

Residential Development
Land at Ryebank
Chorlton
Transport Assessment
250107/SK22386/TA01(-05)
Volume 4

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22351	TA01	00	Draft Report Text Issue	LS	LS	19/11/2024
SK22351	TA01	01	Updated Report Text Issue	LS	LS	29/11/2024
SK22351	TA01	02	Final Draft	LS	LS	06/12/2024
SK22351	TA01	03	Updated Final Draft	LS	LS	12/12/2024
SK22351	TA01	04	Updated Final Draft	LS	LS	18/12/2024
SK22351	TA01	05	Cycle Parking Update	LS	LS	07/01/2025

Appendix H

QS701EW - Method of travel to work

population All usual residents aged 16 to 74
units Persons
area type 2011 super output areas - middle layer
area name E02001073 : Manchester 029

Method of Travel to Work	2011	%
Work mainly at or from home	262	4.7%
Underground, metro, light rail, tram	67	1.2%
Train	98	1.8%
Bus, minibus or coach	1,176	21.2%
Taxi	28	0.5%
Motorcycle, scooter or moped	21	0.4%
Driving a car or van	2,764	49.7%
Passenger in a car or van	226	4.1%
Bicycle	501	9.0%
On foot	386	6.9%
Other method of travel to work	30	0.5%
Total	5,559	100%

Total - excl working from home	5,297	100.0%
Car Driver	2,764	52.2%

Note: Firwood Tram Stop opened in July 2011. Census undertaken in March 2011.

ONS (2023). Characteristics of homeworkers, Great Britain: September 2022 to 2023

2019	
Total home workers	12%
2022-2023	
Working from home only	16%
Hybrid working	28%
Total home workers	44%

RM075 - Method used to travel to work

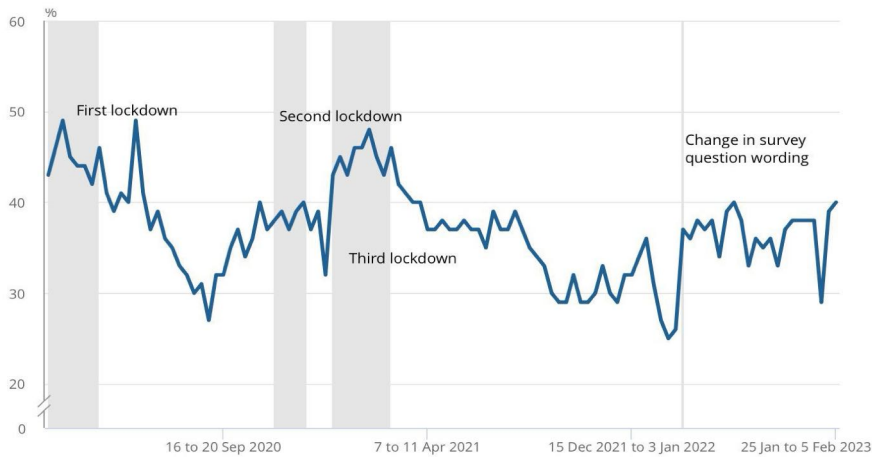
population All usual residents aged 16 to 65 and over
units Persons
area type 2021 super output areas - middle layer
area name E02001073 : Manchester 029

Method of travel to workplace	2021	%
Work mainly at or from home	2,679	50.2%
Underground, metro, light rail, tram	238	4.5%
Train	26	0.5%
Bus, minibus or coach	197	3.7%
Taxi	32	0.6%
Motorcycle, scooter or moped	3	0.1%
Driving a car or van	1,465	27.5%
Passenger in a car or van	89	1.7%
Bicycle	315	5.9%
On foot	244	4.6%
Other method of travel to work	45	0.8%
Total	5,333	100%

Figure 1: Trends in working from home

Proportion of working adults in Great Britain, March 2020 to February

2023



Note: 2021 Census on 21 March

Appendix I

Calculation Reference: AUDIT-443201-230821-0823

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
HC HAMPSHIRE	1 days
KC KENT	1 days
03 SOUTH WEST	
DV DEVON	2 days
SD SWINDON	1 days
TB TORBAY	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days
PB PETERBOROUGH	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
AC CHESHIRE WEST & CHESTER	1 days
09 NORTH	
DH DURHAM	1 days
10 WALES	
PS POWYS	1 days
11 SCOTLAND	
HI HIGHLAND	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 10 to 116 (units:)
 Range Selected by User: 6 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 01/03/23

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	3 days
Thursday	3 days
Friday	1 days

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	13
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Selected Location Sub Categories:

Residential Zone	13
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Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	14 days - Selected

Secondary Filtering selection:

Use Class:

C3 13 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 5 days

10,001 to 15,000 2 days

15,001 to 20,000 3 days

20,001 to 25,000 1 days

25,001 to 50,000 2 days

Population within 5 miles:

5,001 to 25,000 3 days

25,001 to 50,000 1 days

50,001 to 75,000 3 days

75,001 to 100,000 2 days

125,001 to 250,000 4 days

Car ownership within 5 miles:

0.6 to 1.0 3 days

1.1 to 1.5 10 days

Travel Plan:

Yes 2 days

No 11 days

PTAL Rating:

No PTAL Present 13 days

LIST OF SITES relevant to selection parameters

1	AC-03-A-04	TOWN HOUSES	CHESHIRE WEST & CHESTER
	LONDON ROAD		
	NORTHWICH		
	LEFTWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	06/06/19	Survey Type: MANUAL
2	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
3	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL
4	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
5	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY		
	LIPHOOK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
6	HI-03-A-14	SEMI-DETACHED & TERRACED	HIGHLAND
	KING BRUDE ROAD		
	INVERNESS		
	SCORGUIE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	23/03/16	Survey Type: MANUAL
7	KC-03-A-03	MIXED HOUSES & FLATS	KENT
	HYTHE ROAD		
	ASHFORD		
	WILLESBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	14/07/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	NF-03-A-51	SEMI-DETACHED	NORFOLK
	CITY ROAD		
	NORWICH		
	LAKENHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	13/09/22	Survey Type: MANUAL
9	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
10	PB-03-A-04	DETACHED HOUSES	PETERBOROUGH
	EASTFIELD ROAD		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	17/10/16	Survey Type: MANUAL
11	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
12	SD-03-A-01	SEMI DETACHED	SWINDON
	HEADLANDS GROVE		
	SWINDON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL
13	TB-03-A-01	TERRACED HOUSES	TORBAY
	BRONSHILL ROAD		
	TORQUAY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	37	
	Survey date: WEDNESDAY	30/09/15	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SF-03-A-09	Covid Survey Removed

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.83

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	44	0.061	13	44	0.281	13	44	0.342
08:00 - 09:00	13	44	0.139	13	44	0.411	13	44	0.550
09:00 - 10:00	13	44	0.182	13	44	0.179	13	44	0.361
10:00 - 11:00	13	44	0.146	13	44	0.199	13	44	0.345
11:00 - 12:00	13	44	0.151	13	44	0.163	13	44	0.314
12:00 - 13:00	13	44	0.208	13	44	0.192	13	44	0.400
13:00 - 14:00	13	44	0.177	13	44	0.191	13	44	0.368
14:00 - 15:00	13	44	0.163	13	44	0.205	13	44	0.368
15:00 - 16:00	13	44	0.276	13	44	0.191	13	44	0.467
16:00 - 17:00	13	44	0.312	13	44	0.177	13	44	0.489
17:00 - 18:00	13	44	0.359	13	44	0.168	13	44	0.527
18:00 - 19:00	13	44	0.237	13	44	0.159	13	44	0.396
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.411			2.516			4.927

Parameter summary

Trip rate parameter range selected: 10 - 116 (units:)
 Survey date date range: 01/01/15 - 01/03/23
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 5
 Surveys manually removed from selection: 1

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	44	0.000	13	44	0.000	13	44	0.000
08:00 - 09:00	13	44	0.005	13	44	0.005	13	44	0.010
09:00 - 10:00	13	44	0.007	13	44	0.005	13	44	0.012
10:00 - 11:00	13	44	0.002	13	44	0.003	13	44	0.005
11:00 - 12:00	13	44	0.003	13	44	0.000	13	44	0.003
12:00 - 13:00	13	44	0.000	13	44	0.003	13	44	0.003
13:00 - 14:00	13	44	0.002	13	44	0.002	13	44	0.004
14:00 - 15:00	13	44	0.002	13	44	0.002	13	44	0.004
15:00 - 16:00	13	44	0.003	13	44	0.002	13	44	0.005
16:00 - 17:00	13	44	0.000	13	44	0.002	13	44	0.002
17:00 - 18:00	13	44	0.000	13	44	0.000	13	44	0.000
18:00 - 19:00	13	44	0.000	13	44	0.000	13	44	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	44	0.009	13	44	0.019	13	44	0.028
08:00 - 09:00	13	44	0.002	13	44	0.019	13	44	0.021
09:00 - 10:00	13	44	0.002	13	44	0.005	13	44	0.007
10:00 - 11:00	13	44	0.007	13	44	0.002	13	44	0.009
11:00 - 12:00	13	44	0.002	13	44	0.002	13	44	0.004
12:00 - 13:00	13	44	0.007	13	44	0.007	13	44	0.014
13:00 - 14:00	13	44	0.007	13	44	0.003	13	44	0.010
14:00 - 15:00	13	44	0.002	13	44	0.002	13	44	0.004
15:00 - 16:00	13	44	0.021	13	44	0.000	13	44	0.021
16:00 - 17:00	13	44	0.005	13	44	0.005	13	44	0.010
17:00 - 18:00	13	44	0.010	13	44	0.005	13	44	0.015
18:00 - 19:00	13	44	0.007	13	44	0.007	13	44	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.081	0.076			0.157		

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	44	0.085	13	44	0.338	13	44	0.423
08:00 - 09:00	13	44	0.140	13	44	0.565	13	44	0.705
09:00 - 10:00	13	44	0.203	13	44	0.224	13	44	0.427
10:00 - 11:00	13	44	0.172	13	44	0.269	13	44	0.441
11:00 - 12:00	13	44	0.170	13	44	0.213	13	44	0.383
12:00 - 13:00	13	44	0.251	13	44	0.241	13	44	0.492
13:00 - 14:00	13	44	0.229	13	44	0.232	13	44	0.461
14:00 - 15:00	13	44	0.201	13	44	0.239	13	44	0.440
15:00 - 16:00	13	44	0.411	13	44	0.244	13	44	0.655
16:00 - 17:00	13	44	0.419	13	44	0.250	13	44	0.669
17:00 - 18:00	13	44	0.477	13	44	0.236	13	44	0.713
18:00 - 19:00	13	44	0.315	13	44	0.217	13	44	0.532
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.073			3.268			6.341

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	44	0.023	13	44	0.078	13	44	0.101
08:00 - 09:00	13	44	0.080	13	44	0.276	13	44	0.356
09:00 - 10:00	13	44	0.099	13	44	0.102	13	44	0.201
10:00 - 11:00	13	44	0.064	13	44	0.094	13	44	0.158
11:00 - 12:00	13	44	0.064	13	44	0.059	13	44	0.123
12:00 - 13:00	13	44	0.069	13	44	0.052	13	44	0.121
13:00 - 14:00	13	44	0.054	13	44	0.062	13	44	0.116
14:00 - 15:00	13	44	0.061	13	44	0.066	13	44	0.127
15:00 - 16:00	13	44	0.225	13	44	0.104	13	44	0.329
16:00 - 17:00	13	44	0.118	13	44	0.054	13	44	0.172
17:00 - 18:00	13	44	0.087	13	44	0.052	13	44	0.139
18:00 - 19:00	13	44	0.054	13	44	0.031	13	44	0.085
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.998			1.030			2.028

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	44	0.007	13	44	0.054	13	44	0.061
08:00 - 09:00	13	44	0.005	13	44	0.080	13	44	0.085
09:00 - 10:00	13	44	0.007	13	44	0.031	13	44	0.038
10:00 - 11:00	13	44	0.021	13	44	0.012	13	44	0.033
11:00 - 12:00	13	44	0.010	13	44	0.005	13	44	0.015
12:00 - 13:00	13	44	0.021	13	44	0.021	13	44	0.042
13:00 - 14:00	13	44	0.000	13	44	0.003	13	44	0.003
14:00 - 15:00	13	44	0.017	13	44	0.016	13	44	0.033
15:00 - 16:00	13	44	0.028	13	44	0.017	13	44	0.045
16:00 - 17:00	13	44	0.023	13	44	0.009	13	44	0.032
17:00 - 18:00	13	44	0.038	13	44	0.010	13	44	0.048
18:00 - 19:00	13	44	0.047	13	44	0.002	13	44	0.049
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.224			0.260			0.484

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.83

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	44	0.123	13	44	0.489	13	44	0.612
08:00 - 09:00	13	44	0.227	13	44	0.939	13	44	1.166
09:00 - 10:00	13	44	0.310	13	44	0.362	13	44	0.672
10:00 - 11:00	13	44	0.263	13	44	0.376	13	44	0.639
11:00 - 12:00	13	44	0.246	13	44	0.279	13	44	0.525
12:00 - 13:00	13	44	0.348	13	44	0.321	13	44	0.669
13:00 - 14:00	13	44	0.289	13	44	0.302	13	44	0.591
14:00 - 15:00	13	44	0.281	13	44	0.322	13	44	0.603
15:00 - 16:00	13	44	0.685	13	44	0.366	13	44	1.051
16:00 - 17:00	13	44	0.565	13	44	0.317	13	44	0.882
17:00 - 18:00	13	44	0.612	13	44	0.303	13	44	0.915
18:00 - 19:00	13	44	0.423	13	44	0.256	13	44	0.679
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.372			4.632			9.004

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	NG NOTTINGHAM	2 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 9 to 184 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	2 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
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Selected Location Sub Categories:

Development Zone	2
Residential Zone	3
No Sub Category	3

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:Use Class:

C3	8 days
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Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	2 days
20,001 to 25,000	4 days
25,001 to 50,000	2 days

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	4 days
500,001 or More	2 days

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	3 days

Travel Plan:

No	8 days
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PTAL Rating:

No PTAL Present	8 days
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LIST OF SITES relevant to selection parameters

1	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
2	DY-03-C-03	BLOCKS OF FLATS	DERBY
	CAESAR STREET DERBY		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30	
	Survey date: WEDNESDAY	25/09/19	Survey Type: MANUAL
3	EB-03-C-01	BLOCKS OF FLATS	CITY OF EDINBURGH
	MYRESIDE ROAD EDINBURGH CRAIGLOCKHART		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	32	
	Survey date: TUESDAY	26/05/15	Survey Type: MANUAL
4	MS-03-C-02	BLOCKS OF FLATS	MERSEYSIDE
	SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK		
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
5	MS-03-C-03	BLOCK OF FLATS	MERSEYSIDE
	MARINERS WHARF LIVERPOOL QUEENS DOCK		
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
6	NF-03-C-02	MIXED FLATS & HOUSES	NORFOLK
	HALL ROAD NORWICH LAKENHAM		
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
7	NG-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	LAWRENCE WAY NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
8	NG-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAM
	CASTLE MARINA ROAD NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.27

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	76	0.057	8	76	0.156	8	76	0.213
08:00 - 09:00	8	76	0.051	8	76	0.193	8	76	0.244
09:00 - 10:00	8	76	0.079	8	76	0.098	8	76	0.177
10:00 - 11:00	8	76	0.064	8	76	0.079	8	76	0.143
11:00 - 12:00	8	76	0.057	8	76	0.064	8	76	0.121
12:00 - 13:00	8	76	0.062	8	76	0.075	8	76	0.137
13:00 - 14:00	8	76	0.052	8	76	0.080	8	76	0.132
14:00 - 15:00	8	76	0.066	8	76	0.067	8	76	0.133
15:00 - 16:00	8	76	0.108	8	76	0.054	8	76	0.162
16:00 - 17:00	8	76	0.125	8	76	0.079	8	76	0.204
17:00 - 18:00	8	76	0.154	8	76	0.080	8	76	0.234
18:00 - 19:00	8	76	0.125	8	76	0.077	8	76	0.202
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.000			1.102			2.102

Parameter summary

Trip rate parameter range selected: 9 - 184 (units:)
 Survey date date range: 01/01/15 - 11/05/22
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	76	0.000	8	76	0.000	8	76	0.000
08:00 - 09:00	8	76	0.000	8	76	0.000	8	76	0.000
09:00 - 10:00	8	76	0.000	8	76	0.000	8	76	0.000
10:00 - 11:00	8	76	0.000	8	76	0.000	8	76	0.000
11:00 - 12:00	8	76	0.000	8	76	0.000	8	76	0.000
12:00 - 13:00	8	76	0.002	8	76	0.002	8	76	0.004
13:00 - 14:00	8	76	0.000	8	76	0.000	8	76	0.000
14:00 - 15:00	8	76	0.000	8	76	0.000	8	76	0.000
15:00 - 16:00	8	76	0.000	8	76	0.000	8	76	0.000
16:00 - 17:00	8	76	0.003	8	76	0.002	8	76	0.005
17:00 - 18:00	8	76	0.000	8	76	0.002	8	76	0.002
18:00 - 19:00	8	76	0.000	8	76	0.000	8	76	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.006			0.011

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	76	0.002	8	76	0.011	8	76	0.013
08:00 - 09:00	8	76	0.002	8	76	0.023	8	76	0.025
09:00 - 10:00	8	76	0.002	8	76	0.000	8	76	0.002
10:00 - 11:00	8	76	0.002	8	76	0.002	8	76	0.004
11:00 - 12:00	8	76	0.007	8	76	0.002	8	76	0.009
12:00 - 13:00	8	76	0.002	8	76	0.000	8	76	0.002
13:00 - 14:00	8	76	0.003	8	76	0.002	8	76	0.005
14:00 - 15:00	8	76	0.008	8	76	0.005	8	76	0.013
15:00 - 16:00	8	76	0.007	8	76	0.002	8	76	0.009
16:00 - 17:00	8	76	0.003	8	76	0.002	8	76	0.005
17:00 - 18:00	8	76	0.010	8	76	0.008	8	76	0.018
18:00 - 19:00	8	76	0.010	8	76	0.005	8	76	0.015
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.062			0.120

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	76	0.057	8	76	0.193	8	76	0.250
08:00 - 09:00	8	76	0.059	8	76	0.282	8	76	0.341
09:00 - 10:00	8	76	0.102	8	76	0.131	8	76	0.233
10:00 - 11:00	8	76	0.079	8	76	0.103	8	76	0.182
11:00 - 12:00	8	76	0.074	8	76	0.103	8	76	0.177
12:00 - 13:00	8	76	0.092	8	76	0.095	8	76	0.187
13:00 - 14:00	8	76	0.056	8	76	0.098	8	76	0.154
14:00 - 15:00	8	76	0.085	8	76	0.077	8	76	0.162
15:00 - 16:00	8	76	0.151	8	76	0.069	8	76	0.220
16:00 - 17:00	8	76	0.162	8	76	0.090	8	76	0.252
17:00 - 18:00	8	76	0.200	8	76	0.103	8	76	0.303
18:00 - 19:00	8	76	0.156	8	76	0.103	8	76	0.259
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.273				1.447	2.720	

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	76	0.018	8	76	0.105	8	76	0.123
08:00 - 09:00	8	76	0.026	8	76	0.159	8	76	0.185
09:00 - 10:00	8	76	0.051	8	76	0.092	8	76	0.143
10:00 - 11:00	8	76	0.033	8	76	0.056	8	76	0.089
11:00 - 12:00	8	76	0.030	8	76	0.041	8	76	0.071
12:00 - 13:00	8	76	0.054	8	76	0.039	8	76	0.093
13:00 - 14:00	8	76	0.036	8	76	0.043	8	76	0.079
14:00 - 15:00	8	76	0.051	8	76	0.057	8	76	0.108
15:00 - 16:00	8	76	0.080	8	76	0.044	8	76	0.124
16:00 - 17:00	8	76	0.087	8	76	0.031	8	76	0.118
17:00 - 18:00	8	76	0.121	8	76	0.056	8	76	0.177
18:00 - 19:00	8	76	0.095	8	76	0.039	8	76	0.134
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.682			0.762			1.444

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	76	0.000	8	76	0.041	8	76	0.041
08:00 - 09:00	8	76	0.000	8	76	0.077	8	76	0.077
09:00 - 10:00	8	76	0.008	8	76	0.030	8	76	0.038
10:00 - 11:00	8	76	0.005	8	76	0.016	8	76	0.021
11:00 - 12:00	8	76	0.007	8	76	0.021	8	76	0.028
12:00 - 13:00	8	76	0.011	8	76	0.011	8	76	0.022
13:00 - 14:00	8	76	0.007	8	76	0.013	8	76	0.020
14:00 - 15:00	8	76	0.010	8	76	0.023	8	76	0.033
15:00 - 16:00	8	76	0.025	8	76	0.015	8	76	0.040
16:00 - 17:00	8	76	0.026	8	76	0.007	8	76	0.033
17:00 - 18:00	8	76	0.062	8	76	0.005	8	76	0.067
18:00 - 19:00	8	76	0.061	8	76	0.011	8	76	0.072
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.222	0.270			0.492		

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 2.27

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	76	0.077	8	76	0.351	8	76	0.428
08:00 - 09:00	8	76	0.087	8	76	0.541	8	76	0.628
09:00 - 10:00	8	76	0.162	8	76	0.252	8	76	0.414
10:00 - 11:00	8	76	0.118	8	76	0.177	8	76	0.295
11:00 - 12:00	8	76	0.116	8	76	0.167	8	76	0.283
12:00 - 13:00	8	76	0.159	8	76	0.146	8	76	0.305
13:00 - 14:00	8	76	0.102	8	76	0.156	8	76	0.258
14:00 - 15:00	8	76	0.154	8	76	0.162	8	76	0.316
15:00 - 16:00	8	76	0.262	8	76	0.130	8	76	0.392
16:00 - 17:00	8	76	0.279	8	76	0.130	8	76	0.409
17:00 - 18:00	8	76	0.393	8	76	0.172	8	76	0.565
18:00 - 19:00	8	76	0.321	8	76	0.159	8	76	0.480
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.230			2.543			4.773

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : N - RETIREMENT FLATS

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
	PB PETERBOROUGH	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AL CALDERDALE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	GC GLASGOW CITY	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 27 to 50 (units:)
 Range Selected by User: 17 to 57 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 21/11/22

Selected survey days:

Tuesday	4 days
Wednesday	2 days

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	3

Selected Location Sub Categories:

Residential Zone	6
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Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:Use Class:

C3	6 days
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Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
25,001 to 50,000	4 days

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 days
500,001 or More	2 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days
1.6 to 2.0	1 days

Travel Plan:

No	6 days
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PTAL Rating:

No PTAL Present	6 days
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LIST OF SITES relevant to selection parameters

1	AL-03-N-01	RETIREMENT BUNGALOWS	CALDERDALE
	GROVE AVENUE		
	HALIFAX		
	WHEATLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	34	
	Survey date: TUESDAY	23/10/18	Survey Type: MANUAL
2	GC-03-N-01	RETIREMENT FLATS	GLASGOW CITY
	RIVERFORD ROAD		
	GLASGOW		
	NEWLANDS		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	47	
	Survey date: TUESDAY	10/06/08	Survey Type: MANUAL
3	MS-03-N-01	BLOCK OF FLATS	MERSEYSIDE
	UPPER PARLIAMENT ST		
	LIVERPOOL		
	TOXTETH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	38	
	Survey date: TUESDAY	07/09/10	Survey Type: MANUAL
4	NF-03-N-02	RETIREMENT FLATS	NORFOLK
	YARMOUTH ROAD		
	NORWICH		
	THORPE SAINT ANDREW		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	48	
	Survey date: WEDNESDAY	20/11/19	Survey Type: MANUAL
5	PB-03-N-01	RETIREMENT FLATS	PETERBOROUGH
	HEDDA DRIVE		
	PETERBOROUGH		
	HAMPTON HARGATE		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: WEDNESDAY	14/05/08	Survey Type: MANUAL
6	TW-03-N-03	RETIREMENT FLATS	TYNE & WEAR
	CHAPEL LANE		
	WHITLEY BAY		
	MONKSEATON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	27	
	Survey date: TUESDAY	12/10/21	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.80

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	41	0.020	6	41	0.025	6	41	0.045
08:00 - 09:00	6	41	0.074	6	41	0.057	6	41	0.131
09:00 - 10:00	6	41	0.115	6	41	0.115	6	41	0.230
10:00 - 11:00	6	41	0.152	6	41	0.135	6	41	0.287
11:00 - 12:00	6	41	0.107	6	41	0.123	6	41	0.230
12:00 - 13:00	6	41	0.102	6	41	0.107	6	41	0.209
13:00 - 14:00	6	41	0.131	6	41	0.127	6	41	0.258
14:00 - 15:00	6	41	0.139	6	41	0.160	6	41	0.299
15:00 - 16:00	6	41	0.102	6	41	0.098	6	41	0.200
16:00 - 17:00	6	41	0.148	6	41	0.070	6	41	0.218
17:00 - 18:00	6	41	0.090	6	41	0.090	6	41	0.180
18:00 - 19:00	6	41	0.045	6	41	0.094	6	41	0.139
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.225			1.201			2.426

Parameter summary

Trip rate parameter range selected: 27 - 50 (units:)
 Survey date date range: 01/01/00 - 21/11/22
 Number of weekdays (Monday-Friday): 6
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	41	0.000	6	41	0.000	6	41	0.000
08:00 - 09:00	6	41	0.000	6	41	0.000	6	41	0.000
09:00 - 10:00	6	41	0.004	6	41	0.004	6	41	0.008
10:00 - 11:00	6	41	0.008	6	41	0.008	6	41	0.016
11:00 - 12:00	6	41	0.000	6	41	0.000	6	41	0.000
12:00 - 13:00	6	41	0.004	6	41	0.004	6	41	0.008
13:00 - 14:00	6	41	0.000	6	41	0.000	6	41	0.000
14:00 - 15:00	6	41	0.000	6	41	0.000	6	41	0.000
15:00 - 16:00	6	41	0.000	6	41	0.000	6	41	0.000
16:00 - 17:00	6	41	0.000	6	41	0.000	6	41	0.000
17:00 - 18:00	6	41	0.000	6	41	0.000	6	41	0.000
18:00 - 19:00	6	41	0.000	6	41	0.000	6	41	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL CYCLISTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	41	0.012	6	41	0.012	6	41	0.024
08:00 - 09:00	6	41	0.000	6	41	0.000	6	41	0.000
09:00 - 10:00	6	41	0.000	6	41	0.000	6	41	0.000
10:00 - 11:00	6	41	0.000	6	41	0.000	6	41	0.000
11:00 - 12:00	6	41	0.000	6	41	0.000	6	41	0.000
12:00 - 13:00	6	41	0.000	6	41	0.004	6	41	0.004
13:00 - 14:00	6	41	0.000	6	41	0.000	6	41	0.000
14:00 - 15:00	6	41	0.004	6	41	0.000	6	41	0.004
15:00 - 16:00	6	41	0.000	6	41	0.000	6	41	0.000
16:00 - 17:00	6	41	0.000	6	41	0.000	6	41	0.000
17:00 - 18:00	6	41	0.000	6	41	0.000	6	41	0.000
18:00 - 19:00	6	41	0.000	6	41	0.000	6	41	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016				0.016	0.032	

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	41	0.033	6	41	0.037	6	41	0.070
08:00 - 09:00	6	41	0.098	6	41	0.082	6	41	0.180
09:00 - 10:00	6	41	0.139	6	41	0.139	6	41	0.278
10:00 - 11:00	6	41	0.189	6	41	0.156	6	41	0.345
11:00 - 12:00	6	41	0.123	6	41	0.148	6	41	0.271
12:00 - 13:00	6	41	0.131	6	41	0.135	6	41	0.266
13:00 - 14:00	6	41	0.184	6	41	0.160	6	41	0.344
14:00 - 15:00	6	41	0.176	6	41	0.205	6	41	0.381
15:00 - 16:00	6	41	0.135	6	41	0.127	6	41	0.262
16:00 - 17:00	6	41	0.189	6	41	0.098	6	41	0.287
17:00 - 18:00	6	41	0.107	6	41	0.123	6	41	0.230
18:00 - 19:00	6	41	0.053	6	41	0.135	6	41	0.188
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.557			1.545			3.102

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	41	0.008	6	41	0.000	6	41	0.008
08:00 - 09:00	6	41	0.020	6	41	0.016	6	41	0.036
09:00 - 10:00	6	41	0.041	6	41	0.053	6	41	0.094
10:00 - 11:00	6	41	0.045	6	41	0.070	6	41	0.115
11:00 - 12:00	6	41	0.053	6	41	0.041	6	41	0.094
12:00 - 13:00	6	41	0.053	6	41	0.053	6	41	0.106
13:00 - 14:00	6	41	0.070	6	41	0.041	6	41	0.111
14:00 - 15:00	6	41	0.033	6	41	0.037	6	41	0.070
15:00 - 16:00	6	41	0.037	6	41	0.025	6	41	0.062
16:00 - 17:00	6	41	0.037	6	41	0.033	6	41	0.070
17:00 - 18:00	6	41	0.025	6	41	0.037	6	41	0.062
18:00 - 19:00	6	41	0.012	6	41	0.025	6	41	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.434			0.431			0.865

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	41	0.000	6	41	0.000	6	41	0.000
08:00 - 09:00	6	41	0.000	6	41	0.008	6	41	0.008
09:00 - 10:00	6	41	0.000	6	41	0.020	6	41	0.020
10:00 - 11:00	6	41	0.008	6	41	0.041	6	41	0.049
11:00 - 12:00	6	41	0.016	6	41	0.033	6	41	0.049
12:00 - 13:00	6	41	0.037	6	41	0.004	6	41	0.041
13:00 - 14:00	6	41	0.020	6	41	0.020	6	41	0.040
14:00 - 15:00	6	41	0.020	6	41	0.029	6	41	0.049
15:00 - 16:00	6	41	0.008	6	41	0.008	6	41	0.016
16:00 - 17:00	6	41	0.025	6	41	0.012	6	41	0.037
17:00 - 18:00	6	41	0.012	6	41	0.004	6	41	0.016
18:00 - 19:00	6	41	0.000	6	41	0.037	6	41	0.037
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.146			0.216			0.362

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.80

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	41	0.053	6	41	0.049	6	41	0.102
08:00 - 09:00	6	41	0.119	6	41	0.107	6	41	0.226
09:00 - 10:00	6	41	0.180	6	41	0.213	6	41	0.393
10:00 - 11:00	6	41	0.242	6	41	0.266	6	41	0.508
11:00 - 12:00	6	41	0.193	6	41	0.221	6	41	0.414
12:00 - 13:00	6	41	0.221	6	41	0.197	6	41	0.418
13:00 - 14:00	6	41	0.275	6	41	0.221	6	41	0.496
14:00 - 15:00	6	41	0.234	6	41	0.270	6	41	0.504
15:00 - 16:00	6	41	0.180	6	41	0.160	6	41	0.340
16:00 - 17:00	6	41	0.250	6	41	0.143	6	41	0.393
17:00 - 18:00	6	41	0.143	6	41	0.164	6	41	0.307
18:00 - 19:00	6	41	0.066	6	41	0.197	6	41	0.263
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.156			2.208			4.364

Appendix J

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

SOUTHERN ACCESS DISTRIBUTION

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02001073 : Manchester 029 (2011 super output area - middle layer)
 usual workplace All North West
 trips below 20 removed

Place of work	Drivers	Centroid	Distribution	Ryebank Road	Longford Road W	Edge Lane	Wilbraham Road W	Oswald Road N	Oswald Road S	Longford Road E	Manchester Road N	Manchester Road S	Wilbraham Road E	Barlow Moor Road S	Kensington Road W
Bolton	42	Bolton	2.40%	1.20%	1.20%	1.20%		1.20%							1.20%
Bury	41	Bury	2.35%	1.17%	1.17%	1.17%		1.17%							1.17%
Cheshire East	127	Crewe	7.27%	7.27%		7.27%									
Cheshire West and Chester	31	Chester	1.77%	1.77%		1.77%									
Liverpool	21	Liverpool	1.20%	1.20%		1.20%									
Oldham	59	Oldham	3.38%	3.38%		3.38%									
Rochdale	29	Rochdale	1.66%	1.66%		1.66%									
Salford	245	Salford	14.02%	7.01%	7.01%	7.01%		7.01%							7.01%
Stockport	163	Stockport	9.33%	9.33%		9.33%									
Tameside	43	Ashton u Lyne	2.46%	2.46%		2.46%									
Warrington	62	Warrington	3.55%	3.55%		3.55%									
E02001259 : Trafford 001	40	Old Trafford	2.29%	1.14%	1.14%	1.14%		1.14%							1.14%
E02001260 : Trafford 002	60	Trafford Park	3.43%	1.72%	1.72%	1.72%		1.72%							1.72%
E02001261 : Trafford 003	43	Gorse Hill	2.46%	1.23%	1.23%	1.23%		1.23%							1.23%
E02001264 : Trafford 006	33	Trafford Park	1.89%	0.94%	0.94%	0.94%		0.94%							0.94%
E02001269 : Trafford 011	24	Stretford	1.37%	1.37%		1.37%									
E02001062 : Manchester 018	84	MRI	4.81%		4.81%					4.81%	4.81%				
E02001063 : Manchester 019	48	Man Uni	2.75%		2.75%					2.75%	2.75%				
E02001066 : Manchester 022	48	MRI	2.75%		2.75%					2.75%	2.75%				
E02001073 : Manchester 029	62	Chorlton	3.55%		3.55%					3.55%		3.55%	3.55%		
E02001082 : Manchester 038	30	The Christie	1.72%		1.72%					1.72%		1.72%	1.72%		
E02001083 : Manchester 039	26	West Didsbury	1.49%	0.74%	0.74%		0.74%			0.74%		0.74%	0.74%		
E02001089 : Manchester 045	33	East Didsbury	1.89%	0.94%	0.94%		0.94%			0.94%		0.94%		0.94%	
E02001095 : Manchester 051	53	Wythenshawe Hosp	3.03%	3.03%			3.03%								
E02001096 : Manchester 052	23	Man Airport	1.32%	1.32%			1.32%								
E02001097 : Manchester 053	23	Man Airport	1.32%	1.32%			1.32%								
E02006902 : Manchester 054	88	City Centre	5.04%		5.04%			2.52%		2.52%	2.52%				2.52%
E02006912 : Manchester 055	64	City Centre	3.66%		3.66%			1.83%		1.83%	1.83%				1.83%
E02006914 : Manchester 057	36	City Centre	2.06%		2.06%			1.03%		1.03%	1.03%				1.03%
E02006915 : Manchester 058	21	City Centre	1.20%		1.20%			0.60%		0.60%	0.60%				0.60%
E02006917 : Manchester 060	45	City Centre	2.58%		2.58%			1.29%		1.29%	1.29%				1.29%
Total	1,747		100.00%	53.78%	46.22%	46.42%	7.36%	21.69%	0.00%	24.53%	17.57%	6.95%	6.01%	0.94%	21.69%

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

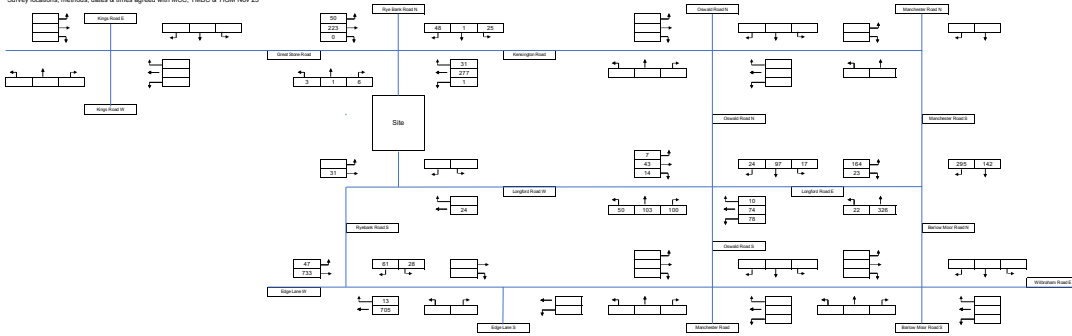
NORTHERN ACCESS DISTRIBUTION

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 usual residence E02001073 : Manchester 029 (2011 super output area - middle layer)
 usual workplace All North West
 trips below 20 removed

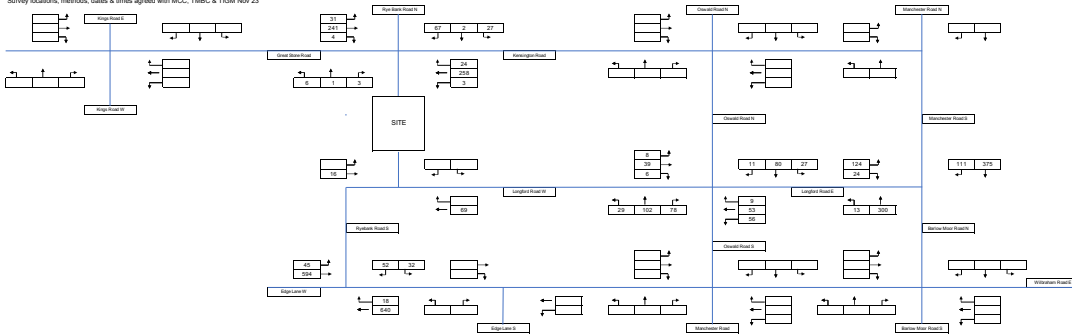
Place of work	Drivers	Centroid	Distribution	Great Stone Road N	Kensington Road	Rye Bank Road	Kings Road W	Great Stone Road N	Kings Road E	Oswald Road	Manchester Road S	Longford Road	Manchester Road N	Barlow Moor Road	Wilbraham Road E
Bolton	42	Bolton	2.40%	2.40%			1.20%	1.20%							
Bury	41	Bury	2.35%	2.35%			1.17%	1.17%							
Cheshire East	127	Crewe	7.27%	7.27%			3.63%	3.63%							
Cheshire West and Chester	31	Chester	1.77%	1.77%			1.77%								
Liverpool	21	Liverpool	1.20%	1.20%			1.20%								
Oldham	59	Oldham	3.38%	3.38%			3.38%								
Rochdale	29	Rochdale	1.66%	1.66%			1.66%								
Salford	245	Salford	14.02%	14.02%				14.02%							
Stockport	163	Stockport	9.33%	9.33%			9.33%								
Tameside	43	Ashton u Lyne	2.46%	2.46%			1.23%	1.23%							
Warrington	62	Warrington	3.55%	3.55%			1.77%	1.77%							
E02001259 : Trafford 001	40	Old Trafford	2.29%	2.29%				2.29%							
E02001260 : Trafford 002	60	Trafford Park	3.43%	3.43%			1.72%	1.72%							
E02001261 : Trafford 003	43	Gorse Hill	2.46%	2.46%				2.46%							
E02001264 : Trafford 006	33	Trafford Park	1.89%	1.89%			0.94%	0.94%							
E02001269 : Trafford 011	24	Stretford	1.37%	1.37%			1.37%								
E02001062 : Manchester 018	84	MRI	4.81%		3.85%	0.96%							3.85%		
E02001063 : Manchester 019	48	Man Uni	2.75%		2.20%	0.55%							2.20%		
E02001066 : Manchester 022	48	MRI	2.75%		2.20%	0.55%							2.20%		
E02001073 : Manchester 029	62	Chorlton	3.55%		3.55%					1.77%	1.77%	1.77%		1.77%	1.77%
E02001082 : Manchester 038	30	The Christie	1.72%		1.72%						1.72%			1.72%	1.72%
E02001083 : Manchester 039	26	West Didsbury	1.49%		1.49%				0.74%	0.74%	0.74%			0.74%	0.74%
E02001089 : Manchester 045	33	East Didsbury	1.89%		1.89%				0.94%	0.94%	0.94%			0.94%	0.94%
E02001095 : Manchester 051	53	Wythenshawe Hosp	3.03%		3.03%				1.52%	1.52%	1.52%			1.52%	1.52%
E02001096 : Manchester 052	23	Man Airport	1.32%		1.32%				0.66%	0.66%	0.66%			0.66%	0.66%
E02001097 : Manchester 053	23	Man Airport	1.32%		1.32%				0.66%	0.66%	0.66%			0.66%	0.66%
E02006902 : Manchester 054	88	City Centre	5.04%	2.01%	2.01%	1.01%		1.01%	1.01%				2.01%		
E02006912 : Manchester 055	64	City Centre	3.66%	1.47%	1.47%	0.73%		0.73%	0.73%				1.47%		
E02006914 : Manchester 057	36	City Centre	2.06%	0.82%	0.82%	0.41%		0.41%	0.41%				0.82%		
E02006915 : Manchester 058	21	City Centre	1.20%	0.48%	0.48%	0.24%		0.24%	0.24%				0.48%		
E02006917 : Manchester 060	45	City Centre	2.58%	1.03%	1.03%	0.52%		0.52%	0.52%				1.03%		
Total	1,747		100.00%	66.66%	28.37%	4.97%	30.39%	33.36%	2.91%	6.30%	8.01%	6.30%	14.06%	8.01%	8.01%

Appendix K

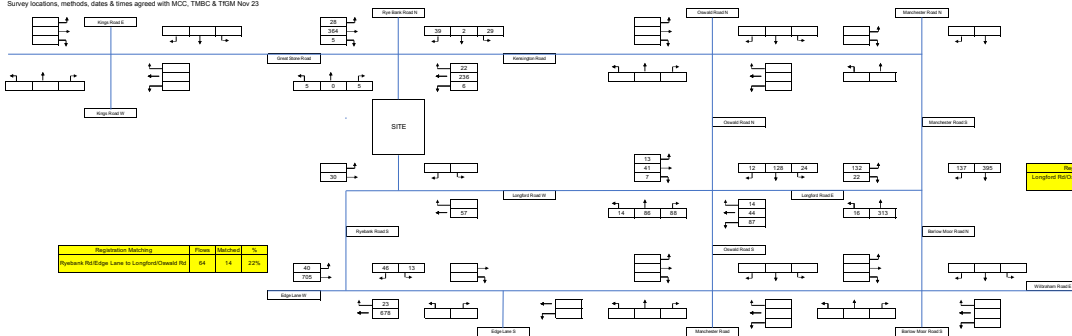
Survey locations, methods, dates & times agreed with MDC, TMBC & TIGM Nov 23



Survey locations, methods, dates & times agreed with MCC, TMBC & TIGM Nov 23



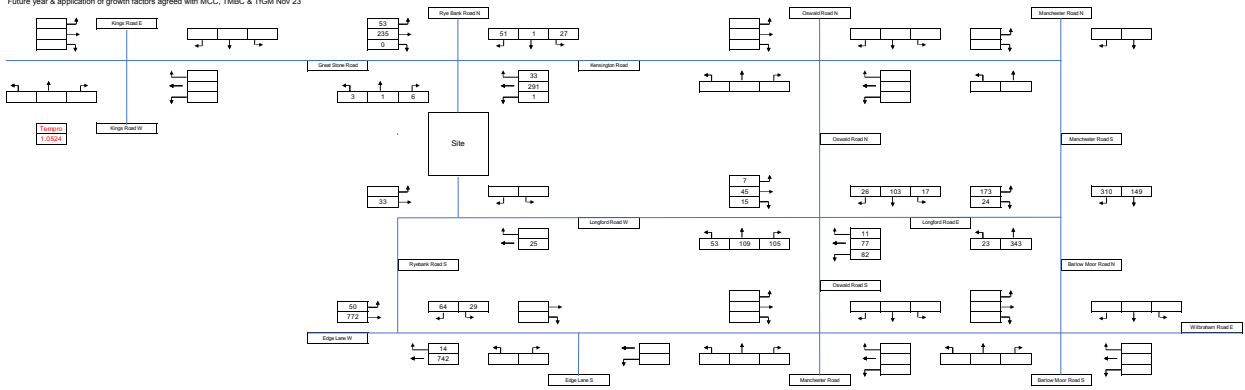
Survey locations, methods, dates & times agreed with MCC, TMBC & TIGM Nov 23



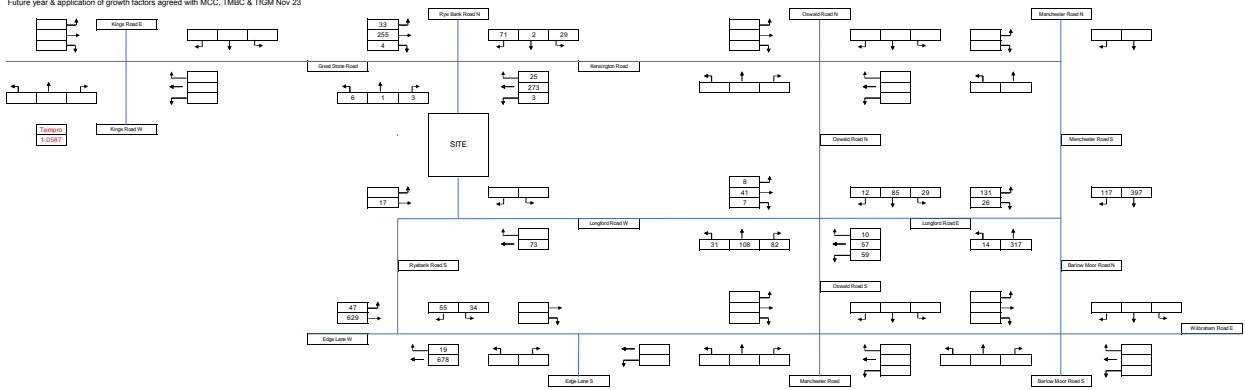
Registration Matching	Flows	Matched	%
Longford Rd/O'rawald Rd to Ryebank Rd/Edge Ln	70	8	11%

Registration Matching	Flows	Matched	%
Ryebank Rd/Edge Lane to Longford/Chevald Rd	64	14	22%

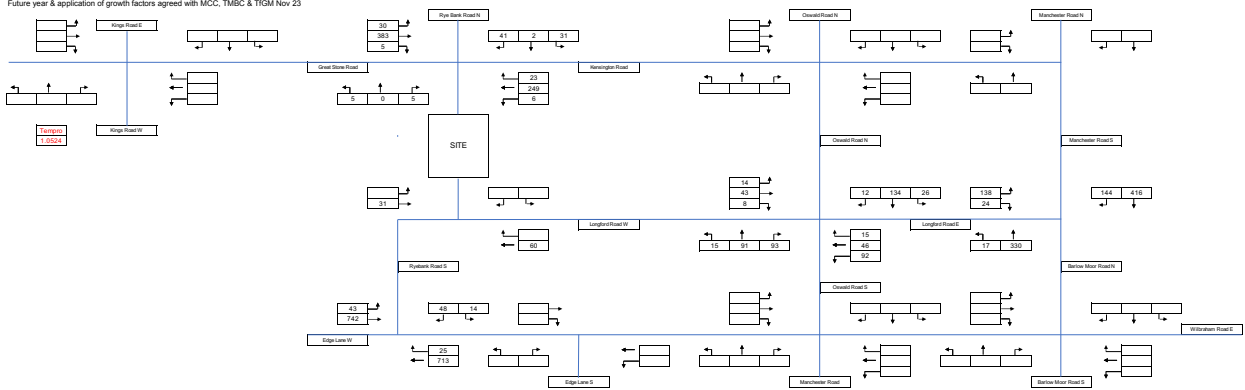
Ryebank Chorlton
2029 Background Traffic Flows: AM Peak Hour (in pcu)
[TEMPRO Manchester 029 Core Scenario]
Future year & application of growth factors agreed with MCC, TMBC & TGM Nov 23



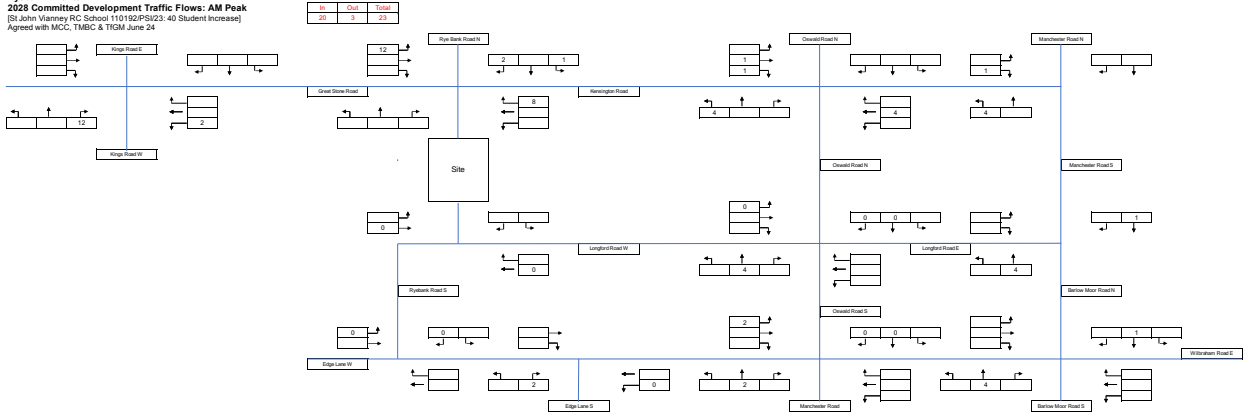
Ryebank Chorlton
2029 Background Traffic Flows: PM School Peak Hour (in pcu)
[TEMPRO Manchester 029 Core Scenario]
Future year & application of growth factors agreed with MCC, TMBC & TGM Nov 23



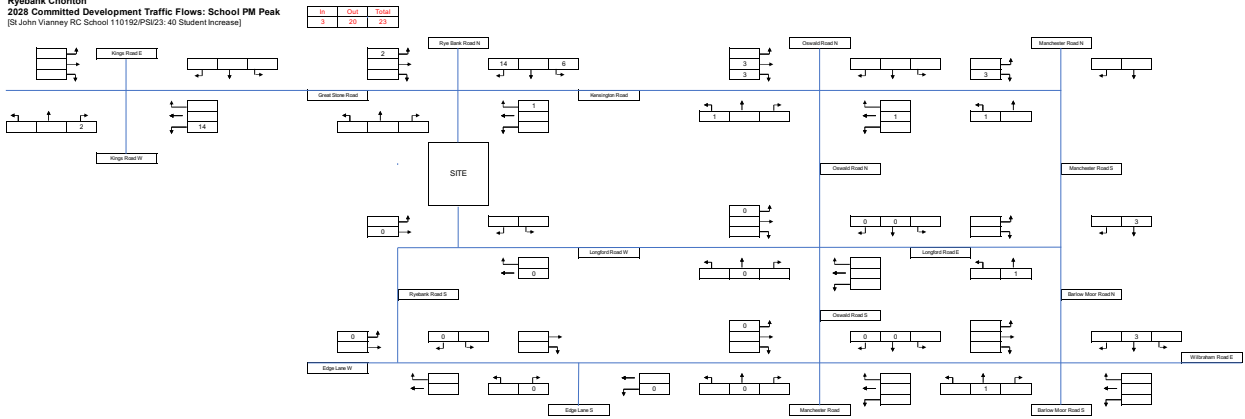
Ryebank Chorlton
2029 Background Traffic Flows: PM Peak Hour (in pcu)
[TEMPRO Manchester 029 Core Scenario]
Future year & application of growth factors agreed with MCC, TMBC & TGM Nov 23



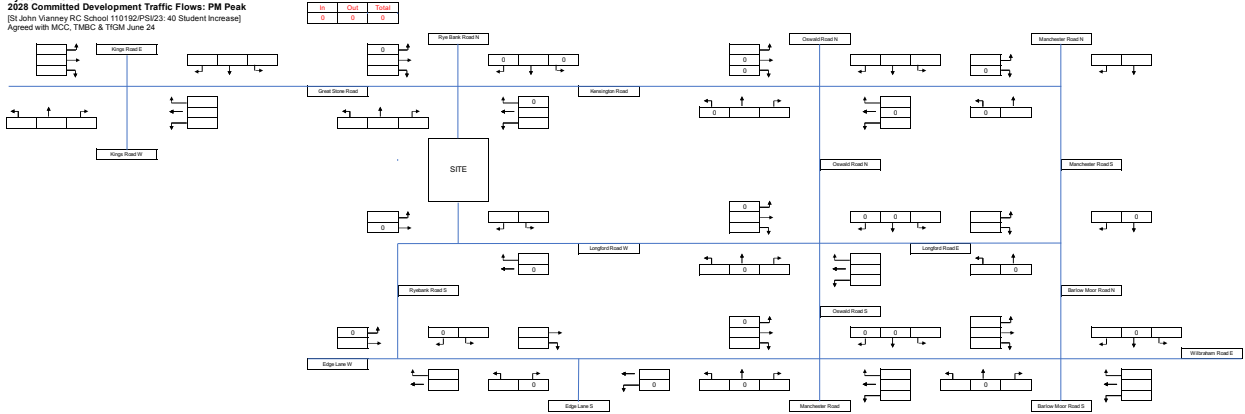
Ryebank Chorlton
2025 Committed Development Traffic Flows: AM Peak
 (St John Vanney RC School 110192/PSI23: 40 Student Increase)
 Agreed with MCC, TMBC & TRGM June 24



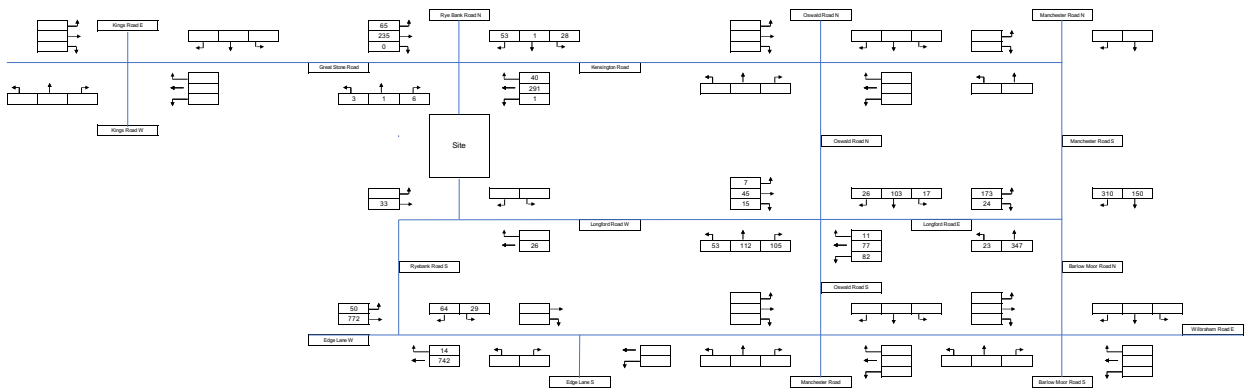
Ryebank Chorlton
2025 Committed Development Traffic Flows: School PM Peak
 (St John Vanney RC School 110192/PSI23: 40 Student Increase)



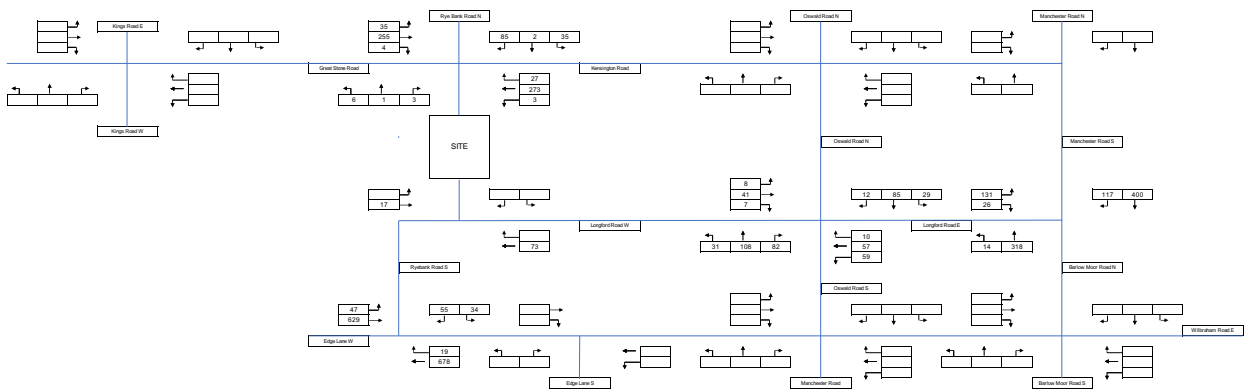
Ryebank Chorlton
2025 Committed Development Traffic Flows: PM Peak
 (St John Vanney RC School 110192/PSI23: 40 Student Increase)
 Agreed with MCC, TMBC & TRGM June 24



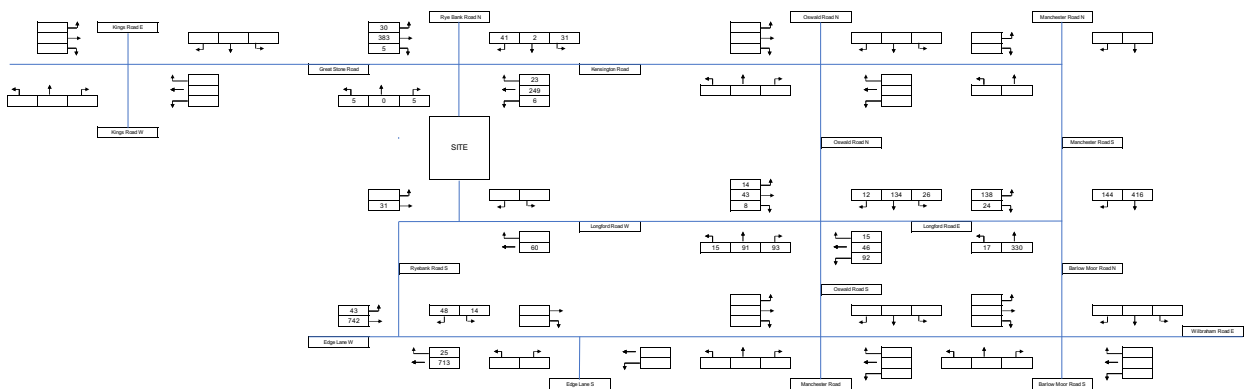
Ryebank Chorlton
2029 Base Traffic Flows: AM Peak Hour (in pcu)



Ryebank Chorlton
2029 Base Traffic Flows: PM School Peak Hour (in pcu)



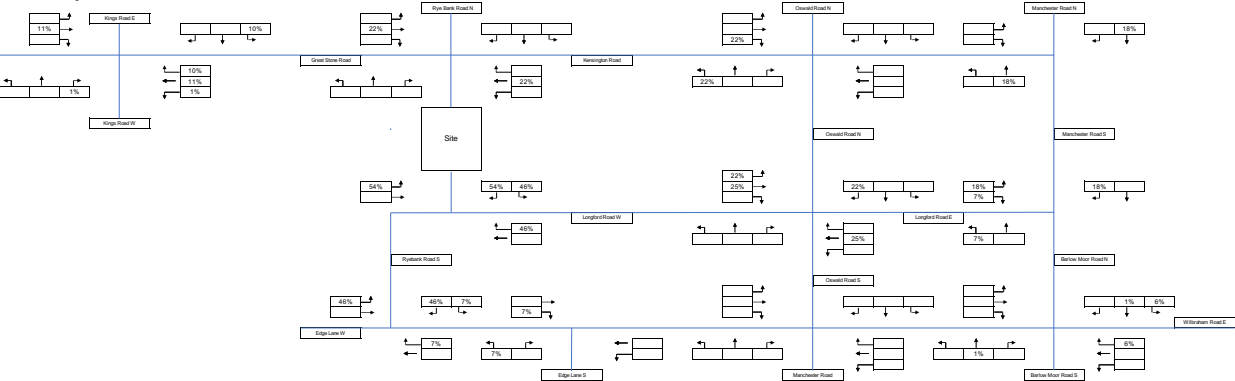
Ryebank Chorlton
2029 Base Traffic Flows: PM Peak Hour (in pcu)



Ryebank Chorlton

South Access Distribution: AM Peak Hour

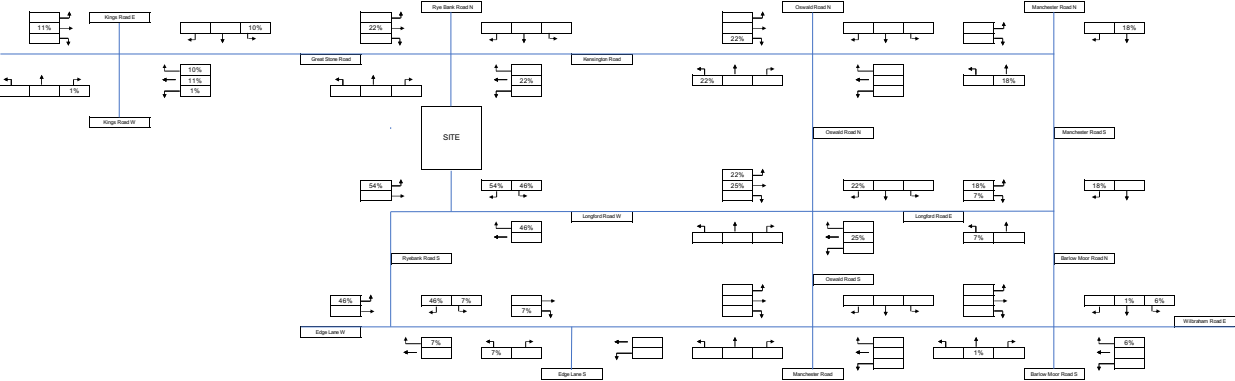
Census Origin - Destination Data (Origin: Manchester 029 / Destination: All North West)
Distribution method agreed with MCC, TMBC & TGM Nov 23



Ryebank Chorlton

South Access Distribution: PM School Peak Hour

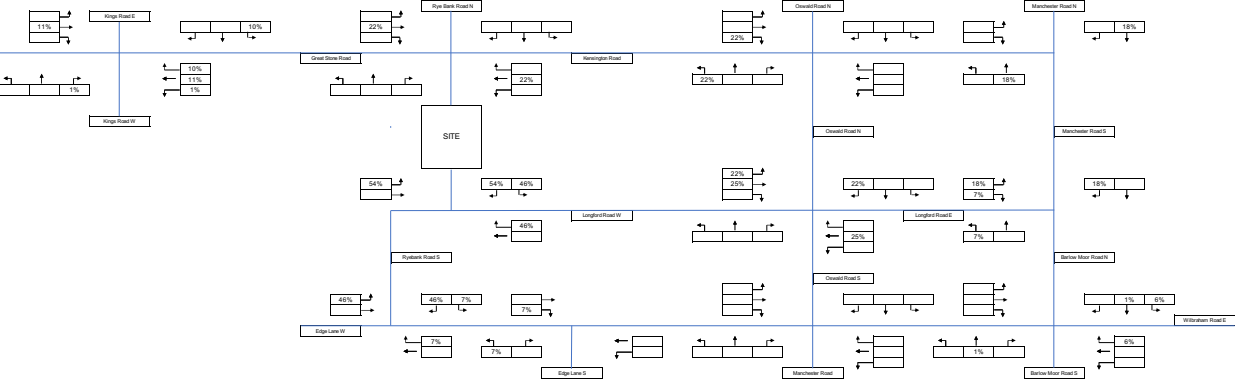
Census Origin - Destination Data (Origin: Manchester 029 / Destination: All North West)
Distribution method agreed with MCC, TMBC & TGM Nov 23



Ryebank Chorlton

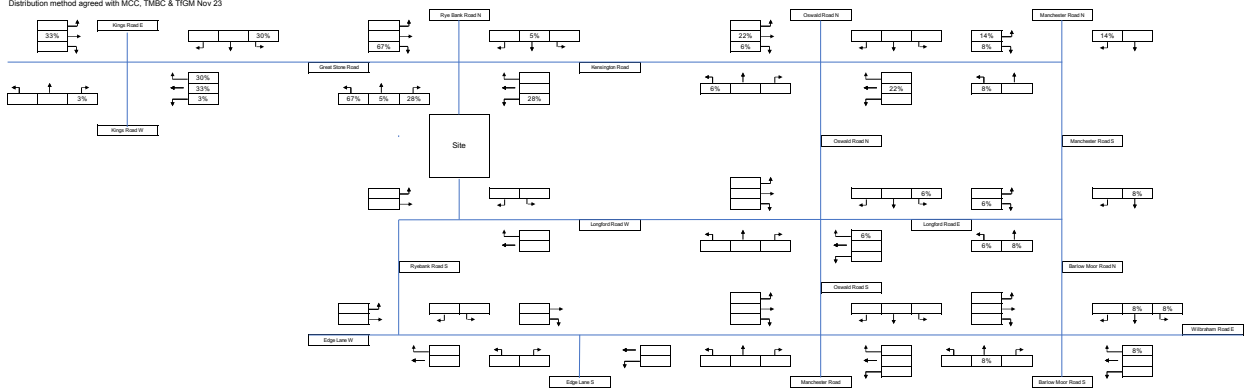
South Access Distribution: PM Peak Hour

Census Origin - Destination Data (Origin: Manchester 029 / Destination: All North West)
Distribution method agreed with MCC, TMBC & TGM Nov 23



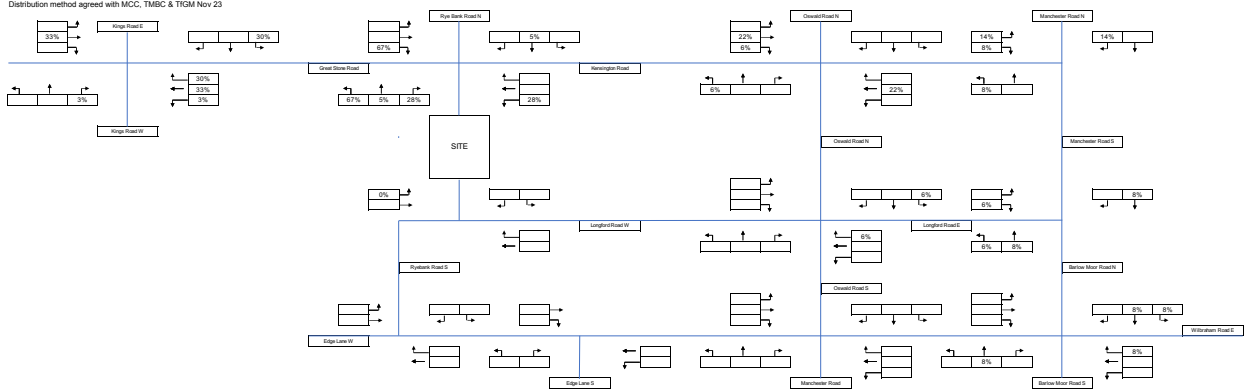
North Access Distribution: AM Peak Hour

Census Origin - Destination Data (Origin: Manchester 029 / Destination: All North West)
Distribution method agreed with MCC, TMBC & TfGM Nov 23



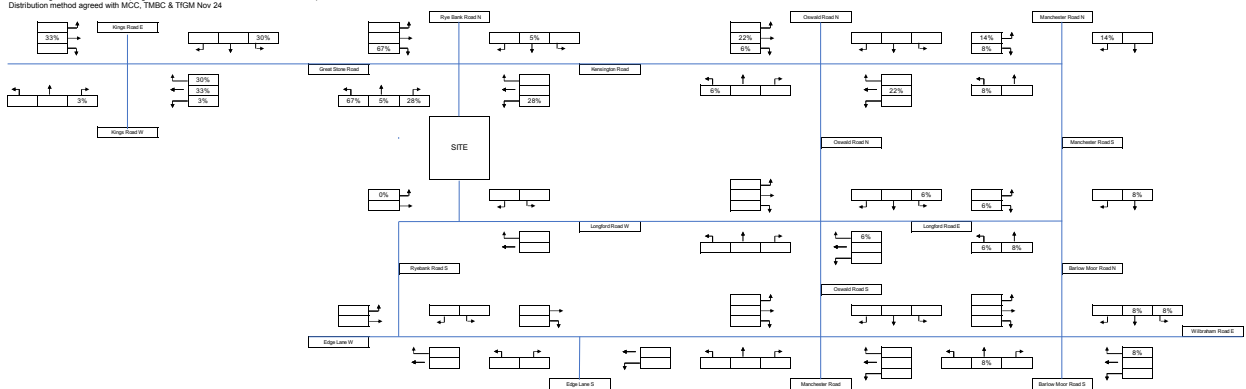
North Access Distribution: PM School Peak Hour

Census Origin - Destination Data (Origin: Manchester 029 / Destination: All North West)
Distribution method agreed with MCC, TMBC & TfGM Nov 23



North Access Distribution: PM Peak Hour

Census Origin - Destination Data (Origin: Manchester 029 / Destination: All North West)
Distribution method agreed with MCC, TMBC & TfGM Nov 24



Ryebank Chorlton - Mode Share Analysis
Agreed with MCC, TMBC & TfGM Nov 23

Mode Share

Dwelling Type	TRICS Mode Share				Census Mode Share
	AM Peak	PM School Peak	PM Peak	Daily	
Houses	47.17%	44.43%	57.60%	54.72%	52.18%
Apartments	38.85%	41.33%	41.42%	44.04%	52.18%
Age Friendly	57.96%	58.82%	58.63%	55.59%	52.18%
Supported Living for Autistic Adults	57.96%	58.82%	58.63%	55.59%	52.18%

Trip Generation - Market Houses North

10 Houses

	Person Trip Rates (per dwelling)			Person Trips			Vehicle Trip Rates			Vehicle Trips			Vehicle Trips - Adjusted for Census Mode Share		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.227	0.939	1.166	2	9	12	0.139	0.411	0.550	1	4	5	1	5	6
PM School Peak Hour	0.685	0.366	1.051	7	4	11	0.276	0.191	0.467	3	2	5	4	2	5
PM Peak Hour	0.612	0.303	0.915	6	3	9	0.359	0.168	0.527	4	2	5	4	2	5

Trip Generation - Market Houses South

42 Houses

	Person Trip Rates (per dwelling)			Person Trips			Vehicle Trip Rates			Vehicle Trips			Vehicle Trips - Adjusted for Census Mode Share		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.227	0.939	1.166	10	39	49	0.139	0.411	0.55	6	17	23	5	21	26
PM School Peak Hour	0.685	0.366	1.051	29	15	44	0.276	0.191	0.467	12	8	20	15	8	23
PM Peak Hour	0.612	0.303	0.915	26	13	38	0.359	0.168	0.527	15	7	22	15	7	22

Trip Generation - Supported Living Apartments

8 Flats

	Person Trip Rates			Person Trips			Vehicle Trip Rates			Vehicle Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.119	0.107	0.226	1	1	2	0.074	0.057	0.131	1	0	1	1	0	1
PM School Peak Hour	0.180	0.160	0.340	1	1	3	0.102	0.098	0.2	1	1	2	1	1	2
PM Peak Hour	0.143	0.164	0.307	1	1	2	0.09	0.09	0.18	1	1	1	1	1	1

Trip Generation - Co-Housing Apartments

12 Flats

	Person Trip Rates			Person Trips			Vehicle Trip Rates			Vehicle Trips			Vehicle Trips - Adjusted for Census Mode Share		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.087	0.541	0.628	1	6	8	0.051	0.193	0.244	1	2	3	1	3	4
PM School Peak Hour	0.262	0.13	0.392	3	2	5	0.108	0.054	0.162	1	1	2	2	1	2
PM Peak Hour	0.393	0.172	0.565	5	2	7	0.154	0.08	0.234	2	1	3	2	1	4

Trip Generation - Hybrid Houses

6 Houses

	Person Trip Rates			Person Trips			Vehicle Trip Rates			Vehicle Trips			Vehicle Trips - Adjusted for Census Mode Share		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.227	0.939	1.166	1	6	7	0.139	0.411	0.550	1	2	3	1	3	4
PM School Peak Hour	0.685	0.366	1.051	4	2	6	0.276	0.191	0.467	2	1	3	2	1	3
PM Peak Hour	0.612	0.303	0.915	4	2	5	0.359	0.168	0.527	2	1	3	2	1	3

Trip Generation - Age Friendly Apartments North

22 Flats

	Person Trip Rates			Person Trips			Vehicle Trip Rates			Vehicle Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.119	0.107	0.226	3	2	5	0.074	0.057	0.131	2	1	3	2	1	3
PM School Peak Hour	0.180	0.160	0.340	4	4	7	0.102	0.098	0.200	2	2	4	2	2	4
PM Peak Hour	0.143	0.164	0.307	3	4	7	0.09	0.09	0.180	2	2	4	2	2	4

Trip Generation - Age Friendly Apartments South

20 Flats

	Person Trip Rates			Person Trips			Vehicle Trip Rates			Vehicle Trips			Vehicle Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.119	0.107	0.226	2	2	5	0.074	0.057	0.131	1	1	3	1	1	3
PM School Peak Hour	0.180	0.160	0.340	4	3	7	0.102	0.098	0.200	2	2	4	2	2	4
PM Peak Hour	0.143	0.164	0.307	3	3	6	0.090	0.090	0.180	2	2	4	2	2	4

Total Development

120 Dwellings

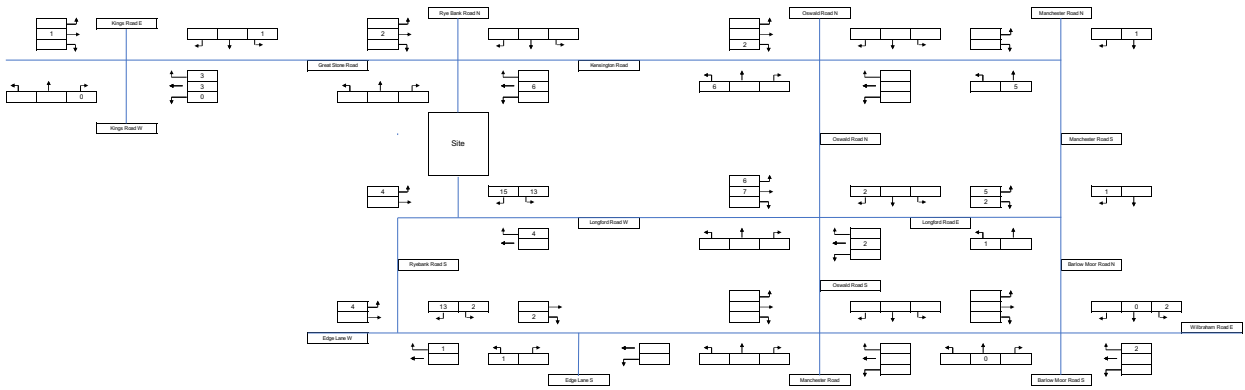
	South Access Vehicle Trips			North Access Vehicle Trips			Total Vehicle Trips			Check		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	8	29	37	3	6	9	11	35	46	11	35	46
PM School Peak Hour	22	13	34	6	4	10	27	17	44	27	17	44
PM Peak Hour	22	12	34	6	4	9	28	15	43	28	15	43

120 Dwellings Assessment

Ryebank Chorlton

South Access Development Vehicle Trips: AM Peak Hour
[Census Mode Share / TRICS]

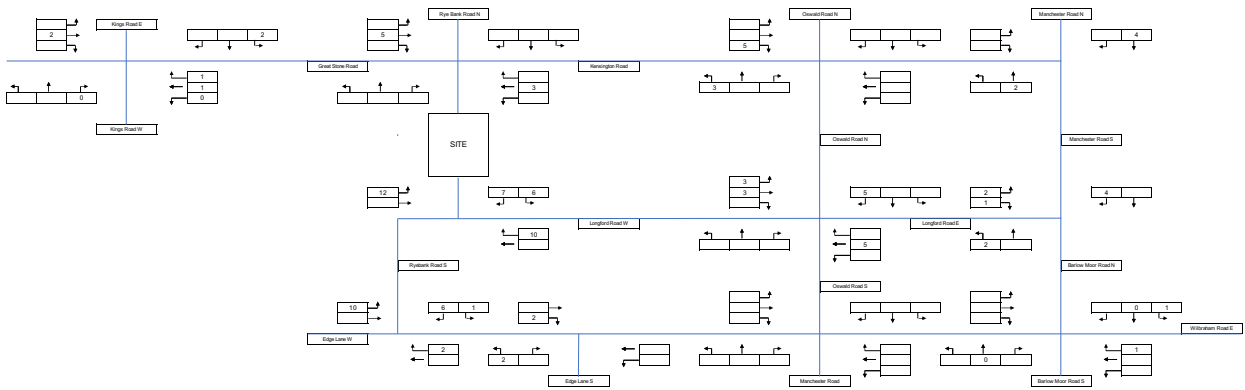
In	Out	Total
8	26	34



Ryebank Chorlton

South Access Development Vehicle Trips: PM School Peak Hour
[Census Mode Share / TRICS]

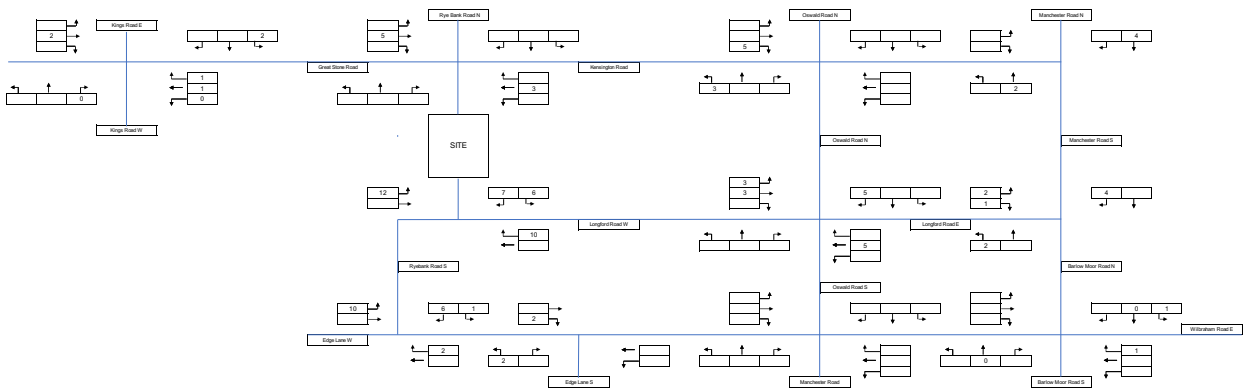
In	Out	Total
22	13	35



Ryebank Chorlton

South Access Development Vehicle Trips: PM Peak Hour
[Census Mode Share / TRICS]

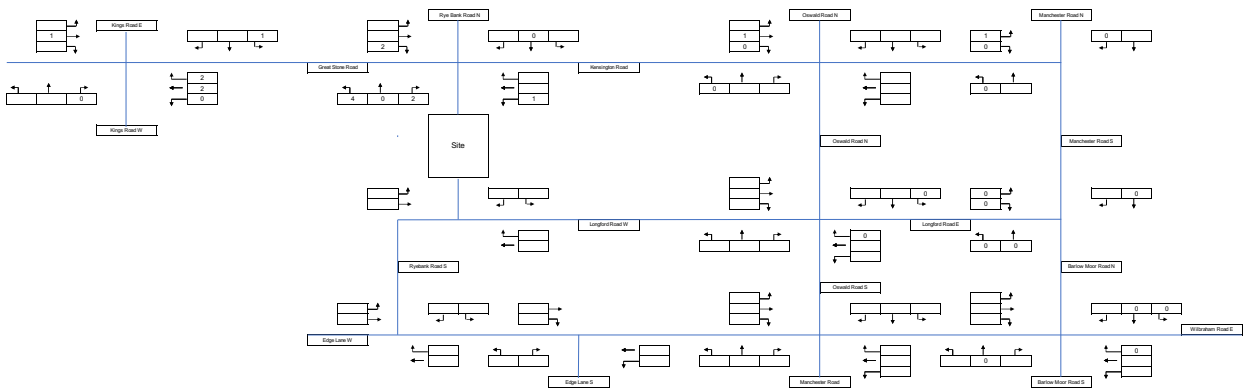
In	Out	Total
22	12	34



Ryebank Choriton

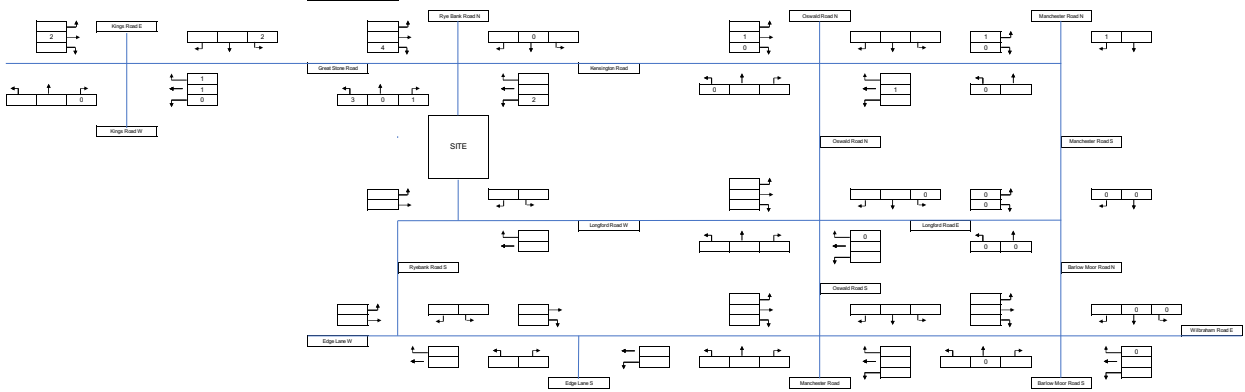
[Census Mode Share / TRICS]

In	Out	Total
3	6	9



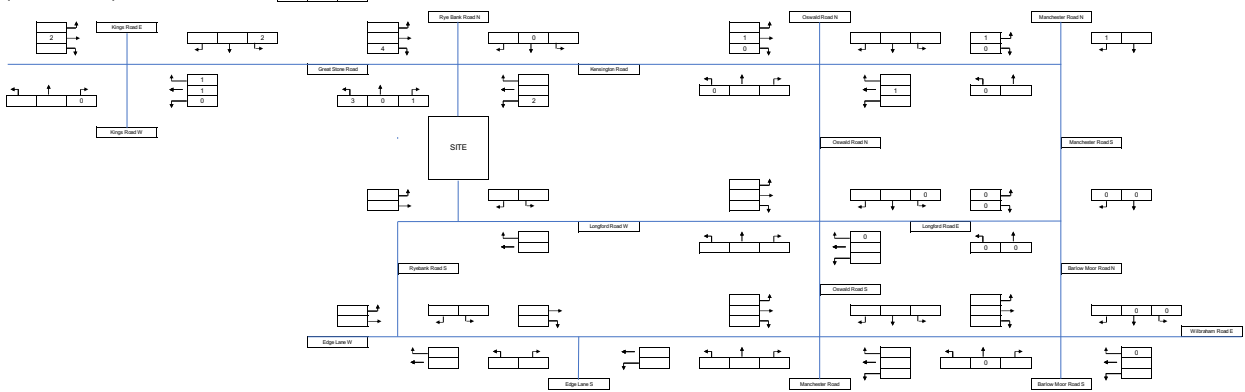
Ryebank Choriton
North Access Day

In	Out	Total
6	4	10

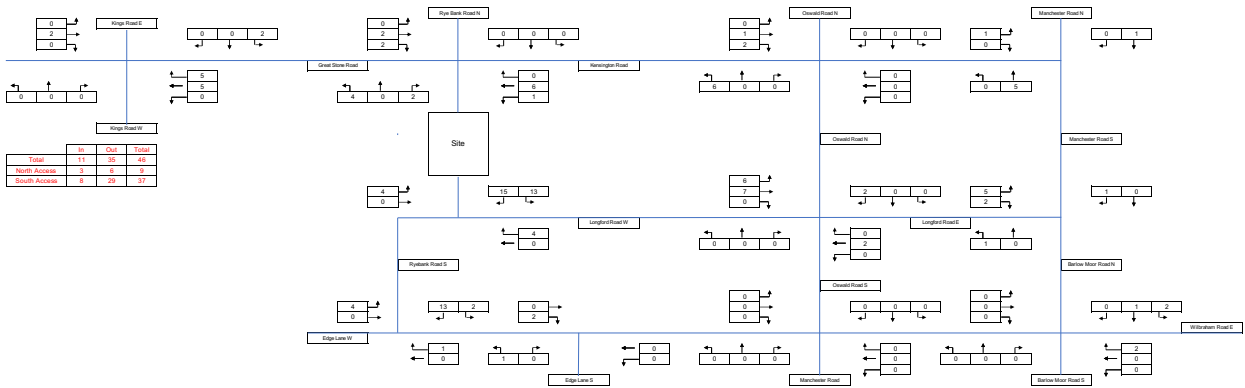


**Ryebank Chorlton
North Access Dev**

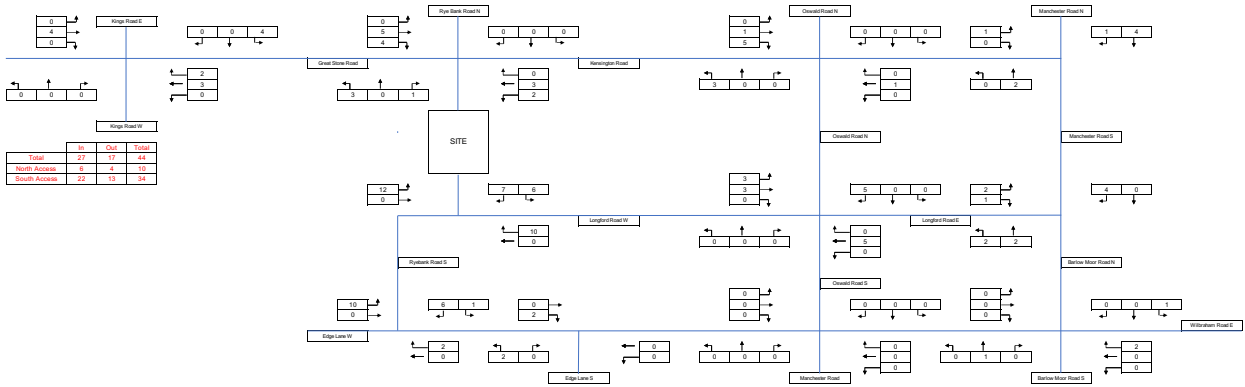
In	Out	Total
6	4	9



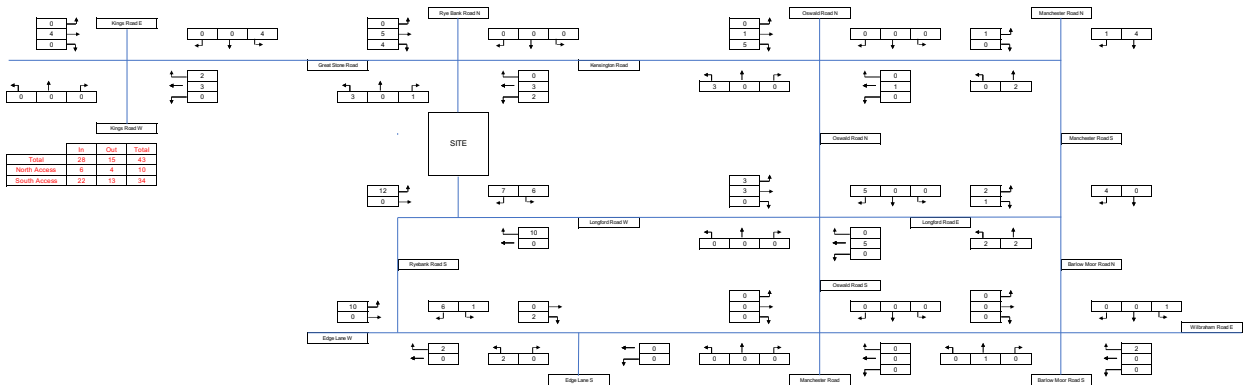
120 Dwellings Assessment
Ryebank Chorlton
Development Vehicle Trips: AM Peak Hour
 [Census Mode Share / TRICS]



Ryebank Chorlton
Development Vehicle Trips: PM School Peak Hour
 [Census Mode Share / TRICS]



Ryebank Chorlton
Development Vehicle Trips: PM Peak Hour
 [Census Mode Share / TRICS]



The diagram illustrates the study area layout, showing the Site, surrounding roads, and the flow of vehicles. The legend indicates that red numbers represent the Study Area Jan. 2020 Base + Dev Flows, and green numbers represent the Net Study Area Jan. Dev Flows Only.

Legend:

- Study Area Jan. 2020 Base + Dev Flows (Red)
- Net Study Area Jan. Dev Flows Only (Green)

Roads and Traffic Flow:

- Single Road N:** 0, 2, 0 (Base + Dev); 0, 0, 2 (Net Dev)
- Edge Road N:** 65, 246, 2 (Base + Dev); 65, 1, 246 (Net Dev)
- Great Stone Road:** 5, 5, 0 (Base + Dev); 7, 1, 6 (Net Dev)
- Ryer Rock Road N:** 40, 247, 2 (Base + Dev); 40, 1, 247 (Net Dev)
- Noringham Road:** 0, 1, 0 (Base + Dev); 0, 0, 0 (Net Dev)
- Owlcut Road N:** 0, 0, 0 (Base + Dev); 0, 0, 0 (Net Dev)
- Westchester Road N:** 1, 0 (Base + Dev); 0, 1 (Net Dev)
- Single Road S:** 5, 5, 0 (Base + Dev); 0, 0, 0 (Net Dev)
- Edge Road S:** 4, 33 (Base + Dev); 4, 33 (Net Dev)
- Longhorn Road W:** 4, 26 (Base + Dev); 4, 26 (Net Dev)
- Longhorn Road:** 11, 79, 12 (Base + Dev); 11, 1, 12 (Net Dev)
- Ryer Rock Road S:** 54, 172 (Base + Dev); 54, 1, 172 (Net Dev)
- Edge Lane W:** 14, 142 (Base + Dev); 14, 1, 142 (Net Dev)
- Edge Lane S:** 1, 0 (Base + Dev); 1, 0 (Net Dev)
- Edge Lane E:** 2, 0, 0 (Base + Dev); 2, 0, 0 (Net Dev)
- Westchester Road S:** 112, 109 (Base + Dev); 112, 1, 109 (Net Dev)
- Westchester Road E:** 0, 1, 2 (Base + Dev); 0, 1, 2 (Net Dev)

[illegible]

Appendix L

LOCATION: RYEBANK ROAD / A5145 EDGE LANE

ARNE RYEBANK ROAD

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[illegible]

survey and presentation by **trafficsense** Ltd.

LOCATION: RYEBANK ROAD / A5145 EDGE LANE

ARM: AS 145 EDGE LANE (EAST)

	S
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INBOUND (40-45-50-55-60-65-70-75-80-85-90-95-100-105-110-115-120-125-130-135-140-145-150-155-160-165-170-175-180-185-190-195-200-205-210-215-220-225-230-235-240-245-250-255-260-265-270-275-280-285-290-295-300-305-310-315-320-325-330-335-340-345-350-355-360-365-370-375-380-385-390-395-400-405-410-415-420-425-430-435-440-445-450-455-460-465-470-475-480-485-490-495-500-505-510-515-520-525-530-535-540-545-550-555-560-565-570-575-580-585-590-595-600-605-610-615-620-625-630-635-640-645-650-655-660-665-670-675-680-685-690-695-700-705-710-715-720-725-730-735-740-745-750-755-760-765-770-775-780-785-790-795-800-805-810-815-820-825-830-835-840-845-850-855-860-865-870-875-880-885-890-895-900-905-910-915-920-925-930-935-940-945-950-955-960-965-970-975-980-985-990-995-1000-1005-1010-1015-1020-1025-1030-1035-1040-1045-1050-1055-1060-1065-1070-1075-1080-1085-1090-1095-1100-1105-1110-1115-1120-1125-1130-1135-1140-1145-1150-1155-1160-1165-1170-1175-1180-1185-1190-1195-1200-1205-1210-1215-1220-1225-1230-1235-1240-1245-1250-1255-1260-1265-1270-1275-1280-1285-1290-1295-1300-1305-1310-1315-1320-1325-1330-1335-1340-1345-1350-1355-1360-1365-1370-1375-1380-1385-1390-1395-1400-1405-1410-1415-1420-1425-1430-1435-1440-1445-1450-1455-1460-1465-1470-1475-1480-1485-1490-1495-1500-1505-1510-1515-1520-1525-1530-1535-1540-1545-1550-1555-1560-1565-1570-1575-1580-1585-1590-1595-1600-1605-1610-1615-1620-1625-1630-1635-1640-1645-1650-1655-1660-1665-1670-1675-1680-1685-1690-1695-1700-1705-1710-1715-1720-1725-1730-1735-1740-1745-1750-1755-1760-1765-1770-1775-1780-1785-1790-1795-1800-1805-1810-1815-1820-1825-1830-1835-1840-1845-1850-1855-1860-1865-1870-1875-1880-1885-1890-1895-1900-1905-1910-1915-1920-1925-1930-1935-1940-1945-1950-1955-1960-1965-1970-1975-1980-1985-1990-1995-2000-2005-2010-2015-2020-2025-2030-2035-2040-2045-2050-2055-2060-2065-2070-2075-2080-2085-2090-2095-2100-2105-2110-2115-2120-2125-2130-2135-2140-2145-2150-2155-2160-2165-2170-2175-2180-2185-2190-2195-2200-2205-2210-2215-2220-2225-2230-2235-2240-2245-2250-2255-2260-2265-2270-2275-2280-2285-2290-2295-2300-2305-2310-2315-2320-2325-2330-2335-2340-2345-2350-2355-2360-2365-2370-2375-2380-2385-2390-2395-2400-2405-2410-2415-2420-2425-2430-2435-2440-2445-2450-2455-2460-2465-2470-2475-2480-2485-2490-2495-2500-2505-2510-2515-2520-2525-2530-2535-2540-2545-2550-2555-2560-2565-2570-2575-2580-2585-2590-2595-2600-2605-2610-2615-2620-2625-2630-2635-2640-2645-2650-2655-2660-2665-2670-2675-2680-2685-2690-2695-2700-2705-2710-2715-2720-2725-2730-2735-2740-2745-2750-2755-2760-2765-2770-2775-2780-2785-2790-2795-2800-2805-2810-2815-2820-2825-2830-2835-2840-2845-2850-2855-2860-2865-2870-2875-2880-2885-2890-2895-2900-2905-2910-2915-2920-2925-2930-2935-2940-2945-2950-2955-2960-2965-2970-2975-2980-2985-2990-2995-3000-3005-3010-3015-3020-3025-3030-3035-3040-3045-3050-3055-3060-3065-3070-3075-3080-3085-3090-3095-3100-3105-3110-3115-3120-3125-3130-3135-3140-3145-3150-3155-3160-3165-3170-3175-3180-3185-3190-3195-3200-3205-3210-3215-3220-3225-3230-3235-3240-3245-3250-3255-3260-3265-3270-3275-3280-3285-3290-3295-3300-3305-3310-3315-3320-3325-3330-3335-3340-3345-3350-3355-3360-3365-3370-3375-3380-3385-3390-3395-3400-3405-3410-3415-3420-3425-3430-3435-3440-3445-3450-3455-3460-3465-3470-3475-3480-3485-3490-3495-3500-3505-3510-3515-3520-3525-3530-3535-3540-3545-3550-3555-3560-3565-3570-3575-3580-3585-3590-3595-3600-3605-3610-3615-3620-3625-3630-3635-3640-3645-3650-3655-3660-3665-3670-3675-3680-3685-3690-3695-3700-3705-3710-3715-3720-3725-3730-3735-3740-3745-3750-3755-3760-3765-3770-3775-3780-3785-3790-3795-3800-3805-3810-3815-3820-3825-3830-3835-3840-3845-3850-3855-3860-3865-3870-3875-3880-3885-3890-3895-3900-3905-3910-3915-3920-3925-3930-3935-3940-3945-3950-3955-3960-3965-3970-3975-3980-3985-3990-3995-4000-4005-4010-4015-4020-4025-4030-4035-4040-4045-4050-4055-4060-4065-4070-4075-4080-4085-4090-4095-4100-4105-4110-4115-4120-4125-4130-4135-4140-4145-4150-4155-4160-4165-4170-4175-4180-4185-4190-4195-4200-4205-4210-4215-4220-4225-4230-4235-4240-4245-4250-4255-4260-4265-4270-4275-4280-4285-4290-4295-4300-4305-4310-4315									
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survey and presentation by **trafficsense** Ltd

LOCATION: RYEBANK ROAD / A5145 EDGE LANE

ARM: AS145 EDGE LANE (WEST)

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LEFT TO RYSDOWN ROAD										STRAIGHT TO AS-145 ONE (LANE EAST)										TOTAL VOLUMES FROM ALL
TIME / CLASS	PKL	CLASS	PKL	CLASS	PKL	CLASS	PKL	CLASS	PKL	CLASS	PKL	CLASS	PKL	CLASS	PKL	CLASS	PKL	CLASS		
1:30 - 1:45	1	0	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	105	
1:45 - 1:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
1:55 - 2:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:05 - 2:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:15 - 2:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:25 - 2:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:35 - 2:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:45 - 2:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:55 - 3:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:05 - 3:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:15 - 3:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:25 - 3:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:35 - 3:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:45 - 3:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:55 - 4:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:05 - 4:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:15 - 4:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:25 - 4:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:35 - 4:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:45 - 4:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:55 - 5:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
5:05 - 5:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
5:15 - 5:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
5:25 - 5:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
5:35 - 5:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
5:45 - 5:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
5:55 - 6:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
6:05 - 6:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
6:15 - 6:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
6:25 - 6:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
6:35 - 6:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
6:45 - 6:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
6:55 - 7:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
7:05 - 7:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
7:15 - 7:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
7:25 - 7:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
7:35 - 7:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
7:45 - 7:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
7:55 - 8:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
8:05 - 8:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
8:15 - 8:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
8:25 - 8:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
8:35 - 8:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
8:45 - 8:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
8:55 - 9:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
9:05 - 9:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
9:15 - 9:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
9:25 - 9:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
9:35 - 9:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
9:45 - 9:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
9:55 - 10:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
10:05 - 10:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
10:15 - 10:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
10:25 - 10:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
10:35 - 10:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
10:45 - 10:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
10:55 - 11:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
11:05 - 11:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
11:15 - 11:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
11:25 - 11:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
11:35 - 11:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
11:45 - 11:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
11:55 - 12:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
12:05 - 12:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
12:15 - 12:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
12:25 - 12:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
12:35 - 12:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
12:45 - 12:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
12:55 - 1:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
1:05 - 1:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
1:15 - 1:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
1:25 - 1:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
1:35 - 1:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
1:45 - 1:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
1:55 - 2:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:05 - 2:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:15 - 2:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:25 - 2:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:35 - 2:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:45 - 2:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
2:55 - 3:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:05 - 3:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:15 - 3:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:25 - 3:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:35 - 3:45	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:45 - 3:55	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
3:55 - 4:05	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:05 - 4:15	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:15 - 4:25	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:25 - 4:35	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	135	
4:35 -																				

survey and presentation by **trafficsense** Ltd.

Manual Classified Turning Counts, Charton

Date		Time		Direction		Count		Total		Notes	
Day	Month	Hour	Minute	From	To	Left	Right	Left	Right		
1	1	1	1	1	1	1	1	1	1		
2	1	1	1	1	1	1	1	1	1		
3	1	1	1	1	1	1	1	1	1		
4	1	1	1	1	1	1	1	1	1		
5	1	1	1	1	1	1	1	1	1		
6	1	1	1	1	1	1	1	1	1		
7	1	1	1	1	1	1	1	1	1		
8	1	1	1	1	1	1	1	1	1		
9	1	1	1	1	1	1	1	1	1		
10	1	1	1	1	1	1	1	1	1		
11	1	1	1	1	1	1	1	1	1		
12	1	1	1	1	1	1	1	1	1		
13	1	1	1	1	1	1	1	1	1		
14	1	1	1	1	1	1	1	1	1		
15	1	1	1	1	1	1	1	1	1		
16	1	1	1	1	1	1	1	1	1		
17	1	1	1	1	1	1	1	1	1		
18	1	1	1	1	1	1	1	1	1		
19	1	1	1	1	1	1	1	1	1		
20	1	1	1	1	1	1	1	1	1		
21	1	1	1	1	1	1	1	1	1		
22	1	1	1	1	1	1	1	1	1		
23	1	1	1	1	1	1	1	1	1		
24	1	1	1	1	1	1	1	1	1		
25	1	1	1	1	1	1	1	1	1		
26	1	1	1	1	1	1	1	1	1		
27	1	1	1	1	1	1	1	1	1		
28	1	1	1	1	1	1	1	1	1		
29	1	1	1	1	1	1	1	1	1		
30	1	1	1	1	1	1	1	1	1		
31	1	1	1	1	1	1	1	1	1		
32	1	1	1	1	1	1	1	1	1		
33	1	1	1	1	1	1	1	1	1		
34	1	1	1	1	1	1	1	1	1		
35	1	1	1	1	1	1	1	1	1		
36	1	1	1	1	1	1	1	1	1		
37	1	1	1	1	1	1	1	1	1		
38	1	1	1	1	1	1	1	1	1		
39	1	1	1	1	1	1	1	1	1		
40	1	1	1	1	1	1	1	1	1		
41	1	1	1	1	1	1	1	1	1		
42	1	1	1	1	1	1	1	1	1		
43	1	1	1	1	1	1	1	1	1		
44	1	1	1	1	1	1	1	1	1		
45	1	1	1	1	1	1	1	1	1		
46	1	1	1	1	1	1	1	1	1		
47	1	1	1	1	1	1	1	1	1		
48	1	1	1	1	1	1	1	1	1		
49	1	1	1	1	1	1	1	1	1		
50	1	1	1	1	1	1	1	1	1		
51	1	1	1	1	1	1	1	1	1		
52	1	1	1	1	1	1	1	1	1		
53	1	1	1	1	1	1	1	1	1		
54	1	1	1	1	1	1	1	1	1		
55	1	1	1	1	1	1	1	1	1		
56	1	1	1	1	1	1	1	1	1		
57	1	1	1	1	1	1	1	1	1		
58	1	1	1	1	1	1	1	1	1		
59	1	1	1	1	1	1	1	1	1		
60	1	1	1	1	1	1	1	1	1		
61	1	1	1	1	1	1	1	1	1		
62	1	1	1	1	1	1	1	1	1		
63	1	1	1	1	1	1	1	1	1		
64	1	1	1	1	1	1	1	1	1		
65	1	1	1	1	1	1	1	1	1		
66	1	1	1	1	1	1	1	1	1		
67	1	1	1	1	1	1	1	1	1		
68	1	1	1	1	1	1	1	1	1		
69	1	1	1	1	1	1	1	1	1		
70	1	1	1	1	1	1	1	1	1		
71	1	1	1	1	1	1	1	1	1		
72	1	1	1	1	1	1	1	1	1		
73	1	1	1	1	1	1	1	1	1		
74	1	1	1	1	1	1	1	1	1		
75	1	1	1	1	1	1	1	1	1		
76	1	1	1	1	1	1	1	1	1		
77	1	1	1	1	1	1	1	1	1		
78	1	1	1	1	1	1	1	1	1		
79	1	1	1	1	1	1	1	1	1		
80	1	1	1	1	1	1	1	1	1		
81	1	1	1	1	1	1	1	1	1		
82	1	1	1	1	1	1	1	1	1		
83	1	1	1	1	1	1	1	1	1		
84	1	1	1	1	1	1	1	1	1		
85	1	1	1	1	1	1	1	1	1		
86	1	1	1	1	1	1	1	1	1		
87	1	1	1	1	1	1	1	1	1		
88	1	1	1	1	1	1	1	1	1		
89	1	1	1	1	1	1	1	1	1		
90	1	1	1	1	1	1	1	1	1		
91	1	1	1	1	1	1	1	1	1		
92	1	1	1	1	1	1	1	1	1		
93	1	1	1	1	1	1	1	1	1		
94	1	1	1	1	1	1	1	1	1		
95	1	1	1	1	1	1	1	1	1		
96	1	1	1	1	1	1	1	1	1		
97	1	1	1	1	1	1	1	1	1		
98	1	1	1	1	1	1	1	1	1		
99	1	1	1	1	1	1	1	1	1		
100	1	1	1	1	1	1	1	1	1		

Manual Classified Turning Counts, Charton

Date: 01/01/2025 Time: 12:00:00											
Location: 1234567890123456											

Manual Classified Turning Counts, Chorlton

DATE: Wednesday 17th April 2024

LOCATION: B5217 MANCHESTER ROAD / LONGFORD ROAD

JMK: B5217 MANCHESTER ROAD (NORTH)

TIME / CLASS	STRAIGHT TO B5217 MANCHESTER ROAD (SOUTH)										RIGHT TO LONGFORD ROAD										TOTAL MOVEMENT FROM JMK
	FROM JMK	FROM JMK	DN	TH	LN	RD L	RD R	RD L	RD R	TOTAL	FROM JMK	FROM JMK	DN	TH	LN	RD L	RD R	RD L	RD R	TOTAL	
7.30 - 7.45	0	0	43	10	4	0	1	0	0	58	0	0	10	1	0	0	0	0	0	11	70
7.45 - 8.00	0	0	2	1	41	3	11	0	0	57	0	0	22	1	3	1	0	0	0	27	100
8.00 - 8.15	0	0	48	6	3	0	0	0	0	57	0	0	0	0	0	0	0	0	0	0	57
8.15 - 8.30	0	0	56	4	0	56	7	0	0	119	0	0	20	2	0	2	0	0	0	24	143
8.30 - 8.45	0	0	25	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	25
8.45 - 9.00	0	0	50	6	0	9	1	0	0	66	0	0	35	1	0	0	0	0	0	36	102
9.00 - 9.15	0	0	50	1	10	1	1	0	0	62	0	0	15	0	1	0	0	0	0	16	78
9.15 - 9.30	0	0	47	2	13	1	1	0	0	64	0	0	30	0	0	0	0	1	0	31	95
9.30 - 9.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
9.45 - 10.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
10.00 - 10.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
10.15 - 10.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
10.30 - 10.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
10.45 - 11.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
11.00 - 11.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
11.15 - 11.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
11.30 - 11.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
11.45 - 12.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
12.00 - 12.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
12.15 - 12.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
12.30 - 12.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
12.45 - 13.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
13.00 - 13.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
13.15 - 13.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
13.30 - 13.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
13.45 - 14.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
14.00 - 14.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
14.15 - 14.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
14.30 - 14.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
14.45 - 15.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
15.00 - 15.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
15.15 - 15.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
15.30 - 15.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
15.45 - 16.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
16.00 - 16.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
16.15 - 16.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
16.30 - 16.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
16.45 - 17.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
17.00 - 17.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
17.15 - 17.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
17.30 - 17.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
17.45 - 18.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
18.00 - 18.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
18.15 - 18.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
18.30 - 18.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
18.45 - 19.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
19.00 - 19.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
19.15 - 19.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
19.30 - 19.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
19.45 - 20.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
20.00 - 20.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
20.15 - 20.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
20.30 - 20.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
20.45 - 21.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
21.00 - 21.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
21.15 - 21.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
21.30 - 21.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
21.45 - 22.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
22.00 - 22.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
22.15 - 22.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
22.30 - 22.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
22.45 - 23.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
23.00 - 23.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
23.15 - 23.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
23.30 - 23.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
23.45 - 24.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
24.00 - 24.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
24.15 - 24.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
24.30 - 24.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
24.45 - 25.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
25.00 - 25.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
25.15 - 25.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
25.30 - 25.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
25.45 - 26.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
26.00 - 26.15	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
26.15 - 26.30	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
26.30 - 26.45	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37
26.45 - 27.00	0	0	27	0	0	0	0	0	0	27	0	0	10	0	0	0	0	0	0	10	37

Manual Classified Turning Counts, Chorlton

DATE: WEDNESDAY 17th APRIL 2024

[illegible]

survey and presentation by trafficSense Ltd.

Manual Classified Turning Counts, Chorlton

DATE: WEDNESDAY 4TH APRIL 2024

[illegible]

systems and communities by trifford@uconn.edu

Manual Classified Turning Counts, Chorton

DATE: WEDNESDAY 17th APRIL 2002

THE UNITED STATES OF AMERICA		UNITED STATES OF AMERICA		UNITED STATES OF AMERICA	
STATE	YEAR	STATE	YEAR	STATE	YEAR
AL	2010	AK	2010	AR	2010
AL	2011	AK	2011	AR	2011
AL	2012	AK	2012	AR	2012
AL	2013	AK	2013	AR	2013
AL	2014	AK	2014	AR	2014
AL	2015	AK	2015	AR	2015
AL	2016	AK	2016	AR	2016
AL	2017	AK	2017	AR	2017
AL	2018	AK	2018	AR	2018
AL	2019	AK	2019	AR	2019
AL	2020	AK	2020	AR	2020
AL	2021	AK	2021	AR	2021
AL	2022	AK	2022	AR	2022
AL	2023	AK	2023	AR	2023
AL	2024	AK	2024	AR	2024
AL	2025	AK	2025	AR	2025
AL	2026	AK	2026	AR	2026
AL	2027	AK	2027	AR	2027
AL	2028	AK	2028	AR	2028
AL	2029	AK	2029	AR	2029
AL	2030	AK	2030	AR	2030
AL	2031	AK	2031	AR	2031
AL	2032	AK	2032	AR	2032
AL	2033	AK	2033	AR	2033
AL	2034	AK	2034	AR	2034
AL	2035	AK	2035	AR	2035
AL	2036	AK	2036	AR	2036
AL	2037	AK	2037	AR	2037
AL	2038	AK	2038	AR	2038
AL	2039	AK	2039	AR	2039
AL	2040	AK	2040	AR	2040
AL	2041	AK	2041	AR	2041
AL	2042	AK	2042	AR	2042
AL	2043	AK	2043	AR	2043
AL	2044	AK	2044	AR	2044
AL	2045	AK	2045	AR	2045
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AL	2047	AK	2047	AR	2047
AL	2048	AK	2048	AR	2048
AL	2049	AK	2049	AR	2049
AL	2050	AK	2050	AR	2050
AL	2051	AK	2051	AR	2051
AL	2052	AK	2052	AR	2052
AL	2053	AK	2053	AR	2053
AL	2054	AK	2054	AR	2054
AL	2055	AK	2055	AR	2055
AL	2056	AK	2056	AR	2056
AL	2057	AK	2057	AR	2057
AL	2058	AK	2058	AR	2058
AL	2059	AK	2059	AR	2059
AL	2060	AK	2060	AR	2060
AL	2061	AK	2061	AR	2061
AL	2062	AK	2062	AR	2062
AL	2063	AK	2063	AR	2063
AL	2064	AK	2064	AR	2064
AL	2065	AK	2065	AR	2065
AL	2066	AK	2066	AR	2066
AL	2067	AK	2067	AR	2067
AL	2068	AK	2068	AR	2068
AL	2069	AK	2069	AR	2069
AL	2070	AK	2070	AR	2070
AL	2071	AK	2071	AR	2071
AL	2072	AK	2072	AR	2072
AL	2073	AK	2073	AR	2073
AL	2074	AK	2074	AR	2074
AL	2075	AK	2075	AR	2075
AL	2076	AK	2076	AR	2076
AL	2077	AK	2077	AR	2077
AL	2078	AK	2078	AR	2078
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AL	2083	AK	2083	AR	2083
AL	2084	AK	2084	AR	2084
AL	2085	AK	2085	AR	2085
AL	2086	AK	2086	AR	2086
AL	2087	AK	2087	AR	2087
AL	2088	AK	2088	AR	2088
AL	2089	AK	2089	AR	2089

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Manual Classified Turning Counts, Chorton

DATE: WEDNESDAY 4TH APRIL 2024

2016 - 2017 - 2018 - 2019 - 2020 - 2021 - 2022 - 2023 - 2024 - 2025 - 2026 - 2027 - 2028 - 2029 - 2030 - 2031 - 2032 - 2033 - 2034 - 2035 - 2036 - 2037 - 2038 - 2039 - 2040 - 2041 - 2042 - 2043 - 2044 - 2045 - 2046 - 2047 - 2048 - 2049 - 2050 - 2051 - 2052 - 2053 - 2054 - 2055 - 2056 - 2057 - 2058 - 2059 - 2060 - 2061 - 2062 - 2063 - 2064 - 2065 - 2066 - 2067 - 2068 - 2069 - 2070 - 2071 - 2072 - 2073 - 2074 - 2075 - 2076 - 2077 - 2078 - 2079 - 2080 - 2081 - 2082 - 2083 - 2084 - 2085 - 2086 - 2087 - 2088 - 2089 - 2090 - 2091 - 2092 - 2093 - 2094 - 2095 - 2096 - 2097 - 2098 - 2099 - 2100 - 2101 - 2102 - 2103 - 2104 - 2105 - 2106 - 2107 - 2108 - 2109 - 2110 - 2111 - 2112 - 2113 - 2114 - 2115 - 2116 - 2117 - 2118 - 2119 - 2120 - 2121 - 2122 - 2123 - 2124 - 2125 - 2126 - 2127 - 2128 - 2129 - 2130 - 2131 - 2132 - 2133 - 2134 - 2135 - 2136 - 2137 - 2138 - 2139 - 2140 - 2141 - 2142 - 2143 - 2144 - 2145 - 2146 - 2147 - 2148 - 2149 - 2150 - 2151 - 2152 - 2153 - 2154 - 2155 - 2156 - 2157 - 2158 - 2159 - 2160 - 2161 - 2162 - 2163 - 2164 - 2165 - 2166 - 2167 - 2168 - 2169 - 2170 - 2171 - 2172 - 2173 - 2174 - 2175 - 2176 - 2177 - 2178 - 2179 - 2180 - 2181 - 2182 - 2183 - 2184 - 2185 - 2186 - 2187 - 2188 - 2189 - 2190 - 2191 - 2192 - 2193 - 2194 - 2195 - 2196 - 2197 - 2198 - 2199 - 2200 - 2201 - 2202 - 2203 - 2204 - 2205 - 2206 - 2207 - 2208 - 2209 - 2210 - 2211 - 2212 - 2213 - 2214 - 2215 - 2216 - 2217 - 2218 - 2219 - 2220 - 2221 - 2222 - 2223 - 2224 - 2225 - 2226 - 2227 - 2228 - 2229 - 2230 - 2231 - 2232 - 2233 - 2234 - 2235 - 2236 - 2237 - 2238 - 2239 - 2240 - 2241 - 2242 - 2243 - 2244 - 2245 - 2246 - 2247 - 2248 - 2249 - 2250 - 2251 - 2252 - 2253 - 2254 - 2255 - 2256 - 2257 - 2258 - 2259 - 2260 - 2261 - 2262 - 2263 - 2264 - 2265 - 2266 - 2267 - 2268 - 2269 - 2270 - 2271 - 2272 - 2273 - 2274 - 2275 - 2276 - 2277 - 2278 - 2279 - 2280 - 2281 - 2282 - 2283 - 2284 - 2285 - 2286 - 2287 - 2288 - 2289 - 2290 - 2291 - 2292 - 2293 - 2294 - 2295 - 2296 - 2297 - 2298 - 2299 - 2300 - 2301 - 2302 - 2303 - 2304 - 2305 - 2306 - 2307 - 2308 - 2309 - 2310 - 2311 - 2312 - 2313 - 2314 - 2315 - 2316 - 2317 - 2318 - 2319 - 2320 - 2321 - 2322 - 2323 - 2324 - 2325 - 2326 - 2327 - 2328 - 2329 - 2330 - 2331 - 2332 - 2333 - 2334 - 2335 - 2336 - 2337 - 2338 - 2339 - 2340 - 2341 - 2342 - 2343 - 2344 - 2345 - 2346 - 2347 - 2348 - 2349 - 2350 - 2351 - 2352 - 2353 - 2354 - 2355 - 2356 - 2357 - 2358 - 2359 - 2360 - 2361 - 2362 - 2363 - 2364 - 2365 - 2366 - 2367 - 2368 - 2369 - 2370 - 2371 - 2372 - 2373 - 2374 - 2375 - 2376 - 2377 - 2378 - 2379 - 2380 - 2381 - 2382 - 2383 - 2384 - 2385 - 2386 - 2387 - 2388 - 2389 - 2390 - 2391 - 2392 - 2393 - 2394 - 2395 - 2396 - 2397 - 2398 - 2399 - 2400 - 2401 - 2402 - 2403 - 2404 - 2405 - 2406 - 2407 - 2408 - 2409 - 2410 - 2411 - 2412 - 2413 - 2414 - 2415 - 2416 - 2417 - 2418 - 2419 - 2420 - 2421 - 2422 - 2423 - 2424 - 2425 - 2426 - 2427 - 2428 - 2429 - 2430 - 2431 - 2432 - 2433 - 2434 - 2435 - 2436 - 2437 - 2438 - 2439 - 2440 - 2441 - 2442 - 2443 - 2444 - 2445 - 2446 - 2447 - 2448 - 2449 - 2450 - 2451 - 2452 - 2453 - 2454 - 2455 - 2456 - 2457 - 2458 - 2459 - 2460 - 2461 - 2462 - 2463 - 2464 - 2465 - 2466 - 2467 - 2468 - 2469 - 2470 - 2471 - 2472 - 2473 - 2474 - 2475 - 2476 - 2477 - 2478 - 2479 - 2480 - 2481 - 2482 - 2483 - 2484 - 2485 - 2486 - 2487 - 2488 - 2489 - 2490 - 2491 - 2492 - 2493 - 2494 - 2495 - 2496 - 2497 - 2498 - 2499 - 2500 - 2501 - 2502 - 2503 - 2504 - 2505 - 2506 - 2507 - 2508 - 2509 - 2510 - 2511 - 2512 - 2513 - 2514 - 2515 - 2516 - 2517 - 2518 - 2519 - 2520 - 2521 - 2522 - 2523 - 2524 - 2525 - 2526 - 2527 - 2528 - 2529 - 2530 - 2531 - 2532 - 2533 - 2534 - 2535 - 2536 - 2537 - 2538 - 2539 - 2540 - 2541 - 2542 - 2543 - 2544 - 2545 - 2546 - 2547 - 2548 - 2549 - 2550 - 2551 - 2552 - 2553 - 2554 - 2555 - 2556 - 2557 - 2558 - 2559 - 2560 - 2561 - 2562 - 2563 - 2564 - 2565 - 2566 - 2567 - 2568 - 2569 - 2570 - 2571 - 2572 - 2573 - 2574 - 2575 - 2576 - 2577 - 2578 - 2579 - 2580 - 2581 - 2582 - 2583 - 2584 - 2585 - 2586 - 2587 - 2588 - 2589 - 2590 - 2591 - 2592 - 2593 - 2594 - 2595 - 2596 - 2597 - 2598 - 2599 - 2600 - 2601 - 2602 - 2603 - 2604 - 2605 - 2606 - 2607 - 2608 - 2609 - 2610 - 2611 - 2612 - 2613 - 2614 - 2615 - 2616 - 2617 - 2618 - 2619 - 2620 - 2621 - 2622 - 2623 - 2624 - 2625 - 2626 - 2627 - 2628 - 2629 - 2630 - 2631 - 2632 - 2633 - 2634 - 2635 - 2636 - 2637 - 2638 - 2639 - 2640 - 2641 - 2642 - 2643 - 2644 - 2645 - 2646 - 2647 - 2648 - 2649 - 2650 - 2651 - 2652 - 2653 - 2654 - 2655 - 2656 - 2657 - 2658 - 2659 - 2660 - 2661 - 2662 - 2663 - 2664 - 2665 - 2666 - 2667 - 2668 - 2669 - 2670 - 2671 - 2672 - 2673 - 2674 - 2675 - 2676 - 2677 - 2678 - 2679 - 2680 - 2681 - 2682 - 2683 - 2684 - 2685 - 2686 - 2687 - 2688 - 2689 - 2690 - 2691 - 2692 - 2693 - 2694 - 2695									
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Source: *Author's calculations* based on data from the 2000 Census of the United States.

Appendix M

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462															
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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: Longford Road Site Access.j9

Path: C:\Users\JohnThompson\CloudStation\SK22351 Ryebank Fields, Chorlton\Junction Assessments

Report generation date: 20/09/2024 17:07:49

- »Proposed Site Access - 2029 with Development, AM
- »Proposed Site Access - 2029 with Development, PM School Peak
- »Proposed Site Access - 2029 with Development, PM

Summary of junction performance

	AM					PM School Peak					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
Proposed Site Access - 2029 with Development															
Stream B-AC	D1	0.1	7.14	0.05	A	D2	0.0	6.98	0.02	A	D3	0.0	7.00	0.02	A
Stream C-AB		0.0	6.06	0.01	A		0.0	5.81	0.02	A		0.0	5.91	0.02	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	Longford Road Site Access
Location	
Site number	
Date	24/05/2024
Version	
Status	
Identifier	
Client	
Jobnumber	SK22351
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	2029 with Development	AM	FLAT	00:00	01:00	60	15	✓
D2	2029 with Development	PM School Peak	FLAT	15:00	16:00	60	15	✓
D3	2029 with Development	PM	FLAT	00:00	01:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Proposed Site Access	✓	100.000	100.000

Proposed Site Access - 2029 with Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.37	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

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)
C	7.30			25.0	✓	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	2.75	19	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	486	0.084	0.211	0.133	0.302
B-C	627	0.091	0.229	-	-
C-B	588	0.215	0.215	-	-

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	2029 with Development	AM	FLAT	00:00	01:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	37	100.000
B		FLAT	✓	28	100.000
C		FLAT	✓	30	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	4	33
	B	15	0	13
	C	26	4	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.14	0.1	A	28	28
C-AB	0.01	6.06	0.0	A	4	4
C-A					26	26
A-B					4	4
A-C					33	33

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	532	0.053	28	0.0	0.1	7.139	A
C-AB	4	1	598	0.007	4	0.0	0.0	6.060	A
C-A	26	6			26				
A-B	4	1			4				
A-C	33	8			33				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	532	0.053	28	0.1	0.1	7.144	A
C-AB	4	1	598	0.007	4	0.0	0.0	6.063	A
C-A	26	6			26				
A-B	4	1			4				
A-C	33	8			33				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	532	0.053	28	0.1	0.1	7.144	A
C-AB	4	1	598	0.007	4	0.0	0.0	6.060	A
C-A	26	6			26				
A-B	4	1			4				
A-C	33	8			33				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	532	0.053	28	0.1	0.1	7.144	A
C-AB	4	1	598	0.007	4	0.0	0.0	6.060	A
C-A	26	6			26				
A-B	4	1			4				
A-C	33	8			33				

Proposed Site Access - 2029 with Development, PM School Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.25	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	2029 with Development	PM School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	29	100.000
B		FLAT	✓	13	100.000
C		FLAT	✓	83	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	12	17
	B	7	0	6
	C	73	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	6.98	0.0	A	13	13
C-AB	0.02	5.81	0.0	A	11	11
C-A					72	72
A-B					12	12
A-C					17	17

Main Results for each time segment

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-AC	13	3	529	0.025	13	0.0	0.0	6.978	A
C-AB	11	3	632	0.018	11	0.0	0.0	5.803	A
C-A	72	18			72				
A-B	12	3			12				
A-C	17	4			17				

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-AC	13	3	529	0.025	13	0.0	0.0	6.979	A
C-AB	11	3	632	0.018	11	0.0	0.0	5.803	A
C-A	72	18			72				
A-B	12	3			12				
A-C	17	4			17				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	529	0.025	13	0.0	0.0	6.979	A
C-AB	11	3	632	0.018	11	0.0	0.0	5.803	A
C-A	72	18			72				
A-B	12	3			12				
A-C	17	4			17				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	529	0.025	13	0.0	0.0	6.979	A
C-AB	11	3	632	0.018	11	0.0	0.0	5.805	A
C-A	72	18			72				
A-B	12	3			12				
A-C	17	4			17				

Proposed Site Access - 2029 with Development, 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	T-Junction	Two-way		1.24	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	2029 with Development	PM	FLAT	00:00	01:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	43	100.000
B		FLAT	✓	13	100.000
C		FLAT	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	12	31
	B	7	0	6
	C	60	10	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	7.00	0.0	A	13	13
C-AB	0.02	5.91	0.0	A	11	11
C-A					59	59
A-B					12	12
A-C					31	31

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	527	0.025	13	0.0	0.0	7.004	A
C-AB	11	3	620	0.018	11	0.0	0.0	5.912	A
C-A	59	15			59				
A-B	12	3			12				
A-C	31	8			31				

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	527	0.025	13	0.0	0.0	7.005	A
C-AB	11	3	620	0.018	11	0.0	0.0	5.915	A
C-A	59	15			59				
A-B	12	3			12				
A-C	31	8			31				

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	527	0.025	13	0.0	0.0	7.005	A
C-AB	11	3	620	0.018	11	0.0	0.0	5.912	A
C-A	59	15			59				
A-B	12	3			12				
A-C	31	8			31				

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	3	527	0.025	13	0.0	0.0	7.005	A
C-AB	11	3	620	0.018	11	0.0	0.0	5.912	A
C-A	59	15			59				
A-B	12	3			12				
A-C	31	8			31				

Appendix N

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462															
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Filename: Great Stone Road - Rye Bank Road.j9

Path: C:\Users\JohnThompson\CloudStation\SK22351 Ryebank Fields, Chorlton\Junction Assessments

Report generation date: 20/09/2024 17:05:58

- »Existing Junction - 2024 Observed, AM
- »Existing Junction - 2024 Observed, School Peak
- »Existing Junction - 2024 Observed, PM
- »Existing Junction - 2029 Base, AM
- »Existing Junction - 2029 Base, School Peak
- »Existing Junction - 2029 Base, PM
- »Existing Junction - 2029 with Development, AM
- »Existing Junction - 2029 with Development, School Peak
- »Existing Junction - 2029 with Development, PM

Summary of junction performance

	AM					School Peak					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Junction - 2024 Observed														
Stream B-CD	D1	0.0	6.36	0.04	A	D2	0.1	6.64	0.05	A	D3	0.1	6.59	0.05	A
Stream B-AD		0.1	8.79	0.11	A		0.2	9.07	0.15	A		0.1	9.29	0.09	A
Stream A-D		0.0	0.00	0.00	A		0.0	6.22	0.01	A		0.0	6.18	0.01	A
Stream D-AB		0.0	6.35	0.01	A		0.0	5.87	0.01	A		0.0	5.76	0.01	A
Stream D-B C		0.0	8.29	0.01	A		0.0	8.63	0.01	A		0.0	8.66	0.01	A
Stream C-B		0.1	6.47	0.05	A		0.0	6.40	0.04	A		0.0	6.67	0.04	A
	Existing Junction - 2029 Base														
Stream B-CD	D4	0.1	6.45	0.05	A	D5	0.1	6.86	0.06	A	D6	0.1	6.72	0.06	A
Stream B-AD		0.1	9.09	0.12	A		0.2	9.67	0.19	A		0.1	10.57	0.11	B
Stream A-D		0.0	0.00	0.00	A		0.0	6.26	0.01	A		0.0	6.45	0.01	A
Stream D-AB		0.0	6.40	0.01	A		0.0	5.90	0.01	A		0.0	5.36	0.01	A
Stream D-B C		0.0	8.44	0.02	A		0.0	8.81	0.01	A		0.0	8.80	0.01	A
Stream C-B		0.1	6.64	0.07	A		0.0	6.48	0.05	A		0.8	11.69	0.45	B
	Existing Junction - 2029 with Development														
Stream B-CD	D7	0.1	6.46	0.05	A	D8	0.1	6.87	0.06	A	D9	0.1	6.73	0.06	A
Stream B-AD		0.1	9.15	0.12	A		0.2	9.75	0.19	A		0.1	9.61	0.10	A
Stream A-D		0.0	6.34	0.00	A		0.0	6.32	0.01	A		0.0	6.27	0.02	A
Stream D-AB		0.0	6.10	0.01	A		0.0	5.83	0.02	A		0.0	5.96	0.01	A
Stream D-B C		0.0	8.72	0.02	A		0.0	8.98	0.01	A		0.0	8.94	0.02	A
Stream C-B		0.1	6.65	0.07	A		0.0	6.50	0.05	A		0.0	6.77	0.04	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	Great Stone Road - Rye Bank Road
Location	
Site number	
Date	24/05/2024
Version	
Status	
Identifier	
Client	
Jobnumber	SK22351
Enumerator	
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	08:00	09:00	60	15	✓
D2	2024 Observed	School Peak	FLAT	15:00	16:00	60	15	✓
D3	2024 Observed	PM	FLAT	17:00	18:00	60	15	✓
D4	2029 Base	AM	FLAT	08:00	09:00	60	15	✓
D5	2029 Base	School Peak	FLAT	15:00	16:00	60	15	✓
D6	2029 Base	PM	FLAT	17:00	18:00	60	15	✓
D7	2029 with Development	AM	FLAT	08:00	09:00	60	15	✓
D8	2029 with Development	School Peak	FLAT	15:00	16:00	60	15	✓
D9	2029 with Development	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Junction - 2024 Observed, AM

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	Crossroads	Two-way		1.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Great Stone Road NW		Major
B	Rye Bank Road NE		Minor
C	Great Stone Road SE		Major
D	Rye Bank Road SW		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	10.00			120.0		-
C	10.00			120.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B	One lane plus flare	10.00	5.50	4.00	3.80	3.80		1.00	20	20
D	One lane plus flare	10.00	5.00	3.80	3.80	3.80		1.00	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-A	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	Slope for D-C
A-D	643	-	-	-	-	-	-	0.206	0.294	0.206	-	-	-
B-A	557	0.084	0.212	0.212	-	-	-	0.133	0.303	-	0.212	0.212	0.106
B-C	666	0.084	0.213	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	517	0.078	0.197	0.197	-	-	-	0.124	0.281	0.124	-	-	-
B-D, offside lane	557	0.084	0.212	0.212	-	-	-	0.133	0.303	0.133	-	-	-
C-B	643	0.206	0.206	0.294	-	-	-	-	-	-	-	-	-
D-A	668	-	-	-	-	-	-	0.214	-	0.085	-	-	-
D-B, nearside lane	519	0.124	0.124	0.282	-	-	-	0.197	0.197	0.078	-	-	-
D-B, offside lane	543	0.130	0.130	0.295	-	-	-	0.207	0.207	0.082	-	-	-
D-C	543	-	0.130	0.295	0.103	0.207	0.207	0.207	0.207	0.082	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	273	100.000
B		FLAT	✓	74	100.000
C		FLAT	✓	309	100.000
D		FLAT	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A	B	C	D
	A	0	50	223	0
	B	48	0	25	1
	C	277	31	0	1
	D	3	1	6	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-CD	0.04	6.36	0.0	A	26	26
B-AD	0.11	8.79	0.1	A	48	48
A-B					50	50
A-C					223	223
A-D	0.00	0.00	0.0	A	0	0
D-AB	0.01	6.35	0.0	A	4	4
D-BC	0.01	8.29	0.0	A	6	6
C-D					1	1
C-A					277	277
C-B	0.05	6.47	0.1	A	31	31

Main Results for each time segment

08:00 - 08:15

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-CD	26	6	592	0.043	25	0.0	0.0	6.352	A
B-AD	48	12	458	0.106	48	0.0	0.1	8.769	A
A-B	50	13			50				
A-C	223	56			223				
A-D	0	0	577	0.000	0	0.0	0.0	0.000	A
D-AB	4	0.88	571	0.006	3	0.0	0.0	6.345	A
D-BC	6	2	441	0.015	6	0.0	0.0	8.290	A
C-D	1	0.25			1				
C-A	277	69			277				
C-B	31	8	587	0.053	31	0.0	0.1	6.464	A

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-CD	26	6	592	0.043	26	0.0	0.0	6.358	A
B-AD	48	12	458	0.106	48	0.1	0.1	8.788	A
A-B	50	13			50				
A-C	223	56			223				
A-D	0	0	577	0.000	0	0.0	0.0	0.000	A
D-AB	4	0.88	571	0.006	4	0.0	0.0	6.346	A
D-BC	6	2	441	0.015	6	0.0	0.0	8.293	A
C-D	1	0.25			1				
C-A	277	69			277				
C-B	31	8	587	0.053	31	0.1	0.1	6.471	A

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-CD	26	6	592	0.043	26	0.0	0.0	6.358	A
B-AD	48	12	458	0.106	48	0.1	0.1	8.788	A
A-B	50	13			50				
A-C	223	56			223				
A-D	0	0	577	0.000	0	0.0	0.0	0.000	A
D-AB	4	0.88	571	0.006	4	0.0	0.0	6.346	A
D-BC	6	2	441	0.015	6	0.0	0.0	8.293	A
C-D	1	0.25			1				
C-A	277	69			277				
C-B	31	8	587	0.053	31	0.1	0.1	6.471	A

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-CD	26	6	592	0.043	26	0.0	0.0	6.358	A
B-AD	48	12	458	0.106	48	0.1	0.1	8.788	A
A-B	50	13			50				
A-C	223	56			223				
A-D	0	0	577	0.000	0	0.0	0.0	0.000	A
D-AB	4	0.88	571	0.006	4	0.0	0.0	6.346	A
D-BC	6	2	441	0.015	6	0.0	0.0	8.293	A
C-D	1	0.25			1				
C-A	277	69			277				
C-B	31	8	587	0.053	31	0.1	0.1	6.471	A

Existing Junction - 2024 Observed, School 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	Crossroads	Two-way		1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024 Observed	School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	276	100.000
B		FLAT	✓	96	100.000
C		FLAT	✓	285	100.000
D		FLAT	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	31	241	4
	B	67	0	27	2
	C	258	24	0	3
	D	6	1	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-CD	0.05	6.64	0.1	A	28	28
B-AD	0.15	9.07	0.2	A	68	68
A-B					31	31
A-C					241	241
A-D	0.01	6.22	0.0	A	4	4
D-AB	0.01	5.87	0.0	A	7	7
D-BC	0.01	8.63	0.0	A	3	3
C-D					3	3
C-A					258	258
C-B	0.04	6.40	0.0	A	24	24

Main Results for each time segment

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-CD	28	7	571	0.049	28	0.0	0.1	6.632	A
B-AD	68	17	465	0.146	67	0.0	0.2	9.038	A
A-B	31	8			31				
A-C	241	60			241				
A-D	4	1	583	0.007	4	0.0	0.0	6.220	A
D-AB	7	2	620	0.010	6	0.0	0.0	5.866	A
D-BC	3	0.87	421	0.008	3	0.0	0.0	8.630	A
C-D	3	0.75			3				
C-A	258	65			258				
C-B	24	6	586	0.041	24	0.0	0.0	6.399	A

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-CD	28	7	570	0.049	28	0.1	0.1	6.639	A
B-AD	68	17	465	0.146	68	0.2	0.2	9.069	A
A-B	31	8			31				
A-C	241	60			241				
A-D	4	1	583	0.007	4	0.0	0.0	6.221	A
D-AB	7	2	620	0.010	7	0.0	0.0	5.867	A
D-BC	3	0.87	421	0.008	3	0.0	0.0	8.631	A
C-D	3	0.75			3				
C-A	258	65			258				
C-B	24	6	586	0.041	24	0.0	0.0	6.401	A

15:30 - 15:45

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-CD	28	7	570	0.049	28	0.1	0.1	6.639	A
B-AD	68	17	465	0.146	68	0.2	0.2	9.069	A
A-B	31	8			31				
A-C	241	60			241				
A-D	4	1	583	0.007	4	0.0	0.0	6.221	A
D-AB	7	2	620	0.010	7	0.0	0.0	5.867	A
D-BC	3	0.87	421	0.008	3	0.0	0.0	8.633	A
C-D	3	0.75			3				
C-A	258	65			258				
C-B	24	6	586	0.041	24	0.0	0.0	6.401	A

15:45 - 16:00

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-CD	28	7	570	0.049	28	0.1	0.1	6.639	A
B-AD	68	17	465	0.146	68	0.2	0.2	9.069	A
A-B	31	8			31				
A-C	241	60			241				
A-D	4	1	583	0.007	4	0.0	0.0	6.221	A
D-AB	7	2	620	0.010	7	0.0	0.0	5.867	A
D-BC	3	0.87	421	0.008	3	0.0	0.0	8.631	A
C-D	3	0.75			3				
C-A	258	65			258				
C-B	24	6	586	0.041	24	0.0	0.0	6.401	A

Existing Junction - 2024 Observed, 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	Crossroads	Two-way		1.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2024 Observed	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	397	100.000
B		FLAT	✓	70	100.000
C		FLAT	✓	264	100.000
D		FLAT	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	28	364	5
	B	39	0	29	2
	C	236	22	0	6
	D	5	0	5	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-CD	0.05	6.59	0.1	A	30	30
B-AD	0.09	9.29	0.1	A	40	40
A-B					28	28
A-C					364	364
A-D	0.01	6.18	0.0	A	5	5
D-AB	0.01	5.76	0.0	A	5	5
D-BC	0.01	8.66	0.0	A	5	5
C-D					6	6
C-A					236	236
C-B	0.04	6.67	0.0	A	22	22

Main Results for each time segment

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-CD	30	8	577	0.052	30	0.0	0.1	6.579	A
B-AD	40	10	427	0.093	40	0.0	0.1	9.274	A
A-B	28	7			28				
A-C	364	91			364				
A-D	5	1	587	0.009	5	0.0	0.0	6.183	A
D-AB	5	1	630	0.008	5	0.0	0.0	5.757	A
D-BC	5	1	421	0.012	5	0.0	0.0	8.661	A
C-D	6	2			6				
C-A	236	59			236				
C-B	22	6	561	0.039	22	0.0	0.0	6.672	A

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-CD	30	8	576	0.052	30	0.1	0.1	6.589	A
B-AD	40	10	427	0.093	40	0.1	0.1	9.292	A
A-B	28	7			28				
A-C	364	91			364				
A-D	5	1	587	0.009	5	0.0	0.0	6.183	A
D-AB	5	1	630	0.008	5	0.0	0.0	5.758	A
D-BC	5	1	421	0.012	5	0.0	0.0	8.663	A
C-D	6	2			6				
C-A	236	59			236				
C-B	22	6	561	0.039	22	0.0	0.0	6.675	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	30	8	576	0.052	30	0.1	0.1	6.589	A
B-AD	40	10	427	0.093	40	0.1	0.1	9.292	A
A-B	28	7			28				
A-C	364	91			364				
A-D	5	1	587	0.009	5	0.0	0.0	6.183	A
D-AB	5	1	630	0.008	5	0.0	0.0	5.758	A
D-BC	5	1	421	0.012	5	0.0	0.0	8.663	A
C-D	6	2			6				
C-A	236	59			236				
C-B	22	6	561	0.039	22	0.0	0.0	6.675	A

17:45 - 18:00

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-CD	30	8	576	0.052	30	0.1	0.1	6.589	A
B-AD	40	10	427	0.093	40	0.1	0.1	9.292	A
A-B	28	7			28				
A-C	364	91			364				
A-D	5	1	587	0.009	5	0.0	0.0	6.183	A
D-AB	5	1	630	0.008	5	0.0	0.0	5.758	A
D-BC	5	1	421	0.012	5	0.0	0.0	8.663	A
C-D	6	2			6				
C-A	236	59			236				
C-B	22	6	561	0.039	22	0.0	0.0	6.675	A

Existing Junction - 2029 Base, AM

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	Crossroads	Two-way		1.40	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	2029 Base	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	300	100.000
B		FLAT	✓	82	100.000
C		FLAT	✓	332	100.000
D		FLAT	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	65	235	0
	B	53	0	28	1
	C	291	40	0	1
	D	3	1	6	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-CD	0.05	6.45	0.1	A	29	29
B-AD	0.12	9.09	0.1	A	53	53
A-B					65	65
A-C					235	235
A-D	0.00	0.00	0.0	A	0	0
D-AB	0.01	6.40	0.0	A	4	4
D-BC	0.02	8.44	0.0	A	6	6
C-D					1	1
C-A					291	291
C-B	0.07	6.64	0.1	A	40	40

Main Results for each time segment

08:00 - 08:15

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-CD	29	7	587	0.049	28	0.0	0.1	6.446	A
B-AD	53	13	449	0.119	53	0.0	0.1	9.068	A
A-B	65	16			65				
A-C	235	59			235				
A-D	0	0	572	0.000	0	0.0	0.0	0.000	A
D-AB	4	0.88	566	0.006	3	0.0	0.0	6.394	A
D-BC	6	2	433	0.015	6	0.0	0.0	8.436	A
C-D	1	0.25			1				
C-A	291	73			291				
C-B	40	10	582	0.069	40	0.0	0.1	6.640	A

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-CD	29	7	586	0.049	29	0.1	0.1	6.452	A
B-AD	53	13	449	0.119	53	0.1	0.1	9.092	A
A-B	65	16			65				
A-C	235	59			235				
A-D	0	0	571	0.000	0	0.0	0.0	0.000	A
D-AB	4	0.88	566	0.006	4	0.0	0.0	6.395	A
D-BC	6	2	433	0.015	6	0.0	0.0	8.440	A
C-D	1	0.25			1				
C-A	291	73			291				
C-B	40	10	582	0.069	40	0.1	0.1	6.645	A

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-CD	29	7	586	0.049	29	0.1	0.1	6.452	A
B-AD	53	13	449	0.119	53	0.1	0.1	9.092	A
A-B	65	16			65				
A-C	235	59			235				
A-D	0	0	571	0.000	0	0.0	0.0	0.000	A
D-AB	4	0.88	566	0.006	4	0.0	0.0	6.395	A
D-BC	6	2	433	0.015	6	0.0	0.0	8.440	A
C-D	1	0.25			1				
C-A	291	73			291				
C-B	40	10	582	0.069	40	0.1	0.1	6.645	A

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-CD	29	7	586	0.049	29	0.1	0.1	6.452	A
B-AD	53	13	449	0.119	53	0.1	0.1	9.092	A
A-B	65	16			65				
A-C	235	59			235				
A-D	0	0	571	0.000	0	0.0	0.0	0.000	A
D-AB	4	0.88	566	0.006	4	0.0	0.0	6.395	A
D-BC	6	2	433	0.015	6	0.0	0.0	8.440	A
C-D	1	0.25			1				
C-A	291	73			291				
C-B	40	10	582	0.069	40	0.1	0.1	6.645	A

Existing Junction - 2029 Base, School 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	Crossroads	Two-way		1.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2029 Base	School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	294	100.000
B		FLAT	✓	122	100.000
C		FLAT	✓	303	100.000
D		FLAT	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	35	255	4
	B	85	0	35	2
	C	273	27	0	3
	D	6	1	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-CD	0.06	6.86	0.1	A	36	36
B-AD	0.19	9.67	0.2	A	86	86
A-B					35	35
A-C					255	255
A-D	0.01	6.26	0.0	A	4	4
D-AB	0.01	5.90	0.0	A	7	7
D-BC	0.01	8.81	0.0	A	3	3
C-D					3	3
C-A					273	273
C-B	0.05	6.48	0.0	A	27	27

Main Results for each time segment

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-CD	36	9	562	0.064	36	0.0	0.1	6.845	A
B-AD	86	21	458	0.187	85	0.0	0.2	9.621	A
A-B	35	9			35				
A-C	255	64			255				
A-D	4	1	579	0.007	4	0.0	0.0	6.263	A
D-AB	7	2	616	0.011	6	0.0	0.0	5.903	A
D-BC	3	0.87	412	0.008	3	0.0	0.0	8.804	A
C-D	3	0.75			3				
C-A	273	68			273				
C-B	27	7	583	0.046	27	0.0	0.0	6.476	A

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-CD	36	9	561	0.064	36	0.1	0.1	6.857	A
B-AD	86	21	458	0.187	86	0.2	0.2	9.667	A
A-B	35	9			35				
A-C	255	64			255				
A-D	4	1	579	0.007	4	0.0	0.0	6.264	A
D-AB	7	2	616	0.011	7	0.0	0.0	5.904	A
D-BC	3	0.87	412	0.008	3	0.0	0.0	8.806	A
C-D	3	0.75			3				
C-A	273	68			273				
C-B	27	7	583	0.046	27	0.0	0.0	6.479	A

15:30 - 15:45

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-CD	36	9	561	0.064	36	0.1	0.1	6.857	A
B-AD	86	21	458	0.187	86	0.2	0.2	9.667	A
A-B	35	9			35				
A-C	255	64			255				
A-D	4	1	579	0.007	4	0.0	0.0	6.264	A
D-AB	7	2	616	0.011	7	0.0	0.0	5.904	A
D-BC	3	0.87	412	0.008	3	0.0	0.0	8.806	A
C-D	3	0.75			3				
C-A	273	68			273				
C-B	27	7	583	0.046	27	0.0	0.0	6.479	A

15:45 - 16:00

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-CD	36	9	561	0.064	36	0.1	0.1	6.857	A
B-AD	86	21	458	0.187	86	0.2	0.2	9.667	A
A-B	35	9			35				
A-C	255	64			255				
A-D	4	1	579	0.007	4	0.0	0.0	6.264	A
D-AB	7	2	616	0.011	7	0.0	0.0	5.904	A
D-BC	3	0.87	412	0.008	3	0.0	0.0	8.806	A
C-D	3	0.75			3				
C-A	273	68			273				
C-B	27	7	583	0.046	27	0.0	0.0	6.479	A

Existing Junction - 2029 Base, 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	Crossroads	Two-way		4.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2029 Base	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	418	100.000
B		FLAT	✓	74	100.000
C		FLAT	✓	278	100.000
D		FLAT	✓	10	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	30	383	5
	B	41	0	31	2
	C	23	249	0	6
	D	5	0	5	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-CD	0.06	6.72	0.1	A	32	32
B-AD	0.11	10.57	0.1	B	42	42
A-B					30	30
A-C					383	383
A-D	0.01	6.45	0.0	A	5	5
D-AB	0.01	5.36	0.0	A	5	5
D-BC	0.01	8.80	0.0	A	5	5
C-D					6	6
C-A					23	23
C-B	0.45	11.69	0.8	B	249	249

Main Results for each time segment

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-CD	32	8	568	0.057	32	0.0	0.1	6.712	A
B-AD	42	10	383	0.109	41	0.0	0.1	10.511	B
A-B	30	8			30				
A-C	383	96			383				
A-D	5	1	564	0.009	5	0.0	0.0	6.436	A
D-AB	5	1	677	0.007	5	0.0	0.0	5.358	A
D-BC	5	1	415	0.012	5	0.0	0.0	8.784	A
C-D	6	2			6				
C-A	23	6			23				
C-B	249	62	557	0.447	246	0.0	0.8	11.461	B

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-CD	32	8	567	0.057	32	0.1	0.1	6.724	A
B-AD	42	10	383	0.110	42	0.1	0.1	10.566	B
A-B	30	8			30				
A-C	383	96			383				
A-D	5	1	563	0.009	5	0.0	0.0	6.447	A
D-AB	5	1	677	0.007	5	0.0	0.0	5.360	A
D-BC	5	1	414	0.012	5	0.0	0.0	8.800	A
C-D	6	2			6				
C-A	23	6			23				
C-B	249	62	557	0.447	249	0.8	0.8	11.685	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	32	8	567	0.057	32	0.1	0.1	6.724	A
B-AD	42	10	383	0.110	42	0.1	0.1	10.566	B
A-B	30	8			30				
A-C	383	96			383				
A-D	5	1	563	0.009	5	0.0	0.0	6.447	A
D-AB	5	1	677	0.007	5	0.0	0.0	5.360	A
D-BC	5	1	414	0.012	5	0.0	0.0	8.800	A
C-D	6	2			6				
C-A	23	6			23				
C-B	249	62	557	0.447	249	0.8	0.8	11.688	B

17:45 - 18:00

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-CD	32	8	567	0.057	32	0.1	0.1	6.724	A
B-AD	42	10	383	0.110	42	0.1	0.1	10.566	B
A-B	30	8			30				
A-C	383	96			383				
A-D	5	1	563	0.009	5	0.0	0.0	6.447	A
D-AB	5	1	677	0.007	5	0.0	0.0	5.360	A
D-BC	5	1	414	0.012	5	0.0	0.0	8.800	A
C-D	6	2			6				
C-A	23	6			23				
C-B	249	62	557	0.447	249	0.8	0.8	11.690	B

Existing Junction - 2029 with Development, AM

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	Crossroads	Two-way		1.45	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2029 with Development	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	303	100.000
B		FLAT	✓	82	100.000
C		FLAT	✓	339	100.000
D		FLAT	✓	16	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	65	236	2
	B	53	0	28	1
	C	297	40	0	2
	D	7	1	8	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-CD	0.05	6.46	0.1	A	29	29
B-AD	0.12	9.15	0.1	A	53	53
A-B					65	65
A-C					236	236
A-D	0.00	6.34	0.0	A	2	2
D-AB	0.01	6.10	0.0	A	8	8
D-BC	0.02	8.72	0.0	A	8	8
C-D					2	2
C-A					297	297
C-B	0.07	6.65	0.1	A	40	40

Main Results for each time segment

08:00 - 08:15

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-CD	29	7	586	0.049	28	0.0	0.1	6.451	A
B-AD	53	13	447	0.120	53	0.0	0.1	9.125	A
A-B	65	16			65				
A-C	236	59			236				
A-D	2	0.50	570	0.004	2	0.0	0.0	6.335	A
D-AB	8	2	597	0.013	7	0.0	0.0	6.102	A
D-BC	8	2	421	0.020	8	0.0	0.0	8.718	A
C-D	2	0.50			2				
C-A	297	74			297				
C-B	40	10	581	0.069	40	0.0	0.1	6.649	A

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-CD	29	7	586	0.049	29	0.1	0.1	6.457	A
B-AD	53	13	447	0.120	53	0.1	0.1	9.150	A
A-B	65	16			65				
A-C	236	59			236				
A-D	2	0.50	570	0.004	2	0.0	0.0	6.336	A
D-AB	8	2	597	0.013	8	0.0	0.0	6.104	A
D-BC	8	2	421	0.020	8	0.0	0.0	8.724	A
C-D	2	0.50			2				
C-A	297	74			297				
C-B	40	10	581	0.069	40	0.1	0.1	6.655	A

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-CD	29	7	586	0.049	29	0.1	0.1	6.457	A
B-AD	53	13	447	0.120	53	0.1	0.1	9.150	A
A-B	65	16			65				
A-C	236	59			236				
A-D	2	0.50	570	0.004	2	0.0	0.0	6.336	A
D-AB	8	2	597	0.013	8	0.0	0.0	6.104	A
D-BC	8	2	421	0.020	8	0.0	0.0	8.724	A
C-D	2	0.50			2				
C-A	297	74			297				
C-B	40	10	581	0.069	40	0.1	0.1	6.655	A

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-CD	29	7	586	0.049	29	0.1	0.1	6.457	A
B-AD	53	13	447	0.120	53	0.1	0.1	9.150	A
A-B	65	16			65				
A-C	236	59			236				
A-D	2	0.50	570	0.004	2	0.0	0.0	6.336	A
D-AB	8	2	597	0.013	8	0.0	0.0	6.104	A
D-BC	8	2	421	0.020	8	0.0	0.0	8.724	A
C-D	2	0.50			2				
C-A	297	74			297				
C-B	40	10	581	0.069	40	0.1	0.1	6.655	A

Existing Junction - 2029 with Development, School 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	Crossroads	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2029 with Development	School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	303	100.000
B		FLAT	✓	122	100.000
C		FLAT	✓	308	100.000
D		FLAT	✓	14	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	35	260	8
	B	85	0	35	2
	C	276	27	0	5
	D	9	1	4	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-CD	0.06	6.87	0.1	A	36	36
B-AD	0.19	9.75	0.2	A	86	86
A-B					35	35
A-C					260	260
A-D	0.01	6.32	0.0	A	8	8
D-AB	0.02	5.83	0.0	A	10	10
D-BC	0.01	8.98	0.0	A	4	4
C-D					5	5
C-A					276	276
C-B	0.05	6.50	0.0	A	27	27

Main Results for each time segment

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-CD	36	9	560	0.065	36	0.0	0.1	6.863	A
B-AD	86	21	455	0.189	85	0.0	0.2	9.701	A
A-B	35	9			35				
A-C	260	65			260				
A-D	8	2	578	0.014	8	0.0	0.0	6.318	A
D-AB	10	2	627	0.015	9	0.0	0.0	5.825	A
D-BC	4	1	405	0.011	4	0.0	0.0	8.978	A
C-D	5	1			5				
C-A	276	69			276				
C-B	27	7	580	0.047	27	0.0	0.0	6.502	A

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-CD	36	9	560	0.065	36	0.1	0.1	6.875	A
B-AD	86	21	455	0.189	86	0.2	0.2	9.747	A
A-B	35	9			35				
A-C	260	65			260				
A-D	8	2	578	0.014	8	0.0	0.0	6.319	A
D-AB	10	2	627	0.015	10	0.0	0.0	5.827	A
D-BC	4	1	405	0.011	4	0.0	0.0	8.983	A
C-D	5	1			5				
C-A	276	69			276				
C-B	27	7	580	0.047	27	0.0	0.0	6.505	A

15:30 - 15:45

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-CD	36	9	560	0.065	36	0.1	0.1	6.875	A
B-AD	86	21	455	0.189	86	0.2	0.2	9.747	A
A-B	35	9			35				
A-C	260	65			260				
A-D	8	2	578	0.014	8	0.0	0.0	6.319	A
D-AB	10	2	627	0.015	10	0.0	0.0	5.827	A
D-BC	4	1	405	0.011	4	0.0	0.0	8.983	A
C-D	5	1			5				
C-A	276	69			276				
C-B	27	7	580	0.047	27	0.0	0.0	6.505	A

15:45 - 16:00

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-CD	36	9	560	0.065	36	0.1	0.1	6.875	A
B-AD	86	21	455	0.189	86	0.2	0.2	9.747	A
A-B	35	9			35				
A-C	260	65			260				
A-D	8	2	578	0.014	8	0.0	0.0	6.319	A
D-AB	10	2	627	0.015	10	0.0	0.0	5.827	A
D-BC	4	1	405	0.011	4	0.0	0.0	8.984	A
C-D	5	1			5				
C-A	276	69			276				
C-B	27	7	580	0.047	27	0.0	0.0	6.505	A

Existing Junction - 2029 with Development, 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	Crossroads	Two-way		1.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2029 with Development	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	427	100.000
B		FLAT	✓	75	100.000
C		FLAT	✓	283	100.000
D		FLAT	✓	15	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	30	388	9
	B	41	0	31	3
	C	252	23	0	8
	D	8	1	6	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-CD	0.06	6.73	0.1	A	33	33
B-AD	0.10	9.61	0.1	A	42	42
A-B					30	30
A-C					388	388
A-D	0.02	6.27	0.0	A	9	9
D-AB	0.01	5.96	0.0	A	9	9
D-BC	0.02	8.94	0.0	A	6	6
C-D					8	8
C-A					252	252
C-B	0.04	6.77	0.0	A	23	23

Main Results for each time segment

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-CD	33	8	568	0.058	32	0.0	0.1	6.722	A
B-AD	42	11	417	0.102	42	0.0	0.1	9.585	A
A-B	30	8			30				
A-C	388	97			388				
A-D	9	2	583	0.015	9	0.0	0.0	6.269	A
D-AB	9	2	613	0.014	8	0.0	0.0	5.959	A
D-BC	6	2	409	0.016	6	0.0	0.0	8.935	A
C-D	8	2			8				
C-A	252	63			252				
C-B	23	6	555	0.041	23	0.0	0.0	6.766	A

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-CD	33	8	567	0.058	33	0.1	0.1	6.731	A
B-AD	42	11	417	0.102	42	0.1	0.1	9.611	A
A-B	30	8			30				
A-C	388	97			388				
A-D	9	2	583	0.015	9	0.0	0.0	6.269	A
D-AB	9	2	612	0.014	9	0.0	0.0	5.960	A
D-BC	6	2	409	0.016	6	0.0	0.0	8.938	A
C-D	8	2			8				
C-A	252	63			252				
C-B	23	6	555	0.041	23	0.0	0.0	6.769	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	33	8	567	0.058	33	0.1	0.1	6.731	A
B-AD	42	11	417	0.102	42	0.1	0.1	9.611	A
A-B	30	8			30				
A-C	388	97			388				
A-D	9	2	583	0.015	9	0.0	0.0	6.269	A
D-AB	9	2	612	0.014	9	0.0	0.0	5.960	A
D-BC	6	2	409	0.016	6	0.0	0.0	8.938	A
C-D	8	2			8				
C-A	252	63			252				
C-B	23	6	555	0.041	23	0.0	0.0	6.769	A

17:45 - 18:00

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-CD	33	8	567	0.058	33	0.1	0.1	6.731	A
B-AD	42	11	417	0.102	42	0.1	0.1	9.611	A
A-B	30	8			30				
A-C	388	97			388				
A-D	9	2	583	0.015	9	0.0	0.0	6.269	A
D-AB	9	2	612	0.014	9	0.0	0.0	5.960	A
D-BC	6	2	409	0.016	6	0.0	0.0	8.940	A
C-D	8	2			8				
C-A	252	63			252				
C-B	23	6	555	0.041	23	0.0	0.0	6.769	A

Appendix O

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462															
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Filename: Oswald Road - Longford Road.j9

Path: C:\Users\JohnThompson\CloudStation\SK22351 Ryebank Fields, Chorlton\Junction Assessments

Report generation date: 20/09/2024 17:11:01

- »Existing Junction - 2024 Observed, AM
- »Existing Junction - 2024 Observed, PM School Peak
- »Existing Junction - 2024 Observed, PM
- »Existing Junction - 2029 Base, AM
- »Existing Junction - 2029 Base, PM School Peak
- »Existing Junction - 2029 Base, PM
- »Existing Junction - 2029 with Development, AM
- »Existing Junction - 2029 with Development, PM School Peak
- »Existing Junction - 2029 with Development, PM

Summary of junction performance

	AM					PM School Peak					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Junction - 2024 Observed														
Stream B-ACD	D1	0.4	9.67	0.30	A	D2	0.3	8.42	0.22	A	D3	0.3	8.71	0.26	A
Stream A-BCD		0.1	5.73	0.04	A		0.0	5.53	0.02	A		0.0	5.27	0.02	A
Stream D-ABC		0.2	10.87	0.16	B		0.1	9.94	0.13	A		0.2	10.04	0.15	B
Stream C-ABD		0.3	6.24	0.18	A		0.2	6.00	0.14	A		0.2	6.41	0.16	A
	Existing Junction - 2029 Base														
Stream B-ACD	D4	0.5	10.00	0.32	B	D5	0.3	8.68	0.23	A	D6	0.4	8.94	0.28	A
Stream A-BCD		0.1	5.76	0.05	A		0.0	5.53	0.02	A		0.0	5.26	0.02	A
Stream D-ABC		0.2	11.15	0.17	B		0.2	10.15	0.14	B		0.2	10.24	0.16	B
Stream C-ABD		0.3	6.27	0.19	A		0.2	6.03	0.15	A		0.2	6.46	0.17	A
	Existing Junction - 2029 with Development														
Stream B-ACD	D7	0.5	10.11	0.33	B	D8	0.3	8.88	0.24	A	D9	0.4	9.17	0.29	A
Stream A-BCD		0.1	5.78	0.05	A		0.0	5.58	0.03	A		0.0	5.31	0.03	A
Stream D-ABC		0.3	11.34	0.20	B		0.2	10.24	0.15	B		0.2	10.37	0.17	B
Stream C-ABD		0.3	6.28	0.19	A		0.2	6.05	0.15	A		0.2	6.48	0.17	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	Oswald Road - Longford Road
Location	
Site number	
Date	24/05/2024
Version	
Status	
Identifier	
Client	
Jobnumber	SK22351
Enumerator	
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	00:00	01:00	60	15	✓
D2	2024 Observed	PM School Peak	FLAT	15:00	16:00	60	15	✓
D3	2024 Observed	PM	FLAT	17:00	18:00	60	15	✓
D4	2029 Base	AM	FLAT	00:00	01:00	60	15	✓
D5	2029 Base	PM School Peak	FLAT	15:00	16:00	60	15	✓
D6	2029 Base	PM	FLAT	17:00	18:00	60	15	✓
D7	2029 with Development	AM	FLAT	00:00	01:00	60	15	✓
D8	2029 with Development	PM School Peak	FLAT	15:00	16:00	60	15	✓
D9	2029 with Development	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Junction - 2024 Observed, AM

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	Crossroads	Two-way		5.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Oswald Road (N)		Major
B	Longford Road (E)		Minor
C	Oswald Road (S)		Major
D	Longford Road (W)		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	7.70			130.0	✓	0.00
C	7.70			110.0	✓	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	3.90	20	16
D	One lane	2.20	20	16

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-A	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	Slope for D-C
A-D	649	-	-	-	-	-	-	0.233	0.333	0.233	-	-	-
B-A	536	0.090	0.229	0.229	-	-	-	0.144	0.327	-	0.229	0.229	0.114
B-C	691	0.098	0.248	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	536	0.090	0.229	0.229	-	-	-	0.144	0.327	0.144	-	-	-
B-D, offside lane	536	0.090	0.229	0.229	-	-	-	0.144	0.327	0.144	-	-	-
C-B	638	0.229	0.229	0.327	-	-	-	-	-	-	-	-	-
D-A	583	-	-	-	-	-	-	0.209	-	0.083	-	-	-
D-B, nearside lane	453	0.121	0.121	0.276	-	-	-	0.193	0.193	0.076	-	-	-
D-B, offside lane	453	0.121	0.121	0.276	-	-	-	0.193	0.193	0.076	-	-	-
D-C	453	-	0.121	0.276	0.096	0.193	0.193	0.193	0.193	0.076	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	00:00	01:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	138	100.000
B		FLAT	✓	162	100.000
C		FLAT	✓	253	100.000
D		FLAT	✓	64	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	17	97	24
	B	10	0	78	74
	C	103	100	0	50
	D	7	43	14	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
	A	B	C	D	
From	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	0.30	9.67	0.4	A	162	162
A-BCD	0.04	5.73	0.1	A	29	29
A-B					16	16
A-C					93	93
D-ABC	0.16	10.87	0.2	B	64	64
C-ABD	0.18	6.24	0.3	A	128	128
C-D					41	41
C-A					84	84

Main Results for each time segment

00:00 - 00:15

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	162	41	534	0.303	160	0.0	0.4	9.580	A
A-BCD	29	7	658	0.044	29	0.0	0.1	5.724	A
A-B	16	4			16				
A-C	93	23			93				
D-ABC	64	16	395	0.162	63	0.0	0.2	10.812	B
C-ABD	128	32	705	0.181	127	0.0	0.3	6.213	A
C-D	41	10			41				
C-A	84	21			84				

00:15 - 00:30

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	162	41	534	0.303	162	0.4	0.4	9.675	A
A-BCD	29	7	657	0.044	29	0.1	0.1	5.733	A
A-B	16	4			16				
A-C	93	23			93				
D-ABC	64	16	395	0.162	64	0.2	0.2	10.872	B
C-ABD	128	32	706	0.181	128	0.3	0.3	6.236	A
C-D	41	10			41				
C-A	84	21			84				

00:30 - 00:45

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	162	41	534	0.303	162	0.4	0.4	9.675	A
A-BCD	29	7	657	0.044	29	0.1	0.1	5.731	A
A-B	16	4			16				
A-C	93	23			93				
D-ABC	64	16	395	0.162	64	0.2	0.2	10.872	B
C-ABD	128	32	706	0.181	128	0.3	0.3	6.239	A
C-D	41	10			41				
C-A	84	21			84				

00:45 - 01:00

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	162	41	534	0.303	162	0.4	0.4	9.675	A
A-BCD	29	7	657	0.044	29	0.1	0.1	5.733	A
A-B	16	4			16				
A-C	93	23			93				
D-ABC	64	16	395	0.162	64	0.2	0.2	10.872	B
C-ABD	128	32	706	0.181	128	0.3	0.3	6.239	A
C-D	41	10			41				
C-A	84	21			84				

Existing Junction - 2024 Observed, PM School 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	Crossroads	Two-way		4.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024 Observed	PM School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	118	100.000
B		FLAT	✓	118	100.000
C		FLAT	✓	209	100.000
D		FLAT	✓	53	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	27	80	11
	B	9	0	56	53
	C	102	78	0	29
	D	8	39	6	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	0.22	8.42	0.3	A	118	118
A-BCD	0.02	5.53	0.0	A	13	13
A-B					26	26
A-C					78	78
D-ABC	0.13	9.94	0.1	A	53	53
C-ABD	0.14	6.00	0.2	A	96	96
C-D					25	25
C-A					88	88

Main Results for each time segment

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	118	30	545	0.216	117	0.0	0.3	8.380	A
A-BCD	13	3	665	0.020	13	0.0	0.0	5.525	A
A-B	26	7			26				
A-C	78	20			78				
D-ABC	53	13	415	0.128	52	0.0	0.1	9.892	A
C-ABD	96	24	696	0.138	95	0.0	0.2	5.986	A
C-D	25	6			25				
C-A	88	22			88				

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	118	30	545	0.216	118	0.3	0.3	8.425	A
A-BCD	13	3	664	0.020	13	0.0	0.0	5.530	A
A-B	26	7			26				
A-C	78	20			78				
D-ABC	53	13	415	0.128	53	0.1	0.1	9.943	A
C-ABD	96	24	696	0.138	96	0.2	0.2	6.003	A
C-D	25	6			25				
C-A	88	22			88				

15:30 - 15:45

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	118	30	545	0.216	118	0.3	0.3	8.425	A
A-BCD	13	3	664	0.020	13	0.0	0.0	5.530	A
A-B	26	7			26				
A-C	78	20			78				
D-ABC	53	13	415	0.128	53	0.1	0.1	9.943	A
C-ABD	96	24	696	0.138	96	0.2	0.2	6.003	A
C-D	25	6			25				
C-A	88	22			88				

15:45 - 16:00

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	118	30	545	0.216	118	0.3	0.3	8.425	A
A-BCD	13	3	664	0.020	13	0.0	0.0	5.530	A
A-B	26	7			26				
A-C	78	20			78				
D-ABC	53	13	415	0.128	53	0.1	0.1	9.943	A
C-ABD	96	24	696	0.138	96	0.2	0.2	6.003	A
C-D	25	6			25				
C-A	88	22			88				

Existing Junction - 2024 Observed, 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	Crossroads	Two-way		4.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2024 Observed	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	164	100.000
B		FLAT	✓	145	100.000
C		FLAT	✓	188	100.000
D		FLAT	✓	61	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	24	128	12
	B	14	0	87	44
	C	86	88	0	14
	D	13	41	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	0.26	8.71	0.3	A	145	145
A-BCD	0.02	5.27	0.0	A	15	15
A-B					23	23
A-C					125	125
D-ABC	0.15	10.04	0.2	B	61	61
C-ABD	0.16	6.41	0.2	A	104	104
C-D					12	12
C-A					73	73

Main Results for each time segment

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	145	36	559	0.260	144	0.0	0.3	8.645	A
A-BCD	15	4	698	0.022	15	0.0	0.0	5.270	A
A-B	23	6			23				
A-C	125	31			125				
D-ABC	61	15	420	0.145	60	0.0	0.2	9.999	A
C-ABD	104	26	666	0.156	103	0.0	0.2	6.388	A
C-D	12	3			12				
C-A	73	18			73				

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	145	36	559	0.260	145	0.3	0.3	8.705	A
A-BCD	15	4	698	0.022	15	0.0	0.0	5.273	A
A-B	23	6			23				
A-C	125	31			125				
D-ABC	61	15	420	0.145	61	0.2	0.2	10.040	B
C-ABD	104	26	666	0.156	104	0.2	0.2	6.409	A
C-D	12	3			12				
C-A	73	18			73				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	145	36	559	0.260	145	0.3	0.3	8.705	A
A-BCD	15	4	698	0.022	15	0.0	0.0	5.273	A
A-B	23	6			23				
A-C	125	31			125				
D-ABC	61	15	420	0.145	61	0.2	0.2	10.040	B
C-ABD	104	26	666	0.156	104	0.2	0.2	6.409	A
C-D	12	3			12				
C-A	73	18			73				

17:45 - 18:00

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	145	36	559	0.260	145	0.3	0.3	8.705	A
A-BCD	15	4	698	0.022	15	0.0	0.0	5.273	A
A-B	23	6			23				
A-C	125	31			125				
D-ABC	61	15	420	0.145	61	0.2	0.2	10.040	B
C-ABD	104	26	666	0.156	104	0.2	0.2	6.406	A
C-D	12	3			12				
C-A	73	18			73				

Existing Junction - 2029 Base, AM

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	Crossroads	Two-way		5.34	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	2029 Base	AM	FLAT	00:00	01:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	146	100.000
B		FLAT	✓	170	100.000
C		FLAT	✓	270	100.000
D		FLAT	✓	67	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	17	103	26
	B	11	0	82	77
	C	112	105	0	53
	D	7	45	15	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	0.32	10.00	0.5	B	170	170
A-BCD	0.05	5.76	0.1	A	32	32
A-B					16	16
A-C					98	98
D-ABC	0.17	11.15	0.2	B	67	67
C-ABD	0.19	6.27	0.3	A	137	137
C-D					43	43
C-A					90	90

Main Results for each time segment

00:00 - 00:15

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	170	43	530	0.321	168	0.0	0.5	9.893	A
A-BCD	32	8	657	0.048	32	0.0	0.1	5.750	A
A-B	16	4			16				
A-C	98	25			98				
D-ABC	67	17	390	0.172	66	0.0	0.2	11.085	B
C-ABD	137	34	712	0.192	136	0.0	0.3	6.242	A
C-D	43	11			43				
C-A	90	23			90				

00:15 - 00:30

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	170	43	530	0.321	170	0.5	0.5	10.001	B
A-BCD	32	8	657	0.048	32	0.1	0.1	5.759	A
A-B	16	4			16				
A-C	98	24			98				
D-ABC	67	17	390	0.172	67	0.2	0.2	11.153	B
C-ABD	137	34	712	0.192	137	0.3	0.3	6.271	A
C-D	43	11			43				
C-A	90	23			90				

00:30 - 00:45

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	170	43	530	0.321	170	0.5	0.5	10.001	B
A-BCD	32	8	657	0.048	32	0.1	0.1	5.757	A
A-B	16	4			16				
A-C	98	24			98				
D-ABC	67	17	390	0.172	67	0.2	0.2	11.153	B
C-ABD	137	34	712	0.192	137	0.3	0.3	6.268	A
C-D	43	11			43				
C-A	90	23			90				

00:45 - 01:00

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	170	43	530	0.321	170	0.5	0.5	10.001	B
A-BCD	32	8	657	0.048	32	0.1	0.1	5.760	A
A-B	16	4			16				
A-C	98	24			98				
D-ABC	67	17	390	0.172	67	0.2	0.2	11.153	B
C-ABD	137	34	712	0.192	137	0.3	0.3	6.271	A
C-D	43	11			43				
C-A	90	23			90				

Existing Junction - 2029 Base, PM School 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	Crossroads	Two-way		4.46	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2029 Base	PM School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	126	100.000
B		FLAT	✓	126	100.000
C		FLAT	✓	221	100.000
D		FLAT	✓	56	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	29	85	12
	B	10	0	59	57
	C	108	82	0	31
	D	8	41	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	0.23	8.68	0.3	A	126	126
A-BCD	0.02	5.53	0.0	A	14	14
A-B					28	28
A-C					83	83
D-ABC	0.14	10.15	0.2	B	56	56
C-ABD	0.15	6.03	0.2	A	102	102
C-D					26	26
C-A					92	92

Main Results for each time segment

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	126	32	541	0.233	125	0.0	0.3	8.627	A
A-BCD	14	4	666	0.022	14	0.0	0.0	5.522	A
A-B	28	7			28				
A-C	83	21			83				
D-ABC	56	14	411	0.136	55	0.0	0.2	10.115	B
C-ABD	102	26	700	0.146	101	0.0	0.2	6.013	A
C-D	26	7			26				
C-A	92	23			92				

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	126	32	541	0.233	126	0.3	0.3	8.681	A
A-BCD	14	4	666	0.022	14	0.0	0.0	5.525	A
A-B	28	7			28				
A-C	83	21			83				
D-ABC	56	14	410	0.136	56	0.2	0.2	10.155	B
C-ABD	102	26	700	0.146	102	0.2	0.2	6.029	A
C-D	26	7			26				
C-A	92	23			92				

15:30 - 15:45

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	126	32	541	0.233	126	0.3	0.3	8.681	A
A-BCD	14	4	666	0.022	14	0.0	0.0	5.527	A
A-B	28	7			28				
A-C	83	21			83				
D-ABC	56	14	410	0.136	56	0.2	0.2	10.155	B
C-ABD	102	26	700	0.146	102	0.2	0.2	6.031	A
C-D	26	7			26				
C-A	92	23			92				

15:45 - 16:00

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	126	32	541	0.233	126	0.3	0.3	8.681	A
A-BCD	14	4	666	0.022	14	0.0	0.0	5.525	A
A-B	28	7			28				
A-C	83	21			83				
D-ABC	56	14	410	0.136	56	0.2	0.2	10.155	B
C-ABD	102	26	700	0.146	102	0.2	0.2	6.031	A
C-D	26	7			26				
C-A	92	23			92				

Existing Junction - 2029 Base, 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	Crossroads	Two-way		4.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2029 Base	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	172	100.000
B		FLAT	✓	153	100.000
C		FLAT	✓	199	100.000
D		FLAT	✓	65	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	26	134	12
	B	15	0	92	46
	C	91	93	0	15
	D	14	43	8	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	0.28	8.94	0.4	A	153	153
A-BCD	0.02	5.26	0.0	A	16	16
A-B					25	25
A-C					131	131
D-ABC	0.16	10.24	0.2	B	65	65
C-ABD	0.17	6.46	0.2	A	111	111
C-D					13	13
C-A					76	76

Main Results for each time segment

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	153	38	556	0.275	152	0.0	0.4	8.875	A
A-BCD	16	4	701	0.022	15	0.0	0.0	5.252	A
A-B	25	6			25				
A-C	131	33			131				
D-ABC	65	16	417	0.156	64	0.0	0.2	10.192	B
C-ABD	111	28	668	0.165	110	0.0	0.2	6.439	A
C-D	13	3			13				
C-A	76	19			76				

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	153	38	555	0.275	153	0.4	0.4	8.944	A
A-BCD	16	4	701	0.022	16	0.0	0.0	5.257	A
A-B	25	6			25				
A-C	131	33			131				
D-ABC	65	16	417	0.156	65	0.2	0.2	10.239	B
C-ABD	111	28	668	0.166	111	0.2	0.2	6.463	A
C-D	12	3			12				
C-A	76	19			76				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	153	38	555	0.275	153	0.4	0.4	8.944	A
A-BCD	16	4	701	0.022	16	0.0	0.0	5.257	A
A-B	25	6			25				
A-C	131	33			131				
D-ABC	65	16	417	0.156	65	0.2	0.2	10.239	B
C-ABD	111	28	668	0.166	111	0.2	0.2	6.461	A
C-D	12	3			12				
C-A	76	19			76				

17:45 - 18:00

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	153	38	555	0.275	153	0.4	0.4	8.944	A
A-BCD	16	4	701	0.022	16	0.0	0.0	5.257	A
A-B	25	6			25				
A-C	131	33			131				
D-ABC	65	16	417	0.156	65	0.2	0.2	10.239	B
C-ABD	111	28	668	0.166	111	0.2	0.2	6.464	A
C-D	12	3			12				
C-A	76	19			76				

Existing Junction - 2029 with Development, AM

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	Crossroads	Two-way		5.52	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2029 with Development	AM	FLAT	00:00	01:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	149	100.000
B		FLAT	✓	172	100.000
C		FLAT	✓	270	100.000
D		FLAT	✓	80	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	18	103	28
	B	11	0	82	79
	C	112	105	0	53
	D	13	52	15	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	0.33	10.11	0.5	B	172	172
A-BCD	0.05	5.78	0.1	A	34	34
A-B					17	17
A-C					98	98
D-ABC	0.20	11.34	0.3	B	80	80
C-ABD	0.19	6.28	0.3	A	137	137
C-D					43	43
C-A					90	90

Main Results for each time segment

00:00 - 00:15

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	172	43	528	0.326	170	0.0	0.5	9.995	A
A-BCD	34	9	658	0.052	34	0.0	0.1	5.767	A
A-B	17	4			17				
A-C	98	24			98				
D-ABC	80	20	398	0.201	79	0.0	0.2	11.256	B
C-ABD	137	34	711	0.192	136	0.0	0.3	6.251	A
C-D	43	11			43				
C-A	90	23			90				

00:15 - 00:30

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	172	43	528	0.326	172	0.5	0.5	10.109	B
A-BCD	34	9	658	0.052	34	0.1	0.1	5.774	A
A-B	17	4			17				
A-C	98	24			98				
D-ABC	80	20	398	0.201	80	0.2	0.2	11.337	B
C-ABD	137	34	711	0.193	137	0.3	0.3	6.277	A
C-D	43	11			43				
C-A	90	23			90				

00:30 - 00:45

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	172	43	528	0.326	172	0.5	0.5	10.109	B
A-BCD	34	9	658	0.052	34	0.1	0.1	5.776	A
A-B	17	4			17				
A-C	98	24			98				
D-ABC	80	20	398	0.201	80	0.2	0.3	11.337	B
C-ABD	137	34	711	0.193	137	0.3	0.3	6.278	A
C-D	43	11			43				
C-A	90	23			90				

00:45 - 01:00

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	172	43	528	0.326	172	0.5	0.5	10.109	B
A-BCD	34	9	658	0.052	34	0.1	0.1	5.776	A
A-B	17	4			17				
A-C	98	24			98				
D-ABC	80	20	398	0.201	80	0.3	0.3	11.337	B
C-ABD	137	34	711	0.193	137	0.3	0.3	6.278	A
C-D	43	11			43				
C-A	90	23			90				

Existing Junction - 2029 with Development, PM School 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	Crossroads	Two-way		4.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2029 with Development	PM School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	131	100.000
B		FLAT	✓	131	100.000
C		FLAT	✓	221	100.000
D		FLAT	✓	62	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	29	85	17
	B	10	0	59	62
	C	108	82	0	31
	D	11	44	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	0.24	8.88	0.3	A	131	131
A-BCD	0.03	5.58	0.0	A	21	21
A-B					28	28
A-C					82	82
D-ABC	0.15	10.24	0.2	B	62	62
C-ABD	0.15	6.05	0.2	A	103	103
C-D					26	26
C-A					92	92

Main Results for each time segment

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	131	33	537	0.244	130	0.0	0.3	8.823	A
A-BCD	21	5	666	0.031	20	0.0	0.0	5.574	A
A-B	28	7			28				
A-C	82	21			82				
D-ABC	62	16	414	0.150	61	0.0	0.2	10.192	B
C-ABD	102	26	698	0.147	102	0.0	0.2	6.029	A
C-D	26	7			26				
C-A	92	23			92				

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	131	33	536	0.244	131	0.3	0.3	8.881	A
A-BCD	21	5	666	0.031	21	0.0	0.0	5.577	A
A-B	28	7			28				
A-C	82	21			82				
D-ABC	62	16	414	0.150	62	0.2	0.2	10.236	B
C-ABD	103	26	698	0.147	103	0.2	0.2	6.047	A
C-D	26	7			26				
C-A	92	23			92				

15:30 - 15:45

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	131	33	536	0.244	131	0.3	0.3	8.881	A
A-BCD	21	5	666	0.031	21	0.0	0.0	5.579	A
A-B	28	7			28				
A-C	82	21			82				
D-ABC	62	16	414	0.150	62	0.2	0.2	10.236	B
C-ABD	103	26	698	0.147	103	0.2	0.2	6.045	A
C-D	26	7			26				
C-A	92	23			92				

15:45 - 16:00

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	131	33	536	0.244	131	0.3	0.3	8.882	A
A-BCD	21	5	666	0.031	21	0.0	0.0	5.579	A
A-B	28	7			28				
A-C	82	21			82				
D-ABC	62	16	414	0.150	62	0.2	0.2	10.236	B
C-ABD	103	26	698	0.147	103	0.2	0.2	6.045	A
C-D	26	7			26				
C-A	92	23			92				

Existing Junction - 2029 with Development, 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	Crossroads	Two-way		4.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2029 with Development	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	177	100.000
B		FLAT	✓	158	100.000
C		FLAT	✓	199	100.000
D		FLAT	✓	70	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
	A	B	C	D	
From	A	0	26	134	17
	B	15	0	92	51
	C	91	93	0	15
	D	16	46	8	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	0.29	9.17	0.4	A	158	158
A-BCD	0.03	5.31	0.0	A	22	22
A-B					25	25
A-C					130	130
D-ABC	0.17	10.37	0.2	B	70	70
C-ABD	0.17	6.48	0.2	A	111	111
C-D					12	12
C-A					76	76

Main Results for each time segment

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	158	40	551	0.287	156	0.0	0.4	9.090	A
A-BCD	22	6	701	0.031	22	0.0	0.0	5.302	A
A-B	25	6			25				
A-C	130	32			130				
D-ABC	70	18	417	0.168	69	0.0	0.2	10.314	B
C-ABD	111	28	666	0.166	110	0.0	0.2	6.458	A
C-D	13	3			13				
C-A	76	19			76				

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	158	40	551	0.287	158	0.4	0.4	9.166	A
A-BCD	22	6	701	0.032	22	0.0	0.0	5.305	A
A-B	25	6			25				
A-C	130	32			130				
D-ABC	70	18	417	0.168	70	0.2	0.2	10.368	B
C-ABD	111	28	666	0.166	111	0.2	0.2	6.482	A
C-D	12	3			12				
C-A	76	19			76				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	158	40	551	0.287	158	0.4	0.4	9.166	A
A-BCD	22	6	701	0.032	22	0.0	0.0	5.307	A
A-B	25	6			25				
A-C	130	32			130				
D-ABC	70	18	417	0.168	70	0.2	0.2	10.368	B
C-ABD	111	28	666	0.166	111	0.2	0.2	6.482	A
C-D	12	3			12				
C-A	76	19			76				

17:45 - 18:00

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	158	40	551	0.287	158	0.4	0.4	9.166	A
A-BCD	22	6	701	0.032	22	0.0	0.0	5.305	A
A-B	25	6			25				
A-C	130	32			130				
D-ABC	70	18	417	0.168	70	0.2	0.2	10.368	B
C-ABD	111	28	666	0.166	111	0.2	0.2	6.482	A
C-D	12	3			12				
C-A	76	19			76				

Appendix P

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462															
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Filename: Edge Lane - Ryebank Road.j9

Path: C:\Users\JohnThompson\CloudStation\SK22351 Ryebank Fields, Chorlton\Junction Assessments

Report generation date: 20/09/2024 17:03:55

- »Existing Junction - 2024 Observed, AM
- »Existing Junction - 2024 Observed, PM School Peak
- »Existing Junction - 2024 Observed, PM
- »Existing Junction - 2029 Base, AM
- »Existing Junction - 2029 Base, PM School Peak
- »Existing Junction - 2029 Base, PM
- »Existing Junction - 2029 with Development, AM
- »Existing Junction - 2029 with Development, PM School Peak
- »Existing Junction - 2029 with Development, PM

Summary of junction performance

	AM					PM School Peak					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing Junction - 2024 Observed														
Stream B-AC	D1	0.4	15.97	0.28	C	D2	0.3	12.65	0.23	B	D3	0.2	14.54	0.19	B
Stream C-AB		0.1	3.79	0.04	A		0.1	3.93	0.05	A		0.1	3.97	0.08	A
	Existing Junction - 2029 Base														
Stream B-AC	D4	0.4	17.51	0.31	C	D5	0.3	13.55	0.25	B	D6	0.3	15.61	0.21	C
Stream C-AB		0.1	3.73	0.05	A		0.1	3.87	0.06	A		0.2	3.94	0.09	A
	Existing Junction - 2029 with Development														
Stream B-AC	D7	0.6	19.35	0.37	C	D8	0.4	14.19	0.27	B	D9	0.3	16.29	0.24	C
Stream C-AB		0.1	3.73	0.05	A		0.1	3.90	0.07	A		0.2	3.96	0.09	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	Edge Lane - Ryebank Road
Location	
Site number	
Date	24/05/2024
Version	
Status	
Identifier	
Client	
Jobnumber	SK22351
Enumerator	
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	08:00	09:00	60	15	✓
D2	2024 Observed	PM School Peak	FLAT	15:00	16:00	60	15	✓
D3	2024 Observed	PM	FLAT	17:00	18:00	60	15	✓
D4	2029 Base	AM	FLAT	08:00	09:00	60	15	✓
D5	2029 Base	PM School Peak	FLAT	15:00	16:00	60	15	✓
D6	2029 Base	PM	FLAT	17:00	18:00	60	15	✓
D7	2029 with Development	AM	FLAT	08:00	09:00	60	15	✓
D8	2029 with Development	PM School Peak	FLAT	15:00	16:00	60	15	✓
D9	2029 with Development	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing Junction - 2024 Observed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Edge Lane (W)		Major
B	Ryebank Road		Minor
C	Edge Lane (E)		Major

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)
C	8.00			150.0	✓	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	4.00	28	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	545	0.091	0.229	0.144	0.327
B-C	699	0.098	0.247	-	-
C-B	661	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	780	100.000
B		FLAT	✓	89	100.000
C		FLAT	✓	718	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
From	A	0	47	733
	B	61	0	28
	C	705	13	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	15.97	0.4	C	89	89
C-AB	0.04	3.79	0.1	A	45	45
C-A					673	673
A-B					47	47
A-C					733	733

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	314	0.283	87	0.0	0.4	15.756	C
C-AB	44	11	996	0.045	44	0.0	0.1	3.782	A
C-A	674	168			674				
A-B	47	12			47				
A-C	733	183			733				

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-AC	89	22	314	0.283	89	0.4	0.4	15.964	C
C-AB	45	11	996	0.045	45	0.1	0.1	3.782	A
C-A	673	168			673				
A-B	47	12			47				
A-C	733	183			733				

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-AC	89	22	314	0.283	89	0.4	0.4	15.967	C
C-AB	45	11	996	0.045	45	0.1	0.1	3.782	A
C-A	673	168			673				
A-B	47	12			47				
A-C	733	183			733				

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-AC	89	22	314	0.283	89	0.4	0.4	15.967	C
C-AB	45	11	996	0.045	45	0.1	0.1	3.785	A
C-A	673	168			673				
A-B	47	12			47				
A-C	733	183			733				

Existing Junction - 2024 Observed, PM School Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.92	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024 Observed	PM School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	639	100.000
B		FLAT	✓	84	100.000
C		FLAT	✓	658	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	45	594
	B	52	0	32
	C	640	18	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.23	12.65	0.3	B	84	84
C-AB	0.05	3.93	0.1	A	53	53
C-A					605	605
A-B					45	45
A-C					594	594

Main Results for each time segment

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-AC	84	21	369	0.228	83	0.0	0.3	12.552	B
C-AB	53	13	970	0.055	53	0.0	0.1	3.925	A
C-A	605	151			605				
A-B	45	11			45				
A-C	594	149			594				

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-AC	84	21	368	0.228	84	0.3	0.3	12.654	B
C-AB	53	13	970	0.055	53	0.1	0.1	3.929	A
C-A	605	151			605				
A-B	45	11			45				
A-C	594	149			594				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	368	0.228	84	0.3	0.3	12.654	B
C-AB	53	13	970	0.055	53	0.1	0.1	3.928	A
C-A	605	151			605				
A-B	45	11			45				
A-C	594	149			594				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	84	21	368	0.228	84	0.3	0.3	12.654	B
C-AB	53	13	970	0.055	53	0.1	0.1	3.928	A
C-A	605	151			605				
A-B	45	11			45				
A-C	594	149			594				

Existing Junction - 2024 Observed, 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	T-Junction	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	2024 Observed	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	745	100.000
B		FLAT	✓	59	100.000
C		FLAT	✓	701	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	40	705
	B	46	0	13
	C	678	23	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.19	14.54	0.2	B	59	59
C-AB	0.08	3.97	0.1	A	75	75
C-A					626	626
A-B					40	40
A-C					705	705

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	307	0.192	58	0.0	0.2	14.432	B
C-AB	74	19	981	0.076	74	0.0	0.1	3.967	A
C-A	627	157			627				
A-B	40	10			40				
A-C	705	176			705				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	307	0.192	59	0.2	0.2	14.543	B
C-AB	75	19	982	0.076	75	0.1	0.1	3.972	A
C-A	626	157			626				
A-B	40	10			40				
A-C	705	176			705				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	307	0.192	59	0.2	0.2	14.543	B
C-AB	75	19	982	0.076	75	0.1	0.1	3.971	A
C-A	626	157			626				
A-B	40	10			40				
A-C	705	176			705				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	59	15	307	0.192	59	0.2	0.2	14.543	B
C-AB	75	19	982	0.076	75	0.1	0.1	3.971	A
C-A	626	157			626				
A-B	40	10			40				
A-C	705	176			705				

Existing Junction - 2029 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.09	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	2029 Base	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	822	100.000
B		FLAT	✓	93	100.000
C		FLAT	✓	756	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	50	772
	B	64	0	29
	C	742	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	17.51	0.4	C	93	93
C-AB	0.05	3.73	0.1	A	52	52
C-A					704	704
A-B					50	50
A-C					772	772

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	93	23	299	0.311	91	0.0	0.4	17.228	C
C-AB	52	13	1017	0.051	51	0.0	0.1	3.726	A
C-A	704	176			704				
A-B	50	13			50				
A-C	772	193			772				

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-AC	93	23	299	0.312	93	0.4	0.4	17.506	C
C-AB	52	13	1018	0.051	52	0.1	0.1	3.730	A
C-A	704	176			704				
A-B	50	13			50				
A-C	772	193			772				

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-AC	93	23	299	0.312	93	0.4	0.4	17.509	C
C-AB	52	13	1018	0.051	52	0.1	0.1	3.727	A
C-A	704	176			704				
A-B	50	13			50				
A-C	772	193			772				

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-AC	93	23	299	0.312	93	0.4	0.4	17.511	C
C-AB	52	13	1018	0.051	52	0.1	0.1	3.730	A
C-A	704	176			704				
A-B	50	13			50				
A-C	772	193			772				

Existing Junction - 2029 Base, PM School Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.98	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2029 Base	PM School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	676	100.000
B		FLAT	✓	89	100.000
C		FLAT	✓	697	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	47	629
	B	55	0	34
	C	678	19	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	13.55	0.3	B	89	89
C-AB	0.06	3.87	0.1	A	60	60
C-A					637	637
A-B					47	47
A-C					629	629

Main Results for each time segment

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-AC	89	22	355	0.251	88	0.0	0.3	13.421	B
C-AB	60	15	991	0.061	60	0.0	0.1	3.863	A
C-A	637	159			637				
A-B	47	12			47				
A-C	629	157			629				

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-AC	89	22	355	0.251	89	0.3	0.3	13.554	B
C-AB	60	15	992	0.061	60	0.1	0.1	3.866	A
C-A	637	159			637				
A-B	47	12			47				
A-C	629	157			629				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	355	0.251	89	0.3	0.3	13.554	B
C-AB	60	15	992	0.061	60	0.1	0.1	3.866	A
C-A	637	159			637				
A-B	47	12			47				
A-C	629	157			629				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	89	22	355	0.251	89	0.3	0.3	13.554	B
C-AB	60	15	992	0.061	60	0.1	0.1	3.866	A
C-A	637	159			637				
A-B	47	12			47				
A-C	629	157			629				

Existing Junction - 2029 Base, 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	T-Junction	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2029 Base	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	785	100.000
B		FLAT	✓	62	100.000
C		FLAT	✓	738	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	43	742
	B	48	0	14
	C	713	25	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	15.61	0.3	C	62	62
C-AB	0.09	3.94	0.2	A	87	87
C-A					651	651
A-B					43	43
A-C					742	742

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	293	0.212	61	0.0	0.3	15.466	C
C-AB	87	22	1001	0.087	86	0.0	0.2	3.933	A
C-A	651	163			651				
A-B	43	11			43				
A-C	742	186			742				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	293	0.212	62	0.3	0.3	15.609	C
C-AB	87	22	1002	0.087	87	0.2	0.2	3.941	A
C-A	651	163			651				
A-B	43	11			43				
A-C	742	186			742				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	293	0.212	62	0.3	0.3	15.611	C
C-AB	87	22	1002	0.087	87	0.2	0.2	3.941	A
C-A	651	163			651				
A-B	43	11			43				
A-C	742	186			742				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	16	293	0.212	62	0.3	0.3	15.612	C
C-AB	87	22	1002	0.087	87	0.2	0.2	3.939	A
C-A	651	163			651				
A-B	43	11			43				
A-C	742	186			742				

Existing Junction - 2029 with Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2029 with Development	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	826	100.000
B		FLAT	✓	109	100.000
C		FLAT	✓	756	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	54	772
	B	77	0	32
	C	742	14	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.37	19.35	0.6	C	109	109
C-AB	0.05	3.73	0.1	A	52	52
C-A					704	704
A-B					54	54
A-C					772	772

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	109	27	295	0.369	107	0.0	0.6	18.904	C
C-AB	52	13	1017	0.051	51	0.0	0.1	3.729	A
C-A	704	176			704				
A-B	54	14			54				
A-C	772	193			772				

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-AC	109	27	295	0.370	109	0.6	0.6	19.349	C
C-AB	52	13	1017	0.051	52	0.1	0.1	3.732	A
C-A	704	176			704				
A-B	54	14			54				
A-C	772	193			772				

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-AC	109	27	295	0.370	109	0.6	0.6	19.345	C
C-AB	52	13	1017	0.051	52	0.1	0.1	3.730	A
C-A	704	176			704				
A-B	54	14			54				
A-C	772	193			772				

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-AC	109	27	295	0.370	109	0.6	0.6	19.352	C
C-AB	52	13	1017	0.051	52	0.1	0.1	3.730	A
C-A	704	176			704				
A-B	54	14			54				
A-C	772	193			772				

Existing Junction - 2029 with Development, PM School Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2029 with Development	PM School Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	686	100.000
B		FLAT	✓	96	100.000
C		FLAT	✓	699	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	57	629
	B	61	0	35
	C	678	21	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	14.19	0.4	B	96	96
C-AB	0.07	3.90	0.1	A	67	67
C-A					632	632
A-B					57	57
A-C					629	629

Main Results for each time segment

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-AC	96	24	350	0.275	95	0.0	0.4	14.032	B
C-AB	67	17	990	0.067	66	0.0	0.1	3.897	A
C-A	632	158			632				
A-B	57	14			57				
A-C	629	157			629				

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-AC	96	24	350	0.275	96	0.4	0.4	14.192	B
C-AB	67	17	990	0.068	67	0.1	0.1	3.900	A
C-A	632	158			632				
A-B	57	14			57				
A-C	629	157			629				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	350	0.275	96	0.4	0.4	14.194	B
C-AB	67	17	990	0.068	67	0.1	0.1	3.902	A
C-A	632	158			632				
A-B	57	14			57				
A-C	629	157			629				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	96	24	350	0.275	96	0.4	0.4	14.194	B
C-AB	67	17	990	0.068	67	0.1	0.1	3.902	A
C-A	632	158			632				
A-B	57	14			57				
A-C	629	157			629				

Existing Junction - 2029 with Development, 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	T-Junction	Two-way		0.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2029 with Development	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	795	100.000
B		FLAT	✓	69	100.000
C		FLAT	✓	739	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	53	742
	B	54	0	15
	C	713	26	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.24	16.29	0.3	C	69	69
C-AB	0.09	3.96	0.2	A	91	91
C-A					648	648
A-B					53	53
A-C					742	742

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	290	0.238	68	0.0	0.3	16.110	C
C-AB	91	23	1000	0.091	90	0.0	0.2	3.956	A
C-A	648	162			648				
A-B	53	13			53				
A-C	742	186			742				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	290	0.238	69	0.3	0.3	16.291	C
C-AB	91	23	1000	0.091	91	0.2	0.2	3.962	A
C-A	648	162			648				
A-B	53	13			53				
A-C	742	186			742				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	290	0.238	69	0.3	0.3	16.292	C
C-AB	91	23	1000	0.091	91	0.2	0.2	3.964	A
C-A	648	162			648				
A-B	53	13			53				
A-C	742	186			742				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	69	17	290	0.238	69	0.3	0.3	16.294	C
C-AB	91	23	1000	0.091	91	0.2	0.2	3.964	A
C-A	648	162			648				
A-B	53	13			53				
A-C	742	186			742				

Appendix Q

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.1.7462															
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Filename: Manchester Road - Longford Road.j9

Path: C:\Users\JohnThompson\CloudStation\SK22351 Ryebank Fields, Chorlton\Junction Assessments

Report generation date: 20/09/2024 17:09:12

- »Existing junction - 2024 Observed, AM
- »Existing junction - 2024 Observed, School PM Peak
- »Existing junction - 2024 Observed, PM
- »Existing junction - 2029 Base, AM
- »Existing junction - 2029 Base, School PM Peak
- »Existing junction - 2029 Base, PM
- »Existing junction - 2029 with Development, AM
- »Existing junction - 2029 with Development, School PM Peak
- »Existing junction - 2029 with Development, PM

Summary of junction performance

	AM					School PM Peak					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	Existing junction - 2024 Observed														
Stream B-AC	D1	0.5	8.85	0.31	A	D2	0.3	8.02	0.25	A	D3	0.3	8.15	0.26	A
Stream C-B		1.1	13.18	0.52	B		0.2	7.75	0.19	A		0.3	8.27	0.24	A
	Existing junction - 2029 Base														
Stream B-AC	D4	0.5	9.23	0.34	A	D5	0.4	8.32	0.27	A	D6	0.4	8.45	0.28	A
Stream C-B		1.2	14.21	0.55	B		0.3	7.92	0.20	A		0.3	8.48	0.25	A
	Existing junction - 2029 with Development														
Stream B-AC	D7	0.5	9.52	0.35	A	D8	0.4	8.44	0.27	A	D9	0.4	8.57	0.28	A
Stream C-B		1.2	14.33	0.55	B		0.3	8.01	0.21	A		0.4	8.58	0.26	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	Manchester Road - Longford Road
Location	
Site number	
Date	24/05/2024
Version	
Status	
Identifier	
Client	
Jobnumber	SK22351
Enumerator	
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	08:00	09:00	60	15	✓
D2	2024 Observed	School PM Peak	FLAT	15:00	16:00	60	15	✓
D3	2024 Observed	PM	FLAT	17:00	18:00	60	15	✓
D4	2029 Base	AM	FLAT	08:00	09:00	60	15	✓
D5	2029 Base	School PM Peak	FLAT	15:00	16:00	60	15	✓
D6	2029 Base	PM	FLAT	17:00	18:00	60	15	✓
D7	2029 with Development	AM	FLAT	08:00	09:00	60	15	✓
D8	2029 with Development	School PM Peak	FLAT	15:00	16:00	60	15	✓
D9	2029 with Development	PM	FLAT	17:00	18:00	60	15	✓

Analysis Set Details

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

Existing junction - 2024 Observed, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		5.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Manchester Road (S)		Major
B	Longford Road		Minor
C	Manchester Road (N)		Major

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)
C	9.00			120.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.65	75	90

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	583	0.092	0.233	0.147	0.333
B-C	725	0.097	0.244	-	-
C-B	643	0.217	0.217	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	348	100.000
B		FLAT	✓	187	100.000
C		FLAT	✓	437	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	22	326
	B	23	0	164
	C	142	295	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.31	8.85	0.5	A	187	187
C-A					142	142
C-B	0.52	13.18	1.1	B	295	295
A-B					22	22
A-C					326	326

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	187	47	594	0.315	185	0.0	0.5	8.762	A
C-A	142	36			142				
C-B	295	74	568	0.519	291	0.0	1.0	12.803	B
A-B	22	6			22				
A-C	326	82			326				

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-AC	187	47	594	0.315	187	0.5	0.5	8.847	A
C-A	142	36			142				
C-B	295	74	568	0.519	295	1.0	1.1	13.174	B
A-B	22	6			22				
A-C	326	82			326				

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-AC	187	47	594	0.315	187	0.5	0.5	8.847	A
C-A	142	36			142				
C-B	295	74	568	0.519	295	1.1	1.1	13.179	B
A-B	22	6			22				
A-C	326	82			326				

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-AC	187	47	594	0.315	187	0.5	0.5	8.847	A
C-A	142	36			142				
C-B	295	74	568	0.519	295	1.1	1.1	13.182	B
A-B	22	6			22				
A-C	326	82			326				

Existing junction - 2024 Observed, School PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2024 Observed	School PM Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	313	100.000
B		FLAT	✓	148	100.000
C		FLAT	✓	486	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	13	300
	B	24	0	124
	C	375	111	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.25	8.02	0.3	A	148	148
C-A					375	375
C-B	0.19	7.75	0.2	A	111	111
A-B					13	13
A-C					300	300

Main Results for each time segment

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-AC	148	37	597	0.248	147	0.0	0.3	7.970	A
C-A	375	94			375				
C-B	111	28	576	0.193	110	0.0	0.2	7.717	A
A-B	13	3			13				
A-C	300	75			300				

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-AC	148	37	597	0.248	148	0.3	0.3	8.018	A
C-A	375	94			375				
C-B	111	28	576	0.193	111	0.2	0.2	7.748	A
A-B	13	3			13				
A-C	300	75			300				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	597	0.248	148	0.3	0.3	8.018	A
C-A	375	94			375				
C-B	111	28	576	0.193	111	0.2	0.2	7.748	A
A-B	13	3			13				
A-C	300	75			300				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	37	597	0.248	148	0.3	0.3	8.018	A
C-A	375	94			375				
C-B	111	28	576	0.193	111	0.2	0.2	7.748	A
A-B	13	3			13				
A-C	300	75			300				

Existing junction - 2024 Observed, 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	T-Junction	Two-way		2.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2024 Observed	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	329	100.000
B		FLAT	✓	154	100.000
C		FLAT	✓	532	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	16	313
	B	22	0	132
	C	395	137	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.26	8.15	0.3	A	154	154
C-A					395	395
C-B	0.24	8.27	0.3	A	137	137
A-B					16	16
A-C					313	313

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	596	0.258	153	0.0	0.3	8.096	A
C-A	395	99			395				
C-B	137	34	572	0.239	136	0.0	0.3	8.227	A
A-B	16	4			16				
A-C	313	78			313				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	596	0.258	154	0.3	0.3	8.148	A
C-A	395	99			395				
C-B	137	34	572	0.239	137	0.3	0.3	8.272	A
A-B	16	4			16				
A-C	313	78			313				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	596	0.258	154	0.3	0.3	8.148	A
C-A	395	99			395				
C-B	137	34	572	0.239	137	0.3	0.3	8.272	A
A-B	16	4			16				
A-C	313	78			313				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	154	39	596	0.258	154	0.3	0.3	8.148	A
C-A	395	99			395				
C-B	137	34	572	0.239	137	0.3	0.3	8.272	A
A-B	16	4			16				
A-C	313	78			313				

Existing junction - 2029 Base, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.06	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	2029 Base	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	370	100.000
B		FLAT	✓	197	100.000
C		FLAT	✓	460	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	23	347
	B	24	0	173
	C	150	310	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.34	9.23	0.5	A	197	197
C-A					150	150
C-B	0.55	14.21	1.2	B	310	310
A-B					23	23
A-C					347	347

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	197	49	588	0.335	195	0.0	0.5	9.128	A
C-A	150	38			150				
C-B	310	78	563	0.550	305	0.0	1.2	13.720	B
A-B	23	6			23				
A-C	347	87			347				

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-AC	197	49	587	0.336	197	0.5	0.5	9.229	A
C-A	150	38			150				
C-B	310	78	563	0.550	310	1.2	1.2	14.197	B
A-B	23	6			23				
A-C	347	87			347				

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-AC	197	49	587	0.336	197	0.5	0.5	9.229	A
C-A	150	38			150				
C-B	310	78	563	0.550	310	1.2	1.2	14.205	B
A-B	23	6			23				
A-C	347	87			347				

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-AC	197	49	587	0.336	197	0.5	0.5	9.229	A
C-A	150	38			150				
C-B	310	78	563	0.550	310	1.2	1.2	14.208	B
A-B	23	6			23				
A-C	347	87			347				

Existing junction - 2029 Base, School PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.22	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2029 Base	School PM Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	332	100.000
B		FLAT	✓	157	100.000
C		FLAT	✓	517	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	14	318
	B	26	0	131
	C	400	117	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	8.32	0.4	A	157	157
C-A					400	400
C-B	0.20	7.92	0.3	A	117	117
A-B					14	14
A-C					318	318

Main Results for each time segment

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-AC	157	39	590	0.266	156	0.0	0.4	8.269	A
C-A	400	100			400				
C-B	117	29	571	0.205	116	0.0	0.3	7.886	A
A-B	14	4			14				
A-C	318	80			318				

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-AC	157	39	589	0.266	157	0.4	0.4	8.325	A
C-A	400	100			400				
C-B	117	29	571	0.205	117	0.3	0.3	7.920	A
A-B	14	4			14				
A-C	318	80			318				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	589	0.266	157	0.4	0.4	8.325	A
C-A	400	100			400				
C-B	117	29	571	0.205	117	0.3	0.3	7.920	A
A-B	14	4			14				
A-C	318	80			318				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	157	39	589	0.266	157	0.4	0.4	8.325	A
C-A	400	100			400				
C-B	117	29	571	0.205	117	0.3	0.3	7.920	A
A-B	14	4			14				
A-C	318	80			318				

Existing junction - 2029 Base, 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	T-Junction	Two-way		2.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2029 Base	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	347	100.000
B		FLAT	✓	162	100.000
C		FLAT	✓	560	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	17	330
	B	24	0	138
	C	416	144	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	8.45	0.4	A	162	162
C-A					416	416
C-B	0.25	8.48	0.3	A	144	144
A-B					17	17
A-C					330	330

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	41	588	0.275	160	0.0	0.4	8.391	A
C-A	416	104			416				
C-B	144	36	568	0.253	143	0.0	0.3	8.434	A
A-B	17	4			17				
A-C	330	83			330				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	41	588	0.276	162	0.4	0.4	8.452	A
C-A	416	104			416				
C-B	144	36	568	0.253	144	0.3	0.3	8.485	A
A-B	17	4			17				
A-C	330	83			330				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	41	588	0.276	162	0.4	0.4	8.452	A
C-A	416	104			416				
C-B	144	36	568	0.253	144	0.3	0.3	8.485	A
A-B	17	4			17				
A-C	330	83			330				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	162	41	588	0.276	162	0.4	0.4	8.452	A
C-A	416	104			416				
C-B	144	36	568	0.253	144	0.3	0.3	8.485	A
A-B	17	4			17				
A-C	330	83			330				

Existing junction - 2029 with Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		6.19	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D7	2029 with Development	AM	FLAT	08:00	09:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	371	100.000
B		FLAT	✓	205	100.000
C		FLAT	✓	462	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	24	347
	B	27	0	178
	C	150	312	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.35	9.52	0.5	A	205	205
C-A					150	150
C-B	0.55	14.33	1.2	B	312	312
A-B					24	24
A-C					347	347

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	205	51	583	0.351	203	0.0	0.5	9.407	A
C-A	150	38			150				
C-B	312	78	563	0.554	307	0.0	1.2	13.829	B
A-B	24	6			24				
A-C	347	87			347				

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-AC	205	51	583	0.352	205	0.5	0.5	9.524	A
C-A	150	38			150				
C-B	312	78	563	0.554	312	1.2	1.2	14.322	B
A-B	24	6			24				
A-C	347	87			347				

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-AC	205	51	583	0.352	205	0.5	0.5	9.525	A
C-A	150	38			150				
C-B	312	78	563	0.554	312	1.2	1.2	14.331	B
A-B	24	6			24				
A-C	347	87			347				

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-AC	205	51	583	0.352	205	0.5	0.5	9.525	A
C-A	150	38			150				
C-B	312	78	563	0.554	312	1.2	1.2	14.334	B
A-B	24	6			24				
A-C	347	87			347				

Existing junction - 2029 with Development, School PM Peak

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D8	2029 with Development	School PM Peak	FLAT	15:00	16:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	336	100.000
B		FLAT	✓	161	100.000
C		FLAT	✓	522	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	16	320
	B	27	0	134
	C	401	121	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.27	8.44	0.4	A	161	161
C-A					401	401
C-B	0.21	8.01	0.3	A	121	121
A-B					16	16
A-C					320	320

Main Results for each time segment

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-AC	161	40	588	0.274	160	0.0	0.4	8.379	A
C-A	401	100			401				
C-B	121	30	571	0.212	120	0.0	0.3	7.970	A
A-B	16	4			16				
A-C	320	80			320				

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-AC	161	40	588	0.274	161	0.4	0.4	8.439	A
C-A	401	100			401				
C-B	121	30	571	0.212	121	0.3	0.3	8.006	A
A-B	16	4			16				
A-C	320	80			320				

15:30 - 15:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	588	0.274	161	0.4	0.4	8.439	A
C-A	401	100			401				
C-B	121	30	571	0.212	121	0.3	0.3	8.006	A
A-B	16	4			16				
A-C	320	80			320				

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	161	40	588	0.274	161	0.4	0.4	8.439	A
C-A	401	100			401				
C-B	121	30	571	0.212	121	0.3	0.3	8.006	A
A-B	16	4			16				
A-C	320	80			320				

Existing junction - 2029 with Development, 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	T-Junction	Two-way		2.49	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D9	2029 with Development	PM	FLAT	17:00	18:00	60	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		FLAT	✓	351	100.000
B		FLAT	✓	166	100.000
C		FLAT	✓	564	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	19	332
	B	25	0	141
	C	416	148	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.28	8.57	0.4	A	166	166
C-A					416	416
C-B	0.26	8.58	0.4	A	148	148
A-B					19	19
A-C					332	332

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	586	0.283	164	0.0	0.4	8.507	A
C-A	416	104			416				
C-B	148	37	567	0.261	147	0.0	0.3	8.528	A
A-B	19	5			19				
A-C	332	83			332				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	586	0.283	166	0.4	0.4	8.572	A
C-A	416	104			416				
C-B	148	37	567	0.261	148	0.3	0.4	8.583	A
A-B	19	5			19				
A-C	332	83			332				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	586	0.283	166	0.4	0.4	8.572	A
C-A	416	104			416				
C-B	148	37	567	0.261	148	0.4	0.4	8.583	A
A-B	19	5			19				
A-C	332	83			332				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	166	42	586	0.283	166	0.4	0.4	8.572	A
C-A	416	104			416				
C-B	148	37	567	0.261	148	0.4	0.4	8.583	A
A-B	19	5			19				
A-C	332	83			332				

Appendix R

Technical Note

Date: 13 November 2024

Project: Ryebank, Chorlton

Title: Parking Study Report

1. Introduction

Background

- 1.1 This Note sets out the findings of the Parking Study undertaken as part of the Ryebank Chorlton Transport Assessment (TA).
- 1.2 The parking surveys and study have been undertaken in line with the method agreed with Manchester City Council (MCC), Trafford Metropolitan Borough Council (TMBC) and Transport for Greater Manchester (TfGM) between September 2023 and June 2024.

2. Parking Surveys

Survey Scope: Longford Road

- 2.1 It was agreed with the authorities that all surveys relating to the TA would be undertaken in April 2024.
- 2.2 The parking beat survey at Longford Road was undertaken on the same day as the traffic surveys (Wednesday 17 April 2024) to capture parking activity in the area shown below.

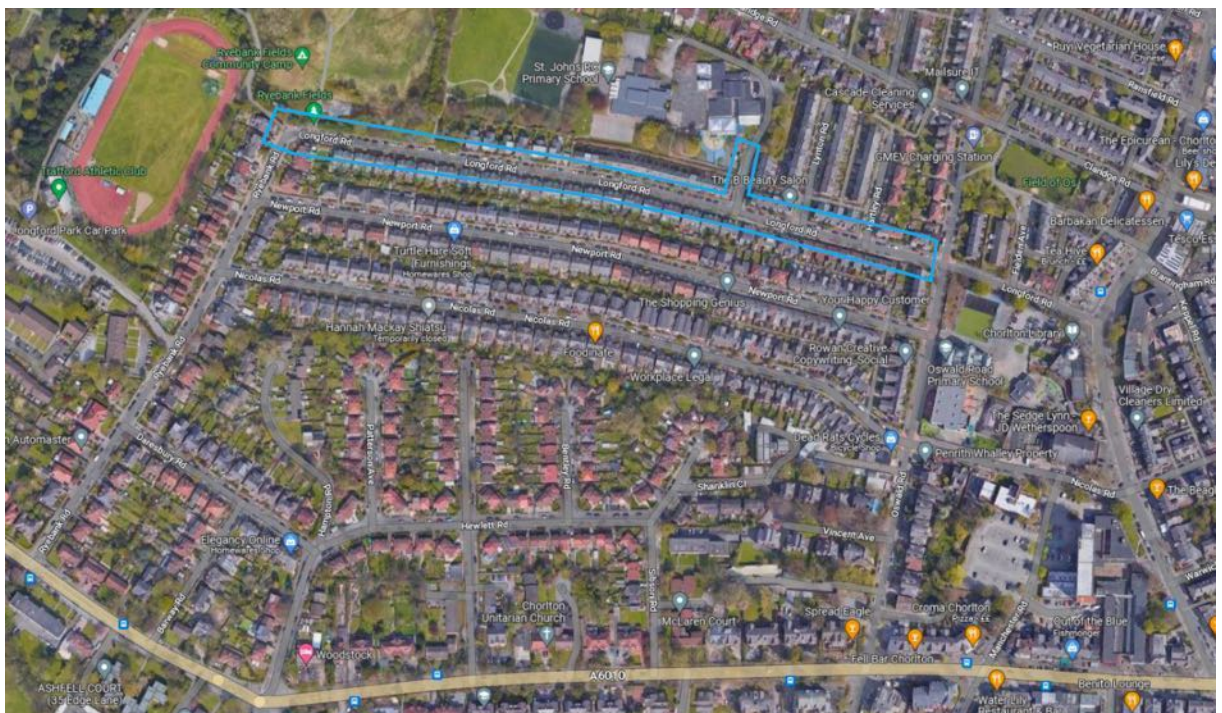


Figure 2.1: Parking Beat Study Area – Longford Road

- 2.3 The surveys were undertaken in 15-minute beats between 8am and 9.15am and 2.45pm and 4pm to allow activity associated with school drop-off and collection to be established. Additional spot surveys were undertaken on the same day at 12pm to allow an understanding of conditions outside the school activity periods and 11pm to allow an understanding of resident demand in isolation.

- 2.4 The parking survey output data plans provided by the survey company are attached as Appendix A.

Survey Scope: Areas to the North of the Site

- 2.5 TMBC requested that two days of parking survey data be collected on two separate days for streets to the north of the development shown in Figure 2.1.



Figure 2.2: Proposed Study Area: North of the Site

- 2.6 It was agreed with the authorities that the surveys be undertaken using a two hour beat method between 5am and 8pm on Wednesday 17 April 2024 and Sunday 21 April 2024. The following beat times have been agreed:
- 5am 7am 9am 11am 1pm 3pm 5pm 7pm
- 2.7 The parking survey output data plans provided by the survey company are attached as Appendix A.

Street Capacity & Controls: Longford Road Survey Area

- 2.8 TMBC requested that 6m parking space lengths be used, instead of 5m lengths used in the industry standard method. This means that the assessment is very much a worst-case as it reduces the actual parking capacity of the streets when considered in the context of the industry standard assessment method. For consistency the same method of measuring capacity has been used in the Longford Road analysis.
- 2.9 In line with the standard assessment method, the length measurements will be converted into parking space measurements by rounding down to the nearest whole so that it is realistic. For example, for a length of measurement of 47m this would equate to seven parking spaces ($47/6=7.8=7$).
- 2.10 Appendix B shows the parking capacity and current controls in the Longford Road survey area.

- 2.11 Junction protection waiting restrictions are in place in the vicinity of the Longford Road junction with Oswald Road. School Keep Clear markings are in place on the western side of Chepstow Road and in the vicinity of the Chepstow Road junction with Longford Road.
- 2.12 A number of individual properties have protected disabled spaces on their street frontages and Keep Clear markings are present in the vicinity of the alleyway entrance on the northern side of Longford Road and extending across the frontage of property no. 94.
- 2.13 The capacity of available lengths of unrestricted street parking have been calculated on the basis of the method outlined above with an allowance of 6m per space. Junction zones are excluded in line with the Lambeth method recommendation, irrespective of the presence of formal junction protection markings.
- 2.14 The assessment shows that there is a total of 134 street parking spaces available across the study area. As noted above, this is considered a worst-case assessment of capacity in the study area.

Street Capacity & Controls: Areas to the North of the Site

- 2.15 Appendix B shows the parking capacity and current controls in the northern survey area.
- 2.16 Junction protection waiting restrictions are in place at the junction of Rye Bank Road with Great Stone Road, no other restrictions are present within the survey area.
- 2.17 The streets within the survey area characteristically accommodate semi-detached properties with driveways on a relatively consistent format and spacing. The spaces between driveways typically vary between 10m-14m but effectively provide an arrangement in which each property benefits from space on the street frontage for a single car to park, in addition to the driveway space. This applies in pairs between driveways and all spaces of 10m+ of this type are taken to provide space for two cars. A 10m space between driveways will comfortably accommodate two cars as there is always one side of the car free to enter or leave the space, as with back-to-back spaces of 4.8m length in a standard car parking arrangement. This also reflects observed usage.
- 2.18 As with the Longford Road area the zone around the junction of Rye Bank Road with Park Square has been excluded from the capacity calculation, in addition to the protected area around the junction of Rye Bank Road with Great Stone Road. In addition, only one side of Park Square has been included in the capacity calculation due to the width of this street and in line with observed usage.
- 2.19 The assessment shows that there is a total of 113 street parking spaces available across the study area. As noted above, this is considered a worst-case assessment of capacity in the study area.

Parking Assessment: Longford Road

- 2.20 Appendix B shows the parking occupancy assessment of Longford Road and a summary of this is provided below. The non-standard method of measuring the capacity lengths in the study area set out earlier needs to be borne in mind when considering the findings set out below, as this means that the occupancy level in the study area is inflated in some instances, i.e. the capacity is lower than in reality.
- 2.21 The baseline resident parking rate is taken from the 11pm survey, as this reflects a period when most residents are at home and there is less demand from visitors or other land uses in the area. The 11pm survey shows that there is an overall demand for parking of 102 vehicles and that the street is operating at a total 76% occupancy level.
- 2.22 The above means that there is sufficient space in the study area to accommodate the total surveyed demand. However, the surveys show the stretch of the northern edge of Longford Road (between Chepstow Road and Oswald Road) and the eastern side of Chepstow Road operating over capacity at 11pm. However, these vehicles can be accommodated in other areas of the study area that are operating under capacity, and therefore do not need to park in this manner.

- 2.23 At 8am the surveys show that overall the study area is operating at a 57% occupancy level, with 77 vehicles parked. The demand at this time in the morning can be assumed to still relate to resident parking demand, though it is evident from the difference with the 11pm survey that some residents who drive to work have already left for the day.
- 2.24 Between 8.15am and 9am parking demand on the study area increases with an overall occupancy level of between 66% and 78% recorded (between 89 and 104 vehicles parked). The change in parking demand is attributed to drop-off activity associated with the schools in the area.
- 2.25 Between 8.15am and 9am parking is at capacity (100%) on the northern side of Longford Road between Chepstow Road and Oswald Road and exceeds capacity between the alley and Chepstow Road. Capacity is also exceeded on the eastern side of Chepstow Road (120%). This activity relates to school drop-off and vehicles parked in these locations could be adequately accommodated in other areas of the study area.
- 2.26 At 9.15am and 12pm the demand levels on the street reside to an overall occupancy rate of between 66% and 67% with between 88 and 90 vehicles parked across the study area. This reflects the removal of activity associated with the nearby schools and return to a baseline parking rate associated with residents.
- 2.27 Between 2.45pm and 3.30pm the overall occupancy rates of between 72% and 91% occurs with between 100 and 122 vehicles parked comprising of a combination of vehicles collecting children from school and residents. As before there are locations in the study area where stretches are operating over capacity, but this is considered unnecessary as the demand could all be suitably accommodated in other areas of the study area.

Parking Assessment: Areas to the North of the Site

- 2.28 Appendix B shows the parking occupancy assessment of areas to the north of the development and a summary of this is provided below. The non-standard method of measuring the capacity lengths in the study area set out earlier needs to be borne in mind when considering the findings set out below, as this means that the occupancy level in the study area is inflated in some instances, i.e. the capacity is lower than in reality.
- 2.29 The 5am survey on Wednesday reflects the base weekday level of resident demand in the study area. The survey shows that overall the study area is operating at 69% occupancy with 78 vehicles parked. At this time the lengths of street on Rye Bank Road (between the site and Great Stone Road) are operating at 79% (west side) and 69% (east side) occupancy levels.
- 2.30 Between 7am and 9am the level of demand reduces to between 72 vehicles (64% occupancy level) and 63 vehicles (56% occupancy rate), respectively, representing the period when residents who drive to work can be expected to have left home for the day. The level of demand on Rye Bank Road (between the site and Great Stone Road) also reduces during this period.
- 2.31 During the daytime period (11am and before 3pm) the overall level of demand reduces further with maximum of 66 vehicles parked (58% occupancy level).
- 2.32 From 3pm the level of demand begins to rise reflecting residents starting to return home and by 7pm the level of demand is 76 vehicles (67% occupancy level). At 7pm the level of demand on Rye Bank Road (between the site and Great Stone Road) 12 vehicles (west side) and 8 vehicles (east side), with occupancy levels of 86% and 62% respectively.
- 2.33 The 5am survey on Sunday reflects the base weekend level of resident demand in the study area. The survey shows that overall the study area is operating at 71% occupancy with 80 vehicles parked. At this time the length of street on Rye Bank Road (between the site and Great Stone Road) are operating at 86% (west side) and 77% (east side) occupancy levels.
- 2.34 From 7am the level of demand falls to an overall occupancy rate of 71%. Between 9am and 7pm a maximum occupancy level of 68% (3pm) is recorded. The level of demand on Rye Bank Road (between the site and Great Stone Road) remains relatively stable with it at no period exceeding the demand levels recorded at 5am.

Parking Study Conclusions & Strategy Measures

- 2.35 The survey shows that overall the levels of parking demand can be accommodated in the legitimate capacity available in both the Longfield Road study area and northern study area.
- 2.36 On Longford Road school drop-off and collection activity causes fluctuations in demand and while there are stretches of the study area where clusters of vehicles parked exceed the capacity available, these vehicles could be readily accommodated if they parked in the legitimate space available. Greater enforcement during school activity periods would encourage more appropriate parking and less nuisance to other street users.
- 2.37 In the northern area the assessment shows that there is sufficient capacity to accommodate demand levels and that there are no stretches where capacity is exceeded.
- 2.38 The parking study shows that while there are fluctuations in parking demand on the streets surrounding the site, that the overall level of demand can be accommodated legitimately within street capacity.
- 2.39 A full assessment has been undertaken to establish a suitable parking level to serve the development based on local car ownership levels, other evidence/research and local and national policy guidance. The parking level seeks to meet the operational needs of the development, while not encouraging excessive car use in line with local and national policy. Details of the proposed parking strategy for the development is set out in TA to which this technical note is appended.

Appendix A

Longford Road Parking Beat Survey

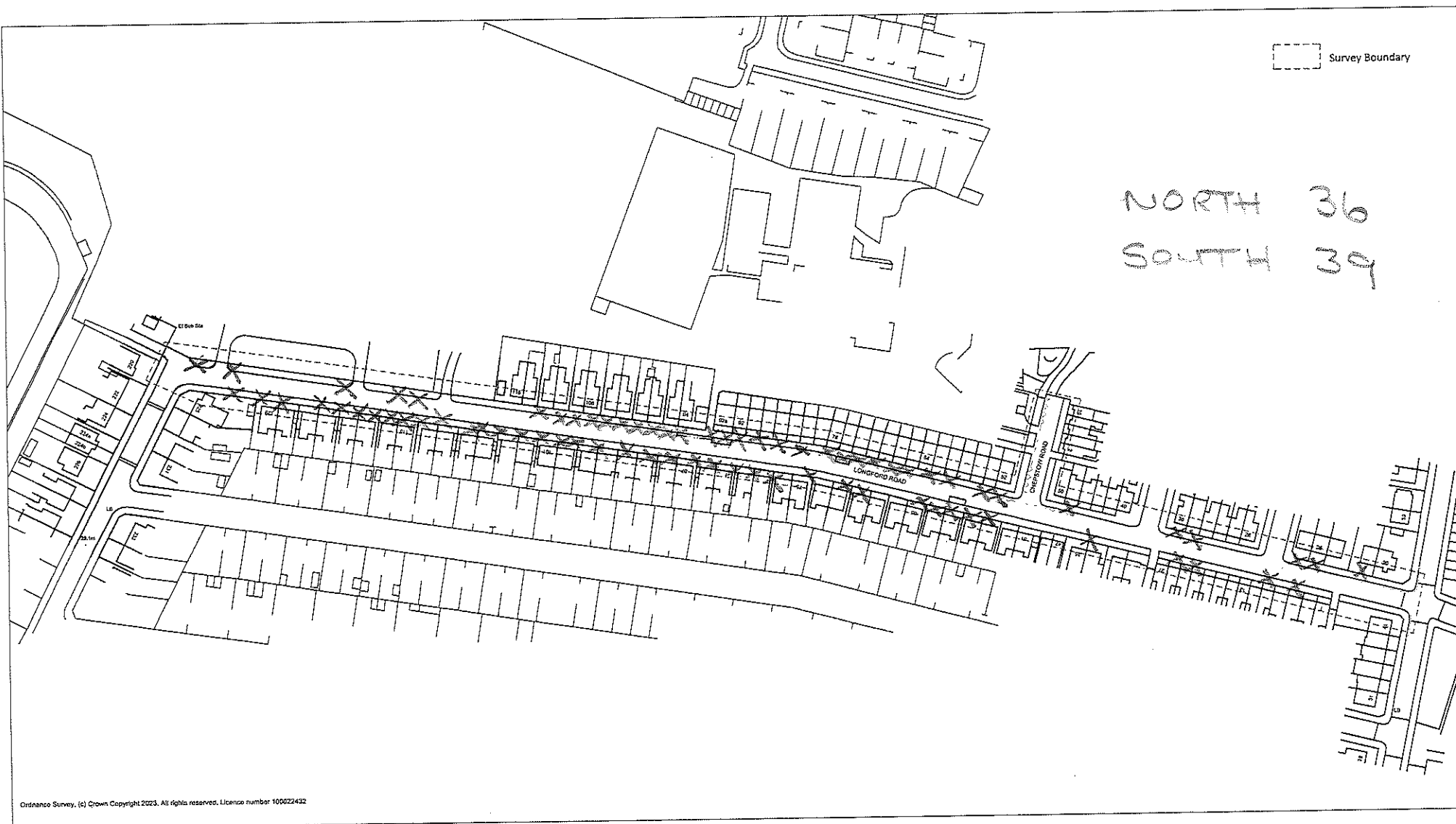
Date: _____

Time: 800

Scale: 1:1500 @ A3

Survey Boundary

NORTH 36
SOUTH 39



Longford Road Parking Beat Survey

Date: _____

Time: 8 15

Scale: 1:1500 @ A3

Survey Boundary

NORTH 49
SOUTH 40

Longford Road Parking Beat Survey

Date: _____

Time: 830

Scale: 1:1500 @ A3

Survey Boundary

NORTH 51
SOUTH 44,

Scale: 1:1500 @ A3

Scale: 1:1500 @ A3

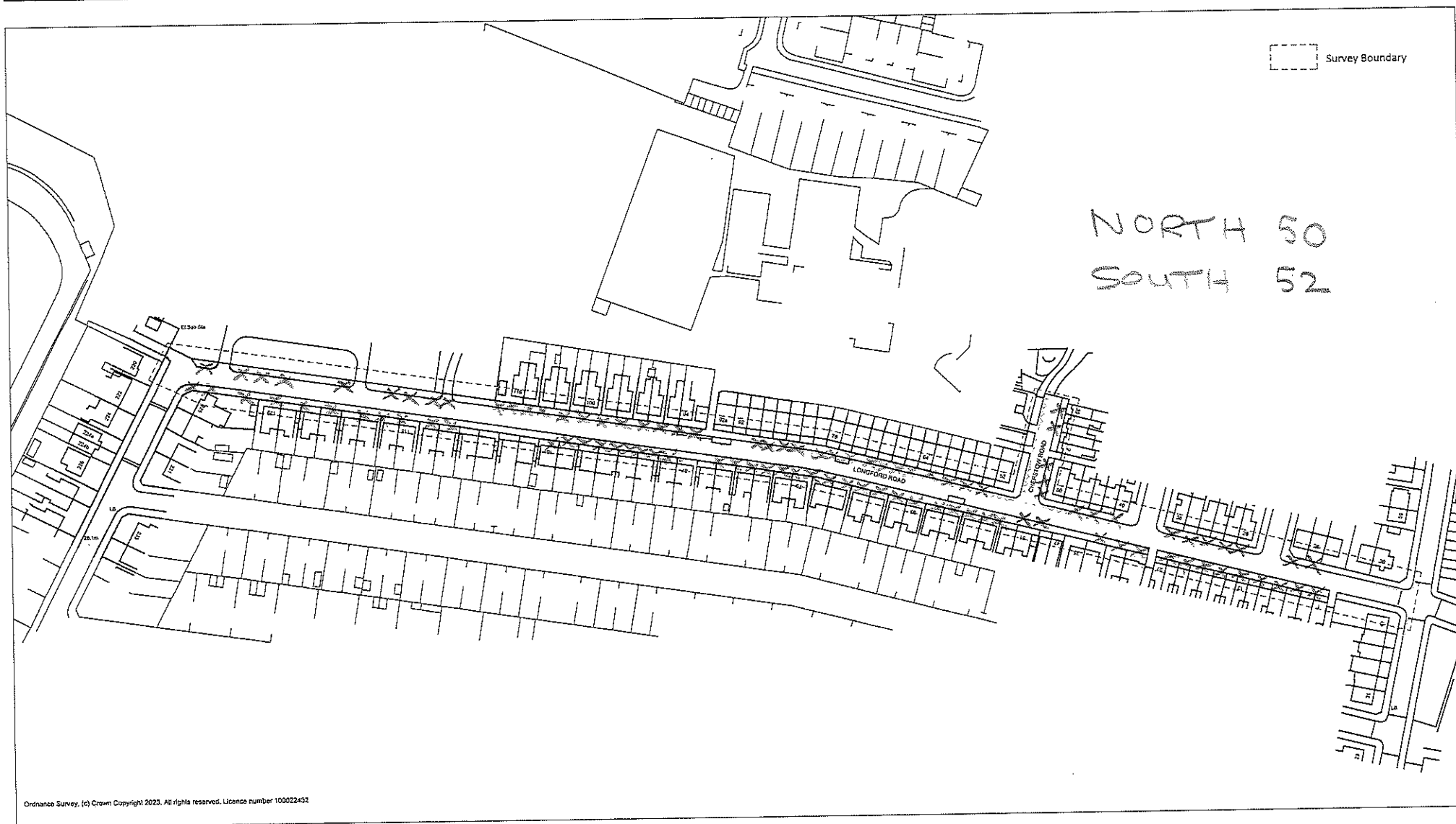
Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432

Longford Road Parking Beat Survey

Date: 17/11

Time: 900

Scale: 1:1500 @ A3



Longford Road Parking Beat Survey

Date: _____

Time: 915

Scale: 1:1500 @ A3

Survey Boundary

NORTH 46
SOUTH 44

Longford Road Parking Beat Survey

Date: _____

Time: 1445

Scale: 1:1500 @ A3

Survey Boundary

NORTH 49
SOUTH 51

Longford Road Parking Beat Survey

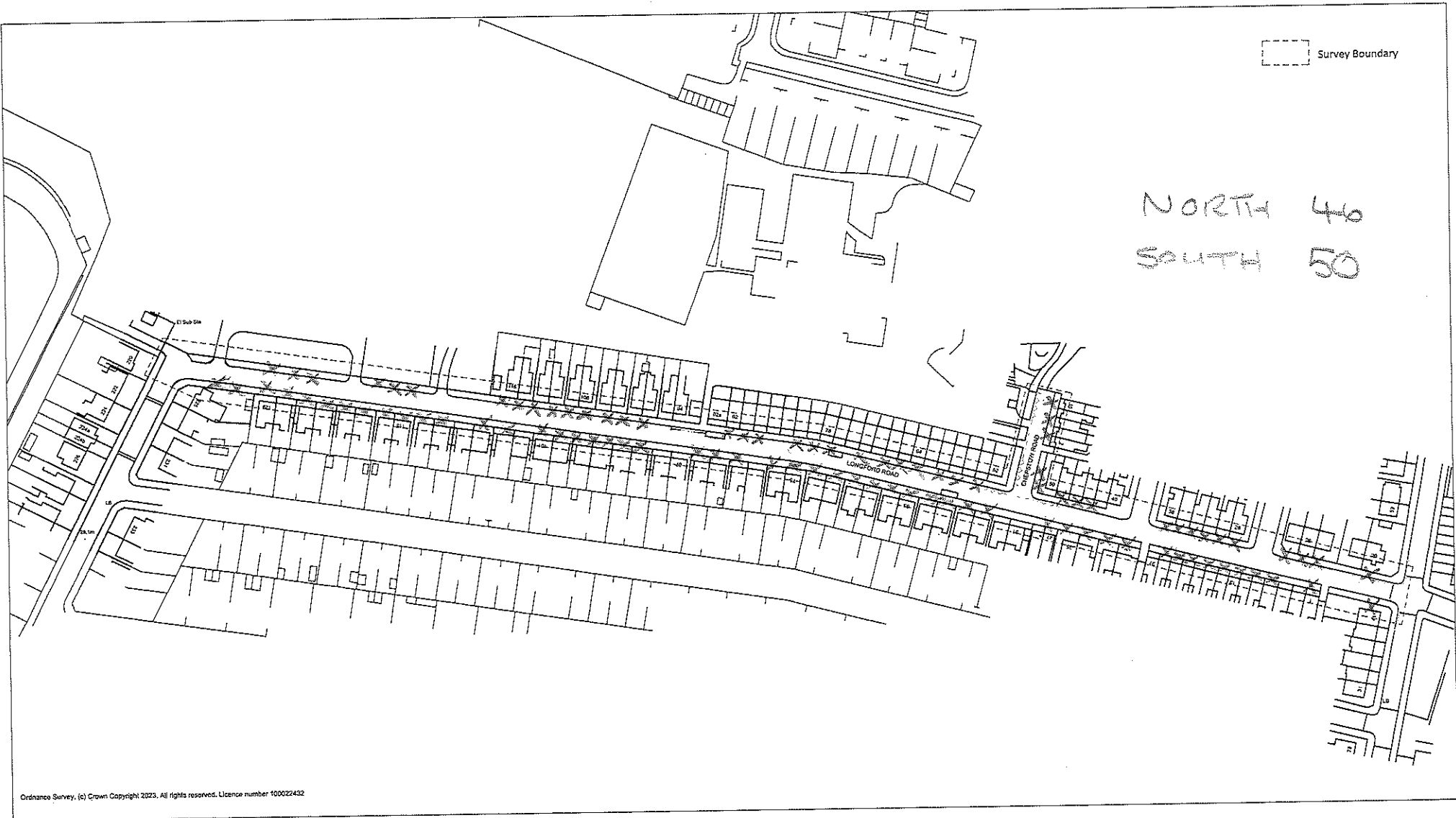
Date: _____

Time: 1500

Scale: 1:1500 @ A3

 Survey Boundary

NORTH 46
SOUTH 50

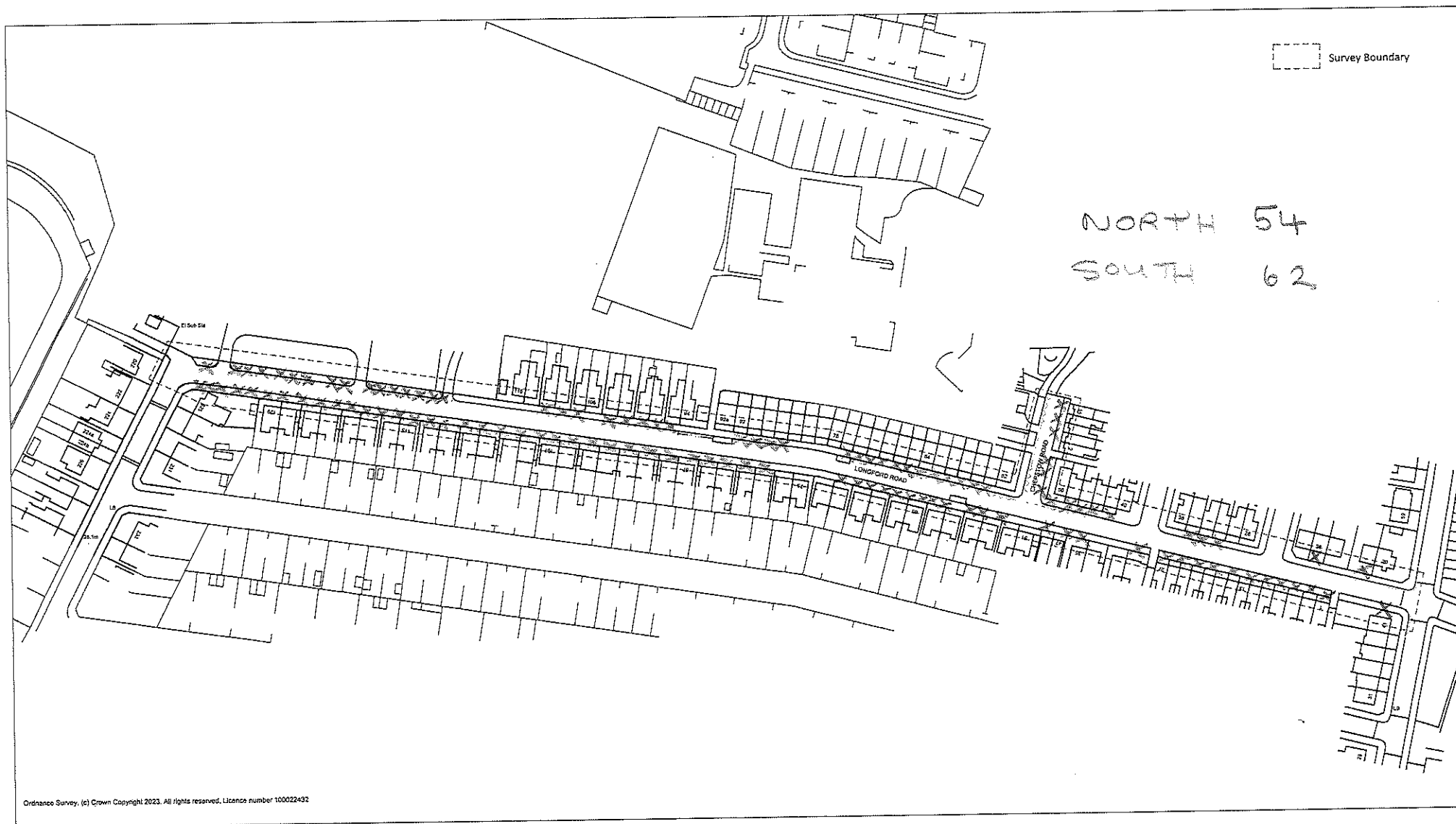


Longford Road Parking Beat Survey

Date: _____

Time: 1515

Scale: 1:1500 @ A3

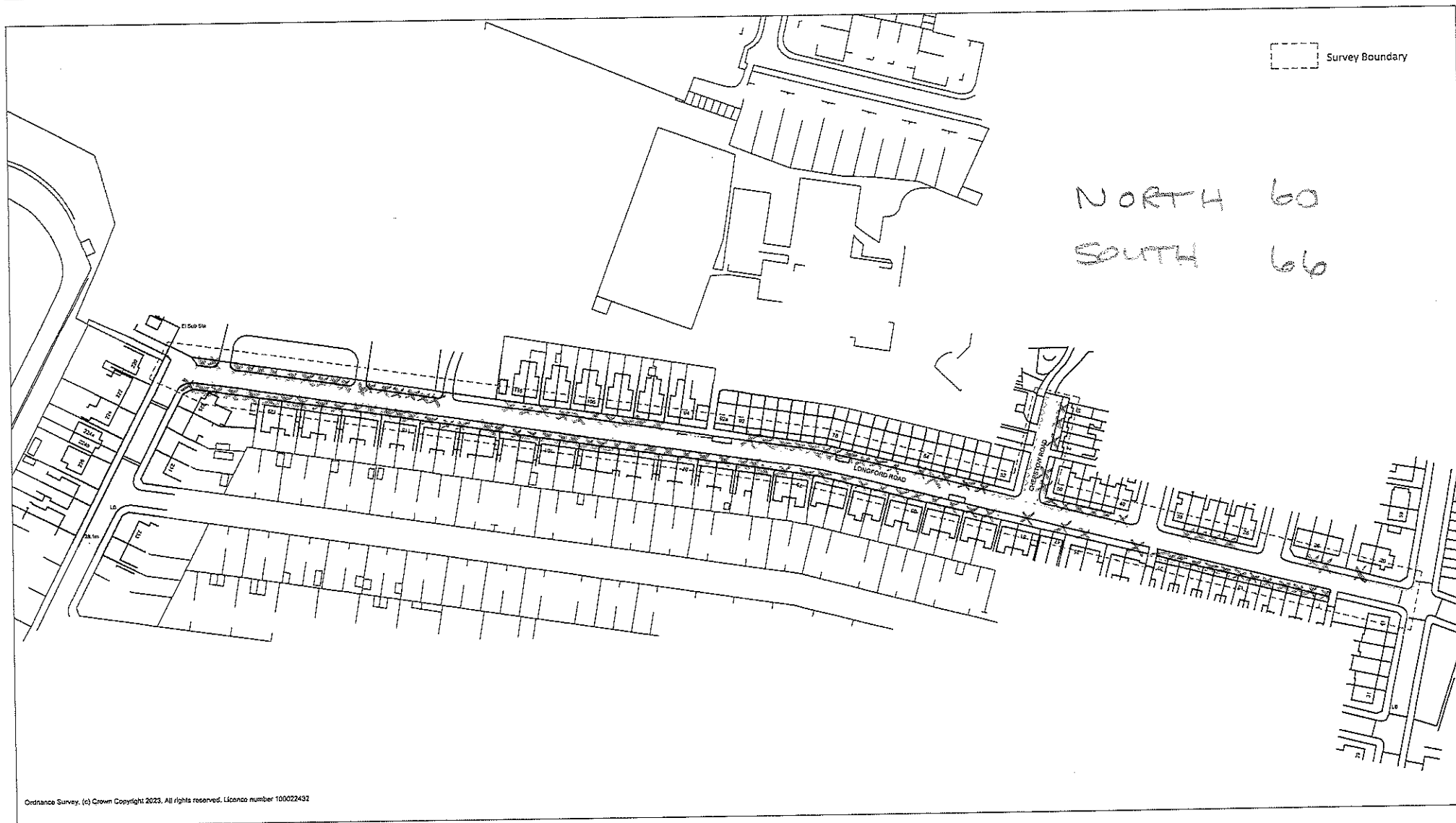


Longford Road Parking Beat Survey

Date: _____

Time: 1530

Scale: 1:1500 @ A3

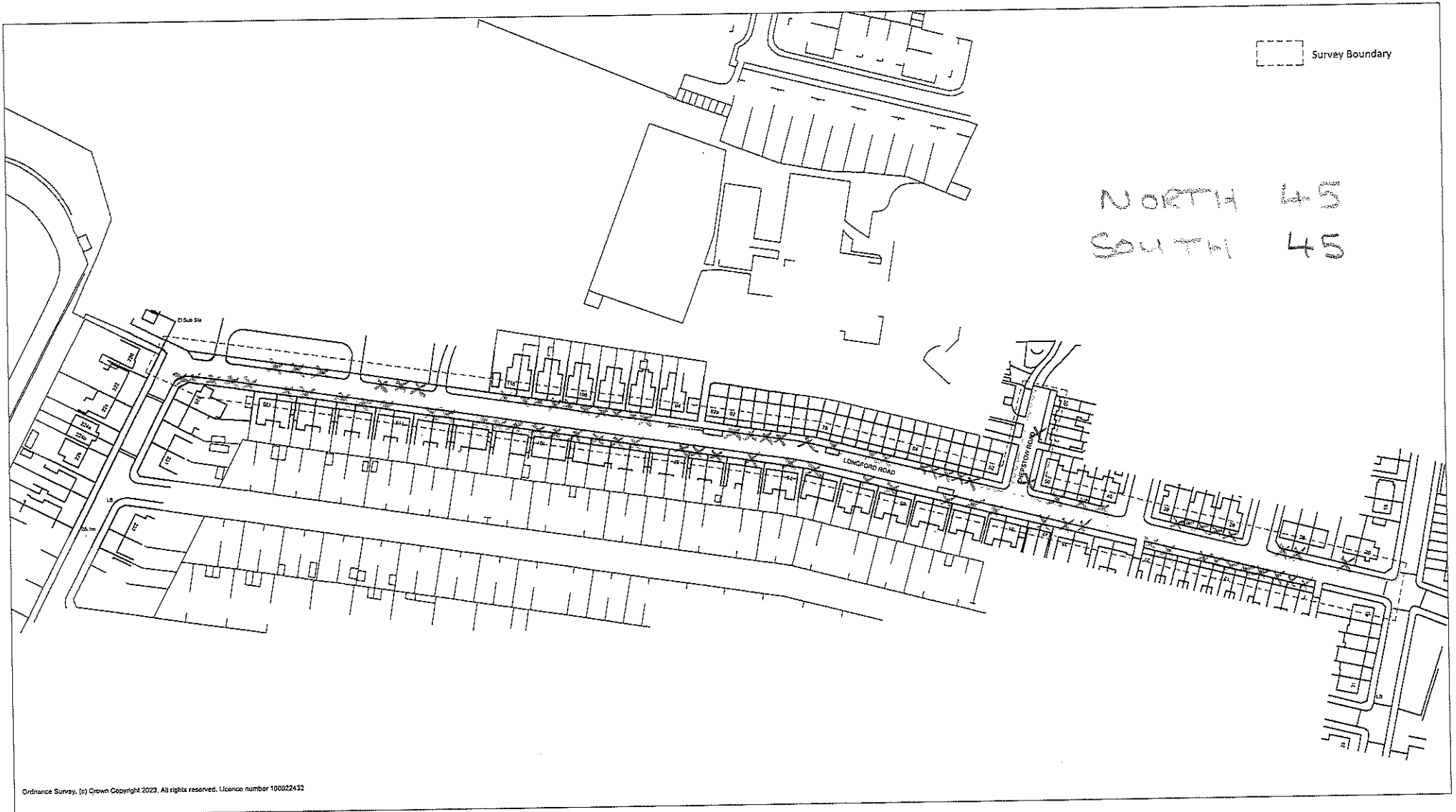


Longford Road Parking Beat Survey

Date: _____

Time: 1545

Scale: 1:1500 @ A3



Disabled
bay



Longford Road Parking Beat Survey

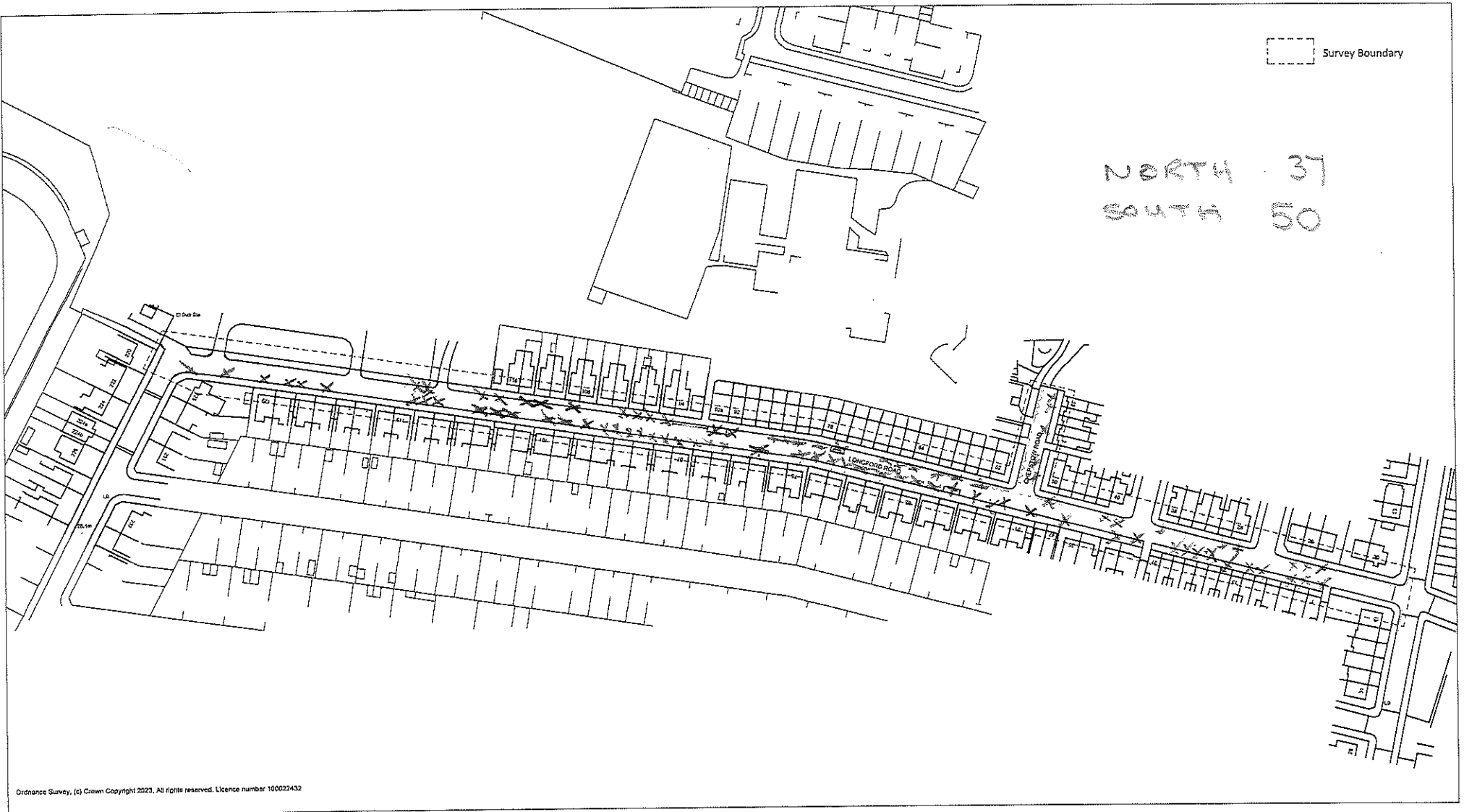
Date: _____

Time: 12.00

Scale: 1:1500 @ A3

 Survey Boundary

NORTH 37
SOUTH 50



Longford Road Parking Beat Survey

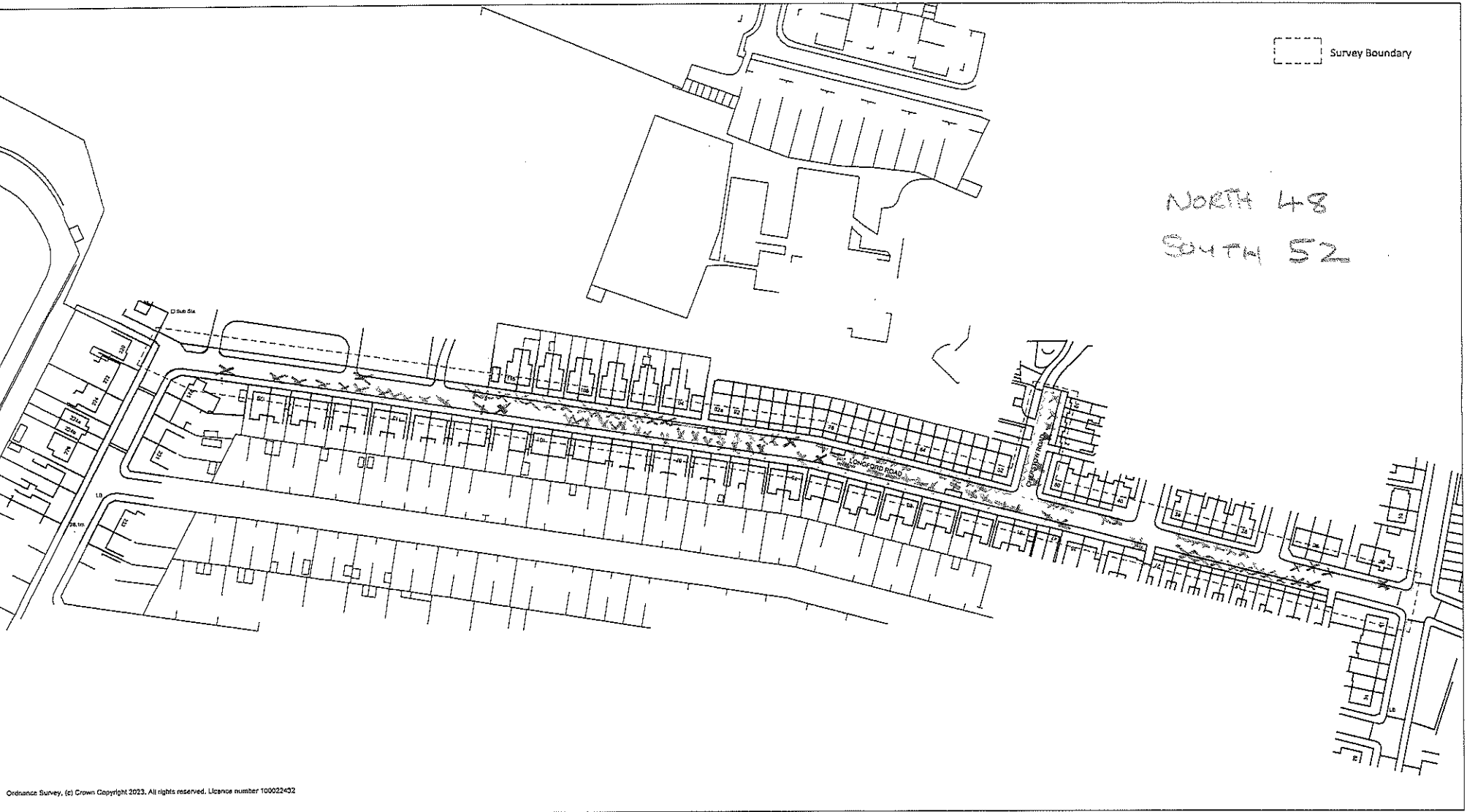
Date: _____

Time: 2300

Scale: 1:1500 @ A3

 Survey Boundary

NORTH 48
SOUTH 52



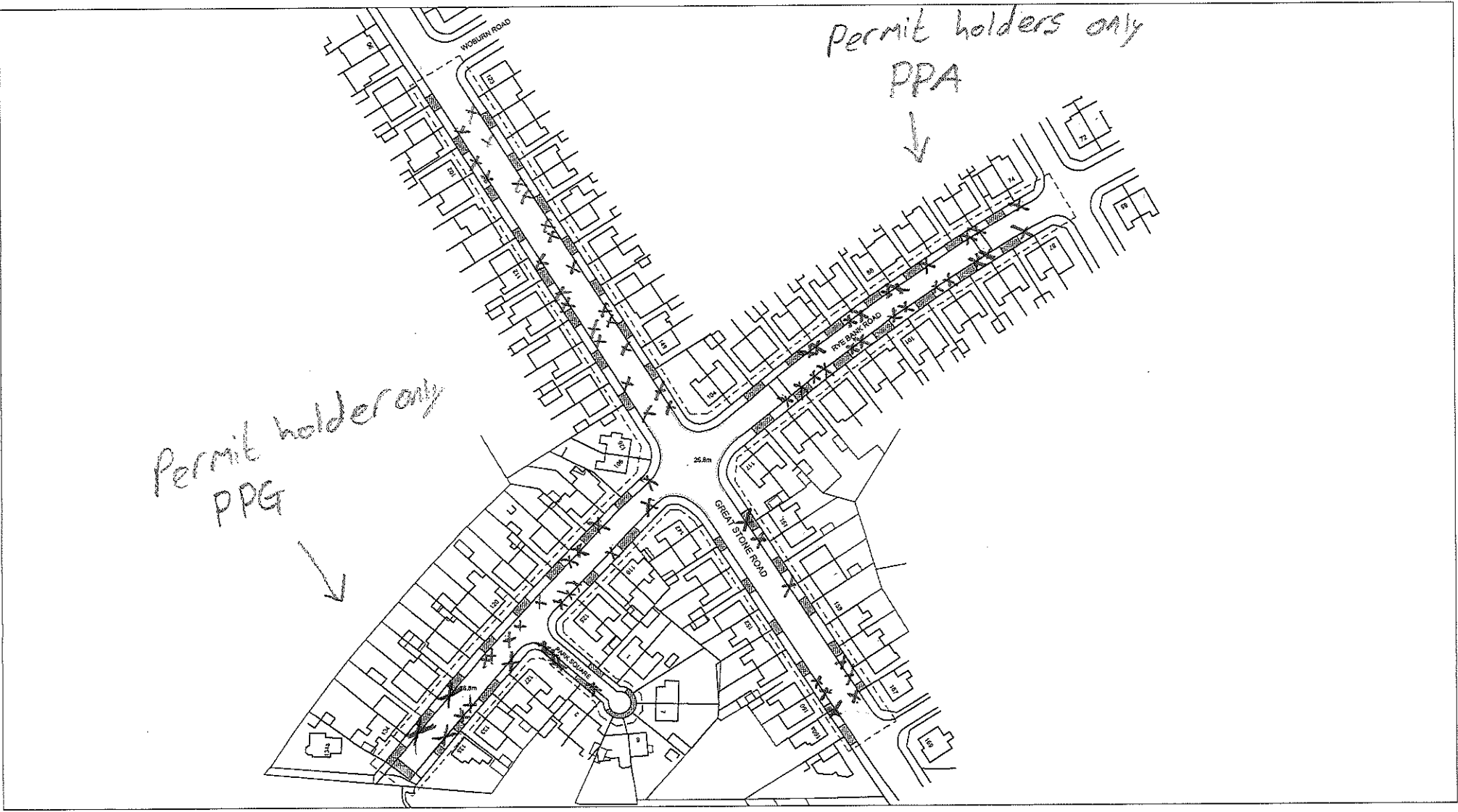
Paul

Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Wednesday

Time 0500

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Wednesday

Time: 0700

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Wednesday

Time: 0900

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Wednesday

Time: 1100

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Wednesday

Time: 1300

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Wednesday

Time: 1500

Scale: 1:1500 @ A3

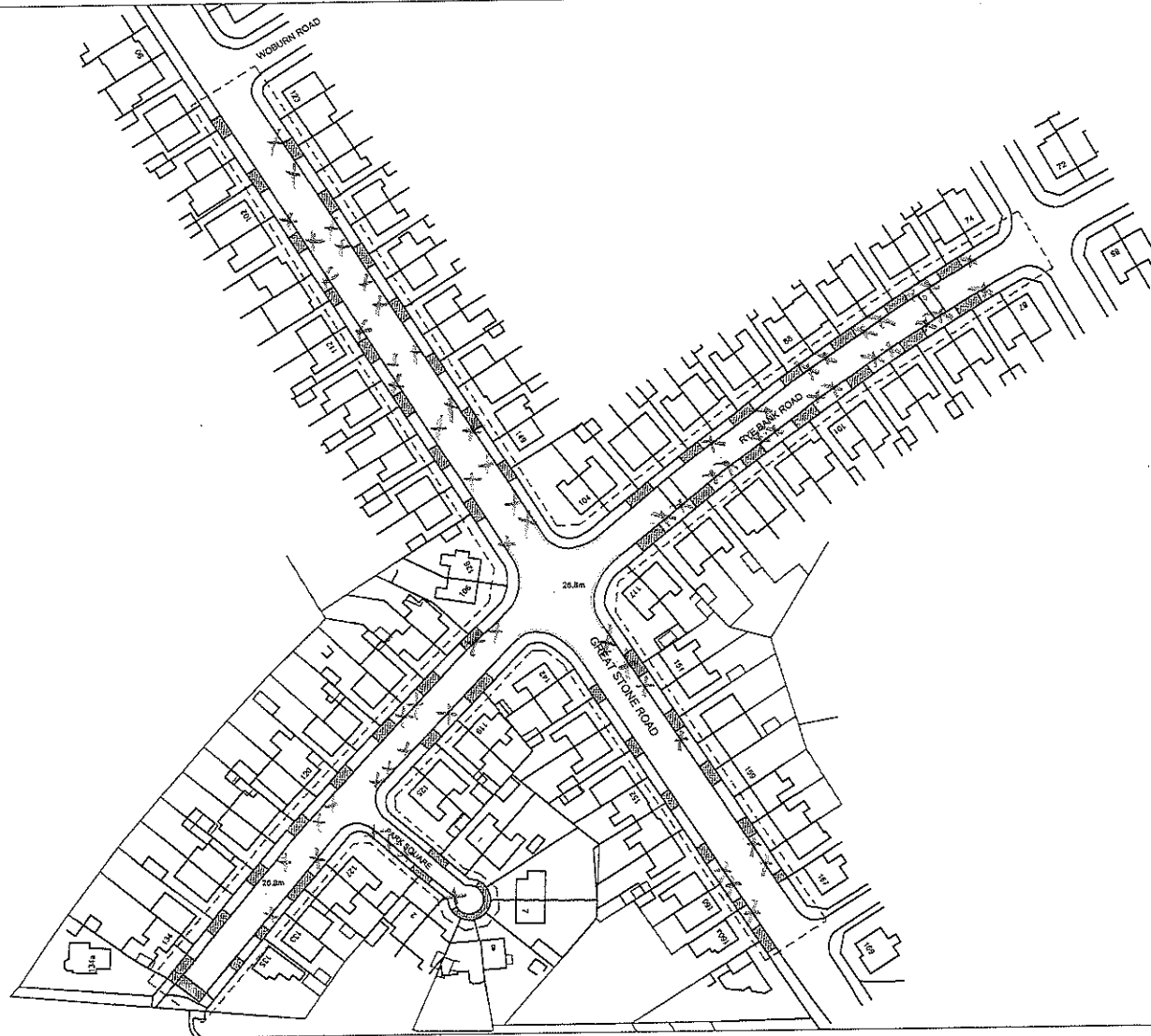


Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Wednesday

Time: 1700

Scale: 1:1500 @ A3

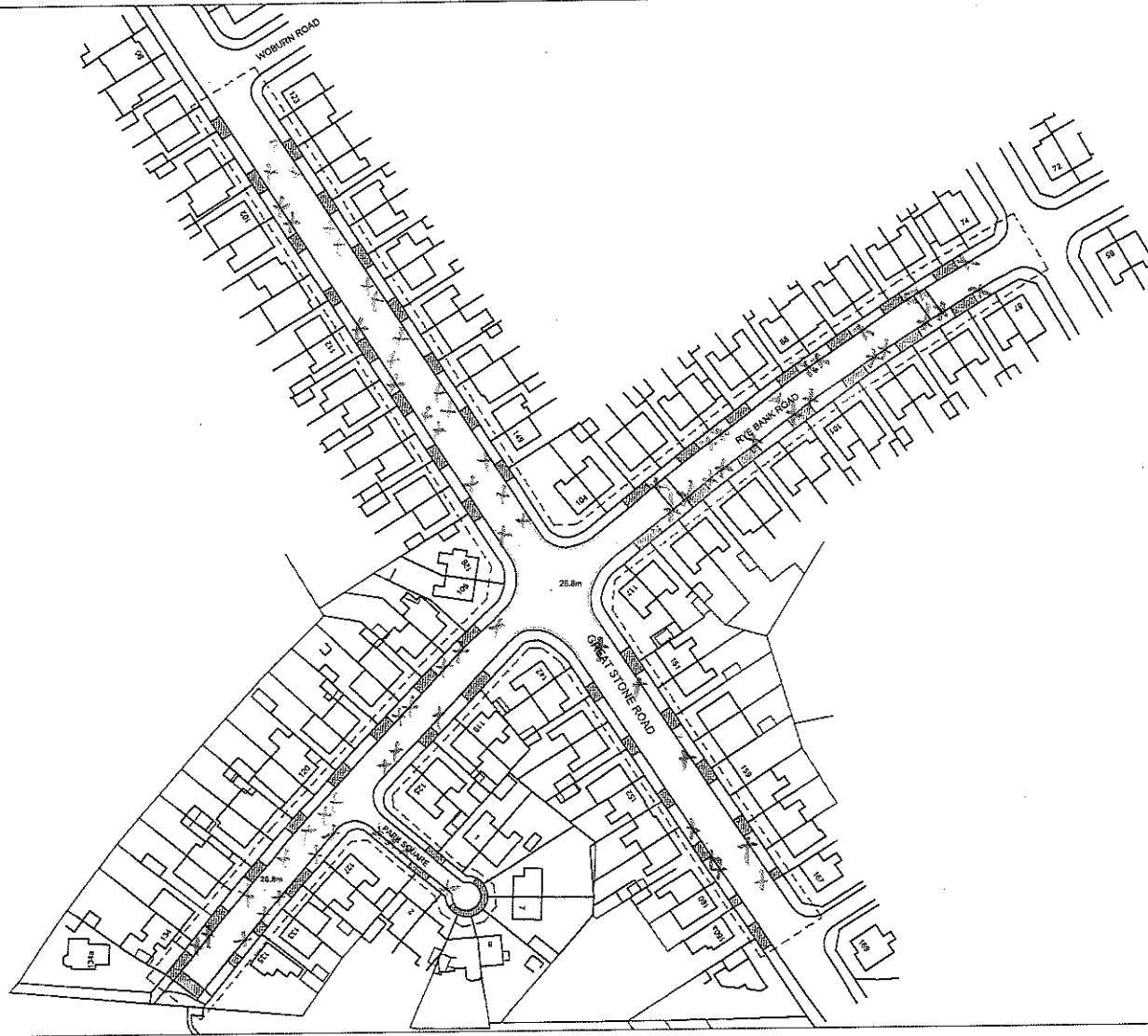


Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Wednesday

Time: 1900

Scale: 1:1500 @ A3



Paul

Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Sunday

Time: 0500

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Sunday

Time: 0700

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Sunday

Time: 0900

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Sunday

Time: 1100

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Sunday

Time: 1300

Scale: 1:1500 @ A3

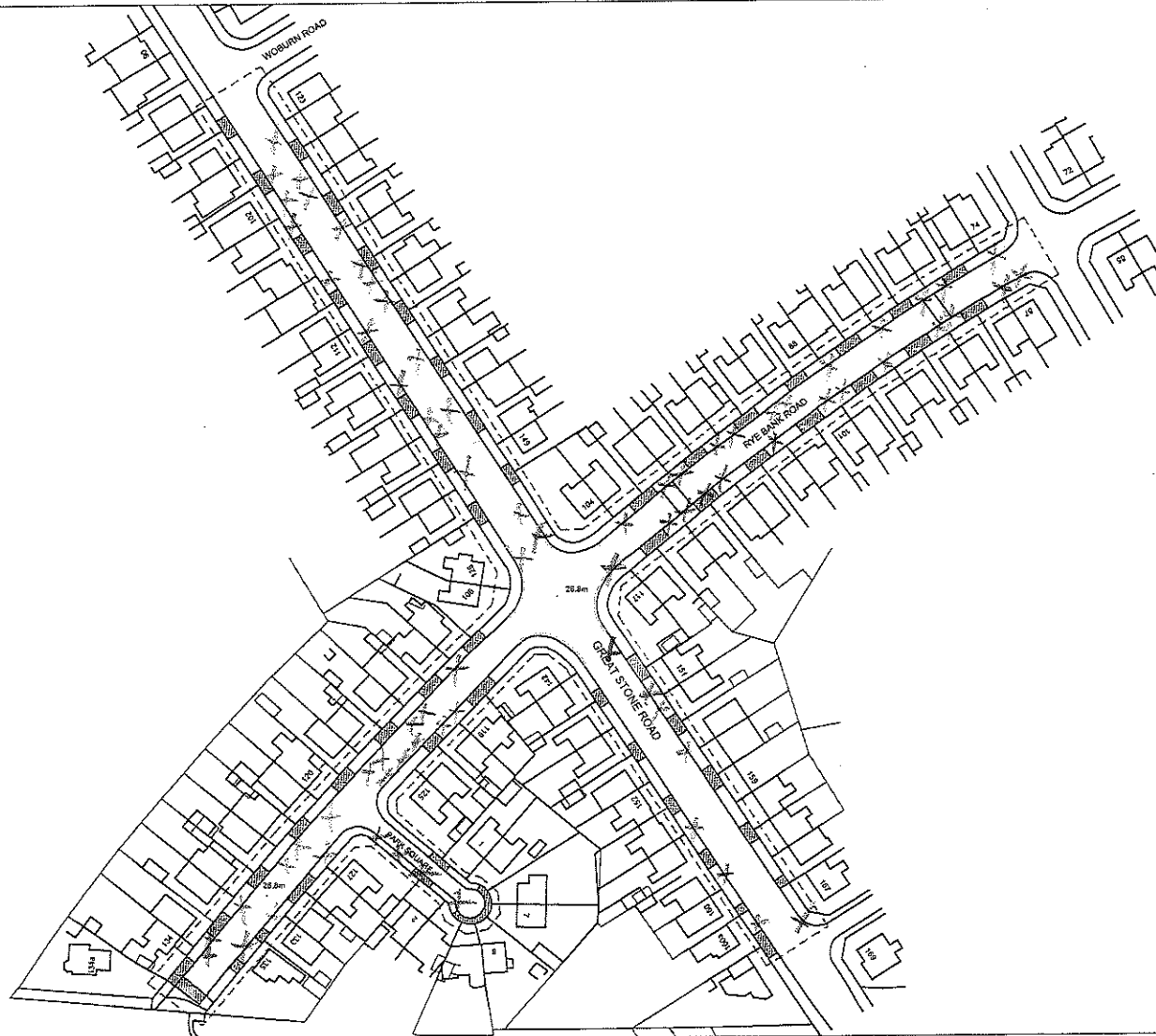


Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Sunday

Time: 1500

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Sunday
Time: 1700

Scale: 1:1500 @ A3



Great Stone Road / Ryebank Road
Parking Beat Survey

Date: Sunday

Time: 1900

Scale: 1:1500 @ A3



TIME			TOTAL
	NORTH	SOUTH	
8:00	36	39	75
8:15	49	40	89
8:30	51	44	95
8:45	51	51	102
9:00	50	52	102
9:15	46	44	90
14:45	49	51	100
15:00	46	50	96
15:15	54	62	116
15:30	60	66	126
15:45	45	45	90
12:00	37	50	87
23:00	48	52	100

TIME	GREAT STONE ROAD NORTH		TOTAL
	EAST	WEST	
5:00	12	10	22
			0
7:00	11	9	20
9:00	13	9	22
11:00	12	9	21
13:00	11	10	21
15:00	10	11	21
17:00	12	9	21
19:00	12	10	22

TIME	RYE BANK ROAD EAST		TOTAL
	NORTH	SOUTH	
5:00	10	13	23
			0
7:00	8	11	19
9:00	10	7	17
11:00	9	4	13
13:00	10	7	17
15:00	12	10	22
17:00	9	13	22
19:00	9	12	21

TIME	GREAT STONE ROAD SOUTH		TOTAL
	EAST	WEST	
5:00	6	3	9
			0
7:00	6	2	8
9:00	4	3	7
11:00	3	5	8
13:00	4	5	9
15:00	3	3	6
17:00	6	3	9
19:00	5	3	8

TIME	RYE BANK ROAD WEST		TOTAL
	NORTH	SOUTH	
5:00	11	12	23
			0
7:00	9	11	20
9:00	8	9	17
11:00	8	8	16
13:00	8	9	17
15:00	8	11	19
17:00	7	9	16
19:00	12	11	23

DATE: SUNDAY 21st APRIL 2024

TIME	GREAT STONE ROAD NORTH		TOTAL
	NORTH	SOUTH	
5:00	11	9	20
			0
7:00	11	11	22
9:00	11	11	22
11:00	9	13	22
13:00	11	12	23
15:00	9	10	19
17:00	9	10	19
19:00	9	10	19

TIME	RYE BANK ROAD EAST		TOTAL
	NORTH	SOUTH	
5:00	9	14	23
			0
7:00	10	14	24
9:00	9	13	22
11:00	8	11	19
13:00	8	10	18
15:00	12	13	25
17:00	13	11	24
19:00	12	13	25

TIME	GREAT STONE ROAD SOUTH		TOTAL
	NORTH	SOUTH	
5:00	6	3	9
			0
7:00	6	3	9
9:00	6	3	9
11:00	5	4	9
13:00	5	4	9
15:00	5	3	8
17:00	5	3	8
19:00	5	3	8

TIME	RYE BANK ROAD WEST		TOTAL
	NORTH	SOUTH	
5:00	12	12	24
			0
7:00	12	12	24
9:00	9	11	20
11:00	11	10	21
13:00	11	11	22
15:00	11	11	22
17:00	11	11	22
19:00	12	11	23

Appendix B

Longford Road Parking Survey: Capacity & Occupancy Assessment - Wednesday 17 April 2024

Road	Side	Section	Total Length (m)	Driveways		Availability		Uncontrolled	Restricted	Capacity Disabled	Total	Weds 08:00		Weds 08:15		Weds 08:30		Weds 08:45		Weds 09:00		Weds 09:15		Weds 14:45		Weds 15:00		Weds 15:15		Weds 15:30		Weds 15:45		Weds 12:00		Weds 23:00			
				Occ	%	Occ	%					Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%
Longford Road	North	Ryebank Road to School Access	80	N	74	11	11	5	45%	8	73%	9	82%	9	82%	8	73%	10	87%	9	82%	8	73%	10	87%	6	55%	16	143%	18	164%	6	55%	2	18%	1	9%		
Longford Road	North	School Access - Alley	104	N	115	15	15	10	67%	10	67%	9	60%	10	67%	12	80%	87%	10	67%	9	60%	9	60%	9	60%	9	60%	9	60%	10	67%	10	67%	9	60%	13	87%	
Longford Road	North	Alley - Chestow Road	119	N	115	16	2	18	16	89%	20	111%	16	89%	20	111%	15	83%	15	83%	18	100%	13	72%	14	74%	16	126%	18	149%	8	52%	13	72%	13	72%	16	89%	
Longford Road	North	Chestow Road - Oswald Road	97	Y	68	10		10	6	60%	6	60%	10	100%	10	100%	10	100%	10	100%	9	90%	8	80%	13	130%	10	100%	13	130%	11	110%	10	100%	9	90%	14	140%	
Longford Road	South	Ryebank Road - Alley	390	N	391	63	1	64	36	56%	35	55%	37	58%	45	70%	43	67%	37	58%	41	64%	41	64%	50	78%	48	75%	35	55%	40	63%	42	66%					
Longford Road	South	Alley - Oswald Road	93	N	71	11		11	4	36%	5	45%	6	55%	6	55%	9	82%	7	58%	10	91%	9	82%	12	109%	12	109%	10	91%	10	91%	10	91%	10	91%			
Chestow Road	West	Longford Road - End	37	N	0	0		0	0	0																													
Chestow Road	East	Longford Road - End	37	N	34	5		5	0	0	5	100%	6	120%	4	80%	5	100%	4	80%	5	100%	6	120%	5	100%	2	40%	5	100%	6	120%							

Summary

Total Capacity	Weds 08:00		Weds 08:15		Weds 08:30		Weds 08:45		Weds 09:00		Weds 09:15		Weds 14:45		Weds 15:00		Weds 15:15		Weds 15:30		Weds 15:45		Weds 12:00		Weds 23:00		
	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	
134	77		57%	89	66%	93	69%	104	78%	103	77%	90	67%	100	75%	96	72%	116	87%	122	91%	87	65%	88	66%	102	76%

Northern Area Parking Survey: Capacity & Occupancy Assessment - Wednesday 17 April 2024

Road	Side	Section	Total	Driveways	Available	Capacity				Weds 05:00		Weds 07:00		Weds 09:00		Weds 11:00		Weds 13:00		Weds 15:00		Weds 17:00		Weds 19:00	
			Length (m)		Length (m)	Uncontrolled	Restricted	Disabled	Total	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%
Rye Bank Road	West	Rye Bank Road - Great Stone Road	127	Y	79	14			14	11	78.6%	9	64.3%	8	57.1%	8	57.1%	9	64.3%	8	57.1%	7	50.0%	12	85.7%
Rye Bank Road	East	Rye Bank Road - Great Stone Road	124	Y	74	13			13	9	69.2%	9	69.2%	7	53.8%	6	46.2%	7	53.8%	8	61.5%	6	46.2%	8	61.5%
Park Square	All		70	Y	47	4			4	4	100.0%	4	100.0%	2	50.0%	3	75.0%	3	75.0%	4	100.0%	4	100.0%	4	100.0%
Rye Bank Road	West	Great Stone Road - Nately Road	128	Y	83	16			16	10	62.5%	10	62.5%	10	62.5%	9	56.3%	10	62.5%	11	68.8%	9	56.3%	10	62.5%
Rye Bank Road	East	Great Stone Road - Rosslyn Road	127	Y	79	15			15	13	86.7%	12	80.0%	7	46.7%	4	26.7%	7	46.7%	10	66.7%	13	86.7%	12	80.0%
Great Stone Road	North	Woburn Road - Rye Bank Road	134	Y	90	16			16	12	75.0%	11	68.8%	13	81.3%	12	75.0%	11	68.8%	10	62.5%	12	75.0%	12	75.0%
Great Stone Road	South	Woburn Road - Rye Bank Road	135	Y	88	15			15	10	66.7%	9	60.0%	9	60.0%	9	60.0%	10	66.7%	11	73.3%	9	60.0%	10	66.7%
Great Stone Road	North	Ryebank Road - Rosslyn Road	90	Y	62	10			10	6	60.0%	6	60.0%	4	40.0%	3	30.0%	4	40.0%	3	30.0%	6	60.0%	5	50.0%
Great Stone Road	South	Ryebank Road - Rosslyn Road	91	Y	61	10			10	3	30.0%	2	20.0%	3	30.0%	5	50.0%	5	50.0%	3	30.0%	3	30.0%	3	30.0%

Observation of use corrections
Spaces between driveways of 10m+ recorded as two spaces
Park Square parking one side only

Summary

Total Capacity	Weds 05:00		Weds 07:00		Weds 09:00		Weds 11:00		Weds 13:00		Weds 15:00		Weds 17:00		Weds 19:00	
	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%
113	78	69%	72	64%	63	56%	59	52%	66	58%	68	60%	69	61%	76	67%

Northern Area Parking Survey: Capacity & Occupancy Assessment - Sunday 21 April 2024

Road	Side	Section	Total	Driveways	Available	Capacity				Sun 05:00		Sun 07:00		Sun 09:00		Sun 11:00		Sun 13:00		Sun 15:00		Sun 17:00		Sun 19:00	
			Length (m)		Length (m)	Uncontrolled	Restricted	Disabled	Total	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%
Rye bank Road	West	Rye bank Road - Great Stone Road	127	Y	79	14			14	12	85.7%	12	85.7%	9	64.3%	11	78.6%	12	85.7%	11	78.6%	11	78.6%	12	85.7%
Ryebank Road (N)	East	Rye bank Road - Great Stone Road	124	Y	74	13			13	10	76.9%	10	76.9%	8	61.5%	8	61.5%	8	61.5%	8	61.5%	8	61.5%	7	53.8%
Park Square	All		70	Y	47	4			4	3	75.0%	3	75.0%	3	75.0%	3	75.0%	3	75.0%	4	100.0%	3	75.0%	4	100.0%
Rye bank Road	West	Great Stone Road - Nately Road	128	Y	83	16			16	10	62.5%	10	62.5%	9	56.3%	8	50.0%	8	50.0%	12	75.0%	13	81.3%	12	75.0%
Rye bank Road	East	Great Stone Road - Rosslyn Road	127	Y	79	15			15	14	93.3%	14	93.3%	13	86.7%	11	73.3%	11	73.3%	13	86.7%	13	86.7%	13	86.7%
Great Stone Road	North	Woburn Road - Rye bank Road	134	Y	90	16			16	11	68.8%	11	68.8%	11	68.8%	9	56.3%	11	68.8%	11	68.8%	9	56.3%	9	56.3%
Great Stone Road	South	Woburn Road - Rye bank Road	135	Y	88	15			15	11	73.3%	11	73.3%	11	73.3%	11	73.3%	12	80.0%	10	66.7%	10	66.7%	10	66.7%
Great Stone Road	North	Ryebank Road - Rosslyn Road	90	Y	62	10			10	6	60.0%	6	60.0%	6	60.0%	5	50.0%	5	50.0%	5	50.0%	5	50.0%	6	60.0%
Great Stone Road	South	Ryebank Road - Rosslyn Road	91	Y	61	10			10	3	30.0%	3	30.0%	3	30.0%	4	40.0%	4	40.0%	3	30.0%	3	30.0%	3	30.0%

Observation of use corrections
Spaces between driveways of 10m+ recorded as two spaces
Park Square parking one side only

Summary

Total Capacity	Sun 05:00		Sun 07:00		Sun 09:00		Sun 11:00		Sun 13:00		Sun 15:00		Sun 17:00		Sun 19:00	
	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%	Occ	%
113	80	71%	80	71%	73	65%	70	62%	74	65%	77	68%	75	66%	76	67%