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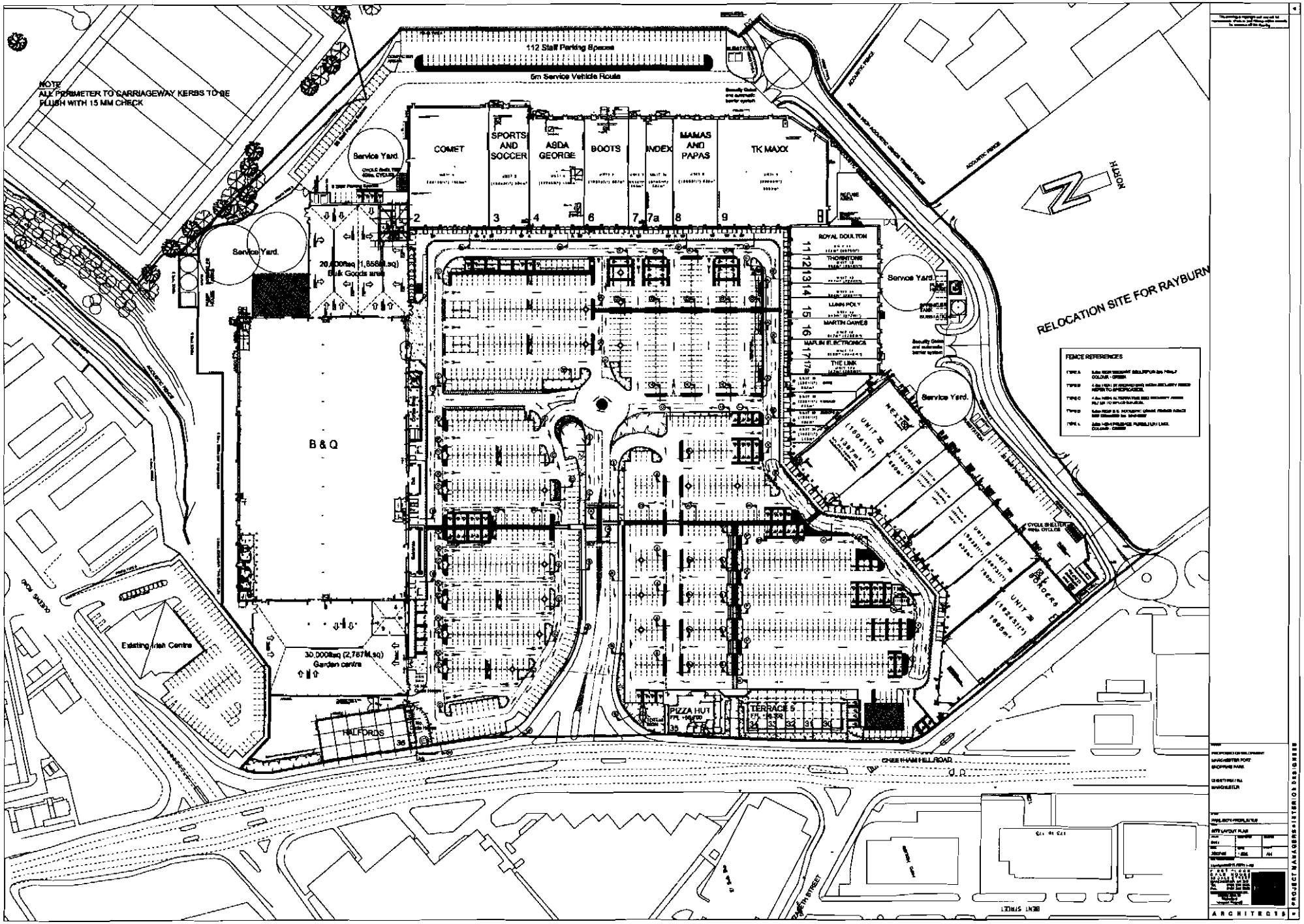
APPENDIX A

EXISTING SITE LAYOUT



NOTE
ALL PERIMETER TO CARRIAGEWAY KERBS TO BE FLUSH WITH 15 MM CHECK
112 Staff Parking Spaces
5m Service Vehicle Route
COMET
SPORTS AND SOCCER
ASDA GEORGE
BOOTS
INDEX
MAMAS AND PAPAS
TK MAXX
Service Yard.
Service Yard.
Service Yard.
Service Yard.
20,000ftsq (1,858M.sq) Bulk Goods area
B & Q
30,000ftsq (2,787M.sq) Garden centre
Existing Irish Centre
HALFORDS
PIZZA HUT
TERRACE 5
ROYAL DOULTON
THORNTONS
LUNN POLY
MARTIN DAWES
MAPLIN ELECTRONICS
THE LINK
RELOCATION SITE FOR RAYBURN
NORTH
FENCE REFERENCES
CHEETHAM HILL ROAD
BENT STREET
ACOUSTIC FENCE
ARCHITECTS
PROJECT MANAGERS • INTERIOR DESIGNERS

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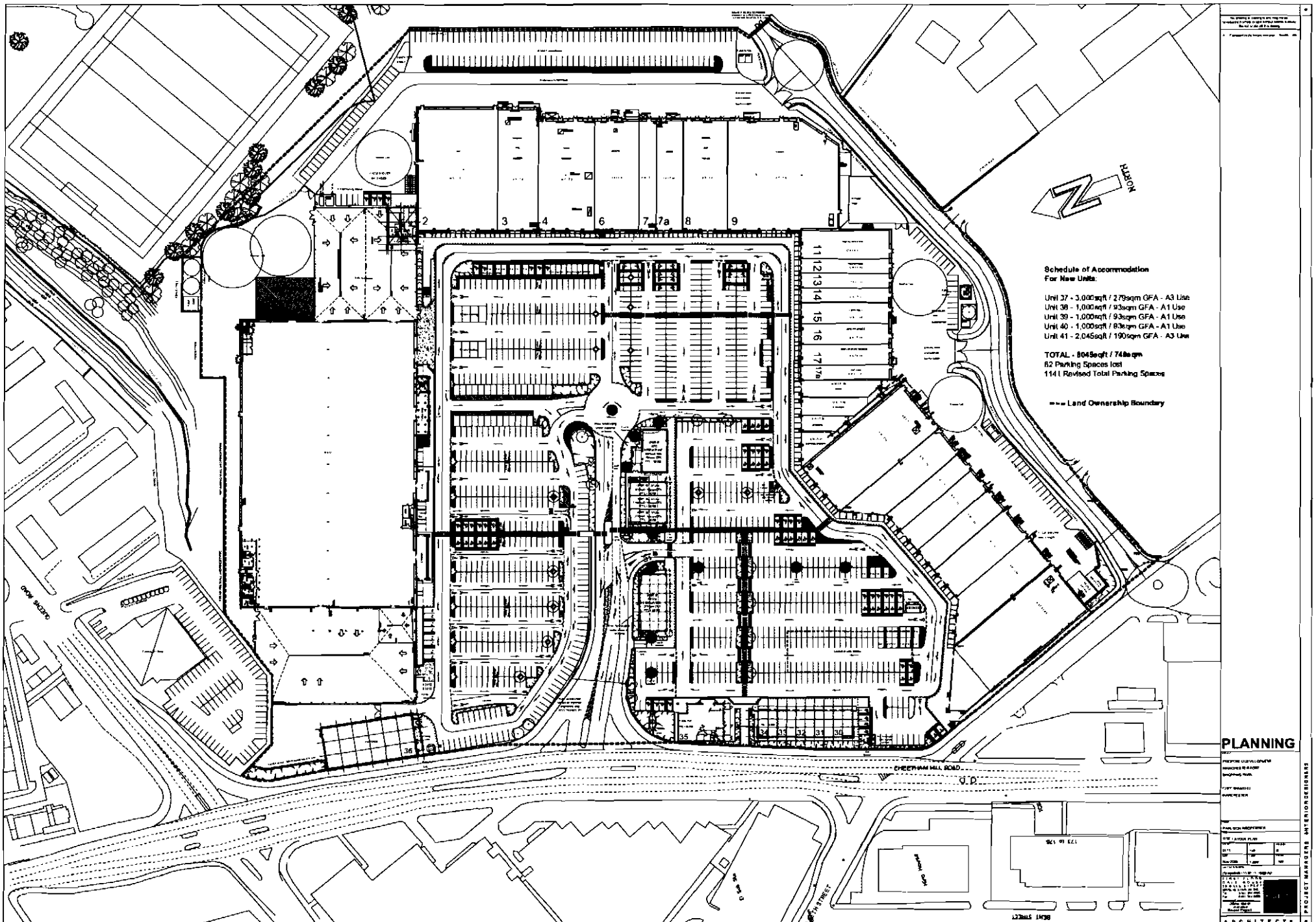
APPENDIX B

PROPOSED MASTERPLAN


NORTH
Schedule of Accommodation
For New Units:
Unit 37 - 3,000sqft / 279sqm GFA - A3 Use
Unit 38 - 1,000sqft / 93sqm GFA - A1 Use
Unit 39 - 1,000sqft / 93sqm GFA - A1 Use
Unit 40 - 1,000sqft / 93sqm GFA - A1 Use
Unit 41 - 2,045sqft / 190sqm GFA - A3 Use
TOTAL - 8045sqft / 748sqm
82 Parking Spaces lost
1141 Revised Total Parking Spaces
Land Ownership Boundary
CHEETHAM HILL ROAD
PLANNING
PROJECT MANAGERS INTERIOR DESIGNERS
ARCHITECTS

BMB
CONSULTING

APPENDIX C

WORST-CASE SCENARIO PICADY RESULTS

TRL LIMITED

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CAPACITIES, QUEUES, AND DELAYS AT 3 OR 4-ARM MAJOR/MINOR PRIORITY JUNCTIONS

PICADY 4.1 ANALYSIS PROGRAM
RELEASE 3.0 (MAY 2001)

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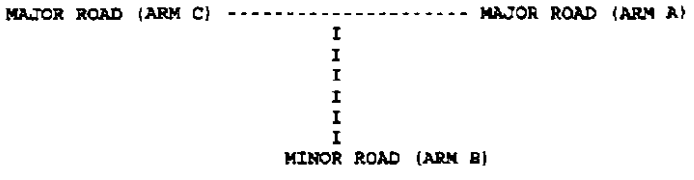
Run with file:-
"y:\NTT\NTT153HTN_Manchester Fort\Documents\Reports\PICADYs\worst-case scenario.vpi"
(drive-on-the-left) at 16:15:00 on Monday, 16 October 2006

RUN TITLE
****
Manchester Fort ghost island access - worst-case scenario

.MAJOR/MINOR JUNCTION CAPACITY AND DELAY
****

INPUT DATA



ARM A IS Main access (east)
ARM B IS Phase 2 access
ARM C IS Main access (west)

STREAM LABELLING CONVENTION

STREAM A-B CONTAINS TRAFFIC GOING FROM ARM A TO ARM B

STREAM B-AC CONTAINS TRAFFIC GOING FROM ARM B TO ARM A AND TO ARM C

ETC.

GEOMETRIC DATA

DATA ITEM		MINOR ROAD B	
TOTAL MAJOR ROAD CARRIAGEWAY WIDTH	(W)	9.00 M.	
CENTRAL RESERVE WIDTH	(WCR)	0.00 M.	
MAJOR ROAD RIGHT TURN - WIDTH	(WC-B)	3.50 M.	
- VISIBILITY	(VC-B)	60.0 M.	
- BLOCKS TRAFFIC		NO	
MINOR ROAD - VISIBILITY TO LEFT	(VB-C)	75.0 M.	
- VISIBILITY TO RIGHT	(VB-A)	11.0 M.	
- LANE 1 WIDTH	(WB-C)	3.70 M.	
- LANE 2 WIDTH	(WB-A)	0.00 M.	

TRAFFIC DEMAND DATA

TIME PERIOD BEGINS 13.45 AND ENDS 15.15

LENGTH OF TIME PERIOD - 90 MINUTES.
LENGTH OF TIME SEGMENT - 15 MINUTES.

DEMAND FLOW PROFILES ARE SYNTHESISED FROM TURNING COUNT DATA

ARM	NUMBER OF MINUTES FROM START WHEN FLOW STARTS TO RISE	NUMBER OF MINUTES FROM START WHEN TOP OF PEAK IS REACHED	NUMBER OF MINUTES FROM START WHEN FLOW STOPS FALLING	RATE OF FLOW (VEH/MIN) BEFORE PEAK	RATE OF FLOW (VEH/MIN) AT TOP OF PEAK	RATE OF FLOW (VEH/MIN) AFTER PEAK
ARM A	15.00	45.00	75.00	11.11	16.67	11.11
ARM B	15.00	45.00	75.00	4.28	6.41	4.28
ARM C	15.00	45.00	75.00	13.69	20.53	13.69

TIME	FROM/TO	TURNING PROPORTIONS / TURNING COUNTS (VEH/HR) (PERCENTAGE OF H.V.S) ARM A	ARM B	ARM C
13.45 - 15.15	ARM A	0.000	0.000	1.000
		0.0	0.0	889.0
		(0.0)	(0.0)	(0.0)
	ARM B	0.000	0.000	1.000
		0.0	0.0	342.0
		(0.0)	(0.0)	(0.0)
	ARM C	0.722	0.278	0.000
		791.0	304.0	0.0
		(0.0)	(0.0)	(0.0)

TURNING PROPORTIONS ARE CALCULATED FROM TURNING COUNT DATA

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
13.45-14.00								
B-AC	4.28	8.72	0.490		0.0	0.9	13.0	
C-A	9.69							
C-B	3.60	8.96	0.423		0.0	0.7	10.1	
A-B	0.00							
A-C	11.11							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
14.00-14.15								
B-AC	5.10	8.23	0.620		0.9	1.6	21.6	
C-A	11.81							
C-B	4.54	8.47	0.535		0.7	1.1	15.8	
A-B	0.00							
A-C	13.27							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
14.15-14.30								
B-AC	6.25	7.56	0.828		1.6	3.9	48.6	
C-A	14.46							
C-B	5.56	7.78	0.715		1.1	2.3	30.6	
A-B	0.00							
A-C	16.25							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
14.30-14.45								
B-AC	6.25	7.56	0.828		3.9	4.2	61.4	
C-A	14.46							
C-B	5.56	7.78	0.715		2.3	2.4	35.2	
A-B	0.00							
A-C	16.25							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
14.45-15.00								
B-AC	5.10	8.23	0.620		4.2	1.7	29.4	
C-A	11.81							
C-B	4.54	8.47	0.535		2.4	1.2	19.3	
A-B	0.00							
A-C	13.27							

TIME	DEMAND (VEH/MIN)	CAPACITY (VEH/MIN)	DEMAND/ CAPACITY (RFC)	PEDESTRIAN FLOW (PEDS/MIN)	START QUEUE (VEHS)	END QUEUE (VEHS)	DELAY (VEH.MIN/ TIME SEGMENT)	GEOMETRIC DELAY (VEH.MIN/ TIME SEGMENT)
15.00-15.15								
B-AC	4.28	8.72	0.490		1.7	1.0	15.8	
C-A	9.89							
C-B	3.80	8.98	0.423		1.2	0.7	11.8	
A-B	0.00							
A-C	11.11							

QUEUE FOR STREAM B-AC

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
14.00	0.9	*
14.15	1.6	**
14.30	3.9	****
14.45	4.2	****
15.00	1.7	**
15.15	1.0	*

QUEUE FOR STREAM C-B

TIME SEGMENT ENDING	NO. OF VEHICLES IN QUEUE	
14.00	0.7	*
14.15	1.1	*
14.30	2.3	**
14.45	2.4	**
15.00	1.2	*
15.15	0.7	*

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QUEUEING DELAY INFORMATION OVER WHOLE PERIOD

STREAM	TOTAL DEMAND		* QUEUEING * DELAY *		* INCLUSIVE QUEUEING * DELAY *	
	(VEH)	(VEH/H)	(MIN)	(MIN/VEH)	(MIN)	(MIN/VEH)
B-AC	469.0	312.6	189.8	0.40	189.9	0.40
C-A	1084.6	723.1				
C-B	416.8	277.9	122.8	0.29	122.9	0.29
A-B	0.0	0.0				
A-C	1219.0	812.7				
ALL	3189.4	2126.3	312.6	0.10	312.7	0.10

* DELAY IS THAT OCCURRING ONLY WITHIN THE TIME PERIOD .
* INCLUSIVE DELAY INCLUDES DELAY SUFFERED BY VEHICLES WHICH ARE STILL QUEUEING AFTER THE END OF THE TIME PERIOD.
* THESE WILL ONLY BE SIGNIFICANTLY DIFFERENT IF THERE IS A LARGE QUEUE REMAINING AT THE END OF THE TIME PERIOD.

END OF JOB

****** PICADY 4 run completed.

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[Printed at 16:15:19 on 16/10/2006]