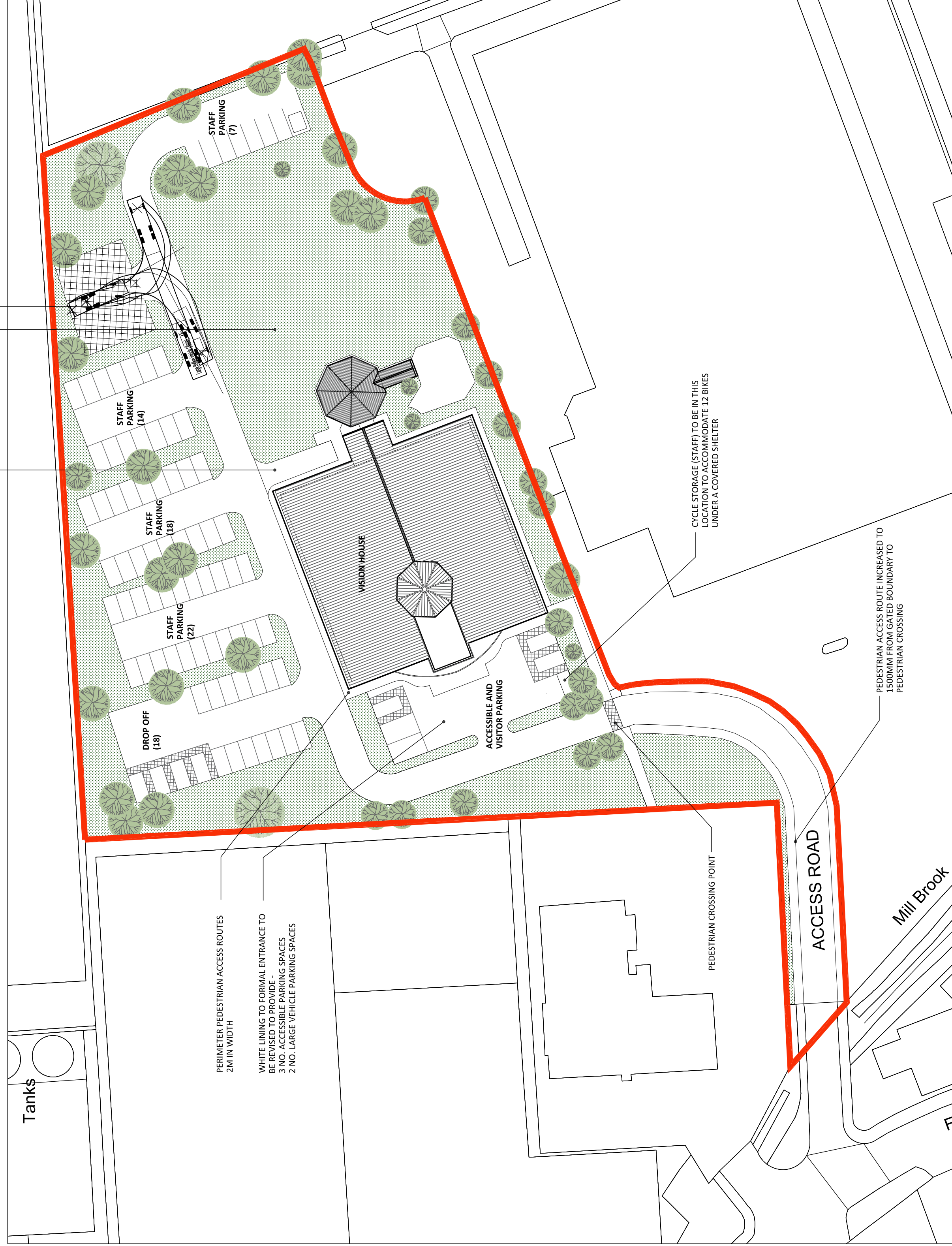


Appendix A

TO SUPPORT CHANGE OF USE TO EDUCATIONAL FACILITY
TO SUPPORT CHANGE OF USE TO EDUCATIONAL FACILITY
SUITABLE DEDICATED ENTRANCE/EXIT FOR STUDENTS
FUTURE ADDITIONS COULD INCLUDE DROPPED KERBS
TO ASSIST WHEELCHAIR ACCESS

THE REAR LAWN HAS THE POTENTIAL TO PROVIDE SECURE PLAY AND SPORTS
DESIGN AND TO BE DEALT WITH UNDER AN ALTERNATIVE APPLICATION FOR
EXTERNAL ALTERATIONS

BIN STORE AND MINIBUS LAYOVER
LARGE VEHICLE TRACKING ILLUSTRATED



PROPOSED SITE PLAN
SCALE 1:500

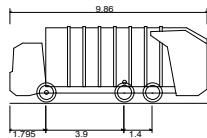
Appendix B



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

NOTES

Vehicle Profile



Large Refuse Vehicle (3 axle)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

9.860m
2.450m
3.814m
0.366m
2.450m
4.00 sec
9.500m

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22532-001

Vision House

Drawing Title
Swept Path Analysis
Refuse Collection Vehicle

Scale at A3
1:500

Drawn JAT	Approved LGS
--------------	-----------------

Check LGS	Date 02.05.25
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Appendix C

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
09	NORTH	
	DA DARLINGTON	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 500 to 4040 (units: sqm)
 Range Selected by User: 118 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 23/11/22

Selected survey days:

Tuesday 3 days
 Wednesday 3 days
 Thursday 1 days

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

Selected Locations:

Edge of Town 7

Selected Location Sub Categories:

Industrial Zone 1
 Commercial Zone 2
 Development Zone 1
 No Sub Category 3

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
 Servicing vehicles Excluded 9 days - Selected

Secondary Filtering selection:

Use Class:

n/a 1 days
 Not Known 6 days

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 days
 1,001 to 5,000 3 days
 10,001 to 15,000 2 days
 15,001 to 20,000 1 days

Population within 5 miles:

5,001 to 25,000 1 days
 25,001 to 50,000 1 days
 100,001 to 125,000 2 days
 125,001 to 250,000 3 days

Car ownership within 5 miles:

0.6 to 1.0 3 days
 1.1 to 1.5 3 days
 1.6 to 2.0 1 days

Travel Plan:

No 7 days

PTAL Rating:

No PTAL Present 7 days

LIST OF SITES relevant to selection parameters

1	AK-02-A-01	OFFICES	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	WHITWOOD		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	1230 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
2	CV-02-A-01	OFFICES	CAVAN
	DUBLIN ROAD		
	CAVAN		
	PULLAMORE		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	2000 sqm	
	Survey date: TUESDAY	25/10/22	Survey Type: MANUAL
3	DA-02-A-02	ENGINEERING COMPANY	DARLINGTON
	ALDERMAN BEST WAY		
	DARLINGTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3530 sqm	
	Survey date: THURSDAY	18/10/18	Survey Type: MANUAL
4	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL
5	PB-02-A-04	OFFICES	PETERBOROUGH
	LYNCH WOOD		
	PETERBOROUGH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	4040 sqm	
	Survey date: WEDNESDAY	19/10/16	Survey Type: MANUAL
6	WK-02-A-03	ENGINEERING CONSULTANTS	WARWICKSHIRE
	BUDBROOKE ROAD		
	WARWICK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	796 sqm	
	Survey date: WEDNESDAY	23/11/22	Survey Type: MANUAL
7	WL-02-A-01	PET INSURANCE COMPANY	WILTSHIRE
	THE CRESCENT		
	AMESBURY		
	SUNRISE WAY		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	2500 sqm	
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DL-02-A-08	covid
EC-02-A-04	covid
LU-02-A-01	covid
SF-02-A-03	covid

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	2085	0.164	7	2085	0.027	7	2085	0.191
07:30 - 08:00	7	2085	0.774	7	2085	0.069	7	2085	0.843
08:00 - 08:30	7	2085	1.041	7	2085	0.069	7	2085	1.110
08:30 - 09:00	7	2085	1.274	7	2085	0.110	7	2085	1.384
09:00 - 09:30	7	2085	1.172	7	2085	0.089	7	2085	1.261
09:30 - 10:00	7	2085	0.322	7	2085	0.075	7	2085	0.397
10:00 - 10:30	7	2085	0.192	7	2085	0.048	7	2085	0.240
10:30 - 11:00	7	2085	0.096	7	2085	0.041	7	2085	0.137
11:00 - 11:30	7	2085	0.082	7	2085	0.062	7	2085	0.144
11:30 - 12:00	7	2085	0.089	7	2085	0.096	7	2085	0.185
12:00 - 12:30	7	2085	0.151	7	2085	0.336	7	2085	0.487
12:30 - 13:00	7	2085	0.226	7	2085	0.329	7	2085	0.555
13:00 - 13:30	7	2085	0.295	7	2085	0.315	7	2085	0.610
13:30 - 14:00	7	2085	0.267	7	2085	0.110	7	2085	0.377
14:00 - 14:30	7	2085	0.137	7	2085	0.144	7	2085	0.281
14:30 - 15:00	7	2085	0.151	7	2085	0.253	7	2085	0.404
15:00 - 15:30	7	2085	0.137	7	2085	0.212	7	2085	0.349
15:30 - 16:00	7	2085	0.027	7	2085	0.260	7	2085	0.287
16:00 - 16:30	7	2085	0.075	7	2085	0.452	7	2085	0.527
16:30 - 17:00	7	2085	0.075	7	2085	0.760	7	2085	0.835
17:00 - 17:30	7	2085	0.034	7	2085	1.713	7	2085	1.747
17:30 - 18:00	7	2085	0.062	7	2085	0.760	7	2085	0.822
18:00 - 18:30	6	2228	0.037	6	2228	0.606	6	2228	0.643
18:30 - 19:00	6	2228	0.022	6	2228	0.082	6	2228	0.104
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.902			7.018			13.920

Parameter summary

Trip rate parameter range selected: 500 - 4040 (units: sqm)
 Survey date date range: 01/01/16 - 23/11/22
 Number of weekdays (Monday-Friday): 7
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 4

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	7	2085	0.000	7	2085	0.000	7	2085	0.000
07:30 - 08:00	7	2085	0.000	7	2085	0.000	7	2085	0.000
08:00 - 08:30	7	2085	0.000	7	2085	0.000	7	2085	0.000
08:30 - 09:00	7	2085	0.007	7	2085	0.000	7	2085	0.007
09:00 - 09:30	7	2085	0.000	7	2085	0.007	7	2085	0.007
09:30 - 10:00	7	2085	0.007	7	2085	0.007	7	2085	0.014
10:00 - 10:30	7	2085	0.000	7	2085	0.000	7	2085	0.000
10:30 - 11:00	7	2085	0.000	7	2085	0.000	7	2085	0.000
11:00 - 11:30	7	2085	0.000	7	2085	0.000	7	2085	0.000
11:30 - 12:00	7	2085	0.007	7	2085	0.007	7	2085	0.014
12:00 - 12:30	7	2085	0.007	7	2085	0.007	7	2085	0.014
12:30 - 13:00	7	2085	0.000	7	2085	0.000	7	2085	0.000
13:00 - 13:30	7	2085	0.007	7	2085	0.007	7	2085	0.014
13:30 - 14:00	7	2085	0.007	7	2085	0.000	7	2085	0.007
14:00 - 14:30	7	2085	0.007	7	2085	0.007	7	2085	0.014
14:30 - 15:00	7	2085	0.000	7	2085	0.000	7	2085	0.000
15:00 - 15:30	7	2085	0.000	7	2085	0.000	7	2085	0.000
15:30 - 16:00	7	2085	0.000	7	2085	0.000	7	2085	0.000
16:00 - 16:30	7	2085	0.000	7	2085	0.000	7	2085	0.000
16:30 - 17:00	7	2085	0.000	7	2085	0.000	7	2085	0.000
17:00 - 17:30	7	2085	0.000	7	2085	0.000	7	2085	0.000
17:30 - 18:00	7	2085	0.000	7	2085	0.000	7	2085	0.000
18:00 - 18:30	6	2228	0.000	6	2228	0.000	6	2228	0.000
18:30 - 19:00	6	2228	0.000	6	2228	0.000	6	2228	0.000
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.049			0.042			0.091

Appendix E

Manual Classified Turning Counts, Wythenshaw

DATE: WEDNESDAY 27th NOVEMBER 2024

LOCATION: FLOATS ROAD / SITE ACCESS / FACTORY

ARM: FLOATS ROAD NORTH

TIME / CLASS	LEFT TO SITE ACCESS								STRAIGHT TO FLOATS ROAD SOUTH								RIGHT TO FACTORY								TOTAL MOVEMENT FROM ARM	
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL		
7:30 - 7:45	0	0	0	0	0	0	0	0	1	0	10	4	6	1	1	23	0	0	0	0	0	0	0	0	23	
7:45 - 8:00	0	0	0	0	0	0	0	0	7	0	4	1	2	1	5	20	0	0	0	0	0	0	0	0	20	
8:00 - 8:15	0	0	0	0	0	0	0	0	5	1	6	3	3	1	0	19	0	0	0	0	0	0	0	0	19	
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	4	6	1	1	1	13	0	0	0	0	0	0	0	0	13	
HOURLY TOTAL	0	0	0	0	0	0	0	0	13	1	24	14	12	4	7	75	0	0	0	0	0	0	0	0	75	
8:30 - 8:45	0	0	0	0	0	0	0	0	1	0	3	3	1	1	0	9	0	0	0	0	0	0	0	0	9	
8:45 - 9:00	0	0	0	0	0	0	0	0	3	0	3	2	0	1	1	10	0	0	0	0	0	0	0	0	10	
9:00 - 9:15	0	0	0	0	0	0	0	0	1	0	8	6	3	1	2	21	0	0	0	0	0	0	0	0	21	
9:15 - 9:30	0	0	0	0	0	0	0	0	1	0	3	10	2	1	2	19	0	0	0	0	0	0	0	0	19	
HOURLY TOTAL	0	0	0	0	0	0	0	0	6	0	17	21	6	4	5	59	0	0	0	0	0	0	0	0	59	
PERIOD TOTAL	0	0	0	0	0	0	0	0	19	1	41	35	18	8	12	134	0	0	0	0	0	0	0	0	134	
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	1	13	1	0	0	15	0	0	0	0	0	0	0	0	15	
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	11	2	0	0	14	0	0	0	0	0	0	0	0	14	
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	15	3	2	0	20	0	0	0	0	0	0	0	0	20	
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	6	5	0	2	13	0	0	0	0	0	0	0	0	13	
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	1	45	11	2	2	62	0	0	0	0	0	0	0	0	62	
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	10	10	0	1	0	21	0	0	0	1	0	0	0	1	22
15:45 - 16:00	0	0	0	0	0	0	0	0	1	1	16	3	2	0	0	23	0	0	0	0	0	0	0	0	23	
16:00 - 16:15	0	0	0	0	0	0	0	0	2	0	27	5	0	1	0	35	0	0	0	0	0	0	0	0	35	
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	15	6	1	1	1	24	0	0	0	0	0	0	0	0	24	
HOURLY TOTAL	0	0	0	0	0	0	0	0	3	1	68	24	3	3	1	103	0	0	0	1	0	0	0	1	104	
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	15	6	0	1	0	22	0	0	0	1	0	0	1	23	
16:45 - 17:00	0	0	0	0	0	0	0	0	1	0	12	6	0	1	0	20	0	0	0	0	0	0	0	0	20	
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	32	3	0	1	1	37	0	0	0	0	0	0	0	0	37	
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	16	4	0	1	0	21	0	0	0	0	0	0	0	0	21	
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	0	75	19	0	4	1	100	0	0	0	1	0	0	0	1	101	
PERIOD TOTAL	0	0	0	0	0	0	0	0	4	2	188	54	5	9	3	265	0	0	0	2	0	0	0	2	267	

Manual Classified Turning Counts, Wythenshaw

DATE: WEDNESDAY 27th NOVEMBER 2024

LOCATION: FLOATS ROAD / SITE ACCESS / FACTORY

ARM: SITE ACCESS

TIME / CLASS	LEFT TO FLOATS ROAD SOUTH								STRAIGHT TO FACTORY								RIGHT TO FLOATS ROAD NORTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Manual Classified Turning Counts, Wythenshaw

DATE: WEDNESDAY 27th NOVEMBER 2024

LOCATION: FLOATS ROAD / SITE ACCESS / FACTORY

ARM: FLOATS ROAD SOUTH

TIME / CLASS	LEFT TO FACTORY								STRAIGHT TO FLOATS ROAD NORTH								RIGHT TO SITE ACCESS								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	15	5	2	2	0	24	0	0	0	0	0	0	0	0	24
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	17	2	0	1	1	21	0	0	0	0	0	0	0	0	21
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	17	2	1	0	0	20	0	0	0	0	0	0	0	0	20
8:15 - 8:30	0	0	0	0	0	0	0	0	1	0	18	5	0	0	0	24	0	0	0	0	0	0	0	0	24
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	0	67	14	3	3	1	89	0	0	0	0	0	0	0	0	89
8:30 - 8:45	0	0	0	0	0	0	0	0	1	0	27	4	0	1	0	33	0	0	0	0	0	0	0	0	33
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	0	0	0	0	0	0	0	0	18
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	28	7	5	1	2	43	0	0	0	0	0	0	0	0	43
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	8	4	1	2	1	16	0	0	0	0	0	0	0	0	16
HOURLY TOTAL	0	0	0	0	0	0	0	0	1	0	78	18	6	4	3	110	0	0	0	0	0	0	0	0	110
PERIOD TOTAL	0	0	0	0	0	0	0	0	2	0	145	32	9	7	4	199	0	0	0	0	0	0	0	0	199
14:30 - 14:45	0	0	0	0	0	0	0	0	0	1	0	4	4	1	0	10	0	0	0	0	0	0	0	0	10
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	4	3	2	2	0	11	0	0	0	0	0	0	0	0	11
15:00 - 15:15	0	0	0	0	0	0	0	0	0	1	1	5	1	3	1	0	12	0	0	0	0	0	0	0	12
15:15 - 15:30	0	0	0	0	0	0	0	0	0	2	0	2	3	2	1	0	10	0	0	0	0	0	0	0	10
HOURLY TOTAL	0	0	0	0	0	0	0	0	4	1	15	11	8	4	0	43	0	0	0	0	0	0	0	0	43
15:30 - 15:45	0	0	0	0	0	0	0	0	0	2	0	4	8	4	0	1	19	0	0	0	0	0	0	0	19
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	3	4	0	2	1	10	0	0	0	0	0	0	0	0	10
16:00 - 16:15	0	0	0	0	0	0	0	0	0	3	0	1	2	1	2	0	9	0	0	0	0	0	0	0	9
16:15 - 16:30	0	0	0	0	0	0	0	0	0	2	0	1	7	2	1	0	13	0	0	0	0	0	0	0	13
HOURLY TOTAL	0	0	0	0	0	0	0	0	7	0	9	21	7	5	2	51	0	0	0	0	0	0	0	0	51
16:30 - 16:45	0	0	0	0	0	0	0	0	0	2	0	3	7	1	0	0	13	0	0	0	0	0	0	0	13
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	3	4	1	2	1	11	0	0	0	0	0	0	0	0	11
17:00 - 17:15	0	0	0	0	0	0	0	0	0	6	0	2	2	1	1	0	12	0	0	0	0	0	0	0	12
17:15 - 17:30	0	0	0	0	0	0	0	0	0	4	0	4	1	1	0	0	10	0	0	0	0	0	0	0	10
HOURLY TOTAL	0	0	0	0	0	0	0	0	12	0	12	14	4	3	1	46	0	0	0	0	0	0	0	0	46
PERIOD TOTAL	0	0	0	0	0	0	0	0	23	1	36	46	19	12	3	140	0	0	0	0	0	0	0	0	140

Manual Classified Turning Counts, Wythenshaw

DATE: WEDNESDAY 27th NOVEMBER 2024

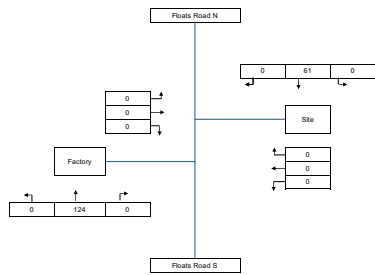
LOCATION: FLOATS ROAD / SITE ACCESS / FACTORY

ARM: FACTORY

TIME / CLASS	LEFT TO FLOATS ROAD NORTH								STRAIGHT TO SITE ACCESS								RIGHT TO FLOATS ROAD SOUTH								TOTAL MOVEMENT FROM ARM
	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	PEDAL CYCLE	MOTOR CYCLE	CAR TAXI	LGV	OGV 1	OGV 2	BUS COACH	TOTAL	
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PERIOD TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
15:15 - 15:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HOURLY TOTAL	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	5
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2	2
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
HOURLY TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
PERIOD TOTAL	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	1	0	1	0	11	12

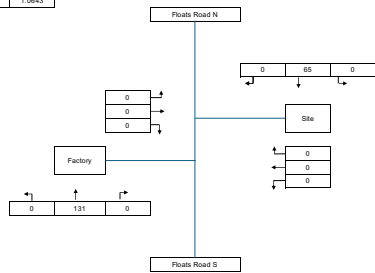
Appendix F

AM Peak Hour: 2024 Observed Traffic Flows (in pcu)



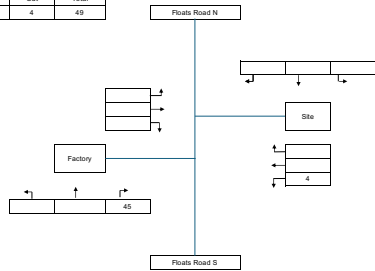
AM Peak Hour: 2030 Background Traffic Flows (in pcu)

Man 051	1.0643
---------	--------

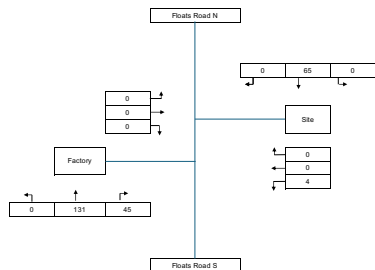


AM Peak Hour: Base Site Traffic Flows

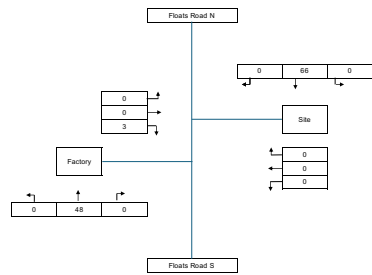
In	Out	Total
45	4	49



AM Peak Hour: 2030 Base Traffic Flows

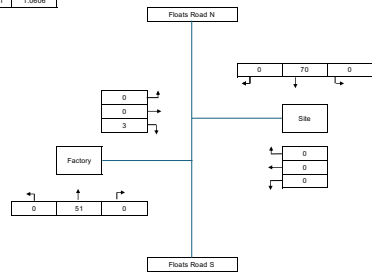


PM School Peak Hour: 2024 Observed Traffic Flows (in pcu)



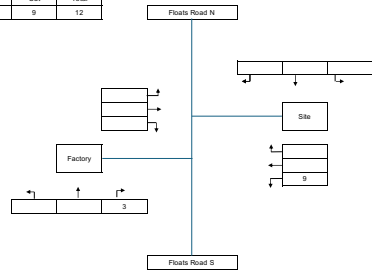
PM School Peak Hour: 2030 Background Traffic Flows (in pcu)

Man 051	1.0606
---------	--------

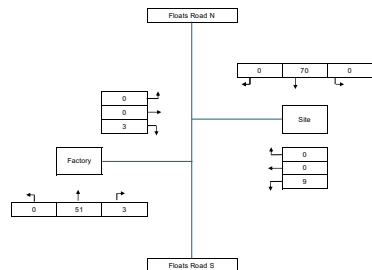


PM School Peak Hour: Base Site Traffic Flows

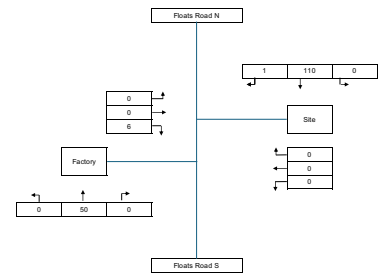
In	Out	Total
3	9	12



PM School Peak Hour: 2030 Base Traffic Flows

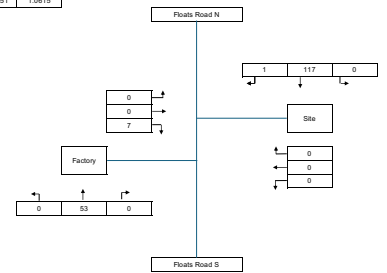


PM Peak Hour: 2024 Observed Traffic Flows (in pcu)



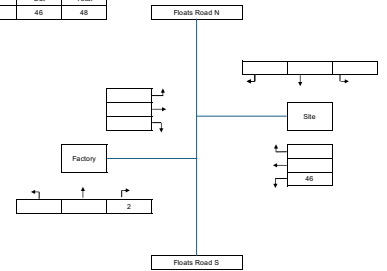
PM Peak Hour: 2030 Background Traffic Flows (in pcu)

Man 051	1.0615
---------	--------

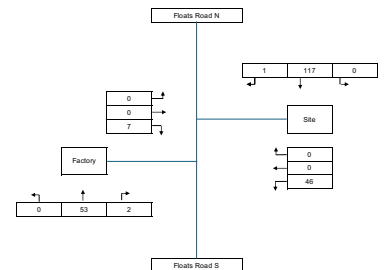


PM Peak Hour: Base Site Traffic Flows

In	Out	Total
2	46	48

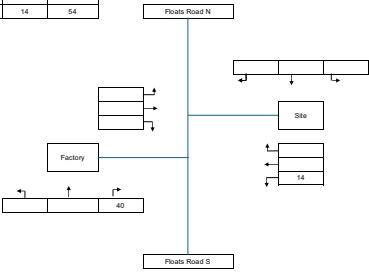


PM Peak Hour: 2030 Base Traffic Flows



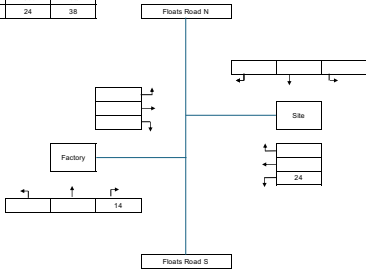
Vision House Wythenshawe - SEND School
AM Peak Hour: Development Traffic Flows

In	Out	Total
40	14	54



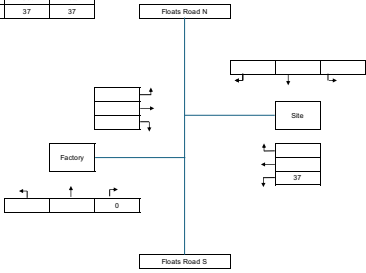
Vision House Wythenshawe - SEND School
PM School Peak Hour: Observed Traffic Flows (in pcu)

In	Out	Total
14	24	38

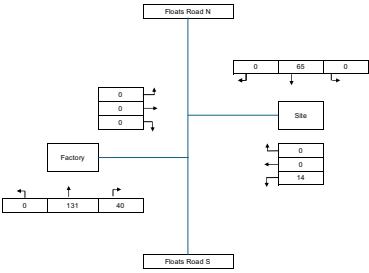


Vision House Wythenshawe - SEND School
PM Peak Hour: Development Traffic Flows

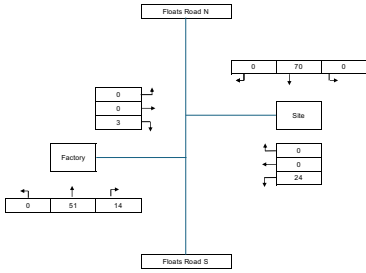
In	Out	Total
0	37	37



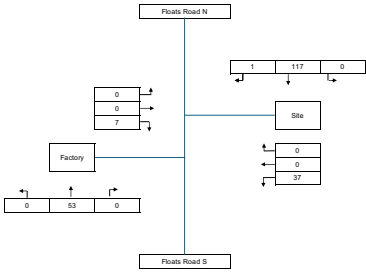
Vision House Wythenshawe - SEND School
AM Peak Hour: 2030 Base & Development Traffic Flows



Vision House Wythenshawe - SEND School
PM School Peak Hour: 2030 Base & Development Traffic Flows



Vision House Wythenshawe - SEND School
PM Peak Hour: 2030 Base & Development Traffic Flows



Appendix G

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

Filename: Floats Road - Site Access.j9

Path: C:\Users\JohnThompson\CloudStation\SK22532 Vision House\Junction Assessments

Report generation date: 02/05/2025 16:38:23

- »2030 Base, AM Peak
- »2030 Base, School PM
- »2030 Base, PM Peak
- »2030 with Development, AM Peak
- »2030 with Development, School PM
- »2030 with Development, PM Peak

Summary of junction performance

	AM Peak					School PM					PM Peak				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2030 Base														
Stream B-ACD	D1	0.0	5.51	0.01	A	D2	0.0	5.56	0.01	A	D3	0.1	6.02	0.07	A
Stream AB-CD		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	4.93	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	6.39	0.01	A		0.0	6.61	0.01	A
Stream CD-AB		0.1	5.06	0.07	A		0.0	5.06	0.00	A		0.0	5.13	0.00	A
	2030 with Development														
Stream B-ACD	D4	0.0	5.60	0.02	A	D5	0.0	5.70	0.04	A	D6	0.1	5.93	0.06	A
Stream AB-CD		0.0	0.00	0.00	A		0.0	0.00	0.00	A		0.0	4.97	0.00	A
Stream D-ABC		0.0	0.00	0.00	A		0.0	6.45	0.01	A		0.0	6.58	0.01	A
Stream CD-AB		0.1	5.02	0.06	A		0.0	5.14	0.02	A		0.0	0.00	0.00	A

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

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

File summary

File Description

Title	Vision House
Location	Wythenshawe
Site number	
Date	13/12/2024
Version	
Status	
Identifier	
Client	
Jobnumber	SK22471
Enumerator	
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2030 Base	AM Peak	FLAT	08:15	09:15	60	15	✓
D2	2030 Base	School PM	FLAT	14:30	15:30	60	15	✓
D3	2030 Base	PM Peak	FLAT	16:30	17:30	60	15	✓
D4	2030 with Development	AM Peak	FLAT	08:15	09:15	60	15	✓
D5	2030 with Development	School PM	FLAT	14:30	15:30	60	15	✓
D6	2030 with Development	PM Peak	FLAT	16:30	17:30	60	15	✓

Analysis Set Details

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

2030 Base, AM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.61	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Floats Road (N)		Major
B	Vision House Access		Minor
C	Floats Road (S)		Major
D	Duerr & Sons Exit		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	7.30			110.0	✓	0.00
C	7.30			220.0	✓	0.00

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	2.80	45	100
D	One lane	5.00	20	20

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B
AB-D	638	-	-	-	-	-	0.233	0.233	0.233	-	-
B-A	531	0.091	0.231	0.231	-	-	0.145	0.329	-	0.145	0.329
B-C-D	673	0.097	0.246	0.246	-	-	-	-	-	-	-
CD-B	701	0.256	0.256	0.256	-	-	-	-	-	-	-
D-AB	764	-	-	-	-	-	0.279	0.279	0.110	-	-
D-C	593	-	0.162	0.368	0.162	0.368	0.257	0.257	0.102	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2030 Base	AM Peak	FLAT	08:15	09:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	65	100.000
B		FLAT	✓	4	100.000
C		FLAT	✓	176	100.000
D		FLAT	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	0	65	0
	B	0	0	4	0
	C	131	45	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.01	5.51	0.0	A	4	4
A-B					0	0
A-C					65	65
A-D					0	0
AB-CD	0.00	0.00	0.0	A	0	0
AB-C					69	69
D-ABC	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					131	131
C-B					45	45
CD-AB	0.07	5.06	0.1	A	54	54
CD-A					122	122

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	4	1	657	0.006	4	0.0	0.0	5.511	A
A-B	0	0			0				
A-C	65	16			65				
A-D	0	0			0				
AB-CD	0	0	597	0.000	0	0.0	0.0	0.000	A
AB-C	69	17			69				
D-ABC	0	0	613	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	131	33			131				
C-B	45	11			45				
CD-AB	54	14	766	0.071	54	0.0	0.1	5.054	A
CD-A	122	30			122				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	4	1	657	0.006	4	0.0	0.0	5.511	A
A-B	0	0			0				
A-C	65	16			65				
A-D	0	0			0				
AB-CD	0	0	597	0.000	0	0.0	0.0	0.000	A
AB-C	69	17			69				
D-ABC	0	0	613	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	131	33			131				
C-B	45	11			45				
CD-AB	54	14	766	0.071	54	0.1	0.1	5.059	A
CD-A	122	30			122				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	4	1	657	0.006	4	0.0	0.0	5.513	A
A-B	0	0			0				
A-C	65	16			65				
A-D	0	0			0				
AB-CD	0	0	597	0.000	0	0.0	0.0	0.000	A
AB-C	69	17			69				
D-ABC	0	0	613	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	131	33			131				
C-B	45	11			45				
CD-AB	54	14	766	0.071	54	0.1	0.1	5.061	A
CD-A	122	30			122				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	4	1	657	0.006	4	0.0	0.0	5.513	A
A-B	0	0			0				
A-C	65	16			65				
A-D	0	0			0				
AB-CD	0	0	597	0.000	0	0.0	0.0	0.000	A
AB-C	69	17			69				
D-ABC	0	0	613	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	131	33			131				
C-B	45	11			45				
CD-AB	54	14	766	0.071	54	0.1	0.1	5.059	A
CD-A	122	30			122				

2030 Base, School PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.32	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2030 Base	School PM	FLAT	14:30	15:30	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	70	100.000
B		FLAT	✓	9	100.000
C		FLAT	✓	54	100.000
D		FLAT	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	70	0
	B	0	0	9	0
	C	51	3	0	0
	D	0	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.01	5.56	0.0	A	9	9
A-B					0	0
A-C					70	70
A-D					0	0
AB-CD	0.00	0.00	0.0	A	0	0
AB-C					79	79
D-ABC	0.01	6.39	0.0	A	3	3
C-D					0	0
C-A					51	51
C-B					3	3
CD-AB	0.00	5.06	0.0	A	3	3
CD-A					51	51

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	2	656	0.014	9	0.0	0.0	5.564	A
A-B	0	0			0				
A-C	70	18			70				
A-D	0	0			0				
AB-CD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB-C	79	20			79				
D-ABC	3	0.75	566	0.005	3	0.0	0.0	6.392	A
C-D	0	0			0				
C-A	51	13			51				
C-B	3	0.75			3				
CD-AB	3	0.81	715	0.005	3	0.0	0.0	5.056	A
CD-A	51	13			51				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	2	656	0.014	9	0.0	0.0	5.564	A
A-B	0	0			0				
A-C	70	18			70				
A-D	0	0			0				
AB-CD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB-C	79	20			79				
D-ABC	3	0.75	566	0.005	3	0.0	0.0	6.392	A
C-D	0	0			0				
C-A	51	13			51				
C-B	3	0.75			3				
CD-AB	3	0.81	715	0.005	3	0.0	0.0	5.058	A
CD-A	51	13			51				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	2	656	0.014	9	0.0	0.0	5.564	A
A-B	0	0			0				
A-C	70	18			70				
A-D	0	0			0				
AB-CD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB-C	79	20			79				
D-ABC	3	0.75	566	0.005	3	0.0	0.0	6.392	A
C-D	0	0			0				
C-A	51	13			51				
C-B	3	0.75			3				
CD-AB	3	0.81	715	0.005	3	0.0	0.0	5.056	A
CD-A	51	13			51				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	9	2	656	0.014	9	0.0	0.0	5.564	A
A-B	0	0			0				
A-C	70	18			70				
A-D	0	0			0				
AB-CD	0	0	625	0.000	0	0.0	0.0	0.000	A
AB-C	79	20			79				
D-ABC	3	0.75	566	0.005	3	0.0	0.0	6.394	A
C-D	0	0			0				
C-A	51	13			51				
C-B	3	0.75			3				
CD-AB	3	0.81	715	0.005	3	0.0	0.0	5.056	A
CD-A	51	13			51				

2030 Base, PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.77	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2030 Base	PM Peak	FLAT	16:30	17:30	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	118	100.000
B		FLAT	✓	46	100.000
C		FLAT	✓	55	100.000
D		FLAT	✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	117	1
	B	0	0	46	0
	C	53	2	0	0
	D	0	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.07	6.02	0.1	A	46	46
A-B					0	0
A-C					117	117
A-D					1	1
AB-CD	0.00	4.93	0.0	A	1	1
AB-C					163	163
D-ABC	0.01	6.61	0.0	A	7	7
C-D					0	0
C-A					53	53
C-B					2	2
CD-AB	0.00	5.13	0.0	A	2	2
CD-A					53	53

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	46	12	644	0.071	46	0.0	0.1	6.013	A
A-B	0	0			0				
A-C	117	29			117				
A-D	1	0.25			1				
AB-CD	1	0.32	731	0.002	1	0.0	0.0	4.932	A
AB-C	162	41			162				
D-ABC	7	2	552	0.013	7	0.0	0.0	6.606	A
C-D	0	0			0				
C-A	53	13			53				
C-B	2	0.50			2				
CD-AB	2	0.54	704	0.003	2	0.0	0.0	5.126	A
CD-A	53	13			53				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	46	12	644	0.071	46	0.1	0.1	6.018	A
A-B	0	0			0				
A-C	117	29			117				
A-D	1	0.25			1				
AB-CD	1	0.32	731	0.002	1	0.0	0.0	4.933	A
AB-C	163	41			163				
D-ABC	7	2	552	0.013	7	0.0	0.0	6.606	A
C-D	0	0			0				
C-A	53	13			53				
C-B	2	0.50			2				
CD-AB	2	0.54	704	0.003	2	0.0	0.0	5.128	A
CD-A	53	13			53				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	46	12	644	0.071	46	0.1	0.1	6.018	A
A-B	0	0			0				
A-C	117	29			117				
A-D	1	0.25			1				
AB-CD	1	0.32	731	0.002	1	0.0	0.0	4.931	A
AB-C	163	41			163				
D-ABC	7	2	552	0.013	7	0.0	0.0	6.606	A
C-D	0	0			0				
C-A	53	13			53				
C-B	2	0.50			2				
CD-AB	2	0.54	704	0.003	2	0.0	0.0	5.126	A
CD-A	53	13			53				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	46	12	644	0.071	46	0.1	0.1	6.018	A
A-B	0	0			0				
A-C	117	29			117				
A-D	1	0.25			1				
AB-CD	1	0.32	731	0.002	1	0.0	0.0	4.933	A
AB-C	163	41			163				
D-ABC	7	2	552	0.013	7	0.0	0.0	6.606	A
C-D	0	0			0				
C-A	53	13			53				
C-B	2	0.50			2				
CD-AB	2	0.54	704	0.003	2	0.0	0.0	5.126	A
CD-A	53	13			53				

2030 with Development, AM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2030 with Development	AM Peak	FLAT	08:15	09:15	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	65	100.000
B		FLAT	✓	14	100.000
C		FLAT	✓	171	100.000
D		FLAT	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	65	0
	B	0	0	14	0
	C	131	40	0	0
	D	0	0	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.02	5.60	0.0	A	14	14
A-B					0	0
A-C					65	65
A-D					0	0
AB-CD	0.00	0.00	0.0	A	0	0
AB-C					79	79
D-ABC	0.00	0.00	0.0	A	0	0
C-D					0	0
C-A					131	131
C-B					40	40
CD-AB	0.06	5.02	0.1	A	48	48
CD-A					123	123

Main Results for each time segment

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	4	657	0.021	14	0.0	0.0	5.596	A
A-B	0	0			0				
A-C	65	16			65				
A-D	0	0			0				
AB-CD	0	0	598	0.000	0	0.0	0.0	0.000	A
AB-C	79	20			79				
D-ABC	0	0	613	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	131	33			131				
C-B	40	10			40				
CD-AB	48	12	766	0.063	48	0.0	0.1	5.014	A
CD-A	123	31			123				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	4	657	0.021	14	0.0	0.0	5.596	A
A-B	0	0			0				
A-C	65	16			65				
A-D	0	0			0				
AB-CD	0	0	598	0.000	0	0.0	0.0	0.000	A
AB-C	79	20			79				
D-ABC	0	0	613	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	131	33			131				
C-B	40	10			40				
CD-AB	48	12	766	0.063	48	0.1	0.1	5.019	A
CD-A	123	31			123				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	4	657	0.021	14	0.0	0.0	5.596	A
A-B	0	0			0				
A-C	65	16			65				
A-D	0	0			0				
AB-CD	0	0	598	0.000	0	0.0	0.0	0.000	A
AB-C	79	20			79				
D-ABC	0	0	613	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	131	33			131				
C-B	40	10			40				
CD-AB	48	12	766	0.063	48	0.1	0.1	5.017	A
CD-A	123	31			123				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	14	4	657	0.021	14	0.0	0.0	5.599	A
A-B	0	0			0				
A-C	65	16			65				
A-D	0	0			0				
AB-CD	0	0	598	0.000	0	0.0	0.0	0.000	A
AB-C	79	20			79				
D-ABC	0	0	613	0.000	0	0.0	0.0	0.000	A
C-D	0	0			0				
C-A	131	33			131				
C-B	40	10			40				
CD-AB	48	12	766	0.063	48	0.1	0.1	5.017	A
CD-A	123	31			123				

2030 with Development, School PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2030 with Development	School PM	FLAT	14:30	15:30	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	70	100.000
B		FLAT	✓	24	100.000
C		FLAT	✓	65	100.000
D		FLAT	✓	3	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	70	0
	B	0	0	24	0
	C	51	14	0	0
	D	0	0	3	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.04	5.70	0.0	A	24	24
A-B					0	0
A-C					70	70
A-D					0	0
AB-CD	0.00	0.00	0.0	A	0	0
AB-C					94	94
D-ABC	0.01	6.45	0.0	A	3	3
C-D					0	0
C-A					51	51
C-B					14	14
CD-AB	0.02	5.14	0.0	A	15	15
CD-A					50	50

Main Results for each time segment

14:30 - 14:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	6	656	0.037	24	0.0	0.0	5.694	A
A-B	0	0			0				
A-C	70	18			70				
A-D	0	0			0				
AB-CD	0	0	623	0.000	0	0.0	0.0	0.000	A
AB-C	94	23			94				
D-ABC	3	0.75	561	0.005	3	0.0	0.0	6.452	A
C-D	0	0			0				
C-A	51	13			51				
C-B	14	4			14				
CD-AB	15	4	715	0.021	15	0.0	0.0	5.142	A
CD-A	50	12			50				

14:45 - 15:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	6	656	0.037	24	0.0	0.0	5.696	A
A-B	0	0			0				
A-C	70	18			70				
A-D	0	0			0				
AB-CD	0	0	623	0.000	0	0.0	0.0	0.000	A
AB-C	94	23			94				
D-ABC	3	0.75	561	0.005	3	0.0	0.0	6.452	A
C-D	0	0			0				
C-A	51	13			51				
C-B	14	4			14				
CD-AB	15	4	715	0.021	15	0.0	0.0	5.144	A
CD-A	50	12			50				

15:00 - 15:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	6	656	0.037	24	0.0	0.0	5.696	A
A-B	0	0			0				
A-C	70	18			70				
A-D	0	0			0				
AB-CD	0	0	623	0.000	0	0.0	0.0	0.000	A
AB-C	94	23			94				
D-ABC	3	0.75	561	0.005	3	0.0	0.0	6.452	A
C-D	0	0			0				
C-A	51	13			51				
C-B	14	4			14				
CD-AB	15	4	715	0.021	15	0.0	0.0	5.144	A
CD-A	50	12			50				

15:15 - 15:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	24	6	656	0.037	24	0.0	0.0	5.696	A
A-B	0	0			0				
A-C	70	18			70				
A-D	0	0			0				
AB-CD	0	0	623	0.000	0	0.0	0.0	0.000	A
AB-C	94	23			94				
D-ABC	3	0.75	561	0.005	3	0.0	0.0	6.452	A
C-D	0	0			0				
C-A	51	13			51				
C-B	14	4			14				
CD-AB	15	4	715	0.021	15	0.0	0.0	5.144	A
CD-A	50	12			50				

2030 with Development, PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Left-Right Stagger	Two-way		0.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2030 with Development	PM Peak	FLAT	16:30	17:30	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	118	100.000
B		FLAT	✓	37	100.000
C		FLAT	✓	53	100.000
D		FLAT	✓	7	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	0	117	1
	B	0	0	37	0
	C	53	0	0	0
	D	0	0	7	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.06	5.93	0.1	A	37	37
A-B					0	0
A-C					117	117
A-D					1	1
AB-CD	0.00	4.97	0.0	A	1	1
AB-C					154	154
D-ABC	0.01	6.58	0.0	A	7	7
C-D					0	0
C-A					53	53
C-B					0	0
CD-AB	0.00	0.00	0.0	A	0	0
CD-A					53	53

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	644	0.057	37	0.0	0.1	5.923	A
A-B	0	0			0				
A-C	117	29			117				
A-D	1	0.25			1				
AB-CD	1	0.32	726	0.002	1	0.0	0.0	4.969	A
AB-C	153	38			153				
D-ABC	7	2	554	0.013	7	0.0	0.0	6.582	A
C-D	0	0			0				
C-A	53	13			53				
C-B	0	0			0				
CD-AB	0	0	671	0.000	0	0.0	0.0	0.000	A
CD-A	53	13			53				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	644	0.057	37	0.1	0.1	5.929	A
A-B	0	0			0				
A-C	117	29			117				
A-D	1	0.25			1				
AB-CD	1	0.32	726	0.002	1	0.0	0.0	4.970	A
AB-C	154	38			154				
D-ABC	7	2	554	0.013	7	0.0	0.0	6.582	A
C-D	0	0			0				
C-A	53	13			53				
C-B	0	0			0				
CD-AB	0	0	671	0.000	0	0.0	0.0	0.000	A
CD-A	53	13			53				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	644	0.057	37	0.1	0.1	5.929	A
A-B	0	0			0				
A-C	117	29			117				
A-D	1	0.25			1				
AB-CD	1	0.32	726	0.002	1	0.0	0.0	4.970	A
AB-C	154	38			154				
D-ABC	7	2	554	0.013	7	0.0	0.0	6.582	A
C-D	0	0			0				
C-A	53	13			53				
C-B	0	0			0				
CD-AB	0	0	671	0.000	0	0.0	0.0	0.000	A
CD-A	53	13			53				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37	9	644	0.057	37	0.1	0.1	5.929	A
A-B	0	0			0				
A-C	117	29			117				
A-D	1	0.25			1				
AB-CD	1	0.32	726	0.002	1	0.0	0.0	4.970	A
AB-C	154	38			154				
D-ABC	7	2	554	0.013	7	0.0	0.0	6.582	A
C-D	0	0			0				
C-A	53	13			53				
C-B	0	0			0				
CD-AB	0	0	671	0.000	0	0.0	0.0	0.000	A
CD-A	53	13			53				