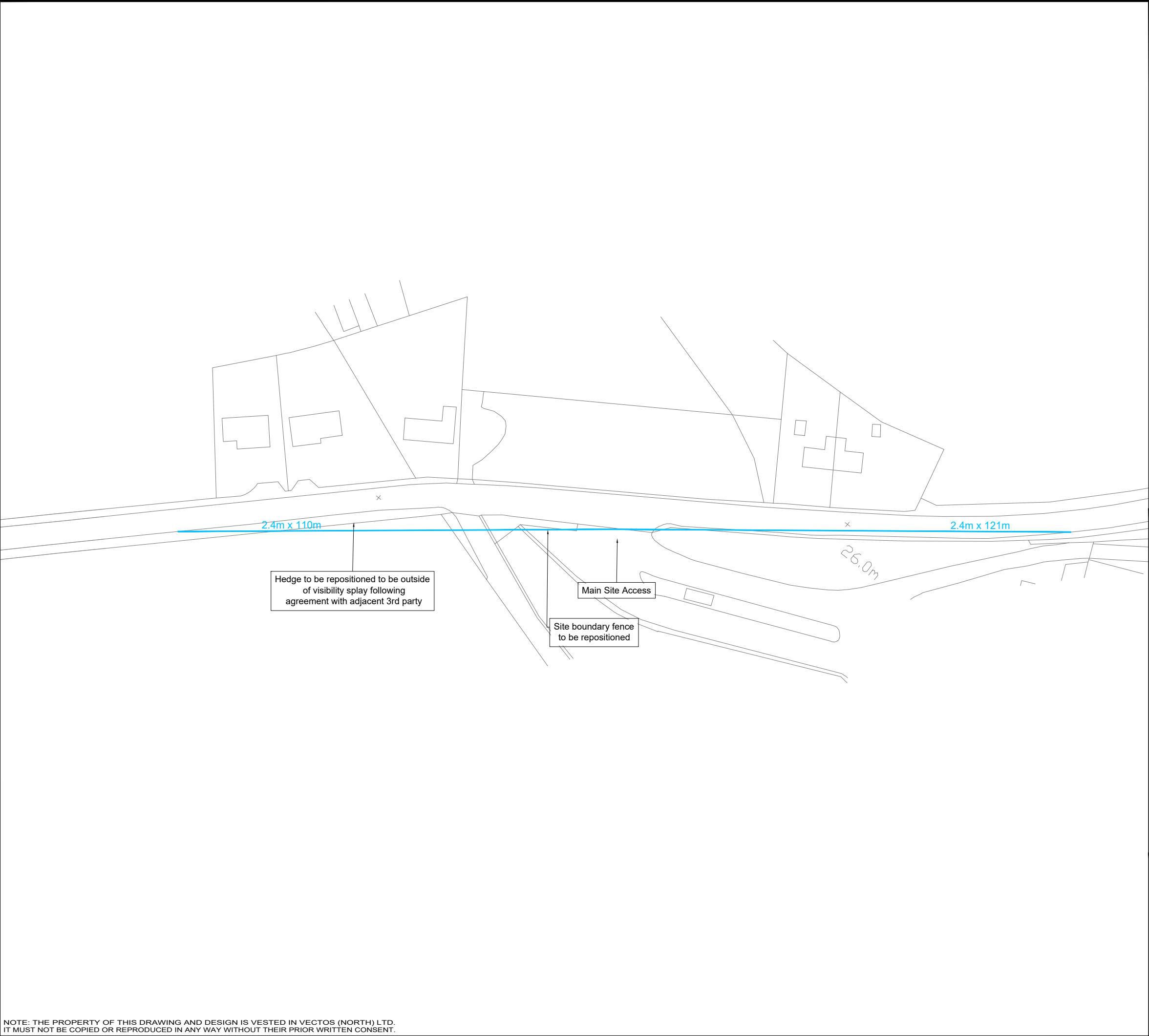


DRAWINGS



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



REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Maelor Foods Ltd

PROJECT:
Maelor Foods, Pickhill Lane

DRAWING TITLE:
Site Access Visibility Splay

SCALES:
1:1,000 at A3

DRAWN:	PJ	CHECKED:	PW	DATE:	04.04.18
--------	----	----------	----	-------	----------



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

DRAWING NUMBER:	VN70805-D106	REVISION:	.
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LAYOUT PLAN

SCALE 1:1000

INSET
SCALE 1:500

REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:
.	.	.	.	.	

Suggested A525 Pickhill Lane Junction Improvement

SCALES:
As Shown at A3



DRAWING NUMBER:
VN70805-D108

REVISION



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Minor Pavement Marking Amendments	JD	PW	16.04.18

Notes:

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

Maelor Foods, Pickhill Lane

Improvement of A525 and Pickhill Lane

DRAWN:
JD

CHECKED:
PW

DATE:
April 2018

SCALES:
1:250 at A3

Maelor Foods Ltd



transport planning specialists

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

DRAWING NUMBER:
VN70805-TR104

REVISION:
A



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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Minor Pavement Marking Amendments	JD	PW	16.04.18

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

Maelor Foods, Pickhill Lane		Maelor Foods Ltd	
Improvement of A525 and Pickhill Lane		 transport planning specialists	
		4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk	
DRAWN: JD	CHECKED: PW	DATE: April 2018	SCALES: 1:250 at A3
DRAWING NUMBER: VN70805-TR105			REVISION: A

APPENDICES

Appendix A – Pickhill Lane Traffic Data

Default

Globals

Report Id	CustomList-25
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-09-21T09:15:58
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	ATC 1
Site Attribute	Porthwgan
File Name	C:\Users\Dave\Desktop\2017.137 Wrexham\ATC 1 0 2017-09-21 1001.EC0
File Type	Plus
Algorithm	Factory default axle
Description	!_
Lane	0
Direction	7
Direction Text	7 - North bound A B, South bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-09-12T13:40:00
Start Time	2017-09-12T13:40:00
Finish Time	2017-09-21T09:10:00
Operator	DC
Configuration	40 MC5600 00 00 00 00 00 ? Y510RFBD MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-09-13T00:00:00
Filter End	2017-09-20T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(N) Sp(0,100) Headway(I0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Wednesday, September 13, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	--------	--------	--------	------	--------

0000	1	0	1	0	0	0	0	0	0	0	0	0	0	48.7	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	39.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	35.3	-
0600	31	0	28	0	1	1	0	0	0	1	0	0	0	31.8	37.8
0700	83	0	68	0	15	0	0	0	0	0	0	0	0	34.5	39.2
0800	50	0	45	1	2	1	1	0	0	0	0	0	0	37.5	44
0900	20	0	15	0	4	0	0	0	0	0	1	0	0	31.7	40.5
1000	20	2	16	0	2	0	0	0	0	0	0	0	0	31.4	38.7
1100	15	0	10	0	4	0	1	0	0	0	0	0	0	30	41.7
1200	18	0	13	0	4	0	0	0	0	0	1	0	0	34	38
1300	38	1	27	0	7	2	0	0	1	0	0	0	0	35.2	44.3
1400	13	0	8	0	5	0	0	0	0	0	0	0	0	32.8	44.2
1500	22	0	16	0	5	1	0	0	0	0	0	0	0	34.5	41.7
1600	16	0	16	0	0	0	0	0	0	0	0	0	0	35.9	46.4
1700	20	0	17	0	3	0	0	0	0	0	0	0	0	35.1	43.3
1800	8	0	7	0	0	0	1	0	0	0	0	0	0	31.5	-
1900	12	1	10	0	1	0	0	0	0	0	0	0	0	31.3	42.3
2000	4	0	2	1	1	0	0	0	0	0	0	0	0	37.1	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	35.2	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	32.4	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
07-19	323	3	258	1	51	4	3	0	1	0	2	0	0	34.4	41.9
06-22	372	4	300	2	54	5	3	0	1	1	2	0	0	34.1	41.3
06-00	374	4	302	2	54	5	3	0	1	1	2	0	0	34.1	41.3
00-00	380	4	308	2	54	5	3	0	1	1	2	0	0	34.2	41.5

Thursday, September 14, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	7	0	6	0	1	0	0	0	0	0	0	0	0	33.3	-
0600	28	0	26	0	1	0	0	0	0	1	0	0	0	33.6	40.5
0700	86	0	74	2	8	1	1	0	0	0	0	0	0	35.3	40.2
0800	50	0	45	0	4	1	0	0	0	0	0	0	0	37.6	44.3
0900	25	1	20	1	3	0	0	0	0	0	0	0	0	33.7	40
1000	31	1	19	0	7	2	0	0	1	0	1	0	0	31.2	36.7
1100	20	1	12	2	5	0	0	0	0	0	0	0	0	36	40.5
1200	19	0	10	0	9	0	0	0	0	0	0	0	0	34.8	40.6
1300	32	0	25	0	7	0	0	0	0	0	0	0	0	34.6	39.4
1400	16	0	9	0	6	0	1	0	0	0	0	0	0	34.4	41.9
1500	26	1	20	2	1	0	1	0	1	0	0	0	0	31.2	38.8
1600	17	0	16	0	1	0	0	0	0	0	0	0	0	37.7	46.9
1700	19	0	18	1	0	0	0	0	0	0	0	0	0	34.2	40.5
1800	7	0	6	0	0	0	0	0	0	1	0	0	0	38.3	-
1900	8	0	8	0	0	0	0	0	0	0	0	0	0	33.8	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	31.9	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	41	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	34.7	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	47	-
07-19	348	4	274	8	51	4	3	0	2	1	1	0	0	34.9	40.6
06-22	390	4	314	8	52	4	3	0	2	2	1	0	0	34.8	40.6
06-00	395	4	319	8	52	4	3	0	2	2	1	0	0	34.9	40.7
00-00	402	4	325	8	53	4	3	0	2	2	1	0	0	34.8	40.7

Friday, September 15, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	42.1	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	43.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	42.1	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	37.2	-
0600	26	0	22	0	2	1	0	0	0	1	0	0	0	31.8	39.1
0700	84	1	67	1	14	0	1	0	0	0	0	0	0	36	41.3
0800	46	0	40	1	4	0	1	0	0	0	0	0	0	36.5	43.6
0900	25	1	19	1	4	0	0	0	0	0	0	0	0	32.7	40.6
1000	27	0	20	0	6	0	1	0	0	0	0	0	0	33.9	41.2
1100	22	0	13	1	7	0	0	0	1	0	0	0	0	33.3	39.3
1200	16	1	7	3	3	0	1	0	1	0	0	0	0	31.6	37.9
1300	20	0	14	1	3	0	1	0	1	0	0	0	0	33.5	42.9

1400	19	1	11	1	5	0	1	0	0	0	0	0	0	33.7	44.1
1500	21	0	19	0	1	0	1	0	0	0	0	0	0	33.1	39.4
1600	10	1	9	0	0	0	0	0	0	0	0	0	0	35.3	-
1700	19	2	15	1	1	0	0	0	0	0	0	0	0	35.7	44.3
1800	15	0	13	1	0	0	1	0	0	0	0	0	0	31.9	41.6
1900	12	1	11	0	0	0	0	0	0	0	0	0	0	33.2	40.4
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	37.8	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	34.3	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	35.8	-
07-19	324	7	247	11	48	0	8	0	3	0	0	0	0	34.5	41.5
06-22	365	8	283	11	50	1	8	0	3	1	0	0	0	34.3	41.4
06-00	369	8	287	11	50	1	8	0	3	1	0	0	0	34.3	41.3
00-00	378	8	296	11	50	1	8	0	3	1	0	0	0	34.5	41.6

Saturday, September 16, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	30.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	41.5	-
0500	4	0	4	0	0	0	0	0	0	0	0	0	0	34	-
0600	11	0	8	0	3	0	0	0	0	0	0	0	0	34.7	41
0700	19	0	14	0	5	0	0	0	0	0	0	0	0	34.9	42.1
0800	14	0	12	0	2	0	0	0	0	0	0	0	0	32.1	37.9
0900	11	1	7	0	3	0	0	0	0	0	0	0	0	30.8	38
1000	15	0	10	1	4	0	0	0	0	0	0	0	0	34.5	42.5
1100	10	1	8	0	1	0	0	0	0	0	0	0	0	30	-
1200	16	0	15	1	0	0	0	0	0	0	0	0	0	39.6	46.8
1300	13	2	9	0	2	0	0	0	0	0	0	0	0	28.1	41.9
1400	13	1	11	0	1	0	0	0	0	0	0	0	0	34	40.3
1500	10	1	8	0	1	0	0	0	0	0	0	0	0	30.4	-
1600	6	0	6	0	0	0	0	0	0	0	0	0	0	37.8	-
1700	13	0	13	0	0	0	0	0	0	0	0	0	0	34.1	44.5
1800	6	0	6	0	0	0	0	0	0	0	0	0	0	35.7	-
1900	9	0	7	2	0	0	0	0	0	0	0	0	0	32.7	-
2000	13	0	13	0	0	0	0	0	0	0	0	0	0	30.7	39.4
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	36.5	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	34.3	-
2300	4	0	4	0	0	0	0	0	0	0	0	0	0	36.7	-
07-19	146	6	119	2	19	0	0	0	0	0	0	0	0	33.5	40.6
06-22	183	6	151	4	22	0	0	0	0	0	0	0	0	33.4	40.3
06-00	189	6	157	4	22	0	0	0	0	0	0	0	0	33.5	40.3
00-00	197	6	165	4	22	0	0	0	0	0	0	0	0	33.5	40.3

Sunday, September 17, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	3	0	3	0	0	0	0	0	0	0	0	0	0	30.8	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	41.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	34.4	-
0600	9	3	5	0	1	0	0	0	0	0	0	0	0	37.1	-
0700	12	0	11	0	1	0	0	0	0	0	0	0	0	39	43.7
0800	2	0	1	0	1	0	0	0	0	0	0	0	0	22.4	-
0900	15	1	12	0	2	0	0	0	0	0	0	0	0	32.2	36.7
1000	12	2	9	1	0	0	0	0	0	0	0	0	0	30.4	38.7
1100	18	3	11	1	3	0	0	0	0	0	0	0	0	29.2	39.2
1200	18	2	14	0	1	0	0	0	0	1	0	0	0	32.3	38.9
1300	10	1	8	1	0	0	0	0	0	0	0	0	0	34.3	-
1400	12	0	12	0	0	0	0	0	0	0	0	0	0	34.1	38.6
1500	7	0	6	1	0	0	0	0	0	0	0	0	0	34.8	-
1600	9	2	4	2	1	0	0	0	0	0	0	0	0	31.3	-
1700	14	0	14	0	0	0	0	0	0	0	0	0	0	36.5	46.1
1800	6	1	3	0	1	0	1	0	0	0	0	0	0	31.5	-
1900	6	0	6	0	0	0	0	0	0	0	0	0	0	39.7	-
2000	2	0	2	0	0	0	0	0	0	0	0	0	0	38	-
2100	2	0	2	0	0	0	0	0	0	0	0	0	0	41.3	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	36.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	35.4	-
07-19	135	12	105	6	10	0	1	0	0	1	0	0	0	32.9	41.1
06-22	154	15	120	6	11	0	1	0	0	1	0	0	0	33.6	42.6
06-00	156	15	122	6	11	0	1	0	0	1	0	0	0	33.6	42.6
00-00	168	15	134	6	11	0	1	0	0	1	0	0	0	33.8	42.4

Monday, September 18, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	37.8	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	36.6	-
0600	34	0	29	0	3	1	0	0	0	1	0	0	0	31	38.1
0700	67	0	59	0	6	2	0	0	0	0	0	0	0	35.5	40.5
0800	51	1	42	0	7	0	0	1	0	0	0	0	0	36.2	40.9
0900	33	0	25	0	6	1	1	0	0	0	0	0	0	33.2	41.9
1000	21	0	11	0	7	0	2	1	0	0	0	0	0	32.4	39.9
1100	20	0	16	1	3	0	0	0	0	0	0	0	0	32.6	38.4
1200	18	0	14	0	2	0	2	0	0	0	0	0	0	36.3	42.8
1300	19	0	18	0	1	0	0	0	0	0	0	0	0	33.8	40.9
1400	18	0	14	1	3	0	0	0	0	0	0	0	0	32.8	41.1
1500	21	0	15	1	5	0	0	0	0	0	0	0	0	32.4	39.1
1600	18	0	15	0	2	0	0	0	1	0	0	0	0	36.2	41.4
1700	26	0	24	1	1	0	0	0	0	0	0	0	0	35.7	44.8
1800	16	2	13	1	0	0	0	0	0	0	0	0	0	36	46.5
1900	10	0	9	1	0	0	0	0	0	0	0	0	0	35.5	-
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	35.4	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	42.5	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	328	3	266	5	43	3	5	2	1	0	0	0	0	34.7	40.9
06-22	380	3	312	6	46	4	5	2	1	1	0	0	0	34.5	40.9
06-00	380	3	312	6	46	4	5	2	1	1	0	0	0	34.5	40.9
00-00	387	3	319	6	46	4	5	2	1	1	0	0	0	34.5	40.9

Tuesday, September 19, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	48	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	7	0	5	0	2	0	0	0	0	0	0	0	0	31	-
0600	33	1	28	0	2	1	0	0	0	1	0	0	0	31.8	39.3
0700	56	0	48	0	8	0	0	0	0	0	0	0	0	35.9	40.9
0800	57	0	50	0	6	0	0	0	0	0	1	0	0	35.3	40.7
0900	29	0	20	0	7	1	0	0	0	1	0	0	0	33.4	42.4
1000	27	2	21	0	3	1	0	0	0	0	0	0	0	30.8	37.8
1100	12	2	7	0	3	0	0	0	0	0	0	0	0	29.3	42.7
1200	25	0	20	1	1	1	1	0	1	0	0	0	0	35.2	41.1
1300	20	0	16	0	4	0	0	0	0	0	0	0	0	31.9	37.3
1400	26	0	18	0	5	0	1	0	0	1	1	0	0	35.6	45.5
1500	19	1	14	0	2	1	0	0	1	0	0	0	0	33.7	45.9
1600	23	0	20	1	2	0	0	0	0	0	0	0	0	34.5	42.3
1700	21	1	18	2	0	0	0	0	0	0	0	0	0	33.2	43.4
1800	13	1	11	1	0	0	0	0	0	0	0	0	0	36.1	43.3
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	35.4	41.7
2000	4	0	4	0	0	0	0	0	0	0	0	0	0	42.4	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	36.1	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	38.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	328	7	263	5	41	4	2	0	2	2	2	0	0	34.2	41.1
06-22	380	8	310	5	43	5	2	0	2	3	2	0	0	34.1	41.1
06-00	382	8	312	5	43	5	2	0	2	3	2	0	0	34.2	41.1
00-00	391	8	319	5	45	5	2	0	2	3	2	0	0	34.1	41.1

Default

Globals

Report Id	CustomList-26
Descriptor	Default
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2017-09-21T09:16:50
Legal	Copyright (c)1997 - 2016 MetroCount
Graphic	
Language	English
Country	United States
Time	UTC + 60 min
Create Version	5.0.2.0
Metric	Non metric
Speed Unit	mph
Length Unit	ft
Mass Unit	ton

Dataset

Site Name	ATC 1
Site Attribute	Porthwgan
File Name	C:\Users\Dave\Desktop\2017.137 Wrexham\ATC 1 0 2017-09-21 1001.EC0
File Type	Plus
Algorithm	Factory default axle
Description	!_
Lane	0
Direction	7
Direction Text	7 - North bound A B, South bound B A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2017-09-12T13:40:00
Start Time	2017-09-12T13:40:00
Finish Time	2017-09-21T09:10:00
Operator	DC
Configuration	40 MC5600 00 00 00 00 00 ? Y510RFBD MC56-L5 [MC55] (c)Microcom 19Oct04

Profile

Name	Default Profile
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	10
Filter Start	2017-09-13T00:00:00
Filter End	2017-09-20T00:00:00
Class Scheme	ARX
F	Cls(1-12) Dir(S) Sp(0,100) Headway(J0) Span(0 - 300) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	40
Speed Limits	40 40 40 40 40 40 40 40 40
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

Column

Time	24-hour time (0000 - 2359)
Total	Number in time step
Cls 1	Class totals
Cls 2	Class totals
Cls 3	Class totals
Cls 4	Class totals
Cls 5	Class totals
Cls 6	Class totals
Cls 7	Class totals
Cls 8	Class totals
Cls 9	Class totals
Cls 10	Class totals
Cls 11	Class totals
Cls 12	Class totals
Mean	Average speed
Vpp 85	Percentile speed

Wednesday, September 13, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
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0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	56.4	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	42.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	62.9	-
0500	3	0	2	0	1	0	0	0	0	0	0	0	0	30.3	-
0600	6	0	5	0	1	0	0	0	0	0	0	0	0	36	-
0700	10	0	9	0	0	1	0	0	0	0	0	0	0	33.4	-
0800	25	0	20	0	3	1	1	0	0	0	0	0	0	35.9	45.4
0900	23	0	14	1	6	1	0	0	0	0	1	0	0	31.6	43.8
1000	18	0	12	0	5	0	0	0	0	0	1	0	0	32.1	41.3
1100	13	0	12	0	1	0	0	0	0	0	0	0	0	38.7	46.3
1200	19	0	15	0	3	0	0	0	0	0	1	0	0	33.2	41.2
1300	29	0	22	1	6	0	0	0	0	0	0	0	0	31.4	42.2
1400	20	1	13	0	5	0	0	0	0	0	1	0	0	34.1	40.7
1500	36	0	28	0	7	1	0	0	0	0	0	0	0	38.8	46.3
1600	68	1	62	0	5	0	0	0	0	0	0	0	0	36.7	44.7
1700	68	0	62	0	6	0	0	0	0	0	0	0	0	38.1	45.2
1800	46	0	42	0	4	0	0	0	0	0	0	0	0	36.5	42.8
1900	12	0	10	0	2	0	0	0	0	0	0	0	0	35.5	44.3
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	35.8	-
2100	5	0	5	0	0	0	0	0	0	0	0	0	0	37.8	-
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	48.6	-
07-19	375	2	311	2	51	4	1	0	0	0	4	0	0	35.8	43.9
06-22	406	2	339	2	54	4	1	0	0	0	4	0	0	35.8	43.8
06-00	407	2	340	2	54	4	1	0	0	0	4	0	0	35.8	43.9
00-00	413	2	345	2	55	4	1	0	0	0	4	0	0	35.9	44

Thursday, September 14, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	1	4	0	0	0	0	0	0	0	0	0	0	27.9	-
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	38.5	-
0700	14	0	9	0	3	1	0	0	0	1	0	0	0	36.1	44.1
0800	26	0	19	2	4	0	1	0	0	0	0	0	0	33.3	42.1
0900	20	0	17	0	2	1	0	0	0	0	0	0	0	33	42.9
1000	26	0	19	0	5	1	1	0	0	0	0	0	0	32.9	38.5
1100	16	0	9	0	6	1	0	0	0	0	0	0	0	30.6	39.1
1200	25	0	16	3	6	0	0	0	0	0	0	0	0	33.7	39.6
1300	30	0	20	1	9	0	0	0	0	0	0	0	0	35.1	41.4
1400	20	0	13	0	7	0	0	0	0	0	0	0	0	33.8	41.5
1500	37	0	33	0	2	0	2	0	0	0	0	0	0	35.5	42.8
1600	59	0	52	1	5	1	0	0	0	0	0	0	0	35.7	43.8
1700	69	0	60	0	9	0	0	0	0	0	0	0	0	38.5	45.8
1800	38	0	35	0	3	0	0	0	0	0	0	0	0	40.1	50.1
1900	13	0	11	0	2	0	0	0	0	0	0	0	0	36	40.1
2000	7	0	7	0	0	0	0	0	0	0	0	0	0	37.9	-
2100	6	0	6	0	0	0	0	0	0	0	0	0	0	38.9	-
2200	4	0	4	0	0	0	0	0	0	0	0	0	0	36.5	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	380	0	302	7	61	5	4	0	0	1	0	0	0	35.6	43.1
06-22	413	0	333	7	63	5	4	0	0	1	0	0	0	35.8	43.2
06-00	417	0	337	7	63	5	4	0	0	1	0	0	0	35.8	43.2
00-00	422	1	341	7	63	5	4	0	0	1	0	0	0	35.7	43.2

Friday, September 15, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	39.1	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	37.2	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	5	0	4	1	0	0	0	0	0	0	0	0	0	37.1	-
0600	6	0	5	0	0	1	0	0	0	0	0	0	0	31.6	-
0700	10	0	6	1	1	1	0	0	0	0	1	0	0	33.8	-
0800	26	0	18	0	7	0	1	0	0	0	0	0	0	34.3	41.7
0900	19	1	12	0	4	0	1	0	0	1	0	0	0	31.6	39.3
1000	27	0	19	0	6	1	1	0	0	0	0	0	0	34.8	44.7
1100	29	0	23	0	6	0	0	0	0	0	0	0	0	36.6	44.9
1200	32	1	22	2	4	0	1	0	2	0	0	0	0	34.2	41.3
1300	36	0	29	1	3	0	1	0	1	1	0	0	0	35.6	44.2

1400	27	0	18	0	8	0	1	0	0	0	0	0	0	34.2	43.6
1500	51	1	44	0	4	1	1	0	0	0	0	0	0	33.9	42.5
1600	36	0	33	0	2	1	0	0	0	0	0	0	0	39.9	48.5
1700	35	0	31	1	3	0	0	0	0	0	0	0	0	41.8	48.1
1800	20	0	19	0	1	0	0	0	0	0	0	0	0	38.6	51.8
1900	14	0	13	0	1	0	0	0	0	0	0	0	0	40.5	48.2
2000	5	0	5	0	0	0	0	0	0	0	0	0	0	34.4	-
2100	4	0	4	0	0	0	0	0	0	0	0	0	0	41.9	-
2200	1	0	1	0	0	0	0	0	0	0	0	0	0	37.7	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	348	3	274	5	49	4	7	0	3	2	1	0	0	36	45.1
06-22	377	3	301	5	50	5	7	0	3	2	1	0	0	36.2	45.3
06-00	378	3	302	5	50	5	7	0	3	2	1	0	0	36.2	45.3
00-00	385	3	308	6	50	5	7	0	3	2	1	0	0	36.2	45.3

Saturday, September 16, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	35.7	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	40.5	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	39	-
0600	4	0	2	2	0	0	0	0	0	0	0	0	0	36	-
0700	2	0	2	0	0	0	0	0	0	0	0	0	0	34	-
0800	7	0	6	0	1	0	0	0	0	0	0	0	0	31.2	-
0900	16	0	12	0	4	0	0	0	0	0	0	0	0	32.8	39.8
1000	16	3	9	0	4	0	0	0	0	0	0	0	0	33.9	46.5
1100	10	0	9	1	0	0	0	0	0	0	0	0	0	36.1	-
1200	18	1	15	1	1	0	0	0	0	0	0	0	0	38.8	49.5
1300	19	1	17	0	1	0	0	0	0	0	0	0	0	35	49.2
1400	18	0	14	0	4	0	0	0	0	0	0	0	0	34.2	40.4
1500	12	1	7	1	3	0	0	0	0	0	0	0	0	31.2	48.7
1600	18	1	13	0	3	1	0	0	0	0	0	0	0	32.1	40.2
1700	15	0	15	0	0	0	0	0	0	0	0	0	0	39.2	46
1800	13	0	12	1	0	0	0	0	0	0	0	0	0	38.8	45.1
1900	14	1	13	0	0	0	0	0	0	0	0	0	0	37.2	48.4
2000	6	0	6	0	0	0	0	0	0	0	0	0	0	33.3	-
2100	3	0	3	0	0	0	0	0	0	0	0	0	0	37.3	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	34	-
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	39.3	-
07-19	164	7	131	4	21	1	0	0	0	0	0	0	0	35	44
06-22	191	8	155	6	21	1	0	0	0	0	0	0	0	35.2	44
06-00	200	8	164	6	21	1	0	0	0	0	0	0	0	35.3	44
00-00	206	8	170	6	21	1	0	0	0	0	0	0	0	35.4	44

Sunday, September 17, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	38	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	46.6	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	0	0	37.7	-
0600	2	0	2	0	0	0	0	0	0	0	0	0	0	43.2	-
0700	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0800	3	0	3	0	0	0	0	0	0	0	0	0	0	31.8	-
0900	12	1	11	0	0	0	0	0	0	0	0	0	0	31	43
1000	15	1	9	1	2	0	1	0	0	0	0	1	0	26.9	38.7
1100	15	2	13	0	0	0	0	0	0	0	0	0	0	27.7	40.9
1200	24	2	18	1	2	0	0	0	0	1	0	0	0	31.4	40.8
1300	16	1	13	0	2	0	0	0	0	0	0	0	0	34.5	39.5
1400	10	0	10	0	0	0	0	0	0	0	0	0	0	39.3	-
1500	11	0	11	0	0	0	0	0	0	0	0	0	0	38.9	49.7
1600	13	2	9	2	0	0	0	0	0	0	0	0	0	33.6	42.8
1700	13	1	12	0	0	0	0	0	0	0	0	0	0	37.9	42.7
1800	12	0	12	0	0	0	0	0	0	0	0	0	0	42	51.8
1900	9	3	6	0	0	0	0	0	0	0	0	0	0	41.1	-
2000	3	0	3	0	0	0	0	0	0	0	0	0	0	30.4	-
2100	1	0	1	0	0	0	0	0	0	0	0	0	0	26.9	-
2200	2	0	2	0	0	0	0	0	0	0	0	0	0	41.3	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
07-19	144	10	121	4	6	0	1	0	0	1	0	1	0	33.7	42.9
06-22	159	13	133	4	6	0	1	0	0	1	0	1	0	34.1	43
06-00	161	13	135	4	6	0	1	0	0	1	0	1	0	34.2	43.2
00-00	167	13	141	4	6	0	1	0	0	1	0	1	0	34.4	43.3

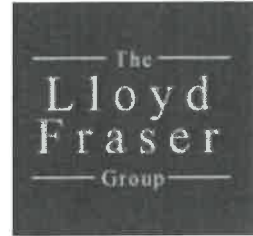
Monday, September 18, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	36.9	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	20.7	-
0500	5	0	4	0	1	0	0	0	0	0	0	0	0	41.1	-
0600	11	0	10	1	0	0	0	0	0	0	0	0	0	36.8	45.1
0700	10	1	6	0	2	0	0	0	0	0	1	0	0	32.3	-
0800	28	1	20	0	5	2	0	0	0	0	0	0	0	34.6	43.8
0900	24	0	15	1	4	1	1	0	0	1	1	0	0	34.2	46.1
1000	24	0	15	0	6	0	1	1	1	0	0	0	0	30.3	36.8
1100	19	1	14	0	3	0	1	0	0	0	0	0	0	35.8	45.1
1200	17	0	12	2	1	0	2	0	0	0	0	0	0	37.7	44.8
1300	24	2	18	1	3	0	0	0	0	0	0	0	0	32.6	42.9
1400	22	0	18	1	2	0	0	0	1	0	0	0	0	35.6	45.3
1500	42	0	32	0	8	1	0	1	0	0	0	0	0	35.5	43.3
1600	63	0	56	0	7	0	0	0	0	0	0	0	0	36.8	42.2
1700	71	0	64	0	5	0	1	0	1	0	0	0	0	38.5	46.4
1800	35	0	33	1	1	0	0	0	0	0	0	0	0	37	45.3
1900	11	0	10	0	1	0	0	0	0	0	0	0	0	37.4	50.5
2000	6	0	5	0	1	0	0	0	0	0	0	0	0	35.2	-
2100	5	0	4	0	0	1	0	0	0	0	0	0	0	35.1	-
2200	3	0	3	0	0	0	0	0	0	0	0	0	0	38.7	-
2300	1	0	1	0	0	0	0	0	0	0	0	0	0	39.4	-
07-19	379	5	303	6	47	4	6	2	3	1	2	0	0	35.8	44.2
06-22	412	5	332	7	49	5	6	2	3	1	2	0	0	35.8	44.1
06-00	416	5	336	7	49	5	6	2	3	1	2	0	0	35.9	44
00-00	423	5	342	7	50	5	6	2	3	1	2	0	0	35.9	44.1

Tuesday, September 19, 2017

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Mean	Vpp 85
0000	1	0	1	0	0	0	0	0	0	0	0	0	0	38	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	22.1	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	29.1	-
0600	7	0	7	0	0	0	0	0	0	0	0	0	0	32.6	-
0700	14	3	9	0	0	1	0	0	0	1	0	0	0	31.7	42.6
0800	27	0	22	0	5	0	0	0	0	0	0	0	0	36.7	44.3
0900	17	0	12	0	5	0	0	0	0	0	0	0	0	34.7	41.5
1000	17	0	9	0	5	1	0	0	0	1	1	0	0	30.7	37.2
1100	20	0	13	0	5	1	1	0	0	0	0	0	0	34.9	44.4
1200	17	0	16	0	1	0	0	0	0	0	0	0	0	34.7	44.1
1300	24	0	18	0	4	1	1	0	0	0	0	0	0	33.3	41.1
1400	22	1	13	0	6	0	0	0	1	1	0	0	0	35.5	44
1500	35	0	27	2	3	2	0	0	0	0	1	0	0	32.6	39.8
1600	59	1	49	0	8	1	0	0	0	0	0	0	0	37.2	44.8
1700	79	0	74	0	5	0	0	0	0	0	0	0	0	38.2	44.6
1800	45	0	42	0	3	0	0	0	0	0	0	0	0	38.8	46.2
1900	12	0	12	0	0	0	0	0	0	0	0	0	0	41.2	48.7
2000	8	0	8	0	0	0	0	0	0	0	0	0	0	32.3	-
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2200	7	0	7	0	0	0	0	0	0	0	0	0	0	38.7	-
2300	2	0	2	0	0	0	0	0	0	0	0	0	0	40.4	-
07-19	376	5	304	2	50	7	2	0	1	3	2	0	0	35.9	43.7
06-22	403	5	331	2	50	7	2	0	1	3	2	0	0	36	43.7
06-00	412	5	340	2	50	7	2	0	1	3	2	0	0	36	43.6
00-00	419	5	347	2	50	7	2	0	1	3	2	0	0	35.9	43.6

Appendix B – Lloyd Fraser Correspondence



Innovative Supply Chain
SOLUTIONS

Lloyd Fraser Primary Logistics Ltd

Unit 2, Swift Park
Old Leicester Road
Rugby
Warwickshire
CV21 1DZ

Tel: 01788 826 500
Fax: 01788 826 537
Email: mail@lloydfraser.com
Website: www.lloydfraser.com

By email
raj@maelorfoods.co.uk

18 April 2018

Dear Raj,

Pickhill Lane Distribution Centre Maelor

Further to your enquiry. Lloyd Fraser (Dairy Services) Limited at Pickhill Lane Maelor was a very busy site, at peak collecting and delivering about 4.2 million litres of cows milk per week from Cheshire, North Wales and Shropshire onwards nationwide. Vehicle movements happened 24 hours a Day 7 days a week including Christmas Day and Public holidays.

We were licensed by the Welsh Traffic Area for 46 vehicles and 36 trailers on licence OG091889 although our own fleet typically numbered approximately 30 vehicles of our own and subcontracted, with 36 trailers.

I estimate through the gate movements (in and out) daily to be 140-160 for our own trucks and subcontractors plus deliveries. The Dairy Crest Factory received deliveries and shipped out finished product in addition, I regret I could not say the scale of their operation.

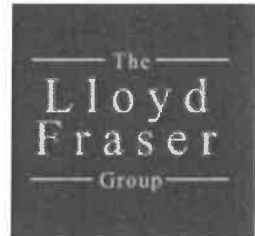
Lloyd Fraser much reduced the licence in 2014 due to restructuring and a name change in our business, Lloyd Fraser Primary Logistics Limited now holds an operator's licence to operate 3 vehicles and 36 trailers on licence number OG1135960 with no environmental restriction on operations.

It would seem to me that your own operations are presently extremely modest in comparison.

I hope this helps in answering your query.

Yours sincerely
Lloyd Fraser Primary Logistics Limited


Keith Spencer
Director



Innovative Supply Chain
SOLUTIONS

Lloyd Fraser Primary Logistics Ltd

Unit 2, Swift Park
Old Leicester Road
Rugby
Warwickshire
CV21 1DZ

Tel: 01788 826 500
Fax: 01788 826 537
Email: mail@lloydfraser.com
Website: www.lloydfraser.com

By email
raj@maelorfoods.co.uk

19 April 2018

Dear Raj,

Pickhill Lane Distribution Centre Maelor

Further to your enquiry.

Lloyd Fraser also operated a full heavy servicing facility at Pickhill Lane Maelor, requiring regular deliveries of spare parts, fuels and lubricants. It is hard to be specific but I would estimate deliveries and collections daily would be in the region of 20-40 movements through the site involving assorted vans and commercial vehicles.

This would be additional to the flow of our own traffic which I presented to you in my letter of 18 April 2018.

I hope this helps in answering your query.

Yours sincerely
Lloyd Fraser Primary Logistics Limited

Keith Spencer
Director

Appendix C – First Milk Correspondence

19th April 2018



By email
raj@maelorfoods.co.uk

First Milk Cheese Company Ltd
Haverfordwest Creamery
Pembroke Road
Merlins Bridge
Haverfordwest
Pembrokeshire
SA61 1JN

T 01437 762852
F 01437 760624
E information@firstmilk.co.uk
W www.firstmilk.co.uk

Dear Raj

Ex First Milk / Dairy Crest Site at Pickhill Lane

Good to hear that things are going well for you and your business.

Further to your enquiry I can confirm that when the site was under First Milk ownership it was a very busy site in terms of traffic movements in & out of the site.

As you know First Milk were looking at extending the operation at the site at one point in time and as a consequence of that we did actually commission a full transport assessment, so the information I am providing you is extracted directly from that report and thus is factually correct as opposed to be anyone's personal recollection.

The site ran as a 24/7 operation with vehicle movements being fairly consistent throughout the week. The busiest times in terms of staff vehicle movements were 05.30 to 06.30 & 17.30 to 18.30 when the production shift changes occurred, during these times you would have circa 88 car movements.

In terms of HGV movements there would have been circa 22 operational vehicle movements (two directions combined) per day which would have consisted of refrigerated lorries and bulk liquid movements to the whey processing plant that existed behind the cheese packing facility. In addition to this we would have been receiving additional HGV movements bringing in packaging, spares etc.

Prior to 2006 the site was owned and operated by Dairy Crest who at that time probably employed 100 more staff than we did at the time the above was calculated and would have packed a third more volume, so I think you could safely pro rata staff & HGV movements up by this amount to get a view of what was happening under their ownership.

If there is anything else I can help you with please do not hesitate to contact me.

Regards


Paul Rowe
Site Director

Appendix D – Draft Service Management Plan

Maelor Foods Ltd

Pickhill Lane, Cross Lanes. LL13 0UE

Service Management Plan

Specification

This Service Management Plan outlines the ways in which Maelor Foods will coordinate and manage all deliveries to and from the site, including those which occur out of hours. It applies to vehicles and drivers which are the direct responsibility of Maelor Foods, but also their primary suppliers and service partners.

By actively influencing and monitoring all delivery vehicle movements, it will be possible to reduce round trip journey times, maximise fleet utilisation, reduce fuel consumption, increase road safety and improve the quality of life for residents and the local community.

It is important that the plan provides an outline structure whilst retaining flexibility to respond positively to changes in market demand or other circumstances outside of the control of Maelor Foods.

Aims and Objectives

The main aim of the Service Management Plan is to manage the movement of delivery vehicles to and from the site in order to maximise operational efficiency and be a good neighbour to residents and the local community.

Key objectives include:

- Minimise the noise associated with all delivery vehicle movements;
- Manage out of hours delivery movements so as to minimise potential impacts on residents and the local community;
- Appoint a key member of staff to be responsible for the management of the plan, monitoring and ongoing assessment;
- Maintain communications with WCBC, local residents on Pickhill Lane and other interests;
- Prepare a 'Driver Charter' built around the principles of a quiet delivery scheme; and
- Monitor site operations and establish a feedback structure for dealing with complaints (if any).

Site Operation

Maelor Foods currently operates daily with the majority of movements coordinated between the site and their parent company Salisbury Poultry in Bilston, Wolverhampton. Key routes between Maelor Foods and Salisbury Poultry are to and from the south along the A41 and M54, as shown in **Figure 1**.

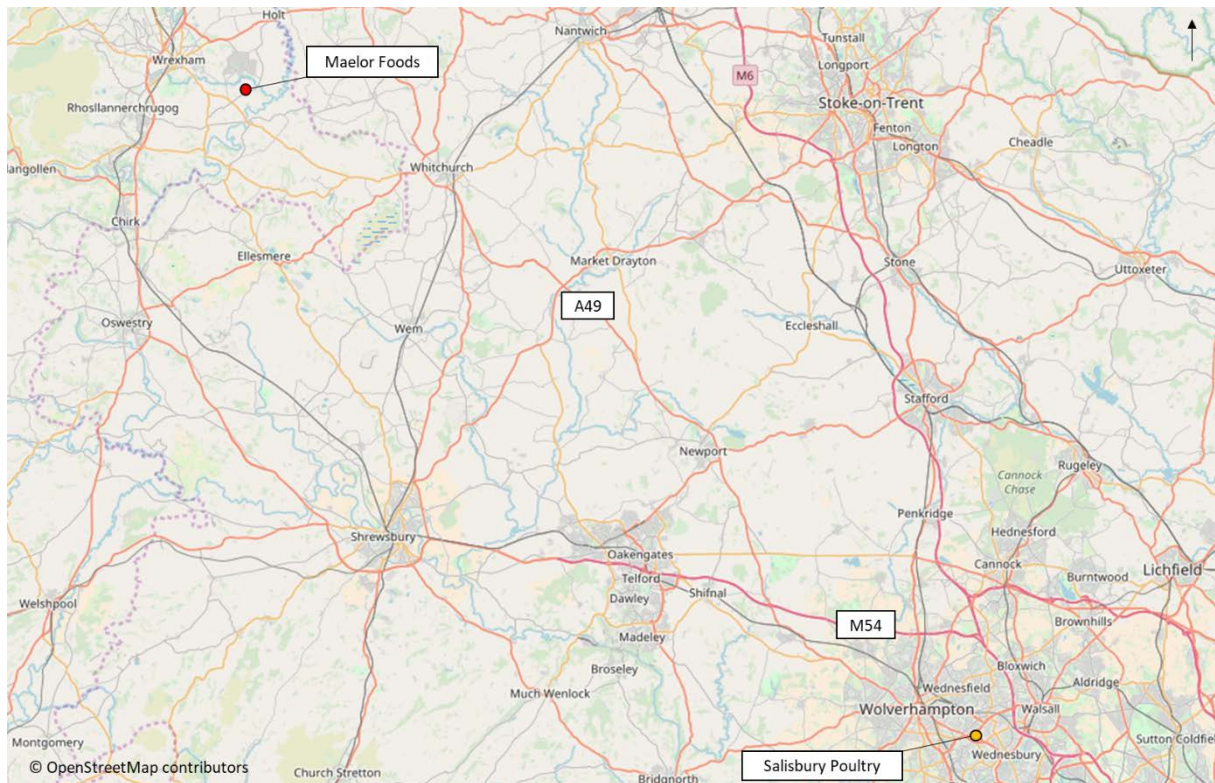


Figure 1: Maelor Foods and Salisbury Poultry Site Locations

There are also a number of other daily movements associated with deliveries from local farms, as well as other supplies required for day to day operations.

Vehicle movements are coordinated from the main site access on Pickhill Lane which is wide and avoids the need for vehicles to wait before entering the site. All vehicles are recorded at the security desk and then proceed to the main loading/unloading area to the east of the main building, away from Pickhill Lane. To further assist, a secondary weighbridge is provided within the site to avoid vehicles having to wait at the site access for longer than is necessary.

Vehicle movements currently occur throughout the day, with the majority coordinated during the inter-peak period (i.e. 0900-1500hrs) when traffic flows are generally lower on the network. There are some vehicle movements that occur out of hours (i.e. 2000-0600hrs).

Vehicle Fleet

Maelor Foods currently have 8 heavy goods vehicles and 8 trailers used for coordinating activity at the site. The majority of vehicles are modern and have Euro 6 emissions standards.

Service Management Plan Coordinator

The key contact responsible for the implementation of the plan is the Transport Manager who should be the first point of contact for all delivery-related enquiries.

Initiatives

A number of initiatives will be implemented at the Maelor Foods site to ensure that it can continue to operate efficiently and considerately. This includes:

- Coordination of deliveries with Salisbury Poultry and other key suppliers through the use of a vehicle booking system with managed arrivals and departures;
- New drivers at Maelor Foods to be sent on an 'eco-driving' course to positively influence driver behaviour;
- New staff at Maelor Foods involved in loading/unloading activity to be briefed and trained with techniques to minimise noise, in accordance with the code of practice;
- Arrange for noise monitoring equipment to be installed on site annually to record baseline noise;
- Consideration to be given to using newer and quieter delivery vehicles and equipment (where possible);
- Ensure all equipment, both on vehicle and at the delivery point, is in a good working order and maintained/modernised to minimise noise when in operation;
- Liaise with WCBC and residents to explain the plans to manage delivery vehicle movements throughout the day and out of hours;
- Liaise with clients, suppliers and other local businesses to minimise the likelihood of unscheduled vehicles arriving at the site; and
- Consideration to be given to the storage of vehicles off-site to minimise out of hours movements (if required).

Working Group

Consideration will be given to establishing a more formal working group comprising management from Maelor Foods, WCBC, residents on Pickhill Lane and Sesswick Community Council. The working group will be engaged so that changes to activity at the site can be communicated to key stakeholders whilst also providing a feedback mechanism to record views, opinions and complaints (if any). Annual updates will be provided.

Monitoring

The Service Management Plan will be monitored regularly to ensure drivers and staff are performing their duties in line with the Driver Charter. Updates will be provided as part of regular working group sessions (as discussed above).

More formal monitoring (i.e. noise emissions) can be coordinated annually by management at Maelor Foods, with an up to date delivery schedule maintained each week for vehicle movements into and out of the site. This will assist in making sure all drivers to and from the site operate in accordance with the code of practice.

Management Support

The management at Maelor Foods are fully supportive of the Service Management Plan for their own staff and vehicles, as well as partners and suppliers staff and vehicles.

Appendix E – Draft Driver Charter

Maelor Foods Ltd

Pickhill Lane, Cross Lanes. LL13 0UE

Delivery Vehicle Movements

Driver Code of Conduct

This code of conduct must be adhered to by drivers for all deliveries, including those that may occur out of hours (i.e. 2000-0600hrs). The code is designed to minimise noise emissions and the potential impact on neighbours and the general public.

For all deliveries, the following must be strictly adhered to:

- Consideration must be given to noise and local residents on approach to the Maelor Foods site and manoeuvres in the service yard;
- Do not sound your horn;
- Reversing beepers must be turned off;
- Engines to be switched off when not manoeuvring;
- Switch off engines for prolonged stops but minimise unnecessary start-ups and engine revving;
- Minimise excessive air braking noise;
- Refrigeration units to be switched off prior to reaching the Maelor Foods site;
- Radios to be switched off and doors must not be slammed when alighting from the cab;
- Staff to be mindful of how far voices can travel when talking;
- Voices to be kept at a low volume... shout only in an emergency;
- No whistling or shouting to attract attention within, or on approach to, the service yard;
- Roller shutters and trailer doors to be opened gently, avoiding any unnecessary banging;
- Load restraining bars to be removed carefully and placed (not dropped) in stowage points;
- Always unload in the designated delivery area, unless instructed otherwise by management at Maelor Foods management; and
- Report any circumstances to management at Maelor Foods where adherence to these instructions cannot be fulfilled.

I pledge to carry out my deliveries as quietly as I reasonably can and in accordance with this code of conduct.

Signed:

Print Name:

Date: