4	0.500	1	4	0.250	1	4	0.750
13:00 - 14:00	1	4	0.750	1	4	2.250	1	4	3.000
14:00 - 15:00	1	4	1.500	1	4	2.250	1	4	3.750
15:00 - 16:00	1	4	0.250	1	4	0.000	1	4	0.250
16:00 - 17:00	1	4	0.000	1	4	0.250	1	4	0.250
17:00 - 18:00	1	4	0.000	1	4	2.250	1	4	2.250
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.750			14.000			28.750

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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									
08:00 - 09:00	1	4	0.000	1	4	0.000	1	4	0.000
09:00 - 10:00	1	4	0.750	1	4	0.000	1	4	0.750
10:00 - 11:00	1	4	0.000	1	4	0.500	1	4	0.500
11:00 - 12:00	1	4	0.250	1	4	0.750	1	4	1.000
12:00 - 13:00	1	4	0.250	1	4	0.250	1	4	0.500
13:00 - 14:00	1	4	0.250	1	4	0.250	1	4	0.500
14:00 - 15:00	1	4	0.000	1	4	0.000	1	4	0.000
15:00 - 16:00	1	4	0.000	1	4	0.000	1	4	0.000
16:00 - 17:00	1	4	0.000	1	4	0.500	1	4	0.500
17:00 - 18:00	1	4	0.000	1	4	0.000	1	4	0.000
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.500			2.250			3.750

TRIP RATE for Land Use 07 - LEISURE/G - TENNIS CLUBS
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 COURTS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	Trip Rate	No. Days	Ave. COURTS	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									
08:00 - 09:00	1	4	0.000	1	4	0.000	1	4	0.000
09:00 - 10:00	1	4	6.250	1	4	1.000	1	4	7.250
10:00 - 11:00	1	4	2.750	1	4	3.750	1	4	6.500
11:00 - 12:00	1	4	4.000	1	4	3.500	1	4	7.500
12:00 - 13:00	1	4	0.750	1	4	0.500	1	4	1.250
13:00 - 14:00	1	4	1.000	1	4	2.500	1	4	3.500
14:00 - 15:00	1	4	1.500	1	4	2.250	1	4	3.750
15:00 - 16:00	1	4	0.250	1	4	0.000	1	4	0.250
16:00 - 17:00	1	4	0.000	1	4	0.750	1	4	0.750
17:00 - 18:00	1	4	0.000	1	4	2.250	1	4	2.250
18:00 - 19:00									
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			16.500			16.500			33.000

Appendix H

NTS0409a: Average number of trips by purpose and main mode (trips per person per year): England, 2002 onwards [note 1]

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

The table in this worksheet contains numbers. These represent average trips by purpose and main mode.

Some shorthand is used in these tables, [low] denotes rounds to 0.

Filters are active in row 6 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L].

Year	Main mode	Leisure [note 2]	
		Commuting	
2019	Walk [notes 3, 4]	17	40
2019	Pedal cycle [note 5]	5	5
2019	Car or van driver	75	93
2019	Car or van passenger	10	81
2019	Motorcycle	1	1
2019	Other private transport [note 6]	1	2
2019	Bus in London	5	4
2019	Other local bus	6	6
2019	Non-local bus	[low]	[low]
2019	London Underground	7	2
2019	Surface Rail	10	6
2019	Taxi or minicab	1	6
2019	Other public transport [note 7]	1	1
2019	All modes	140	247

WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 21 February 2024]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02001044 : Bury 026

Method of travel to work	2011
All categories: Method of travel to work (2001 specification)	1,555
Underground, metro, light rail or tram	32
Train	16
Bus, minibus or coach	102
Taxi	28
Motorcycle, scooter or moped	5
Driving a car or van	1,037
Passenger in a car or van	88
Bicycle	16
On foot	220
Other method of travel to work	11

Appendix I

Junctions 9																			
PICADY 9 - Priority Intersection Module																			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019																			
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk																			
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution																			

Filename: Site Access - Existing.j9

Path: C:\Users\JohnThompson\CloudStation\SK22401 Maccabi\Junction Assessments

Report generation date: 06/03/2024 13:05:11

- »Existing Junction - 2024 Obs, Network PM Peak
- »Existing Junction - 2024 Obs, PM Site Use Peak
- »Existing Junction - 2024 Obs, Weekend Dev Peak
- »Existing Junction - 2024 Obs, Weekend Network Peak
- »Existing Junction - 2029 Base, Network PM Peak
- »Existing Junction - 2029 Base, PM Site Use Peak
- »Existing Junction - 2029 Base, Weekend Dev Peak
- »Existing Junction - 2029 Base, Weekend Network Peak
- »Existing Junction - 2029 with Dev, Network PM Peak
- »Existing Junction - 2029 with Dev, PM Site Use Peak
- »Existing Junction - 2029 with Dev, Weekend Dev Peak
- »Existing Junction - 2029 with Dev, Weekend Network Peak

Summary of junction performance

	Network PM Peak					PM Site Use Peak					Weekend Dev Peak					Weekend Network Peak				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Junction - 2024 Obs																			
Stream B-AC	D1	0.1	10.18	0.06	B	D2	0.1	10.58	0.10	B	D3	0.0	9.41	0.05	A	D4	0.1	11.48	0.12	B
Stream C-B		0.0	6.76	0.03	A		0.0	6.80	0.03	A		0.0	6.12	0.00	A		0.1	7.05	0.05	A
	Existing Junction - 2029 Base																			
Stream B-AC	D5	0.1	10.51	0.06	B	D6	0.1	10.89	0.10	B	D7	0.1	9.55	0.05	A	D8	0.1	11.83	0.12	B
Stream C-B		0.0	6.85	0.03	A		0.0	6.89	0.03	A		0.0	6.17	0.00	A		0.1	7.14	0.05	A
	Existing Junction - 2029 with Dev																			
Stream B-AC	D9	0.1	10.72	0.08	B	D10	0.1	11.29	0.12	B	D11	0.1	9.83	0.07	A	D12	0.2	12.29	0.16	B
Stream C-B		0.0	6.93	0.04	A		0.0	6.97	0.04	A		0.0	6.23	0.01	A		0.1	7.18	0.06	A

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

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

File summary

File Description

Title	Maccabi Centre Access Junction
Location	Bury Old Road
Site number	
Date	22/02/2024
Version	
Status	
Identifier	
Client	
Jobnumber	SK22401
Enumerator	
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Obs	Network PM Peak	FLAT	16:45	17:45	60	15	✓
D2	2024 Obs	PM Site Use Peak	FLAT	18:00	19:00	60	15	✓
D3	2024 Obs	Weekend Dev Peak	FLAT	09:00	10:00	60	15	✓
D4	2024 Obs	Weekend Network Peak	FLAT	13:15	14:15	60	15	✓
D5	2029 Base	Network PM Peak	FLAT	16:45	17:45	60	15	✓
D6	2029 Base	PM Site Use Peak	FLAT	18:00	19:00	60	15	✓
D7	2029 Base	Weekend Dev Peak	FLAT	09:00	10:00	60	15	✓
D8	2029 Base	Weekend Network Peak	FLAT	13:15	14:15	60	15	✓
D9	2029 with Dev	Network PM Peak	FLAT	16:45	17:45	60	15	✓
D10	2029 with Dev	PM Site Use Peak	FLAT	18:00	19:00	60	15	✓
D11	2029 with Dev	Weekend Dev Peak	FLAT	09:00	10:00	60	15	✓
D12	2029 with Dev	Weekend Network Peak	FLAT	13:15	14:15	60	15	✓

Analysis Set Details

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

Existing Junction - 2024 Obs, Network PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.00		✓	3.00	110.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	35	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	501	0.087	0.221	0.139	0.315
B-C	640	0.094	0.237	-	-
C-B	693	0.257	0.257	-	-

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

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Obs	Network PM Peak	FLAT	16:45	17:45	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	572	100.000
B		FLAT	✓	23	100.000
C		FLAT	✓	853	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	8	564
	B	8	0	15
	C	839	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	10.18	0.1	B	23	23
C-A					839	839
C-B	0.03	6.76	0.0	A	14	14
A-B					8	8
A-C					564	564

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	377	0.061	23	0.0	0.1	10.162	B
C-A	839	210			839				
C-B	14	4	546	0.026	14	0.0	0.0	6.763	A
A-B	8	2			8				
A-C	564	141			564				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	377	0.061	23	0.1	0.1	10.176	B
C-A	839	210			839				
C-B	14	4	546	0.026	14	0.0	0.0	6.763	A
A-B	8	2			8				
A-C	564	141			564				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	377	0.061	23	0.1	0.1	10.176	B
C-A	839	210			839				
C-B	14	4	546	0.026	14	0.0	0.0	6.763	A
A-B	8	2			8				
A-C	564	141			564				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	377	0.061	23	0.1	0.1	10.176	B
C-A	839	210			839				
C-B	14	4	546	0.026	14	0.0	0.0	6.763	A
A-B	8	2			8				
A-C	564	141			564				

Existing Junction - 2024 Obs, PM Site Use Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024 Obs	PM Site Use Peak	FLAT	18:00	19:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	576	100.000
B		FLAT	✓	36	100.000
C		FLAT	✓	652	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	29	547
	B	16	0	20
	C	636	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	10.58	0.1	B	36	36
C-A					636	636
C-B	0.03	6.80	0.0	A	16	16
A-B					29	29
A-C					547	547

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	376	0.096	36	0.0	0.1	10.550	B
C-A	636	159			636				
C-B	16	4	545	0.029	16	0.0	0.0	6.799	A
A-B	29	7			29				
A-C	547	137			547				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	376	0.096	36	0.1	0.1	10.576	B
C-A	636	159			636				
C-B	16	4	545	0.029	16	0.0	0.0	6.801	A
A-B	29	7			29				
A-C	547	137			547				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	376	0.096	36	0.1	0.1	10.576	B
C-A	636	159			636				
C-B	16	4	545	0.029	16	0.0	0.0	6.801	A
A-B	29	7			29				
A-C	547	137			547				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	376	0.096	36	0.1	0.1	10.576	B
C-A	636	159			636				
C-B	16	4	545	0.029	16	0.0	0.0	6.801	A
A-B	29	7			29				
A-C	547	137			547				

Existing Junction - 2024 Obs, Weekend Dev Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.27	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2024 Obs	Weekend Dev Peak	FLAT	09:00	10:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	404	100.000
B		FLAT	✓	19	100.000
C		FLAT	✓	273	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	10	394
	B	15	0	4
	C	272	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	9.41	0.0	A	19	19
C-A					272	272
C-B	0.00	6.12	0.0	A	1	1
A-B					10	10
A-C					394	394

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	402	0.047	19	0.0	0.0	9.398	A
C-A	272	68			272				
C-B	1	0.25	589	0.002	0.99	0.0	0.0	6.117	A
A-B	10	3			10				
A-C	394	99			394				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	402	0.047	19	0.0	0.0	9.407	A
C-A	272	68			272				
C-B	1	0.25	589	0.002	1.00	0.0	0.0	6.117	A
A-B	10	3			10				
A-C	394	99			394				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	402	0.047	19	0.0	0.0	9.407	A
C-A	272	68			272				
C-B	1	0.25	589	0.002	1	0.0	0.0	6.119	A
A-B	10	3			10				
A-C	394	99			394				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	402	0.047	19	0.0	0.0	9.407	A
C-A	272	68			272				
C-B	1	0.25	589	0.002	1	0.0	0.0	6.119	A
A-B	10	3			10				
A-C	394	99			394				

Existing Junction - 2024 Obs, Weekend Network Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.58	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2024 Obs	Weekend Network Peak	FLAT	13:15	14:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	597	100.000
B		FLAT	✓	43	100.000
C		FLAT	✓	555	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	23	574
	B	24	0	19
	C	526	29	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	11.48	0.1	B	43	43
C-A					526	526
C-B	0.05	7.05	0.1	A	29	29
A-B					23	23
A-C					574	574

Main Results for each time segment

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	357	0.121	42	0.0	0.1	11.437	B
C-A	526	132			526				
C-B	29	7	540	0.054	29	0.0	0.1	7.041	A
A-B	23	6			23				
A-C	574	144			574				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	357	0.121	43	0.1	0.1	11.477	B
C-A	526	132			526				
C-B	29	7	540	0.054	29	0.1	0.1	7.046	A
A-B	23	6			23				
A-C	574	144			574				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	357	0.121	43	0.1	0.1	11.477	B
C-A	526	132			526				
C-B	29	7	540	0.054	29	0.1	0.1	7.046	A
A-B	23	6			23				
A-C	574	144			574				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	357	0.121	43	0.1	0.1	11.477	B
C-A	526	132			526				
C-B	29	7	540	0.054	29	0.1	0.1	7.046	A
AB	23	6			23				
AC	574	144			574				

Existing Junction - 2029 Base, Network PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2029 Base	Network PM Peak	FLAT	16:45	17:45	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	599	100.000
B		FLAT	✓	23	100.000
C		FLAT	✓	893	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	8	591
	B	8	0	15
	C	879	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.06	10.51	0.1	B	23	23
C-A					879	879
C-B	0.03	6.85	0.0	A	14	14
A-B					8	8
A-C					591	591

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	366	0.063	23	0.0	0.1	10.492	B
C-A	879	220			879				
C-B	14	4	539	0.026	14	0.0	0.0	6.849	A
A-B	8	2			8				
A-C	591	148			591				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	366	0.063	23	0.1	0.1	10.508	B
C-A	879	220			879				
C-B	14	4	539	0.026	14	0.0	0.0	6.852	A
A-B	8	2			8				
A-C	591	148			591				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	366	0.063	23	0.1	0.1	10.508	B
C-A	879	220			879				
C-B	14	4	539	0.026	14	0.0	0.0	6.852	A
A-B	8	2			8				
A-C	591	148			591				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	6	366	0.063	23	0.1	0.1	10.508	B
C-A	879	220			879				
C-B	14	4	539	0.026	14	0.0	0.0	6.852	A
A-B	8	2			8				
A-C	591	148			591				

Existing Junction - 2029 Base, PM Site Use Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.38	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2029 Base	PM Site Use Peak	FLAT	18:00	19:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	602	100.000
B		FLAT	✓	36	100.000
C		FLAT	✓	683	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	29	573
	B	16	0	20
	C	667	16	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	10.89	0.1	B	36	36
C-A					667	667
C-B	0.03	6.89	0.0	A	16	16
A-B					29	29
A-C					573	573

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	367	0.098	36	0.0	0.1	10.859	B
C-A	667	167			667				
C-B	16	4	539	0.030	16	0.0	0.0	6.885	A
A-B	29	7			29				
A-C	573	143			573				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	367	0.098	36	0.1	0.1	10.888	B
C-A	667	167			667				
C-B	16	4	539	0.030	16	0.0	0.0	6.888	A
A-B	29	7			29				
A-C	573	143			573				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	367	0.098	36	0.1	0.1	10.888	B
C-A	667	167			667				
C-B	16	4	539	0.030	16	0.0	0.0	6.888	A
A-B	29	7			29				
A-C	573	143			573				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	36	9	367	0.098	36	0.1	0.1	10.888	B
C-A	667	167			667				
C-B	16	4	539	0.030	16	0.0	0.0	6.888	A
A-B	29	7			29				
A-C	573	143			573				

Existing Junction - 2029 Base, Weekend Dev Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.26	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2029 Base	Weekend Dev Peak	FLAT	09:00	10:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	423	100.000
B		FLAT	✓	19	100.000
C		FLAT	✓	285	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	10	413
	B	15	0	4
	C	284	1	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	9.55	0.1	A	19	19
C-A					284	284
C-B	0.00	6.17	0.0	A	1	1
A-B					10	10
A-C					413	413

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	396	0.048	19	0.0	0.0	9.543	A
C-A	284	71			284				
C-B	1	0.25	585	0.002	0.99	0.0	0.0	6.168	A
A-B	10	3			10				
A-C	413	103			413				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	396	0.048	19	0.0	0.1	9.552	A
C-A	284	71			284				
C-B	1	0.25	585	0.002	1.00	0.0	0.0	6.168	A
A-B	10	3			10				
A-C	413	103			413				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	396	0.048	19	0.1	0.1	9.552	A
C-A	284	71			284				
C-B	1	0.25	585	0.002	1	0.0	0.0	6.168	A
A-B	10	3			10				
A-C	413	103			413				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	396	0.048	19	0.1	0.1	9.552	A
C-A	284	71			284				
C-B	1	0.25	585	0.002	1	0.0	0.0	6.168	A
A-B	10	3			10				
A-C	413	103			413				

Existing Junction - 2029 Base, Weekend Network Peak

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2029 Base	Weekend Network Peak	FLAT	13:15	14:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	624	100.000
B		FLAT	✓	43	100.000
C		FLAT	✓	580	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	23	601
	B	24	0	19
	C	551	29	0

Vehicle Mix

Heavy Vehicle Percentages

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	11.83	0.1	B	43	43
C-A					551	551
C-B	0.05	7.14	0.1	A	29	29
A-B					23	23
A-C					601	601

Main Results for each time segment

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	347	0.124	42	0.0	0.1	11.788	B
C-A	551	138			551				
C-B	29	7	533	0.054	29	0.0	0.1	7.138	A
A-B	23	6			23				
A-C	601	150			601				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	347	0.124	43	0.1	0.1	11.832	B
C-A	551	138			551				
C-B	29	7	533	0.054	29	0.1	0.1	7.143	A
A-B	23	6			23				
A-C	601	150			601				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	347	0.124	43	0.1	0.1	11.832	B
C-A	551	138			551				
C-B	29	7	533	0.054	29	0.1	0.1	7.143	A
A-B	23	6			23				
A-C	601	150			601				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	11	347	0.124	43	0.1	0.1	11.832	B
C-A	551	138			551				
C-B	29	7	533	0.054	29	0.1	0.1	7.143	A
AB	23	6			23				
AC	601	150			601				

Existing Junction - 2029 with Dev, Network PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

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

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2029 with Dev	Network PM Peak	FLAT	16:45	17:45	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	602	100.000
B		FLAT	✓	29	100.000
C		FLAT	✓	898	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	11	591
	B	10	0	19
	C	879	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	10.72	0.1	B	29	29
C-A					879	879
C-B	0.04	6.93	0.0	A	19	19
A-B					11	11
A-C					591	591

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	365	0.079	29	0.0	0.1	10.695	B
C-A	879	220			879				
C-B	19	5	539	0.035	19	0.0	0.0	6.925	A
A-B	11	3			11				
A-C	591	148			591				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	365	0.079	29	0.1	0.1	10.717	B
C-A	879	220			879				
C-B	19	5	539	0.035	19	0.0	0.0	6.928	A
A-B	11	3			11				
A-C	591	148			591				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	365	0.079	29	0.1	0.1	10.717	B
C-A	879	220			879				
C-B	19	5	539	0.035	19	0.0	0.0	6.928	A
A-B	11	3			11				
A-C	591	148			591				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	365	0.079	29	0.1	0.1	10.717	B
C-A	879	220			879				
C-B	19	5	539	0.035	19	0.0	0.0	6.928	A
AB	11	3			11				
AC	591	148			591				

Existing Junction - 2029 with Dev, PM Site Use Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D10	2029 with Dev	PM Site Use Peak	FLAT	18:00	19:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	609	100.000
B		FLAT	✓	44	100.000
C		FLAT	✓	687	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	36	573
	B	20	0	24
	C	667	20	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.12	11.29	0.1	B	44	44
C-A					667	667
C-B	0.04	6.97	0.0	A	20	20
A-B					36	36
A-C					573	573

Main Results for each time segment

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	363	0.121	43	0.0	0.1	11.256	B
C-A	667	167			667				
C-B	20	5	537	0.037	20	0.0	0.0	6.963	A
A-B	36	9			36				
A-C	573	143			573				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	363	0.121	44	0.1	0.1	11.295	B
C-A	667	167			667				
C-B	20	5	537	0.037	20	0.0	0.0	6.965	A
A-B	36	9			36				
A-C	573	143			573				

18:30 - 18:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	363	0.121	44	0.1	0.1	11.295	B
C-A	667	167			667				
C-B	20	5	537	0.037	20	0.0	0.0	6.965	A
A-B	36	9			36				
A-C	573	143			573				

18:45 - 19:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	11	363	0.121	44	0.1	0.1	11.295	B
C-A	667	167			667				
C-B	20	5	537	0.037	20	0.0	0.0	6.965	A
AB	36	9			36				
AC	573	143			573				

Existing Junction - 2029 with Dev, Weekend Dev Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D11	2029 with Dev	Weekend Dev Peak	FLAT	09:00	10:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	439	100.000
B		FLAT	✓	28	100.000
C		FLAT	✓	287	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	26	413
	B	22	0	6
	C	284	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.07	9.83	0.1	A	28	28
C-A					284	284
C-B	0.01	6.23	0.0	A	3	3
A-B					26	26
A-C					413	413

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	394	0.071	28	0.0	0.1	9.810	A
C-A	284	71			284				
C-B	3	0.75	580	0.005	3	0.0	0.0	6.234	A
A-B	26	7			26				
A-C	413	103			413				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	394	0.071	28	0.1	0.1	9.826	A
C-A	284	71			284				
C-B	3	0.75	580	0.005	3	0.0	0.0	6.234	A
A-B	26	7			26				
A-C	413	103			413				

09:30 - 09:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	394	0.071	28	0.1	0.1	9.826	A
C-A	284	71			284				
C-B	3	0.75	580	0.005	3	0.0	0.0	6.234	A
A-B	26	7			26				
A-C	413	103			413				

09:45 - 10:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	394	0.071	28	0.1	0.1	9.826	A
C-A	284	71			284				
C-B	3	0.75	580	0.005	3	0.0	0.0	6.234	A
AB	26	7			26				
AC	413	103			413				

Existing Junction - 2029 with Dev, Weekend Network Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D12	2029 with Dev	Weekend Network Peak	FLAT	13:15	14:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	626	100.000
B		FLAT	✓	54	100.000
C		FLAT	✓	582	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	25	601
	B	30	0	24
	C	551	31	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.16	12.29	0.2	B	54	54
C-A					551	551
C-B	0.06	7.18	0.1	A	31	31
A-B					25	25
A-C					601	601

Main Results for each time segment

13:15 - 13:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	347	0.156	53	0.0	0.2	12.226	B
C-A	551	138			551				
C-B	31	8	532	0.058	31	0.0	0.1	7.173	A
A-B	25	6			25				
A-C	601	150			601				

13:30 - 13:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	347	0.156	54	0.2	0.2	12.287	B
C-A	551	138			551				
C-B	31	8	532	0.058	31	0.1	0.1	7.179	A
A-B	25	6			25				
A-C	601	150			601				

13:45 - 14:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	347	0.156	54	0.2	0.2	12.287	B
C-A	551	138			551				
C-B	31	8	532	0.058	31	0.1	0.1	7.179	A
A-B	25	6			25				
A-C	601	150			601				

14:00 - 14:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	54	14	347	0.156	54	0.2	0.2	12.287	B
C-A	551	138			551				
C-B	31	8	532	0.058	31	0.1	0.1	7.179	A
AB	25	6			25				
AC	601	150			601				

Appendix J

Manchester Maccabi Community & Sports Centre: Weekday

				Starting Occupancy	
				8	
Time	Surveyed Site Traffic Flows			Parking Accumulation	Development Traffic
	In	Out	Total		In
07:00-08:00					2
08:00-09:00					5
09:00-10:00					5
10:00-11:00					3
11:00-12:00					3
12:00-13:00					2
13:00-14:00					3
14:00-15:00					2
15:00-16:00				8	5
16:00-17:00	14	9	23	13	8
17:00-18:00	27	18	45	22	8
18:00-19:00	45	36	81	31	10
19:00-20:00	21	25	46	27	6
20:00-21:00	4	24	28	7	3

Manchester Maccabi Community & Sports Centre: Sunday

				Starting Occupancy	
				0	
Time	Surveyed Site Traffic Flows			Parking Accumulation	Development Traffic
	In	Out	Total		In
07:00-08:00	3	1	4	2	0
08:00-09:00	17	3	20	16	0
09:00-10:00	11	19	30	8	18
10:00-11:00	14	18	32	4	10
11:00-12:00	31	11	42	24	16
12:00-13:00	8	7	15	25	4
13:00-14:00	34	37	71	22	4
14:00-15:00	48	34	82	36	6
15:00-16:00	17	23	40	30	1
16:00-17:00	12	7	19	35	0
17:00-18:00	20	50	70	5	0
18:00-19:00	20	22	42	3	0