Proposed Golf Club
Ashbourne Grove, Stand Golf Club

December 2025

TRANSPORT ASSESSMENT

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REPORT

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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons have been instructed by Westshield Ltd to advise on the traffic and transport issues relating to a planning application for a new club house for Stand Golf Club on land off Ringley Road in the Whitefield area of Bury.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.1.4 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site is located in the Whitefield area of Bury and is formed of a land parcel irregular in shape. The total area of the site is 23,113m^2.

2.1.2 The location of the site is shown on **Plan 1**.

2.1.3 The site currently consists of an undeveloped section of land located within the southern area of Stand Golf Club.

2.1.4 To the north and east of the application site lies land associated with the golf course, along with Public Footpath 3S. To the south lies residential properties located along Ringley Road and to the west lies Ringley Road.

2.2 Existing Highway Network

2.2.1 The A667 Ringley Road is a single carriageway road, extending in a south-east/north-west direction. It has footways located on the eastern side, measuring around 2.3 metres in width and benefits from street lighting.

2.2.2 At its eastern end, the A667 Ringley Road connects the site to the centre of Whitefield where it forms a signal-controlled crossroad junction with the A56 Bury New Road. At its western end, the A667 continues until it reaches Farnworth.

2.2.3 The A56 Bury New Road is a dual carriageway road with a total width of around 11-metres. It has wide footways on either side measuring around 3-metres in width and regular streetlighting. There is also numerous pedestrian crossings located along the A56 Bury New Road. At its northern end, the A56 leads to the centre of Bury and at its southern end, Manchester City Centre Ring Road.

2.2.4 To the south, the A56 continues around 1.6 kilometres until it forms a signal-controlled roundabout junction with Junction 17 of the M60 (Manchester Outer Ring Road). Bury New Road continues southwards through Prestwich and onwards to Salford and Manchester.

2.2.5 To the east of the site, the M60 also forms a motorway junction with junction 18 of the M62 and junction 4 of the M66, providing access to Ramsbottom, Edenfield and Rochdale.

2.2.6 The M60 provides access around Greater Manchester, providing connection to the M62 to the east and the M61 to the west. The M62 connects the site to Rochdale, while the M61 provides access to Bolton.

2.3 Development Proposals

2.3.1 A separate planning application has been submitted that would provide residential development on land currently occupied by the existing clubhouse. As such, there is a need to provide a new clubhouse.

2.3.2 The proposals that this report supports include a new Club House, a putting green, golf club parking and parking for an existing football pitch (which falls outside the application boundary).

2.3.3 The proposed site layout is shown in **Plan 2**.

2.3.4 The new development site will be accessed via a proposed priority-controlled T-junction with a ghost island right turning lane off the A667 Ringley Road. The access road will include a 5.5-metre-wide carriageway and 2.0-metre-wide footways on either side along with 6-metre radii.

2.3.5 As requested by the local highway authority, the design has been undertaken on a topographical base and the road markings tie into the existing white lining arrangement along Ringley Road.

2.3.6 In addition, a speed survey has been undertaken. Refence to this reveals that the 85th percentile speed of south-eastbound vehicles was 36.5mph and north-westbound vehicles was 37.8mph. Additionally, the HGV composition is greater than 5%, therefore, based on the MfS2 calculation for SSD, the visibility splay to the north-west is 63m and the visibility splay to the south-west is 67m.

2.3.7 The proposed site access arrangement, including an indication of visibility splays, is shown in **Plan 3**.

2.3.8 A total of 126 spaces are proposed for the Golf Club (including 7 spaces for the mobility impaired), with 14 parking spaces being provided for the adjacent football pitch.

2.3.9 Cycle parking will also be present within the development site.

2.3.10 As will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's staff and visitors and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car.

2.3.11 A swept path analysis has been undertaken to demonstrate the ability of a refuse vehicle to manoeuvre within the site. This is included at **Appendix 1**.

3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 The NPPF confirms that '*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*' though it is recognised that '*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*.'

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- Access on foot;
- Access by cycle;
- Access by bus; and
- Access by rail.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 Existing footways are provided along Ringley Road that provide a link to the wider pedestrian network.

3.2.3 There are a number of Public Rights of Ways within the vicinity of the site, as can be seen in **Figure 3.1** below. Directly to the eastern edge of the site lies Footpath 3S. This Footpath provides access from Ringley Road, directly to the south of the site, north to Stand Lane via the Golf Club.

3.2.4 This Public Right of Way will provide direct access from the new golf club to the new residential development located to the north of the site, included as part of this development.

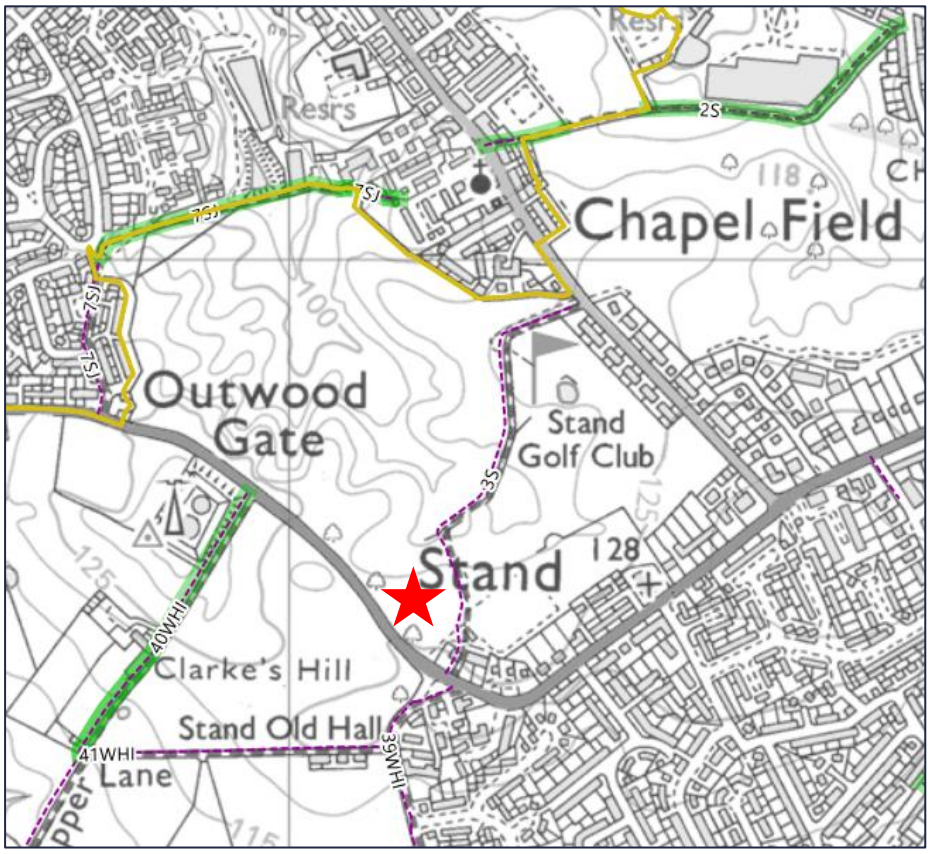


Figure 3.1 Bury Council Public Right of Way Map

3.2.5 As can be seen above, Footpath 40WHI and 41WHI are also located within the vicinity of the site. These footpaths provide access off Ringley Road and run south to nearby rural areas including Hurst Wood.

3.2.6 The DFT National Travel Survey of 2022 confirms that 83% of all trips less than a mile (1.6km) are carried out on foot.

3.2.7 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 3.1**.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.8 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.9 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

3.2.10 **Table 3.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.11 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.12 Overall, in Table 5.1 of that document it states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 3.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.13 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.14 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

3.2.15 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.16 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 4**.

3.2.17 The 2,000-metre pedestrian catchment illustrates that almost the majority of the Whitefield and part of the Radcliffe boundary falls within the 2km catchment. Clearly, this re-presents a key destination for potential employees.

3.2.18 Plan 4 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby tram stops and the nearest bus stops to the site.

3.2.19 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and residential areas, which are likely to include the origins of staff and visitors.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 The advice contained within the Highway Code, which was updated on 29th January 2022, seeks to improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

3.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips,* [cycle links] *can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed*.'

3.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Whitefield, Prestwich, Radcliffe, Middleton, Bury, Farnworth, Swinton, Heywood and Manchester.

3.3.5 National Cycle Route 6 runs from the centre of Bury, south via Radcliffe then continues until it reaches Manchester City Centre. This cycle route is both an on and off-road route and is located approximately 1.7km from the centre of the site.

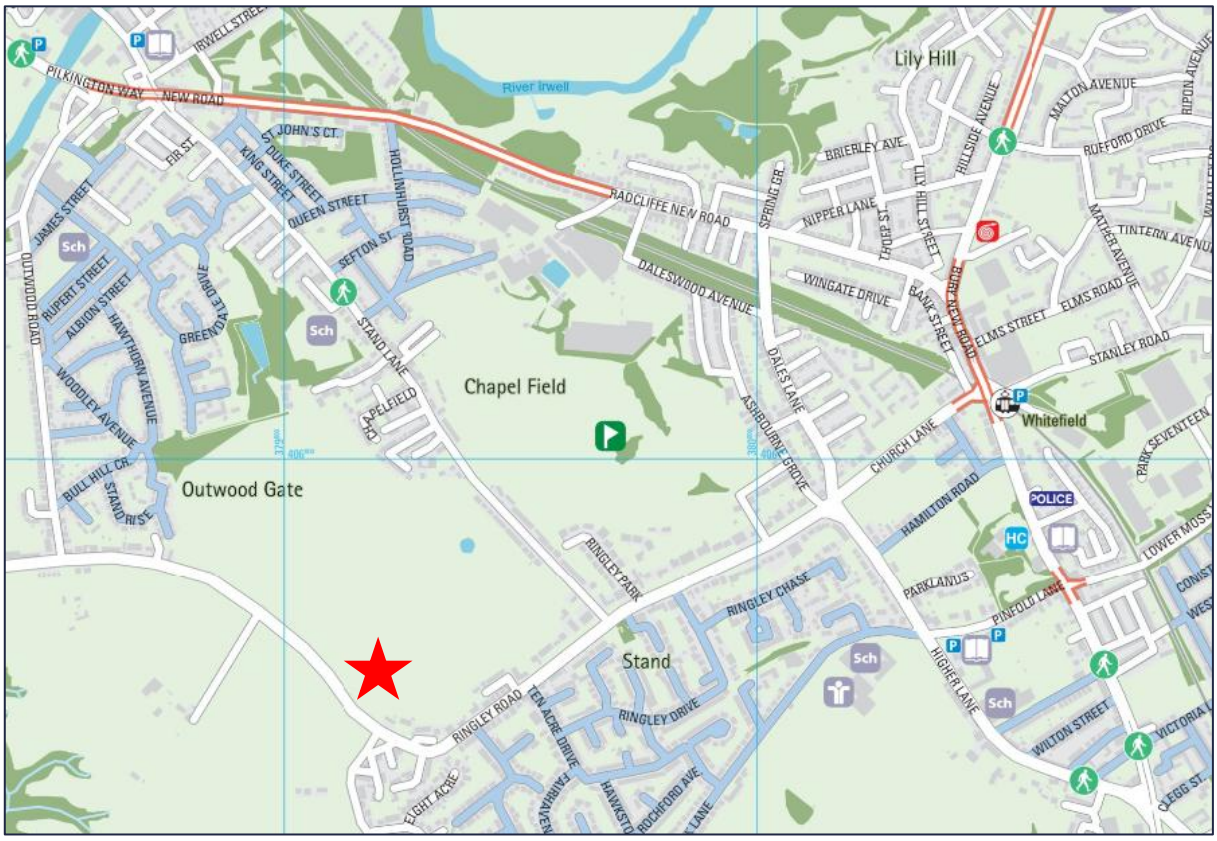


Figure 3.2 Council Cycle Map

3.3.6 As can be seen in **Figure 3.2** above, a number of cycle routes within the vicinity of the site. An 'On Road Route – with other cycling facilities (Red)' can be seen to the east and north of the site. These routes provide access to Bury and other nearby areas.

3.3.7 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stop to the site is located along the A667 Ringley Road, to the south and west of the development site. This stop consists of a bus stop pole, shelter and timetable. Additional bus stops are located along Stand Lane, a short distance eastward, and further along the A667 Ringley Road. All the nearest bus stops to the site are shown on Plan 4.

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.5** below.

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
98	Manchester - Bury	Every 30-minutes	Every 30-minutes	Every 60-minutes	Every 30-minutes	Every 30-minutes	Every 60-minutes	Every 30 minutes
513	Bury - Farnworth	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 60-minutes	Every 90-minutes	Every 2-hours

Table 3.5 Existing Bus Services Operating in the Vicinity of the Site

3.4.4 As can be seen from Table 3.5, the nearest bus stops to the site provides various services throughout the day to destinations such as Bury, Manchester and Farnworth.

3.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:00am to around 23:00pm, making travel by public transport a genuine alternative to travelling by car.

3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.6** below.

Destination	Duration
Bury	9-minutes
Farnworth	28-minutes
Manchester City Centre	30-minutes

Table 3.6 Example Bus Journey Times from the Site

3.4.7 The above table demonstrates that Bury is just a 9-minute bus journey from the site and Manchester city Centre is just a 30-minute bus journey.

3.4.8 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Access by Metrolink

3.5.1 The nearest tram stop to the site is Whitefield, located 1.7km to the east of the site. It can be accessed via a 25-minute walk or a 7-minute cycle. Whitefield tram stop is located on the green and yellow line, providing services to Piccadilly and Altrincham. Services run every 12-minutes between 6am and midnight Monday-Friday, every 14-minutes between midnight and 1am on Friday and Saturday and every 15-minutes between 7am and midnight on Sundays.

3.5.2 This provides opportunities for commuting/leisure opportunities from the site via tram.

3.6 Non-Car Access Summary

3.6.1 The proposals have been considered in terms of access by non-car modes for the proposed development.

3.6.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Whitefield;
- It has been demonstrated that the site is accessible by cycle, with National Cycle Route 6 being located within close proximity of the site;
- The services from the bus stops on Ringley Road and Stand Lane, travelling to destinations such as Bury, Farnworth and Manchester City Centre, shows that the proposed development can be considered as accessible by bus; and
- The site is accessible via rail with Whitefield tram stop located just a short walk away.

3.6.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's staff and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 TRAFFIC IMPACT ANALYSIS

4.1 Introduction

4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

4.2 Assessment Criteria

4.2.1 For the purpose of the following analysis, the impact of the proposals has been considered for the weekday AM and PM peak periods, together with the Saturday peak.

4.3 Existing Development

4.3.1 As stated previously, despite the site currently consisting of an undeveloped section of land, it sits within Stand Golf Club and will be a replacement of the existing clubhouse. Therefore, the proposed clubhouse, will simply accommodate trips that will transfer from the existing clubhouse, located along Ashbourne Grove.

4.3.2 Therefore, it is considered that the proposed development will not produce a change in trips on the wider local highway network.

4.3.3 Notwithstanding this, in order to demonstrate the appropriateness of the proposed site access junction along Ringley Road, capacity assessment have been undertaken.

4.4 Surveyed Traffic Flows

4.4.1 In order to consider the operation of the proposed site access junction, the existing levels of traffic on the highway network in the vicinity of the site must first be established.

4.4.2 Automatic traffic count surveys were undertaken on Thursday 20th March 2025 along Ringley Road, adjacent to the proposed site access; the surveys established both volumetric and speed data. The survey data is included at **Appendix 2.**

4.4.3 From the analysis, the weekday assessment includes both an AM and PM peak and the weekend assessment includes only one peak hour within the day.

4.4.4 For the weekday assessment, **Figures 1** and **2** show the 2025 surveyed traffic flows converted into passenger car units (PCUs), for the weekday AM and PM peak respectively.

4.4.5 For the weekend assessment, **Figure 3** shows the 2025 surveyed traffic flows converted into passenger car units (PCUs), for the weekend peak.

4.5 Growthed Flows

4.5.1 For the purpose of the analysis, an assessment 5 years post-submission of the application has been undertaken, i.e. 2030.

4.5.2 The future year traffic flow factors have been derived using TEMPro version 8.1. The application site falls with the Middle Super Output Area (MSOA) Bury 018.

4.5.3 The resulting factors are as follows:

- 2025 to 2030 AM Peak – 1.0546
- 2025 to 2030 PM Peak – 1.0539
- Saturdays (all times of day) – 1.0552

4.5.4 The resultant 2030 growthed traffic flows are shown in **Figure 4** and **5** for the AM and PM peak within the weekday assessment and **Figure 6** for the weekend peak assessment.

4.6 Proposed Development

4.6.1 As previously stated, the proposals would provide a golf clubhouse with an associated car park consisting of 112 spaces and 17 car parking spaces associated with a full-sized football pitch.

Golf Course

4.6.2 In order to establish the vehicular trip rates for the golf course, reference has been made to the latest TRICS database. TRICS was used to ascertain the vehicular trip rates for both the weekend and weekday.

4.6.3 The parameters used within the software to determine the trip rates are as follows:

- Golf, Private 18-Hole;
- Greater London and Republic of Ireland sites excluded;
- Car Parking Spaces Range 100-200.

4.6.4 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the golf course is included in **Table 5.1**, below, with the TRICS output being provided at **Appendix 3**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
`Vehicle	**AM Peak Hour**	0.161	0.026	18	3
	PM Peak Hour	0.060	0.155	7	17
	Saturday Peak	0.170	0.227	19	25

Table 5.1 Proposed Golf Course Trip Rates and Trips

4.6.5 As can be seen from the above table, the golf course is predicted to result in 21 two-way vehicular trips during the weekday AM peak, 26 two-way trips during the weekday PM peak period and 44 trips during the Saturday peak.

Football Pitch

4.6.6 Given the nature of 11-a-side football pitches, it is considered that this use would not be in operation during a weekday and the assessment has focussed on a Saturday only.

4.6.7 In order to establish the vehicular trip rates for the football pitch, reference has been made to the latest TRICS database. It is, however, noted that no data is available for 11-a-side pitches, therefore, the 5-a-side category has been referred to (with the assumption that 2 x 5-a-side pitches would generate an equivalent number of trips as an 11-a-side pitch).

4.6.8 The parameters used to ascertain the vehicular trip rates are as follows:

- Leisure, Football (5-a-side);
- Greater London and Republic of Ireland sites excluded;
- Number of Pitches Range 6-7; and
- Weekend only.

4.6.9 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the football pitch is included in **Table 5.3**, below, with the TRICS output being provided at **Appendix 4.**

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	**Peak Hour**	4.538	3.692	9	7

Table 5.3 Proposed Football Pitch Weekend Trip Rates and Trips

4.6.10 As can be seen from the above table, the football pitch, which is assumed to equate to 2 five-a-side football pitches, is predicted to result in 16 two-way vehicular trips during the weekend peak period.

4.7 Trip Distribution and Assignment

4.7.1 Eddisons are aware that TfGM have recently expressed the view that '*trip distribution should be based on counted flows rather than Census data, which is now quite outdated*'.

4.7.2 Percentage distributions at the junctions of interest have therefore calculated from the traffic surveys. In particular, the outbound trips during the AM peak and the inbound trips during the PM peak are likely to provide an appropriate proxy for the customer trips.

4.7.3 The resulting trip distribution for the AM and PM peak is shown in **Figures 7** and **8** for the weekday assessment, and in **Figure 9** for the weekend assessment.

4.7.4 **Figures 10** and **11** show the proposed development trips for the AM and PM peak weekday assessment and **Figure 12** shows the proposed development trips for the peak weekend hour.

4.7.5 The proposed development trips have been added to the growthed flows to produce 'with development' flows.

4.7.6 **Figures 13** and **14** show the 2030 'With Development' Flows for the weekday AM and PM weekday assessment, while **Figure 15** shows the 2030 'With Development' Flows for the peak hour weekend assessment.

4.8 Capacity Assessment

Site Access/Ringley Road

4.8.1 Capacity assessment of the Site Access/Ringley Road priority junction has been undertaken using the JUNCTIONS11 program.

4.8.2 The results of the analysis are summarised within **Table 5.4** below, with the full results contained within **Appendix 5.**

Movement	2030 'With Dev' Flows					
	Weekday AM		Weekday PM		Weekend	
	Max RFC	Max Queue	Max RFC	Max Queue	Max RFC	Max Queue
Site Access	0.00	0	0.05	0	0.08	0
Ringley Road	0.02	0	0.01	0	0.03	0

Table 5.4 Summary of JUNCTIONS11 Output for the Site Access/Ringley Rd Junction

4.8.3 As van be seen from the above, the Site Access/Ringley Road junction is predicted to operate well within capacity for all assessment scenarios.

4.9 Holcroft Moss SPD

4.9.1 It is acknowledged that the recently adopted Supplementary Planning Document 'Holcroft Moss Planning Obligations' advises that '*Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation, promote ultra-low emission vehicles, and provide a contribution towards restoration measures at Holcroft Moss*.'

4.9.2 It is first worth noting that, given the nature of the proposed development, the number of HGVs visiting the site would be extremely low, in any case, so a consideration of HGV numbers would not be relevant.

4.9.3 Notwithstanding this, as demonstrated from the Google Maps extract shown in Image 4.1, below, Holcroft Moss is a circa 14-mile drive from the development site.

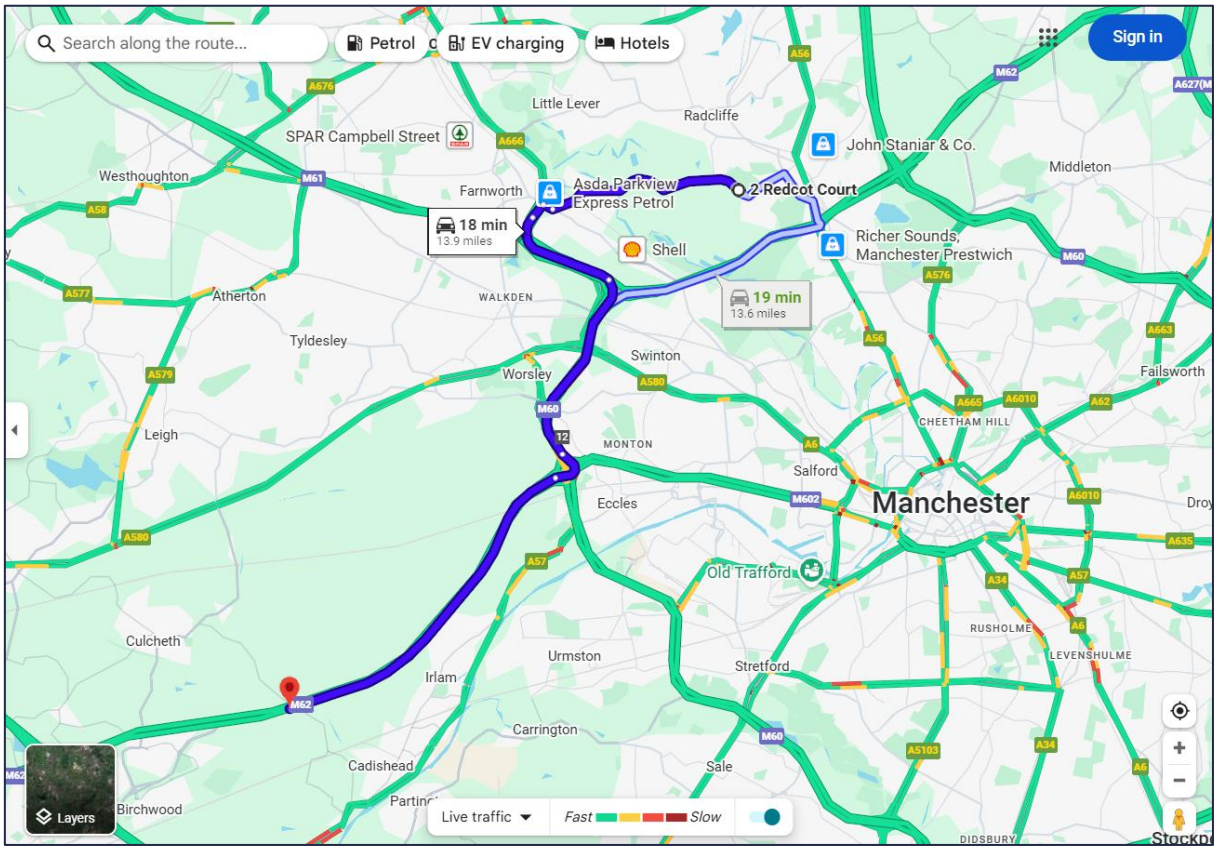


Image 4.1 Distance from the Development Site to Holcroft Moss

4.9.4 As such, given its remoteness and given the limited levels of traffic that would occur as a result of the proposed development, it can be concluded that any increases in traffic on the relevant section of the M62 as a result of the proposed development will be imperceptible and would not exceed the thresholds identified within the SPD.

4.10 Car Parking Accumulation

4.10.1 A car parking accumulation exercise has been undertaken to determine the maximum number of occupied car parking spaces that would occur during peak demand within the site.

4.10.2 The trip rate derived from the TRICS software has been analysed to determine both the weekday and weekend car parking accumulation.

4.10.3 The total number of trips arriving and departing the golf club for each hour throughout the day has been determined, from which it is concluded that during the weekday there would be a maximum occupancy of 62 spaces.

4.10.4 Similarly, during the weekend, the golf club is predicted to experience a maximum occupancy of 72 spaces, whilst the football pitch would experience a maximum accumulation of 16 spaces, i.e. a total of 88 spaces.

4.10.5 The site proposals provide a total of 126 car parking spaces and it can therefore be concluded that there will be sufficient car parking to accommodate peak demand.

4.10.6 The full results of the car parking accumulation are provided in **Appendix 6.**

5 CONCLUSIONS

5.1.1 Eddisons have been instructed by Westshield Ltd to advise on the traffic and transport issues relating to a planning application for a new clubhouse for Stand Golf Club.

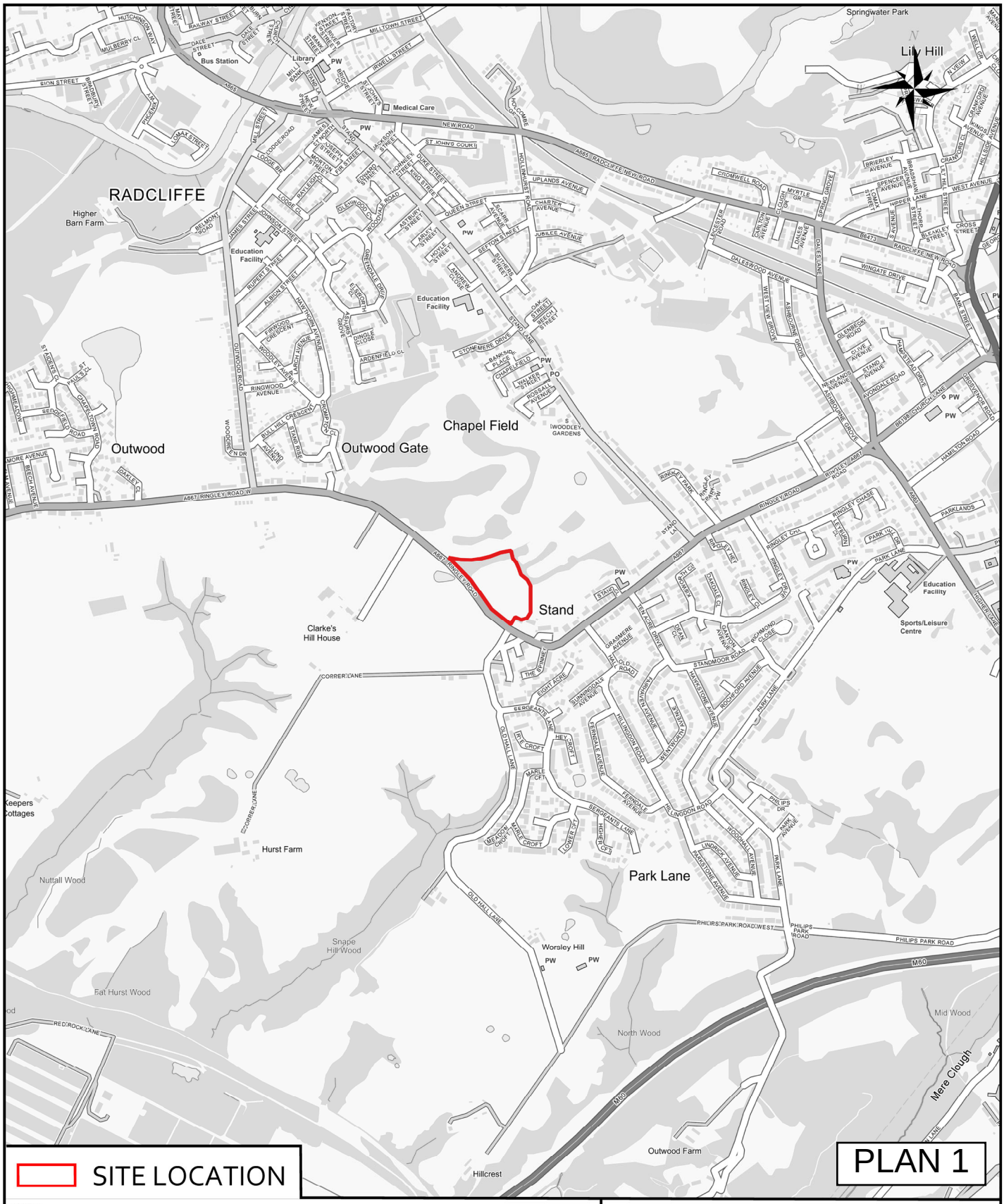
5.1.2 The proposals include a new clubhouse, a putting green, football pitch and associated car-parking.

5.1.3 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements;
- The report has demonstrated that the proposed development would be accessible by non-car travel modes of such as walking, cycling and public transport;
- The traffic impact of the proposals would not be material; and
- Car parking provision is appropriate.

5.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



SITE LOCATION

PLAN 1

CLIENT:

WESTSHIELD LTD

DRAWING TITLE:

ASHBOURNE GROVE, WHITEFIELD
SITE LOCATION

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
LG	02.06.25	TR	02.06.25	NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4588-01

REVISION: -

Eddisons

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Proposed Site Layout_SiteB_Extent of Red Line Boundary
1 : 500

Notes:

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Written dimensions to be taken in preference to scaled dimensions.
Due to the inaccuracies of scanning, scanned images should not be scaled.

REV:	DATE:	DESCRIPTION:	BY:
A	28.02.25	Trees indicated for removal following receipt of updated tree survey	CT
B	21.03.25	Bin & Cycle Store added	OM
C	23.04.25	Revised to align with client's comments	CT
D	13.05.25	Revised following reciept of updated topographic survey. Site boundary amended to align with topo.	CT
E	26.06.25	Revised following changes to club house footprint. Bin and bike store locations amended.	CT
F	30.09.25	Updated to reflect tree planting proposals. Steps added to Function Suite Terrace	CT

Legend_Key
1 : 50

Total Parking Spaces 126

- Trees Indicated for Removal
- Root Protection Area (RPA)
- Existing Retained Trees
- Proposed Trees
- Public Right of Way
- Existing Retained Planting
- Planting Indicated for Removal
- Grass
- Planting
- Sports Pitch
- Paving
- Terrace
- Road
- Parking/Access-Non-permeable
- Parking/Access-Grasscrete

Overall Site
Area
23,113 m²

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CLIENT:
Westshield

PROJECT:
Proposed Golf Club
Ashbourne Grove, Stand Golf Club,
Whitefield, M45 7NL

DRAWING NUMBER:
23036-PJA-02-ZZ-DR-A-1205-F

DRAWING TITLE:
Proposed Site Layout - Site B Full Extents

STATUS:
PLANNING

PADDOCK JOHNSON
Studio 2, The Lyceum,
Bath Street, Port Sunlight,
Merseyside, CH62 4UJ
0151 643 1234
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Paddock Johnson Partnership Limited. Registered in England and Wales. No. 06684275

SCALE:	DATE:	BY:	CHECKED:
As indicated@A2	21.01.25	EG	SH

PLAN 2

\\pjpdc01\Cubefiles\Generated Docs\2456\Drawings\PJA-02-XX-M3-A-9000\23036-PJA-02-XX-M3-A-9000-B.rvt

PLAN 3

NORTH SOUTH AERIAL VIEW

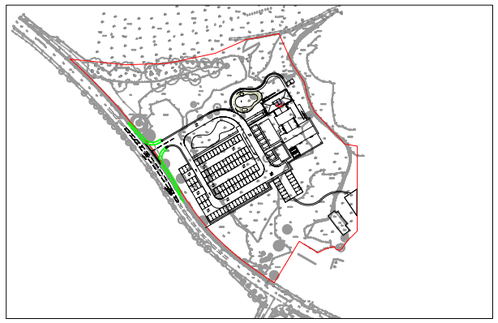
NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS

LOCAL AUTHORITY: BURY CUNCIL



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

WESTSHIELD LTD

PROJECT:

ASHBOURNE GROVE,
STAND GOLF CLUB

DRAWING TITLE:

PROPOSED SITE ACCESS PLAN

SCALES: 1:500 @ A3

DRAWN:	CHECKED:	DATE:
LB	TR	MAY 25

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DRAWING NUMBER:	REVISION:
4588-F01	-

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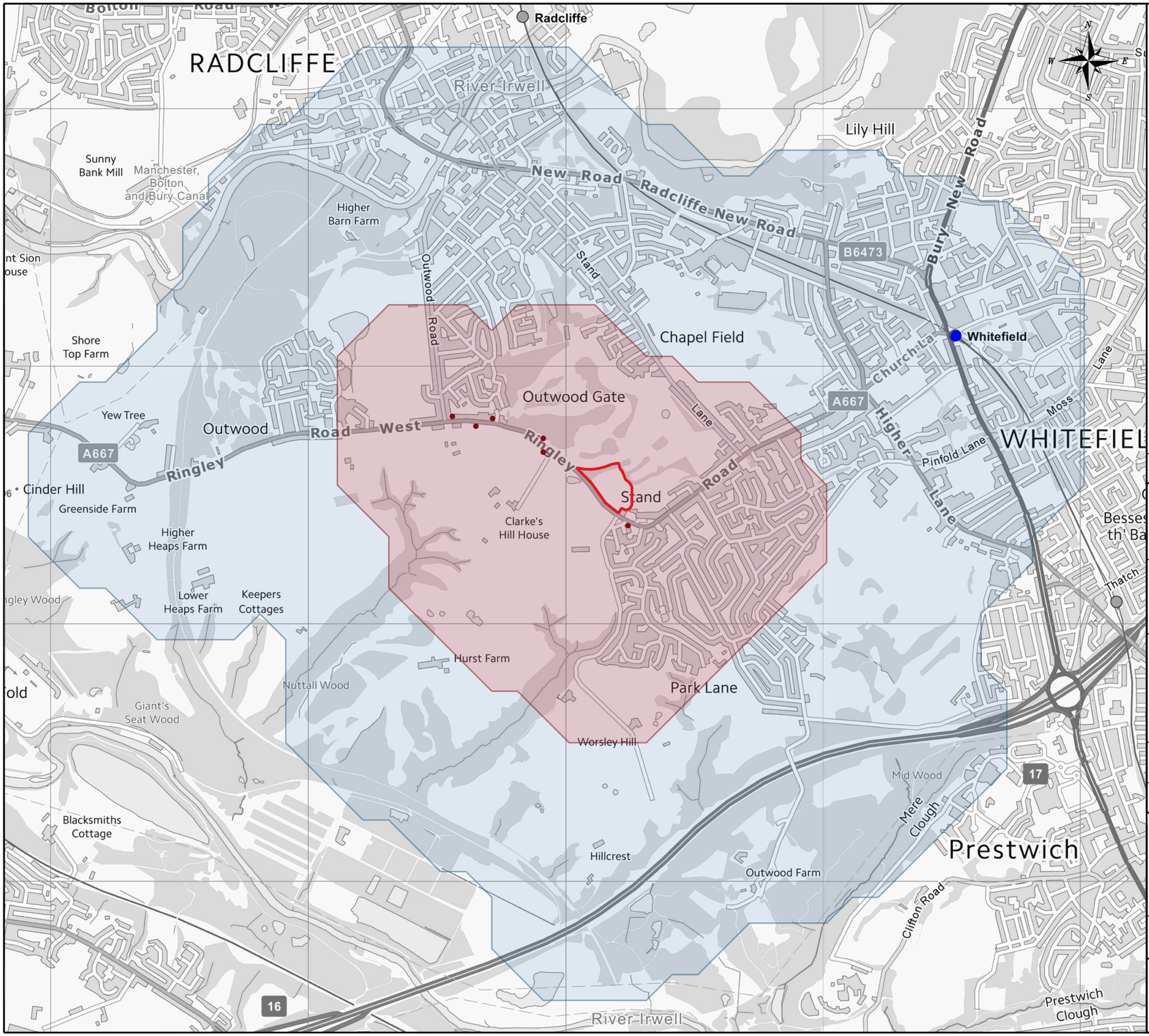

NOTES

PLAN 4

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Metrolink
- Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT: WESTSHIELD LTD

PROJECT: ASHBOURNE GROVE, WHITEFIELD

DRAWING TITLE: 800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

DRAWN:	CHECKED:	DATE:
LG	TR	MAR 25

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340 Deansgate
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DRAWING NUMBER:	REVISION:
4588-03	-

Eddisons

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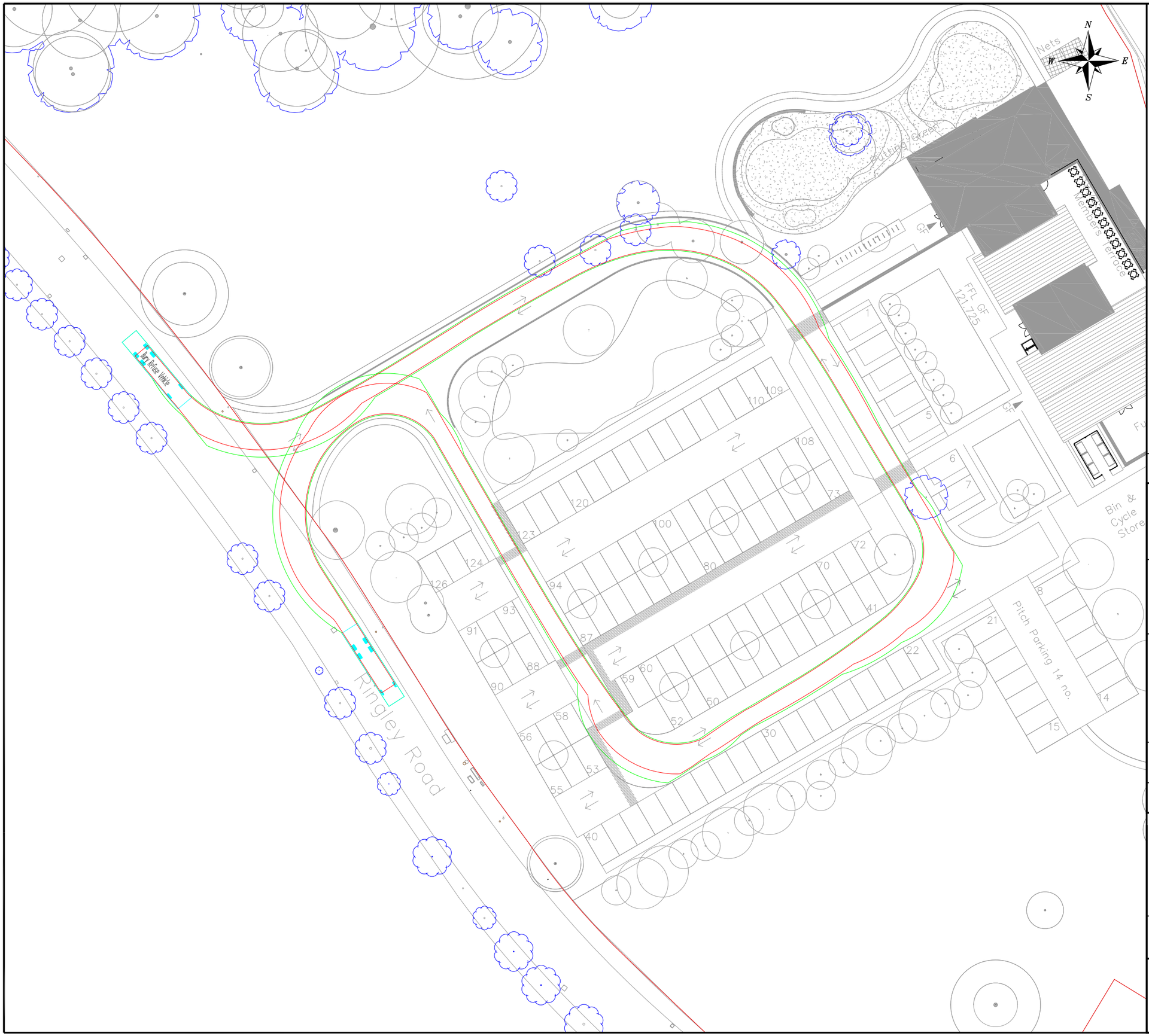
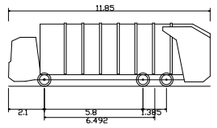
APPENDICES

APPENDIX 1

Swept Path Analysis



NOTES



Bury Refuse Vehicle	
Overall Length	11.850m
Overall Width	2.500m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.000m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

WESTSHIELD LTD

PROJECT:

ASHBOURNE GROVE, STAND GOLF CLUB

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:1000 @ A3

DRAWN:	CHECKED:	DATE:
LG	TR	AUG 25

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DRAWING NUMBER:	REVISION:
4588-SP01	A

Eddisons

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APPENDIX 2

Survey Data

Ringley Road, Manchester - ATC 1 - Ringley Road

Produced by Streetwise Services Ltd.

Channel - Eastbound

Thursday 20/03/025		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTALS
0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
5	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
6	0	101	18	0	0	0	0	0	0	0	0	0	0	0	119
7	0	202	46	0	0	0	0	0	0	1	0	0	0	0	249
8	0	246	35	0	0	0	0	0	0	1	0	0	0	0	282
9	0	189	28	0	0	0	0	0	0	1	0	0	0	0	218
10	0	154	25	0	0	0	0	0	0	0	0	0	0	0	179
11	0	158	31	0	0	0	0	0	0	0	0	0	0	0	189
12	0	168	21	0	0	0	0	0	0	0	0	0	0	0	189
13	0	168	21	0	0	0	0	0	0	0	0	0	0	0	189
14	0	208	15	0	0	0	0	0	0	0	0	0	0	0	223
15	0	208	15	0	0	0	0	0	0	0	0	0	0	0	223
16	0	231	26	0	0	0	0	0	0	0	0	0	0	0	257
17	0	249	19	0	0	0	0	0	0	0	0	0	0	0	268
18	0	230	18	0	0	0	0	0	0	0	0	0	0	0	248
19	0	201	26	0	0	0	0	0	0	0	0	0	0	0	227
20	0	158	18	0	0	0	0	0	0	0	0	0	0	0	176
21	0	230	18	0	0	0	0	0	0	0	0	0	0	0	248
22	0	192	17	0	0	0	0	0	0	0	0	0	0	0	209
23	0	76	6	0	0	0	0	0	0	0	0	0	0	0	82
Hour Ranges	7-19	2985	335	0	0	0	0	0	0	3	0	0	0	0	3323
	0-12	302	23	0	0	0	0	0	0	1	0	0	0	0	326
	12-24	2683	312	0	0	0	0	0	0	2	0	0	0	0	2997
	0-24	2985	335	0	0	0	0	0	0	3	0	0	0	0	3323

Channel - Eastbound

Thursday 20/03/025		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-100	TOTALS
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Ranges	7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channel - Westbound

Thursday 20/03/025		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTALS
0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
5	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
6	0	82	11	0	0	0	0	0	0	0	0	0	0	0	93
7	0	301	54	1	0	0	0	0	0	1	0	0	0	0	357
8	0	348	43	1	0	0	0	0	0	1	0	0	0	0	393
9	0	237	36	0	0	0	0	0	0	1	0	0	0	0	274
10	0	215	30	0	0	0	0	0	0	0	0	0	0	0	245
11	0	213	33	0	0	0	0	0	0	0	0	0	0	0	246
12	0	215	33	0	0	0	0	0	0	0	0	0	0	0	248
13	0	227	21	0	0	0	0	0	0	0	0	0	0	0	248
14	0	237	25	0	0	0	0	0	0	0	0	0	0	0	262
15	0	237	25	0	0	0	0	0	0	0	0	0	0	0	262
16	0	302	26	0	0	0	0	0	0	0	0	0	0	0	328
17	0	264	16	0	0	0	0	0	0	0	0	0	0	0	280
18	0	232	16	0	0	0	0	0	0	0	0	0	0	0	248
19	0	188	8	0	0	0	0	0	0	0	0	0	0	0	196
20	0	167	8	0	0	0	0	0	0	0	0	0	0	0	175
21	0	85	3	0	0	0	0	0	0	0	0	0	0	0	88
22	0	70	1	0	0	0	0	0	0	0	0	0	0	0	71
23	0	52	1	0	0	0	0	0	0	0	0	0	0	0	53
Hour Ranges	7-19	2932	305	0	0	0	0	0	0	3	0	0	0	0	3240
	0-12	1132	127	0	0	0	0	0	0	2	0	0	0	0	1261
	12-24	2589	250	0	0	0	0	0	0	1	0	0	0	0	2840
	0-24	3721	377	0	0	0	0	0	0	3	0	0	0	0	4101

Channel - Westbound

Thursday 20/03/025		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-100	TOTALS
0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	1	4	1	0	0	0	0	0	0	10
5	0	0	0	0	0	1	9	6	3	1	0	0	0	0	20
6	0	0	0	0	0	3	45	32	8	2	1	0	0	0	91
7	0	0	0	0	0	3	150	150	50	3	1	0	0	0	357
8	0	0	0	0	0	4	148	182	54	5	1	0	0	0	394
9	0	0	0	0	0	2	92	117	58	5	0	0	0	0	274
10	0	0	0	0	0	1	102	124	18	1	0	0	0	0	246
11	0	0	0	0	0	1	102	126	17	1	0	0	0	0	247
12	0	0	0	0	0	1	81	135	29	2	0	0	0	0	248
13	0	0	0	0	0	1	79	120	47	1	0	0	0	0	248
14	0	0	0	0	0	1	87	95	77	2	0	0	0	0	262
15	0	0	0	0	0	1	87	95	77	2	0	0	0	0	262
16	0	0	0	0	0	1	90	151	75	10	1	0	0	0	328
17	0	0	0	0	0	1	82	145	50	2	0	0	0	0	280
18	0	0	0	0	0	1	85	96	65	1	0	0	0	0	248
19	0	0	0	0	0	1	60	45	90	0	0	0	0	0	196
20	0	0	0	0	0	1	51	19	3	1	0	0	0	0	175
21	0	0	0	0	0	1	37	39	11	0	0	0	0	0	88
22	0	0	0	0	0	1	31	35	4	0	0	0	0	0	71
23	0	0	0	0	0	1	11	13	3	0	0	0	0	0	53
Hour Ranges	7-19	0	0	0	0	14	78	1146	1911	583	18	0	0	0	3740
	0-12	0	0	0	0	14	58	551	1258	409	13	1	0	0	2304
	12-24	0	0	0	0	0	20	595	653	174	5	0	0	0	1437
	0-24	0	0	0	0	14	78	1146	1911	583	18	1	0	0	3741

Channel - Eastbound

Thursday 20/03/025		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTALS
0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
5	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
6	0	101	18	0	0	0	0	0	0	0	0	0	0	0	119
7	0	202	46	0	0	0	0	0	0	1	0	0	0	0	249
8	0	246	35	0	0	0	0	0	0	1	0	0	0	0	282
9	0	189	28	0	0	0	0	0	0	1	0	0	0	0	218
10	0	154	25	0	0	0	0	0	0	0	0	0	0	0	179
11	0	158	31	0	0	0	0	0	0	0	0	0	0	0	189
12	0	168	21	0	0	0	0	0	0	0	0	0	0	0	189
13	0	168	21	0	0	0	0	0	0	0	0	0	0	0	189
14	0	208	15	0	0	0	0	0	0	0	0	0	0	0	223
15	0	208	15	0	0	0	0	0	0	0	0	0	0	0	223
16	0	231	26	0	0	0	0	0	0	0	0	0	0	0	257
17	0	249	19	0	0	0	0	0	0	0	0	0	0	0	268
18	0	230	18	0	0	0	0	0	0	0	0	0	0	0	248
19	0	201	26	0	0	0	0	0	0	0	0	0	0	0	227
20	0	158	18	0	0	0	0	0	0	0	0	0	0	0	176
21	0	230	18	0	0	0	0	0	0	0	0	0	0	0	248
22	0	192	17	0	0	0	0	0	0	0	0	0	0	0	209
23	0	76	6	0	0	0	0	0	0	0	0	0	0	0	82
Hour Ranges	7-19	2985	335	0	0	0	0	0	0	3	0	0	0	0	3323
	0-12	302	23	0	0	0	0	0	0	1	0	0	0	0	326
	12-24	2683	312	0	0	0	0	0	0	2	0	0	0	0	2997
	0-24	2985	335	0	0	0	0	0	0	3	0	0	0	0	3323

Channel - Eastbound

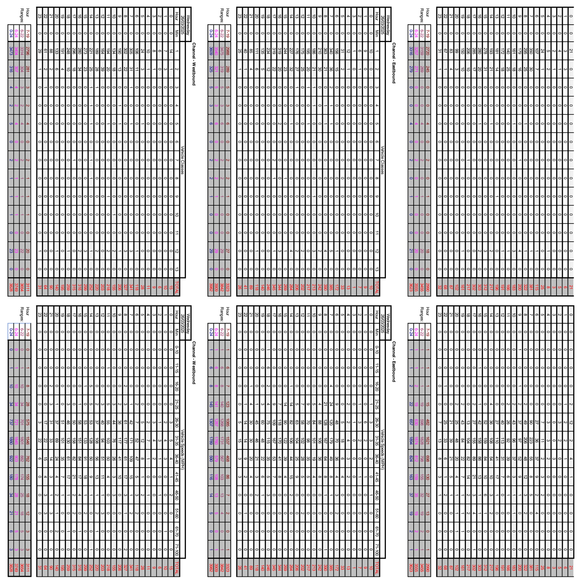
Thursday 20/03/025		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-100	TOTALS
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Ranges	7-19	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0-12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0-24	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channel - Westbound

Thursday 20/03/025		Vehicle Classes													
Hour	Min	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTALS
0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
5	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
6	0	82	11	0	0	0	0	0	0	0	0	0	0	0	93
7	0	301	54	1	0	0	0	0	0	1	0	0	0	0	357
8	0	348	43	1	0	0	0	0	0	1	0	0	0	0	393
9	0	237	36	0	0	0	0	0	0	1	0	0	0	0	274
10	0	215	30	0	0	0	0	0	0	0	0	0	0	0	245
11	0	213	33	0	0	0	0	0	0	0	0	0	0	0	246
12	0	215	33	0	0	0	0	0	0	0	0	0	0	0	248
13	0	227	21	0	0	0	0	0	0	0	0	0	0	0	248
14	0	237	25	0	0	0	0	0	0	0	0	0	0	0	262
15	0	237	25	0	0	0	0	0	0	0	0	0	0	0	262
16	0	302	26	0	0	0	0	0	0	0	0	0	0	0	328
17	0	264	16	0	0	0	0	0	0	0	0	0	0	0	280
18	0	232	16	0	0	0	0	0	0	0	0	0	0	0	248
19	0	188	8	0	0	0	0	0	0	0	0	0	0	0	196
20	0	167	8	0	0	0	0	0	0	0	0	0	0	0	175
21	0	85	3	0	0	0	0	0	0	0	0	0	0	0	88
22	0	70	1	0	0	0	0	0	0	0	0	0	0	0	71
23	0	52	1	0	0	0	0	0	0	0	0	0	0	0	53
Hour Ranges	7-19	2932	305	0	0	0	0	0	0	3	0	0	0	0	3240
	0-12	1132	127	0	0	0	0	0	0	2	0	0	0	0	1261
	12-24	2589	250	0	0	0	0	0	0	1	0	0	0	0	2840
	0-24	3721	377	0	0	0	0	0	0	3	0	0	0	0	4101

Channel - Westbound

Thursday 20/03/025		Vehicle Speeds (MPH)													
Hour	Min	0-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-70	71-100	TOTALS
0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	1	4	1	0	0	0	0	0	0	10
5	0	0	0	0	0	1	9	6	3	1	0	0	0	0	20
6	0	0	0	0	0	3	45	32	8	2	1	0	0	0	91
7	0	0	0	0	0	3	150	150	50	3	1	0	0	0	357
8	0	0	0	0	0	4	148	182	54	5	1	0	0	0	394
9	0	0	0	0	0	2	92	117	58	5	0	0	0	0	274
10	0	0	0	0	0	1	102	124	18	1	0	0	0	0	246
11	0	0	0	0	0	1	102	126	17	1	0	0	0	0	247
12	0	0	0	0	0	1	81	135	29	2	0	0	0	0	248
13	0	0	0	0	0	1	79	120	47	1	0	0	0	0	248
14	0	0	0	0	0	1	87	95	77	2	0	0	0	0	262
15	0	0	0	0	0	1	87	95	77	2	0	0	0	0	262
16	0	0	0	0	0	1	90	151	75	10	1	0	0	0	328
17	0	0	0	0	0	1	82	145	50	2	0	0	0	0	280
18	0	0	0	0	0	1	85	96	65	1	0	0	0	0	248
19	0	0	0	0	0	1	60	45	90	0	0	0	0	0	196
20	0	0	0	0	0	1	51	19	3	1	0	0	0	0	175
21	0	0	0	0	0	1	37	39	11	0	0	0	0	0	88
22	0	0	0	0	0	1	31	35	4	0	0	0	0	0	71
23	0	0	0	0	0	1	11	13	3	0	0	0	0	0	53
Hour Ranges	7-19	0	0	0	0	14	78	1146	1911	583	18	0	0	0



Ringley Road, Manchester - ATC 1 - Ringley Road

Produced by Streetwise Services Ltd.

Channel - Eastbound

	20/03/2025 Thursday	21/03/2025 Friday	22/03/2025 Saturday	23/03/2025 Sunday	24/03/2025 Monday	25/03/2025 Tuesday	26/03/2025 Wednesday	**5-DAY MEAN**	**7-DAY MEAN**
0000-2400 Vehicle Flow	4574	4964	3205	2797	3893	3879	3982	**4258**	**3899**
Mean Speed	32.1	32.1	32.5	32.6	32.6	32.0	32.0	**32.2**	**32.3**
85%ile Speed	36.2	36.4	36.8	36.9	36.9	36.1	36.0	**36.3**	**36.5**
No. Vehicles > 30 MPH Limit	3086	3278	2256	2001	2800	2628	2726	**2904**	**2682**
% Vehicles > 30 MPH Limit	67.5	66.0	70.4	71.5	71.9	67.7	68.5	**68.3**	**69.1**
No. Vehicles > 45 MPH	33	47	38	28	29	22	26	**31**	**32**
% Vehicles > 45 MPH	0.7	0.9	1.2	1.0	0.7	0.6	0.7	**0.7**	**0.8**

Channel - Westbound

	20/03/2025 Thursday	21/03/2025 Friday	22/03/2025 Saturday	23/03/2025 Sunday	24/03/2025 Monday	25/03/2025 Tuesday	26/03/2025 Wednesday	**5-DAY MEAN**	**7-DAY MEAN**
0000-2400 Vehicle Flow	5118	4371	3201	2716	3621	3623	3828	**4112**	**3783**
Mean Speed	33.3	33.9	33.9	34.0	34.1	33.9	33.9	**33.8**	**33.9**
85%ile Speed	37.4	38.0	38.1	38.1	37.9	37.7	37.7	**37.7**	**37.8**
No. Vehicles > 30 MPH Limit	3988	3601	2602	2265	3120	3080	3183	**3394**	**3120**
% Vehicles > 30 MPH Limit	77.9	82.4	81.3	83.4	86.2	85.0	83.2	**82.9**	**82.8**
No. Vehicles > 45 MPH	72	94	75	69	66	67	69	**74**	**73**
% Vehicles > 45 MPH	1.4	2.2	2.3	2.5	1.8	1.8	1.8	**1.8**	**2.0**

Eastbound & Westbound

	20/03/2025 Thursday	21/03/2025 Friday	22/03/2025 Saturday	23/03/2025 Sunday	24/03/2025 Monday	25/03/2025 Tuesday	26/03/2025 Wednesday	**5-DAY MEAN**	**7-DAY MEAN**
0000-2400 Vehicle Flow	9692	9335	6406	5513	7514	7502	7810	**8371**	**7682**
Mean Speed	32.7	32.9	33.2	33.3	33.3	32.9	32.9	**33.0**	**33.0**
85%ile Speed	36.9	37.2	37.5	37.6	37.4	37.0	36.9	**37.1**	**37.2**
No. Vehicles > 30 MPH Limit	7074	6879	4858	4266	5920	5708	5909	**6298**	**5802**
% Vehicles > 30 MPH Limit	73.0	73.7	75.8	77.4	78.8	76.1	75.7	**75.4**	**75.8**
No. Vehicles > 45 MPH	105	141	113	97	95	89	95	**105**	**105**
% Vehicles > 45 MPH	1.1	1.5	1.8	1.8	1.3	1.2	1.2	**1.3**	**1.4**

Class No	Vehicle Description	Class No	Vehicle Description
1	Car, Light Van Taxi	5	Rigid 2 Axle HGV + 2 Axle (Close coupled) Trailer
1	Light Goods Vehicle	6	Rigid 3 Axle HGV + 2 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 1 Axle Caravan or Trailer	6	Rigid 3 Axle HGV + 3 Axle Drawbar Trailer
1	Car or Light Goods Vehicle + 2 Axle Caravan or Trailer	7	Artic, 2 Axle Tractor + 1 Axle Semi-Trailer
2	Rigid 2 Axle Heavy Goods Vehicle	8	Artic, 2 Axle Tractor + 2 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	9	Artic, 2 Axle Tractor + 3 Axle Semi-Trailer
3	Rigid 3 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 1 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	10	Artic, 3 Axle Tractor + 2 Axle Semi-Trailer
4	Rigid 4 Axle Heavy Goods Vehicle	11	Artic, 3 Axle Tractor + 3 Axle Semi-Trailer
5	Rigid 2 Axle HGV + 2 Axle Drawbar Trailer	12	Bus or Coach, 2 Axle
5	Rigid 2 Axle HGV + 3 Axle Drawbar Trailer	12	Bus or Coach, 3 Axle
5	Rigid 2 Axle HGV + 1 Axle Caravan or Trailer	13	Vehicle with 7 or more Axles

Ringley Road, Manchester - ATC 1 - Ringley Road

Produced by Streetwise Services Ltd.

Channel - Eastbound

	20/03/2025 Thursday	21/03/2025 Friday	22/03/2025 Saturday	23/03/2025 Sunday	24/03/2025 Monday	25/03/2025 Tuesday	26/03/2025 Wednesday	**5-DAY MEAN**	**7-DAY MEAN**
Vehicle Flow	3102	3357	2510	2259	2419	2430	2518	**2765**	**2656**
Mean Speed	32.5	32.2	32.3	32.1	32.9	32.2	32.3	**32.4**	**32.4**
85%ile Speed	36.0	36.5	36.5	36.8	36.9	36.1	36.2	**36.3**	**36.4**
No. Vehicles > 30 MPH Limit	2040	2241	1733	1595	1722	1623	1730	**1871**	**1812**
% Vehicles > 30 MPH Limit	65.8	66.8	69.0	70.6	71.2	66.8	68.7	**67.8**	**68.4**
No. Vehicles > 45 MPH	26	32	24	22	21	17	22	**24**	**23**
% Vehicles > 45 MPH	0.8	1.0	1.0	1.0	0.9	0.7	0.9	**0.8**	**0.9**

Channel - Westbound

	20/03/2025 Thursday	21/03/2025 Friday	22/03/2025 Saturday	23/03/2025 Sunday	24/03/2025 Monday	25/03/2025 Tuesday	26/03/2025 Wednesday	**5-DAY MEAN**	**7-DAY MEAN**
Vehicle Flow	3630	2991	2567	2212	2299	2315	2529	**2753**	**2649**
Mean Speed	33.7	33.8	33.8	33.8	34.2	34.1	34.2	**34.0**	**33.9**
85%ile Speed	37.0	37.9	38.0	38.0	37.6	37.9	37.6	**37.6**	**37.7**
No. Vehicles > 30 MPH Limit	2681	2400	2069	1820	1922	1928	2066	**2199**	**2127**
% Vehicles > 30 MPH Limit	73.9	80.2	80.6	82.3	83.6	83.3	81.7	**80.5**	**80.8**
No. Vehicles > 45 MPH	51	64	60	50	43	45	48	**50**	**52**
% Vehicles > 45 MPH	1.4	2.1	2.3	2.3	1.9	1.9	1.9	**1.9**	**2.0**

Eastbound & Westbound

	20/03/2025 Thursday	21/03/2025 Friday	22/03/2025 Saturday	23/03/2025 Sunday	24/03/2025 Monday	25/03/2025 Tuesday	26/03/2025 Wednesday	**5-DAY MEAN**	**7-DAY MEAN**
Vehicle Flow	6732	6348	5077	4471	4718	4745	5047	**5518**	**5305**
Mean Speed	33.1	32.9	33.1	32.9	33.5	33.1	33.2	**33.2**	**33.1**
85%ile Speed	36.6	37.1	37.3	37.5	37.3	37.0	37.0	**37.0**	**37.1**
No. Vehicles > 30 MPH Limit	4721	4641	3802	3415	3644	3551	3796	**4071**	**3939**
% Vehicles > 30 MPH Limit	70.1	73.1	74.9	76.4	77.2	74.8	75.2	**74.1**	**74.5**
No. Vehicles > 45 MPH	77	96	84	72	64	62	70	**74**	**75**
% Vehicles > 45 MPH	1.1	1.5	1.7	1.6	1.4	1.3	1.4	**1.3**	**1.4**

Note: All figures are based on data from the hours 0000-0700, 0900-1600 & 1800-2400.

Ringley Road, Manchester - ATC 1 - Ringley Road

Produced by Streetwise Services Ltd.

Installation Photo

Google Map Link

APPENDIX 2

TRICS Output – Golf Course

Croft Transport Solutions 9 Jordan Street Manchester Licence No: 851401

Filtering Summary

Land Use	09/B	GOLF/PRIVATE 18 HOLE COURSES
Selected Trip Rate Calculation Parameter Range	50-150 PARKING	
Actual Trip Rate Calculation Parameter Range	75-136 PARKING	
Date Range	Minimum: 01/01/16	Maximum: 07/11/23
Days of the week selected	Monday	1
	Tuesday	4
	Friday	1
Main Location Types selected	Edge of Town	3
	Neighbourhood Centre (PPS6 Local Centre)	1
	Free Standing (PPS6 Out of Town)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	7 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	2
	1,001 to 5,000	1
	10,001 to 15,000	1
	20,001 to 25,000	1
	50,001 to 100,000	1
Population <5 Mile ranges selected	5,000 or Less	1
	100,001 to 125,000	1
	125,001 to 250,000	3
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-851401-250529-0546

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
Category : B - PRIVATE 18 HOLE COURSES
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
	SC	SURREY	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
10	WALES		
	VG	VALE OF GLAMORGAN	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Parking spaces
Actual Range:	75 to 136 (units:)
Range Selected by User:	50 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/11/23

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Residential Zone	2
Village	1
Out of Town	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

F2(c)	6 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

5,000 or Less	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

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

Travel Plan:

No	6 days

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

PTAL Rating:

No PTAL Present	6 days

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

LIST OF SITES relevant to selection parameters

1 KC-09-B-02 GOLF COURSE KENT
HEATH LANE
DARTFORD

Edge of Town
Residential Zone
Total Parking spaces: 95
Survey date: TUESDAY *07/11/23* *Survey Type: MANUAL*

2 LE-09-B-02 GOLF CLUB LEICESTERSHIRE
GLEN ROAD
LEICESTER
OADBY
Edge of Town
Residential Zone
Total Parking spaces: 108
Survey date: TUESDAY *21/06/22* *Survey Type: MANUAL*

3 NY-09-B-02 GOLF CLUB NORTH YORKSHIRE
MILL LANE
NEAR SELBY

Free Standing (PPS6 Out of Town)
Out of Town
Total Parking spaces: 126
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

4 SC-09-B-06 GOLF CLUB SURREY
CHURCH LANE
NEAR REDHILL
BLETCHINGLEY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Parking spaces: 136
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

5 VG-09-B-02 GOLF COURSE VALE OF GLAMORGAN
PORT ROAD
BARRY
COLCOTT
Edge of Town
No Sub Category
Total Parking spaces: 75
Survey date: MONDAY *08/05/17* *Survey Type: MANUAL*

6 WM-09-B-04 GOLF CLUB WEST MIDLANDS
HAMPTON LANE
NEAR SOLIHULL
MERIDEN
Free Standing (PPS6 Out of Town)
Out of Town
Total Parking spaces: 81
Survey date: FRIDAY *09/06/23* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
VG-09-B-03	06/05/21	Covid

TRIP RATE for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	2	106	0.038	2	106	0.033	2	106	0.071
07:00 - 08:00	4	111	0.092	4	111	0.009	4	111	0.101
08:00 - 09:00	6	104	0.161	6	104	0.026	6	104	0.187
09:00 - 10:00	6	104	0.176	6	104	0.047	6	104	0.223
10:00 - 11:00	6	104	0.153	6	104	0.068	6	104	0.221
11:00 - 12:00	6	104	0.176	6	104	0.105	6	104	0.281
12:00 - 13:00	6	104	0.129	6	104	0.124	6	104	0.253
13:00 - 14:00	6	104	0.101	6	104	0.161	6	104	0.262
14:00 - 15:00	6	104	0.105	6	104	0.222	6	104	0.327
15:00 - 16:00	6	104	0.090	6	104	0.166	6	104	0.256
16:00 - 17:00	6	104	0.060	6	104	0.155	6	104	0.215
17:00 - 18:00	6	104	0.042	6	104	0.087	6	104	0.129
18:00 - 19:00	5	108	0.031	5	108	0.072	5	108	0.103
19:00 - 20:00	4	108	0.023	4	108	0.063	4	108	0.085
20:00 - 21:00	3	102	0.013	3	102	0.082	3	102	0.095
21:00 - 22:00	2	106	0.009	2	106	0.024	2	106	0.033
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.399			1.443			2.842

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

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

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Parameter summary

Trip rate parameter range selected:	75 - 136 (units:)
Survey date date range:	01/01/16 - 07/11/23
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

Croft Transport Solutions 9 Jordan Street Manchester Licence No: 851401

Filtering Summary

Land Use	09/B	GOLF/PRIVATE 18 HOLE COURSES
Selected Trip Rate Calculation Parameter Range	50-150 PARKING	
Actual Trip Rate Calculation Parameter Range	81-143 PARKING	
Date Range	Minimum: 01/01/16	Maximum: 07/11/23
Days of the week selected	Saturday	3
	Sunday	1
Main Location Types selected	Edge of Town	1
	Neighbourhood Centre (PPS6 Local Centre)	1
	Free Standing (PPS6 Out of Town)	2
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	X - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	1,001 to 5,000	2
	5,001 to 10,000	1
Population <5 Mile ranges selected	25,001 to 50,000	2
	75,001 to 100,000	1
	125,001 to 250,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-851401-250529-0502

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
Category : B - PRIVATE 18 HOLE COURSES
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
	WM	WEST MIDLANDS	1 days
09	NORTH		
	CU	CUMBERLAND	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Parking spaces
Actual Range:	81 to 143 (units:)
Range Selected by User:	50 to 150 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 07/11/23

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

Selected survey days:

Saturday	3 days
Sunday	1 days

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

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	2

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

Selected Location Sub Categories:

Residential Zone	1
Village	1
Out of Town	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

F2(c)	4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	1 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

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

Travel Plan:

No	4 days

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

PTAL Rating:

No PTAL Present	4 days

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

LIST OF SITES relevant to selection parameters

1 CA-09-B-01 GOLF CLUB CAMBRIDGESHIRE
COMBERTON ROAD
NEAR CAMBRIDGE
TOFT
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Parking spaces: 90
Survey date: SATURDAY 23/06/18 Survey Type: MANUAL

2 CU-09-B-01 GOLF CLUB CUMBERLAND
BRANTHWAITE ROAD
NEAR WORKINGTON

Free Standing (PPS6 Out of Town)
Out of Town
Total Parking spaces: 87
Survey date: SUNDAY 15/05/22 Survey Type: MANUAL

3 WK-09-B-01 GOLF CLUB WARWICKSHIRE
GOLF LANE
LEAMINGTON SPA
WHITNASH
Edge of Town
Residential Zone
Total Parking spaces: 143
Survey date: SATURDAY 28/09/19 Survey Type: MANUAL

4 WM-09-B-04 GOLF CLUB WEST MIDLANDS
HAMPTON LANE
NEAR SOLIHULL
MERIDEN
Free Standing (PPS6 Out of Town)
Out of Town
Total Parking spaces: 81
Survey date: SATURDAY 17/06/23 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 09 - GOLF/B - PRIVATE 18 HOLE COURSES
TOTAL VEHICLES
Calculation factor: 1 PARKING SPACES
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	Trip Rate	No. Days	Ave. PARKING	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	3	107	0.069	3	107	0.000	3	107	0.069
07:00 - 08:00	3	107	0.175	3	107	0.022	3	107	0.197
08:00 - 09:00	4	100	0.209	4	100	0.012	4	100	0.221
09:00 - 10:00	4	100	0.165	4	100	0.017	4	100	0.182
10:00 - 11:00	4	100	0.165	4	100	0.122	4	100	0.287
11:00 - 12:00	4	100	0.187	4	100	0.157	4	100	0.344
12:00 - 13:00	4	100	0.170	4	100	0.227	4	100	0.397
13:00 - 14:00	4	100	0.155	4	100	0.249	4	100	0.404
14:00 - 15:00	4	100	0.107	4	100	0.182	4	100	0.289
15:00 - 16:00	4	100	0.090	4	100	0.177	4	100	0.267
16:00 - 17:00	4	100	0.045	4	100	0.177	4	100	0.222
17:00 - 18:00	4	100	0.012	4	100	0.092	4	100	0.104
18:00 - 19:00	3	107	0.025	3	107	0.066	3	107	0.091
19:00 - 20:00	3	107	0.019	3	107	0.047	3	107	0.066
20:00 - 21:00	3	107	0.000	3	107	0.009	3	107	0.009
21:00 - 22:00	2	115	0.004	2	115	0.009	2	115	0.013
22:00 - 23:00	1	87	0.000	1	87	0.046	1	87	0.046
23:00 - 24:00	1	87	0.000	1	87	0.000	1	87	0.000
Total Rates:			1.597			1.611			3.208

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

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

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Parameter summary

Trip rate parameter range selected:	81 - 143 (units:)
Survey date date range:	01/01/16 - 07/11/23
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	3
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX 4

TRICS Output – Football Pitch

Croft Transport Solutions 9 Jordan Street Manchester Licence No: 851401

Filtering Summary

Land Use	07/L	LEISURE/FOOTBALL (5-a-side)
Selected Trip Rate Calculation Parameter Range	2-18 PITCH	
Actual Trip Rate Calculation Parameter Range	6-7 PITCH	
Date Range	Minimum: 01/01/16	Maximum: 24/09/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Saturday	2
Main Location Types selected	Suburban Area (PPS6 Out of Centre) Edge of Town	1 1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included Servicing vehicles Excluded	X - Selected 2 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	25,001 to 50,000	2
Population <5 Mile ranges selected	250,001 to 500,000 500,001 or More	1 1
Car Ownership <5 Mile ranges selected	0.6 to 1.0 1.1 to 1.5	1 1
PTAL Rating	No PTAL Present	2

Calculation Reference: AUDIT-851401-250529-0549

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : L - FOOTBALL (5-a-side)
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
05	EAST MIDLANDS		
	NG	NOTTINGHAM	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of pitches
Actual Range:	6 to 7 (units:)
Range Selected by User:	2 to 18 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 24/09/22

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

Selected survey days:
Saturday 2 days

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

Selected survey types:
Manual count 2 days
Directional ATC Count 0 days

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

Selected Locations:
Suburban Area (PPS6 Out of Centre) 1
Edge of Town 1

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

Selected Location Sub Categories:
Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:
Servicing vehicles Included X days - Selected
Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:

Use Class:
F2(c) 2 days

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

Population within 500m Range:
All Surveys Included
Population within 1 mile:
25,001 to 50,000 2 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days

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

PTAL Rating:

No PTAL Present	2 days

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

LIST OF SITES relevant to selection parameters

1 BR-07-L-01 FIVES SOCCER CENTRE BRISTOL CITY
WEST TOWN LANE
BRISTOL
BRISLINGTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pitches: 7
Survey date: SATURDAY 24/09/22 Survey Type: MANUAL

2 NG-07-L-01 ASTRO KINGS NOTTINGHAM
WIGMAN ROAD
NOTTINGHAM
BILBOROUGH
Edge of Town
Residential Zone
Total Number of pitches: 6
Survey date: SATURDAY 14/07/18 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 07 - LEISURE/L - FOOTBALL (5-a-side)

TOTAL VEHICLES

Calculation factor: 1 PITCH

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate	No. Days	Ave. PITCH	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	7	0.143	1	7	0.143	1	7	0.286
08:00 - 09:00	1	7	1.429	1	7	0.571	1	7	2.000
09:00 - 10:00	1	7	2.429	1	7	0.857	1	7	3.286
10:00 - 11:00	2	7	4.308	2	7	2.154	2	7	6.462
11:00 - 12:00	2	7	4.077	2	7	4.231	2	7	8.308
12:00 - 13:00	2	7	4.538	2	7	3.692	2	7	8.230
13:00 - 14:00	2	7	4.846	2	7	3.462	2	7	8.308
14:00 - 15:00	2	7	3.385	2	7	3.231	2	7	6.616
15:00 - 16:00	2	7	2.462	2	7	4.077	2	7	6.539
16:00 - 17:00	2	7	2.154	2	7	3.692	2	7	5.846
17:00 - 18:00	2	7	1.077	2	7	1.923	2	7	3.000
18:00 - 19:00	1	6	1.667	1	6	4.167	1	6	5.834
19:00 - 20:00	1	6	0.167	1	6	1.333	1	6	1.500
20:00 - 21:00	1	6	0.000	1	6	0.000	1	6	0.000
21:00 - 22:00	1	6	0.000	1	6	0.000	1	6	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			32.682			33.533			66.215

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

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

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Parameter summary

Trip rate parameter range selected:	6 - 7 (units:)
Survey date date range:	01/01/16 - 24/09/22
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX 5

PICADY Output for the proposed Ringley Road/Site Access Junction

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.0.0.2177
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Filename: Site Acces_Ringley Road (Weekday).j11
Path: Z:\projects\4588 Ashbourne Grove, Stand Golf Club\Picady
Report generation date: 30/05/2025 08:40:48

»2025 | Growthed Flows | AM
»2025 | Growthed Flows | PM
»2025 | Growthed Flows | Weekend
»2030 | 'With Dev' Flows | AM
»2030 | 'With Dev' Flows | PM
»2030 | 'With Dev' Flows | Weekend

Summary of junction performance

	AM									PM									Weekend								
	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Network Residual Capacity	Set ID	Queue (PCU)	95% Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Junction LOS	Ne Re Ca
	2025 - Growthed Flows																										
Stream B-AC	D1	0.0	~1	0.00	0.00	A	0.00	A	900 %	D2	0.0	~1	0.00	0.00	A	0.00	A	900 %	D3	0.0	~1	0.00	0.00	A	0.00	A	9
Stream C-AB		0.0	~1	0.00	0.00	A			[]		0.0	~1	0.00	0.00	A			[]		0.0	~1	0.00	0.00	A			
	2030 - 'With Dev' Flows																										
Stream B-AC	D4	0.0	~1	0.00	0.00	A	0.07	A	303 %	D5	0.1	0.5	9.13	0.05	A	0.25	A	171 %	D6	0.1	0.5	8.49	0.08	A	0.72	A	2
Stream C-AB		0.0	0.5	6.98	0.02	A			[Stream C-AB]		0.0	0.5	6.55	0.01	A			[Stream B-AC]		0.0	0.5	6.30	0.03	A			[S B

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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Site Access/Ringley Road (Weekday)
Location	Whitefield
Site number	
Date	29/05/2025
Version	
Status	(new file)
Identifier	
Client	Westshield Ltd
Jobnumber	4588
Enumerator	EDD\Eddisons
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	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75	✓				✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Growthed Flows	AM	ONE HOUR	08:00	09:30	15	✓
D2	2025	Growthed Flows	PM	ONE HOUR	08:00	09:30	15	✓
D3	2025	Growthed Flows	Weekend	ONE HOUR	08:00	09:30	15	✓
D4	2030	'With Dev' Flows	AM	ONE HOUR	08:00	09:30	15	✓
D5	2030	'With Dev' Flows	PM	ONE HOUR	08:00	09:30	15	✓
D6	2030	'With Dev' Flows	Weekend	ONE HOUR	08:00	09:30	15	✓

Analysis Set Details

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

2025 | Growthed Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Ringley Road (W)		Major
B	Site Access		Minor
C	Ringley Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	2.50	100.0	✓	7.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	80	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	490	0.089	0.226	0.142	0.323
B-C	608	0.093	0.236	-	-
C-B	653	0.253	0.253	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
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	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Growthed Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	450	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	354	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	450
	B	0	0	0
	C	354	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		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 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						325	487
A-B						0	0
A-C						413	619

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	439	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1134	0.000	0	0.0	0.0	0.000	A
C-A	267	67	0.00			267				
A-B	0	0	0.00			0				
A-C	339	85	0.00			339				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	419	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1100	0.000	0	0.0	0.0	0.000	A
C-A	318	80	0.00			318				
A-B	0	0	0.00			0				
A-C	405	101	0.00			405				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	390	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1054	0.000	0	0.0	0.0	0.000	A
C-A	390	97	0.00			390				
A-B	0	0	0.00			0				
A-C	495	124	0.00			495				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	390	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1054	0.000	0	0.0	0.0	0.000	A
C-A	390	97	0.00			390				
A-B	0	0	0.00			0				
A-C	495	124	0.00			495				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	419	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1100	0.000	0	0.0	0.0	0.000	A
C-A	318	80	0.00			318				
A-B	0	0	0.00			0				
A-C	405	101	0.00			405				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	439	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1134	0.000	0	0.0	0.0	0.000	A
C-A	267	67	0.00			267				
A-B	0	0	0.00			0				
A-C	339	85	0.00			339				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 | Growthed Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Growthed Flows	PM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	355	100.000
B		ONE HOUR	✓	0	100.000
C		ONE HOUR	✓	352	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	355
	B	0	0	0
	C	352	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		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 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						323	485
A-B						0	0
A-C						326	489

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	456	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1170	0.000	0	0.0	0.0	0.000	A
C-A	265	66	0.00			265				
A-B	0	0	0.00			0				
A-C	267	67	0.00			267				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	439	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1144	0.000	0	0.0	0.0	0.000	A
C-A	316	79	0.00			316				
A-B	0	0	0.00			0				
A-C	319	80	0.00			319				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	415	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1107	0.000	0	0.0	0.0	0.000	A
C-A	388	97	0.00			388				
A-B	0	0	0.00			0				
A-C	391	98	0.00			391				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	415	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1107	0.000	0	0.0	0.0	0.000	A
C-A	388	97	0.00			388				
A-B	0	0	0.00			0				
A-C	391	98	0.00			391				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	439	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1144	0.000	0	0.0	0.0	0.000	A
C-A	316	79	0.00			316				
A-B	0	0	0.00			0				
A-C	319	80	0.00			319				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	456	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1170	0.000	0	0.0	0.0	0.000	A
C-A	265	66	0.00			265				
A-B	0	0	0.00			0				
A-C	267	67	0.00			267				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2025 | Growthed Flows | Weekend

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	900		0.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2025	Growthed Flows	Weekend	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	233	100.000
B		ONE HOUR	✓	2	100.000
C		ONE HOUR	✓	232	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	0	233
	B	2	0	0
	C	232	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		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 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.00	0.00	0.0	~1	A	0	0
C-A						213	319
A-B						0	0
A-C						214	321

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1216	0.000	0	0.0	0.0	0.000	A
C-A	175	44	0.00			175				
A-B	0	0	0.00			0				
A-C	175	44	0.00			175				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1199	0.000	0	0.0	0.0	0.000	A
C-A	209	52	0.00			209				
A-B	0	0	0.00			0				
A-C	209	52	0.00			209				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	460	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1175	0.000	0	0.0	0.0	0.000	A
C-A	255	64	0.00			255				
A-B	0	0	0.00			0				
A-C	257	64	0.00			257				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	460	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1175	0.000	0	0.0	0.0	0.000	A
C-A	255	64	0.00			255				
A-B	0	0	0.00			0				
A-C	257	64	0.00			257				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	475	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1199	0.000	0	0.0	0.0	0.000	A
C-A	209	52	0.00			209				
A-B	0	0	0.00			0				
A-C	209	52	0.00			209				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	0.00	1216	0.000	0	0.0	0.0	0.000	A
C-A	175	44	0.00			175				
A-B	0	0	0.00			0				
A-C	175	44	0.00			175				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2030 | 'With Dev' Flows | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.07	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	303	Stream C-AB	0.07	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030	'With Dev' Flows	AM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	460	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	362	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	10	450
	B	2	0	1
	C	354	8	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		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 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	~1	A	0	0
C-AB	0.02	6.98	0.0	0.5	A	7	11
C-A						325	487
A-B						9	14
A-C						413	619

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	437	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	0.00	565	0.011	6	0.0	0.0	6.440	A
C-A	267	67	0.00			267				
A-B	8	2	0.00			8				
A-C	339	85	0.00			339				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	416	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	0.00	548	0.013	7	0.0	0.0	6.657	A
C-A	318	80	0.00			318				
A-B	9	2	0.00			9				
A-C	405	101	0.00			405				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	0.00	524	0.017	9	0.0	0.0	6.981	A
C-A	390	97	0.00			390				
A-B	11	3	0.00			11				
A-C	495	124	0.00			495				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
C-AB	9	2	0.00	524	0.017	9	0.0	0.0	6.981	A
C-A	390	97	0.00			390				
A-B	11	3	0.00			11				
A-C	495	124	0.00			495				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	416	0.000	0	0.0	0.0	0.000	A
C-AB	7	2	0.00	548	0.013	7	0.0	0.0	6.660	A
C-A	318	80	0.00			318				
A-B	9	2	0.00			9				
A-C	405	101	0.00			405				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	0.00	437	0.000	0	0.0	0.0	0.000	A
C-AB	6	2	0.00	565	0.011	6	0.0	0.0	6.443	A
C-A	267	67	0.00			267				
A-B	8	2	0.00			8				
A-C	339	85	0.00			339				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.00	0.00	0.00	0.00	0.00			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2030 | 'With Dev' Flows | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.25	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	171	Stream B-AC	0.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030	'With Dev' Flows	PM	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	358	100.000
B		ONE HOUR	✓	18	100.000
C		ONE HOUR	✓	355	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	3	355
	B	9	0	9
	C	352	3	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		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 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	9.13	0.1	0.5	A	17	25
C-AB	0.01	6.55	0.0	0.5	A	3	4
C-A						323	485
A-B						3	4
A-C						326	489

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	0.00	456	0.030	13	0.0	0.0	8.138	A
C-AB	2	0.56	0.00	584	0.004	2	0.0	0.0	6.184	A
C-A	265	66	0.00			265				
A-B	2	0.56	0.00			2				
A-C	267	67	0.00			267				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	438	0.037	16	0.0	0.0	8.527	A
C-AB	3	0.67	0.00	571	0.005	3	0.0	0.0	6.332	A
C-A	316	79	0.00			316				
A-B	3	0.67	0.00			3				
A-C	319	80	0.00			319				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	414	0.048	20	0.0	0.0	9.130	A
C-AB	3	0.83	0.00	553	0.006	3	0.0	0.0	6.550	A
C-A	388	97	0.00			388				
A-B	3	0.83	0.00			3				
A-C	391	98	0.00			391				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	20	5	0.00	414	0.048	20	0.0	0.1	9.132	A
C-AB	3	0.83	0.00	553	0.006	3	0.0	0.0	6.550	A
C-A	388	97	0.00			388				
A-B	3	0.83	0.00			3				
A-C	391	98	0.00			391				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16	4	0.00	438	0.037	16	0.1	0.0	8.529	A
C-AB	3	0.67	0.00	571	0.005	3	0.0	0.0	6.335	A
C-A	316	79	0.00			316				
A-B	3	0.67	0.00			3				
A-C	319	80	0.00			319				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	3	0.00	456	0.030	14	0.0	0.0	8.143	A
C-AB	2	0.56	0.00	584	0.004	2	0.0	0.0	6.186	A
C-A	265	66	0.00			265				
A-B	2	0.56	0.00			2				
A-C	267	67	0.00			267				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.03	0.26	0.46	0.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.04	0.00	0.00	0.04	0.04			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2030 | 'With Dev' Flows | Weekend

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.72	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	251	Stream B-AC	0.72	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030	'With Dev' Flows	Weekend	ONE HOUR	08:00	09:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	235	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	234	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	14	221
	B	16	0	16
	C	220	14	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		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 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.49	0.1	0.5	A	29	44
C-AB	0.03	6.30	0.0	0.5	A	13	19
C-A						202	303
A-B						13	19
A-C						203	304

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	486	0.050	24	0.0	0.1	7.783	A
C-AB	11	3	0.00	608	0.017	10	0.0	0.0	6.027	A
C-A	166	41	0.00			166				
A-B	11	3	0.00			11				
A-C	166	42	0.00			166				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	475	0.061	29	0.1	0.1	8.065	A
C-AB	13	3	0.00	599	0.021	13	0.0	0.0	6.137	A
C-A	198	49	0.00			198				
A-B	13	3	0.00			13				
A-C	199	50	0.00			199				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	459	0.077	35	0.1	0.1	8.485	A
C-AB	15	4	0.00	587	0.026	15	0.0	0.0	6.297	A
C-A	242	61	0.00			242				
A-B	15	4	0.00			15				
A-C	243	61	0.00			243				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	9	0.00	459	0.077	35	0.1	0.1	8.486	A
C-AB	15	4	0.00	587	0.026	15	0.0	0.0	6.297	A
C-A	242	61	0.00			242				
A-B	15	4	0.00			15				
A-C	243	61	0.00			243				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	7	0.00	475	0.061	29	0.1	0.1	8.069	A
C-AB	13	3	0.00	599	0.021	13	0.0	0.0	6.140	A
C-A	198	49	0.00			198				
A-B	13	3	0.00			13				
A-C	199	50	0.00			199				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	6	0.00	486	0.050	24	0.1	0.1	7.793	A
C-AB	11	3	0.00	608	0.017	11	0.0	0.0	6.028	A
C-A	166	41	0.00			166				
A-B	11	3	0.00			11				
A-C	166	42	0.00			166				

Queue Variation Results for each time segment

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.06	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.03	0.26	0.47	0.49			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.08	0.00	0.00	0.08	0.08			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.07	0.00	0.00	0.07	0.07			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:15 - 09:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.05	0.00	0.00	0.05	0.05			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

APPENDIX 6

Car Parking Accumulation

No. of spaces 112

Time Range	Arrivals		Departures		Accumulation
	Trip Rate	Trips	Trip Rate	Trips	
					5
06:00-07:00	0.038	**4**	0.033	**4**	6
07:00-08:00	0.092	**10**	0.009	**1**	15
08:00-09:00	0.161	**18**	0.026	**3**	30
09:00-10:00	0.176	**20**	0.047	**5**	44
10:00-11:00	0.153	**17**	0.068	**8**	54
11:00-12:00	0.176	**20**	0.105	**12**	62
12:00-13:00	0.129	**14**	0.124	**14**	62
13:00-14:00	0.101	**11**	0.161	**18**	56
14:00-15:00	0.105	**12**	0.222	**25**	43
15:00-16:00	0.09	**10**	0.166	**19**	34
16:00-17:00	0.06	**7**	0.155	**17**	23
17:00-18:00	0.042	**5**	0.087	**10**	18
18:00-19:00	0.031	**3**	0.072	**8**	14
19:00-20:00	0.023	**3**	0.063	**7**	9
20:00-21:00	0.013	**1**	0.082	**9**	2
21:00-22:00	0.009	**1**	0.024	**3**	0

Parking Accumulation - Golf Course Weekday

No. of spaces 112

Time Range	Arrivals		Departures		Accumulation
	Trip Rate	Trips	Trip Rate	Trips	
06:00-07:00	0.069	**8**	0	**0**	8
07:00-08:00	0.175	**20**	0.022	**2**	25
08:00-09:00	0.209	**23**	0.012	**1**	47
09:00-10:00	0.165	**18**	0.017	**2**	64
10:00-11:00	0.165	**18**	0.122	**14**	68
11:00-12:00	0.187	**21**	0.157	**18**	72
12:00-13:00	0.17	**19**	0.227	**25**	65
13:00-14:00	0.155	**17**	0.249	**28**	55
14:00-15:00	0.107	**12**	0.182	**20**	46
15:00-16:00	0.09	**10**	0.177	**20**	37
16:00-17:00	0.045	**5**	0.177	**20**	22
17:00-18:00	0.012	**1**	0.092	**10**	13
18:00-19:00	0.025	**3**	0.066	**7**	8
19:00-20:00	0.019	**2**	0.047	**5**	5
20:00-21:00	0	**0**	0.009	**1**	4
21:00-22:00	0.004	**0**	0.009	**1**	4

Parking Accumulation - Golf Course Weekend

No. of pitches 2

Time Range	Arrivals		Departures		Accumulation
	Trip Rate	Trips	Trip Rate	Trips	
					2
07:00-08:00	0.143	0	0.143	0	2
08:00-09:00	1.429	3	0.571	1	4
09:00-10:00	2.429	5	0.857	2	7
10:00-11:00	4.308	9	2.154	4	11
11:00-12:00	4.077	8	4.231	8	11
12:00-13:00	4.538	9	3.692	7	13
13:00-14:00	4.846	10	3.462	7	15
14:00-15:00	3.385	7	3.231	6	16
15:00-16:00	2.462	5	4.077	8	12
16:00-17:00	2.154	4	3.692	7	9
17:00-18:00	1.077	2	1.923	4	8
18:00-19:00	1.667	3	4.167	8	3
19:00-20:00	0.167	0	1.333	3	0
20:00-21:00	0	0	0	0	0
21:00-22:00	0	0	0	0	0

Parking Accumulation - Football Pitch Weekend

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