



Transportation Planning : Infrastructure Design

Transport Assessment

Proposed Lidl Food Store, Fallowfield Retail Park, Manchester

Lidl Great Britain Limited

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EXECUTIVE SUMMARY

This updated Transport Assessment has been prepared to inform Manchester City Council (MCC) as local highway authority and Transport for Greater Manchester (TfGM) of the implications of minor revisions to Lidl Great Britain's proposals for Fallowfield Retail Park. Since planning permission has been obtained, Lidl's store proposal has increased marginally in size. The sales floor of the latest proposal, for example, is circa 11% larger than that of the original scheme.

The following table provides an illustration of the revised store proposals against the planning-approved scheme.

	As approved (sq.m)	Revised scheme (sq.m)	Difference (sq m)
Sales Area	1,372	1,518	+ 146 (11%)
Parking	94	102	+ 8

In order to assess the implications of the larger foodstore on the local highway network, we undertook additional traffic counts in September 2023. The results of these surveys can be found in [Appendix 5](#) alongside the survey counts conducted in July and September 2021. The results of this exercise demonstrate that traffic flows have reduced across the network as a whole and at the retail park entrance. The uplift in trip generation from the larger store is insignificant compared to the reduction in traffic levels locally. As a result, no additional capacity assessments have been provided within this assessment as they would not be as robust a test as those provided in support of the planning-approved scheme. A summary of the current traffic survey results against those observed in 2021 is provided below:-

Comparison of entire study area traffic movements 2021 vs 2023 Retail Access + Birchfields Road / Moseley Road Roundabout

	2021	2023	Difference	% Change
PM 17:00-18:00	5197	4594	-603	-12%
SAT 12:30-13:30	4740	4520	-220	-5%

Two way flow along Birchfields Road adjacent to retail park access

	2021	2023	Difference	% Change
PM 17:00-18:00	1804	1638	-166	-9%
SAT 12:30-13:30	1656	1458	-198	-12%

Movements in and out of site access

	2021	2023	Difference	% Change
PM 17:00-18:00	331	224	-107	-32%
SAT 12:30-13:30	422	345	-77	-18%

Trip Gen comparison approved store vs revised scheme

	2021	2023	Difference	% Change
PM 17:00-18:00	183	192	9	5%
SAT 12:30-13:30	250	263	13	5%

The proposals also include two small sub-lets which in terms of trip generation are likely to draw trade almost exclusively from those visits that are already destined for the retail park, either for a visit to the new Lidl or to one of the other existing retail uses on the northern portion of the retail park. The existing GP surgery on the southern portion of the site will not be retained under the proposals that are the subject of this planning application. This will reduce overall trip generation levels in and out of the site and along Birchfields Road.

Further to this, the future assessment year of 2026 in this Transport Assessment, which was derived based on a store opening year of 2021 and 5 years post opening, has not been changed to 2029 to reflect a store opening year of 2024. Upon review, the 2021 survey counts growthed to the year 2026 result in a larger volume of traffic at the site access and the roundabout junction between Birchfields Road and Moseley Road when compared to the 2023 survey counts growthed to the year 2029. As a result, updating the survey count and future assessment years to 2023 and 2029 respectively, would not be as robust a test as those provided in support of the approved scheme.

Although no further capacity assessments have been conducted, [Table 7.3](#) detailing the estimated trip generation from the store has been updated to reflect the larger store.

Lidl's commitment to improving the existing site access into the retail park for pedestrians, to upgrading local footpaths, bus shelters and crossing facilities remains unchanged from their current obligations under the scheme which already benefits from planning permission.

1.0 INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by SCP on behalf of Lidl Great Britain Ltd, to support a planning application for a new discount food store, located on Fallowfield Retail Park, Manchester. This TA is an amendment to a previously submitted version. In the period since submission we have received responses from TfGM and MCC and addressed these in technical notes TN01 and TN02, attached as **Appendices 10** and **11** respectively. This amendment sets out the revised floor area of the store, incorporates the revisions included in the technical notes with regards to the junction modelling, and provides further updates.
- 1.2 The proposal for the application site includes the construction of a Class E discount food retail unit, with a sales floor area of circa 1,518m² and parking for 102 cars within the southern portion of the retail park. A small sub-let unit comprising circa 97sqm will be provided adjacent to the new Lidl store. The development will see several of the existing retail units, including a fast-food drive through, replaced to accommodate the store.
- 1.3 This TA considers the planning application against local and Government policy and comments on the feasibility of the development with reference to transport and highway issues. It examines the accessibility of the site by public transport, foot, bicycle and car, both at present and if the development proposals were to be brought forward. **Figure 1.1** below displays the southern portion of retail park which is to be redeveloped. The NHS unit will be replaced with car parking for the Lidl foodstore.

Figure 1.1: Application Site



2.0 TRANSPORT PLANNING POLICY

General

- 2.1 This chapter provides a summary of relevant national and local transport policies and provides a brief analysis of how the proposed development contributes towards the aims and objectives of these policies.

National Policy

National Planning Policy Framework (NPPF)

- 2.2 NPPF is published by the Ministry for Communities and Local Government, along with thematic Planning Practice Guidance (PPG) to set the framework under which local transport, parking and accessibility plans and policies are set.
- 2.3 Paragraph 114 of the NPPF states that when promoting developments *“it should be ensured that:*
- *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users;*
 - *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*
- 2.4 Paragraph 115 goes on to say that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 2.5 In the same chapter (paragraph 116) it is advocated that *“within this context, planning applications for development should:-*
- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high*

quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*

2.6 In reference to supporting documentation with planning applications, paragraph 117 of the NPPF states that “All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed”. The trigger levels for the above are set locally but must be in line with the above.

The Chartered Institute of Highways and Transportation: Manual for Streets / Manual for Streets 2 (2007 / 2010);

2.7 Manual for Streets (MfS) presents technical guidance and focuses on lightly-trafficked residential streets although many of its key principles may be applicable to other types of street such as high streets or lightly-trafficked lanes in rural areas. MfS is directed to all stakeholders involved in the planning, design, approval or adoption of new residential streets, and modifications to existing residential streets.

2.8 MfS is used for the design, construction, adoption and maintenance of new residential streets, but it is also applicable to existing residential streets subject to re-design.

2.9 MfS sets out detailed recommendations for street design with a focus on residential areas and motor vehicles, whilst MfS2 puts more emphasis on how and where key principles of MfS and MfS2 can be applied to busier streets and non-trunk roads; cycle infrastructure design is covered within MfS2 in detail too.

2.10 MfS and MfS2 state that the streets should:

'Not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority and meet the needs of all users such as pedestrians, cyclists and public transport users so that growth in these modes of travel is encouraged.'

Local Transport Policy

Manchester City Council Transport Strategy (2010)

- 2.11 At the time of writing, the Manchester City Council Transport Strategy (2020) is available in a draft format. With this document being subject to change, the 2010 transport strategy has been reviewed.
- 2.12 The 2010 document recognises the growth and transformation the city has undergone in recent years, with Manchester being recognised as a vibrant centre for Europe and a driving force for the North of England economy.
- 2.13 The document sets out key objectives to support Manchester's continued growth, with some of these being:
- Ensure good access to the City Centre;
 - Provide improved access for all users to employment, cultural and leisure opportunities;
 - Tackle the issues of climate change and deliver a low-carbon economy; and
 - Improve both actual and perceived safety and security.
- 2.14 The document further highlights issues which exist regarding the Metrolink and railway, and states that it seeks to continue improvements for these transport links in terms of reliability and capacity. Emphasis is also made on the importance of walking/cycling and the impact sustainable travel has upon the City Centre economy. Several schemes are discussed which aim to improve pedestrian and cycle accessibility to and from the City Centre.

3.0 EXISTING SITE

- 3.1 The site is located on Fallowfield Retail Park, which is to the east of the A34 Birchfields Road and approximately 5km to the south of Manchester City Centre.
- 3.2 The site is bounded by the A34 Birchfields Road to the west, the existing Hawthorn Medical Centre and Moseley Road to the south, existing retail units within Fallowfield Retail Park to the north and a railway line to the east.
- 3.3 The site location in the context of the surrounding transport network is shown in **Figure 3.1** below.

Figure 3.1: Application Site, Local Context



- 3.4 A34 Birchfields Road runs along the development site's western boundary. At its southern tip the road meets with B5093 Moseley Road via a 3-armed roundabout, while to the north the road meets with Old Hall Lane via a 4-armed signalised junction. The development site takes access from Birchfields Road via a signalised junction, circa 150m north of the Moseley Road roundabout. The site access accommodates advanced cycle stop lines on all arms and controlled pedestrian crossing facilities.

- 3.5 The A34 is circa 10m wide along the site frontage, with footway of circa 3m width provided along both sides of the carriageway. To the north of the site access, the southbound carriageway accommodates a weekday PM peak (4pm to 7pm only) bus lane. The northbound carriageway provides an advisory cycle lane. Bus stops are provided along the road's length, with street lighting in place. The road is subject to a 30mph speed limit.
- 3.6 The existing retail park comprises the following schedule of accommodation:-

Table 3.1 – Existing Retail Park

Unit	Existing Retail Park	Area (sq ft)
1	Home Bargains	14,026
2	Iceland	8,493
3	Vacant	5,989
4	Yum! III UK Ltd (Pizza Hut)	697
5	Vacant	938
6	Jolleys sub let (Iceland)	3,821
7	Banardos	3,404
8	Vacant	5,979
9	NHS	5,318
10	Burger King Ltd	2,481
	Total	51,146

- 3.7 The car park provides circa 122 spaces plus a taxi turnaround on the northern parcel of the retail park. This includes six disabled bays and eight parent and child. On the southern parcel, the car park accommodates 72 cars including six disabled.
- 3.8 In addition to the footways on either side of the site access road, there are four defined pedestrian routes (two across each car park) connecting the A34 with the retail development.

4.0 ACCESSIBILITY

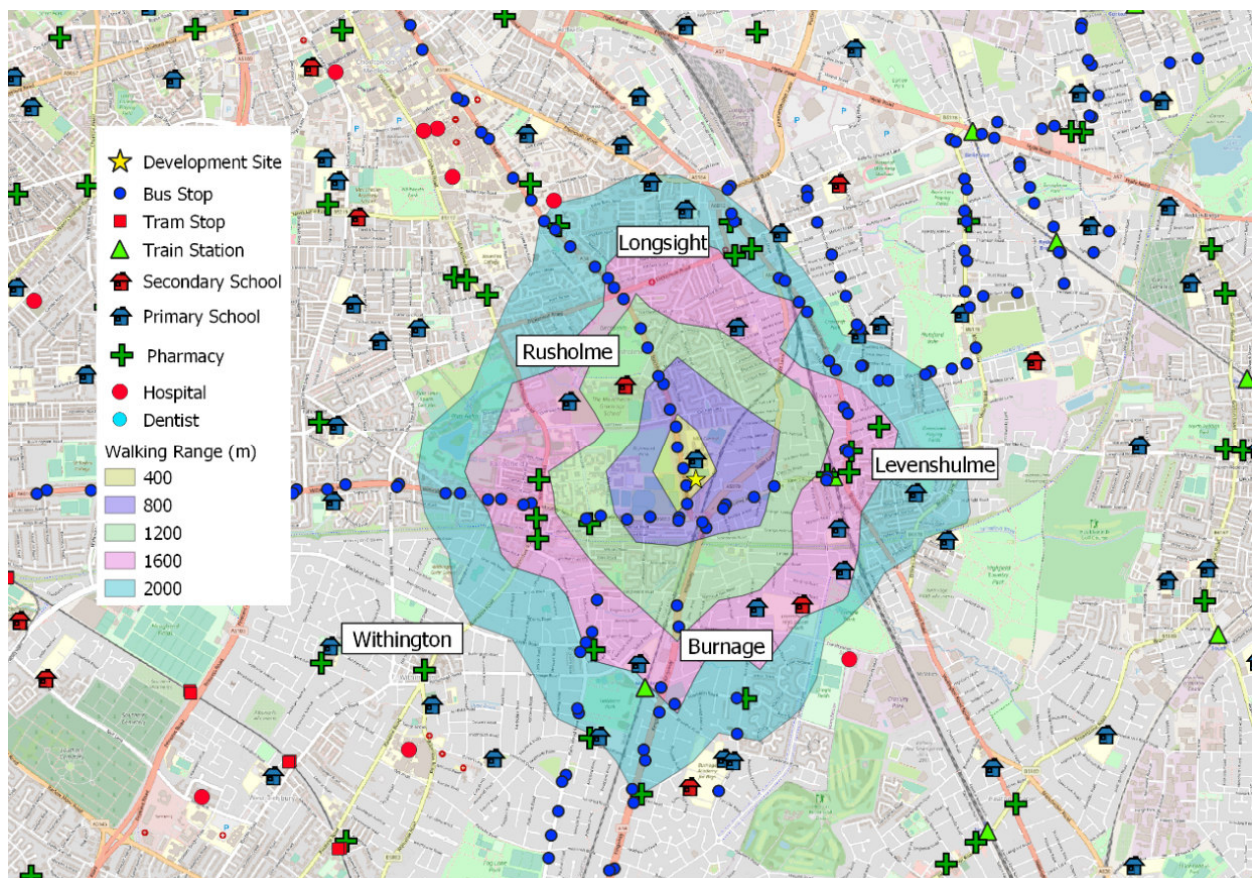
- 4.1 This section provides a review and description of the existing transport network surrounding the site. This will demonstrate the levels of existing accessibility to and from the site whilst identifying any opportunities for improvements as part of the development proposals.
- 4.2 It should be noted that Fallowfield Retail Park has existed and operated without issue for many years. The existing retail on site has benefited from the site's accessibility in terms of both sustainable travel and private vehicles.

Walking and cycling

Walking

- 4.3 Walking is recognised as the most important mode of travel at a local level and it offers the greatest potential to replace short car trips, particularly those under two kilometres. The pedestrian accessibility plan at **Figure 4.1** below shows the 2-kilometre walking catchment area from the site.

Figure 4.1: Walk Accessibility within 2km



- 4.4 The figure demonstrates that the residential areas of Longsight, Levenshulme, Burnage and Rusholme are within the 2-kilometre walking catchment area. This demonstrates that, as is Lidl policy, employees from the local area will be able to access the site by foot. This also indicates that a significant proportion of potential customers will also be within reasonable walking distance of the site.
- 4.5 Several local amenities are also within a 2km walk of the site (up to 10 minutes' walk), with these amenities being likely to promote linked trips, as shown in **Table 4.1** below:

Table 4.1 - Accessibility to Local Facilities from the Development Site

Service	Detail	Distance
Health Centre	Hawthorn Medical Centre	<20m
Retail	Fallowfield Retail Park	<50m
Bus stops	Birchfields Road	60m
Convenience Store	Za Convenience Store	300m
Dentist	Avalon Care Dental Practice, Slade Lane	700m
Pharmacy	Ladybarn Lane Pharmacy	800m
Fallowfield Bars, Restaurants & Retail	A6010 Wilmslow Road	1km
Rail Station	Levenshulme Rail Station	1km
Levenshulme Bars, Restaurants & Retail	A6 Stockport Road	1.1km
Library and Leisure Centre	Arcadia Library and Leisure Centre, Yew Tree Avenue	1.3km

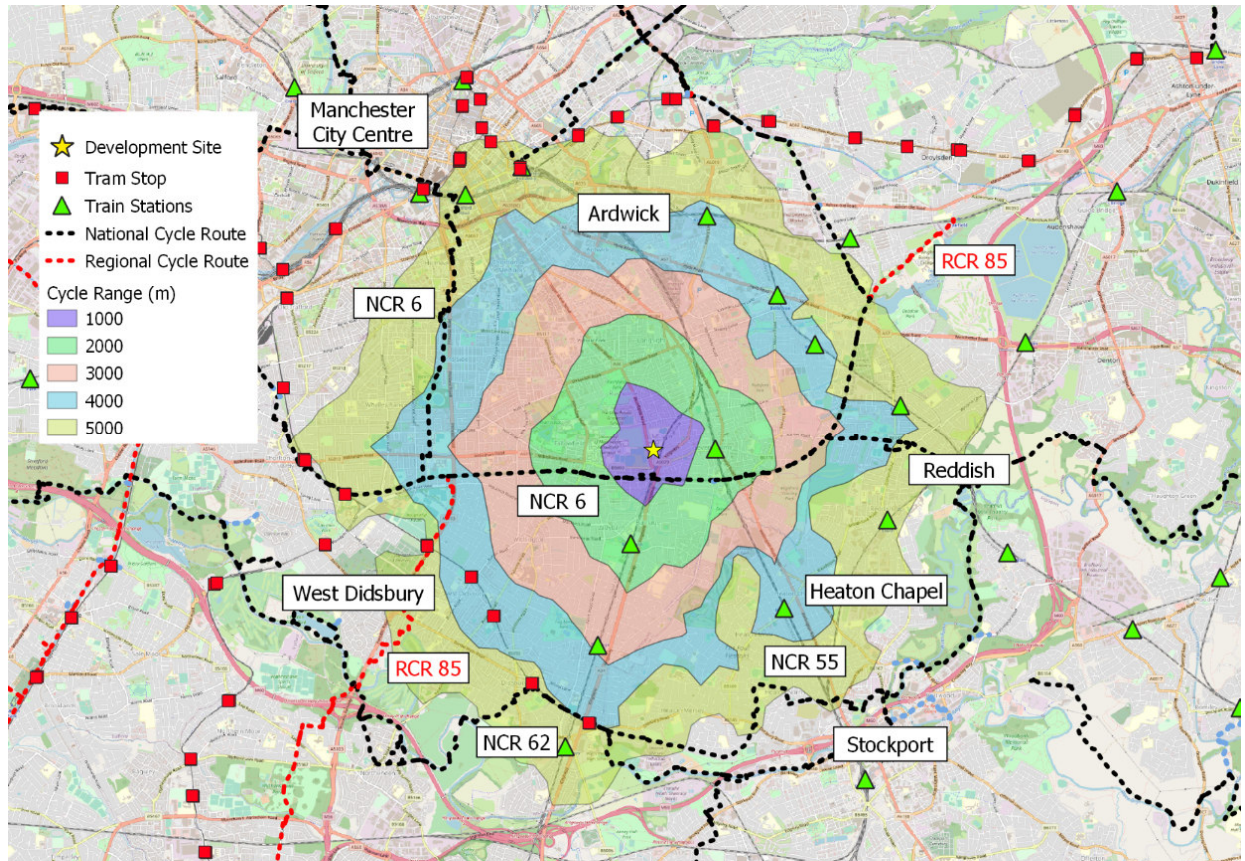
- 4.6 The surrounding area benefits from a good level of pedestrian infrastructure. Street lighting and wide footways are provided on all the local roads. Dropped kerbs are provided at many junctions in the vicinity of the application site, with the majority enhanced through tactile paving. Formal push button pedestrian crossings are provided at both the main retail access to the site, and slightly north of the Lytham Road junction.
- 4.7 Pedestrian crossing points will also be provided within the Lidl car park, along with a dedicated pedestrian and cycle access point to the south of the main Retail Park access, to enable pedestrians and cyclists to access the store directly from Birchfields Road to the west.

Cycling

- 4.8 Cycling has the potential to substitute for short car trips, particularly those trips less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

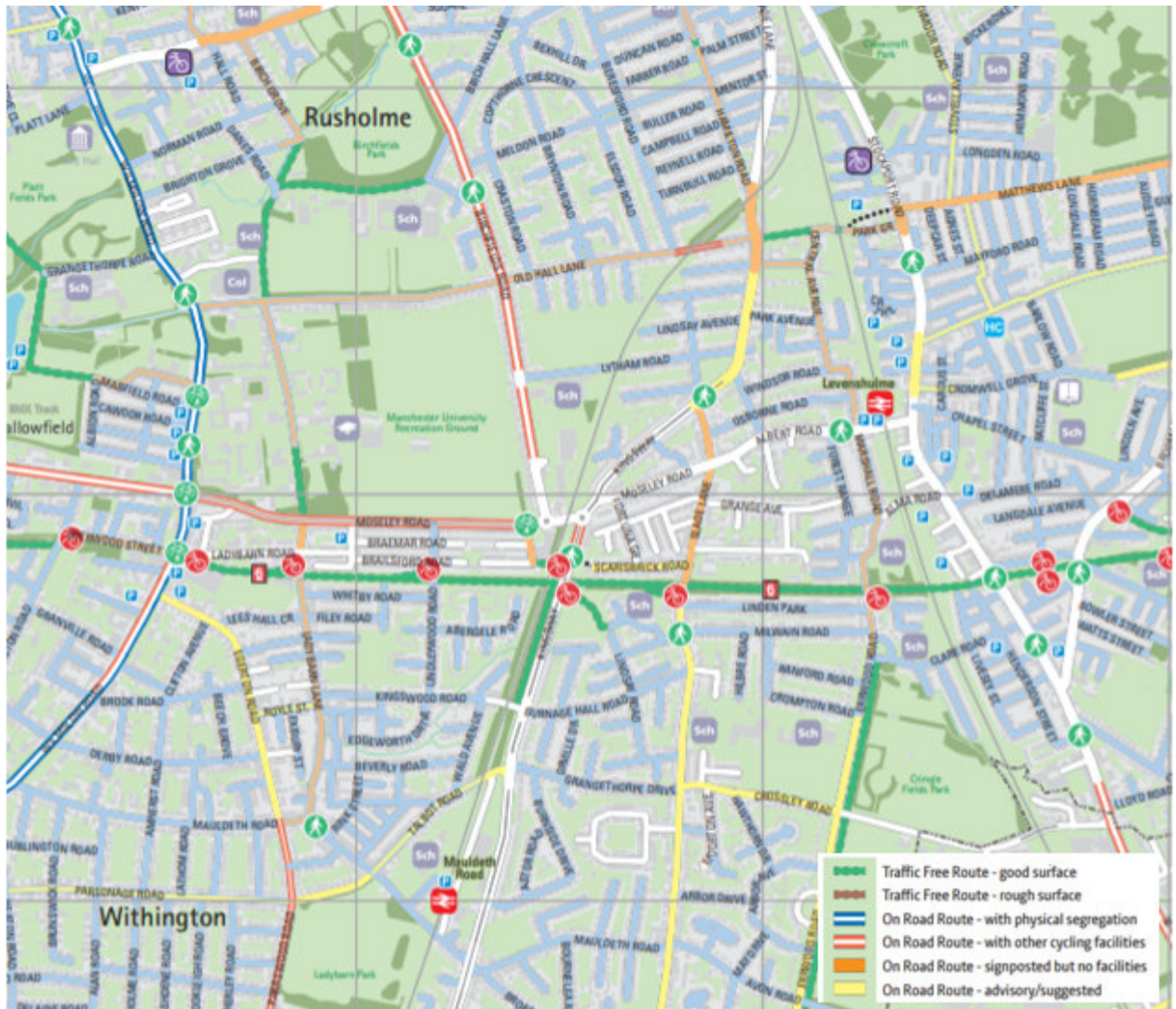
- 4.9 The cycle accessibility plan in **Figure 4.2** shows a 5-kilometre cycling catchment area from the application site. In addition to the areas that are accessible on foot, the 5-kilometre catchment also includes the areas of West Didsbury, Heaton Chapel, Ardwick and Reddish.

Figure 4.2: Cycle Accessibility within 5km



- 4.10 The above figure demonstrates the number of available routes in the local area, including National Cycle Route (NCR) 6 to the south of the site, which provides access to Regional Cycle Route (RCR) 85.
- 4.11 NCR 6 provides access to Stockport, Whalley Range, Bury and Manchester City Centre and forms part of the Fallowfield Loop.

Figure 4.3: Local Cycle Accessibility



- 4.12 **Figure 4.3** demonstrates that Birchfields Road to the west of the site has an on-road cycling route, as does Moseley Road to the south-west of the site.
- 4.13 The existing cycle infrastructure combined with the cycle parking provision and topography of the area will ensure that employees and customers will easily be able to access the proposed development by bike.

Public Transport

- 4.14 This section of the report outlines opportunities to access the site by varying means of public transport.

Bus

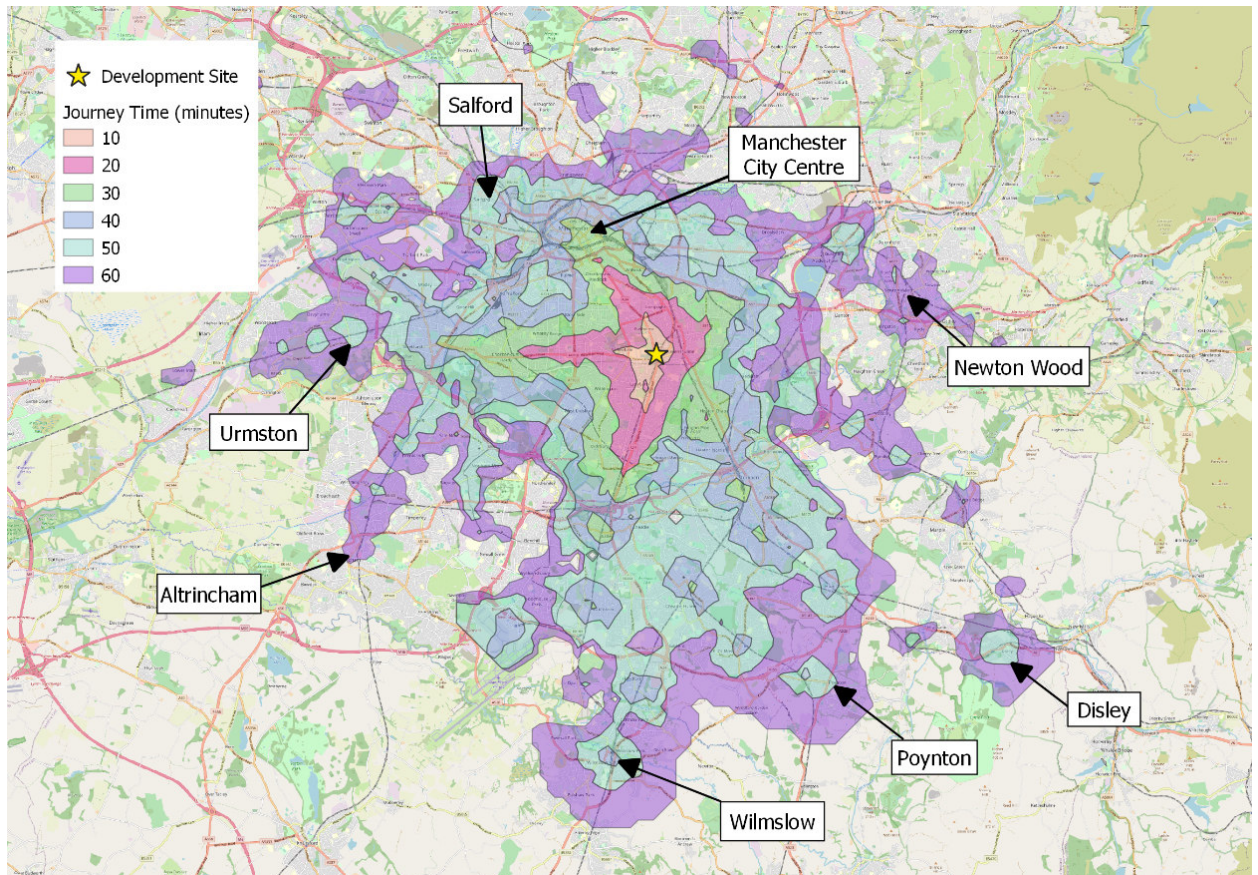
- 4.15 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.16 Several bus stops are accessible from the retail park within the 400m walking distance. These bus stops consist of a mixture of flag and pole arrangements, as well as timetable and shelter provision. There are good pedestrian links directly from the site to the bus stops.
- 4.17 **Figure 4.1** presented above illustrates that there are 8 bus stops within approximately 400m walking distance from the site. The frequency of the different bus services available from these stops is outlined in **Table 4.2**

Table 4.2: Bus services within 400m of the site

Service No.	Destinations	Bus Stop Location	Bus Times and Frequency		
			Weekday	Saturday	Sunday
50	East Didsbury – Burnage – Rusholme – MRI – Chorlton – Manchester city centre – Salford University – Pendleton – Salford Quays	Birchfields Rd	04:35-23:49 5 services / hr	05:40-23:36 5 services / hr	06:17-23:32 4 services / hr
51	East Didsbury - Burnage - Birchfields – Manchester city centre - Salford - The Lowry	Birchfields Rd	07:31-08:32 3 services / hr	N/A	N/A
150	Gorton – Belle Vue – Longsight – Levenshulme – Chorlton – Stretford – Trafford Centre	Moseley Rd	05:52-23:50 2 services / hr	07:20-23:55 2 services / hr	07:56-23:00 1 service / hr
171	East Didsbury – Didsbury – Burnage – Levenshulme – Gorton – Openshaw – Newton Heath	Moseley Rd	06:54-18:54 1 service / hr	09:54-18:54 1 service / hr	N/A

- 4.18 The above table demonstrates that prospective employees and shoppers of the site will have access to several bus services which provide routes to a wide range of destinations across Manchester, at a good frequency.
- 4.19 **Figure 4.4** below illustrates the distance that can be travelled within 60 minutes by public transport, to and from the site.

Figure 4.4: Public transport accessibility within 60 minutes



- 4.20 The time includes the walk to the bus stops and demonstrates that areas such as Urmston, Wilmslow, Altrincham, parts of Salford and the whole of Manchester City Centre are within an acceptable 60-minute public transport commute.
- 4.21 It is demonstrated that there are a variety of bus services within close proximity to the site which provide a range of opportunities for employees and customers to access the store via bus seven days a week.

Rail

- 4.22 Levenshulme Railway Station is the nearest to the development site; it is located circa 1.5km from the site access, which is an approximate 10-minute walk.
- 4.23 Services from this station run to Crewe, Blackpool North, Manchester Piccadilly, Buxton, Alderley Edge and Hazel Grove. The services run 7 days a week at a good frequency.

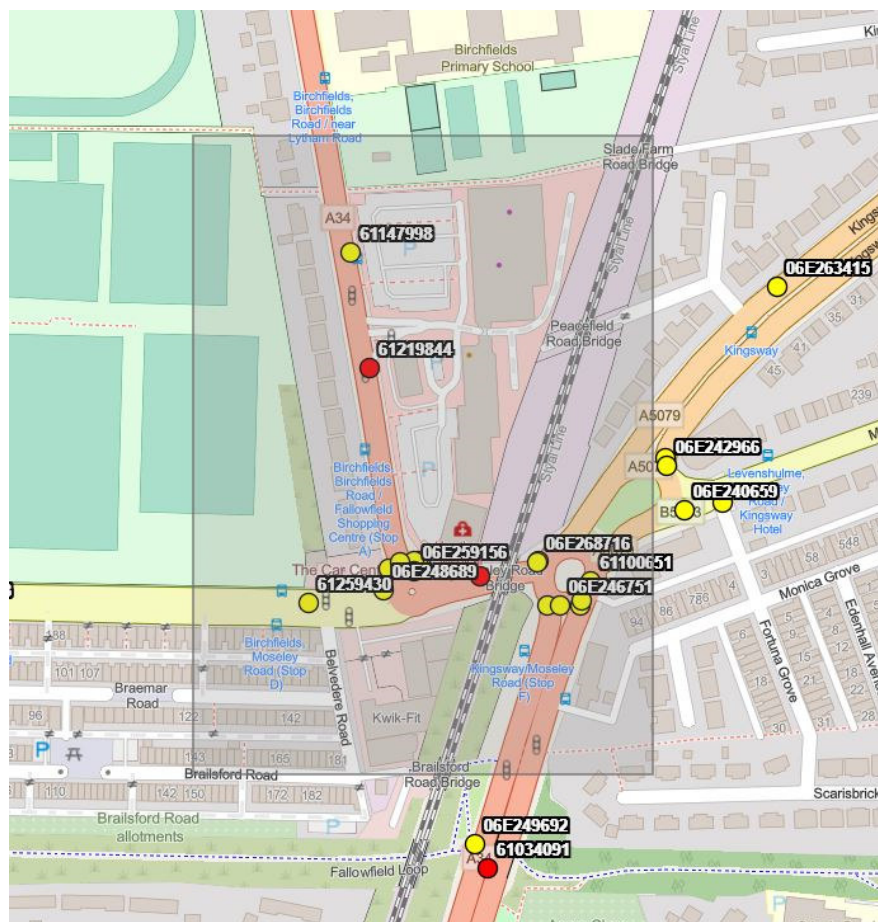
Summary

- 4.24 It is considered that the site has very good levels of accessibility. Access to the site on foot and by bicycle is well provided for, there are several buses nearby providing access to a range of local destinations. Levenshulme Train Station can take staff and customers further afield. Moreover, the site is also well connected to the adjacent highway network.

5.0 ACCIDENT ANALYSIS

- 5.1 Personal injury collision data obtained from RSK's online Geo-Portal which utilises STATS 19 data identifies the historic safety of the highway network within the application site's vicinity for the latest available five years: 2018 – 2022. These accident reports provide more understanding into the surrounding highway network, giving insight into its performance in terms of safety.
- 5.2 The accident data provided highlights the location and severity of all accidents which have taken place within the latest available 5-year period. Each accident report includes information detailing the vehicles involved, casualties, weather description, road and lighting condition, and in some cases, a brief description of how the accident occurred. The accident reports analysed are provided in **Appendix 1**.
- 5.3 The study area considered for the accident analysis is set out below in **Figure 5.1**.

Figure 5.1 – Collision Data within the vicinity of the proposed development site



- 5.4 During the five-year period, a total of 18 accidents occurred in the area surrounding the site, 16 of which were classed as slight in severity, with the remaining two being classed as serious.
- 5.5 Both of the serious accidents occurred in 2022, with one occurring at the signalised site access junction into the retail park. The accident involved a cyclist and a taxi and resulted in a serious injury to the cyclist. The weather was fine with no high winds, it was daylight and the road surface was dry. The accident occurred when the taxi was turning left out of the retail park onto the A34 Birchfields Road and the cyclists collided with the back of the vehicle whilst moving ahead along Birchfields Road.
- 5.6 The second serious accident occurred on the stretch of Moseley Road that links the two roundabouts just south of the retail park. The accident involved a pedestrian and a car and resulted in a serious injury to the pedestrian. The weather was fine with no high winds, it was darkness with lights lit and the road surface was dry. The accident occurred when the pedestrian collided with the car whilst crossing the road at the pedestrian crossing facility from the driver's offside
- 5.7 The only area where it may be considered that there is a cluster off accidents is on the two roundabouts just south of the retail park. However, given that this route can be considered a key link in and out of Manchester and the volume of traffic that it is subject to, 16 accidents, of which 14 were slight in severity and over a period of 5 years, is not considered an anomaly when compared to similar key road links.
- 5.8 It is considered, in summary, that there are no existing highway design factors affecting the cause of the accidents nearby.

6.0 PROPOSED DEVELOPMENT

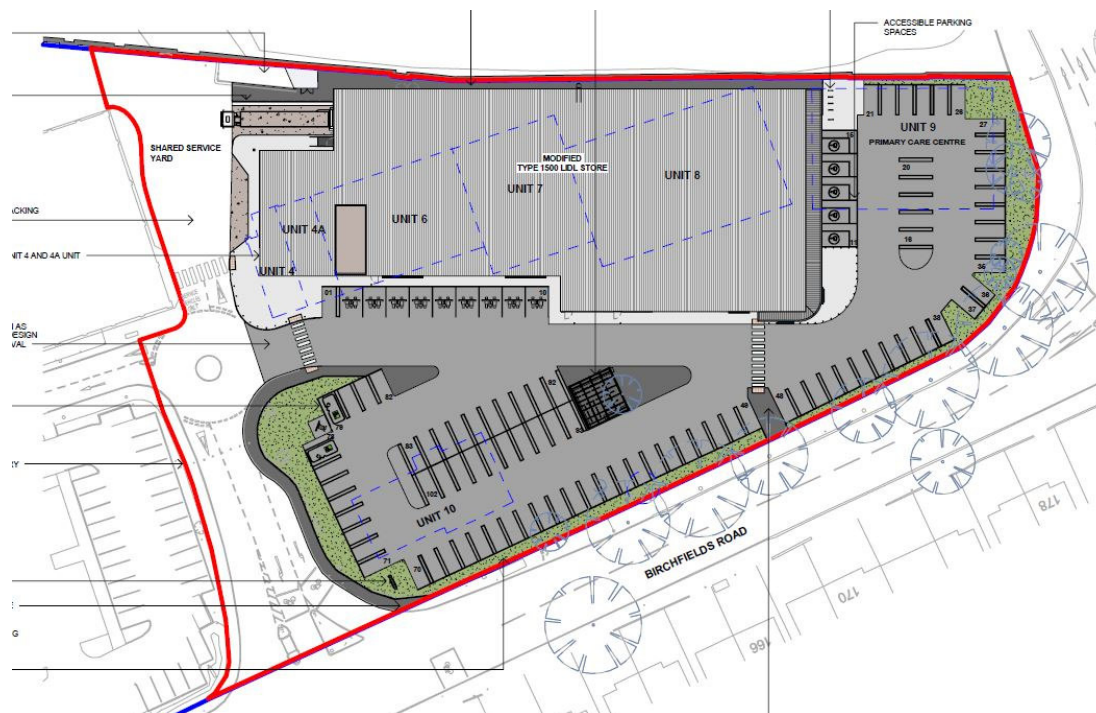
- 6.1 The proposals for this application include the demolition of existing units on site, which are currently in use as retail, restaurant, pet-food store, fast-food drive-thru and NHS GP surgery. The construction of a Class E discount food retail unit will replace these existing units. Two small sub-lets will also be accommodated within Lidl's proposed footprint. Vehicles accessing Lidl will utilise the existing A34 Birchfields Road signalised junction. The new development will be contained entirely within the southern portion of the retail park, with the northern portion remaining unaffected. **Table 6.1** below outlines the proposed schedule of accommodation against the existing.

Table 6.1: Existing and Proposed Schedule of Accommodation

Unit	Existing Retail Park	Area (sq ft)	Proposed Redevelopment of Retail Park	Area (sq ft)
1	Home Bargains	14,026	Home Bargains	14,026
2	Iceland	8,493	Iceland	8,493
3	Vacant	5,989	Vacant	5,989
4	Yum! III UK Ltd (Pizza Hut)	697	Lidl (23,960 sqft) plus 2 No. sublets (1,022 sqft each)	26,134
5	Vacant	938		
6	Jolleys sub let (Iceland)	3,821		
7	Banardos	3,404		
8	Vacant	5,979		
9	NHS	5,318		
10	Burger King Ltd	2,481		
	Total	51,146	Total	54,642
			Uplift in floor area	7%

- 6.2 Parking for 102 cars will be provided for the store and two sub-lets, of which five will be dedicated to disabled, nine to parents with children and two EV charging spaces. Cycle parking will be provided on site in the form of five Sheffield cycle stands which will provide space for up to ten bicycles. These cycle stands will be covered by the store canopy that extends over the store entrance. These cycle stands will serve customers of the food store. There will be allocated bicycle parking space for staff within the warehouse. This parking, being located within the warehouse unit, will be weatherproof and secure. Furthermore, a loading bay will be provided on site to accommodate delivery vehicles.
- 6.3 The proposed site layout showing the store is illustrated at **Figure 6.1**. A scale drawing of the proposal is provided in **Appendix 2**.

Figure 6.1: Proposed Site Layout



Proposed Site Access and Off-site Highway Improvements

- 6.4 The proposed discount food store will utilise the existing signalised access from Birchfields Road and the existing mini roundabout within the retail park. The arm of the mini roundabout, which will facilitate access to the Lidl Store, is to be improved in line with the development. The carriageway will be widened to 7.0m and there will be more open space for pedestrians in the area around the sub-let unit.
- 6.5 Internal layout changes for the car park are proposed in line with the development of the Lidl store. Swept path analyses have been completed to demonstrate that Lidl's standard delivery vehicle can safely enter and exit the site in a forward gear. The drawings provided in [Appendix 3](#) show a maximum legal length articulated vehicle (16.5m) entering the site, servicing the store at the designated loading bay and exiting the site in forward gear.
- 6.6 The internal proposals include safe pedestrian linkages through the car park to the store from the adopted highway network. The site layout plan shows safe pedestrian routes from Birchfields Road through the car park on the desire line to the Lidl store entrance. The route is enhanced with a zebra crossing within the site. It is proposed that the pedestrian facility across the site access arm will be upgraded to push button controls at the pedestrian crossing to increase pedestrian safety.

Parking

Parking Standards and Provision

- 6.7 Within the site, dedicated vehicle and cycle parking will be provided for the employees and customers of the food store. The parking standards for Manchester City have been reviewed and extracted from the Manchester Core Strategy 2012-2027. The parking standards for A1 food store land uses are presented at **Table 6.2** below.

Table 6.2: Maximum Vehicle parking standards for A1 food stores and application to 2,238m² GFA proposal

	Car Parking	Min Cycle Parking	Disabled (min)
Standards	1 space per 16 sqm	1 space per 140 sqm	3 bays or 6% of max standards, whichever greater
Requirement	140	16	8
Provision	102	10	6

- 6.8 It should be noted that the standards outlined within the Manchester City Council document are maximum standards for car parking. The difference between this maximum standard and the 102 spaces to be provided is considered reasonable, with the parking accumulation exercise below supporting this.
- 6.9 All car park aisles are a minimum of 6.5m wide and car parking spaces are 2.5m wide by 5.0m in length; spaces around the boundary where cars can overhang landscaping are 4.7m in length, in accordance with the operator's standard requirements for new stores.

Parking Accumulation

- 6.10 To assess the suitability of the proposed parking provision on site, a parking accumulation exercise has been undertaken based upon the forecast trip generation associated with the new development. Details on the trip rates and the estimated generated traffic are presented in **Chapter 7**.
- 6.11 Initial iterations were run to identify if in any instances the accumulation dropped below zero (where departure trips exceeded arrival trips). In any instances where this occurred, the starting point for the accumulation was increased to a point where the minimum accumulation was no less than zero.
- 6.12 Assessments have been carried out for both a weekday and weekend and results are shown in **Figure 6.2** and **Figure 6.3**.

- 6.13 **Figure 6.2** shows that car parking demand peaks at approximately 62 spaces during 11:00-12:00 on a weekday. **Figure 6.3** demonstrates that demand peaks at 76 car parking spaces during 11:00-12:00 on the weekend.

Figure 6.2: Estimated car trip generation and parking accumulation on a weekday

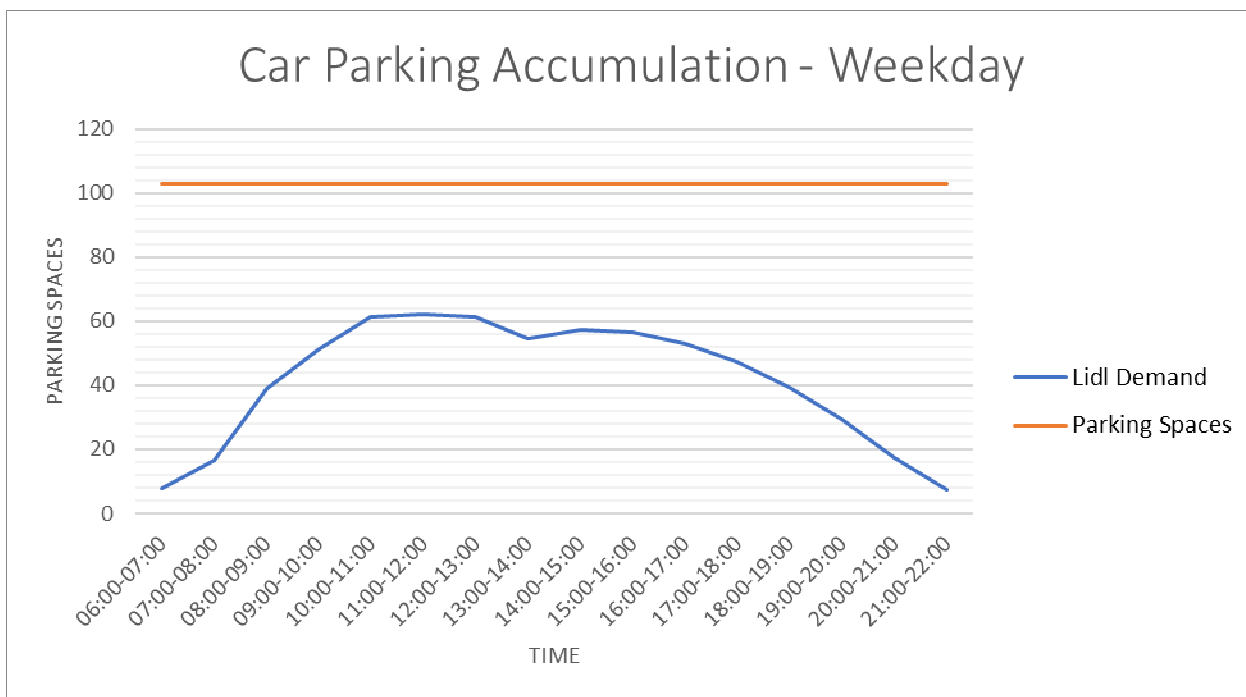
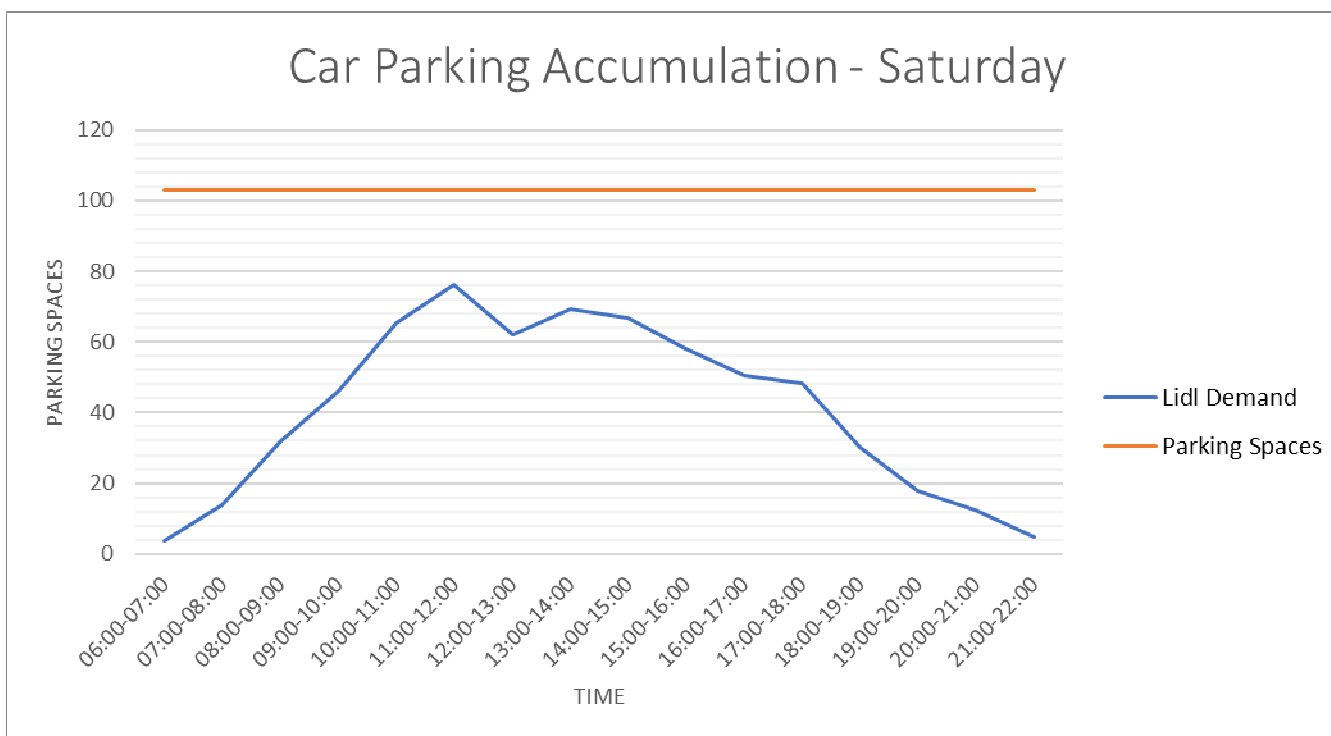


Figure 6.3: Estimated trip generation and parking accumulation on weekend



- 6.14 During the busiest weekday period, the provision of 102 spaces would leave approximately 40 car parking spaces free. During the busiest weekend period, the provision of 102 spaces would leave approximately 26 spaces free.
- 6.15 The provision of 102 spaces will therefore cover the estimated car parking demand with some spare capacity to help mitigate parking demand during busier seasonal periods or allow for increased average length of stay due to multi-visitation with other units on the retail park. The car parking spaces provided in the northern section of the retail park are also available to Lidl customers, should they be required.
- 6.16 The September 2021 parking accumulation survey results provided at [Appendix 5](#) do not reveal any instances of excess demand over supply. The southern area of the retail park car park did not exceed 38 vehicles parked in either the weekday PM peak period or the Saturday midday peak.

7.0 TRIP GENERATION, DISTRIBUTION AND TRAFFIC IMPACT

- 7.1 This section provides a forecast of the trips likely to be generated by the proposed development.
- 7.2 As previously discussed, the proposed development will replace several units on the retail park, with these existing units currently in use as non-food/food retail and restaurant / drive-thru. The existing trips which these units generate will be estimated and deducted from observed movements in and out of the retail park, with the net increase then assessed at the signalised retail park access.
- 7.3 In total, the existing units in the southern portion of the retail park account for a GFA of 2103sqm. All of these units will be replaced with the proposed Lidl store and two small sublet retail units. **Table 7.1** outlines proportionally the number of trips this could equate too.

Table 7.1: Derivation of Net Total Two Way Trips for Southern Portion of Site

Retail Park Split	Weekday PM Peak (Arrival)	Weekday PM Peak (Departure)	Weekend Peak (Arrival)	Weekend Peak (Departure)
Existing Trips to southern car park	58	61	69	59
Trips lost to units removed	- 58	- 61	- 69	- 59

Proposed Discount Food Store

- 7.4 The forecast trip generation for the proposed development is derived from trip rates extracted from the TRICS database. The surveys selected reflect similar characteristics to those of the proposed discount food store. Full details of the parameters are provided in **Appendix 4**.

Table 7.2: Trip Rates and Movements Associated with The Proposed Discount Food Store

	Weekday PM Peak (1700-1800)			Saturday Peak (1200-1300)		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
Vehicle trip rates	4.532	4.641	9.173	5.602	6.156	11.758
Vehicle trips	93	99	192	125	138	263

Source: TRICS

- 7.5 **Table 7.3** below highlights the net increase in trips associated with the implementation of the discount food store. The flows attributable to the units lost from the retail park in **Table 7.1** have been deducted from the totals derived at **Table 7.2**.

Table 7.3: Net Increase in Trips with Implementation of Discount Food Store

	Weekday PM Peak (1700-1800)	Saturday Peak (1200-1300)
	Total Trips	Total Trips
Vehicle trips	+73	+135

- 7.6 In can be seen from the above table that the implementation of a discount foot store could see two-way trips to the retail park increase by 73 during the PM peak and 135 during the Saturday peak. Given this increase in trips, the Birchfields Road signalised access junction will be assessed.

Trip Types

- 7.7 The latest research on trip types is set out within the TRICS Research Report 14/1 and supersedes TRICS Research Report 95/2. This has shown that the vast majority of trips associated with new food retail developments are not 'new' but are a 'secondary' trip as part of an existing journey. The secondary trips can be split into two types; 'linked' to other shops and 'pass-by' where trips are already on the main road past the site. The research does not specifically mention trips 'diverted' from other stores (although this may come under the linked umbrella) or 'transferred' from another store (using the new store instead of an existing foodstore). The research relating to linked trips do not differentiate between trips to other stores on the same site or trips to other stores off-site.
- 7.8 From established research, typical proportions of trip types are summarised in **Table 7.4** below.

Table 7.4 – Typical Trip Type Proportions

Research Source	Range of Each Trip Type (%)	
	Linked	Pass-by
Somerfield 1996	46%	
Benison et al 2000 for Tesco	40%	
Tesco 2001	49%	
Harrison et al 2012	57-67%	
Ghezani et al 2012		72%
Wrigley 2006	60%	
Alsop Verrill	20%	
MacIver 1999		15-35%

- 7.9 The general consensus from the research is that those stores located in Town Centres or on commuter routes will experience higher levels of pass-by and linked trips. Stores with floor areas of less than 4000m² GFA are more likely to act as a convenience store and a convenience store is likely to experience much higher rates of pass-by traffic.
- 7.10 For the purposes of this assessment, and given the scale of the study area, the above types have been assessed with the following assumptions:
- i) **New (primary) trips** - It has been assumed that 50% of trips will be entirely new to the local highway network in this location.
 - ii) **Pass-by/diverted/linked trips (external)** - These are trips that are already on the network as part of a primary trip. Given that the site is on a main route, the store may act as a convenience store for commuters on their way to/from work and in/out of the town centre for shopping purposes. A proportion of 50% has been assumed for this purpose.

Trip Distribution and Assignment

- 7.11 The 'new' primary vehicular distribution of the development traffic has been determined based on the turning proportions of traffic into the site from Birchfields Road. The 'pass-by' trip distribution has been calculated using proportions of north/south traffic along Birchfields Road. These percentages are illustrated in **Appendix 6** and **Traffic Flow figures 5 and 6**.
- 7.12 The resultant generated traffic distributed on the local highway network from the application site is indicated within **Appendix 6** and **Traffic Flow figures 7 and 8**.

Background Traffic Growth

- 7.13 The future assessment year for this TA is 2026 which is the predicted year of store opening plus five years.
- 7.14 The growth factors that have been obtained from TEMPro are summarised in **Table 7.5** below and can be found in **Appendix 7**.

Table 7.5 – TEMPro Growth Factors

Period	2021 - 2026
PM Peak	1.062
Saturday Peak	1.059

- 7.15 The future base year 2026 has been combined with the proposed Lidl traffic (with the existing retail units' trips deducted) to form the year of assessment with the proposed Lidl development in place. These flows are illustrated in **Appendix 6** and **Traffic Flow figure 11**.

Future Year Assessment Flows

- 7.16 As can be seen in **Table 7.6** below, in the weekday PM peak hour at both 2021 and 2026, the total junction inflow at the retail park junction is predicted to increase by fewer than 50 vehicles per hour. This has taken into consideration the anticipated level of 'pass by' trips already travelling on the network and the net increase in trips over those that would have been generated by the existing units on site.
- 7.17 For the Saturday assessment period with the same comparison assessment, the development is predicted to increase the total junction inflow by marginally more than 60 vehicles per hour. Again, this has taken into consideration the anticipated level of 'pass by' trips already travelling on the network and the net increase in trips over those that would have been generated by the existing units on site.

Table 7.6 – Comparison of Total Junction Inflow at Retail Park Junction onto Birchfields Road, with and without development

Total Junction Inflow at Retail Park Junction	Weekday PM Peak Flow (17:00-18:00)	Saturday Midday Peal (12:00-13:00)
Base 2021	2135	2078
Base 2021 plus Lidl	2182	2142
Base 2026	2246	2176
Base 2026 plus Lidl	2293	2239

8.0 ANTICIPATED HIGHWAY IMPACTS

8.1 This chapter describes the impact of the additional trips generated once the proposed development is fully operational at the Birchfields Road/Retail Park Access and the Birchfields Road / Moseley Road roundabout. The models presented in this chapter have been built in line with comments received from TfGM and MCC, which have been addressed in TN01 and TN02, attached as **Appendices 10** and **11** respectively.

8.2 The capacity of the junctions have been assessed for the baseline 2021 and 2026 plus development traffic.

Assessment Methodology

8.3 Assessment of the signal-controlled junction has been undertaken using LinSig software and assessment of the roundabout has been carried out using Junctions 9 (ARCADY) software.

8.4 LinSig software presents link capacity results as a percentage Degrees of Saturation (DoS) and corresponding likely traffic queues for each modelled link at the junction. For Traffic Signals it is generally accepted that a DoS of 90% or less on individual links represents satisfactory signal operation. DoS of between 90% and 100% represent variable operation which warrants further investigation and values in excess of 100% represent overloaded conditions. LinSig also reports the practical reserve capacity of a junction (PRC) as a percentage and this figure represents how much the total junction inflow can be increased before any one link exceeds 90% saturation. If the PRC of a junction is negative, it also represents over-loading and shows to what degree overall traffic levels may need to be reduced in order to retain 90% levels of saturation on individual arms. Junction delay is also reported by LinSig and this is both in terms of delay per pcu (passenger car unit) in seconds, and as a sum across the whole junction in terms of the total time spent by all users within the system.

8.5 With Junctions 9, the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and one represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of one represents overloaded conditions (i.e. congested conditions).

Birchfields Road/Retail Park Access

8.6 The full Linsig results are presented in **Appendix 8** with the results summarised in **Table 8.1** below.

Table 8.1 – Birchfields Road / Retail Park Junction

Movement from	PM WEEKDAY PEAK		SATURDAY PEAK	
	DOS (%)	Queue (PCU)	DOS (%)	Queue (PCU)
Base 2021				
Retail Park Access Left Right	75.3%	4.2	80.8%	5.6
Birchfields Road South Ahead	76.1%	15.2	82.8%	20.7
Birchfields Road South Right	50.4%	1.5	43.6%	2.0
Birchfields Road North Ahead Left	47.9%	7.0	34.3%	5.1
Birchfields Road North Ahead	50.3%	8.3	36.8%	6.2
Practical Reserve Capacity (PRC%)	18.2		8.7	
Total Junction Delay (pcuHR)	13.09		14.28	
Cycle Time (s)	80		90	
Base 2026				
Retail Park Access Left Right	75.3%	4.2	80.8%	5.6
Birchfields Road South Ahead	80.8%	17.2	87.7%	24.1
Birchfields Road South Right	58.9%	1.7	46.8%	2.1
Birchfields Road North Ahead Left	50.8%	7.7	36.2%	5.5
Birchfields Road North Ahead	53.0%	9.0	38.7%	6.5
Practical Reserve Capacity (PRC%)	11.4		2.7	
Total Junction Delay (pcuHR)	14.62		16.07	
Cycle Time (s)	80		90	

Base 2026 + Development				
Retail Park Access Left Right	78.4%	5.2	84.5%	8.3
Birchfields Road South Ahead	82.9%	17.9	86.8%	25.5
Birchfields Road South Right	72.5%	2.5	56.1%	2.8
Birchfields Road North Ahead Left	53.3%	8.1	36.8%	6.0
Birchfields Road North Ahead	56.0%	9.6	39.6%	7.5
Practical Reserve Capacity (PRC%)	8.6		3.7	
Total Junction Delay (pcuHR)	17.16		18.57	
Cycle Time (s)	80		100	

- 8.7 The results above show that the junction will operate within capacity. All the arms remain under 90% of saturation. The overall practical reserve capacity at the junction in 2026 with Development is +8.6% in the Weekday PM peak and +3.7% in the Saturday peak when run with an 80-second and 100 second cycle time respectively and with an all-red stage called every cycle for pedestrians.

Birchfields Road / Moseley Road roundabout

8.8 The ARCADY results are presented in **Appendix 9** with the results summarised in **Table 8.2** and **Table 8.3** below.

Table 8.2 – Birchfields Road/Moseley Road roundabout: ARCADY results

	PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026									
1 - Moseley Road West	D1	6.8	28.38	0.88	D	D2	5.1	23.18	0.84	C
2 - Birchfields Road		485.6	1721.54	1.35	F		9.2	38.57	0.91	E
3 - Moseley Road East		1.6	5.25	0.62	A		2.1	6.35	0.68	A
	2026 + Lidl									
1 - Moseley Road West	D3	6.7	27.89	0.87	D	D4	4.9	22.67	0.84	C
2 - Birchfields Road		481.2	1705.93	1.34	F		13.2	54.12	0.94	F
3 - Moseley Road East		1.6	5.23	0.62	A		2.2	6.65	0.69	A
	2021									
1 - Moseley Road West	D5	4.1	18.12	0.81	C	D6	3.4	16.14	0.77	C
2 - Birchfields Road		347.9	1209.53	1.24	F		5.2	22.88	0.84	C
3 - Moseley Road East		1.4	4.83	0.58	A		1.5	5.07	0.60	A
	2021 + Lidl									
1 - Moseley Road West	D7	4.1	17.91	0.81	C	D8	3.3	15.82	0.77	C
2 - Birchfields Road		343.4	1194.25	1.24	F		7.6	31.95	0.89	D
3 - Moseley Road East		1.4	4.82	0.58	A		1.6	5.38	0.61	A

Table 8.3 – Birchfields Road/Moseley Road: ARCADY results assuming one hour traffic input

	PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026									
1 - Moseley Road West	D1	22.6	83.29	1.00	F	D2	14.6	62.47	0.97	F
2 - Birchfields Road		333.2	1168.39	1.52	F		28.6	101.02	1.03	F
3 - Moseley Road East		2.1	6.19	0.68	A		3.0	8.33	0.75	A
	2026 + Lidl									
1 - Moseley Road West	D3	22.0	81.28	1.00	F	D4	14.0	60.00	0.96	F
2 - Birchfields Road		330.2	1158.35	1.52	F		41.0	134.56	1.06	F
3 - Moseley Road East		2.1	6.17	0.68	A		3.1	8.71	0.76	A

- 8.9 ARCADY is unreliable when modelling both junctions that are already at or approaching capacity, and mini-roundabouts. The results provided above are caveated as a result, since queuing to the degree forecast by ARCADY for the Birchfields Road arm would never materialise in reality. It is also not clear that ARCADY is able to properly model the double left-turn arrangement onto Moseley Road (East) from Birchfields Road realistically.
- 8.10 The results show that the junction is already at capacity on certain arms in the peak periods. However the addition of Lidl development traffic, will result in a negligible increase in delay and queuing.

Summary

- 8.11 It is evident from the above assessments of the local highway network that the proposal to redevelop Fallowfield Retail Park to include a Lidl discount food store poses no material threat to either existing or forecast capacity on the local highway network.

9.0 SUMMARY AND CONCLUSION

- 9.1 This TA has been prepared on behalf of Lidl Great Britain Limited and provides a review of the transport and highway impacts related to the proposed new development located on Fallowfield Retail Park, Manchester.
- 9.2 The proposal for the application site includes the construction of a Class E discount food retail unit with parking for 102 cars within the southern portion of the retail park. Two small sub-let units will also be provided adjacent to the new Lidl. The development will see several of the existing retail units, the NHS unit and the fast-food drive through unit all replaced to accommodate the store.
- 9.3 The site is located on Fallowfield Retail Park, approximately 5km to the south of Manchester City Centre. It is considered that the site has very good levels of accessibility. Access to the site on foot and by bicycle is well provided for, there are several bus routes passing nearby providing access to a range of local destinations, with Levenshulme Train Station accommodating the needs for longer distance travel. Moreover, the site is also well connected to the adjacent highway network.
- 9.4 Parking for 102 cars will be provided on site out of which five will be dedicated to disabled and nine to parents with children and two electric vehicle charging points. Cycle parking will be provided on site in the form of five Sheffield cycle stands which will provide space for up to ten bicycles. These cycle stands will serve both employees and customers of the food store. Furthermore, a loading bay will be provided from the existing retail park service yard to accommodate Lidl's delivery vehicles away from customer traffic.
- 9.1 It has been demonstrated that car parking demand for Lidl peaks at approximately 62 spaces during 11:00-12:00 on a weekday and at 76 car parking spaces during 11:00-12:00 on the weekend. The provision of 102 spaces will therefore cover the estimated car parking demand and any vehicles attributed to the remaining NHS Unit. Furthermore, it offers some additional headroom to service any peaks in demand over those forecast or allow for increased average length of stay due to multi-visitation with other units on the retail park.
- 9.2 Vehicular access to the site will be accommodated through the existing signalised access from Birchfields Road. The arm of the mini roundabout, which will facilitate access to the Lidl Store, is to be improved in line with the development. The carriageway will be widened to 7.1m and pedestrian circulation space increased.

-
- 9.3 A swept path analysis has demonstrated that a maximum legal length articulated vehicle (16.5m) can safely enter and exit the site in a forward gear.
- 9.4 Based upon the forecast trip generation, a review of the impact of the development on the local highway network has been completed. The assessment has been undertaken for the peak traffic times during a weekday and weekend. The site access from the Birchfields Road signals has been modelled using LinSig.
- 9.5 The results of the junction modelling have shown that the proposed redevelopment of the retail park is forecast to have a negligible impact on the operation of the surrounding highway network. The retail park access onto Birchfields Road operates well within capacity with all arms remaining under 90% of saturation.
- 9.6 In conclusion, this TA has demonstrated that the impact of the proposed development on the local highway network can be easily and safely accommodated. There is no evidence of any residual harm to the interests of the free-flow of traffic or highway safety that could be categorised as severe. There are therefore no highway grounds to preclude the granting of planning permission.

S|C|P

APPENDIX 1

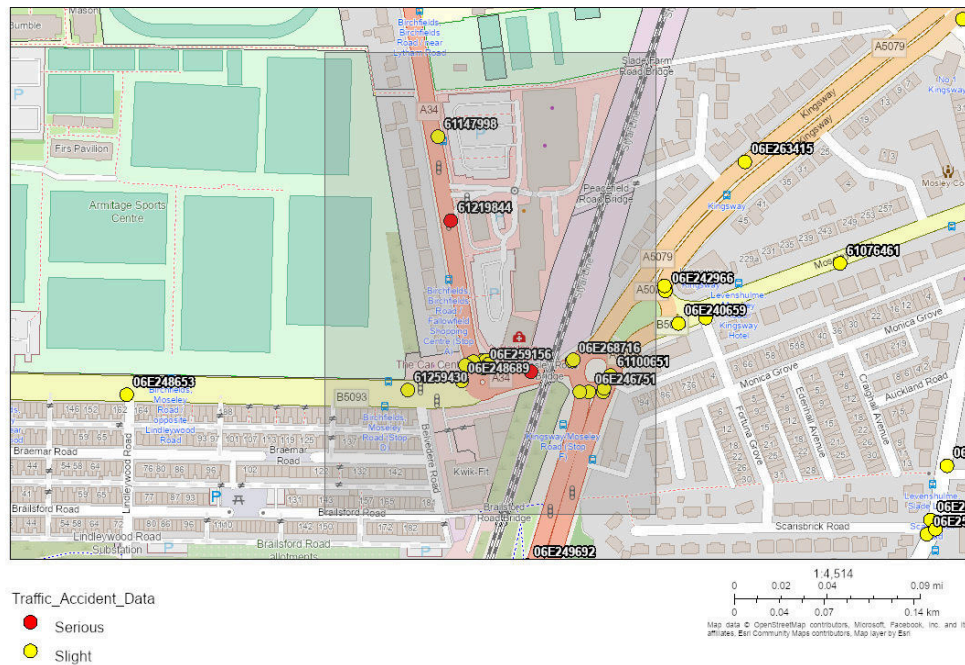


Screening Report

Area of Interest (AOI) Information

Area : 92,324.04 m²

Apr 11 2024 10:33:14 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Accidents	18	N/A	N/A
Vehicles	17	N/A	N/A
Casualties	24	N/A	N/A

Accidents

#	Accident Reference	Accident Severity	Year	Easting	Northing	Number of Vehicles	Number of Casualties	Date
1	06E079075	Slight	2021	386,460	393,950	1	1	11/01/2021
2	06E243090	Slight	2018	386,468	393,951	2	3	29/04/2018
3	06E246369	Slight	2018	386,470	393,951	2	1	23/07/2018
4	06E246751	Slight	2018	386,550	393,926	2	2	27/07/2018
5	06E248689	Slight	2018	386,451	393,935	2	1	31/08/2018
6	06E257565	Slight	2019	386,472	393,948	2	1	30/05/2019
7	06E259156	Slight	2019	386,468	393,945	1	1	16/07/2019
8	06E268716	Slight	2020	386,537	393,950	2	1	31/03/2020
9	06E273152	Slight	2020	386,538	393,951	2	1	17/04/2020
10	61097063	Slight	2021	386,561	393,926	2	1	04/10/2021
11	61100651	Slight	2021	386,567	393,939	2	1	19/10/2021
12	61147998	Slight	2022	386,433	394,124	3	2	24-Feb-22
13	61152153	Slight	2022	386,562	393,929	2	1	08-Feb-22
14	61167713	Serious	2022	386,505	393,942	1	1	02-Apr-22
15	61170143	Slight	2022	386,454	393,947	2	1	16-Apr-22
16	61219844	Serious	2022	386,443	394,059	2	1	14-Sep-22
17	61259430	Slight	2022	386,409	393,928	1	1	15-Dec-22
18	61259576	Slight	2022	386,543	393,926	2	3	05-Dec-22

#	Day of Week	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail
1	Monday	5:50 PM	Manchester	Unclassified	0	Single carriageway	30	Not at junction or within 20 metres
2	Sunday	5:00 PM	Manchester	A	34	Single carriageway	40	Roundabout
3	Monday	10:50 PM	Manchester	A	34	Roundabout	40	Roundabout
4	Friday	10:15 PM	Manchester	A	34	Roundabout	30	Roundabout
5	Friday	5:30 PM	Manchester	B	5093	Single carriageway	40	Mini-roundabout
6	Thursday	9:17 AM	Manchester	A	34	Roundabout	40	Roundabout
7	Tuesday	2:30 PM	Manchester	A	34	Roundabout	40	Roundabout
8	Tuesday	12:45 PM	Manchester	A	34	Roundabout	30	Roundabout
9	Friday	11:45 AM	Manchester	A	34	Single carriageway	30	Mini-roundabout
10	Monday	6:00 PM	Manchester	A	34	Dual carriageway	30	Not at junction or within 20 metres
11	Tuesday	9:30 AM	Manchester	A	34	Roundabout	30	Roundabout
12	Thursday	11:47 AM	Manchester	A	34	Single carriageway	30	Not at junction or within 20 metres
13	Tuesday	5:30 PM	Manchester	A	34	Dual carriageway	30	Not at junction or within 20 metres
14	Saturday	11:31 AM	Manchester	A	34	Single carriageway	30	Not at junction or within 20 metres
15	Saturday	6:15 PM	Manchester	A	34	Single carriageway	30	Mini-roundabout
16	Wednesday	3:40 PM	Manchester	A	34	Single carriageway	30	Other junction
17	Thursday	5:50 PM	Manchester	B	5093	Dual carriageway	30	Other junction
18	Monday	7:50 PM	Manchester	A	34	Roundabout	40	Roundabout

#	Junction Control	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control
1	Data missing or out of range	Darkness - lights lit	Raining no high winds	Wet or damp	None	None	Urban	None within 50 metres
2	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
3	Give way or uncontrolled	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres
4	Give way or uncontrolled	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres
5	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
6	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
7	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
8	Stop sign	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
9	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
10	Data missing or out of range	Daylight	Fine no high winds	Wet or damp	None	None	Urban	None within 50 metres
11	Give way or uncontrolled	Daylight	Raining no high winds	Wet or damp	None	None	Urban	None within 50 metres
12	Data missing or out of range	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
13	Data missing or out of range	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres
14	Data missing or out of range	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	Control by other authorised person
15	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
16	Give way or uncontrolled	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres
17	Give way or uncontrolled	Darkness - lights lit	Other	Dry	None	None	Urban	None within 50 metres
18	Give way or uncontrolled	Darkness - lights lit	Raining no high winds	Wet or damp	None	None	Urban	None within 50 metres

#	Pedestrian Crossing - Physical Facilities	Did Police Officer Attend Scene of Accident	Count
1	No physical crossing facilities within 50 metres	Yes	1
2	Central refuge	Yes	1
3	No physical crossing facilities within 50 metres	No	1
4	No physical crossing facilities within 50 metres	No	1
5	Central refuge	No	1
6	No physical crossing facilities within 50 metres	Yes	1
7	Pelican, puffin, toucan or similar non-junction pedestrian light crossing	Yes	1
8	Central refuge	No	1
9	No physical crossing facilities within 50 metres	No	1
10	No physical crossing facilities within 50 metres	No - accident was reported using a self completion form (self rep only)	1
11	No physical crossing facilities within 50 metres	No - accident was reported using a self completion form (self rep only)	1
12	Pedestrian phase at traffic signal junction	Yes	1
13	No physical crossing facilities within 50 metres	No - accident was reported using a self completion form (self rep only)	1
14	Zebra	No - accident was reported using a self completion form (self rep only)	1
15	No physical crossing facilities within 50 metres	Yes	1
16	Pedestrian phase at traffic signal junction	No - accident was reported using a self completion form (self rep only)	1
17	No physical crossing facilities within 50 metres	No - accident was reported using a self completion form (self rep only)	1
18	No physical crossing facilities within 50 metres	No - accident was reported using a self completion form (self rep only)	1

Vehicles

#	Accident Reference	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	61097063	2021	1	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
2	61097063	2021	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
3	61100651	2021	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Leaving roundabout
4	61100651	2021	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Leaving roundabout
5	61147998	2022	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
6	61147998	2022	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Not at or within 20 metres of junction
7	61147998	2022	3	Van / Goods 3.5 tonnes mgw or under	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
8	61152153	2022	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
9	61152153	2022	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Not at or within 20 metres of junction
10	61167713	2022	1	Car	No tow/articulation	Data missing or out of range	#N/A	Not at or within 20 metres of junction
11	61170143	2022	1	Car	No tow/articulation	Turning right	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road
12	61170143	2022	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
13	61219844	2022	1	Taxi/Private hire car	No tow/articulation	Turning left	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
14	61219844	2022	2	Pedal cycle	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
15	61259430	2022	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
16	61259576	2022	1	Car	Data missing or out of range	Going ahead other	On main c'way - not in restricted lane	Mid Junction - on roundabout or on main road

17	61259576	2022	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Leaving roundabout
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#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Count
1	None	None	Back	Commuting to/from work	Male	21 - 25	-1	Urban area	1
2	None	None	Front	Not known	Not known	26 - 35	-1	Data missing or out of range	1
3	None	None	Front	Not known	Male	26 - 35	14	Data missing or out of range	1
4	None	None	Front	Not known	Female	36 - 45	12	Rural	1
5	None	None	Front	Other	Male	26 - 35	7	0 - 5	1
6	None	None	Back	Other	Male	56 - 65	6	0 - 5	1
7	None	None	Offside	Journey as part of work	Male	56 - 65	5	06-Oct	1
8	None	None	Front	Not known	Male	Data missing or out of range	8	Data missing or out of range	1
9	None	None	Nearside	Commuting to/from work	Male	56 - 65	-1	0 - 5	1
10	Data missing or out of range	Data missing or out of range	Data missing or out of range	Not known	Male	Data missing or out of range	-1	Data missing or out of range	1
11	None	None	Back	Other	Male	16 - 20	16	0 - 5	1
12	None	None	Front	Other	Female	26 - 35	3	Data missing or out of range	1
13	None	None	Front	Not known	Male	Data missing or out of range	-1	Data missing or out of range	1
14	None	None	Back	Pupil riding to/from school	Male	Nov-15	-1	0 - 5	1
15	None	None	Front	Not known	Not known	26 - 35	-1	Data missing or out of range	1
16	None	None	Back	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	1
17	None	None	Offside	Other	Male	36 - 45	12	0 - 5	1

Casualties

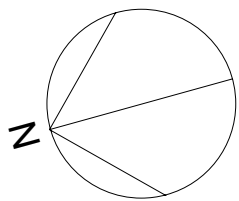
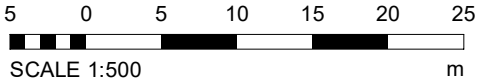
#	Accident_Reference	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	06E079075	2021	1	1	Pedestrian	Female	36 - 45	Slight
2	06E243090	2018	1	3	Passenger	Male	06-Oct	Slight
3	06E243090	2018	2	1	Driver or rider	Female	46 - 55	Slight
4	06E243090	2018	2	2	Passenger	Female	16 - 20	Slight
5	06E246369	2018	1	1	Driver or rider	Female	26 - 35	Slight
6	06E246751	2018	2	1	Driver or rider	Female	46 - 55	Slight
7	06E246751	2018	2	2	Passenger	Female	Nov-15	Slight
8	06E248689	2018	1	1	Driver or rider	Female	46 - 55	Slight
9	06E257565	2019	2	1	Driver or rider	Female	26 - 35	Slight
10	06E259156	2019	1	1	Pedestrian	Male	46 - 55	Slight
11	06E268716	2020	2	1	Driver or rider	Female	46 - 55	Slight
12	06E273152	2020	2	1	Driver or rider	Male	26 - 35	Slight
13	61097063	2021	1	1	Driver or rider	Male	21 - 25	Slight
14	61100651	2021	2	1	Driver or rider	Female	36 - 45	Slight
15	61147998	2022	1	2	Pedestrian	Male	Over 75	Slight
16	61147998	2022	3	1	Driver or rider	Male	56 - 65	Slight
17	61152153	2022	2	1	Driver or rider	Male	56 - 65	Slight
18	61167713	2022	1	1	Pedestrian	Female	26 - 35	Serious
19	61170143	2022	1	1	Passenger	Male	Nov-15	Slight
20	61219844	2022	2	1	Driver or rider	Male	Nov-15	Serious
21	61259430	2022	1	1	Pedestrian	Female	21 - 25	Slight
22	61259576	2022	2	1	Driver or rider	Male	36 - 45	Slight
23	61259576	2022	2	2	Passenger	Female	26 - 35	Slight
24	61259576	2022	2	3	Passenger	Male	26 - 35	Slight

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Count
1	In carriageway, crossing elsewhere	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1
2	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
3	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
4	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
5	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
6	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Other vehicle occupant	1
7	Not a Pedestrian	Not a Pedestrian	Rear seat passenger	Not a bus or coach passenger	No / Not applicable	Other vehicle occupant	1
8	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
9	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
10	Unknown or other	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1
11	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
12	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
13	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
14	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
15	In carriageway, crossing elsewhere	Crossing from offside - masked by parked or stationary vehicle	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1
16	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Van / Goods vehicle (3.5 tonnes mgw or under) occupant	1
17	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
18	Crossing on pedestrian crossing facility	Crossing from driver's offside	Not car passenger	Not a bus or coach passenger	Not Known	Pedestrian	1
19	Not a Pedestrian	Not a Pedestrian	Data missing or out of range	Not a bus or coach passenger	No / Not applicable	Car occupant	1

20	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	1
21	In carriageway, not crossing	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	1
22	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	1
23	Not a Pedestrian	Not a Pedestrian	Data missing or out of range	Not a bus or coach passenger	No / Not applicable	Car occupant	1
24	Not a Pedestrian	Not a Pedestrian	Data missing or out of range	Not a bus or coach passenger	No / Not applicable	Car occupant	1

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APPENDIX 2



Architects are to be notified of any discrepancies.
Contractors must check all dimensions on site.
This drawing is subject to copyright laws and is for use on this project only.
This drawing is to be used solely for the information as titled only.
For other information refer to the latest revision of any cross referenced drawings.
To be read in conjunction with relevant design standards/protocols

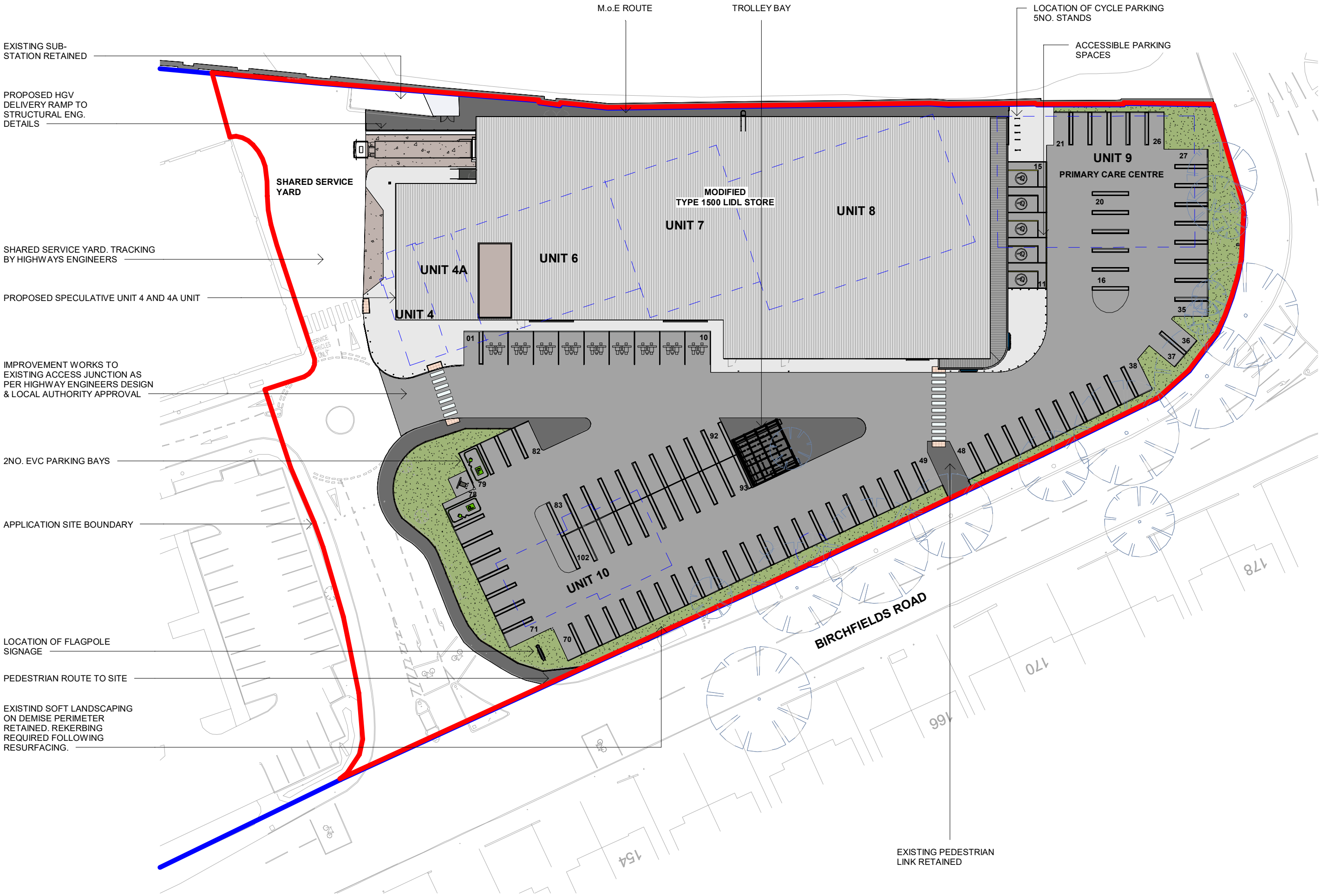
This is a colour drawing. In order to ensure any subsequent reproduction is viewed correctly it should be printed in full colour.

BOUNDARY SCHEDULE - OPTION 7D			
	BOUNDARY	ACRES	SQM
	SITE APPLICATION BOUNDARY	2.23	9033.87

TREES REMOVED SUBJECT TO TREE SPECIALIST REVIEW & LPA APPROVAL. REFER TO LANDSCAPE ARCHITECT PROPOSALS.

EXISTING BUILDINGS AND SITE ELEMENTS TO BE DEMOLISHED / REMOVED.

PARKING SCHEDULE OPT 7D	
	QUANTITY
EVC SPACES	2
LIDL ACCESSIBLE SPACES	5
LIDL PARENT & CHILD SPACES	9
LIDL STANDARD SPACES	86
GRAND TOTAL	102



C6	UPDATED AS PER LATEST LIDL SPEC - PLANNING	27.02.24	SP	JM
C5	PLANNING UPDATE AS PER CLIENTS REQUEST	13.11.23	SP	JM
C4	PLANNING PACK AMENDMENTS	17.10.23	SI	JM
C3	ALTERATIONS TO SCHEME - PLANNING ISSUE	03.10.23	SP	JM
C2	SCHEME UPDATED. ISSUED FOR PLANNING	01.02.22	MN	JM
C1	Planning issue	09.04.21	DM	JM
P5	EVC spaces added	07.04.21	DM	JM
P4	Layout updated to show phase 2, VRF units & flagpole	06.04.21	DM	JM
P3	Unit 4 revised	19.03.21	DM	JM
P2	Layout updated	11.12.20	DM	JM
P1	First issue	09.10.20	DM	JM
Rev	Description	Date	Dm	Ckd

Status

PLANNING

SMR

SMALLEY MARSEY RISPIN

ARCHITECTS

Floor 2 The Exchange Station Parade Harrogate HG1 1TS
01423 707 757 admin@smrarchitects.co.uk

Project

FOLLOWFIELD RETAIL PARK

Client



Drawing Title

PROPOSED SITE PLAN

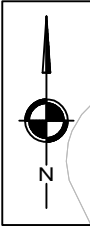
Proj Ref	Origin	Zone	Level	Type	Role	Num	Status	Rev
- - - 7397 -	SMR	- 00 -	XX -	DR -	A -	2003 -	A3 -	C6
SMR Job Ref		Sheet		Scale		Drawn		
7397-00-2003		A2		1 : 500		DM		

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APPENDIX 3



<div>SCP</div> <div>Transportation Planning : Infrastructure Design</div> <div>Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk</div>	Client LIDL GREAT BRITAIN LTD	Drawing Title SWEPT PATH ASSESSMENT OF MAXIMUM LEGAL ARTICULATED HGV INBOUND TO LOADING BAY	Scale 1:250 @ A3	By JRB	Rev	Description	Date	By	Drawing No. SCP/200272/ ATR22.1
	Project Title NEW LIDL AT FALLOWFIELD RETAIL PARK, BIRCHFIELDS ROAD, MANCHESTER		Date 26.10.2023	Checked JRB	A	- NEW SITE LAYOUT UNDERLAID	09.02.24	LD	
			Approved/ Unapproved	Status PLANNING	-	-	-	-	Revision
					-	-	-	-	A



S|C|P

APPENDIX 4

Calculation Reference: AUDIT-726001-231017-1031

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
	WS WEST SUSSEX	3 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	2 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	SR STIRLING	1 days

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

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Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 900 to 1425 (units: sqm)
 Range Selected by User: 649 to 1331 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/06/16 to 22/09/22

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	2 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	17 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	2

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

Selected Location Sub Categories:

Industrial Zone	3
Development Zone	1
Residential Zone	2
Retail Zone	5
Built-Up Zone	2
High Street	1
No Sub Category	3

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:Use Class:

E(a) 17 days

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

Population within 500m Range:

All Surveys Included

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

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	2 days
75,001 to 100,000	5 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	12 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	17 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	6 days
No	10 days

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

PTAL Rating:

No PTAL Present	17 days
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This data displays the number of selected surveys with PTAL Ratings.

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LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	CA-01-C-01	LIDL	CAMBRIDGESHIRE
	CROMWELL ROAD		
	WISBECH		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	913 sqm	
	Survey date: FRIDAY	21/10/16	Survey Type: MANUAL
2	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Retail floor area:	1407 sqm	
	Survey date: THURSDAY	29/06/17	Survey Type: MANUAL
3	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: TUESDAY	19/07/16	Survey Type: MANUAL
4	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1425 sqm	
	Survey date: MONDAY	12/06/17	Survey Type: MANUAL
5	NN-01-C-02	LIDL	NORTH NORTHAMPTONSHIRE
	MARINERS WAY		
	KETTERING		
	Edge of Town Centre		
	Retail Zone		
	Total Retail floor area:	1375 sqm	
	Survey date: MONDAY	27/06/22	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

6	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: TUESDAY	19/07/16		Survey Type: MANUAL
7	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: FRIDAY	15/07/16		Survey Type: MANUAL
8	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	1407 sqm		
	Survey date: THURSDAY	22/06/17		Survey Type: MANUAL
9	SO-01-C-01	LIDL		SLOUGH
	BATH ROAD			
	SLOUGH			
	SLOUGH RETAIL PARK			
	Suburban Area (PPS6 Out of Centre)			
	Retail Zone			
	Total Retail floor area:	1100 sqm		
	Survey date: THURSDAY	22/09/22		Survey Type: MANUAL
10	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: THURSDAY	01/06/17		Survey Type: MANUAL
11	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1341 sqm		
	Survey date: TUESDAY	12/07/16		Survey Type: MANUAL

SCP York Street Manchester

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LIST OF SITES relevant to selection parameters (Cont.)

12	WM-01-C-02	LIDL	WEST MIDLANDS
	HIGH STREET		
	WEST BROMWICH		
	GUNS VILLAGE		
	Neighbourhood Centre (PPS6 Local Centre)		
	High Street		
	Total Retail floor area:	1341 sqm	
	Survey date: TUESDAY	12/07/16	Survey Type: MANUAL
13	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: WEDNESDAY	13/07/16	Survey Type: MANUAL
14	WO-01-C-02	LIDL	WORCESTERSHIRE
	WORCESTER ROAD		
	MALVERN		
	Edge of Town Centre		
	Residential Zone		
	Total Retail floor area:	900 sqm	
	Survey date: TUESDAY	26/06/18	Survey Type: MANUAL
15	WS-01-C-03	LIDL	WEST SUSSEX
	SHRIPNEY ROAD		
	BOGNOR REGIS		
	Edge of Town		
	Industrial Zone		
	Total Retail floor area:	1410 sqm	
	Survey date: THURSDAY	23/09/21	Survey Type: MANUAL
16	WS-01-C-05	LIDL	WEST SUSSEX
	WESTHAMPNETT ROAD		
	CHICHESTER		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1325 sqm	
	Survey date: THURSDAY	08/09/22	Survey Type: MANUAL
17	WS-01-C-06	LIDL	WEST SUSSEX
	FOUNDRY LANE		
	HORSHAM		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Retail floor area:	1000 sqm	
	Survey date: WEDNESDAY	07/09/22	Survey Type: MANUAL

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 3.16

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.483	4	1293	0.039	4	1293	0.522
07:00 - 08:00	17	1298	0.866	17	1298	0.272	17	1298	1.138
08:00 - 09:00	17	1298	4.328	17	1298	2.864	17	1298	7.192
09:00 - 10:00	17	1298	5.833	17	1298	5.031	17	1298	10.864
10:00 - 11:00	17	1298	6.762	17	1298	6.105	17	1298	12.867
11:00 - 12:00	17	1298	7.392	17	1298	7.315	17	1298	14.707
12:00 - 13:00	17	1298	7.474	17	1298	7.551	17	1298	15.025
13:00 - 14:00	17	1298	7.342	17	1298	7.791	17	1298	15.133
14:00 - 15:00	17	1298	7.873	17	1298	7.664	17	1298	15.537
15:00 - 16:00	17	1298	7.515	17	1298	7.587	17	1298	15.102
16:00 - 17:00	17	1298	7.437	17	1298	7.664	17	1298	15.101
17:00 - 18:00	17	1298	7.261	17	1298	7.628	17	1298	14.889
18:00 - 19:00	17	1298	6.114	17	1298	6.649	17	1298	12.763
19:00 - 20:00	17	1298	4.541	17	1298	5.194	17	1298	9.735
20:00 - 21:00	17	1298	2.833	17	1298	3.630	17	1298	6.463
21:00 - 22:00	17	1298	1.151	17	1298	1.795	17	1298	2.946
22:00 - 23:00	16	1323	0.043	16	1323	0.369	16	1323	0.412
23:00 - 24:00									
Total Rates:			85.248			85.148			170.396

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

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

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Parameter summary

Trip rate parameter range selected:	900 - 1425 (units: sqm)
Survey date range:	01/06/16 - 22/09/22
Number of weekdays (Monday-Friday):	17
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL CYCLISTS
 Calculation factor: **100 sqm**
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.019	4	1293	0.000	4	1293	0.019
07:00 - 08:00	17	1298	0.014	17	1298	0.005	17	1298	0.019
08:00 - 09:00	17	1298	0.113	17	1298	0.073	17	1298	0.186
09:00 - 10:00	17	1298	0.104	17	1298	0.063	17	1298	0.167
10:00 - 11:00	17	1298	0.109	17	1298	0.100	17	1298	0.209
11:00 - 12:00	17	1298	0.059	17	1298	0.118	17	1298	0.177
12:00 - 13:00	17	1298	0.118	17	1298	0.086	17	1298	0.204
13:00 - 14:00	17	1298	0.104	17	1298	0.109	17	1298	0.213
14:00 - 15:00	17	1298	0.122	17	1298	0.118	17	1298	0.240
15:00 - 16:00	17	1298	0.118	17	1298	0.118	17	1298	0.236
16:00 - 17:00	17	1298	0.136	17	1298	0.091	17	1298	0.227
17:00 - 18:00	17	1298	0.109	17	1298	0.177	17	1298	0.286
18:00 - 19:00	17	1298	0.118	17	1298	0.095	17	1298	0.213
19:00 - 20:00	17	1298	0.059	17	1298	0.077	17	1298	0.136
20:00 - 21:00	17	1298	0.073	17	1298	0.095	17	1298	0.168
21:00 - 22:00	17	1298	0.000	17	1298	0.027	17	1298	0.027
22:00 - 23:00	16	1323	0.000	16	1323	0.005	16	1323	0.005
23:00 - 24:00									
Total Rates:			1.375			1.357			2.732

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.213	4	1293	0.019	4	1293	0.232
07:00 - 08:00	17	1298	0.204	17	1298	0.027	17	1298	0.231
08:00 - 09:00	17	1298	1.156	17	1298	0.961	17	1298	2.117
09:00 - 10:00	17	1298	1.500	17	1298	1.360	17	1298	2.860
10:00 - 11:00	17	1298	1.736	17	1298	1.573	17	1298	3.309
11:00 - 12:00	17	1298	1.972	17	1298	1.994	17	1298	3.966
12:00 - 13:00	17	1298	2.402	17	1298	2.262	17	1298	4.664
13:00 - 14:00	17	1298	2.035	17	1298	2.185	17	1298	4.220
14:00 - 15:00	17	1298	1.917	17	1298	1.836	17	1298	3.753
15:00 - 16:00	17	1298	1.922	17	1298	2.012	17	1298	3.934
16:00 - 17:00	17	1298	2.126	17	1298	1.949	17	1298	4.075
17:00 - 18:00	17	1298	2.117	17	1298	1.958	17	1298	4.075
18:00 - 19:00	17	1298	1.609	17	1298	1.591	17	1298	3.200
19:00 - 20:00	17	1298	0.757	17	1298	1.129	17	1298	1.886
20:00 - 21:00	17	1298	0.848	17	1298	0.988	17	1298	1.836
21:00 - 22:00	17	1298	0.372	17	1298	0.607	17	1298	0.979
22:00 - 23:00	16	1323	0.000	16	1323	0.113	16	1323	0.113
23:00 - 24:00									
Total Rates:			22.886			22.564			45.450

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	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	4	1293	0.097	4	1293	0.000	4	1293	0.097
07:00 - 08:00	17	1298	0.095	17	1298	0.023	17	1298	0.118
08:00 - 09:00	17	1298	0.344	17	1298	0.159	17	1298	0.503
09:00 - 10:00	17	1298	0.394	17	1298	0.340	17	1298	0.734
10:00 - 11:00	17	1298	0.344	17	1298	0.340	17	1298	0.684
11:00 - 12:00	17	1298	0.381	17	1298	0.358	17	1298	0.739
12:00 - 13:00	17	1298	0.299	17	1298	0.317	17	1298	0.616
13:00 - 14:00	17	1298	0.344	17	1298	0.340	17	1298	0.684
14:00 - 15:00	17	1298	0.322	17	1298	0.326	17	1298	0.648
15:00 - 16:00	17	1298	0.295	17	1298	0.299	17	1298	0.594
16:00 - 17:00	17	1298	0.304	17	1298	0.295	17	1298	0.599
17:00 - 18:00	17	1298	0.236	17	1298	0.344	17	1298	0.580
18:00 - 19:00	17	1298	0.245	17	1298	0.286	17	1298	0.531
19:00 - 20:00	17	1298	0.136	17	1298	0.177	17	1298	0.313
20:00 - 21:00	17	1298	0.113	17	1298	0.122	17	1298	0.235
21:00 - 22:00	17	1298	0.045	17	1298	0.100	17	1298	0.145
22:00 - 23:00	16	1323	0.000	16	1323	0.033	16	1323	0.033
23:00 - 24:00									
Total Rates:			3.994			3.859			7.853

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	2 days
	NN NORTH NORTHAMPTONSHIRE	1 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	NB NORTHUMBERLAND	1 days
10	WALES	
	CF CARDIFF	1 days
11	SCOTLAND	
	SR STIRLING	1 days

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

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Primary Filtering selection:

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

Parameter: Retail floor area
 Actual Range: 1235 to 1690 (units: sqm)
 Range Selected by User: 649 to 1331 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/06/16 to 22/09/22

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

Selected survey days:

Saturday 12 days
 Sunday 1 days

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

Selected survey types:

Manual count 13 days
 Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 5
 Suburban Area (PPS6 Out of Centre) 2
 Edge of Town 3
 Neighbourhood Centre (PPS6 Local Centre) 3

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

Selected Location Sub Categories:

Industrial Zone 1
 Development Zone 1
 Residential Zone 1
 Retail Zone 2
 Built-Up Zone 2
 High Street 1
 No Sub Category 5

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:Use Class:

E(a) 13 days

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

Population within 500m Range:

All Surveys Included

SCP York Street Manchester

Licence No: 726001

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

5,001 to 10,000	2 days
10,001 to 15,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	3 days
1.1 to 1.5	9 days

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

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	13 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Not Known	1 days
Yes	3 days
No	9 days

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

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

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

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LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	AC-01-C-02	LIDL	CHESHIRE WEST & CHESTER
	CHESTER WAY		
	NORTHWICH		
	Edge of Town Centre		
	Retail Zone		
	Total Retail floor area:	1350 sqm	
	Survey date: SUNDAY	09/06/19	Survey Type: MANUAL
2	CF-01-C-01	LIDL	CARDIFF
	EAST TYNDALL STREET		
	CARDIFF		
	Suburban Area (PPS6 Out of Centre)		
	Development Zone		
	Total Retail floor area:	1407 sqm	
	Survey date: SATURDAY	01/07/17	Survey Type: MANUAL
3	LN-01-C-01	LIDL	LINCOLNSHIRE
	RICHMOND DRIVE		
	SKEGNESS		
	Edge of Town Centre		
	Built-Up Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL
4	LN-01-C-02	LIDL	LINCOLNSHIRE
	DIXON STREET		
	LINCOLN		
	NEW BOULTHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Retail floor area:	1235 sqm	
	Survey date: SATURDAY	28/10/17	Survey Type: MANUAL
5	NB-01-C-01	LIDL	NORTHUMBERLAND
	SCHALKSMUHLE ROAD		
	BEDLINGTON		
	Edge of Town Centre		
	No Sub Category		
	Total Retail floor area:	1425 sqm	
	Survey date: SATURDAY	10/06/17	Survey Type: MANUAL
6	NF-01-C-02	LIDL	NORFOLK
	AYLSHAM ROAD		
	NORWICH		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Retail floor area:	1690 sqm	
	Survey date: SATURDAY	10/09/22	Survey Type: MANUAL

SCP York Street Manchester

Licence No: 726001

LIST OF SITES relevant to selection parameters (Cont.)

7	NN-01-C-04	LIDL		NORTH NORTHAMPTONSHIRE
	NEWTON ROAD			
	RUSHDEN			
	Edge of Town Centre			
	Residential Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
8	NT-01-C-01	LIDL		NOTTINGHAMSHIRE
	CHAPEL LANE			
	BINGHAM			
	Edge of Town			
	Industrial Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	16/07/16		Survey Type: MANUAL
9	SM-01-C-01	LIDL		SOMERSET
	SEAWARD WAY			
	MINEHEAD			
	Edge of Town			
	No Sub Category			
	Total Retail floor area:	1407 sqm		
	Survey date: SATURDAY	24/06/17		Survey Type: MANUAL
10	SR-01-C-01	LIDL		STIRLING
	PLAYERS ROAD			
	STIRLING			
	Edge of Town Centre			
	Built-Up Zone			
	Total Retail floor area:	1424 sqm		
	Survey date: SATURDAY	03/06/17		Survey Type: MANUAL
11	WM-01-C-01	LIDL		WEST MIDLANDS
	MACKADOWN LANE			
	BIRMINGHAM			
	KITT'S GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	No Sub Category			
	Total Retail floor area:	1341 sqm		
	Survey date: SATURDAY	09/07/16		Survey Type: MANUAL
12	WM-01-C-02	LIDL		WEST MIDLANDS
	HIGH STREET			
	WEST BROMWICH			
	GUNS VILLAGE			
	Neighbourhood Centre (PPS6 Local Centre)			
	High Street			
	Total Retail floor area:	1341 sqm		
	Survey date: SATURDAY	09/07/16		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

13	WO-01-C-01	LIDL	WORCESTERSHIRE
	BLACKPOLE ROAD		
	WORCESTER		
	BRICKFIELDS		
	Edge of Town		
	Retail Zone		
	Total Retail floor area:	1424 sqm	
	Survey date: SATURDAY	16/07/16	Survey Type: MANUAL

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.21

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.386	2	1424	0.140	2	1424	0.526
07:00 - 08:00	12	1414	0.849	12	1414	0.183	12	1414	1.032
08:00 - 09:00	12	1414	4.226	12	1414	3.024	12	1414	7.250
09:00 - 10:00	13	1409	6.126	13	1409	5.192	13	1409	11.318
10:00 - 11:00	13	1409	8.654	13	1409	7.403	13	1409	16.057
11:00 - 12:00	13	1409	10.559	13	1409	9.838	13	1409	20.397
12:00 - 13:00	13	1409	9.997	13	1409	10.936	13	1409	20.933
13:00 - 14:00	13	1409	9.975	13	1409	9.489	13	1409	19.464
14:00 - 15:00	13	1409	8.850	13	1409	9.030	13	1409	17.880
15:00 - 16:00	13	1409	8.173	13	1409	8.741	13	1409	16.914
16:00 - 17:00	12	1414	7.851	12	1414	8.334	12	1414	16.185
17:00 - 18:00	12	1414	6.737	12	1414	6.890	12	1414	13.627
18:00 - 19:00	12	1414	4.627	12	1414	5.818	12	1414	10.445
19:00 - 20:00	12	1414	3.436	12	1414	4.250	12	1414	7.686
20:00 - 21:00	12	1414	1.975	12	1414	2.334	12	1414	4.309
21:00 - 22:00	12	1414	0.984	12	1414	1.497	12	1414	2.481
22:00 - 23:00	12	1414	0.059	12	1414	0.312	12	1414	0.371
23:00 - 24:00									
Total Rates:			93.464			93.411			186.875

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

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

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Parameter summary

Trip rate parameter range selected:
 1235 - 1690 (units: sqm)

Survey date date range:
 01/06/16 - 22/09/22

Number of weekdays (Monday-Friday):
 0

Number of Saturdays:
 12

Number of Sundays:
 1

Surveys automatically removed from selection:
 0

Surveys manually removed from selection:
 0

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL CYCLISTS
 Calculation factor: **100 sqm**
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.035	2	1424	0.000	2	1424	0.035
07:00 - 08:00	12	1414	0.041	12	1414	0.012	12	1414	0.053
08:00 - 09:00	12	1414	0.083	12	1414	0.065	12	1414	0.148
09:00 - 10:00	13	1409	0.104	13	1409	0.109	13	1409	0.213
10:00 - 11:00	13	1409	0.169	13	1409	0.082	13	1409	0.251
11:00 - 12:00	13	1409	0.180	13	1409	0.158	13	1409	0.338
12:00 - 13:00	13	1409	0.142	13	1409	0.136	13	1409	0.278
13:00 - 14:00	13	1409	0.207	13	1409	0.142	13	1409	0.349
14:00 - 15:00	13	1409	0.142	13	1409	0.175	13	1409	0.317
15:00 - 16:00	13	1409	0.136	13	1409	0.104	13	1409	0.240
16:00 - 17:00	12	1414	0.141	12	1414	0.195	12	1414	0.336
17:00 - 18:00	12	1414	0.130	12	1414	0.206	12	1414	0.336
18:00 - 19:00	12	1414	0.136	12	1414	0.147	12	1414	0.283
19:00 - 20:00	12	1414	0.130	12	1414	0.130	12	1414	0.260
20:00 - 21:00	12	1414	0.106	12	1414	0.112	12	1414	0.218
21:00 - 22:00	12	1414	0.035	12	1414	0.088	12	1414	0.123
22:00 - 23:00	12	1414	0.000	12	1414	0.012	12	1414	0.012
23:00 - 24:00									
Total Rates:			1.917			1.873			3.790

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

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

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.562	2	1424	0.000	2	1424	0.562
07:00 - 08:00	12	1414	0.265	12	1414	0.083	12	1414	0.348
08:00 - 09:00	12	1414	0.961	12	1414	0.825	12	1414	1.786
09:00 - 10:00	13	1409	0.988	13	1409	1.103	13	1409	2.091
10:00 - 11:00	13	1409	1.676	13	1409	1.376	13	1409	3.052
11:00 - 12:00	13	1409	2.086	13	1409	2.189	13	1409	4.275
12:00 - 13:00	13	1409	2.888	13	1409	2.653	13	1409	5.541
13:00 - 14:00	13	1409	2.976	13	1409	2.713	13	1409	5.689
14:00 - 15:00	13	1409	2.948	13	1409	3.030	13	1409	5.978
15:00 - 16:00	13	1409	2.566	13	1409	3.068	13	1409	5.634
16:00 - 17:00	12	1414	2.994	12	1414	2.870	12	1414	5.864
17:00 - 18:00	12	1414	2.812	12	1414	2.646	12	1414	5.458
18:00 - 19:00	12	1414	2.570	12	1414	2.145	12	1414	4.715
19:00 - 20:00	12	1414	1.444	12	1414	1.821	12	1414	3.265
20:00 - 21:00	12	1414	1.379	12	1414	1.580	12	1414	2.959
21:00 - 22:00	12	1414	0.631	12	1414	0.825	12	1414	1.456
22:00 - 23:00	12	1414	0.065	12	1414	0.230	12	1414	0.295
23:00 - 24:00									
Total Rates:			29.811			29.157			58.968

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

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

SCP York Street Manchester

Licence No: 726001

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

MULTI-MODAL PUBLIC TRANSPORT USERS**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate	No. Days	Ave. RFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	2	1424	0.105	2	1424	0.035	2	1424	0.140
07:00 - 08:00	12	1414	0.094	12	1414	0.047	12	1414	0.141
08:00 - 09:00	12	1414	0.324	12	1414	0.224	12	1414	0.548
09:00 - 10:00	13	1409	0.366	13	1409	0.349	13	1409	0.715
10:00 - 11:00	13	1409	0.371	13	1409	0.289	13	1409	0.660
11:00 - 12:00	13	1409	0.377	13	1409	0.311	13	1409	0.688
12:00 - 13:00	13	1409	0.388	13	1409	0.322	13	1409	0.710
13:00 - 14:00	13	1409	0.349	13	1409	0.295	13	1409	0.644
14:00 - 15:00	13	1409	0.399	13	1409	0.360	13	1409	0.759
15:00 - 16:00	13	1409	0.322	13	1409	0.333	13	1409	0.655
16:00 - 17:00	12	1414	0.283	12	1414	0.365	12	1414	0.648
17:00 - 18:00	12	1414	0.242	12	1414	0.324	12	1414	0.566
18:00 - 19:00	12	1414	0.259	12	1414	0.259	12	1414	0.518
19:00 - 20:00	12	1414	0.141	12	1414	0.271	12	1414	0.412
20:00 - 21:00	12	1414	0.083	12	1414	0.153	12	1414	0.236
21:00 - 22:00	12	1414	0.041	12	1414	0.083	12	1414	0.124
22:00 - 23:00	12	1414	0.006	12	1414	0.035	12	1414	0.041
23:00 - 24:00									
Total Rates:			4.150				4.055	8.205	

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

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

S|C|P

APPENDIX 5

SURVEY CONTROL

Client: SCP Transport

Client Contact: Abbie Moore

Survey Location: Fallowfield

Date(s) of Survey: Friday 2nd July 2021
Saturday 3rd July 2021

Notes:

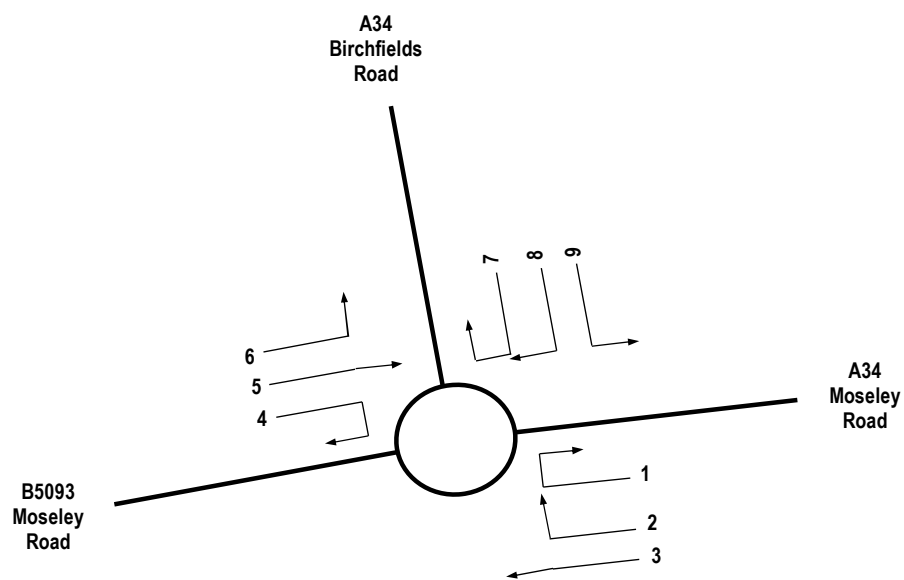
On Site Supervisor: David Cheng

Data Checking: David Cheng

Survey Reference: 21.025 Fallowfield

Status: Final

Date of Issue: 5th July 2021



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

21.025 FALLOWFIELD

DRAWN BY
DCDATE
JUL 2021SCALE
NTSREF
FIGURE 1

**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

signal surveys

Time Beginning	A34 Moseley Road/B5093 Moseley Road/A34 Birchfields Road - Friday 2nd July 2021																		
	1		2		3		4		5		6		7		8		9		
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	
1500	0	0	140	6	87	5	2	0	133	0	53	3	0	0	50	1	188	2	670
1515	1	0	134	3	121	4	1	0	129	7	66	2	0	0	66	1	212	3	750
1530	0	0	119	7	107	3	0	0	117	5	77	2	0	0	85	2	204	5	733
1545	0	1	140	1	104	2	0	0	111	3	69	3	0	0	80	1	194	7	716
1600	0	0	131	6	122	5	3	0	135	2	71	4	0	0	83	1	208	6	777
1615	0	0	133	4	94	1	3	0	107	3	58	0	0	0	58	0	235	1	697
1630	0	0	106	3	95	2	1	0	138	8	83	1	2	0	84	0	213	3	739
1645	1	0	106	3	102	1	4	0	116	2	68	1	0	0	72	2	201	4	683
1700	0	0	139	3	109	4	0	0	116	5	69	0	0	0	69	1	206	1	722
1715	0	0	135	4	119	0	0	0	140	1	58	0	0	0	72	0	189	3	721
1730	0	0	139	3	87	3	1	0	124	3	56	2	1	0	72	2	185	3	681
1745	1	0	124	2	99	0	1	0	114	1	81	1	2	0	82	2	182	3	695
Time Beginning	A34 Moseley Road/B5093 Moseley Road/A34 Birchfields Road - Saturday 3rd July 2021																		
	1		2		3		4		5		6		7		8		9		
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	
1100	0	0	104	2	117	3	3	0	96	1	54	1	1	0	59	3	98	2	544
1115	0	0	156	4	102	1	1	0	131	2	67	0	1	0	60	1	104	4	634
1130	0	0	144	2	97	2	0	0	104	1	55	0	0	0	66	1	121	1	594
1145	0	0	135	2	95	1	1	0	101	1	56	0	1	0	66	1	121	2	583
1200	0	0	155	2	105	2	1	0	121	2	75	2	0	0	54	1	126	4	650
1215	1	0	143	1	78	2	0	0	101	5	63	1	0	0	57	0	135	6	593
1230	0	0	152	5	89	0	4	0	130	2	82	0	0	0	61	0	137	1	663
1245	0	0	129	0	96	1	1	0	119	1	61	2	0	0	87	1	152	2	652
1300	0	0	152	4	108	2	2	0	112	1	68	0	1	0	59	0	133	5	647
1315	0	0	153	3	89	2	0	0	101	1	60	0	0	0	72	0	148	3	632
1330	0	0	151	2	99	0	1	0	115	2	93	0	0	0	63	0	127	2	655
1345	0	0	166	1	110	3	2	0	118	2	74	0	0	0	82	0	134	2	694

Fallowfield Retail Park

Wednesday 15th September 2021

Junction: 1

Approach: A34 Birchfields Road North

TIME	To Fallowfield Retail Park									To A34 Birchfields Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	1	0	14	1	0	0	0	16	15.2	3	0	199	26	3	0	2	233	234.1
15:45 - 16:00	1	0	11	0	0	0	0	12	11.2	1	1	224	26	3	0	2	257	259.1
Hourly Total	2	0	25	1	0	0	0	28	26.4	4	1	423	52	6	0	4	490	493.2
16:00 - 16:15	1	0	24	1	0	0	0	26	25.2	1	1	216	26	2	0	8	254	261.6
16:15 - 16:30	1	0	20	0	0	0	0	21	20.2	5	4	226	25	3	0	1	264	260.1
16:30 - 16:45	1	0	13	1	0	0	0	15	14.2	12	2	232	14	4	0	1	265	257.2
16:45 - 17:00	0	0	18	0	0	0	0	18	18.0	4	2	233	20	2	0	0	261	257.6
Hourly Total	3	0	75	2	0	0	0	80	77.6	22	9	907	85	11	0	10	1044	1036.5
17:00 - 17:15	1	0	17	0	0	0	0	18	17.2	6	1	228	17	2	0	3	257	255.6
17:15 - 17:30	0	0	18	0	0	0	0	18	18.0	6	1	237	19	0	2	1	266	264.2
17:30 - 17:45	0	0	12	0	0	0	0	12	12.0	12	4	221	8	1	0	4	250	242.5
17:45 - 18:00	0	0	18	2	0	0	0	20	20.0	8	0	223	11	0	0	2	244	239.6
Hourly Total	1	0	65	2	0	0	0	68	67.2	32	6	909	55	3	2	10	1017	1001.9
18:00 - 18:15	0	0	14	0	0	0	0	14	14.0	4	0	228	15	1	0	2	250	249.3
18:15 - 18:30	1	0	25	0	0	0	0	26	25.2	7	1	233	9	0	0	3	253	249.8
Hourly Total	1	0	39	0	0	0	0	40	39.2	11	1	461	24	1	0	5	503	499.1
TOTAL	7	0	204	5	0	0	0	216	210.4	69	17	2700	216	21	2	29	3054	3030.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Wednesday 15th September 2021

Junction: 1

Approach: Fallowfield Retail Park

TIME	To A34 Birchfields Road (S)									To A34 Birchfields Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	0	0	48	0	0	0	0	48	48.0	0	0	19	0	0	0	0	19	19.0
15:45 - 16:00	0	0	30	1	0	0	0	31	31.0	1	0	11	0	0	0	0	12	11.2
Hourly Total	0	0	78	1	0	0	0	79	79.0	1	0	30	0	0	0	0	31	30.2
16:00 - 16:15	0	1	33	2	0	0	0	36	35.4	0	1	18	0	0	0	0	19	18.4
16:15 - 16:30	0	1	30	1	0	0	0	32	31.4	0	0	9	0	0	0	0	9	9.0
16:30 - 16:45	0	0	22	1	0	0	0	23	23.0	0	0	10	0	0	0	0	10	10.0
16:45 - 17:00	0	1	23	2	0	0	0	26	25.4	0	0	10	0	0	0	0	10	10.0
Hourly Total	0	3	108	6	0	0	0	117	115.2	0	1	47	0	0	0	0	48	47.4
17:00 - 17:15	0	0	26	0	0	0	0	26	26.0	1	0	8	1	0	0	0	10	9.2
17:15 - 17:30	1	0	34	0	0	0	0	35	34.2	0	0	9	1	0	0	0	10	10.0
17:30 - 17:45	0	0	34	0	0	0	0	34	34.0	0	0	11	0	0	0	0	11	11.0
17:45 - 18:00	0	0	32	2	0	0	0	34	34.0	0	0	8	1	0	0	0	9	9.0
Hourly Total	1	0	126	2	0	0	0	129	128.2	1	0	36	3	0	0	0	40	39.2
18:00 - 18:15	0	0	24	2	0	0	0	26	26.0	0	0	10	0	0	0	0	10	10.0
18:15 - 18:30	0	0	28	2	0	0	0	30	30.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	0	0	52	4	0	0	0	56	56.0	0	0	19	0	0	0	0	19	19.0
TOTAL	1	3	364	13	0	0	0	381	378.4	2	1	132	3	0	0	0	138	135.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Wednesday 15th September 2021

Junction: 1

Approach: A34 Birchfields Road South

TIME	To A34 Birchfields Road (N)									To Fallowfield Retail Park								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	1	1	179	21	0	1	3	206	208.9	0	1	30	0	0	0	0	31	30.4
15:45 - 16:00	0	0	137	16	4	1	0	158	161.3	0	2	28	2	0	0	0	32	30.8
Hourly Total	1	1	316	37	4	2	3	364	370.2	0	3	58	2	0	0	0	63	61.2
16:00 - 16:15	0	1	128	16	2	1	4	152	157.7	0	2	22	2	0	0	0	26	24.8
16:15 - 16:30	1	2	120	16	1	1	2	143	144.8	0	1	15	1	0	0	0	17	16.4
16:30 - 16:45	2	0	129	15	2	0	2	150	151.4	0	0	14	0	0	0	0	14	14.0
16:45 - 17:00	3	2	131	14	0	0	1	151	148.4	0	1	14	0	0	0	0	15	14.4
Hourly Total	6	5	508	61	5	2	9	596	602.3	0	4	65	3	0	0	0	72	69.6
17:00 - 17:15	4	2	165	11	1	0	2	185	183.1	0	0	25	2	0	0	0	27	27.0
17:15 - 17:30	2	1	150	17	2	0	1	173	172.8	0	0	19	0	0	0	0	19	19.0
17:30 - 17:45	1	1	185	13	3	0	2	205	207.1	0	0	23	0	0	0	0	23	23.0
17:45 - 18:00	2	1	218	17	1	0	1	240	239.3	0	0	27	1	0	0	0	28	28.0
Hourly Total	9	5	718	58	7	0	6	803	802.3	0	0	94	3	0	0	0	97	97.0
18:00 - 18:15	0	1	208	12	0	2	0	223	225.0	0	0	23	2	0	0	0	25	25.0
18:15 - 18:30	0	1	217	13	2	0	1	234	235.4	0	0	27	1	0	0	0	28	28.0
Hourly Total	0	2	425	25	2	2	1	457	460.4	0	0	50	3	0	0	0	53	53.0
TOTAL	16	13	1967	181	18	6	19	2220	2235.2	0	7	267	11	0	0	0	285	280.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 1

Approach: A34 Birchfields Road North

TIME	To Fallowfield Retail Park									To A34 Birchfields Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
11:00 - 11:15	0	0	15	1	0	0	0	16	16.0	0	0	136	10	1	0	1	148	149.5
11:15 - 11:30	0	0	19	0	0	0	0	19	19.0	0	1	167	11	1	0	2	182	183.9
11:30 - 11:45	0	1	17	0	0	0	0	18	17.4	0	0	165	9	1	1	0	176	177.8
11:45 - 12:00	0	0	29	0	0	0	0	29	29.0	1	1	189	17	0	0	2	210	210.6
Hourly Total	0	1	80	1	0	0	0	82	81.4	1	2	657	47	3	1	5	716	721.8
12:00 - 12:15	0	0	25	0	0	0	0	25	25.0	2	0	170	17	2	0	1	192	192.4
12:15 - 12:30	3	0	17	0	0	0	0	20	17.6	1	0	160	13	6	0	2	182	186.2
12:30 - 12:45	0	0	9	1	0	0	0	10	10.0	0	0	165	8	1	0	1	175	176.5
12:45 - 13:00	0	0	13	0	0	0	0	13	13.0	1	0	185	7	1	0	2	196	197.7
Hourly Total	3	0	64	1	0	0	0	68	65.6	4	0	680	45	10	0	6	745	752.8
13:00 - 13:15	0	0	17	3	0	0	0	20	20.0	0	1	167	10	3	0	2	183	185.9
13:15 - 13:30	0	0	25	1	0	0	0	26	26.0	1	0	169	9	1	0	0	180	179.7
13:30 - 13:45	0	0	31	1	0	0	0	32	32.0	0	2	198	7	1	0	2	210	211.3
13:45 - 14:00	1	0	24	0	0	0	0	25	24.2	0	1	176	11	0	0	2	190	191.4
Hourly Total	1	0	97	5	0	0	0	103	102.2	1	4	710	37	5	0	6	763	768.3
TOTAL	4	1	241	7	0	0	0	253	249.2	6	6	2047	129	18	1	17	2224	2242.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 1

Approach: Fallowfield Retail Park

TIME	To A34 Birchfields Road (S)									To A34 Birchfields Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
11:00 - 11:15	0	1	33	1	0	0	0	35	34.4	0	0	9	0	1	0	0	10	10.5
11:15 - 11:30	0	0	31	0	0	0	0	31	31.0	0	0	10	2	0	0	0	12	12.0
11:30 - 11:45	0	1	36	0	0	0	0	37	36.4	0	0	14	1	0	0	0	15	15.0
11:45 - 12:00	0	2	35	1	0	0	0	38	36.8	0	0	18	0	0	0	0	18	18.0
Hourly Total	0	4	135	2	0	0	0	141	138.6	0	0	51	3	1	0	0	55	55.5
12:00 - 12:15	0	0	34	0	1	0	0	35	35.5	0	0	18	0	0	0	0	18	18.0
12:15 - 12:30	0	0	44	1	0	0	0	45	45.0	0	0	17	1	0	0	0	18	18.0
12:30 - 12:45	0	0	32	1	0	0	0	33	33.0	0	0	12	1	0	0	0	13	13.0
12:45 - 13:00	0	0	46	1	0	0	0	47	47.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	0	0	156	3	1	0	0	160	160.5	0	0	56	2	0	0	0	58	58.0
13:00 - 13:15	0	0	35	1	0	0	0	36	36.0	0	0	15	3	0	0	0	18	18.0
13:15 - 13:30	0	0	25	1	0	0	0	26	26.0	0	0	25	0	0	0	0	25	25.0
13:30 - 13:45	0	0	42	1	0	0	0	43	43.0	0	0	18	1	0	0	0	19	19.0
13:45 - 14:00	0	1	43	0	0	0	0	44	43.4	0	0	11	0	0	0	0	11	11.0
Hourly Total	0	1	145	3	0	0	0	149	148.4	0	0	69	4	0	0	0	73	73.0
TOTAL	0	5	436	8	1	0	0	450	447.5	0	0	176	9	1	0	0	186	186.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 1

Approach: A34 Birchfields Road South

TIME	To A34 Birchfields Road (N)									To Fallowfield Retail Park								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
11:00 - 11:15	1	0	167	10	2	0	2	182	184.2	0	1	23	2	0	0	0	26	25.4
11:15 - 11:30	1	1	171	15	3	1	1	193	195.4	0	1	28	0	0	0	0	29	28.4
11:30 - 11:45	2	0	193	14	2	0	1	212	212.4	0	0	37	0	0	0	0	37	37.0
11:45 - 12:00	0	1	152	12	2	0	2	169	171.4	0	1	33	0	1	0	0	35	34.9
Hourly Total	4	2	683	51	9	1	6	756	763.4	0	3	121	2	1	0	0	127	125.7
12:00 - 12:15	1	1	178	11	0	0	1	192	191.6	0	0	35	2	0	0	0	37	37.0
12:15 - 12:30	0	1	223	13	1	0	2	240	241.9	0	0	39	1	0	0	0	40	40.0
12:30 - 12:45	1	1	218	15	0	0	1	236	235.6	0	0	36	0	0	0	0	36	36.0
12:45 - 13:00	1	1	195	21	1	0	2	221	222.1	0	0	33	2	0	0	0	35	35.0
Hourly Total	3	4	814	60	2	0	6	889	891.2	0	0	143	5	0	0	0	148	148.0
13:00 - 13:15	0	1	210	9	1	0	3	224	226.9	0	0	28	2	0	0	0	30	30.0
13:15 - 13:30	3	0	215	11	2	0	1	232	231.6	0	0	45	0	0	0	0	45	45.0
13:30 - 13:45	2	1	185	15	1	0	2	206	206.3	0	1	26	1	0	0	0	28	27.4
13:45 - 14:00	1	1	216	12	0	0	1	231	230.6	0	0	27	1	0	0	0	28	28.0
Hourly Total	6	3	826	47	4	0	7	893	895.4	0	1	126	4	0	0	0	131	130.4
TOTAL	13	9	2323	158	15	1	19	2538	2550.0	0	4	390	11	1	0	0	406	404.1

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Wednesday 15th September 2021

Junction: 2

Approach: Retail Park North

TIME	To Service Yard									To Retail Park South									To Main Access								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	1	0	1	0	0	0	0	2	1.2	0	0	49	0	0	0	0	49	49.0
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	1	0	28	1	0	0	0	30	29.2
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	0	1	0	0	0	0	2	1.2	1	0	77	1	0	0	0	79	78.2
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	29	1	0	0	0	30	30.0
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	1	0.2	0	0	24	1	0	0	0	25	25.0
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	1	0	2	0	0	0	0	3	2.2	0	0	19	1	0	0	0	20	20.0
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	22	1	0	0	0	23	23.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	2	0	3	0	0	0	0	5	3.4	0	0	94	4	0	0	0	98	98.0
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	1	0	25	0	0	0	0	26	25.2
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	1	0	26	0	0	0	0	27	26.2
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0	0	0	27	0	0	0	0	27	27.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	23	0	0	0	0	23	23.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0	2	0	101	0	0	0	0	103	101.4
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	24	1	0	0	0	25	25.0
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	21	2	0	0	0	23	23.0
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	45	3	0	0	0	48	48.0
TOTAL	0	0	0	0	0	0	0	0	0.0	3	0	9	0	0	0	0	12	9.6	3	0	317	8	0	0	0	328	325.6

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Wednesday 15th September 2021

Junction: 2

Approach: Service Yard

	To Retail Park South										To Main Access										To Retail Park North									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
15:30 - 15:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
15:45 - 16:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
16:00 - 16:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
16:15 - 16:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
16:30 - 16:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
16:45 - 17:00	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0.0		
17:00 - 17:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
17:15 - 17:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
17:30 - 17:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	1	1	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0.0		
18:00 - 18:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
18:15 - 18:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0		
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	9	1	0	0	0	10	10.0	0	0	0	0	0	0	0	0	0	0.0		

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park
 Wednesday 15th September 2021
 Junction: 2
 Approach: Retail Park South

	To Main Access									To Retail Park North									To Service Yard								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	0	0	17	0	0	0	0	17	17.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	0	0	12	0	0	0	0	12	12.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	29	0	0	0	0	29	29.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
16:00 - 16:15	0	2	18	1	0	0	0	21	19.8	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
16:15 - 16:30	0	1	14	0	0	0	0	15	14.4	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	0	0	13	0	0	0	0	13	13.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	1	10	1	0	0	0	12	11.4	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	4	55	2	0	0	0	61	58.6	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
17:00 - 17:15	0	0	9	1	0	0	0	10	10.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	16	1	0	0	0	17	17.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	17	0	0	0	0	17	17.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	15	2	0	0	0	17	17.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	57	4	0	0	0	61	61.0	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
18:00 - 18:15	0	0	9	1	0	0	0	10	10.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	0	0	14	0	0	0	0	14	14.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	23	1	0	0	0	24	24.0	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	4	164	7	0	0	0	175	172.6	0	0	16	0	0	0	0	16	16.0	0	0	0	0	0	0	0	0	0.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park
Wednesday 15th September 2021
Junction: 2
Approach: Main Access

TIME	To Retail Park North									To Service Yard									To Retail Park South									U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	1	0	29	1	0	0	0	31	30.2	0	0	1	0	0	0	0	1	1.0	0	1	14	0	0	0	0	15	14.4	0	0	0	0	0	0	0	0	0.0
15:45 - 16:00	1	0	24	2	0	0	0	27	26.2	0	0	0	0	0	0	0	0	0.0	0	2	14	0	0	0	0	16	14.8	0	0	1	0	0	0	0	1	1.0
Hourly Total	2	0	53	3	0	0	0	58	56.4	0	0	1	0	0	0	0	1	1.0	0	3	28	0	0	0	0	31	29.2	0	0	1	0	0	0	0	1	1.0
16:00 - 16:15	1	0	27	2	0	0	0	30	29.2	0	0	0	0	0	0	0	0	0.0	0	2	16	1	0	0	0	19	17.8	0	0	3	0	0	0	0	3	3.0
16:15 - 16:30	1	0	19	0	0	0	0	20	19.2	0	0	1	0	0	0	0	1	1.0	0	1	15	1	0	0	0	17	16.4	0	0	0	0	0	0	0	0	0.0
16:30 - 16:45	1	0	19	0	0	0	0	20	19.2	0	0	1	1	0	0	0	2	2.0	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
16:45 - 17:00	0	0	18	0	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0.0	0	1	14	0	0	0	0	15	14.4	0	0	0	0	0	0	0	0	0.0
Hourly Total	3	0	83	2	0	0	0	88	85.6	0	0	2	1	0	0	0	3	3.0	0	4	52	2	0	0	0	58	55.6	0	0	3	0	0	0	0	3	3.0
17:00 - 17:15	1	0	25	0	0	0	0	26	25.2	0	0	1	0	0	0	0	1	1.0	0	0	16	2	0	0	0	18	18.0	0	0	0	0	0	0	0	0	0.0
17:15 - 17:30	0	0	27	0	0	0	0	27	27.0	0	0	1	0	0	0	0	1	1.0	0	0	9	0	0	0	0	9	9.0	0	0	0	0	0	0	0	0	0.0
17:30 - 17:45	0	0	22	0	0	0	0	22	22.0	0	0	2	0	0	0	0	2	2.0	0	0	11	0	0	0	0	11	11.0	0	0	0	0	0	0	0	0	0.0
17:45 - 18:00	0	0	26	0	0	0	0	26	26.0	0	0	1	0	0	0	0	1	1.0	0	0	17	3	0	0	0	20	20.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	1	0	100	0	0	0	0	101	100.2	0	0	5	0	0	0	0	5	5.0	0	0	53	5	0	0	0	58	58.0	0	0	1	0	0	0	0	1	1.0
18:00 - 18:15	0	0	22	2	0	0	0	24	24.0	0	0	0	0	0	0	0	0	0.0	0	0	15	0	0	0	0	15	15.0	0	0	0	0	0	0	0	0	0.0
18:15 - 18:30	1	0	32	1	0	0	0	34	33.2	0	0	2	0	0	0	0	2	2.0	0	0	17	0	0	0	0	17	17.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	1	0	54	3	0	0	0	58	57.2	0	0	2	0	0	0	0	2	2.0	0	0	32	0	0	0	0	32	32.0	0	0	1	0	0	0	0	1	1.0
TOTAL	7	0	290	8	0	0	0	305	299.4	0	0	10	1	0	0	0	11	11.0	0	7	165	7	0	0	0	179	174.8	0	0	6	0	0	0	0	6	6.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 2

Approach: Retail Park North

	To Service Yard										To Retail Park South										To Main Access									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	27	1	0	0	0	28	28.0			
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	32	2	0	0	0	34	34.0			
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	34	0	0	0	0	34	34.0			
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	36	0	0	0	0	36	36.0			
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0	0	0	129	3	0	0	0	132	132.0			
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	35	0	0	0	0	35	35.0			
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	41	1	0	0	0	42	42.0			
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	32	0	0	0	0	32	32.0			
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0	0	0	34	0	0	0	0	34	34.0			
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0	0	0	142	1	0	0	0	143	143.0			
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0	0	3	0	0	0	0	3	3.0	0	0	34	2	0	0	0	36	36.0			
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	37	1	0	0	0	38	38.0			
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	1	0	0	0	0	0	0	1	0.2	0	0	40	1	0	0	0	41	41.0			
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	1	0.4	0	0	37	0	0	0	0	37	37.0			
Hourly Total	0	0	0	0	0	0	0	0	0.0	1	1	4	0	0	0	0	6	4.6	0	0	148	4	0	0	0	152	152.0			
TOTAL	0	0	0	0	0	0	0	0	0.0	1	1	11	0	0	0	0	13	11.6	0	0	419	8	0	0	0	427	427.0			

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 2

Approach: Service Yard

	To Retail Park South										To Main Access										To Retail Park North									
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs			
11:00 - 11:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0.0		
11:15 - 11:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
11:30 - 11:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
11:45 - 12:00	0	0	0	0	0	0	0	0	0.0	0	0	0	1	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	1	1	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0.0		
12:00 - 12:15	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
12:15 - 12:30	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
12:30 - 12:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
12:45 - 13:00	0	0	0	0	0	0	0	0	0.0	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	3	1	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0	0.0		
13:00 - 13:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
13:15 - 13:30	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
13:30 - 13:45	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0		
13:45 - 14:00	0	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0	0.0		
Hourly Total	0	0	0	0	0	0	0	0	0.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0	0.0		
TOTAL	0	0	0	0	0	0	0	0	0.0	0	0	6	2	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0.0		

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 2

Approach: Retail Park South

	To Main Access									To Retail Park North									To Service Yard								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUS
11:00 - 11:15	0	1	13	0	0	0	0	14	13.4	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
11:15 - 11:30	0	0	9	0	0	0	0	9	9.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	1	16	1	0	0	0	18	17.4	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	2	15	0	0	0	0	17	15.8	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	4	53	1	0	0	0	58	55.6	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
12:00 - 12:15	0	0	16	0	1	0	0	17	17.5	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	0	0	19	1	0	0	0	20	20.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
12:30 - 12:45	0	0	12	2	0	0	0	14	14.0	0	0	3	0	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	18	0	0	0	0	18	18.0	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	65	3	1	0	0	69	69.5	0	0	7	0	0	0	0	7	7.0	0	0	0	0	0	0	0	0	0.0
13:00 - 13:15	0	0	16	2	0	0	0	18	18.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	9	0	0	0	0	9	9.0	0	0	2	0	0	0	0	2	2.0	0	0	0	0	0	0	0	0	0.0
13:30 - 13:45	0	0	18	1	0	0	0	19	19.0	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
13:45 - 14:00	0	1	16	0	0	0	0	17	16.4	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	1	59	3	0	0	0	63	62.4	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0
TOTAL	0	5	177	7	1	0	0	190	187.5	0	0	22	0	0	0	0	22	22.0	0	0	0	0	0	0	0	0	0.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park
Saturday 18th September 2021
Junction: 2
Approach: Main Access

TIME	To Retail Park North									To Service Yard									To Retail Park South									U-Turn								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
11:00 - 11:15	0	0	26	2	0	0	0	28	28.0	0	0	2	0	0	0	0	2	2.0	0	1	9	1	0	0	0	11	10.4	0	0	1	0	0	0	0	1	1.0
11:15 - 11:30	0	0	37	0	0	0	0	37	37.0	0	0	1	0	0	0	0	1	1.0	0	1	9	0	0	0	0	10	9.4	0	0	0	0	0	0	0	0	0.0
11:30 - 11:45	0	0	35	0	0	0	0	35	35.0	0	0	2	0	0	0	0	2	2.0	0	1	17	0	0	0	0	18	17.4	0	0	0	0	0	0	0	0	0.0
11:45 - 12:00	0	0	38	0	0	0	0	38	38.0	0	0	0	0	0	0	0	0	0.0	0	1	22	0	1	0	0	24	23.9	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	136	2	0	0	0	138	138.0	0	0	5	0	0	0	0	5	5.0	0	4	57	1	1	0	0	63	61.1	0	0	3	0	0	0	0	3	3.0
12:00 - 12:15	0	0	42	1	0	0	0	43	43.0	0	0	2	0	0	0	0	2	2.0	0	0	16	1	0	0	0	17	17.0	0	0	0	0	0	0	0	0	0.0
12:15 - 12:30	2	0	39	0	0	0	0	41	39.4	0	0	0	0	0	0	0	0	0.0	1	0	16	1	0	0	0	18	17.2	0	0	1	0	0	0	0	1	1.0
12:30 - 12:45	0	0	27	0	0	0	0	27	27.0	0	0	0	0	0	0	0	0	0.0	0	0	18	1	0	0	0	19	19.0	0	0	0	0	0	0	0	0	0.0
12:45 - 13:00	0	0	28	1	0	0	0	29	29.0	0	0	1	1	0	0	0	2	2.0	0	0	16	0	0	0	0	16	16.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	2	0	136	2	0	0	0	140	138.4	0	0	3	1	0	0	0	4	4.0	1	0	66	3	0	0	0	70	69.2	0	0	2	0	0	0	0	2	2.0
13:00 - 13:15	0	0	33	2	0	0	0	35	35.0	0	0	1	0	0	0	0	1	1.0	0	0	11	3	0	0	0	14	14.0	0	0	0	0	0	0	0	0	0.0
13:15 - 13:30	0	0	46	1	0	0	0	47	47.0	0	0	1	0	0	0	0	1	1.0	0	0	20	0	0	0	0	20	20.0	0	0	3	0	0	0	0	3	3.0
13:30 - 13:45	0	1	31	1	0	0	0	33	32.4	0	0	0	0	0	0	0	0	0.0	0	0	24	1	0	0	0	25	25.0	0	0	2	0	0	0	0	2	2.0
13:45 - 14:00	1	0	31	0	0	0	0	32	31.2	0	0	1	0	0	0	0	1	1.0	0	0	19	1	0	0	0	20	20.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	1	1	141	4	0	0	0	147	145.6	0	0	3	0	0	0	0	3	3.0	0	0	74	5	0	0	0	79	79.0	0	0	5	0	0	0	0	5	5.0
TOTAL	3	1	413	8	0	0	0	425	422.0	0	0	11	1	0	0	0	12	12.0	1	4	197	9	1	0	0	212	209.3	0	0	10	0	0	0	0	10	10.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park - Queue Survey, Wednesday 15th September 2021

Produced by Road Data Services Ltd.

Lane 1 is nearside lane
Queue to next junction

		A34 (North)		Fallowfield Retail Park		A34 (South)	
Time		Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
15:30 - 15:35		4	9	2	5	19	8
15:35 - 15:40		3	6	4	3	9	4
15:40 - 15:45		4	7	3	3	17	2
15:45 - 15:50		2	6	2	3	10	3
15:50 - 15:55		3	5	4	3	11	1
15:55 - 16:00		6	9	4	1	19	1
16:00 - 16:05		4	16	4	2	19	4
16:05 - 16:10		3	6	4	2	19	3
16:10 - 16:15		6	11	4	3	19	3
16:15 - 16:20		4	7	4	1	11	2
16:20 - 16:25		5	13	4	3	12	4
16:25 - 16:30		3	13	4	1	6	0
16:30 - 16:35		3	4	2	3	9	1
16:35 - 16:40		7	16	2	1	7	1
16:40 - 16:45		5	13	3	2	7	1
16:45 - 16:50		8	14	3	3	7	3
16:50 - 16:55		3	13	4	2	19	0
16:55 - 17:00		5	14	3	1	11	1
17:00 - 17:05		3	5	2	2	17	1
17:05 - 17:10		6	12	4	1	9	2
17:10 - 17:15		2	16	3	1	19	1
17:15 - 17:20		3	10	4	2	14	1
17:20 - 17:25		6	10	4	1	19	2
17:25 - 17:30		2	11	4	1	17	3
17:30 - 17:35		2	9	4	0	11	1
17:35 - 17:40		3	8	4	4	12	2
17:40 - 17:45		4	7	4	1	16	1
17:45 - 17:50		5	10	4	2	19	1
17:50 - 17:55		6	9	4	2	19	3
17:55 - 18:00		9	10	4	1	19	3
18:00 - 18:05		3	8	4	1	19	2
18:05 - 18:10		1	9	4	1	19	3
18:10 - 18:15		4	13	4	2	19	4
18:15 - 18:20		5	7	3	2	19	3
18:20 - 18:25		3	10	3	1	19	3
18:25 - 18:30		9	11	4	2	19	2

Queues are maximum vehicle length every 5 minutes

Fallowfield Retail Park - Queue Survey, Saturday 18th September 2021

Produced by Road Data Services Ltd.

Lane 1 is nearside lane
Queue to next junction

			A34 (North)		Fallowfield Retail Park		A34 (South)	
Time			Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2
11:00	-	11:05	3	6	3	3	15	2
11:05	-	11:10	2	8	4	2	9	1
11:10	-	11:15	3	6	4	1	14	2
11:15	-	11:20	6	8	2	1	16	2
11:20	-	11:25	4	10	4	1	18	1
11:25	-	11:30	4	4	4	1	13	2
11:30	-	11:35	6	4	4	1	16	2
11:35	-	11:40	4	10	2	2	17	3
11:40	-	11:45	5	13	4	3	19	2
11:45	-	11:50	4	12	4	1	8	4
11:50	-	11:55	5	7	4	4	15	2
11:55	-	12:00	3	14	3	2	7	1
12:00	-	12:05	6	13	3	1	7	2
12:05	-	12:10	2	2	4	2	10	1
12:10	-	12:15	3	10	4	1	19	4
12:15	-	12:20	3	9	4	2	19	9
12:20	-	12:25	3	5	4	3	19	4
12:25	-	12:30	2	5	4	2	19	4
12:30	-	12:35	3	7	4	3	16	4
12:35	-	12:40	4	8	4	2	14	1
12:40	-	12:45	6	3	3	1	17	2
12:45	-	12:50	4	6	4	1	19	2
12:50	-	12:55	3	9	4	3	19	4
12:55	-	13:00	4	10	3	2	16	1
13:00	-	13:05	3	6	4	1	19	1
13:05	-	13:10	4	14	4	1	19	3
13:10	-	13:15	5	6	3	2	19	3
13:15	-	13:20	3	8	3	4	19	5
13:20	-	13:25	4	6	3	2	19	3
13:25	-	13:30	4	9	2	3	19	5
13:30	-	13:35	7	12	4	3	19	4
13:35	-	13:40	4	8	4	3	19	6
13:40	-	13:45	7	10	4	1	19	3
13:45	-	13:50	6	9	4	1	19	17
13:50	-	13:55	5	13	3	2	19	2
13:55	-	14:00	5	12	2	1	19	4

Queues are maximum vehicle length every 5 minutes

Fallowfield Retail Park - Queue Survey, Wednesday 15th September 2021

Produced by Road Data Services Ltd.

	Retail Park (North)	Service Yard	Retail Park (South)	Main Access
Time	Lane 1	Lane 1	Lane 1	Lane 1
15:30 - 15:35	8	0	2	0
15:35 - 15:40	1	0	1	0
15:40 - 15:45	2	0	1	0
15:45 - 15:50	1	0	1	0
15:50 - 15:55	1	0	0	0
15:55 - 16:00	0	0	0	0
16:00 - 16:05	1	0	0	0
16:05 - 16:10	0	0	1	0
16:10 - 16:15	0	0	0	0
16:15 - 16:20	0	0	0	0
16:20 - 16:25	0	0	0	0
16:25 - 16:30	0	0	0	0
16:30 - 16:35	0	0	0	0
16:35 - 16:40	0	0	0	0
16:40 - 16:45	0	0	0	0
16:45 - 16:50	0	0	0	0
16:50 - 16:55	1	0	0	0
16:55 - 17:00	1	0	0	0
17:00 - 17:05	0	0	0	0
17:05 - 17:10	0	0	0	0
17:10 - 17:15	0	0	0	0
17:15 - 17:20	0	0	0	0
17:20 - 17:25	0	0	0	0
17:25 - 17:30	0	0	0	0
17:30 - 17:35	0	0	0	0
17:35 - 17:40	2	0	0	0
17:40 - 17:45	0	0	0	0
17:45 - 17:50	1	0	0	0
17:50 - 17:55	0	0	0	0
17:55 - 18:00	0	0	0	0
18:00 - 18:05	0	0	0	0
18:05 - 18:10	0	0	0	0
18:10 - 18:15	0	0	0	0
18:15 - 18:20	1	0	0	0
18:20 - 18:25	0	0	0	0
18:25 - 18:30	1	0	0	0

Queues are maximum vehicle length every 5 minutes

Fallowfield Retail Park - Queue Survey, Saturday 18th September 2021

Produced by Road Data Services Ltd.

		Retail Park (North)	Service Yard	Retail Park (South)	Main Access
Time		Lane 1	Lane 1	Lane 1	Lane 1
11:00	- 11:05	1	2	0	0
11:05	- 11:10	0	0	1	1
11:10	- 11:15	1	0	0	1
11:15	- 11:20	1	0	0	1
11:20	- 11:25	1	0	0	0
11:25	- 11:30	1	0	0	0
11:30	- 11:35	1	0	0	1
11:35	- 11:40	1	0	0	0
11:40	- 11:45	0	0	0	1
11:45	- 11:50	0	0	0	0
11:50	- 11:55	1	0	0	1
11:55	- 12:00	1	0	0	0
12:00	- 12:05	0	0	0	0
12:05	- 12:10	0	0	0	1
12:10	- 12:15	1	0	1	0
12:15	- 12:20	0	0	0	0
12:20	- 12:25	4	0	0	0
12:25	- 12:30	1	0	0	0
12:30	- 12:35	2	0	0	0
12:35	- 12:40	1	0	0	0
12:40	- 12:45	0	0	0	0
12:45	- 12:50	2	0	0	0
12:50	- 12:55	1	0	0	0
12:55	- 13:00	0	0	0	0
13:00	- 13:05	1	0	1	0
13:05	- 13:10	1	0	0	0
13:10	- 13:15	0	0	0	0
13:15	- 13:20	1	0	1	0
13:20	- 13:25	1	0	0	0
13:25	- 13:30	1	1	0	0
13:30	- 13:35	0	0	1	0
13:35	- 13:40	1	0	1	0
13:40	- 13:45	1	0	2	0
13:45	- 13:50	0	0	1	0
13:50	- 13:55	0	0	0	0
13:55	- 14:00	0	0	1	0

Queues are maximum vehicle length every 5 minutes

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	70	0	0	0	0	70

1	0	50	0	0	0	0	51
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	31	0	0	0	0	31

3	3	25	0	0	0	0	31
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	53	1	0	0	0	54

Accumulation							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	53	2	0	0	0	55
0	0	59	0	0	0	0	59
0	0	59	0	0	0	0	59
0	0	64	0	0	0	0	64
0	0	72	1	0	0	0	73
2	0	71	0	0	0	0	73
2	0	68	0	0	0	0	70
2	0	61	1	0	0	0	64
2	0	59	1	0	0	0	62
2	0	69	1	0	0	0	72
1	1	60	1	0	0	0	63
2	0	58	1	0	0	0	61

2	0	58	1	0	0	0	61
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	25	0	0	0	0	25

2	0	34	2	0	0	0	38
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 1.2: Southbound from Car Park Access (North) to Car Park Access (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	1	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	1	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	1	0	0	0	0	0	0	0	1	0.20
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	1	0	2	1	0	0	0	0	4	3.20
Session Average	0.08	0.00	0.17	0.08	0.00	0.00	0.00	0.00	0.33	0.27

Fallowfield
Classified Junction Count

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 1.3: Right from Car Park Access (North) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	1	0	0	1	0	0	0	0	2	1.20
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	4	1	0	0	0	0	6	5.20
Hourly Average	0.25	0.00	1.00	0.25	0.00	0.00	0.00	0.00	1.50	1.30
0800 - 0815	0	0	3	0	0	0	0	0	3	3.00
0815 - 0830	0	0	10	0	0	0	0	0	10	10.00
0830 - 0845	0	0	6	1	1	0	0	0	8	8.00
0845 - 0900	0	0	49	6	0	0	0	0	55	55.00
Hourly Total	0	0	68	7	1	0	0	0	76	76.00
Hourly Average	0.00	0.00	17.00	1.75	0.25	0.00	0.00	0.00	19.00	19.00
0900 - 0915	0	0	26	4	0	0	0	0	30	30.00
0915 - 0930	0	0	12	1	0	0	0	0	13	13.00
0930 - 0945	0	0	10	2	1	0	0	0	13	13.00
0945 - 1000	0	0	21	2	1	0	0	0	24	24.00
Hourly Total	0	0	69	9	2	0	0	0	80	80.00
Hourly Average	0.00	0.00	17.25	2.25	0.50	0.00	0.00	0.00	20.00	20.00
Session Total	1	0	141	17	3	0	0	0	162	161.20
Session Average	0.08	0.00	11.75	1.42	0.25	0.00	0.00	0.00	13.50	13.43

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.3: Right from Car Park Access (North) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	35	4	1	0	0	0	40	40.00
1515 - 1530	1	0	76	8	1	0	0	0	86	85.20
1530 - 1545	0	0	38	4	0	0	0	0	42	42.00
1545 - 1600	0	0	26	5	1	0	0	0	32	32.00
Hourly Total	1	0	175	21	3	0	0	0	200	199.20
Hourly Average	0.25	0.00	43.75	5.25	0.75	0.00	0.00	0.00	50.00	49.80
1600 - 1615	0	1	32	3	0	0	0	0	36	35.40
1615 - 1630	1	0	28	1	0	0	0	0	30	29.20
1630 - 1645	1	0	26	2	0	0	0	0	29	28.20
1645 - 1700	0	0	29	1	0	0	0	0	30	30.00
Hourly Total	2	1	115	7	0	0	0	0	125	122.80
Hourly Average	0.50	0.25	28.75	1.75	0.00	0.00	0.00	0.00	31.25	30.70
1700 - 1715	1	0	31	2	0	0	0	0	34	33.20
1715 - 1730	2	0	20	3	0	0	0	0	25	23.40
1730 - 1745	0	0	26	4	1	0	0	0	31	31.00
1745 - 1800	0	0	20	1	0	0	0	0	21	21.00
Hourly Total	3	0	97	10	1	0	0	0	111	108.60
Hourly Average	0.75	0.00	24.25	2.50	0.25	0.00	0.00	0.00	27.75	27.15
1800 - 1815	0	0	19	0	3	0	0	0	22	22.00
1815 - 1830	0	0	19	2	1	0	0	0	22	22.00
1830 - 1845	0	0	27	2	0	0	0	0	29	29.00
1845 - 1900	0	0	20	0	3	0	0	0	23	23.00
Hourly Total	0	0	85	4	7	0	0	0	96	96.00
Hourly Average	0.00	0.00	21.25	1.00	1.75	0.00	0.00	0.00	24.00	24.00
Session Total	6	1	472	42	11	0	0	0	532	526.60
Session Average	0.38	0.06	29.50	2.63	0.69	0.00	0.00	0.00	33.25	32.91

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 1.3: Right from Car Park Access (North) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	20	2	1	0	0	0	23	23.00
1115 - 1130	0	0	29	3	0	0	0	0	32	32.00
1130 - 1145	2	0	45	2	2	0	0	0	51	49.40
1145 - 1200	0	0	28	0	0	0	0	0	28	28.00
Hourly Total	2	0	122	7	3	0	0	0	134	132.40
Hourly Average	0.50	0.00	30.50	1.75	0.75	0.00	0.00	0.00	33.50	33.10
1200 - 1215	0	0	28	2	1	0	0	0	31	31.00
1215 - 1230	0	0	31	1	0	0	0	0	32	32.00
1230 - 1245	0	0	34	2	0	0	0	0	36	36.00
1245 - 1300	1	0	39	1	0	0	0	0	41	40.20
Hourly Total	1	0	132	6	1	0	0	0	140	139.20
Hourly Average	0.25	0.00	33.00	1.50	0.25	0.00	0.00	0.00	35.00	34.80
1300 - 1315	1	0	33	0	0	0	0	0	34	33.20
1315 - 1330	0	0	34	0	2	0	0	0	36	36.00
1330 - 1345	0	0	35	1	0	0	0	0	36	36.00
1345 - 1400	0	0	32	2	0	0	0	0	34	34.00
Hourly Total	1	0	134	3	2	0	0	0	140	139.20
Hourly Average	0.25	0.00	33.50	0.75	0.50	0.00	0.00	0.00	35.00	34.80
Session Total	4	0	388	16	6	0	0	0	414	410.80
Session Average	0.33	0.00	32.33	1.33	0.50	0.00	0.00	0.00	34.50	34.23

Classified Junction Count

Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

lat 53.443355° lon -2.204816°

Thursday 05 October 2023

Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

[illegible]

Thursday 05 October 2023

Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

[illegible]

Saturday 07 October 2023

Sunny Intervals
Temp: 22°C

[illegible]

Fallowfield
Classified Junction Count

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

Movement 1.6: Westbound from Home Bargains Access to Local Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	1	0	0	1	1.50
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	2	0	0	1	0	0	3	3.50
Session Average	0.00	0.00	0.17	0.00	0.00	0.08	0.00	0.00	0.25	0.29

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

Movement 1.6: Westbound from Home Bargains Access to Local Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	1	0	1	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	2	1	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.25	0.25	0.00	0.00	0.00	1.00	1.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	12	2	1	0	0	0	15	15.00
Session Average	0.00	0.00	0.75	0.13	0.06	0.00	0.00	0.00	0.94	0.94

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 1.6: Westbound from Home Bargains Access to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	1	0	0	1	1.50
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	2	0	0	0	0	0	2	2.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	2	1	0	0	0	0	3	3.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	1	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	4	1	0	1	0	0	6	6.50
Session Average	0.00	0.00	0.33	0.08	0.00	0.08	0.00	0.00	0.50	0.54

Classified Junction Count

Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

lat 53.443355° lon -2.204816°

Thursday 05 October 2023

Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

[illegible]

Thursday 05 October 2023

Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

[illegible]

Date
Saturday 07 October 2023

Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

[illegible]

Fallowfield
Classified Junction Count

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 1.9: Left from Car Park Access (South) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	1	0	0	0	0	1	1.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	1	0	0	0	0	2	2.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	1	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.25	0.00	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	9	2	0	0	0	0	11	11.00
Session Average	0.00	0.00	0.75	0.17	0.00	0.00	0.00	0.00	0.92	0.92

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.9: Left from Car Park Access (South) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	5	2	0	0	0	0	7	7.00
1515 - 1530	0	0	5	5	0	0	0	0	10	10.00
1530 - 1545	0	0	7	0	0	0	0	0	7	7.00
1545 - 1600	0	0	6	1	0	0	0	0	7	7.00
Hourly Total	0	0	23	8	0	0	0	0	31	31.00
Hourly Average	0.00	0.00	5.75	2.00	0.00	0.00	0.00	0.00	7.75	7.75
1600 - 1615	0	0	1	1	1	0	0	0	3	3.00
1615 - 1630	0	0	8	0	0	0	0	0	8	8.00
1630 - 1645	0	0	4	1	0	0	0	0	5	5.00
1645 - 1700	0	0	2	1	1	0	0	0	4	4.00
Hourly Total	0	0	15	3	2	0	0	0	20	20.00
Hourly Average	0.00	0.00	3.75	0.75	0.50	0.00	0.00	0.00	5.00	5.00
1700 - 1715	0	0	4	0	0	0	0	0	4	4.00
1715 - 1730	0	0	6	1	0	0	0	0	7	7.00
1730 - 1745	1	0	0	0	0	0	0	0	1	0.20
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	12	1	0	0	0	0	14	13.20
Hourly Average	0.25	0.00	3.00	0.25	0.00	0.00	0.00	0.00	3.50	3.30
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	5	0	0	0	0	0	5	5.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	12	0	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.00	0.00	0.25	0.00	0.00	0.00	3.25	3.25
Session Total	1	0	62	12	3	0	0	0	78	77.20
Session Average	0.06	0.00	3.88	0.75	0.19	0.00	0.00	0.00	4.88	4.83

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 1.9: Left from Car Park Access (South) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	2	3	0	0	0	0	5	5.00
1115 - 1130	0	0	1	1	0	0	0	0	2	2.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	4	0	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	3.00	3.00
1200 - 1215	0	0	2	0	1	0	0	0	3	3.00
1215 - 1230	0	0	2	0	0	0	0	0	2	2.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	5	2	0	0	0	0	7	7.00
Hourly Total	0	0	10	2	1	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.50	0.50	0.25	0.00	0.00	0.00	3.25	3.25
1300 - 1315	0	0	3	1	0	0	0	0	4	4.00
1315 - 1330	0	0	5	0	1	0	0	0	6	6.00
1330 - 1345	0	0	1	1	0	0	0	0	2	2.00
1345 - 1400	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	2	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.25	0.50	0.25	0.00	0.00	0.00	4.00	4.00
Session Total	0	0	31	8	2	0	0	0	41	41.00
Session Average	0.00	0.00	2.58	0.67	0.17	0.00	0.00	0.00	3.42	3.42

Fallowfield
Classified Junction Count

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 1.10: Northbound from Car Park Access (South) to Car Park Access (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	1	0	0	0	0	0	0	0	1	0.20
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	1	0	0	0	0	0	2	1.20
Hourly Average	0.25	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.30
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	1	0	0	0	0	1	1.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	1	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	1	0	2	1	0	0	0	0	4	3.20
Session Average	0.08	0.00	0.17	0.08	0.00	0.00	0.00	0.00	0.33	0.27

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.10: Northbound from Car Park Access (South) to Car Park Access (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	1	1	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
1600 - 1615	1	0	0	0	0	0	0	0	1	0.20
1615 - 1630	1	0	1	0	0	0	0	0	2	1.20
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	2	0	3	0	0	0	0	0	5	3.40
Hourly Average	0.50	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.25	0.85
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	2	0	8	1	0	0	0	0	11	9.40
Session Average	0.13	0.00	0.50	0.06	0.00	0.00	0.00	0.00	0.69	0.59

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 1.10: Northbound from Car Park Access (South) to Car Park Access (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	1	0	0	0	0	1	1.00
1145 - 1200	2	0	0	0	0	0	0	0	2	0.40
Hourly Total	2	0	1	1	0	0	0	0	4	2.40
Hourly Average	0.50	0.00	0.25	0.25	0.00	0.00	0.00	0.00	1.00	0.60
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1300 - 1315	0	0	0	0	0	0	0	0	0	0.00
1315 - 1330	0	0	0	0	0	0	0	0	0	0.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	2	0	5	1	0	0	0	0	8	6.40
Session Average	0.17	0.00	0.42	0.08	0.00	0.00	0.00	0.00	0.67	0.53

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

[illegible]

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

[illegible]

Date
Saturday 07 October 2023

Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

[illegible]

Classified Junction Count

Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

lat 53.443355° lon -2.204816°

Thursday 05 October 2023

Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

[illegible]

Thursday 05 October 2023

Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

[illegible]

Date
Saturday 07 October 2023

Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

[illegible]

Fallowfield
Classified Junction Count

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 1.13: Left from Local Road to Car Park Access (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	5	2	0	0	0	0	7	7.00
Hourly Total	0	0	9	2	0	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.50	0.00	0.00	0.00	0.00	2.75	2.75
0800 - 0815	0	0	11	0	0	0	0	0	11	11.00
0815 - 0830	1	0	26	0	1	0	0	0	28	27.20
0830 - 0845	0	0	37	3	0	0	0	0	40	40.00
0845 - 0900	0	0	39	2	0	0	0	0	41	41.00
Hourly Total	1	0	113	5	1	0	0	0	120	119.20
Hourly Average	0.25	0.00	28.25	1.25	0.25	0.00	0.00	0.00	30.00	29.80
0900 - 0915	0	0	16	0	0	0	0	0	16	16.00
0915 - 0930	0	0	12	1	1	0	0	0	14	14.00
0930 - 0945	0	0	20	0	1	0	0	0	21	21.00
0945 - 1000	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	64	1	3	0	0	0	68	68.00
Hourly Average	0.00	0.00	16.00	0.25	0.75	0.00	0.00	0.00	17.00	17.00
Session Total	1	0	186	8	4	0	0	0	199	198.20
Session Average	0.08	0.00	15.50	0.67	0.33	0.00	0.00	0.00	16.58	16.52

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.13: Left from Local Road to Car Park Access (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	58	6	1	0	0	0	66	65.20
1515 - 1530	2	0	32	4	0	0	0	0	38	36.40
1530 - 1545	1	0	31	2	1	0	0	0	35	34.20
1545 - 1600	1	0	30	2	0	0	0	0	33	32.20
Hourly Total	5	0	151	14	2	0	0	0	172	168.00
Hourly Average	1.25	0.00	37.75	3.50	0.50	0.00	0.00	0.00	43.00	42.00
1600 - 1615	1	1	24	3	0	0	0	0	29	27.60
1615 - 1630	0	0	22	2	0	0	0	0	24	24.00
1630 - 1645	0	0	38	3	0	0	0	0	41	41.00
1645 - 1700	0	0	34	1	1	0	0	0	36	36.00
Hourly Total	1	1	118	9	1	0	0	0	130	128.60
Hourly Average	0.25	0.25	29.50	2.25	0.25	0.00	0.00	0.00	32.50	32.15
1700 - 1715	2	0	16	2	0	0	0	0	20	18.40
1715 - 1730	0	0	19	3	1	0	0	0	23	23.00
1730 - 1745	0	0	19	0	0	0	0	0	19	19.00
1745 - 1800	1	0	18	1	1	0	0	0	21	20.20
Hourly Total	3	0	72	6	2	0	0	0	83	80.60
Hourly Average	0.75	0.00	18.00	1.50	0.50	0.00	0.00	0.00	20.75	20.15
1800 - 1815	1	0	18	1	1	0	0	0	21	20.20
1815 - 1830	0	0	19	3	1	0	0	0	23	23.00
1830 - 1845	0	0	27	0	3	0	0	0	30	30.00
1845 - 1900	0	0	16	0	0	0	0	0	16	16.00
Hourly Total	1	0	80	4	5	0	0	0	90	89.20
Hourly Average	0.25	0.00	20.00	1.00	1.25	0.00	0.00	0.00	22.50	22.30
Session Total	10	1	421	33	10	0	0	0	475	466.40
Session Average	0.63	0.06	26.31	2.06	0.63	0.00	0.00	0.00	29.69	29.15

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 1.13: Left from Local Road to Car Park Access (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	38	2	1	0	0	0	41	41.00
1115 - 1130	0	0	41	1	1	0	0	0	43	43.00
1130 - 1145	2	0	36	1	0	0	0	0	39	37.40
1145 - 1200	0	0	31	0	0	0	0	0	31	31.00
Hourly Total	2	0	146	4	2	0	0	0	154	152.40
Hourly Average	0.50	0.00	36.50	1.00	0.50	0.00	0.00	0.00	38.50	38.10
1200 - 1215	1	0	23	2	1	0	0	0	27	26.20
1215 - 1230	0	0	42	0	0	0	0	0	42	42.00
1230 - 1245	1	0	36	0	0	0	0	0	37	36.20
1245 - 1300	0	0	40	1	0	0	0	0	41	41.00
Hourly Total	2	0	141	3	1	0	0	0	147	145.40
Hourly Average	0.50	0.00	35.25	0.75	0.25	0.00	0.00	0.00	36.75	36.35
1300 - 1315	0	0	35	2	2	0	0	0	39	39.00
1315 - 1330	0	0	33	2	1	0	0	0	36	36.00
1330 - 1345	0	0	25	1	1	0	0	0	27	27.00
1345 - 1400	0	0	37	2	1	0	0	0	40	40.00
Hourly Total	0	0	130	7	5	0	0	0	142	142.00
Hourly Average	0.00	0.00	32.50	1.75	1.25	0.00	0.00	0.00	35.50	35.50
Session Total	4	0	417	14	8	0	0	0	443	439.80
Session Average	0.33	0.00	34.75	1.17	0.67	0.00	0.00	0.00	36.92	36.65

Fallowfield
Classified Junction Count

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

Movement 1.14: Eastbound from Local Road to Home Bargains Access									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	1	0	0	1	1.50
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	5	0	0	1	0	0	6	6.50
Session Average	0.00	0.00	0.42	0.00	0.00	0.08	0.00	0.00	0.50	0.54

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

Movement 1.14: Eastbound from Local Road to Home Bargains Access									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	1	0	0	0	2	2.00
1515 - 1530	0	0	0	1	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	1	2	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.25	0.50	0.25	0.00	0.00	0.00	1.00	1.00
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	0	2	1	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	5	3	1	0	0	0	9	9.00
Session Average	0.00	0.00	0.31	0.19	0.06	0.00	0.00	0.00	0.56	0.56

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 1.14: Eastbound from Local Road to Home Bargains Access									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	0	1	0	0	0	0	1	1.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	6	1	0	0	0	0	7	7.00
Session Average	0.00	0.00	0.50	0.08	0.00	0.00	0.00	0.00	0.58	0.58

Fallowfield
Classified Junction Count

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 1.15: Right from Local Road to Car Park Access (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	1	0	5	0	0	0	0	0	6	5.20
0830 - 0845	0	0	1	1	0	0	0	0	2	2.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	8	1	0	0	0	0	10	9.20
Hourly Average	0.25	0.00	2.00	0.25	0.00	0.00	0.00	0.00	2.50	2.30
0900 - 0915	0	0	8	0	0	0	0	0	8	8.00
0915 - 0930	0	0	2	1	0	0	0	0	3	3.00
0930 - 0945	0	0	4	0	0	0	0	0	4	4.00
0945 - 1000	1	0	3	0	0	0	0	0	4	3.20
Hourly Total	1	0	17	1	0	0	0	0	19	18.20
Hourly Average	0.25	0.00	4.25	0.25	0.00	0.00	0.00	0.00	4.75	4.55
Session Total	2	0	30	2	0	0	0	0	34	32.40
Session Average	0.17	0.00	2.50	0.17	0.00	0.00	0.00	0.00	2.83	2.70

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.15: Right from Local Road to Car Park Access (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	7	3	0	0	0	0	10	10.00
1515 - 1530	0	0	3	3	0	0	0	0	6	6.00
1530 - 1545	0	0	4	3	0	0	0	0	7	7.00
1545 - 1600	0	0	4	2	0	0	0	0	6	6.00
Hourly Total	0	0	18	11	0	0	0	0	29	29.00
Hourly Average	0.00	0.00	4.50	2.75	0.00	0.00	0.00	0.00	7.25	7.25
1600 - 1615	0	0	0	1	1	0	0	0	2	2.00
1615 - 1630	0	0	6	0	0	0	0	0	6	6.00
1630 - 1645	0	0	2	2	1	0	0	0	5	5.00
1645 - 1700	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	0	0	10	4	2	0	0	0	16	16.00
Hourly Average	0.00	0.00	2.50	1.00	0.50	0.00	0.00	0.00	4.00	4.00
1700 - 1715	0	0	1	2	0	0	0	0	3	3.00
1715 - 1730	0	0	3	1	0	0	0	0	4	4.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	3	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.50	0.75	0.00	0.00	0.00	0.00	2.25	2.25
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	5	0	1	0	0	0	6	6.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
Session Total	0	0	45	18	3	0	0	0	66	66.00
Session Average	0.00	0.00	2.81	1.13	0.19	0.00	0.00	0.00	4.13	4.13

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 1.15: Right from Local Road to Car Park Access (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	2	3	0	0	0	0	5	5.00
1115 - 1130	0	0	5	0	0	0	0	0	5	5.00
1130 - 1145	0	0	1	1	0	0	0	0	2	2.00
1145 - 1200	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	4	0	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.50	1.00	0.00	0.00	0.00	0.00	3.50	3.50
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	4	1	0	0	0	0	5	5.00
1245 - 1300	0	0	3	1	0	0	0	0	4	4.00
Hourly Total	0	0	8	2	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.50	0.00	0.00	0.00	0.00	2.50	2.50
1300 - 1315	0	0	6	2	0	0	0	0	8	8.00
1315 - 1330	0	0	1	0	1	0	0	0	2	2.00
1330 - 1345	0	0	2	0	0	0	0	0	2	2.00
1345 - 1400	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	13	2	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.25	0.50	0.25	0.00	0.00	0.00	4.00	4.00
Session Total	0	0	31	8	1	0	0	0	40	40.00
Session Average	0.00	0.00	2.58	0.67	0.08	0.00	0.00	0.00	3.33	3.33

Fallowfield
Classified Junction Count

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 1.16: U-Turn from Local Road to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	1	0	0	0	2	2.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
0900 - 0915	0	0	2	1	0	0	0	0	3	3.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	1	0	0	1	1.50
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	1	0	1	0	0	5	5.50
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.25	0.00	0.00	1.25	1.38
Session Total	0	0	12	1	1	1	0	0	15	15.50
Session Average	0.00	0.00	1.00	0.08	0.08	0.08	0.00	0.00	1.25	1.29

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 1.16: U-Turn from Local Road to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	6	0	0	0	0	0	6	6.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
1600 - 1615	0	0	0	0	1	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	1	1	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.25	0.25	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	2	0	1	0	0	0	3	3.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	15	1	2	0	0	0	18	18.00
Session Average	0.00	0.00	0.94	0.06	0.13	0.00	0.00	0.00	1.13	1.13

Fallowfield
Classified Junction Count

Site 2 of 3
Local Road
A34 Birchfields Road (South)
A34 Birchfields Road (North)

Lat/Long
lat 53.443324° lon -2.205597°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 2.1: Left from Local Road to A34 Birchfields Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	1	0	0	1	1.50
0730 - 0745	0	0	2	1	0	0	0	0	3	3.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	6	1	0	1	0	0	8	8.50
Hourly Average	0.00	0.00	1.50	0.25	0.00	0.25	0.00	0.00	2.00	2.13
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	10	0	0	0	0	0	10	10.00
0830 - 0845	0	0	6	0	0	0	0	0	6	6.00
0845 - 0900	0	0	33	5	0	0	0	0	38	38.00
Hourly Total	0	0	50	5	0	0	0	0	55	55.00
Hourly Average	0.00	0.00	12.50	1.25	0.00	0.00	0.00	0.00	13.75	13.75
0900 - 0915	0	0	22	4	0	0	0	0	26	26.00
0915 - 0930	0	0	9	2	0	0	0	0	11	11.00
0930 - 0945	0	0	12	1	1	0	0	0	14	14.00
0945 - 1000	0	0	15	1	1	0	0	0	17	17.00
Hourly Total	0	0	58	8	2	0	0	0	68	68.00
Hourly Average	0.00	0.00	14.50	2.00	0.50	0.00	0.00	0.00	17.00	17.00
Session Total	0	0	114	14	2	1	0	0	131	131.50
Session Average	0.00	0.00	9.50	1.17	0.17	0.08	0.00	0.00	10.92	10.96

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 2.1: Left from Local Road to A34 Birchfields Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	35	3	0	0	0	0	38	38.00
1515 - 1530	1	0	54	10	1	0	0	0	66	65.20
1530 - 1545	0	0	30	3	0	0	0	0	33	33.00
1545 - 1600	0	0	24	5	0	0	0	0	29	29.00
Hourly Total	1	0	143	21	1	0	0	0	166	165.20
Hourly Average	0.25	0.00	35.75	5.25	0.25	0.00	0.00	0.00	41.50	41.30
1600 - 1615	0	1	25	2	1	0	0	0	29	28.40
1615 - 1630	1	0	24	2	0	0	0	0	27	26.20
1630 - 1645	1	0	20	2	0	0	0	0	23	22.20
1645 - 1700	0	0	26	4	0	0	0	0	30	30.00
Hourly Total	2	1	95	10	1	0	0	0	109	106.80
Hourly Average	0.50	0.25	23.75	2.50	0.25	0.00	0.00	0.00	27.25	26.70
1700 - 1715	1	0	24	1	0	0	0	0	26	25.20
1715 - 1730	2	0	22	1	1	0	0	0	26	24.40
1730 - 1745	1	0	16	2	1	0	0	0	20	19.20
1745 - 1800	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	4	0	79	4	2	0	0	0	89	85.80
Hourly Average	1.00	0.00	19.75	1.00	0.50	0.00	0.00	0.00	22.25	21.45
1800 - 1815	0	0	18	0	2	0	0	0	20	20.00
1815 - 1830	0	0	21	1	0	0	0	0	22	22.00
1830 - 1845	0	0	17	1	0	0	0	0	18	18.00
1845 - 1900	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	0	0	68	2	5	0	0	0	75	75.00
Hourly Average	0.00	0.00	17.00	0.50	1.25	0.00	0.00	0.00	18.75	18.75
Session Total	7	1	385	37	9	0	0	0	439	432.80
Session Average	0.44	0.06	24.06	2.31	0.56	0.00	0.00	0.00	27.44	27.05

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 2.1: Left from Local Road to A34 Birchfields Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	18	3	1	0	0	0	22	22.00
1115 - 1130	0	0	18	3	0	0	0	0	21	21.00
1130 - 1145	2	0	33	1	0	0	0	0	36	34.40
1145 - 1200	0	0	24	0	0	0	0	0	24	24.00
Hourly Total	2	0	93	7	1	0	0	0	103	101.40
Hourly Average	0.50	0.00	23.25	1.75	0.25	0.00	0.00	0.00	25.75	25.35
1200 - 1215	0	0	20	2	1	0	0	0	23	23.00
1215 - 1230	0	0	25	0	0	0	0	0	25	25.00
1230 - 1245	0	0	23	2	0	0	0	0	25	25.00
1245 - 1300	1	0	38	2	0	0	0	0	41	40.20
Hourly Total	1	0	106	6	1	0	0	0	114	113.20
Hourly Average	0.25	0.00	26.50	1.50	0.25	0.00	0.00	0.00	28.50	28.30
1300 - 1315	1	0	27	0	0	0	0	0	28	27.20
1315 - 1330	0	0	31	1	3	0	0	0	35	35.00
1330 - 1345	0	0	32	2	0	0	0	0	34	34.00
1345 - 1400	0	0	31	1	0	0	0	0	32	32.00
Hourly Total	1	0	121	4	3	0	0	0	129	128.20
Hourly Average	0.25	0.00	30.25	1.00	0.75	0.00	0.00	0.00	32.25	32.05
Session Total	4	0	320	17	5	0	0	0	346	342.80
Session Average	0.33	0.00	26.67	1.42	0.42	0.00	0.00	0.00	28.83	28.57

Fallowfield
Classified Junction Count

Site 2 of 3
Local Road
A34 Birchfields Road (South)
A34 Birchfields Road (North)

Lat/Long
lat 53.443324° lon -2.205597°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 2.2: Right from Local Road to A34 Birchfields Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	1	0	0	0	0	0	0	0	1	0.20
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	1	0	2	0	0	0	0	0	3	2.20
Hourly Average	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.55
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	4	0	1	0	0	0	5	5.00
0830 - 0845	0	0	2	2	1	0	0	0	5	5.00
0845 - 0900	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	23	2	2	0	0	0	27	27.00
Hourly Average	0.00	0.00	5.75	0.50	0.50	0.00	0.00	0.00	6.75	6.75
0900 - 0915	0	0	10	2	0	0	0	0	12	12.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	6	1	0	1	0	0	8	8.50
0945 - 1000	0	0	6	1	0	0	0	0	7	7.00
Hourly Total	0	0	23	4	0	1	0	0	28	28.50
Hourly Average	0.00	0.00	5.75	1.00	0.00	0.25	0.00	0.00	7.00	7.13
Session Total	1	0	48	6	2	1	0	0	58	57.70
Session Average	0.08	0.00	4.00	0.50	0.17	0.08	0.00	0.00	4.83	4.81

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 2.2: Right from Local Road to A34 Birchfields Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	14	3	1	0	0	0	18	18.00
1515 - 1530	0	0	29	3	1	0	0	0	33	33.00
1530 - 1545	0	0	16	1	0	0	0	0	17	17.00
1545 - 1600	0	0	7	2	0	0	0	0	9	9.00
Hourly Total	0	0	66	9	2	0	0	0	77	77.00
Hourly Average	0.00	0.00	16.50	2.25	0.50	0.00	0.00	0.00	19.25	19.25
1600 - 1615	0	0	11	1	2	0	0	0	14	14.00
1615 - 1630	0	0	12	0	0	0	0	0	12	12.00
1630 - 1645	0	0	11	1	0	0	0	0	12	12.00
1645 - 1700	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	41	2	3	0	0	0	46	46.00
Hourly Average	0.00	0.00	10.25	0.50	0.75	0.00	0.00	0.00	11.50	11.50
1700 - 1715	0	0	12	1	0	0	0	0	13	13.00
1715 - 1730	0	0	7	2	0	0	0	0	9	9.00
1730 - 1745	0	0	9	3	0	0	0	0	12	12.00
1745 - 1800	0	0	8	1	0	0	0	0	9	9.00
Hourly Total	0	0	36	7	0	0	0	0	43	43.00
Hourly Average	0.00	0.00	9.00	1.75	0.00	0.00	0.00	0.00	10.75	10.75
1800 - 1815	0	0	3	0	1	0	0	0	4	4.00
1815 - 1830	0	0	8	1	1	0	0	0	10	10.00
1830 - 1845	0	0	14	1	0	0	0	0	15	15.00
1845 - 1900	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	32	2	3	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.00	0.50	0.75	0.00	0.00	0.00	9.25	9.25
Session Total	0	0	175	20	8	0	0	0	203	203.00
Session Average	0.00	0.00	10.94	1.25	0.50	0.00	0.00	0.00	12.69	12.69

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 2.2: Right from Local Road to A34 Birchfields Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	8	2	0	1	0	0	11	11.50
1115 - 1130	0	0	12	1	0	0	0	0	13	13.00
1130 - 1145	0	0	13	1	2	0	0	0	16	16.00
1145 - 1200	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	41	4	2	1	0	0	48	48.50
Hourly Average	0.00	0.00	10.25	1.00	0.50	0.25	0.00	0.00	12.00	12.13
1200 - 1215	0	0	10	0	0	0	0	0	10	10.00
1215 - 1230	0	0	8	1	1	0	0	0	10	10.00
1230 - 1245	0	0	10	0	0	0	0	0	10	10.00
1245 - 1300	0	0	11	1	0	0	0	0	12	12.00
Hourly Total	0	0	39	2	1	0	0	0	42	42.00
Hourly Average	0.00	0.00	9.75	0.50	0.25	0.00	0.00	0.00	10.50	10.50
1300 - 1315	0	0	9	1	0	0	0	0	10	10.00
1315 - 1330	0	0	7	0	0	0	0	0	7	7.00
1330 - 1345	0	0	9	0	0	0	0	0	9	9.00
1345 - 1400	0	0	4	1	0	0	0	0	5	5.00
Hourly Total	0	0	29	2	0	0	0	0	31	31.00
Hourly Average	0.00	0.00	7.25	0.50	0.00	0.00	0.00	0.00	7.75	7.75
Session Total	0	0	109	8	3	1	0	0	121	121.50
Session Average	0.00	0.00	9.08	0.67	0.25	0.08	0.00	0.00	10.08	10.13

Fallowfield
Classified Junction Count

Site 2 of 3
Local Road
A34 Birchfields Road (South)
A34 Birchfields Road (North)

Lat/Long
lat 53.443324° lon -2.205597°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 2.3: Left from A34 Birchfields Road (South) to A34 Birchfields Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	2	171	1	8	0	0	2	186	185.20
0715 - 0730	7	0	195	2	24	1	0	2	231	227.90
0730 - 0745	5	0	224	3	14	2	0	2	250	249.00
0745 - 0800	3	0	186	11	17	1	0	5	223	226.10
Hourly Total	17	2	776	17	63	4	0	11	890	888.20
Hourly Average	4.25	0.50	194.00	4.25	15.75	1.00	0.00	2.75	222.50	222.05
0800 - 0815	9	1	182	5	14	3	0	2	216	211.70
0815 - 0830	7	0	143	14	8	0	0	9	181	184.40
0830 - 0845	2	0	120	16	4	1	1	3	147	150.20
0845 - 0900	3	2	84	10	4	0	0	5	108	109.40
Hourly Total	21	3	529	45	30	4	1	19	652	655.70
Hourly Average	5.25	0.75	132.25	11.25	7.50	1.00	0.25	4.75	163.00	163.93
0900 - 0915	1	0	129	11	12	0	0	6	159	164.20
0915 - 0930	2	1	114	10	7	1	1	0	136	135.60
0930 - 0945	3	0	129	17	9	0	0	4	162	163.60
0945 - 1000	2	0	101	14	8	3	0	1	129	129.90
Hourly Total	8	1	473	52	36	4	1	11	586	593.30
Hourly Average	2.00	0.25	118.25	13.00	9.00	1.00	0.25	2.75	146.50	148.33
Session Total	46	6	1778	114	129	12	2	41	2128	2137.20
Session Average	3.83	0.50	148.17	9.50	10.75	1.00	0.17	3.42	177.33	178.10

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 2.3: Left from A34 Birchfields Road (South) to A34 Birchfields Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	104	17	14	2	0	3	141	144.40
1515 - 1530	2	0	91	23	13	1	0	3	133	134.90
1530 - 1545	1	0	137	17	12	0	0	4	171	174.20
1545 - 1600	1	0	121	18	7	0	1	1	149	150.50
Hourly Total	4	1	453	75	46	3	1	11	594	604.00
Hourly Average	1.00	0.25	113.25	18.75	11.50	0.75	0.25	2.75	148.50	151.00
1600 - 1615	0	0	110	11	9	0	0	6	136	142.00
1615 - 1630	0	1	101	19	13	0	0	1	135	135.40
1630 - 1645	0	1	125	22	7	2	0	4	161	165.40
1645 - 1700	1	2	152	18	7	2	0	2	184	185.00
Hourly Total	1	4	488	70	36	4	0	13	616	627.80
Hourly Average	0.25	1.00	122.00	17.50	9.00	1.00	0.00	3.25	154.00	156.95
1700 - 1715	2	2	132	11	9	0	0	0	156	153.20
1715 - 1730	0	0	147	19	10	0	0	3	179	182.00
1730 - 1745	2	0	135	24	13	0	0	3	177	178.40
1745 - 1800	1	0	154	18	6	1	0	2	182	183.70
Hourly Total	5	2	568	72	38	1	0	8	694	697.30
Hourly Average	1.25	0.50	142.00	18.00	9.50	0.25	0.00	2.00	173.50	174.33
1800 - 1815	0	0	146	23	10	0	0	1	180	181.00
1815 - 1830	0	0	166	15	9	1	0	3	194	197.50
1830 - 1845	1	1	141	20	9	1	0	3	176	178.10
1845 - 1900	2	0	126	24	6	0	0	2	160	160.40
Hourly Total	3	1	579	82	34	2	0	9	710	717.00
Hourly Average	0.75	0.25	144.75	20.50	8.50	0.50	0.00	2.25	177.50	179.25
Session Total	13	8	2088	299	154	10	1	41	2614	2646.10
Session Average	0.81	0.50	130.50	18.69	9.63	0.63	0.06	2.56	163.38	165.38

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 2.3: Left from A34 Birchfields Road (South) to A34 Birchfields Road (North)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	146	21	17	0	0	2	186	188.00
1115 - 1130	0	0	133	16	17	0	0	1	167	168.00
1130 - 1145	1	3	137	15	11	0	1	1	169	168.70
1145 - 1200	0	1	122	27	6	0	0	2	158	159.40
Hourly Total	1	4	538	79	51	0	1	6	680	684.10
Hourly Average	0.25	1.00	134.50	19.75	12.75	0.00	0.25	1.50	170.00	171.03
1200 - 1215	0	1	153	28	11	1	0	2	196	197.90
1215 - 1230	2	0	148	18	9	0	0	1	178	177.40
1230 - 1245	0	0	135	27	10	0	0	2	174	176.00
1245 - 1300	0	0	139	16	6	0	0	2	163	165.00
Hourly Total	2	1	575	89	36	1	0	7	711	716.30
Hourly Average	0.50	0.25	143.75	22.25	9.00	0.25	0.00	1.75	177.75	179.08
1300 - 1315	1	0	148	17	7	0	0	2	175	176.20
1315 - 1330	1	0	133	19	6	0	0	2	161	162.20
1330 - 1345	1	1	167	18	10	0	0	1	198	197.60
1345 - 1400	2	0	139	22	8	2	0	0	173	172.40
Hourly Total	5	1	587	76	31	2	0	5	707	708.40
Hourly Average	1.25	0.25	146.75	19.00	7.75	0.50	0.00	1.25	176.75	177.10
Session Total	8	6	1700	244	118	3	1	18	2098	2108.80
Session Average	0.67	0.50	141.67	20.33	9.83	0.25	0.08	1.50	174.83	175.73

Fallowfield
Classified Junction Count

Site 2 of 3
Local Road
A34 Birchfields Road (South)
A34 Birchfields Road (North)

Lat/Long
lat 53.443324° lon -2.205597°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 2.4: Right from A34 Birchfields Road (South) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	1	0	0	2	2.50
0730 - 0745	0	0	3	0	0	0	0	0	3	3.00
0745 - 0800	0	0	6	1	0	0	0	0	7	7.00
Hourly Total	0	0	10	1	0	1	0	0	12	12.50
Hourly Average	0.00	0.00	2.50	0.25	0.00	0.25	0.00	0.00	3.00	3.13
0800 - 0815	0	0	11	0	0	0	0	0	11	11.00
0815 - 0830	2	0	10	0	0	0	0	0	12	10.40
0830 - 0845	0	0	18	2	0	0	0	0	20	20.00
0845 - 0900	0	0	10	1	0	0	0	0	11	11.00
Hourly Total	2	0	49	3	0	0	0	0	54	52.40
Hourly Average	0.50	0.00	12.25	0.75	0.00	0.00	0.00	0.00	13.50	13.10
0900 - 0915	0	0	13	1	0	0	0	0	14	14.00
0915 - 0930	0	0	5	1	1	0	0	0	7	7.00
0930 - 0945	0	0	20	0	1	0	0	0	21	21.00
0945 - 1000	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	51	2	3	0	0	0	56	56.00
Hourly Average	0.00	0.00	12.75	0.50	0.75	0.00	0.00	0.00	14.00	14.00
Session Total	2	0	110	6	3	1	0	0	122	120.90
Session Average	0.17	0.00	9.17	0.50	0.25	0.08	0.00	0.00	10.17	10.08

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 2.4: Right from A34 Birchfields Road (South) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	38	7	1	0	0	0	47	46.20
1515 - 1530	1	0	21	7	0	0	0	0	29	28.20
1530 - 1545	0	0	22	4	1	0	0	0	27	27.00
1545 - 1600	1	0	21	4	0	0	0	0	26	25.20
Hourly Total	3	0	102	22	2	0	0	0	129	126.60
Hourly Average	0.75	0.00	25.50	5.50	0.50	0.00	0.00	0.00	32.25	31.65
1600 - 1615	1	1	15	5	0	0	0	0	22	20.60
1615 - 1630	0	0	16	1	0	0	0	0	17	17.00
1630 - 1645	0	0	27	3	2	0	0	0	32	32.00
1645 - 1700	0	0	23	2	0	0	0	0	25	25.00
Hourly Total	1	1	81	11	2	0	0	0	96	94.60
Hourly Average	0.25	0.25	20.25	2.75	0.50	0.00	0.00	0.00	24.00	23.65
1700 - 1715	1	0	11	5	0	0	0	0	17	16.20
1715 - 1730	0	0	12	3	1	0	0	0	16	16.00
1730 - 1745	0	0	10	0	0	0	0	0	10	10.00
1745 - 1800	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	1	0	47	8	2	0	0	0	58	57.20
Hourly Average	0.25	0.00	11.75	2.00	0.50	0.00	0.00	0.00	14.50	14.30
1800 - 1815	0	0	12	1	0	0	0	0	13	13.00
1815 - 1830	0	0	15	3	0	0	0	0	18	18.00
1830 - 1845	0	0	17	0	1	0	0	0	18	18.00
1845 - 1900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	57	4	1	0	0	0	62	62.00
Hourly Average	0.00	0.00	14.25	1.00	0.25	0.00	0.00	0.00	15.50	15.50
Session Total	5	1	287	45	7	0	0	0	345	340.40
Session Average	0.31	0.06	17.94	2.81	0.44	0.00	0.00	0.00	21.56	21.28

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 2.4: Right from A34 Birchfields Road (South) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	28	5	0	0	0	0	33	33.00
1115 - 1130	0	0	29	0	1	0	0	0	30	30.00
1130 - 1145	2	0	24	2	0	0	0	0	28	26.40
1145 - 1200	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	2	0	95	7	1	0	0	0	105	103.40
Hourly Average	0.50	0.00	23.75	1.75	0.25	0.00	0.00	0.00	26.25	25.85
1200 - 1215	1	0	17	1	1	0	0	0	20	19.20
1215 - 1230	0	0	27	0	0	0	0	0	27	27.00
1230 - 1245	0	0	28	1	0	0	0	0	29	29.00
1245 - 1300	0	0	20	2	0	0	0	0	22	22.00
Hourly Total	1	0	92	4	1	0	0	0	98	97.20
Hourly Average	0.25	0.00	23.00	1.00	0.25	0.00	0.00	0.00	24.50	24.30
1300 - 1315	0	0	31	1	1	0	0	0	33	33.00
1315 - 1330	0	0	21	2	1	0	0	0	24	24.00
1330 - 1345	0	0	21	1	1	0	0	0	23	23.00
1345 - 1400	0	0	24	1	0	0	0	0	25	25.00
Hourly Total	0	0	97	5	3	0	0	0	105	105.00
Hourly Average	0.00	0.00	24.25	1.25	0.75	0.00	0.00	0.00	26.25	26.25
Session Total	3	0	284	16	5	0	0	0	308	305.60
Session Average	0.25	0.00	23.67	1.33	0.42	0.00	0.00	0.00	25.67	25.47

Fallowfield
Classified Junction Count

Site 2 of 3
Local Road
A34 Birchfields Road (South)
A34 Birchfields Road (North)

Lat/Long
lat 53.443324° lon -2.205597°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 2.5: Left from A34 Birchfields Road (North) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	4	1	0	0	0	0	5	5.00
Hourly Total	0	0	7	1	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.25	0.00	0.00	0.00	0.00	2.00	2.00
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	20	0	2	0	0	0	22	22.00
0830 - 0845	0	0	23	2	0	0	0	0	25	25.00
0845 - 0900	0	0	30	1	0	0	0	0	31	31.00
Hourly Total	0	0	78	3	2	0	0	0	83	83.00
Hourly Average	0.00	0.00	19.50	0.75	0.50	0.00	0.00	0.00	20.75	20.75
0900 - 0915	0	0	13	0	0	0	0	0	13	13.00
0915 - 0930	0	0	11	1	0	0	0	0	12	12.00
0930 - 0945	0	0	3	0	0	1	0	0	4	4.50
0945 - 1000	1	0	12	0	0	0	0	0	13	12.20
Hourly Total	1	0	39	1	0	1	0	0	42	41.70
Hourly Average	0.25	0.00	9.75	0.25	0.00	0.25	0.00	0.00	10.50	10.43
Session Total	1	0	124	5	2	1	0	0	133	132.70
Session Average	0.08	0.00	10.33	0.42	0.17	0.08	0.00	0.00	11.08	11.06

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 2.5: Left from A34 Birchfields Road (North) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	32	2	1	0	0	0	36	35.20
1515 - 1530	0	0	17	1	0	0	0	0	18	18.00
1530 - 1545	1	0	12	1	0	0	0	0	14	13.20
1545 - 1600	0	0	14	1	0	0	0	0	15	15.00
Hourly Total	2	0	75	5	1	0	0	0	83	81.40
Hourly Average	0.50	0.00	18.75	1.25	0.25	0.00	0.00	0.00	20.75	20.35
1600 - 1615	0	0	11	0	2	0	0	0	13	13.00
1615 - 1630	0	0	11	0	0	0	0	0	11	11.00
1630 - 1645	0	0	15	2	0	0	0	0	17	17.00
1645 - 1700	0	0	13	2	0	0	0	0	15	15.00
Hourly Total	0	0	50	4	2	0	0	0	56	56.00
Hourly Average	0.00	0.00	12.50	1.00	0.50	0.00	0.00	0.00	14.00	14.00
1700 - 1715	1	0	7	0	0	0	0	0	8	7.20
1715 - 1730	0	0	13	0	1	0	0	0	14	14.00
1730 - 1745	0	0	9	0	0	0	0	0	9	9.00
1745 - 1800	1	0	7	1	0	0	0	0	9	8.20
Hourly Total	2	0	36	1	1	0	0	0	40	38.40
Hourly Average	0.50	0.00	9.00	0.25	0.25	0.00	0.00	0.00	10.00	9.60
1800 - 1815	1	0	9	0	1	0	0	0	11	10.20
1815 - 1830	0	0	10	0	2	0	0	0	12	12.00
1830 - 1845	0	0	12	0	2	0	0	0	14	14.00
1845 - 1900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	1	0	39	0	5	0	0	0	45	44.20
Hourly Average	0.25	0.00	9.75	0.00	1.25	0.00	0.00	0.00	11.25	11.05
Session Total	5	0	200	10	9	0	0	0	224	220.00
Session Average	0.31	0.00	12.50	0.63	0.56	0.00	0.00	0.00	14.00	13.75

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 2.5: Left from A34 Birchfields Road (North) to Local Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	11	1	1	0	0	0	13	13.00
1115 - 1130	0	0	18	0	0	0	0	0	18	18.00
1130 - 1145	0	0	15	0	0	0	0	0	15	15.00
1145 - 1200	0	0	18	0	0	0	0	0	18	18.00
Hourly Total	0	0	62	1	1	0	0	0	64	64.00
Hourly Average	0.00	0.00	15.50	0.25	0.25	0.00	0.00	0.00	16.00	16.00
1200 - 1215	0	0	6	1	0	0	0	0	7	7.00
1215 - 1230	0	0	17	0	0	0	0	0	17	17.00
1230 - 1245	1	0	14	0	0	0	0	0	15	14.20
1245 - 1300	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	1	0	59	1	0	0	0	0	61	60.20
Hourly Average	0.25	0.00	14.75	0.25	0.00	0.00	0.00	0.00	15.25	15.05
1300 - 1315	0	0	12	3	1	0	0	0	16	16.00
1315 - 1330	0	0	16	1	1	0	0	0	18	18.00
1330 - 1345	0	0	6	0	0	0	0	0	6	6.00
1345 - 1400	0	0	20	1	1	0	0	0	22	22.00
Hourly Total	0	0	54	5	3	0	0	0	62	62.00
Hourly Average	0.00	0.00	13.50	1.25	0.75	0.00	0.00	0.00	15.50	15.50
Session Total	1	0	175	7	4	0	0	0	187	186.20
Session Average	0.08	0.00	14.58	0.58	0.33	0.00	0.00	0.00	15.58	15.52

Fallowfield
Classified Junction Count

Site 2 of 3
Local Road
A34 Birchfields Road (South)
A34 Birchfields Road (North)

Lat/Long
lat 53.443324° lon -2.205597°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 2.6: Right from A34 Birchfields Road (North) to A34 Birchfields Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	76	3	5	1	0	2	89	90.10
0715 - 0730	2	0	121	3	10	2	1	3	142	145.70
0730 - 0745	1	0	121	11	18	2	0	0	153	153.20
0745 - 0800	0	0	117	14	20	0	0	6	157	163.00
Hourly Total	4	1	435	31	53	5	1	11	541	552.00
Hourly Average	1.00	0.25	108.75	7.75	13.25	1.25	0.25	2.75	135.25	138.00
0800 - 0815	1	0	176	21	13	1	0	4	216	219.70
0815 - 0830	2	0	198	15	7	1	1	4	228	232.20
0830 - 0845	0	1	161	23	11	0	1	1	198	199.70
0845 - 0900	1	0	137	11	12	0	0	2	163	164.20
Hourly Total	4	1	672	70	43	2	2	11	805	815.80
Hourly Average	1.00	0.25	168.00	17.50	10.75	0.50	0.50	2.75	201.25	203.95
0900 - 0915	0	0	127	20	19	1	1	4	172	177.80
0915 - 0930	0	0	93	21	18	1	1	5	139	145.80
0930 - 0945	0	1	90	13	12	2	2	5	125	133.00
0945 - 1000	0	0	84	20	19	1	1	2	127	130.80
Hourly Total	0	1	394	74	68	5	5	16	563	587.40
Hourly Average	0.00	0.25	98.50	18.50	17.00	1.25	1.25	4.00	140.75	146.85
Session Total	8	3	1501	175	164	12	8	38	1909	1955.20
Session Average	0.67	0.25	125.08	14.58	13.67	1.00	0.67	3.17	159.08	162.93

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 2.6: Right from A34 Birchfields Road (North) to A34 Birchfields Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	159	19	10	0	0	3	191	194.00
1515 - 1530	0	1	168	17	11	0	2	2	201	205.00
1530 - 1545	4	2	183	10	24	0	1	3	227	226.90
1545 - 1600	3	1	184	5	16	1	0	4	214	215.50
Hourly Total	7	4	694	51	61	1	3	12	833	841.40
Hourly Average	1.75	1.00	173.50	12.75	15.25	0.25	0.75	3.00	208.25	210.35
1600 - 1615	5	1	210	21	15	1	1	6	260	263.20
1615 - 1630	4	4	206	11	19	0	0	2	246	242.40
1630 - 1645	3	3	213	8	10	0	1	2	240	239.10
1645 - 1700	4	1	196	8	18	0	0	0	227	223.20
Hourly Total	16	9	825	48	62	1	2	10	973	967.90
Hourly Average	4.00	2.25	206.25	12.00	15.50	0.25	0.50	2.50	243.25	241.98
1700 - 1715	4	0	204	7	7	1	0	4	227	228.30
1715 - 1730	5	2	215	15	5	0	0	1	243	238.80
1730 - 1745	6	1	225	11	9	0	0	3	255	252.60
1745 - 1800	7	1	203	9	5	0	0	1	226	220.80
Hourly Total	22	4	847	42	26	1	0	9	951	940.50
Hourly Average	5.50	1.00	211.75	10.50	6.50	0.25	0.00	2.25	237.75	235.13
1800 - 1815	5	0	209	13	9	0	0	1	237	234.00
1815 - 1830	4	1	221	8	9	0	0	2	245	243.20
1830 - 1845	4	1	208	7	10	0	0	1	231	228.20
1845 - 1900	1	0	230	4	4	0	0	2	241	242.20
Hourly Total	14	2	868	32	32	0	0	6	954	947.60
Hourly Average	3.50	0.50	217.00	8.00	8.00	0.00	0.00	1.50	238.50	236.90
Session Total	59	19	3234	173	181	3	5	37	3711	3697.40
Session Average	3.69	1.19	202.13	10.81	11.31	0.19	0.31	2.31	231.94	231.09

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 2.6: Right from A34 Birchfields Road (North) to A34 Birchfields Road (South)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	128	16	10	0	1	1	157	158.70
1115 - 1130	0	1	130	23	4	0	0	1	159	159.40
1130 - 1145	0	0	178	15	11	0	0	1	205	206.00
1145 - 1200	1	0	159	21	8	2	1	2	194	197.50
Hourly Total	1	2	595	75	33	2	2	5	715	721.60
Hourly Average	0.25	0.50	148.75	18.75	8.25	0.50	0.50	1.25	178.75	180.40
1200 - 1215	0	0	176	14	11	0	2	1	204	207.60
1215 - 1230	0	1	133	15	7	0	0	2	158	159.40
1230 - 1245	1	0	130	10	13	2	1	2	159	162.50
1245 - 1300	1	0	178	14	12	0	0	1	206	206.20
Hourly Total	2	1	617	53	43	2	3	6	727	735.70
Hourly Average	0.50	0.25	154.25	13.25	10.75	0.50	0.75	1.50	181.75	183.93
1300 - 1315	2	1	188	14	9	1	0	1	216	215.30
1315 - 1330	1	1	171	14	5	0	0	2	194	194.60
1330 - 1345	2	0	169	15	13	1	0	3	203	204.90
1345 - 1400	0	0	151	16	7	0	0	1	175	176.00
Hourly Total	5	2	679	59	34	2	0	7	788	790.80
Hourly Average	1.25	0.50	169.75	14.75	8.50	0.50	0.00	1.75	197.00	197.70
Session Total	8	5	1891	187	110	6	5	18	2230	2248.10
Session Average	0.67	0.42	157.58	15.58	9.17	0.50	0.42	1.50	185.83	187.34

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

Movement 3.1: Westbound from A34 Moseley Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	63	1	8	1	0	3	76	79.50
0715 - 0730	1	0	88	2	11	0	0	2	104	105.20
0730 - 0745	0	0	89	7	8	0	1	0	105	106.30
0745 - 0800	0	1	122	6	13	1	0	0	143	142.90
Hourly Total	1	1	362	16	40	2	1	5	428	433.90
Hourly Average	0.25	0.25	90.50	4.00	10.00	0.50	0.25	1.25	107.00	108.48
0800 - 0815	1	0	67	10	6	0	0	3	87	89.20
0815 - 0830	0	0	52	8	11	0	0	3	74	77.00
0830 - 0845	0	1	56	5	9	1	0	1	73	73.90
0845 - 0900	1	0	55	7	7	1	0	1	72	72.70
Hourly Total	2	1	230	30	33	2	0	8	306	312.80
Hourly Average	0.50	0.25	57.50	7.50	8.25	0.50	0.00	2.00	76.50	78.20
0900 - 0915	0	0	43	7	9	1	0	4	64	68.50
0915 - 0930	1	1	65	14	9	1	0	1	92	92.10
0930 - 0945	2	1	67	15	17	1	0	3	106	107.30
0945 - 1000	0	1	78	13	14	0	0	0	106	105.40
Hourly Total	3	3	253	49	49	3	0	8	368	373.30
Hourly Average	0.75	0.75	63.25	12.25	12.25	0.75	0.00	2.00	92.00	93.33
Session Total	6	5	845	95	122	7	1	21	1102	1120.00
Session Average	0.50	0.42	70.42	7.92	10.17	0.58	0.08	1.75	91.83	93.33

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

Movement 3.1: Westbound from A34 Moseley Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	1	0	68	11	11	1	0	3	95	97.70
1515 - 1530	0	0	75	8	19	0	0	1	103	104.00
1530 - 1545	2	0	77	12	11	1	0	0	103	101.90
1545 - 1600	2	0	93	11	16	0	0	0	122	120.40
Hourly Total	5	0	313	42	57	2	0	4	423	424.00
Hourly Average	1.25	0.00	78.25	10.50	14.25	0.50	0.00	1.00	105.75	106.00
1600 - 1615	2	0	86	6	8	0	0	1	103	102.40
1615 - 1630	0	1	88	12	7	1	1	1	111	113.20
1630 - 1645	3	0	63	2	5	0	0	1	74	72.60
1645 - 1700	0	0	67	11	4	0	0	0	82	82.00
Hourly Total	5	1	304	31	24	1	1	3	370	370.20
Hourly Average	1.25	0.25	76.00	7.75	6.00	0.25	0.25	0.75	92.50	92.55
1700 - 1715	2	1	76	8	7	0	0	1	95	93.80
1715 - 1730	2	0	77	13	7	1	0	1	101	100.90
1730 - 1745	1	0	93	9	8	0	0	1	112	112.20
1745 - 1800	7	0	103	13	2	0	1	0	126	121.70
Hourly Total	12	1	349	43	24	1	1	3	434	428.60
Hourly Average	3.00	0.25	87.25	10.75	6.00	0.25	0.25	0.75	108.50	107.15
1800 - 1815	6	2	88	5	8	0	0	1	110	105.00
1815 - 1830	3	0	92	11	8	0	0	1	115	113.60
1830 - 1845	4	0	117	2	9	0	0	1	133	130.80
1845 - 1900	2	1	84	4	0	0	0	0	91	88.80
Hourly Total	15	3	381	22	25	0	0	3	449	438.20
Hourly Average	3.75	0.75	95.25	5.50	6.25	0.00	0.00	0.75	112.25	109.55
Session Total	37	5	1347	138	130	4	2	13	1676	1661.00
Session Average	2.31	0.31	84.19	8.63	8.13	0.25	0.13	0.81	104.75	103.81

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 3.1: Westbound from A34 Moseley Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	80	9	7	0	1	1	98	100.30
1115 - 1130	4	0	106	12	9	1	0	1	133	131.30
1130 - 1145	1	0	102	12	10	0	0	0	125	124.20
1145 - 1200	0	0	101	12	7	0	0	1	121	122.00
Hourly Total	5	0	389	45	33	1	1	3	477	477.80
Hourly Average	1.25	0.00	97.25	11.25	8.25	0.25	0.25	0.75	119.25	119.45
1200 - 1215	1	0	97	9	8	1	0	1	117	117.70
1215 - 1230	1	0	89	8	5	0	0	1	104	104.20
1230 - 1245	1	0	101	12	6	0	0	0	120	119.20
1245 - 1300	3	0	105	8	9	1	0	2	128	128.10
Hourly Total	6	0	392	37	28	2	0	4	469	469.20
Hourly Average	1.50	0.00	98.00	9.25	7.00	0.50	0.00	1.00	117.25	117.30
1300 - 1315	4	1	106	11	6	2	0	1	131	129.20
1315 - 1330	4	0	89	6	4	0	0	1	104	101.80
1330 - 1345	1	1	99	7	4	0	0	0	112	110.60
1345 - 1400	3	1	86	11	5	0	0	1	107	105.00
Hourly Total	12	3	380	35	19	2	0	3	454	446.60
Hourly Average	3.00	0.75	95.00	8.75	4.75	0.50	0.00	0.75	113.50	111.65
Session Total	23	3	1161	117	80	5	1	10	1400	1393.60
Session Average	1.92	0.25	96.75	9.75	6.67	0.42	0.08	0.83	116.67	116.13

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 3.2: Right from A34 Moseley Road to A34 Birchfields Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	2	1	149	1	6	0	0	2	161	160.80
0715 - 0730	4	0	177	1	18	1	0	2	203	202.30
0730 - 0745	3	0	178	4	11	2	0	2	200	200.60
0745 - 0800	2	0	175	9	12	0	0	5	203	206.40
Hourly Total	11	1	679	15	47	3	0	11	767	770.10
Hourly Average	2.75	0.25	169.75	3.75	11.75	0.75	0.00	2.75	191.75	192.53
0800 - 0815	10	1	159	4	12	3	0	3	192	187.90
0815 - 0830	4	0	119	13	7	0	0	8	151	155.80
0830 - 0845	3	1	95	13	2	1	1	3	119	120.80
0845 - 0900	3	1	73	10	2	0	0	5	94	96.00
Hourly Total	20	3	446	40	23	4	1	19	556	560.50
Hourly Average	5.00	0.75	111.50	10.00	5.75	1.00	0.25	4.75	139.00	140.13
0900 - 0915	2	0	108	11	6	0	0	6	133	137.40
0915 - 0930	1	1	92	10	4	0	1	1	110	110.90
0930 - 0945	2	0	111	12	4	0	0	3	132	133.40
0945 - 1000	1	0	92	12	4	1	0	1	111	111.70
Hourly Total	6	1	403	45	18	1	1	11	486	493.40
Hourly Average	1.50	0.25	100.75	11.25	4.50	0.25	0.25	2.75	121.50	123.35
Session Total	37	5	1528	100	88	8	2	41	1809	1824.00
Session Average	3.08	0.42	127.33	8.33	7.33	0.67	0.17	3.42	150.75	152.00

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 3.2: Right from A34 Moseley Road to A34 Birchfields Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	90	19	9	2	0	3	123	127.00
1515 - 1530	1	0	80	27	9	1	0	2	120	121.70
1530 - 1545	1	0	107	14	7	0	0	3	132	134.20
1545 - 1600	1	0	87	19	5	0	1	1	114	115.50
Hourly Total	3	0	364	79	30	3	1	9	489	498.40
Hourly Average	0.75	0.00	91.00	19.75	7.50	0.75	0.25	2.25	122.25	124.60
1600 - 1615	0	0	84	7	7	0	0	5	103	108.00
1615 - 1630	0	0	81	14	8	0	0	1	104	105.00
1630 - 1645	0	0	113	21	3	1	0	4	142	146.50
1645 - 1700	1	2	119	18	5	0	0	2	147	147.00
Hourly Total	1	2	397	60	23	1	0	12	496	506.50
Hourly Average	0.25	0.50	99.25	15.00	5.75	0.25	0.00	3.00	124.00	126.63
1700 - 1715	0	0	104	14	5	0	0	0	123	123.00
1715 - 1730	0	0	113	19	7	0	0	3	142	145.00
1730 - 1745	0	0	123	20	7	0	0	3	153	156.00
1745 - 1800	1	0	110	15	7	0	0	2	135	136.20
Hourly Total	1	0	450	68	26	0	0	8	553	560.20
Hourly Average	0.25	0.00	112.50	17.00	6.50	0.00	0.00	2.00	138.25	140.05
1800 - 1815	0	0	116	22	4	0	0	1	143	144.00
1815 - 1830	0	0	126	17	3	1	0	3	150	153.50
1830 - 1845	0	0	118	20	7	0	0	3	148	151.00
1845 - 1900	1	0	101	24	4	0	0	2	132	133.20
Hourly Total	1	0	461	83	18	1	0	9	573	581.70
Hourly Average	0.25	0.00	115.25	20.75	4.50	0.25	0.00	2.25	143.25	145.43
Session Total	6	2	1672	290	97	5	1	38	2111	2146.80
Session Average	0.38	0.13	104.50	18.13	6.06	0.31	0.06	2.38	131.94	134.18

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 3.2: Right from A34 Moseley Road to A34 Birchfields Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	131	19	15	0	0	2	167	169.00
1115 - 1130	0	0	120	12	13	0	0	1	146	147.00
1130 - 1145	3	2	110	13	8	0	1	1	138	136.70
1145 - 1200	0	0	106	22	5	0	0	2	135	137.00
Hourly Total	3	2	467	66	41	0	1	6	586	589.70
Hourly Average	0.75	0.50	116.75	16.50	10.25	0.00	0.25	1.50	146.50	147.43
1200 - 1215	0	1	112	25	10	0	0	2	150	151.40
1215 - 1230	1	0	135	17	4	0	0	1	158	158.20
1230 - 1245	0	0	111	22	7	0	0	1	141	142.00
1245 - 1300	0	0	120	14	4	0	0	2	140	142.00
Hourly Total	1	1	478	78	25	0	0	6	589	593.60
Hourly Average	0.25	0.25	119.50	19.50	6.25	0.00	0.00	1.50	147.25	148.40
1300 - 1315	2	0	124	15	5	0	0	3	149	150.40
1315 - 1330	0	0	109	17	3	0	0	1	130	131.00
1330 - 1345	1	0	139	15	7	0	0	1	163	163.20
1345 - 1400	1	0	124	18	6	1	0	0	150	149.70
Hourly Total	4	0	496	65	21	1	0	5	592	594.30
Hourly Average	1.00	0.00	124.00	16.25	5.25	0.25	0.00	1.25	148.00	148.58
Session Total	8	3	1441	209	87	1	1	17	1767	1777.60
Session Average	0.67	0.25	120.08	17.42	7.25	0.08	0.08	1.42	147.25	148.13

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 3.3: U-Turn from A34 Moseley Road to A34 Moseley Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	6	1	1	0	0	0	8	8.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	1	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.25	0.25	0.00	0.00	0.00	2.50	2.50
Session Total	0	0	11	1	1	0	0	0	13	13.00
Session Average	0.00	0.00	0.92	0.08	0.08	0.00	0.00	0.00	1.08	1.08

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 3.3: U-Turn from A34 Moseley Road to A34 Moseley Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	1	0	0	0	1	1.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	0	1	1	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.25	0.25	0.00	0.00	0.00	0.75	0.75
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	1	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	2	1	0	0	0	4	4.00
Session Average	0.00	0.00	0.06	0.13	0.06	0.00	0.00	0.00	0.25	0.25

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 3.3: U-Turn from A34 Moseley Road to A34 Moseley Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	1	0	0	0	0	0	1	1.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	0	1	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	1	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	1	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.25	0.25	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	3	2	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.25	0.17	0.08	0.00	0.00	0.00	0.50	0.50

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

Movement 3.4: Left from B5093 Moseley Road to A34 Birchfields Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	1	19	0	2	0	0	0	23	21.60
0715 - 0730	2	0	28	1	6	1	0	0	38	36.90
0730 - 0745	1	0	42	1	4	0	0	0	48	47.20
0745 - 0800	0	0	20	1	4	1	0	0	26	26.50
Hourly Total	4	1	109	3	16	2	0	0	135	132.20
Hourly Average	1.00	0.25	27.25	0.75	4.00	0.50	0.00	0.00	33.75	33.05
0800 - 0815	2	0	30	1	2	0	0	0	35	33.40
0815 - 0830	0	0	41	1	1	0	0	0	43	43.00
0830 - 0845	0	0	38	5	3	0	0	0	46	46.00
0845 - 0900	2	0	31	1	1	0	0	0	35	33.40
Hourly Total	4	0	140	8	7	0	0	0	159	155.80
Hourly Average	1.00	0.00	35.00	2.00	1.75	0.00	0.00	0.00	39.75	38.95
0900 - 0915	0	0	24	1	6	0	0	0	31	31.00
0915 - 0930	0	0	25	1	5	1	0	0	32	32.50
0930 - 0945	1	0	38	5	5	0	0	0	49	48.20
0945 - 1000	2	0	25	2	4	2	0	0	35	34.40
Hourly Total	3	0	112	9	20	3	0	0	147	146.10
Hourly Average	0.75	0.00	28.00	2.25	5.00	0.75	0.00	0.00	36.75	36.53
Session Total	11	1	361	20	43	5	0	0	441	434.10
Session Average	0.92	0.08	30.08	1.67	3.58	0.42	0.00	0.00	36.75	36.18

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

Movement 3.4: Left from B5093 Moseley Road to A34 Birchfields Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	44	5	6	0	0	0	56	55.40
1515 - 1530	0	0	43	2	4	0	0	1	50	51.00
1530 - 1545	0	0	41	8	7	0	0	1	57	58.00
1545 - 1600	2	0	52	2	1	0	0	0	57	55.40
Hourly Total	2	1	180	17	18	0	0	2	220	219.80
Hourly Average	0.50	0.25	45.00	4.25	4.50	0.00	0.00	0.50	55.00	54.95
1600 - 1615	1	1	45	9	3	0	0	1	60	59.60
1615 - 1630	0	1	31	6	4	0	0	0	42	41.40
1630 - 1645	0	1	39	3	6	1	0	0	50	49.90
1645 - 1700	0	0	57	2	2	2	0	0	63	64.00
Hourly Total	1	3	172	20	15	3	0	1	215	214.90
Hourly Average	0.25	0.75	43.00	5.00	3.75	0.75	0.00	0.25	53.75	53.73
1700 - 1715	2	2	44	2	4	0	0	0	54	51.20
1715 - 1730	0	0	40	3	4	0	0	0	47	47.00
1730 - 1745	1	0	31	4	5	0	0	0	41	40.20
1745 - 1800	0	0	49	4	0	1	0	0	54	54.50
Hourly Total	3	2	164	13	13	1	0	0	196	192.90
Hourly Average	0.75	0.50	41.00	3.25	3.25	0.25	0.00	0.00	49.00	48.23
1800 - 1815	0	0	51	1	7	0	0	0	59	59.00
1815 - 1830	0	0	46	1	5	0	0	0	52	52.00
1830 - 1845	1	1	41	0	3	1	0	0	47	46.10
1845 - 1900	1	0	43	0	2	0	0	0	46	45.20
Hourly Total	2	1	181	2	17	1	0	0	204	202.30
Hourly Average	0.50	0.25	45.25	0.50	4.25	0.25	0.00	0.00	51.00	50.58
Session Total	8	7	697	52	63	5	0	3	835	829.90
Session Average	0.50	0.44	43.56	3.25	3.94	0.31	0.00	0.19	52.19	51.87

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 3.4: Left from B5093 Moseley Road to A34 Birchfields Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	39	7	2	0	0	0	48	48.00
1115 - 1130	0	0	51	4	5	0	0	0	60	60.00
1130 - 1145	0	1	44	4	3	0	0	0	52	51.40
1145 - 1200	0	1	43	5	1	0	0	0	50	49.40
Hourly Total	0	2	177	20	11	0	0	0	210	208.80
Hourly Average	0.00	0.50	44.25	5.00	2.75	0.00	0.00	0.00	52.50	52.20
1200 - 1215	0	0	45	4	2	1	0	0	52	52.50
1215 - 1230	1	0	39	3	6	0	0	0	49	48.20
1230 - 1245	0	0	51	4	2	0	0	1	58	59.00
1245 - 1300	0	0	42	4	2	0	0	0	48	48.00
Hourly Total	1	0	177	15	12	1	0	1	207	207.70
Hourly Average	0.25	0.00	44.25	3.75	3.00	0.25	0.00	0.25	51.75	51.93
1300 - 1315	0	0	52	3	3	0	0	0	58	58.00
1315 - 1330	1	0	49	4	5	0	0	0	59	58.20
1330 - 1345	1	1	45	4	3	0	0	0	54	52.60
1345 - 1400	0	0	40	5	2	1	0	0	48	48.50
Hourly Total	2	1	186	16	13	1	0	0	219	217.30
Hourly Average	0.50	0.25	46.50	4.00	3.25	0.25	0.00	0.00	54.75	54.33
Session Total	3	3	540	51	36	2	0	1	636	633.80
Session Average	0.25	0.25	45.00	4.25	3.00	0.17	0.00	0.08	53.00	52.82

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

Movement 3.5: Eastbound from B5093 Moseley Road to A34 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	30	1	8	0	0	0	39	39.00
0715 - 0730	0	0	47	3	5	0	0	1	56	57.00
0730 - 0745	0	1	61	3	10	0	0	0	75	74.40
0745 - 0800	0	0	88	5	8	0	1	1	103	105.30
Hourly Total	0	1	226	12	31	0	1	2	273	275.70
Hourly Average	0.00	0.25	56.50	3.00	7.75	0.00	0.25	0.50	68.25	68.93
0800 - 0815	0	0	87	3	2	0	1	2	95	98.30
0815 - 0830	2	0	78	6	10	3	0	1	100	100.90
0830 - 0845	2	1	75	4	5	0	0	0	87	84.80
0845 - 0900	2	0	101	3	4	0	0	1	111	110.40
Hourly Total	6	1	341	16	21	3	1	4	393	394.40
Hourly Average	1.50	0.25	85.25	4.00	5.25	0.75	0.25	1.00	98.25	98.60
0900 - 0915	0	0	106	5	11	0	0	2	124	126.00
0915 - 0930	2	0	83	5	12	2	0	0	104	103.40
0930 - 0945	0	0	75	8	15	2	1	3	104	109.30
0945 - 1000	0	0	67	8	12	1	0	1	89	90.50
Hourly Total	2	0	331	26	50	5	1	6	421	429.20
Hourly Average	0.50	0.00	82.75	6.50	12.50	1.25	0.25	1.50	105.25	107.30
Session Total	8	2	898	54	102	8	3	12	1087	1099.30
Session Average	0.67	0.17	74.83	4.50	8.50	0.67	0.25	1.00	90.58	91.61

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

Movement 3.5: Eastbound from B5093 Moseley Road to A34 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	2	0	104	6	15	1	0	1	129	128.90
1515 - 1530	0	0	94	7	20	1	0	1	123	124.50
1530 - 1545	0	0	129	7	23	0	0	1	160	161.00
1545 - 1600	2	1	82	5	11	0	0	2	103	102.80
Hourly Total	4	1	409	25	69	2	0	5	515	517.20
Hourly Average	1.00	0.25	102.25	6.25	17.25	0.50	0.00	1.25	128.75	129.30
1600 - 1615	1	5	129	9	14	0	0	0	158	154.20
1615 - 1630	5	1	106	4	16	1	0	0	133	128.90
1630 - 1645	4	0	106	4	12	0	0	2	128	126.80
1645 - 1700	1	0	124	4	17	0	0	0	146	145.20
Hourly Total	11	6	465	21	59	1	0	2	565	555.10
Hourly Average	2.75	1.50	116.25	5.25	14.75	0.25	0.00	0.50	141.25	138.78
1700 - 1715	1	1	134	3	15	0	0	3	157	158.60
1715 - 1730	1	1	110	7	13	0	0	2	134	134.60
1730 - 1745	2	1	103	10	6	0	0	0	122	119.80
1745 - 1800	2	0	99	5	1	0	0	1	108	107.40
Hourly Total	6	3	446	25	35	0	0	6	521	520.40
Hourly Average	1.50	0.75	111.50	6.25	8.75	0.00	0.00	1.50	130.25	130.10
1800 - 1815	2	1	103	1	7	0	0	2	116	115.80
1815 - 1830	2	0	113	3	8	0	0	0	126	124.40
1830 - 1845	3	0	102	1	8	0	0	1	115	113.60
1845 - 1900	3	1	101	2	6	0	0	2	115	114.00
Hourly Total	10	2	419	7	29	0	0	5	472	467.80
Hourly Average	2.50	0.50	104.75	1.75	7.25	0.00	0.00	1.25	118.00	116.95
Session Total	31	12	1739	78	192	3	0	18	2073	2060.50
Session Average	1.94	0.75	108.69	4.88	12.00	0.19	0.00	1.13	129.56	128.78

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 3.5: Eastbound from B5093 Moseley Road to A34 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	108	4	17	0	0	1	130	131.00
1115 - 1130	2	0	117	5	7	0	0	0	131	129.40
1130 - 1145	0	1	101	4	9	0	0	2	117	118.40
1145 - 1200	1	0	79	4	11	1	0	0	96	95.70
Hourly Total	3	1	405	17	44	1	0	3	474	474.50
Hourly Average	0.75	0.25	101.25	4.25	11.00	0.25	0.00	0.75	118.50	118.63
1200 - 1215	1	0	114	3	10	0	1	2	131	133.50
1215 - 1230	1	2	134	8	6	0	0	0	151	149.00
1230 - 1245	2	0	100	1	8	1	0	1	113	112.90
1245 - 1300	1	0	85	2	8	0	0	0	96	95.20
Hourly Total	5	2	433	14	32	1	1	3	491	490.60
Hourly Average	1.25	0.50	108.25	3.50	8.00	0.25	0.25	0.75	122.75	122.65
1300 - 1315	2	1	146	5	10	0	0	1	165	163.80
1315 - 1330	0	0	147	5	7	0	0	1	160	161.00
1330 - 1345	1	0	123	9	8	0	0	1	142	142.20
1345 - 1400	1	0	93	6	6	0	0	1	107	107.20
Hourly Total	4	1	509	25	31	0	0	4	574	574.20
Hourly Average	1.00	0.25	127.25	6.25	7.75	0.00	0.00	1.00	143.50	143.55
Session Total	12	4	1347	56	107	2	1	10	1539	1539.30
Session Average	1.00	0.33	112.25	4.67	8.92	0.17	0.08	0.83	128.25	128.28

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

Movement 3.6: U-Turn from B5093 Moseley Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	5	0	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.42	0.00	0.08	0.00	0.00	0.00	0.50	0.50

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

Movement 3.6: U-Turn from B5093 Moseley Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	0	0	1	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	2	0	3	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.25	1.25
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	14	0	4	0	0	0	18	18.00
Session Average	0.00	0.00	0.88	0.00	0.25	0.00	0.00	0.00	1.13	1.13

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 3.6: U-Turn from B5093 Moseley Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1200 - 1215	0	0	1	0	0	0	0	0	1	1.00
1215 - 1230	0	0	1	0	0	0	0	0	1	1.00
1230 - 1245	0	0	1	0	0	0	0	0	1	1.00
1245 - 1300	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	0	1	0	0	0	0	0	1	1.00
1345 - 1400	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	12	0	1	0	0	0	13	13.00
Session Average	0.00	0.00	1.00	0.00	0.08	0.00	0.00	0.00	1.08	1.08

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

TIME	Movement 3.7: Left from A34 Birchfields Road to A34 Moseley Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	57	1	5	1	0	1	66	66.70
0715 - 0730	1	0	90	3	3	3	1	2	103	107.00
0730 - 0745	0	0	97	8	11	1	0	0	117	117.50
0745 - 0800	0	0	75	8	14	0	0	3	100	103.00
Hourly Total	2	0	319	20	33	5	1	6	386	394.20
Hourly Average	0.50	0.00	79.75	5.00	8.25	1.25	0.25	1.50	96.50	98.55
0800 - 0815	1	0	155	13	12	1	0	1	183	183.70
0815 - 0830	2	0	163	9	3	1	1	1	180	181.20
0830 - 0845	0	1	146	16	10	0	1	3	177	180.70
0845 - 0900	0	0	136	9	11	0	0	2	158	160.00
Hourly Total	3	1	600	47	36	2	2	7	698	705.60
Hourly Average	0.75	0.25	150.00	11.75	9.00	0.50	0.50	1.75	174.50	176.40
0900 - 0915	0	0	135	18	10	1	1	2	167	170.80
0915 - 0930	0	0	71	14	12	1	1	2	101	104.80
0930 - 0945	0	1	69	8	9	1	2	2	92	96.50
0945 - 1000	0	0	66	14	13	1	1	2	97	100.80
Hourly Total	0	1	341	54	44	4	5	8	457	472.90
Hourly Average	0.00	0.25	85.25	13.50	11.00	1.00	1.25	2.00	114.25	118.23
Session Total	5	2	1260	121	113	11	8	21	1541	1572.70
Session Average	0.42	0.17	105.00	10.08	9.42	0.92	0.67	1.75	128.42	131.06

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Movement 3.7: Left from A34 Birchfields Road to A34 Moseley Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	152	20	7	0	0	2	181	183.00
1515 - 1530	1	1	168	18	7	0	2	1	198	200.20
1530 - 1545	2	1	168	9	19	0	1	2	202	203.10
1545 - 1600	2	1	158	8	13	0	0	1	183	181.80
Hourly Total	5	3	646	55	46	0	3	6	764	768.10
Hourly Average	1.25	0.75	161.50	13.75	11.50	0.00	0.75	1.50	191.00	192.03
1600 - 1615	3	2	185	18	12	2	1	8	231	237.70
1615 - 1630	4	2	173	10	9	0	0	0	198	193.60
1630 - 1645	2	2	192	6	9	0	1	1	213	212.50
1645 - 1700	0	1	182	10	11	0	0	1	205	205.40
Hourly Total	9	7	732	44	41	2	2	10	847	849.20
Hourly Average	2.25	1.75	183.00	11.00	10.25	0.50	0.50	2.50	211.75	212.30
1700 - 1715	4	0	180	3	3	0	0	4	194	194.80
1715 - 1730	5	1	203	5	3	0	0	1	218	214.40
1730 - 1745	3	1	180	10	5	0	0	2	201	200.00
1745 - 1800	4	1	164	7	5	0	0	2	183	181.20
Hourly Total	16	3	727	25	16	0	0	9	796	790.40
Hourly Average	4.00	0.75	181.75	6.25	4.00	0.00	0.00	2.25	199.00	197.60
1800 - 1815	5	0	183	8	7	0	0	0	203	199.00
1815 - 1830	3	1	185	3	8	0	0	3	203	203.00
1830 - 1845	3	1	180	7	8	0	0	1	200	198.00
1845 - 1900	2	0	165	2	4	0	0	2	175	175.40
Hourly Total	13	2	713	20	27	0	0	6	781	775.40
Hourly Average	3.25	0.50	178.25	5.00	6.75	0.00	0.00	1.50	195.25	193.85
Session Total	43	15	2818	144	130	2	5	31	3188	3183.10
Session Average	2.69	0.94	176.13	9.00	8.13	0.13	0.31	1.94	199.25	198.94

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	Movement 3.7: Left from A34 Birchfields Road to A34 Moseley Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	1	110	9	8	0	0	0	128	127.40
1115 - 1130	0	1	100	16	4	0	0	2	123	124.40
1130 - 1145	0	0	148	8	7	0	0	1	164	165.00
1145 - 1200	0	0	144	10	6	2	1	2	165	169.30
Hourly Total	0	2	502	43	25	2	1	5	580	586.10
Hourly Average	0.00	0.50	125.50	10.75	6.25	0.50	0.25	1.25	145.00	146.53
1200 - 1215	1	0	125	8	9	0	2	1	146	148.80
1215 - 1230	0	1	116	6	6	0	0	2	131	132.40
1230 - 1245	0	0	96	12	7	2	1	2	120	124.30
1245 - 1300	1	0	146	9	11	0	0	1	168	168.20
Hourly Total	2	1	483	35	33	2	3	6	565	573.70
Hourly Average	0.50	0.25	120.75	8.75	8.25	0.50	0.75	1.50	141.25	143.43
1300 - 1315	2	0	140	7	5	1	0	1	156	155.90
1315 - 1330	1	0	154	9	7	0	0	2	173	174.20
1330 - 1345	2	0	148	8	8	0	0	3	169	170.40
1345 - 1400	0	0	130	10	7	0	0	1	148	149.00
Hourly Total	5	0	572	34	27	1	0	7	646	649.50
Hourly Average	1.25	0.00	143.00	8.50	6.75	0.25	0.00	1.75	161.50	162.38
Session Total	7	3	1557	112	85	5	4	18	1791	1809.30
Session Average	0.58	0.25	129.75	9.33	7.08	0.42	0.33	1.50	149.25	150.78

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

Movement 3.8: Right from A34 Birchfields Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	21	2	0	0	0	1	25	25.40
0715 - 0730	1	0	23	0	6	0	0	1	31	31.20
0730 - 0745	1	0	34	2	8	1	0	0	46	45.70
0745 - 0800	0	0	38	8	6	0	0	3	55	58.00
Hourly Total	2	1	116	12	20	1	0	5	157	160.30
Hourly Average	0.50	0.25	29.00	3.00	5.00	0.25	0.00	1.25	39.25	40.08
0800 - 0815	0	0	31	6	1	0	0	3	41	44.00
0815 - 0830	0	0	36	8	2	0	0	1	47	48.00
0830 - 0845	0	0	30	7	3	0	0	0	40	40.00
0845 - 0900	1	0	28	7	1	0	0	0	37	36.20
Hourly Total	1	0	125	28	7	0	0	4	165	168.20
Hourly Average	0.25	0.00	31.25	7.00	1.75	0.00	0.00	1.00	41.25	42.05
0900 - 0915	0	0	21	6	7	0	0	2	36	38.00
0915 - 0930	0	0	32	9	8	0	0	3	52	55.00
0930 - 0945	0	0	33	6	4	1	0	3	47	50.50
0945 - 1000	0	0	25	7	6	0	0	0	38	38.00
Hourly Total	0	0	111	28	25	1	0	8	173	181.50
Hourly Average	0.00	0.00	27.75	7.00	6.25	0.25	0.00	2.00	43.25	45.38
Session Total	3	1	352	68	52	2	0	17	495	510.00
Session Average	0.25	0.08	29.33	5.67	4.33	0.17	0.00	1.42	41.25	42.50

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

Movement 3.8: Right from A34 Birchfields Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	45	2	3	0	0	1	51	52.00
1515 - 1530	0	0	45	6	5	0	0	1	57	58.00
1530 - 1545	2	1	54	6	3	0	0	1	67	65.80
1545 - 1600	1	0	42	2	5	0	0	0	50	49.20
Hourly Total	3	1	186	16	16	0	0	3	225	225.00
Hourly Average	0.75	0.25	46.50	4.00	4.00	0.00	0.00	0.75	56.25	56.25
1600 - 1615	2	0	56	5	4	0	0	1	68	67.40
1615 - 1630	0	2	52	2	8	0	0	2	66	66.80
1630 - 1645	1	1	48	3	3	0	0	0	56	54.60
1645 - 1700	3	0	39	3	6	0	0	0	51	48.60
Hourly Total	6	3	195	13	21	0	0	3	241	237.40
Hourly Average	1.50	0.75	48.75	3.25	5.25	0.00	0.00	0.75	60.25	59.35
1700 - 1715	1	0	41	5	5	1	0	0	53	52.70
1715 - 1730	2	1	39	6	3	0	0	0	51	48.80
1730 - 1745	4	0	53	8	3	0	0	0	68	64.80
1745 - 1800	3	0	64	2	1	0	0	0	70	67.60
Hourly Total	10	1	197	21	12	1	0	0	242	233.90
Hourly Average	2.50	0.25	49.25	5.25	3.00	0.25	0.00	0.00	60.50	58.48
1800 - 1815	2	0	46	5	4	0	0	0	57	55.40
1815 - 1830	1	0	51	6	1	0	0	0	59	58.20
1830 - 1845	0	0	51	1	2	0	0	0	54	54.00
1845 - 1900	1	0	71	2	3	0	0	0	77	76.20
Hourly Total	4	0	219	14	10	0	0	0	247	243.80
Hourly Average	1.00	0.00	54.75	3.50	2.50	0.00	0.00	0.00	61.75	60.95
Session Total	23	5	797	64	59	1	0	6	955	940.10
Session Average	1.44	0.31	49.81	4.00	3.69	0.06	0.00	0.38	59.69	58.76

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

Movement 3.8: Right from A34 Birchfields Road to B5093 Moseley Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1100 - 1115	0	0	39	10	3	0	1	0	53	54.30
1115 - 1130	0	0	37	10	0	0	0	0	47	47.00
1130 - 1145	0	0	73	8	4	0	0	0	85	85.00
1145 - 1200	1	0	40	11	2	0	0	0	54	53.20
Hourly Total	1	0	189	39	9	0	1	0	239	239.50
Hourly Average	0.25	0.00	47.25	9.75	2.25	0.00	0.25	0.00	59.75	59.88
1200 - 1215	0	0	61	8	3	0	0	0	72	72.00
1215 - 1230	0	0	53	7	1	0	0	0	61	61.00
1230 - 1245	1	0	55	2	5	0	0	0	63	62.20
1245 - 1300	1	0	69	7	2	0	0	0	79	78.20
Hourly Total	2	0	238	24	11	0	0	0	275	273.40
Hourly Average	0.50	0.00	59.50	6.00	2.75	0.00	0.00	0.00	68.75	68.35
1300 - 1315	1	1	65	7	4	0	0	0	78	76.60
1315 - 1330	0	0	58	6	1	0	0	0	65	65.00
1330 - 1345	0	1	52	9	4	1	0	0	67	66.90
1345 - 1400	0	0	44	7	1	0	0	0	52	52.00
Hourly Total	1	2	219	29	10	1	0	0	262	260.50
Hourly Average	0.25	0.50	54.75	7.25	2.50	0.25	0.00	0.00	65.50	65.13
Session Total	4	2	646	92	30	1	1	0	776	773.40
Session Average	0.33	0.17	53.83	7.67	2.50	0.08	0.08	0.00	64.67	64.45

Fallowfield
Classified Junction Count

Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)

Movement 3.9: U-Turn from A34 Birchfields Road to A34 Birchfields Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.17

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

Movement 3.9: U-Turn from A34 Birchfields Road to A34 Birchfields Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	0	1	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	1	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.75	0.75
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	1	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	1	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	2	1	0	0	0	5	5.00
Session Average	0.00	0.00	0.13	0.13	0.06	0.00	0.00	0.00	0.31	0.31

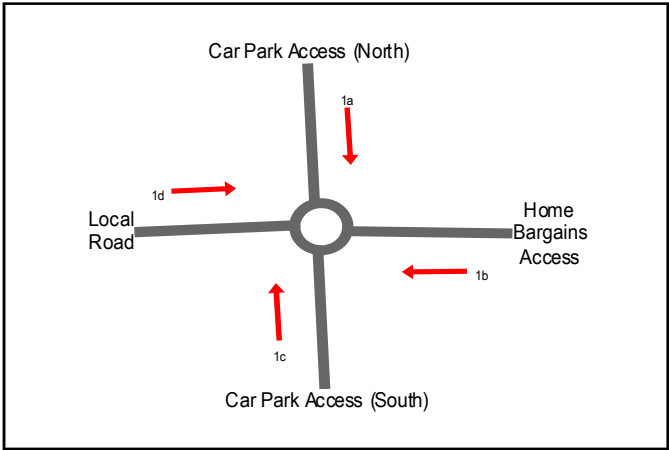
Fallowfield
Queue Length Survey

Site 1 of 3
Car Park Access (North)
Home Bargains Access
Car Park Access (South)
Local Road

Lat/Long
lat 53.443355° lon -2.204816°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C



0700 - 1000 (Thursday AM Peak)

TIME	1a	1b	1c	1d
0700 - 0705	0	0	0	0
0705 - 0710	0	0	0	0
0710 - 0715	0	0	0	0
0715 - 0720	0	0	0	0
0720 - 0725	0	0	0	0
0725 - 0730	0	0	0	0
0730 - 0735	0	0	0	0
0735 - 0740	0	0	0	0
0740 - 0745	0	0	0	0
0745 - 0750	0	0	0	0
0750 - 0755	0	0	0	1
0755 - 0800	0	1	0	0
Hourly Average	0.00	0.08	0.00	0.08
0800 - 0805	0	0	0	0
0805 - 0810	0	0	0	0
0810 - 0815	0	0	0	0
0815 - 0820	0	0	0	0
0820 - 0825	0	0	0	0
0825 - 0830	0	0	0	1
0830 - 0835	0	0	0	0
0835 - 0840	0	0	0	0
0840 - 0845	0	0	0	0
0845 - 0850	0	0	0	0
0850 - 0855	0	0	1	0
0855 - 0900	3	0	0	0
Hourly Average	0.25	0.00	0.08	0.08
0900 - 0905	7	0	0	0
0905 - 0910	10	0	0	2
0910 - 0915	7	0	0	0
0915 - 0920	0	0	0	0
0920 - 0925	0	0	0	0
0925 - 0930	0	0	0	0
0930 - 0935	0	0	0	0
0935 - 0940	0	0	0	0
0940 - 0945	1	0	0	0
0945 - 0950	0	0	0	0
0950 - 0955	0	0	0	0
0955 - 1000	1	0	0	0
Hourly Average	2.17	0.00	0.00	0.17
Session Total	0.81	0.03	0.03	0.11

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	1a	1b	1c	1d
1500 - 1505	1	1	0	0
1505 - 1510	2	1	0	0
1510 - 1515	1	1	1	0
1515 - 1520	0	1	0	0
1520 - 1525	7	0	1	0
1525 - 1530	8	0	0	0
1530 - 1535	1	0	0	0
1535 - 1540	3	0	1	1
1540 - 1545	0	0	0	0
1545 - 1550	0	0	0	0
1550 - 1555	0	0	0	0
1555 - 1600	0	0	0	0
Hourly Average	1.92	0.33	0.25	0.08
1600 - 1605	0	0	0	0
1605 - 1610	0	0	0	0
1610 - 1615	1	0	0	0
1615 - 1620	0	0	0	0
1620 - 1625	0	0	1	0
1625 - 1630	0	0	0	0
1630 - 1635	0	0	0	0
1635 - 1640	0	0	0	0
1640 - 1645	0	0	1	0
1645 - 1650	1	0	0	0
1650 - 1655	0	1	0	0
1655 - 1700	0	0	1	2
Hourly Average	0.17	0.08	0.25	0.17
1700 - 1705	1	0	0	0
1705 - 1710	0	0	0	0
1710 - 1715	0	0	0	0
1715 - 1720	0	0	0	0
1720 - 1725	1	1	0	0
1725 - 1730	0	1	0	0
1730 - 1735	0	0	0	0
1735 - 1740	0	0	0	0
1740 - 1745	0	0	0	0
1745 - 1750	0	0	0	0
1750 - 1755	0	0	0	0
1755 - 1800	0	0	0	0
Hourly Average	0.17	0.17	0.00	0.00
1800 - 1805	0	0	0	0
1805 - 1810	0	0	0	0
1810 - 1815	0	0	0	0
1815 - 1820	0	0	0	0
1820 - 1825	0	0	0	0
1825 - 1830	0	1	0	0
1830 - 1835	0	1	0	0
1835 - 1840	0	0	0	0
1840 - 1845	0	0	0	0
1845 - 1850	0	0	0	0
1850 - 1855	0	0	0	0
1855 - 1900	1	0	0	0
Hourly Average	0.08	0.17	0.00	0.00
Session Total	0.58	0.19	0.13	0.06

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	1a	1b	1c	1d
1100 - 1105	0	0	0	0
1105 - 1110	0	0	0	0
1110 - 1115	0	0	0	0
1115 - 1120	0	0	0	0
1120 - 1125	0	0	0	0
1125 - 1130	0	0	0	0
1130 - 1135	0	0	0	0
1135 - 1140	0	0	0	0
1140 - 1145	0	0	0	0
1145 - 1150	0	0	0	0
1150 - 1155	0	0	0	0
1155 - 1200	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00
1200 - 1205	0	0	0	0
1205 - 1210	0	0	0	0
1210 - 1215	0	0	0	0
1215 - 1220	0	0	0	0
1220 - 1225	0	0	0	0
1225 - 1230	0	0	0	0
1230 - 1235	0	0	0	0
1235 - 1240	0	0	0	0
1240 - 1245	0	0	0	0
1245 - 1250	0	0	0	0
1250 - 1255	0	0	0	0
1255 - 1300	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00
1300 - 1305	0	0	0	0
1305 - 1310	0	0	0	0
1310 - 1315	0	0	0	0
1315 - 1320	0	0	0	0
1320 - 1325	0	0	0	0
1325 - 1330	0	0	0	0
1330 - 1335	0	0	0	0
1335 - 1340	0	0	0	0
1340 - 1345	0	0	0	0
1345 - 1350	0	0	0	0
1350 - 1355	0	0	0	0
1355 - 1400	0	0	0	0
Hourly Average	0.00	0.00	0.00	0.00
Session Total	0.00	0.00	0.00	0.00

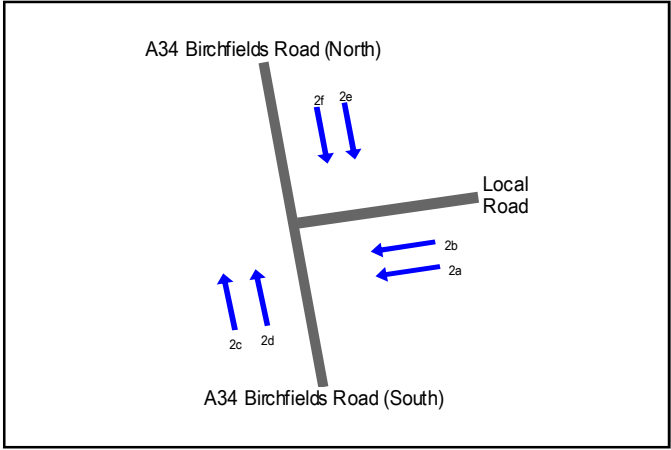
Fallowfield
Queue Length Survey

Site 2 of 3
Local Road
A34 Birchfields Road (South)
A34 Birchfields Road (North)

Lat/Long
lat 53.443324° lon -2.205597°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C



0700 - 1000 (Thursday AM Peak)

TIME	2a	2b	2c	2d	2e	2f
0700 - 0705	0	0	0	0	0	0
0705 - 0710	0	1	5	0	0	0
0710 - 0715	0	0	10	0	0	0
0715 - 0720	0	0	0	0	0	0
0720 - 0725	1	0	0	0	0	0
0725 - 0730	1	1	6	0	1	2
0730 - 0735	1	0	0	0	1	1
0735 - 0740	0	0	10	0	1	3
0740 - 0745	0	0	10	0	1	8
0745 - 0750	0	0	10	0	3	2
0750 - 0755	1	1	10	0	1	6
0755 - 0800	2	0	6	0	0	4
Hourly Average	0.50	0.25	5.58	0.00	0.67	2.17
0800 - 0805	0	0	8	0	2	2
0805 - 0810	1	1	6	0	2	4
0810 - 0815	0	1	3	0	0	7
0815 - 0820	1	1	5	0	5	4
0820 - 0825	1	1	2	2	4	10
0825 - 0830	2	1	2	2	6	11
0830 - 0835	1	1	6	0	5	6
0835 - 0840	2	1	5	0	9	8
0840 - 0845	2	2	6	0	4	10
0845 - 0850	4	2	3	2	4	3
0850 - 0855	4	2	5	2	4	9
0855 - 0900	7	5	7	4	3	11
Hourly Average	2.08	1.50	4.83	1.00	4.00	7.08
0900 - 0905	7	1	3	2	16	16
0905 - 0910	8	4	6	4	6	18
0910 - 0915	7	3	5	0	6	19
0915 - 0920	2	0	3	0	3	11
0920 - 0925	1	1	4	2	2	3
0925 - 0930	2	1	4	1	0	6
0930 - 0935	1	1	4	2	3	2
0935 - 0940	1	1	6	0	1	3
0940 - 0945	1	3	6	4	1	5
0945 - 0950	2	1	4	1	0	2
0950 - 0955	2	1	2	3	1	3
0955 - 1000	3	1	5	1	4	5
Hourly Average	3.08	1.50	4.33	1.67	3.58	7.75
Session Total	1.89	1.08	4.92	0.89	2.75	5.67

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	2a	2b	2c	2d	2e	2f
1500 - 1505	3	1	8	4	5	6
1505 - 1510	2	2	10	2	4	5
1510 - 1515	6	2	6	3	6	4
1515 - 1520	6	3	8	0	2	10
1520 - 1525	7	7	13	5	8	5
1525 - 1530	7	7	13	2	4	9
1530 - 1535	5	6	8	2	4	7
1535 - 1540	6	2	11	0	3	7
1540 - 1545	3	3	12	0	5	6
1545 - 1550	4	2	9	0	4	3
1550 - 1555	4	2	7	1	4	8
1555 - 1600	5	2	6	1	6	7
Hourly Average	4.83	3.25	9.25	1.67	4.58	6.42
1600 - 1605	6	2	6	0	2	5
1605 - 1610	4	2	10	1	4	9
1610 - 1615	2	5	7	1	5	6
1615 - 1620	3	4	8	1	3	7
1620 - 1625	4	1	5	1	4	7
1625 - 1630	3	2	3	0	4	8
1630 - 1635	1	2	6	1	5	5
1635 - 1640	6	1	5	2	4	11
1640 - 1645	5	2	12	1	3	5
1645 - 1650	4	1	10	0	3	5
1650 - 1655	3	1	8	4	5	10
1655 - 1700	4	2	10	1	1	9
Hourly Average	3.75	2.08	7.50	1.08	3.58	7.25
1700 - 1705	2	2	7	1	2	7
1705 - 1710	6	2	9	1	3	9
1710 - 1715	3	2	6	1	2	12
1715 - 1720	2	0	8	1	3	8
1720 - 1725	3	2	11	0	3	7
1725 - 1730	4	2	7	1	1	9
1730 - 1735	4	3	7	1	6	9
1735 - 1740	2	2	3	1	3	6
1740 - 1745	3	1	7	0	2	3
1745 - 1750	5	1	10	1	4	6
1750 - 1755	1	3	8	1	2	5
1755 - 1800	2	1	8	0	2	8
Hourly Average	3.08	1.75	7.58	0.75	2.75	7.42
1800 - 1805	3	2	7	1	3	2
1805 - 1810	1	0	4	1	2	6
1810 - 1815	6	1	12	0	3	8
1815 - 1820	5	2	4	2	3	9
1820 - 1825	3	3	7	1	4	5
1825 - 1830	3	2	13	0	3	5
1830 - 1835	3	3	7	0	3	10
1835 - 1840	2	2	9	1	4	4
1840 - 1845	3	1	10	2	7	5
1845 - 1850	2	1	5	1	2	6
1850 - 1855	2	1	7	2	5	9
1855 - 1900	3	2	12	2	5	7
Hourly Average	3.00	1.67	8.08	1.08	3.67	6.33
Session Total	3.67	2.19	8.10	1.15	3.65	6.85

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	2a	2b	2c	2d	2e	2f
1100 - 1105	2	1	7	3	2	5
1105 - 1110	3	1	4	2	3	5
1110 - 1115	3	4	12	2	5	4
1115 - 1120	3	4	6	1	4	7
1120 - 1125	2	1	7	0	4	4
1125 - 1130	2	1	5	1	5	8
1130 - 1135	4	1	11	1	3	3
1135 - 1140	3	1	7	2	3	10
1140 - 1145	2	2	3	4	5	6
1145 - 1150	2	2	5	2	3	8
1150 - 1155	4	2	10	0	2	4
1155 - 1200	4	0	8	0	4	4
Hourly Average	2.83	1.67	7.08	1.50	3.58	5.67
1200 - 1205	2	1	12	0	3	5
1205 - 1210	3	1	10	0	1	5
1210 - 1215	3	4	3	1	5	5
1215 - 1220	4	1	5	2	2	3
1220 - 1225	5	1	13	0	3	6
1225 - 1230	7	3	5	3	4	8
1230 - 1235	4	1	8	2	3	9
1235 - 1240	2	2	8	4	1	4
1240 - 1245	4	1	8	2	5	9
1245 - 1250	3	1	7	1	4	5
1250 - 1255	3	2	8	2	3	9
1255 - 1300	3	2	12	0	5	8
Hourly Average	3.58	1.67	8.25	1.42	3.25	6.33
1300 - 1305	4	2	12	3	3	4
1305 - 1310	4	2	12	2	5	6
1310 - 1315	3	3	7	2	2	11
1315 - 1320	4	2	8	0	4	6
1320 - 1325	4	2	7	2	6	6
1325 - 1330	3	1	12	2	3	5
1330 - 1335	5	1	6	2	4	7
1335 - 1340	3	1	10	2	3	5
1340 - 1345	5	1	12	3	3	9
1345 - 1350	2	2	11	3	3	9
1350 - 1355	3	0	10	3	5	9
1355 - 1400	3	0	12	2	3	6
Hourly Average	3.58	1.42	9.92	2.17	3.67	6.92
Session Total	3.33	1.58	8.42	1.69	3.50	6.31

Fallowfield
Queue Length Survey

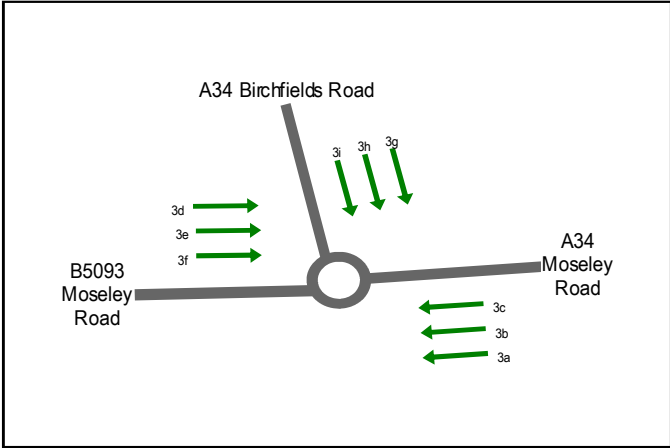
Site 3 of 3
A34 Moseley Road
B5093 Moseley Road
A34 Birchfields Road

Lat/Long
lat 53.442072° lon -2.205199°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)



TIME	3a	3b	3c	3d	3e	3f	3g	3h	3i
0700 - 0705	1	3	0	3	0	0	1	0	1
0705 - 0710	3	2	2	3	2	0	1	0	0
0710 - 0715	2	6	4	2	0	0	0	3	1
0715 - 0720	2	2	1	5	1	1	1	2	1
0720 - 0725	2	3	2	4	2	0	0	1	1
0725 - 0730	2	3	3	2	3	0	1	2	1
0730 - 0735	2	3	1	3	2	0	0	1	3
0735 - 0740	2	6	3	5	1	3	0	2	2
0740 - 0745	3	4	11	6	7	0	1	2	1
0745 - 0750	3	5	12	6	5	2	1	3	3
0750 - 0755	4	3	13	5	7	0	1	5	4
0755 - 0800	5	6	12	2	1	0	2	2	2
Hourly Average	2.58	3.83	5.33	3.83	2.58	0.50	0.75	1.92	1.67
0800 - 0805	2	8	13	4	7	0	1	3	1
0805 - 0810	3	9	14	11	5	0	2	1	2
0810 - 0815	1	5	10	11	11	0	4	3	2
0815 - 0820	5	4	13	12	12	0	3	3	5
0820 - 0825	1	1	12	13	11	0	1	4	1
0825 - 0830	6	9	14	9	8	0	9	11	4
0830 - 0835	1	11	16	17	16	0	10	6	3
0835 - 0840	2	9	15	17	14	0	8	16	3
0840 - 0845	2	10	14	18	16	0	4	8	3
0845 - 0850	5	11	13	15	11	0	1	2	1
0850 - 0855	4	12	15	3	8	0	6	3	2
0855 - 0900	2	9	14	10	8	0	15	18	2
Hourly Average	2.83	8.17	13.58	11.67	10.58	0.00	5.33	6.50	2.42
0900 - 0905	3	10	13	20	18	1	15	18	2
0905 - 0910	4	9	14	15	19	0	12	9	2
0910 - 0915	3	11	13	17	9	0	13	15	3
0915 - 0920	5	8	14	13	9	0	4	8	2
0920 - 0925	4	7	12	6	4	0	1	2	1
0925 - 0930	2	3	2	4	2	0	1	1	2
0930 - 0935	1	2	2	4	3	0	1	2	1
0935 - 0940	3	1	5	7	2	0	1	1	2
0940 - 0945	4	3	1	5	5	0	0	2	1
0945 - 0950	4	4	1	3	1	0	1	2	2
0950 - 0955	2	3	3	3	1	0	0	1	1
0955 - 1000	2	2	1	0	0	0	3	2	2
Hourly Average	3.08	5.25	6.75	8.08	6.08	0.08	4.33	5.25	1.75
Session Total	2.83	5.75	8.56	7.86	6.42	0.19	3.47	4.56	1.94

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	3a	3b	3c	3d	3e	3f	3g	3h	3i
1500 - 1505	1	4	3	4	3	0	1	3	2
1505 - 1510	1	2	2	6	6	0	3	3	1
1510 - 1515	1	3	3	5	3	0	0	2	2
1515 - 1520	4	2	2	5	4	0	2	3	3
1520 - 1525	5	6	6	12	12	0	0	4	2
1525 - 1530	2	6	3	13	10	0	7	7	2
1530 - 1535	4	1	7	14	9	0	8	4	2
1535 - 1540	2	2	2	12	12	0	7	8	3
1540 - 1545	1	5	5	10	3	0	3	2	3
1545 - 1550	3	3	5	6	3	0	2	3	2
1550 - 1555	2	1	3	6	2	0	1	6	2
1555 - 1600	5	1	1	4	1	0	1	2	2
Hourly Average	2.58	3.00	3.50	8.08	5.67	0.00	2.92	3.92	2.17
1600 - 1605	4	1	2	4	2	0	8	7	3
1605 - 1610	2	2	2	6	1	0	3	2	2
1610 - 1615	3	2	2	4	3	0	4	1	2
1615 - 1620	3	2	1	4	2	0	2	3	2
1620 - 1625	4	1	4	3	2	0	1	12	1
1625 - 1630	6	1	3	9	4	0	3	1	3
1630 - 1635	1	4	2	3	2	0	2	2	3
1635 - 1640	3	2	1	5	2	0	2	3	2
1640 - 1645	3	2	4	6	3	1	3	6	1
1645 - 1650	1	2	3	7	3	0	4	4	1
1650 - 1655	2	2	2	8	2	0	3	4	2
1655 - 1700	1	4	1	7	2	0	2	3	2
Hourly Average	2.75	2.08	2.25	5.50	2.33	0.08	3.08	4.00	2.00
1700 - 1705	4	2	3	4	5	0	2	3	2
1705 - 1710	3	4	1	11	3	0	5	4	4
1710 - 1715	4	3	4	8	3	0	4	8	3
1715 - 1720	1	2	2	1	1	0	3	14	1
1720 - 1725	4	3	4	6	7	0	8	12	2
1725 - 1730	1	4	2	4	2	0	3	4	2
1730 - 1735	3	2	7	4	2	0	1	4	4
1735 - 1740	4	1	4	2	4	0	4	3	2
1740 - 1745	2	1	5	5	3	0	1	5	3
1745 - 1750	3	3	4	7	3	0	1	1	2
1750 - 1755	5	3	3	6	2	0	1	2	3
1755 - 1800	4	7	2	2	1	1	0	2	1
Hourly Average	3.17	2.92	3.42	5.00	3.00	0.08	2.75	5.17	2.42
1800 - 1805	1	3	1	4	3	0	1	6	2
1805 - 1810	2	2	1	7	2	0	4	4	1
1810 - 1815	3	1	3	5	3	0	4	4	2
1815 - 1820	1	2	4	6	3	0	1	5	1
1820 - 1825	1	3	3	6	1	0	2	4	1
1825 - 1830	2	3	4	6	3	0	3	4	2
1830 - 1835	4	2	1	10	5	0	3	4	2
1835 - 1840	3	2	2	3	5	0	3	3	1
1840 - 1845	3	2	4	7	4	0	2	4	1
1845 - 1850	3	3	4	3	2	0	1	2	0
1850 - 1855	4	1	3	3	4	0	1	3	3
1855 - 1900	2	3	6	7	2	0	4	4	4
Hourly Average	2.42	2.25	3.00	5.58	3.08	0.00	2.42	3.92	1.67
Session Total	2.73	2.56	3.04	6.04	3.52	0.04	2.79	4.25	2.06

Date
Saturday 07 October 2023

Weather
Sunny Intervals
Temp: 22°C

1100 - 1400 (Saturday INT Session)

TIME	3a	3b	3c	3d	3e	3f	3g	3h	3i
1100 - 1105	6	5	5	3	2	1	1	4	2
1105 - 1110	3	2	2	1	2	0	4	2	2
1110 - 1115	3	1	3	6	4	0	3	2	2
1115 - 1120	1	3	5	8	3	0	4	2	2
1120 - 1125	3	2	1	6	4	0	2	2	2
1125 - 1130	1	2	3	4	4	0	0	7	3
1130 - 1135	1	2	5	2	2	0	1	1	1
1135 - 1140	2	4	7	3	1	0	1	4	4
1140 - 1145	3	2	6	2	7	0	3	3	3
1145 - 1150	4	3	5	3	2	0	3	8	5
1150 - 1155	6	2	2	2	1	0	3	2	1
1155 - 1200	2	1	2	13	3	0	4	3	2
Hourly Average	2.92	2.42	3.83	4.42	2.92	0.08	2.42	3.33	2.42
1200 - 1205	3	3	2	6	3	0	1	5	1
1205 - 1210	4	3	3	3	4	0	3	5	3
1210 - 1215	5	1	2	3	3	0	4	3	2
1215 - 1220	4	2	4	8	5	0	1	2	4
1220 - 1225	1	4	4	3	2	0	4	2	2
1225 - 1230	2	4	4	5	2	0	3	1	2
1230 - 1235	3	3	2	3	1	0	3	2	2
1235 - 1240	2	2	6	5	2	0	1	1	1
1240 - 1245	3	1	2	6	4	0	3	2	2
1245 - 1250	4	6	5	6	2	0	1	1	1
1250 - 1255	6	2	6	4	3	0	2	2	3
1255 - 1300	5	2	9	6	2	0	4	3	3
Hourly Average	3.50	2.75	4.08	4.83	2.75	0.00	2.50	2.42	2.17
1300 - 1305	3	1	10	11	6	0	6	3	1
1305 - 1310	2	2	6	13	12	0	5	3	1
1310 - 1315	3	2	4	4	3	0	4	3	3
1315 - 1320	2	4	1	7	6	0	3	7	2
1320 - 1325	1	3	4	8	3	0	5	2	3
1325 - 1330	5	1	2	7	4	0	1	3	2
1330 - 1335	2	2	3	7	3	0	3	2	1
1335 - 1340	4	3	6	7	4	0	2	2	3
1340 - 1345	3	3	4	5	2	0	2	4	2
1345 - 1350	2	3	7	10	2	0	2	1	1
1350 - 1355	5	4	5	4	7	3	2	4	4
1355 - 1400	1	3	3	5	3	0	3	3	2
Hourly Average	2.75	2.58	4.58	7.33	4.58	0.25	3.17	3.08	2.08
Session Total	3.06	2.58	4.17	5.53	3.42	0.11	2.69	2.94	2.22

Fallowfield
Pedestrian Survey

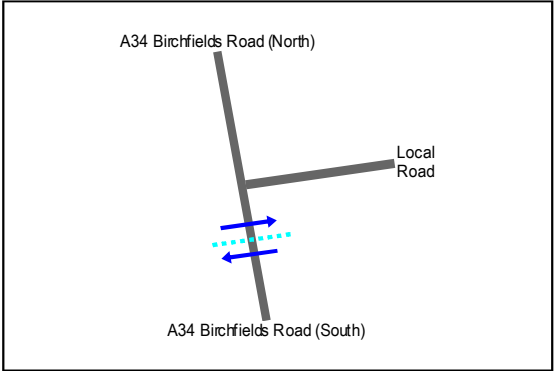
Site 2 of 3
Local Road
A34 Birchfields Road (South)
A34 Birchfields Road (North)

Lat/Long
lat 53.443324° lon -2.205597°

Date
Thursday 05 October 2023

Weather
Sunny Intervals
Temp: 14°C

0700 - 1000 (Thursday AM Peak)



TIME	Amount of times Green Man is called
0700 - 0715	2
0715 - 0730	3
0730 - 0745	4
0745 - 0800	6
Hourly Total	15
Hourly Average	3.75
0800 - 0815	7
0815 - 0830	11
0830 - 0845	10
0845 - 0900	10
Hourly Total	38
Hourly Average	9.50
0900 - 0915	9
0915 - 0930	9
0930 - 0945	12
0945 - 1000	10
Hourly Total	40
Hourly Average	10.00
Session Total	93
Session Average	7.75

Date

Thursday 05 October 2023

Weather

Sunny Intervals

Temp: 15°C

1500 - 1900 (Thursday PM Peak)

TIME	Amount of times Green Man is called
1500 - 1515	15
1515 - 1530	14
1530 - 1545	10
1545 - 1600	9
Hourly Total	48
Hourly Average	12.00
1600 - 1615	10
1615 - 1630	9
1630 - 1645	8
1645 - 1700	10
Hourly Total	37
Hourly Average	9.25
1700 - 1715	10
1715 - 1730	10
1730 - 1745	9
1745 - 1800	11
Hourly Total	40
Hourly Average	10.00
1800 - 1815	9
1815 - 1830	9
1830 - 1845	13
1845 - 1900	12
Hourly Total	43
Hourly Average	10.75
Session Total	168
Session Average	10.50

Date

Saturday 07 October 2023

Weather

Sunny Intervals

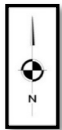
Temp: 22°C

1100 - 1400 (Saturday INT Session)

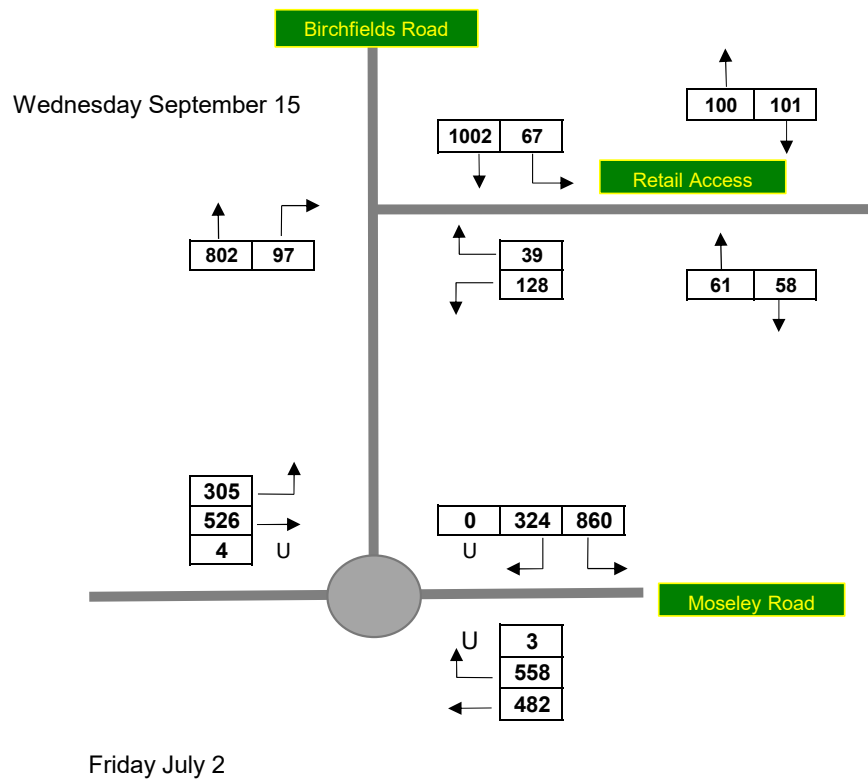
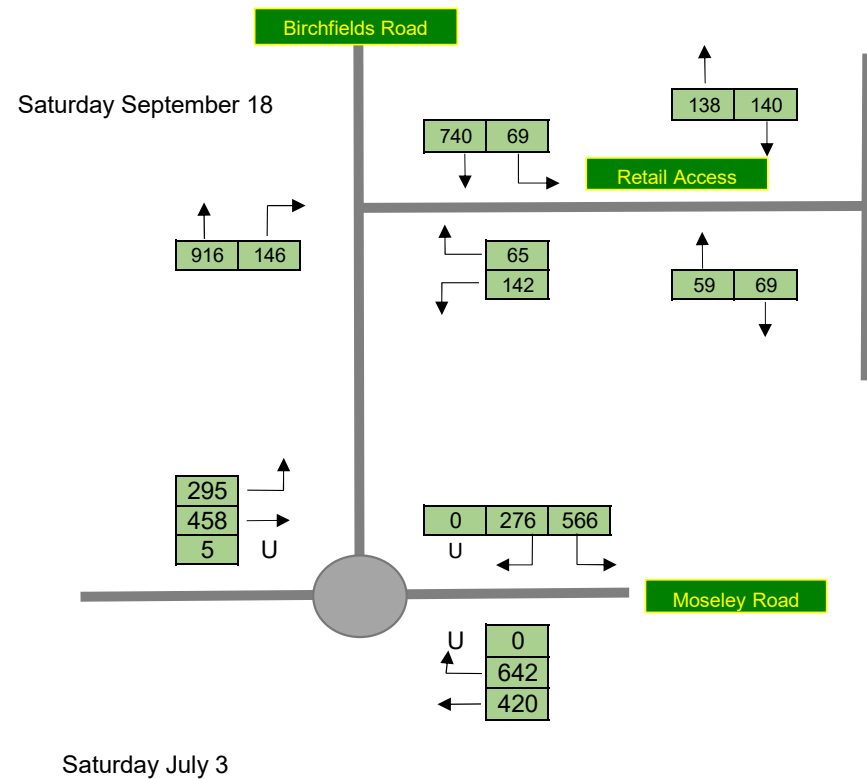
TIME	Amount of times Green Man is called
1100 - 1115	14
1115 - 1130	12
1130 - 1145	14
1145 - 1200	11
Hourly Total	51
Hourly Average	12.75
1200 - 1215	14
1215 - 1230	13
1230 - 1245	13
1245 - 1300	15
Hourly Total	55
Hourly Average	13.75
1300 - 1315	13
1315 - 1330	13
1330 - 1345	15
1345 - 1400	14
Hourly Total	55
Hourly Average	13.75
Session Total	161
Session Average	13.42

S|C|P

APPENDIX 6



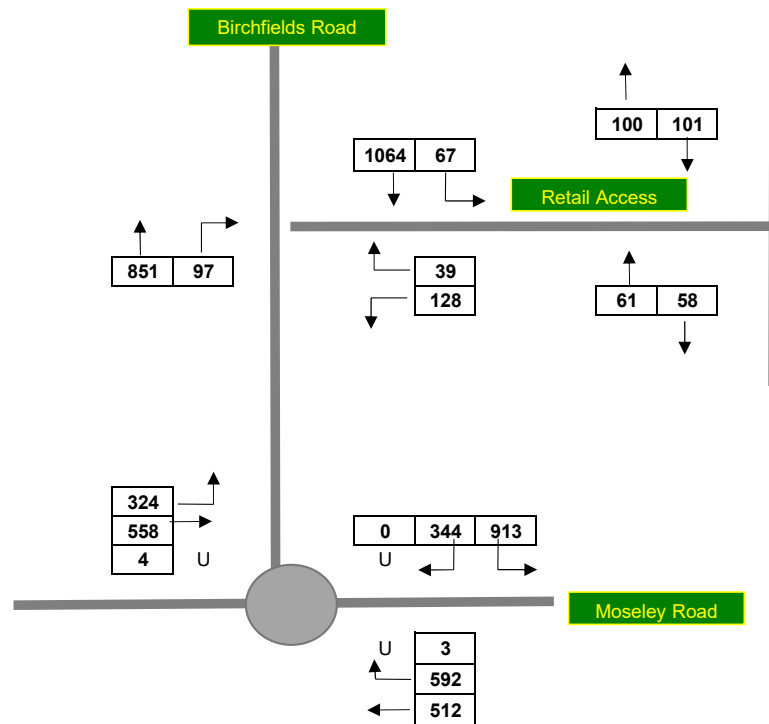
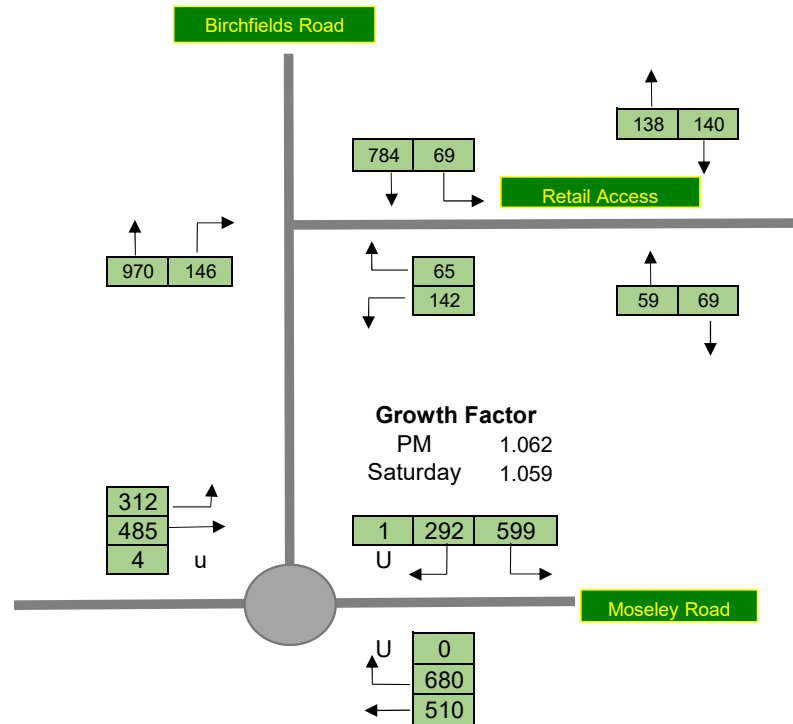
x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30



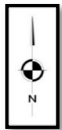


x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

48



Growth Factor
PM 1.062
Saturday 1.059

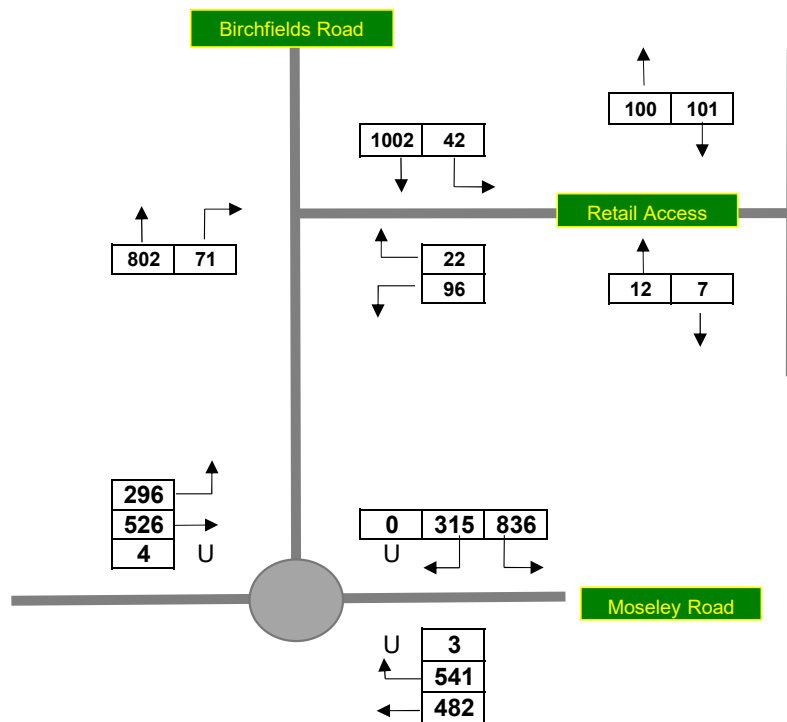
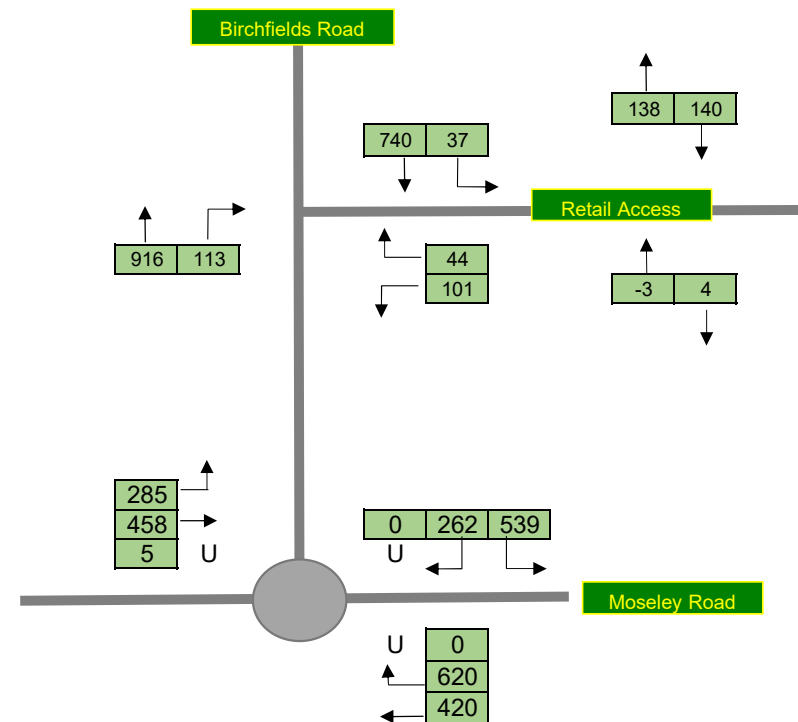


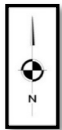
x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

Existing trips deducted

	In	Out
PM	-51	-49
Sat	-65	-62

*Traffic split based on existing turning proportions



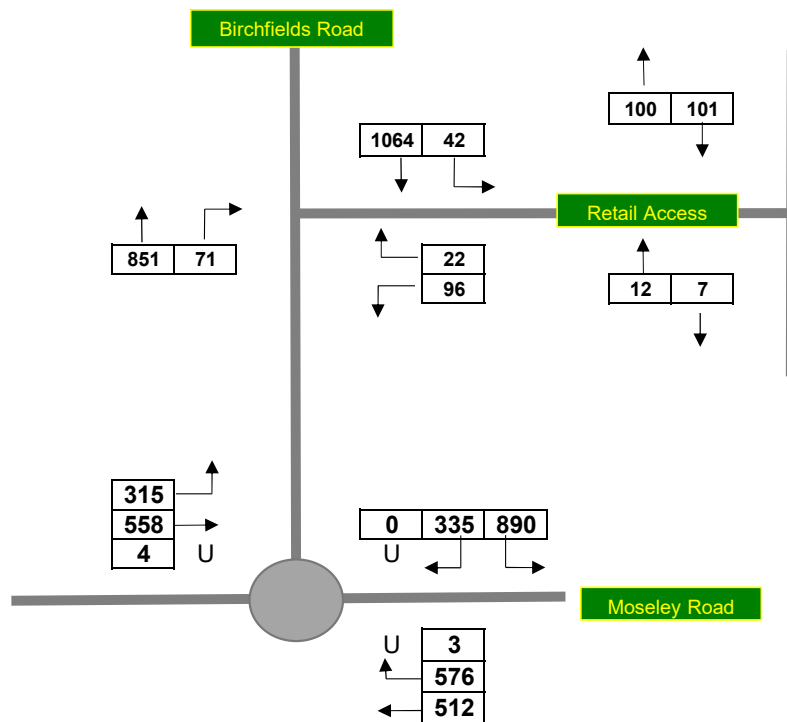
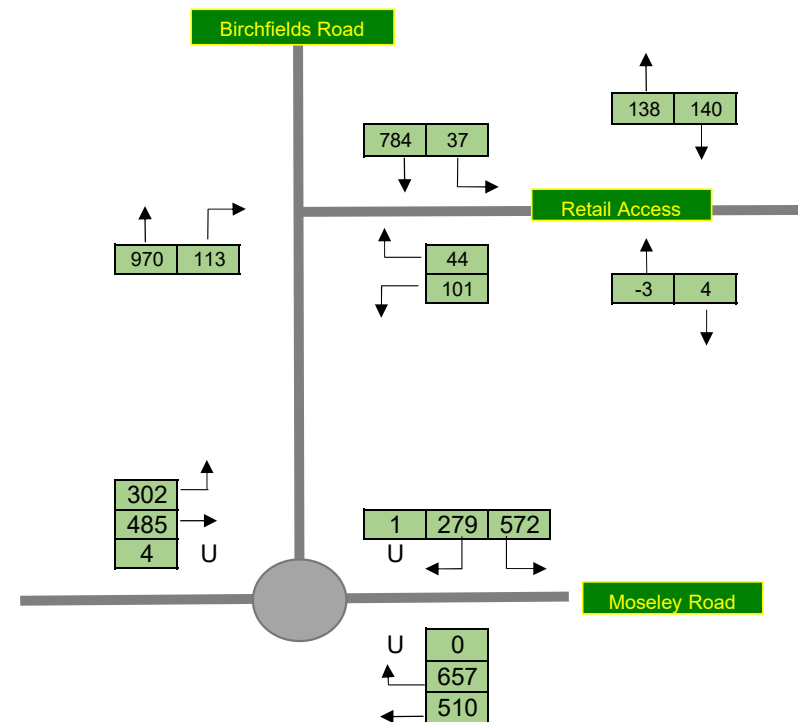


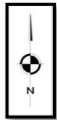
x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

Existing trips deducted

	In	Out
PM	-51	-49
Sat	-65	-62

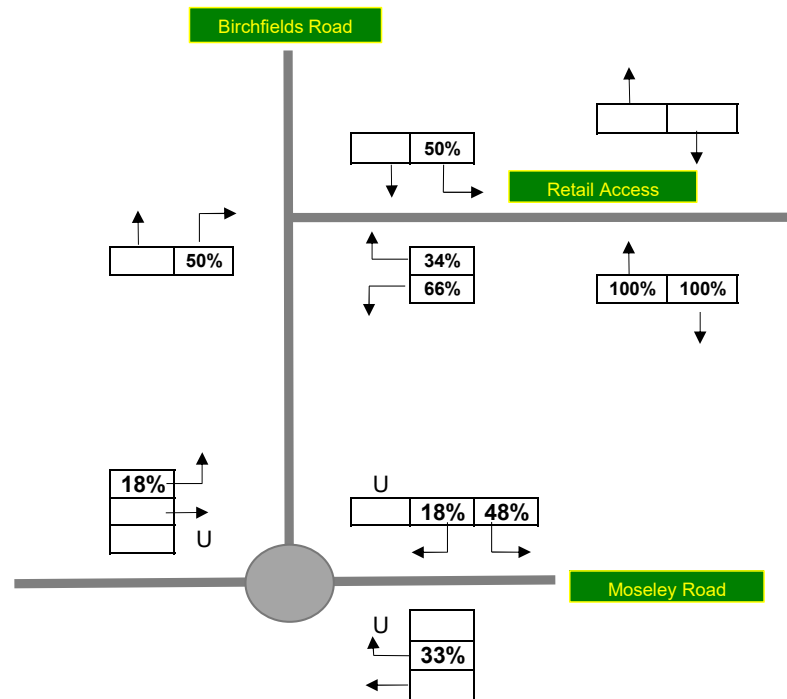
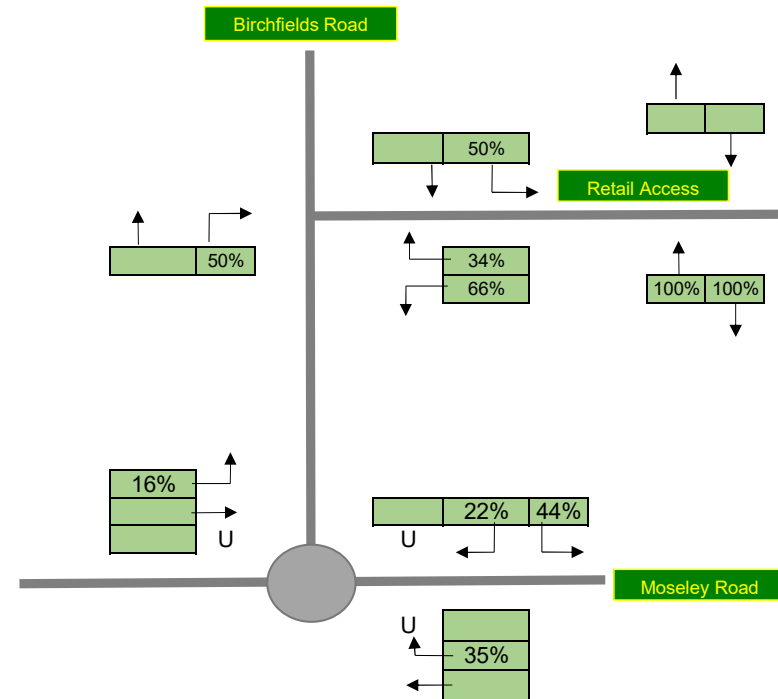
*Traffic split based on existing turn 48

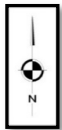




x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

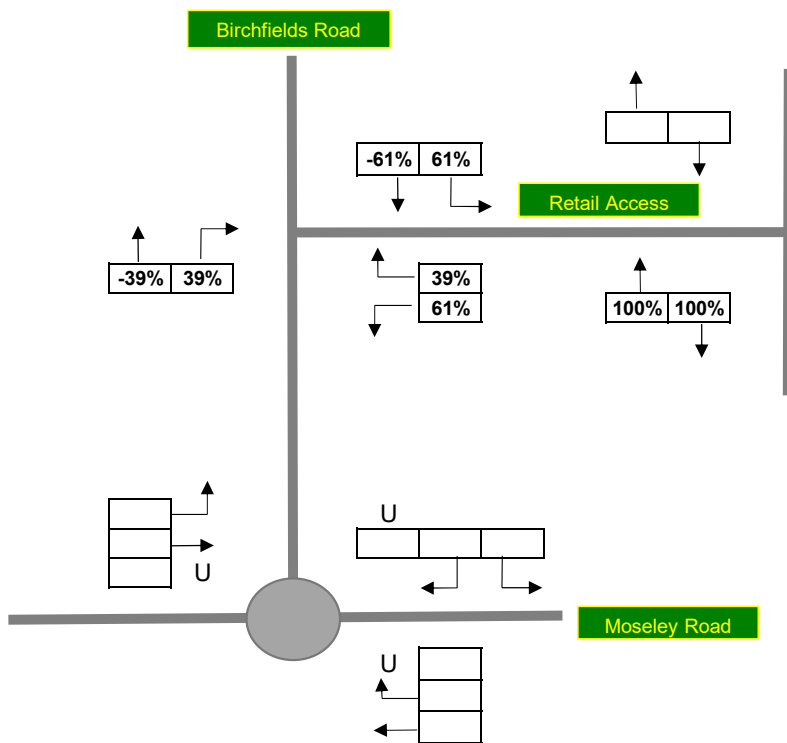
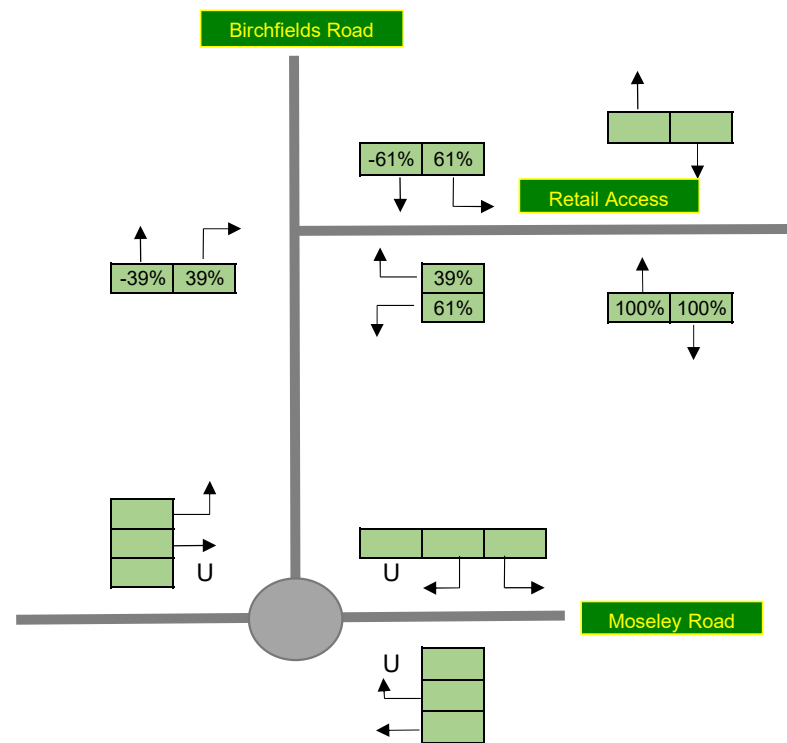
*Distribution based from existing turning movements
48





x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

*Distribution based from existing through movements on Birchfields Road
48

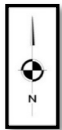


Lidl Food Store Pass-by Distribution

Job Number - SCP/200272

Proposed Lidl Foodstore, Birchfields Road, Fallowfield

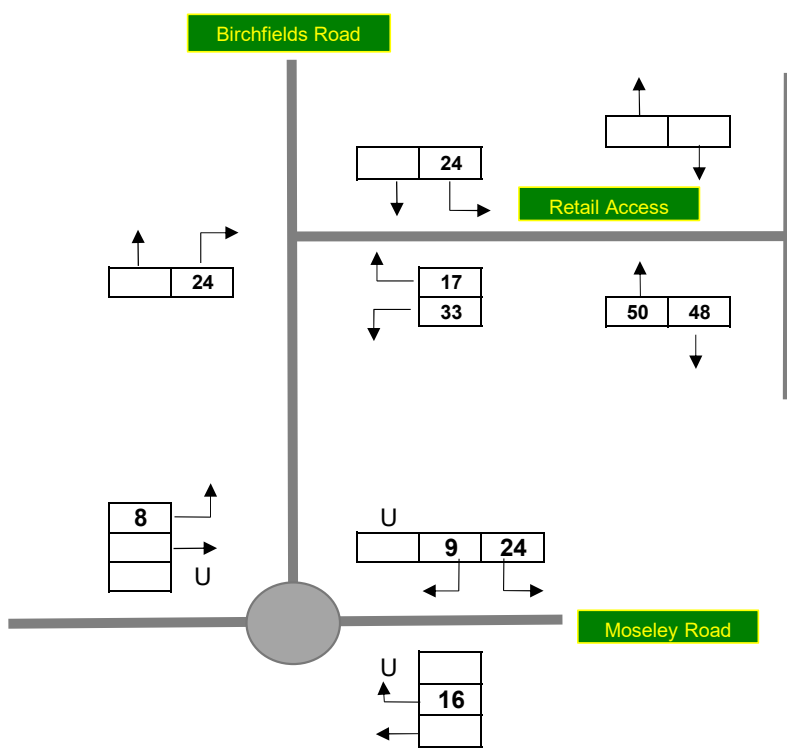
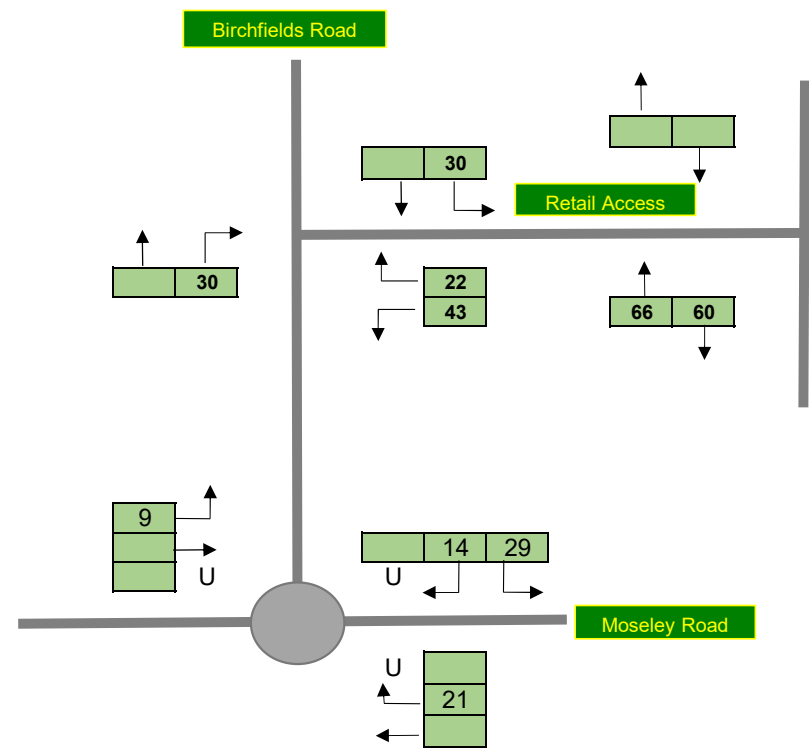
Traffic Figure 6



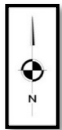
x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

Trip Generation		
	In	Out
PM	48	50
Sat	60	66
Assumed 50% Primary		



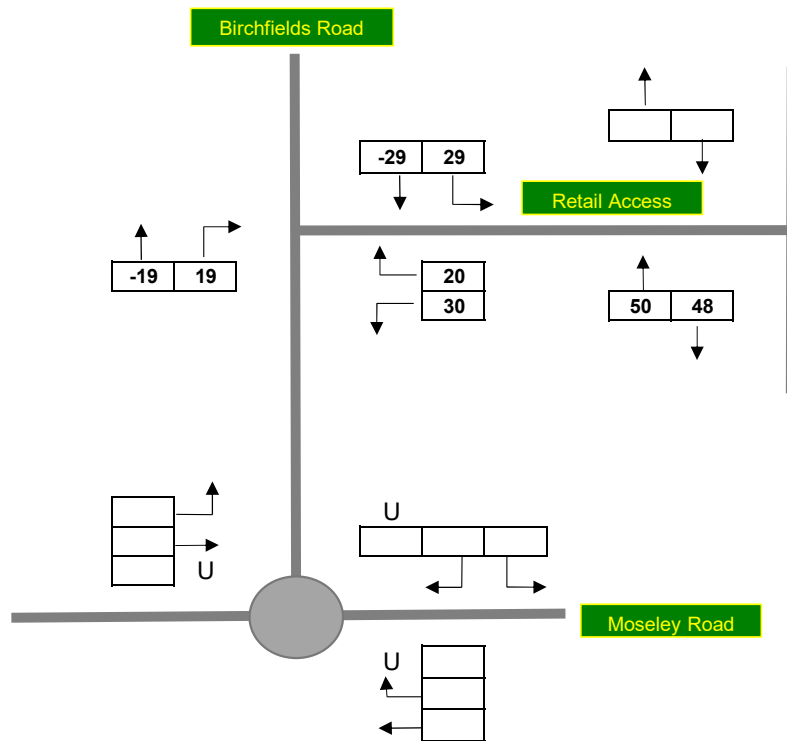
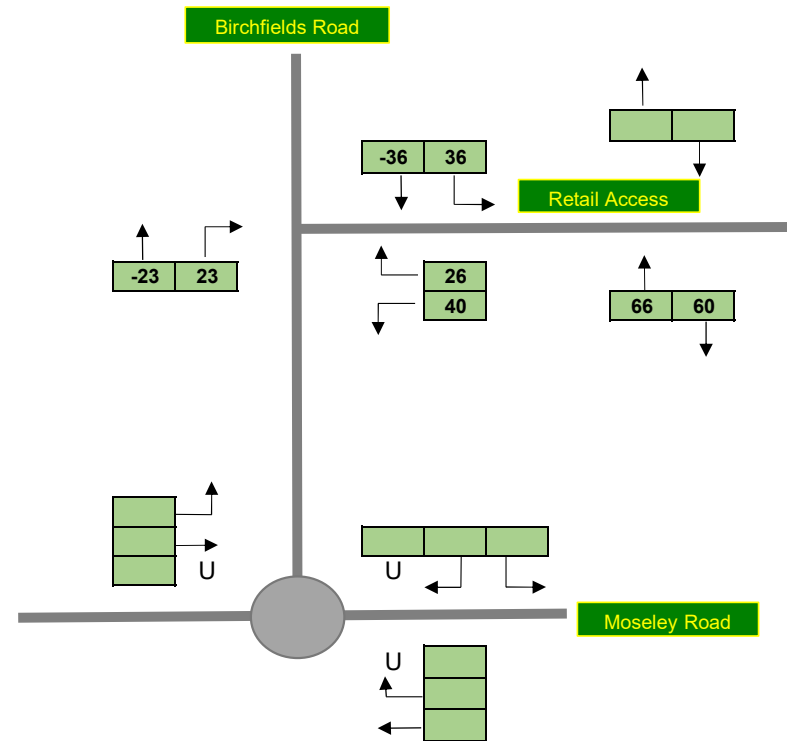
Lidl Food Store Primary Traffic		Job Number - SCP/200272
Proposed Lidl Foodstore, Birchfields Road, Fallowfield	Traffic Figure 7	



x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

Trip Generation		
	In	Out
PM	48	50
Sat	60	66
Assumed 50% Primary		

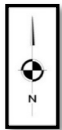


Lidl Food Store Pass-by Traffic

Job Number - SCP/200272

Proposed Lidl Foodstore, Birchfields Road, Fallowfield

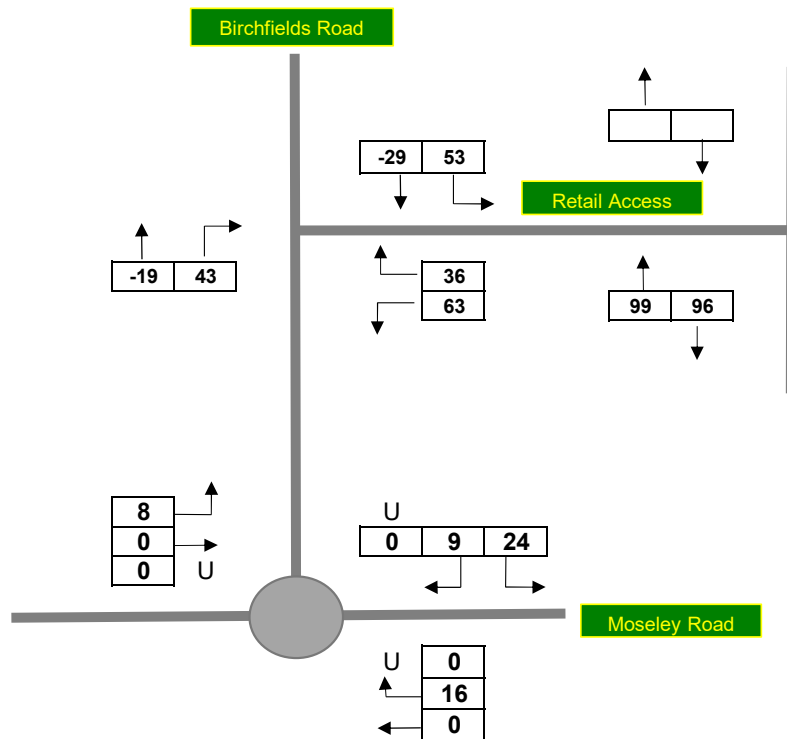
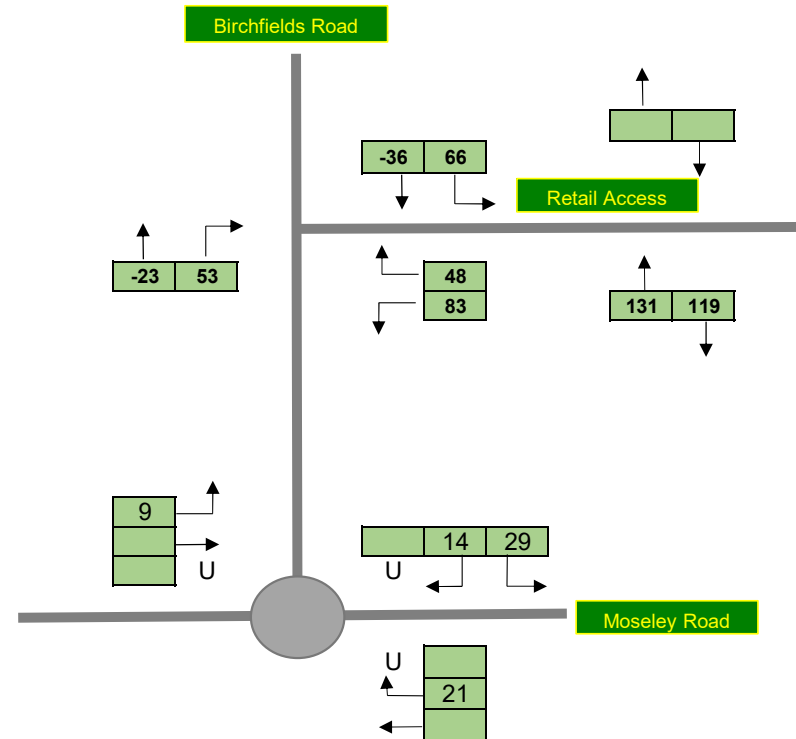
Traffic Figure 8

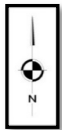


x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

Trip Generation		
	In	Out
PM	48	50
Sat	60	66
Assumed 50% Primary		

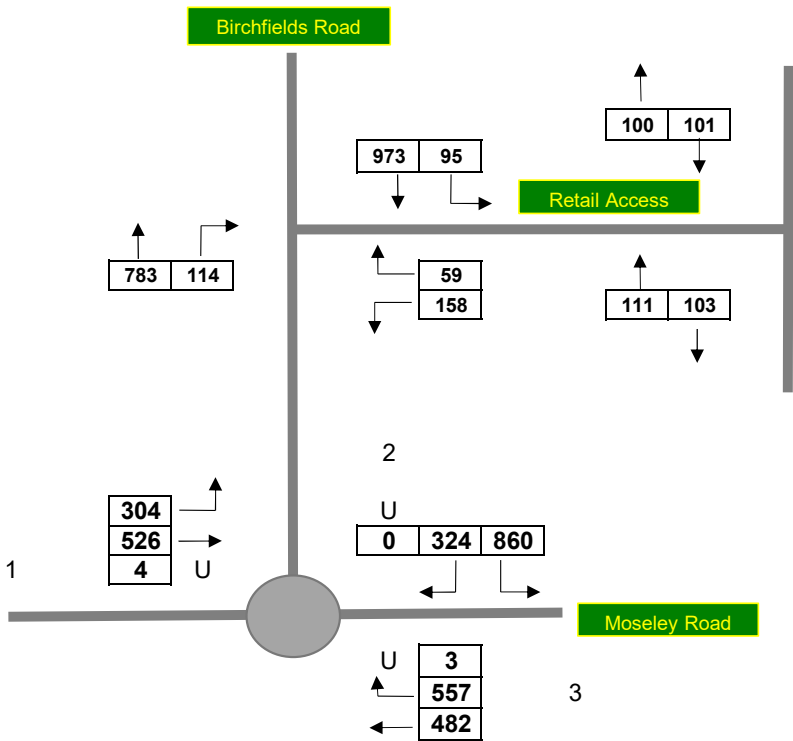
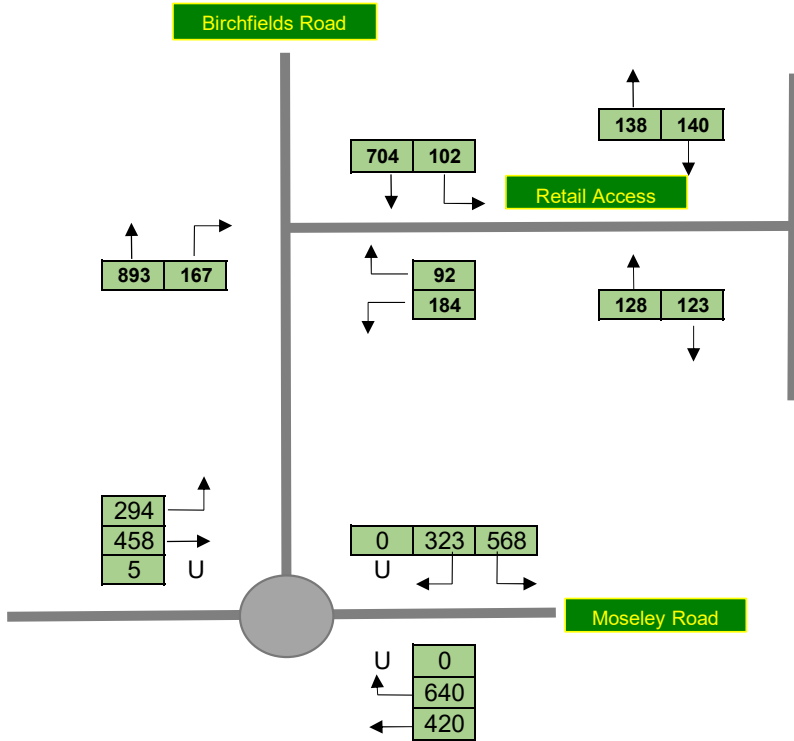




x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

48

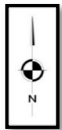


Base 2021 + Lidl (existing trips deducted)

Job Number - SCP/200272

Proposed Lidl Foodstore, Birchfields Road, Fallowfield

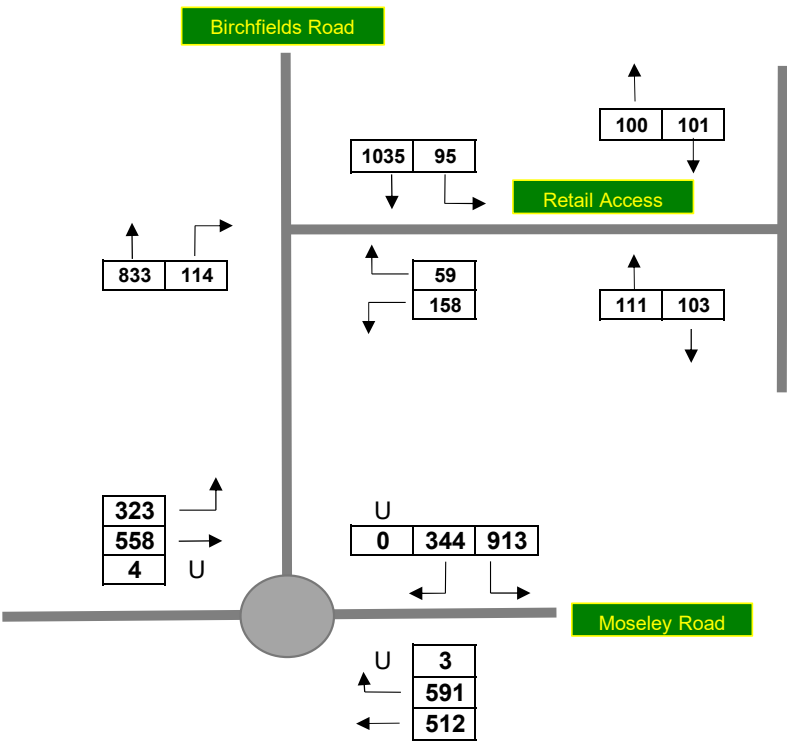
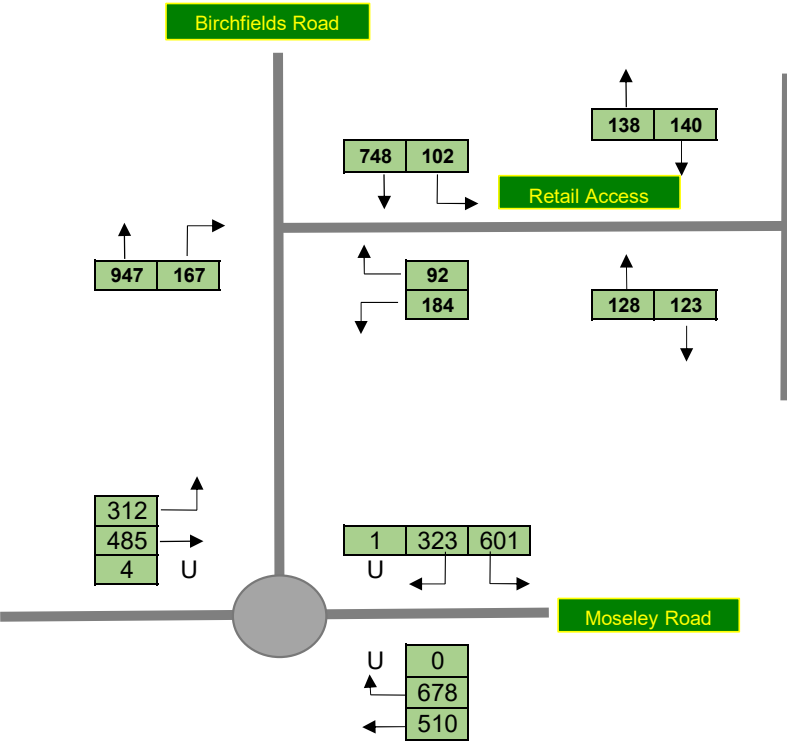
Traffic Figure 10



x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

48



Base 2026 + Lidl (existing trips deducted)

Job Number - SCP/200272

Proposed Lidl Foodstore, Birchfields Road, Fallowfield

Traffic Figure 11

S|C|P

APPENDIX 7

2021-2026 PM
Level Area Local Growth Figure
E02001076 Manchester 032 1.0617

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
RTF 2018 Scenario 1 - Reference	2015	2050

2: Select Areas to make up the geographic region:

☒ Manchester 032 (E02001076)

3: Select area type:

☐ Urban
☐ Rural
☒ All

4: Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

Level	Area	Local Growth Figure
E02001076	Manchester 032	1.0617

2021-2026 Sat
Level Area Local Growth Figure
E02001076 Mancheste 1.059

NTM Traffic Growth Calculations

1: Select NTM Dataset:

NTM Dataset Description	From	To
NTM AF15 Dataset	2010	2040
RTF 2018 Scenario 1 - Reference	2015	2050

2: Select Areas to make up the geographic region:

☐ NW
☒ Manchester 032 (E02001076)

3: Select area type:

☐ Urban
☐ Rural
☒ All

4: Select road type:

☐ Motorway
☐ Trunk
☐ Principal
☐ Minor
☒ All

5: Select which area it serves:

☒ Region
☐ England

Calculate the adjusted local growth figure

Results

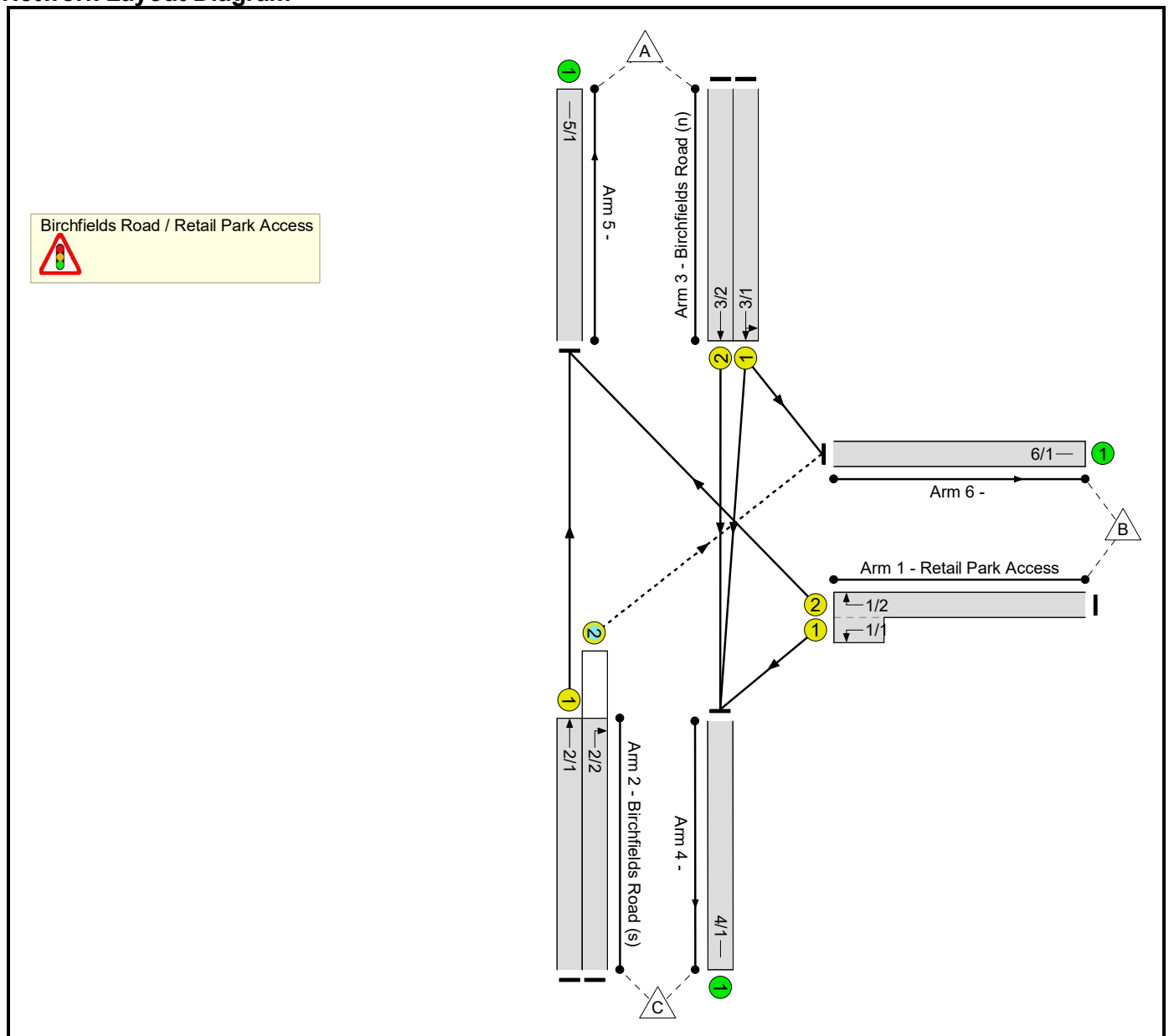
Level	Area	Local Growth Figure
E02001076	Manchester 032	1.0590

S|C|P

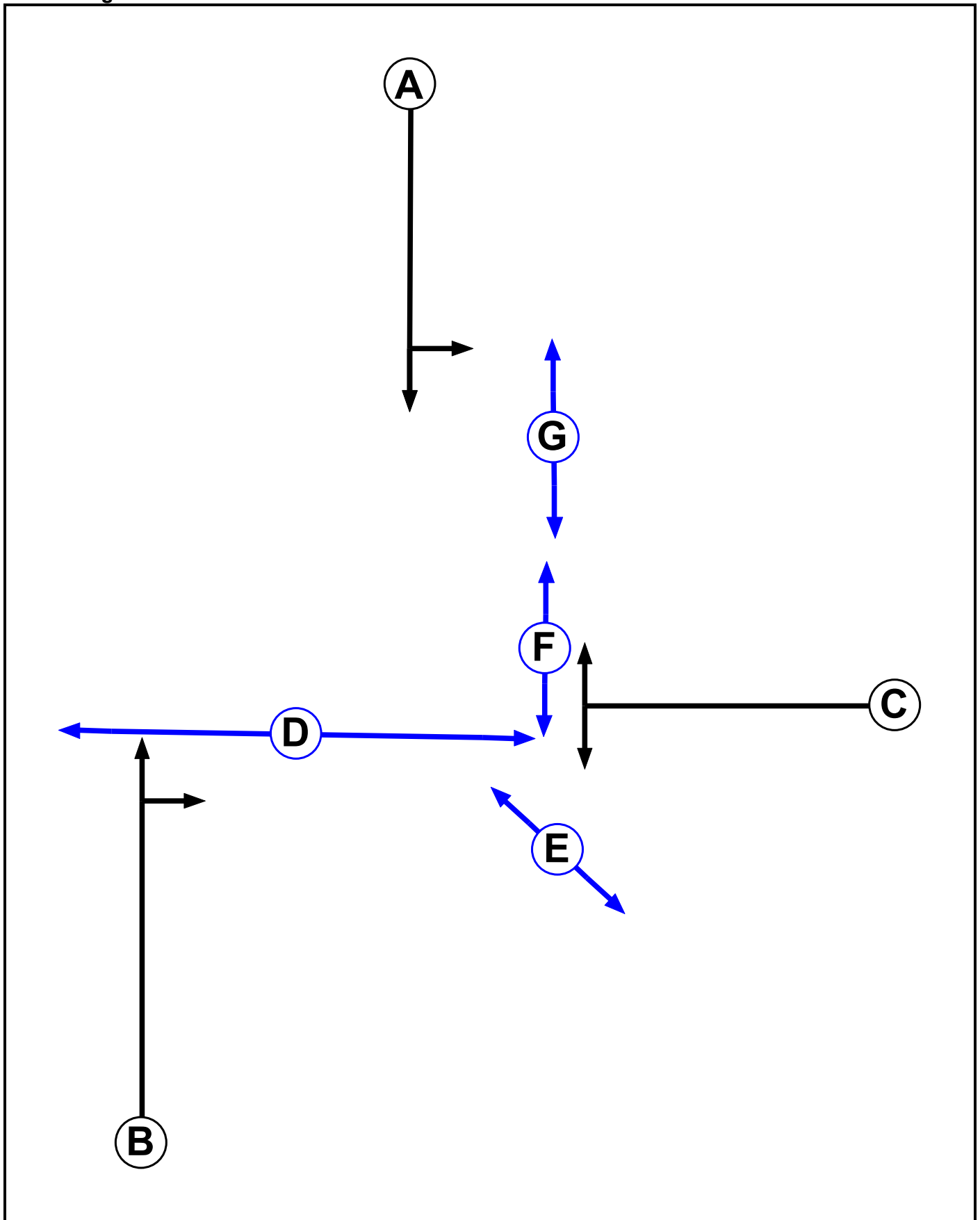
APPENDIX 8

Full Input Data And Results**User and Project Details**

Project:	Fallowfield Retail Park
Title:	
Location:	
File name:	Retail Park Access_peds every cycle_TfGM_response_November_2021.lsg3x
Author:	
Company:	SCP
Address:	
Notes:	

Network Layout Diagram

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5

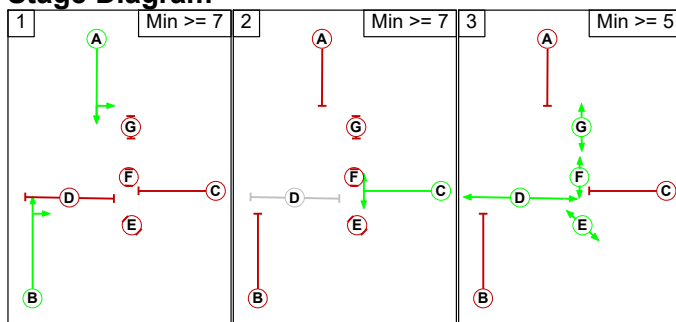
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	6	6	6	6	8
	B	-		5	6	6	6	8
	C	6	6		-	6	6	8
	D	11	11	-		-	-	-
	E	6	6	6	-		-	-
	F	5	5	6	-	-		-
	G	8	8	8	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E F G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1			6 8
	2	6		8
	3	11	8	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Birchfields Road / Retail Park Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (Birchfields Road (s))	6/1 (Right)	1439	0	3/1	1.09	All	4.00	-	0.50	4	2.00
				3/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Birchfields Road / Retail Park Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Retail Park Access)	U	C	2	3	3.0	Geom	-	3.70	0.00	Y	Arm 4 Left	18.00
1/2 (Retail Park Access)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	14.00
2/1 (Birchfields Road (s))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
2/2 (Birchfields Road (s))	O	B	2	3	60.0	Geom	-	2.50	0.00	N	Arm 6 Right	12.00
3/1 (Birchfields Road (n))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 6.00
3/2 (Birchfields Road (n))	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base PM'	17:00	18:00	01:00	
2: '2021 Base Sat'	12:30	13:30	01:00	
3: '2026 Base PM'	17:00	18:00	01:00	
4: '2026 Base Sat'	12:30	13:30	01:00	
5: '2026 Base + Lidl PM'	17:00	18:00	01:00	
6: '2026 Base + Lidl Sat'	12:30	13:30	01:00	

Scenario 1: '2021 Base PM' (FG1: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	67	1002	1069
	B	39	0	128	167
	C	802	97	0	899
	Tot.	841	164	1130	2135

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2021 Base PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	128
1/2 (with short)	167(In) 39(Out)
2/1	802
2/2	97
3/1	494
3/2	575
4/1	1130
5/1	841
6/1	164

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	86.4 %	1876	1876
				Arm 6 Left	6.00	13.6 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base Sat' (FG2: '2021 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	69	740	809
	B	65	0	142	207
	C	916	146	0	1062
	Tot.	981	215	882	2078

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 Base Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	142
1/2 (with short)	207(In) 65(Out)
2/1	916
2/2	146
3/1	367
3/2	442
4/1	882
5/1	981
6/1	215

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	81.2 %	1853	1853
				Arm 6 Left	6.00	18.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 Base PM' (FG3: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	67	1064	1131
	B	39	0	128	167
	C	851	97	0	948
	Tot.	890	164	1192	2246

Traffic Lane Flows

Lane	Scenario 3: 2026 Base PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	128
1/2 (with short)	167(In) 39(Out)
2/1	851
2/2	97
3/1	525
3/2	606
4/1	1192
5/1	890
6/1	164

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	87.2 %	1880	1880
				Arm 6 Left	6.00	12.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 Base Sat' (FG4: '2026 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	69	784	853
	B	65	0	142	207
	C	970	146	0	1116
	Tot.	1035	215	926	2176

Traffic Lane Flows

Lane	Scenario 4: 2026 Base Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	142
1/2 (with short)	207(In) 65(Out)
2/1	970
2/2	146
3/1	388
3/2	465
4/1	926
5/1	1035
6/1	215

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	82.2 %	1857	1857
				Arm 6 Left	6.00	17.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 Base + Lidl PM' (FG5: '2026 Base + Lidl PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	95	1035	1130
	B	59	0	158	217
	C	833	114	0	947
	Tot.	892	209	1193	2294

Traffic Lane Flows

Lane	Scenario 5: 2026 Base + Lidl PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	158
1/2 (with short)	217(In) 59(Out)
2/1	833
2/2	114
3/1	519
3/2	611
4/1	1193
5/1	892
6/1	209

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	81.7 %	1855	1855
				Arm 6 Left	6.00	18.3 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 Base + Lidl Sat' (FG6: '2026 Base + Lidl Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

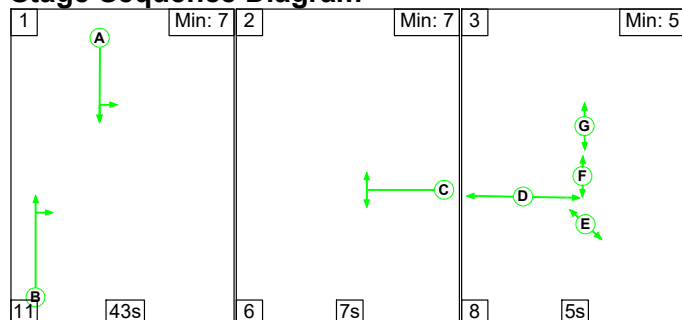
Origin	Destination				
		A	B	C	Tot.
	A	0	102	748	850
	B	92	0	184	276
	C	947	167	0	1114
	Tot.	1039	269	932	2240

Traffic Lane Flows

Lane	Scenario 6: 2026 Base + Lidl Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	184
1/2 (with short)	276(In) 92(Out)
2/1	947
2/2	167
3/1	381
3/2	469
4/1	932
5/1	1039
6/1	269

Lane Saturation Flows

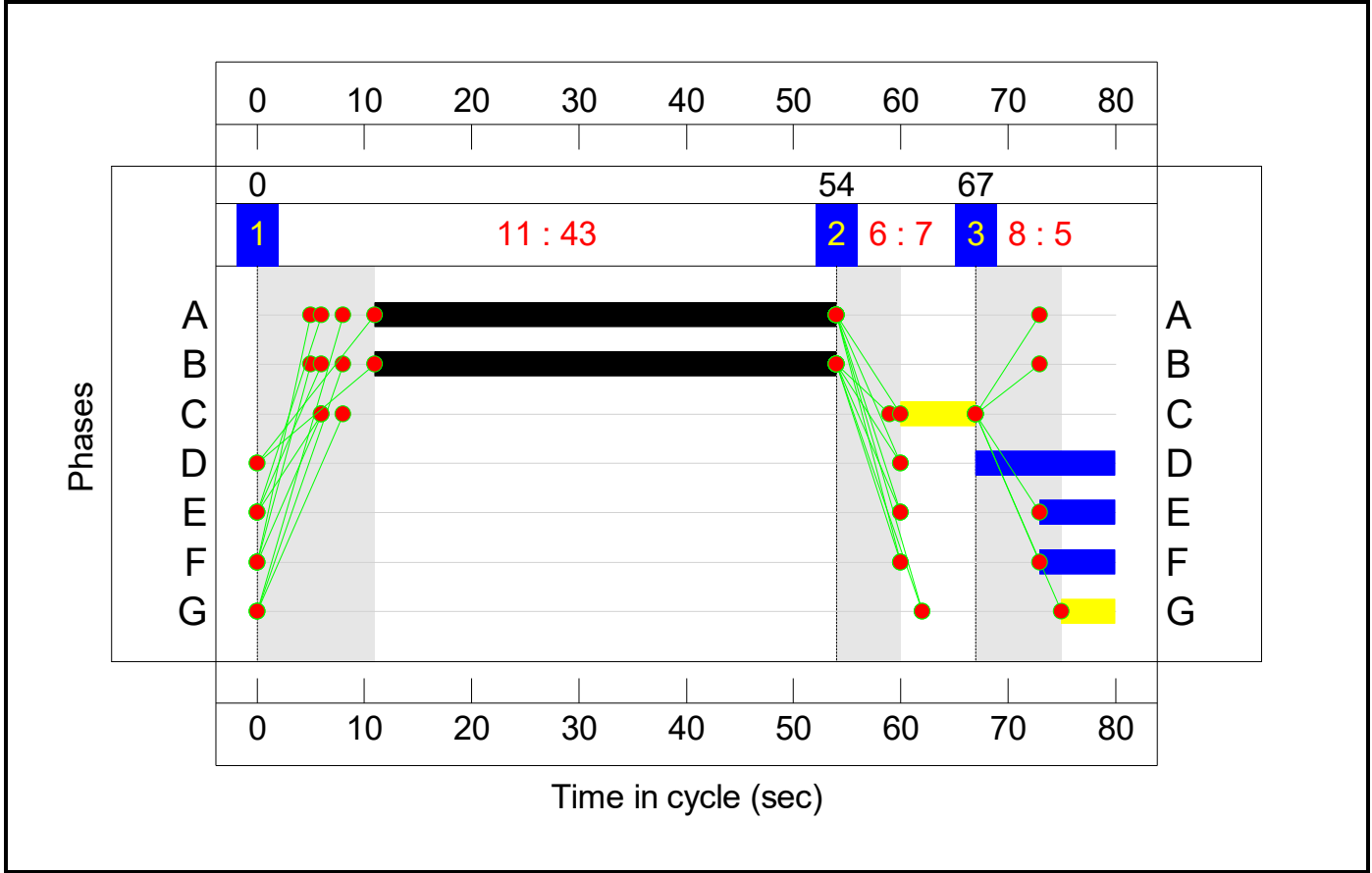
Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	73.2 %	1818	1818
				Arm 6 Left	6.00	26.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2021 Base PM' (FG1: '2021 Base PM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram**

Stage Timings

Stage	1	2	3
Duration	43	7	5
Change Point	0	54	67

Signal Timings Diagram



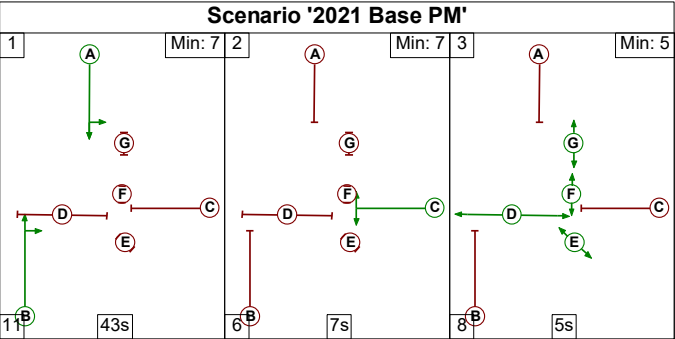
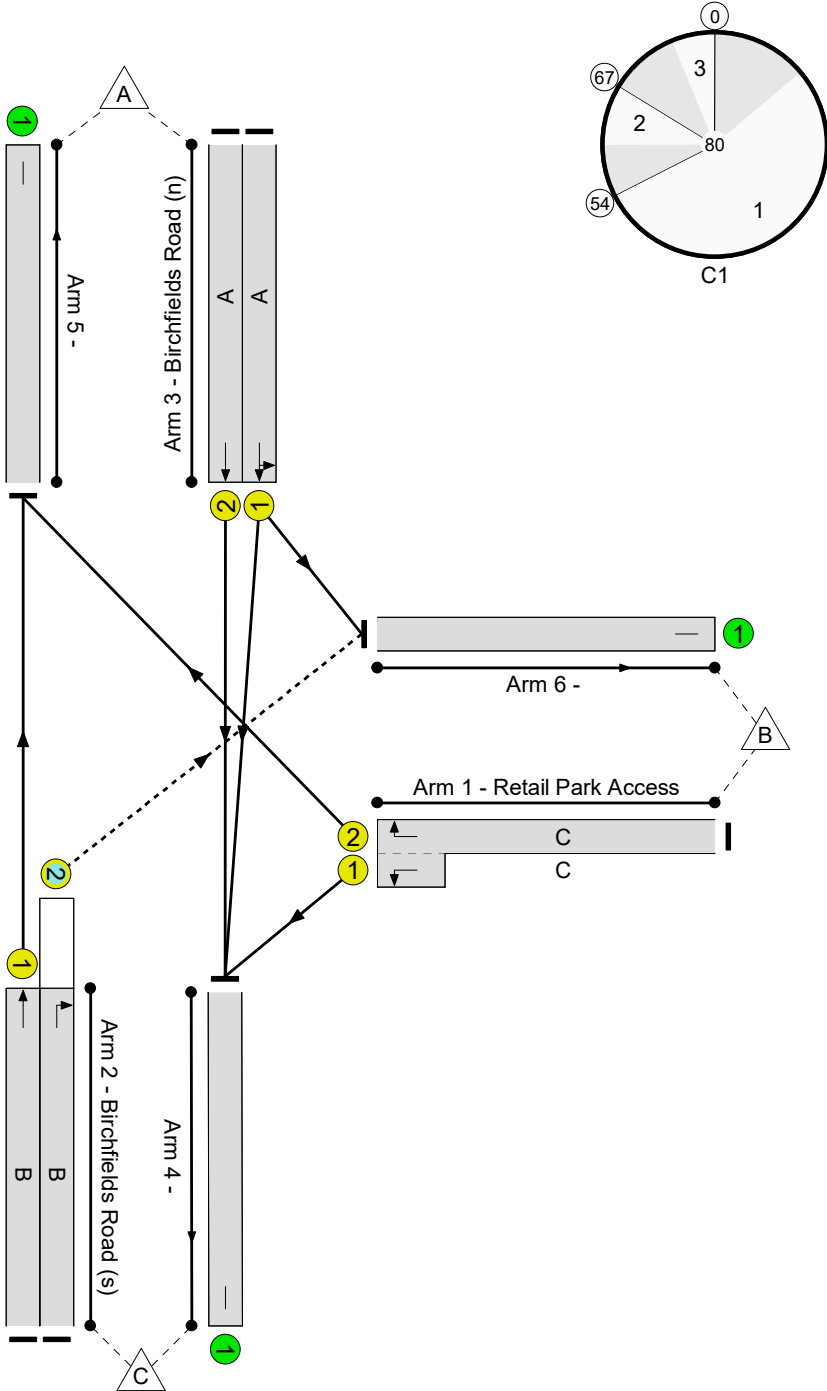
Full Input Data And Results

Network Layout Diagram

Birchfields Road / Retail Park Access

PRC: 18.2 %

Total Traffic Delay: 13.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.1%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	76.1%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	7	-	167	1820:1832	52+170	75.3 : 75.3%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	43	-	802	1915	1053	76.1%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	43	-	97	1782	193	50.4%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	43	-	494	1876	1032	47.9%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	43	-	575	2080	1144	50.3%
4/1		U	N/A	N/A	-		-	-	-	1130	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%

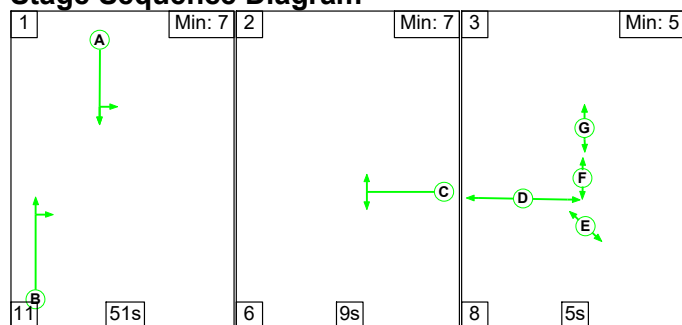
Full Input Data And Results

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Full Input Data And Results

Scenario 2: '2021 Base Sat' (FG2: '2021 Base Sat', Plan 1: 'Network Control Plan 1')

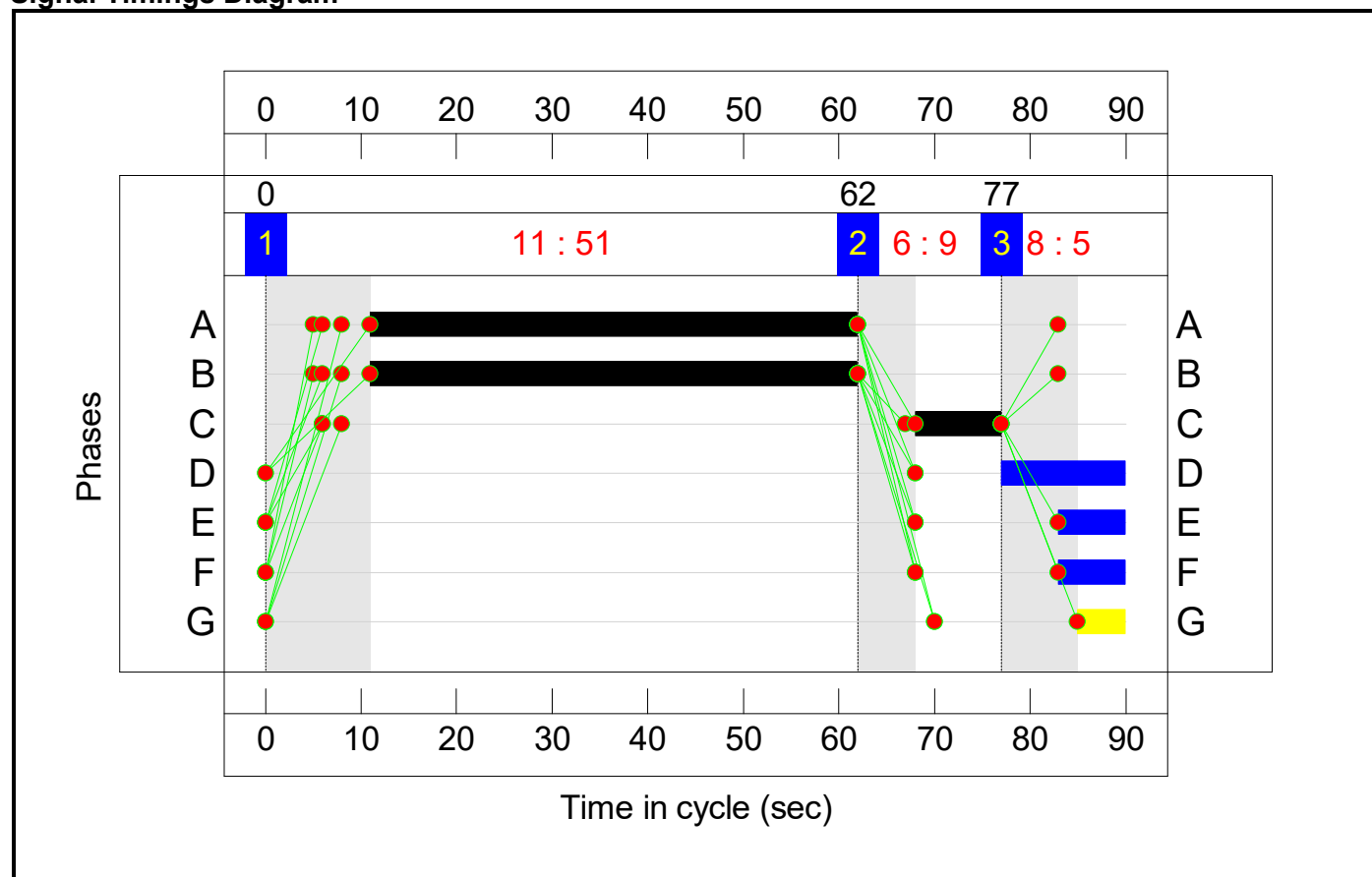
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	51	9	5
Change Point	0	62	77

Signal Timings Diagram



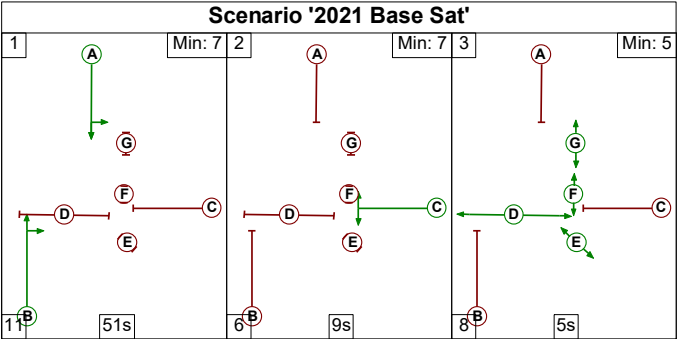
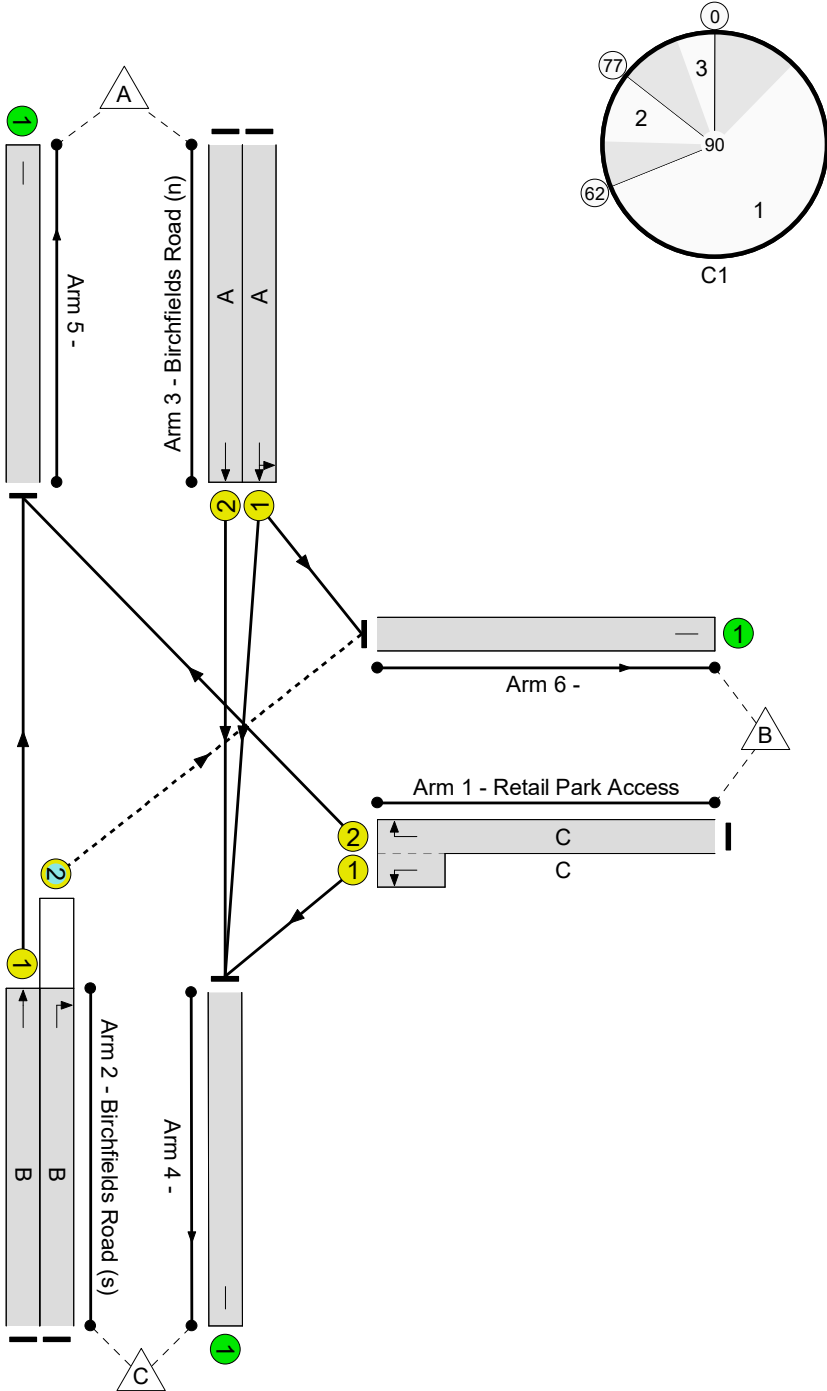
Full Input Data And Results

Network Layout Diagram

Birchfields Road / Retail Park Access

PRC: 8.7 %

Total Traffic Delay: 14.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	207	1820:1832	80+176	80.8 : 80.8%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	51	-	916	1915	1106	82.8%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	51	-	146	1782	335	43.6%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	51	-	367	1853	1071	34.3%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	51	-	442	2080	1202	36.8%
4/1		U	N/A	N/A	-		-	-	-	882	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%

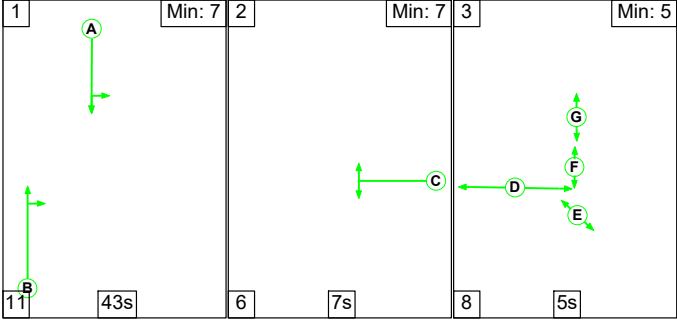
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	143	0	3	8.7	5.2	0.3	14.3	-	-	-	-
Birchfields Road / Retail Park Access	-	-	143	0	3	8.7	5.2	0.3	14.3	-	-	-	-
1/2+1/1	207	207	-	-	-	2.2	1.9	-	4.1	72.1	3.6	1.9	5.6
2/1	916	916	-	-	-	3.9	2.3	-	6.3	24.6	18.3	2.3	20.7
2/2	146	146	143	0	3	0.4	0.4	0.3	1.1	26.0	1.7	0.4	2.0
3/1	367	367	-	-	-	1.0	0.3	-	1.3	12.6	4.8	0.3	5.1
3/2	442	442	-	-	-	1.3	0.3	-	1.5	12.6	5.9	0.3	6.2
4/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 14.28 Cycle Time (s): 90 PRC Over All Lanes (%): 8.7 Total Delay Over All Lanes(pcuHr): 14.28													

Full Input Data And Results

Scenario 3: '2026 Base PM' (FG3: '2026 Base PM', Plan 1: 'Network Control Plan 1')

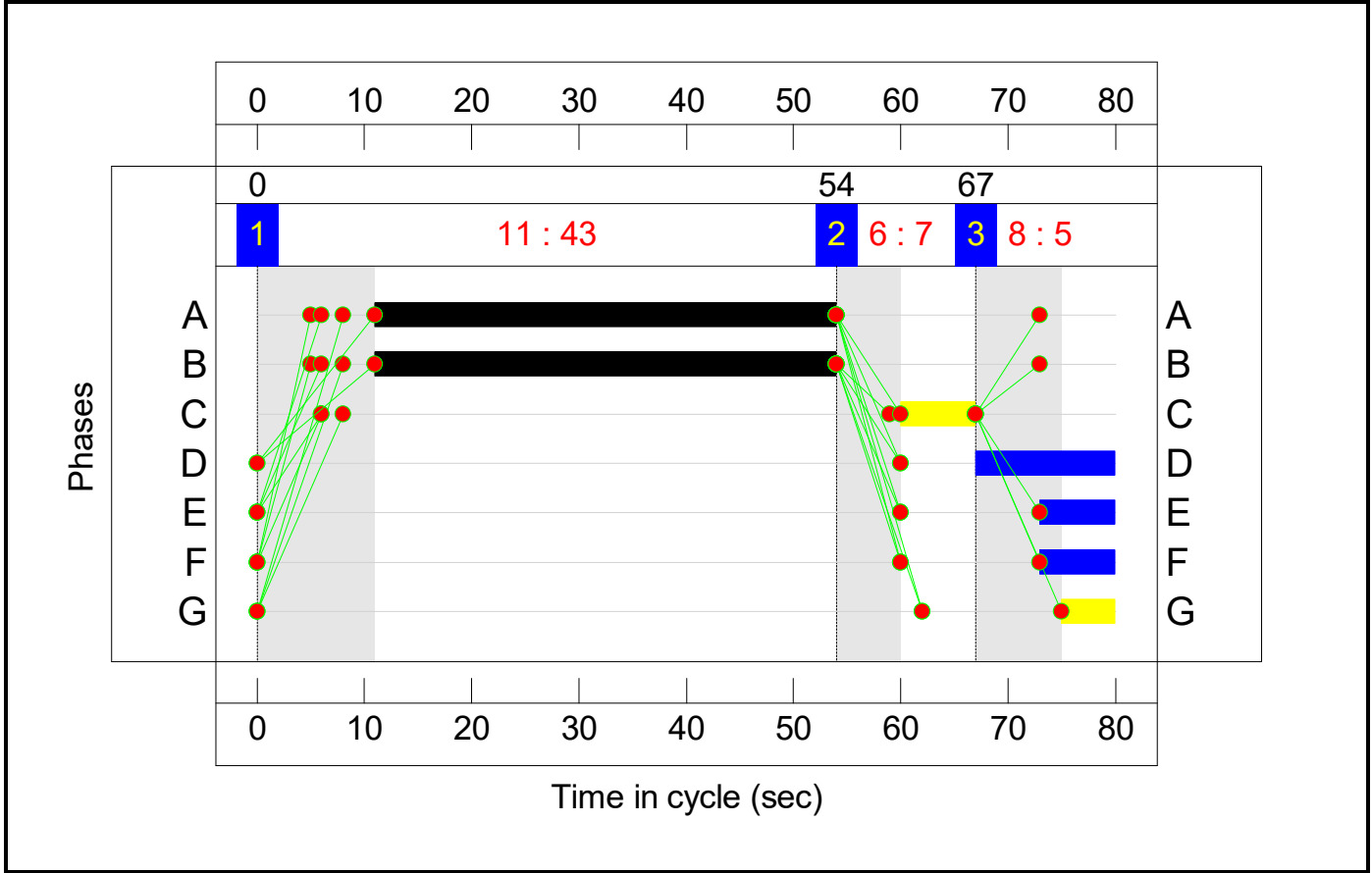
Stage Sequence Diagram



Stage Timings

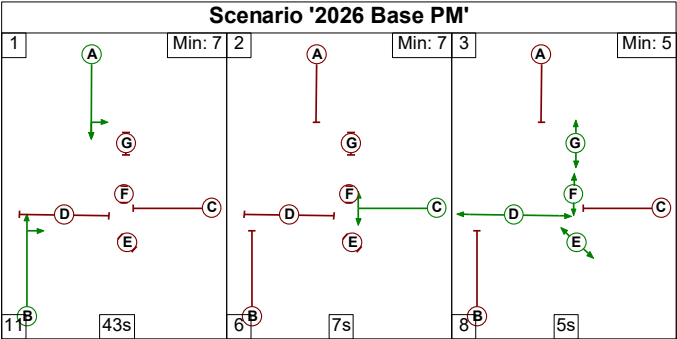
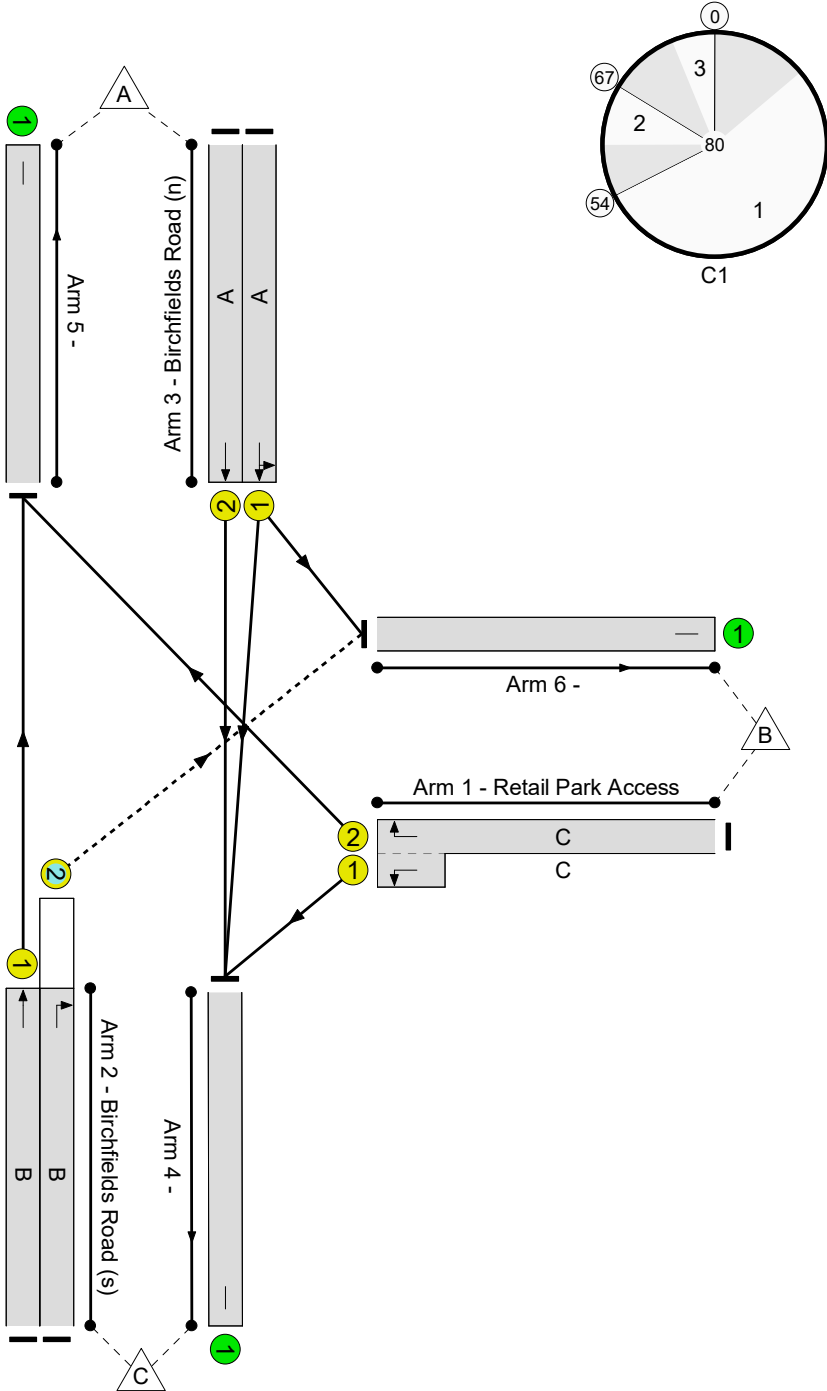
Stage	1	2	3
Duration	43	7	5
Change Point	0	54	67

Signal Timings Diagram



Birchfields Road / Retail Park Access

PRC: 11.4 %
Total Traffic Delay: 14.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	7	-	167	1820:1832	52+170	75.3 : 75.3%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	43	-	851	1915	1053	80.8%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	43	-	97	1782	165	58.9%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	43	-	525	1880	1034	50.8%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	43	-	606	2080	1144	53.0%
4/1		U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%

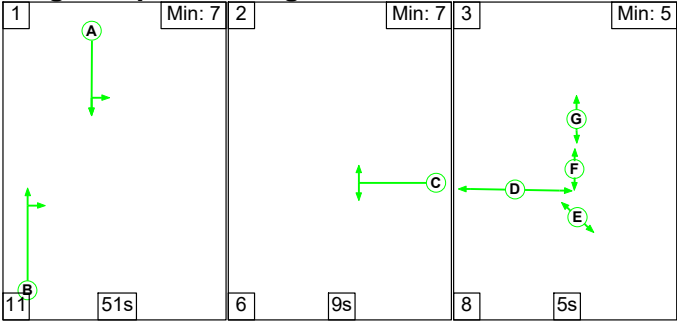
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	75	0	22	8.8	5.3	0.5	14.6	-	-	-	-
Birchfields Road / Retail Park Access	-	-	75	0	22	8.8	5.3	0.5	14.6	-	-	-	-
1/2+1/1	167	167	-	-	-	1.6	1.4	-	3.0	65.6	2.7	1.4	4.2
2/1	851	851	-	-	-	3.4	2.1	-	5.5	23.3	15.1	2.1	17.2
2/2	97	97	75	0	22	0.2	0.7	0.5	1.4	53.0	1.0	0.7	1.7
3/1	525	525	-	-	-	1.6	0.5	-	2.2	14.8	7.1	0.5	7.7
3/2	606	606	-	-	-	1.9	0.6	-	2.5	14.8	8.4	0.6	9.0
4/1	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 11.4 Total Delay for Signalled Lanes (pcuHr): 14.62 Cycle Time (s): 80 PRC Over All Lanes (%): 11.4 Total Delay Over All Lanes(pcuHr): 14.62													

Full Input Data And Results

Scenario 4: '2026 Base Sat' (FG4: '2026 Base Sat', Plan 1: 'Network Control Plan 1')

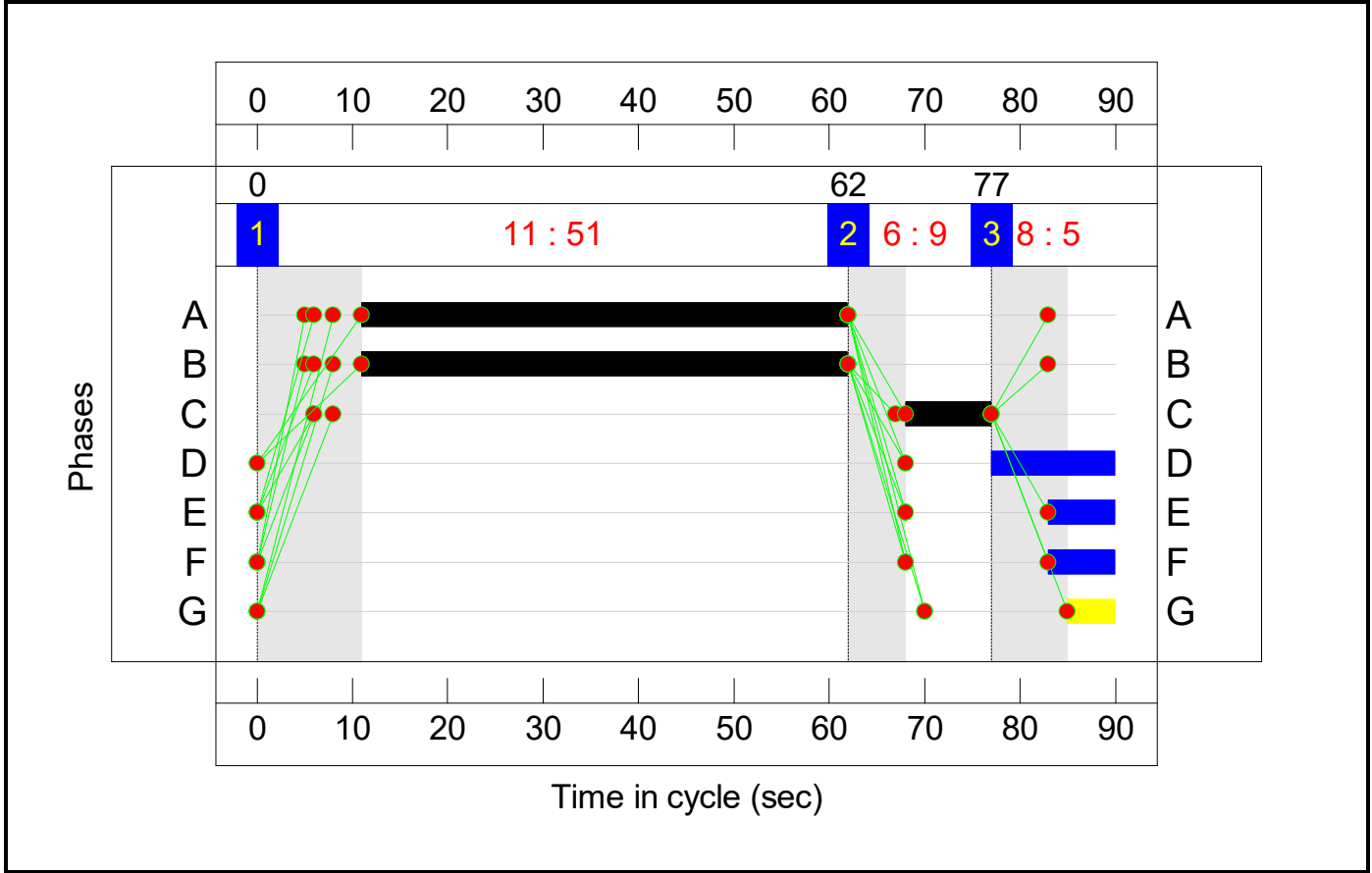
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	51	9	5
Change Point	0	62	77

Signal Timings Diagram

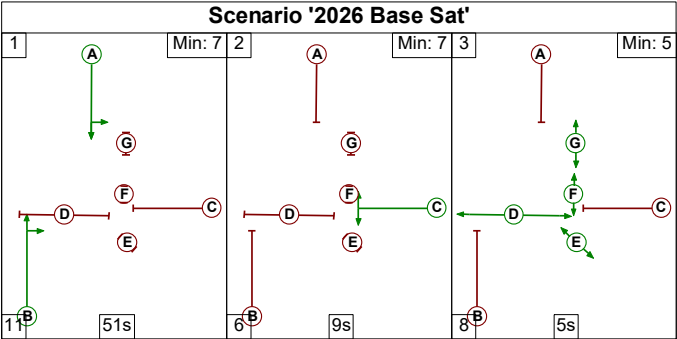
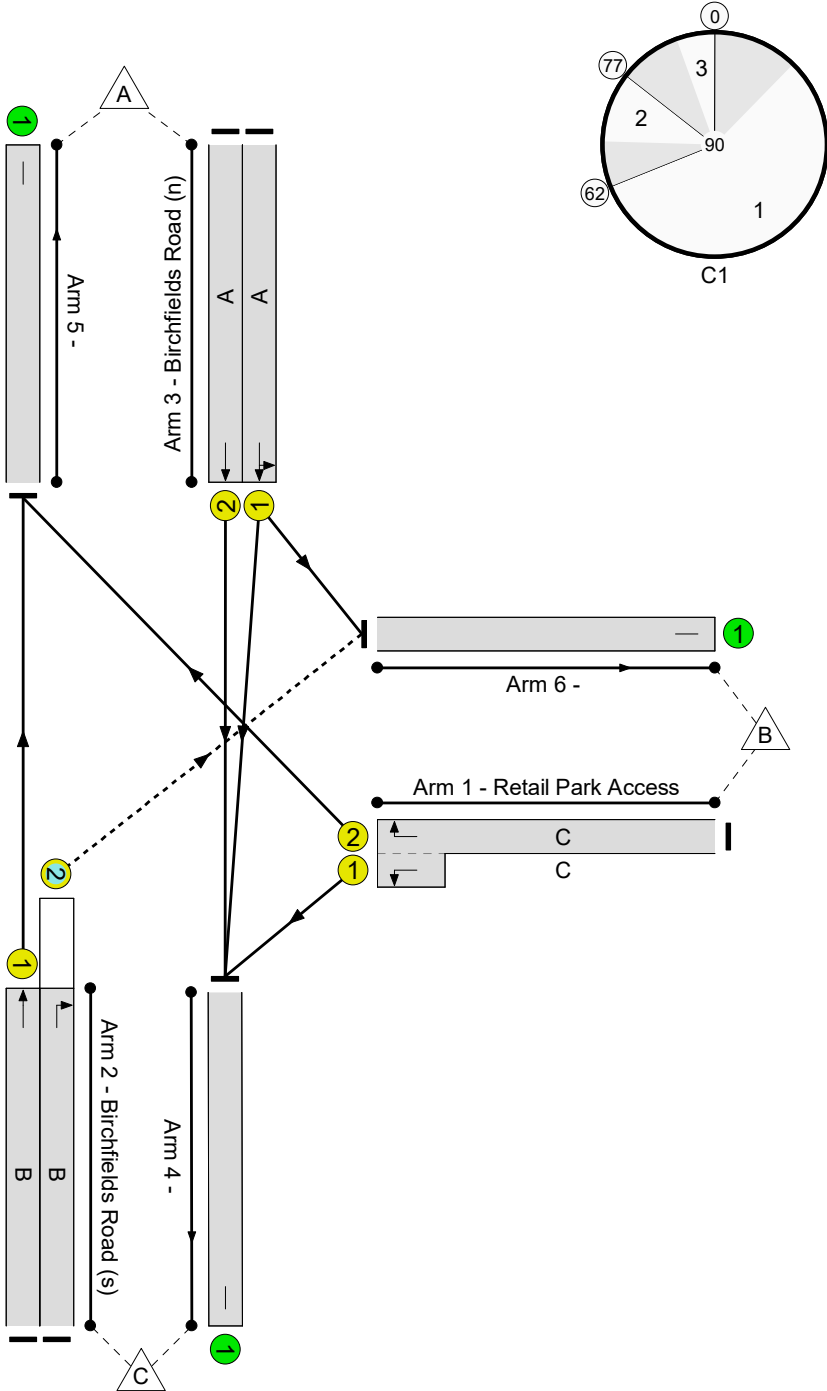


Full Input Data And Results

Network Layout Diagram

Birchfields Road / Retail Park Access

PRC: 2.7 %
Total Traffic Delay: 16.1 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	207	1820:1832	80+176	80.8 : 80.8%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	51	-	970	1915	1106	87.7%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	51	-	146	1782	312	46.8%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	51	-	388	1857	1073	36.2%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	51	-	465	2080	1202	38.7%
4/1		U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%

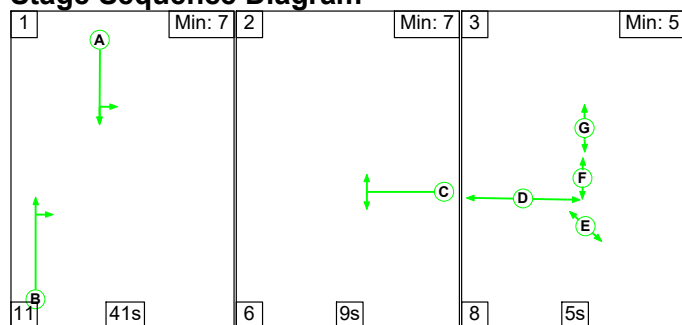
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	143	0	3	9.4	6.4	0.3	16.1	-	-	-	-
Birchfields Road / Retail Park Access	-	-	143	0	3	9.4	6.4	0.3	16.1	-	-	-	-
1/2+1/1	207	207	-	-	-	2.2	1.9	-	4.1	72.1	3.6	1.9	5.6
2/1	970	970	-	-	-	4.4	3.4	-	7.8	28.8	20.7	3.4	24.1
2/2	146	146	143	0	3	0.4	0.4	0.3	1.1	28.0	1.7	0.4	2.1
3/1	388	388	-	-	-	1.1	0.3	-	1.4	12.8	5.2	0.3	5.5
3/2	465	465	-	-	-	1.3	0.3	-	1.6	12.8	6.2	0.3	6.5
4/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 2.7 Total Delay for Signalled Lanes (pcuHr): 16.07 Cycle Time (s): 90 PRC Over All Lanes (%): 2.7 Total Delay Over All Lanes(pcuHr): 16.07													

Full Input Data And Results

Scenario 5: '2026 Base + Lidl PM' (FG5: '2026 Base + Lidl PM', Plan 1: 'Network Control Plan 1')

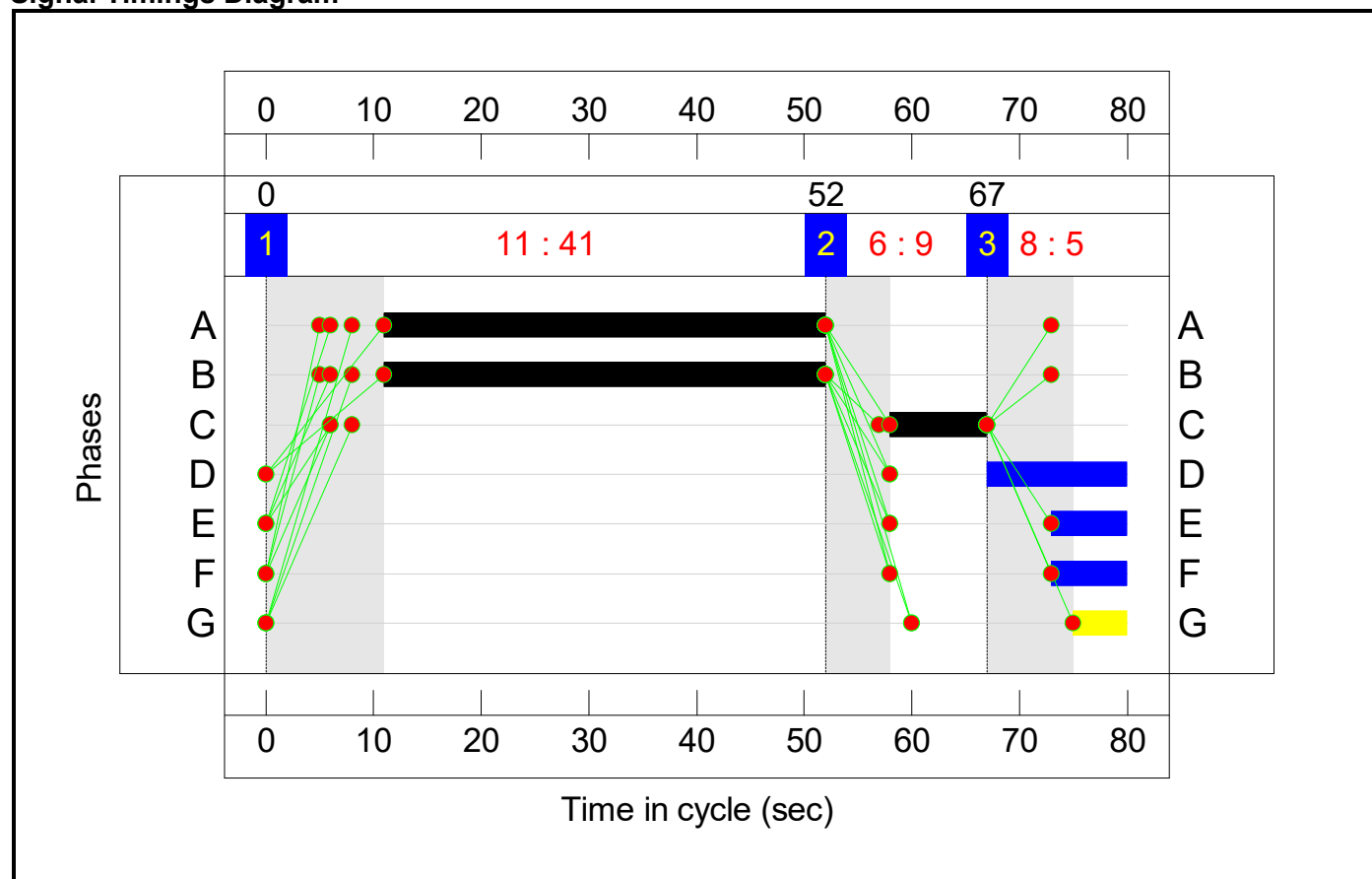
Stage Sequence Diagram



Stage Timings

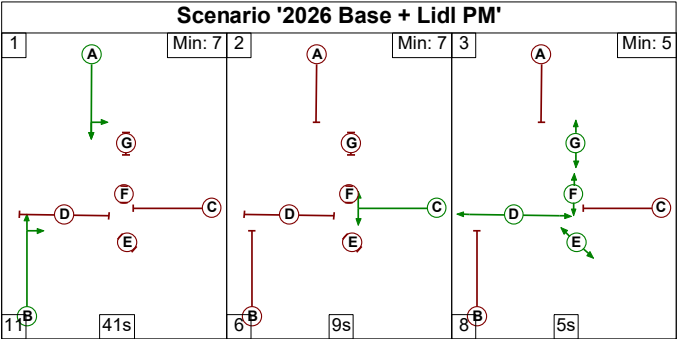
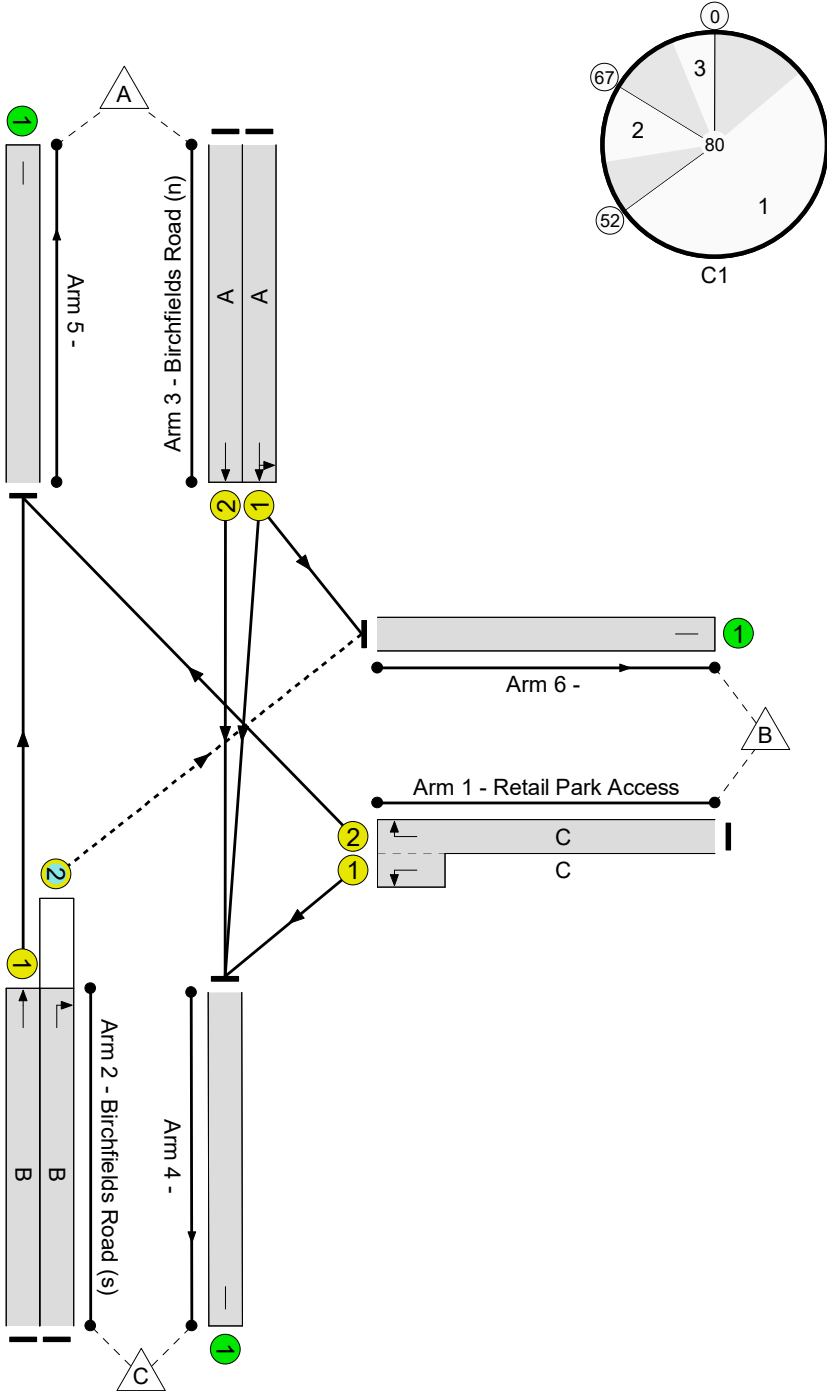
Stage	1	2	3
Duration	41	9	5
Change Point	0	52	67

Signal Timings Diagram



Birchfields Road / Retail Park Access

PRC: 8.6 %
Total Traffic Delay: 17.2 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	217	1820:1832	75+202	78.4 : 78.4%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	41	-	833	1915	1005	82.9%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	41	-	114	1782	157	72.5%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	41	-	519	1855	974	53.3%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	41	-	611	2080	1092	56.0%
4/1		U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%

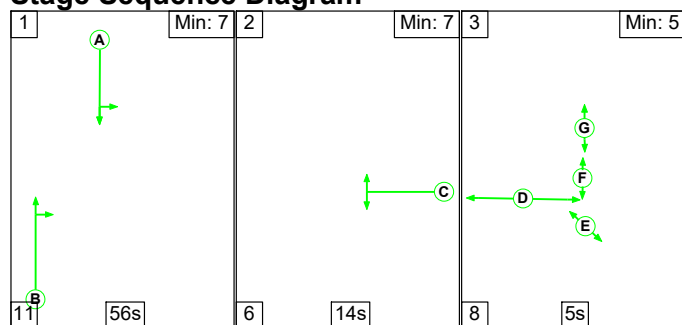
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	67	0	47	10.0	6.5	0.7	17.2	-	-	-	-
Birchfields Road / Retail Park Access	-	-	67	0	47	10.0	6.5	0.7	17.2	-	-	-	-
1/2+1/1	217	217	-	-	-	2.0	1.7	-	3.7	61.6	3.5	1.7	5.2
2/1	833	833	-	-	-	3.7	2.4	-	6.0	26.1	15.5	2.4	17.9
2/2	114	114	67	0	47	0.3	1.2	0.7	2.2	70.0	1.3	1.2	2.5
3/1	519	519	-	-	-	1.8	0.6	-	2.4	16.5	7.5	0.6	8.1
3/2	611	611	-	-	-	2.2	0.6	-	2.8	16.5	9.0	0.6	9.6
4/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 8.6 Total Delay for Signalled Lanes (pcuHr): 17.16 Cycle Time (s): 80 PRC Over All Lanes (%): 8.6 Total Delay Over All Lanes(pcuHr): 17.16													

Full Input Data And Results

Scenario 6: '2026 Base + Lidl Sat' (FG6: '2026 Base + Lidl Sat', Plan 1: 'Network Control Plan 1')

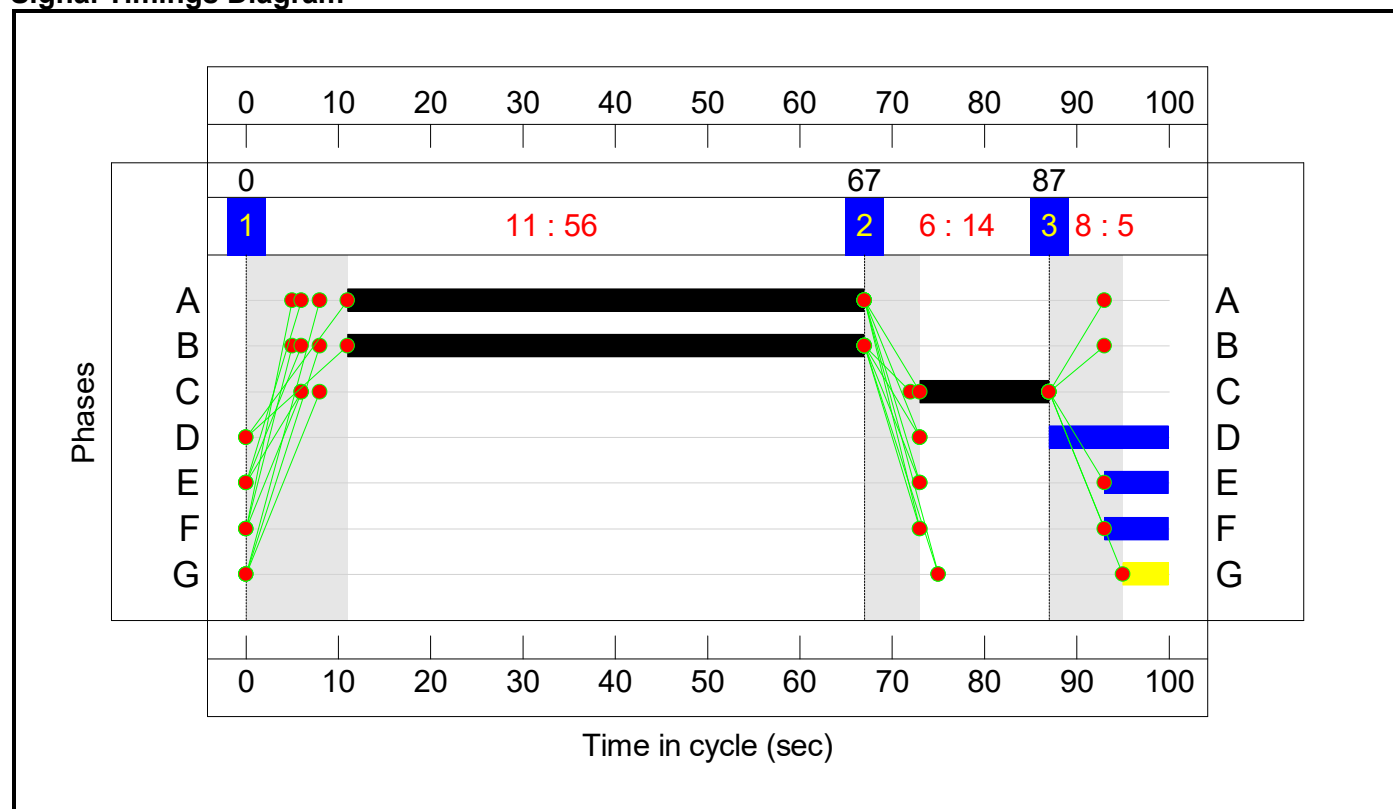
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	56	14	5
Change Point	0	67	87

Signal Timings Diagram

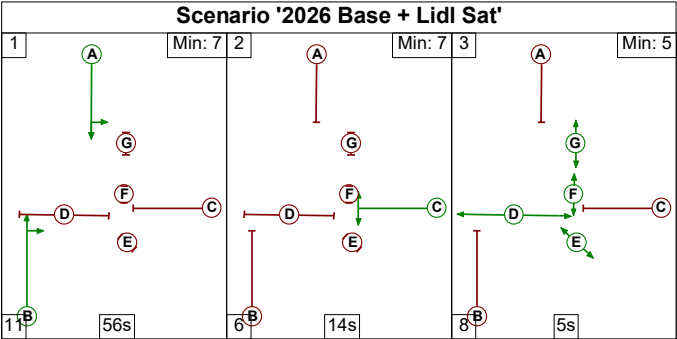
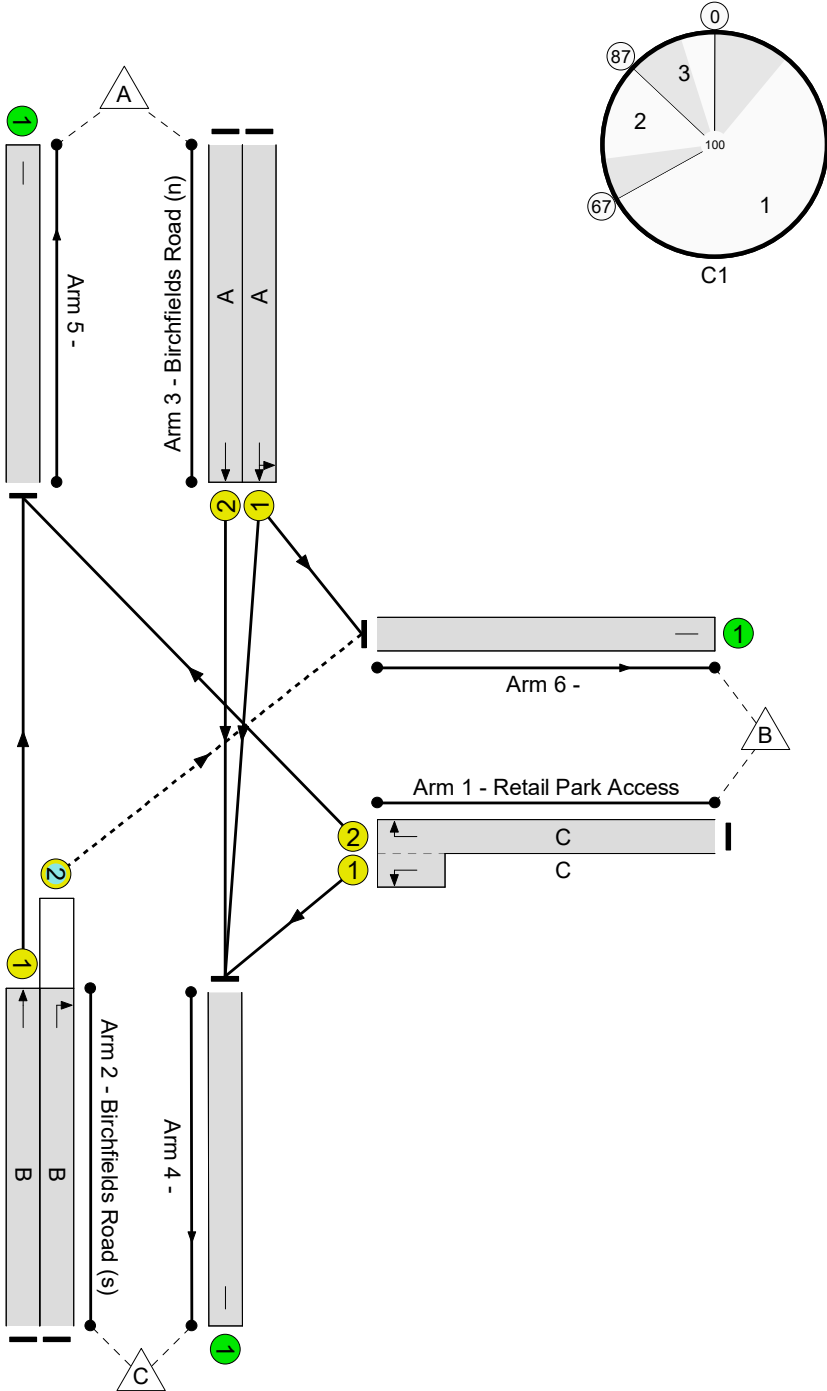


Full Input Data And Results

Network Layout Diagram

Birchfields Road / Retail Park Access

PRC: 3.7 %
Total Traffic Delay: 18.6 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	14	-	276	1820:1832	109+218	84.5 : 84.5%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	56	-	947	1915	1092	86.8%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	56	-	167	1782	297	56.1%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	56	-	381	1818	1036	36.8%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	56	-	469	2080	1186	39.6%
4/1		U	N/A	N/A	-		-	-	-	932	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1039	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	164	0	3	11.2	6.9	0.5	18.6	-	-	-	-
Birchfields Road / Retail Park Access	-	-	164	0	3	11.2	6.9	0.5	18.6	-	-	-	-
1/2+1/1	276	276	-	-	-	3.1	2.5	-	5.6	72.7	5.9	2.5	8.3
2/1	947	947	-	-	-	4.8	3.1	-	8.0	30.2	22.4	3.1	25.5
2/2	167	167	164	0	3	0.5	0.6	0.5	1.6	35.3	2.2	0.6	2.8
3/1	381	381	-	-	-	1.2	0.3	-	1.5	14.4	5.7	0.3	6.0
3/2	469	469	-	-	-	1.6	0.3	-	1.9	14.5	7.2	0.3	7.5
4/1	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 3.7 Total Delay for Signalled Lanes (pcuHr): 18.57 Cycle Time (s): 100 PRC Over All Lanes (%): 3.7 Total Delay Over All Lanes(pcuHr): 18.57													

S|C|P

APPENDIX 9

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

Filename: Fallowfield.j9

Path: Z:\Job Library\2020\200272 - Lidl_Fallowfield_Retail_Park\Traffic Data\ARCADY

Report generation date: 06/08/2021 12:49:30

»2026, PM
 »2026, SAT
 »2026 + Lidl, PM
 »2026 + Lidl, SAT
 »2021, PM
 »2021, SAT
 »2021 + Lidl, PM
 »2021 + Lidl , SAT

Summary of junction performance

	PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026									
1 - Moseley Road West	D1	6.8	28.38	0.88	D	D2	5.1	23.18	0.84	C
2 - Birchfields Road		485.6	1721.54	1.35	F		9.2	38.57	0.91	E
3 - Moseley Road East		1.6	5.25	0.62	A		2.1	6.35	0.68	A
	2026 + Lidl									
1 - Moseley Road West	D3	6.7	27.89	0.87	D	D4	4.9	22.67	0.84	C
2 - Birchfields Road		481.2	1705.93	1.34	F		13.2	54.12	0.94	F
3 - Moseley Road East		1.6	5.23	0.62	A		2.2	6.65	0.69	A
	2021									
1 - Moseley Road West	D5	4.1	18.12	0.81	C	D6	3.4	16.14	0.77	C
2 - Birchfields Road		347.9	1209.53	1.24	F		5.2	22.88	0.84	C
3 - Moseley Road East		1.4	4.83	0.58	A		1.5	5.07	0.60	A
	2021 + Lidl									
1 - Moseley Road West	D7	4.1	17.91	0.81	C	D8	3.3	15.82	0.77	C
2 - Birchfields Road		343.4	1194.25	1.24	F		7.6	31.95	0.89	D
3 - Moseley Road East		1.4	4.82	0.58	A		1.6	5.38	0.61	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.

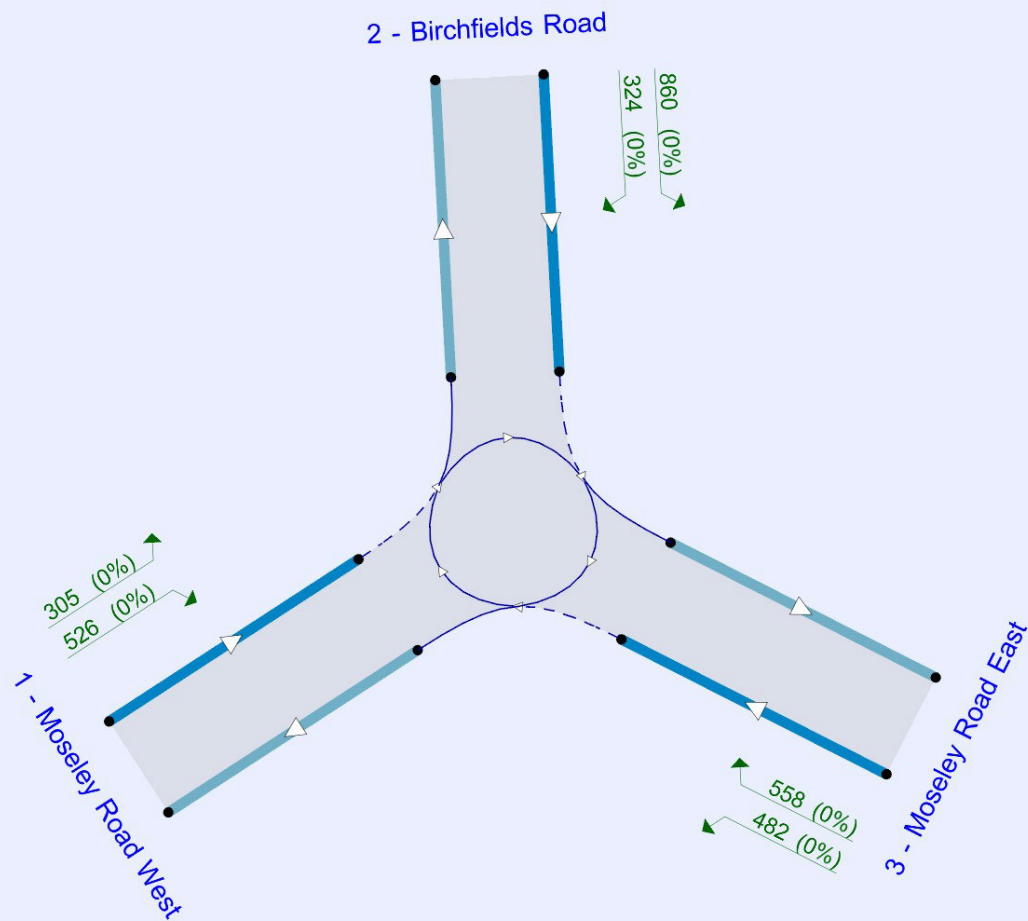
File summary

File Description

Title	
Location	
Site number	
Date	08/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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)
D1	2026	PM	FLAT	15:45	17:15	90	15
D2	2026	SAT	FLAT	13:30	15:00	90	15
D3	2026 + Lidl	PM	FLAT	15:45	17:15	90	15
D4	2026 + Lidl	SAT	FLAT	13:30	15:00	90	15
D5	2021	PM	FLAT	15:45	17:15	90	15
D6	2021	SAT	FLAT	13:30	15:00	90	15
D7	2021 + Lidl	PM	FLAT	15:45	17:15	90	15
D8	2021 + Lidl	SAT	FLAT	13:30	15:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	675.36	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Moseley Road West	
2	Birchfields Road	
3	Moseley Road East	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Moseley Road West	6.30	6.30	10.00	5.1	15.67	9.50	0.0	✓
2 - Birchfields Road	5.20	5.20	9.30	10.8	15.45	10.82	0.0	✓
3 - Moseley Road East	5.40	5.40	9.10	22.7	20.00	20.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Moseley Road West	0.648	1397
2 - Birchfields Road	0.636	1293
3 - Moseley Road East	0.967	2044

The slope and intercept shown above include any corrections and adjustments.

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)
D1	2026	PM	FLAT	15:45	17:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	886	100.000
2 - Birchfields Road		✓	1257	100.000
3 - Moseley Road East		✓	1107	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	324	558
	2 - Birchfields Road	344	0	913
	3 - Moseley Road East	512	592	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	886	886
	16:00-16:15	886	886
	16:15-16:30	886	886
	16:30-16:45	886	886
	16:45-17:00	886	886
	17:00-17:15	886	886
2 - Birchfields Road	15:45-16:00	1257	1257
	16:00-16:15	1257	1257
	16:15-16:30	1257	1257
	16:30-16:45	1257	1257
	16:45-17:00	1257	1257
	17:00-17:15	1257	1257
3 - Moseley Road East	15:45-16:00	1107	1107
	16:00-16:15	1107	1107
	16:15-16:30	1107	1107
	16:30-16:45	1107	1107
	16:45-17:00	1107	1107
	17:00-17:15	1107	1107

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.88	28.38	6.8	D
2 - Birchfields Road	1.35	1721.54	485.6	F
3 - Moseley Road East	0.62	5.25	1.6	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	592	1013	0.874	863	5.7	21.474	C
2 - Birchfields Road	1257	550	943	1.333	931	81.4	164.673	F
3 - Moseley Road East	1107	259	1794	0.617	1101	1.6	5.147	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	884	6.3	27.213	D
2 - Birchfields Road	1257	564	934	1.345	934	162.2	476.746	F
3 - Moseley Road East	1107	260	1793	0.617	1107	1.6	5.246	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	885	6.5	27.871	D
2 - Birchfields Road	1257	564	934	1.346	934	243.0	787.055	F
3 - Moseley Road East	1107	260	1793	0.617	1107	1.6	5.245	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	886	6.7	28.139	D
2 - Birchfields Road	1257	565	934	1.346	934	323.8	1098.242	F
3 - Moseley Road East	1107	259	1793	0.617	1107	1.6	5.245	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	886	6.7	28.285	D
2 - Birchfields Road	1257	565	934	1.346	934	404.7	1409.837	F
3 - Moseley Road East	1107	259	1793	0.617	1107	1.6	5.244	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	886	6.8	28.375	D
2 - Birchfields Road	1257	565	934	1.347	933	485.6	1721.538	F
3 - Moseley Road East	1107	259	1793	0.617	1107	1.6	5.244	A

2026, SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.99	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D2	2026	SAT	FLAT	13:30	15:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	801	100.000
2 - Birchfields Road		✓	892	100.000
3 - Moseley Road East		✓	1190	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	312	485
	2 - Birchfields Road	292	1	599
	3 - Moseley Road East	510	680	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	801	801
	13:45-14:00	801	801
	14:00-14:15	801	801
	14:15-14:30	801	801
	14:30-14:45	801	801
	14:45-15:00	801	801
2 - Birchfields Road	13:30-13:45	892	892
	13:45-14:00	892	892
	14:00-14:15	892	892
	14:15-14:30	892	892
	14:30-14:45	892	892
	14:45-15:00	892	892
3 - Moseley Road East	13:30-13:45	1190	1190
	13:45-14:00	1190	1190
	14:00-14:15	1190	1190
	14:15-14:30	1190	1190
	14:30-14:45	1190	1190
	14:45-15:00	1190	1190

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.84	23.18	5.1	C
2 - Birchfields Road	0.91	38.57	9.2	E
3 - Moseley Road East	0.68	6.35	2.1	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	676	958	0.836	783	4.5	18.975	C
2 - Birchfields Road	892	478	989	0.902	864	6.9	25.049	D
3 - Moseley Road East	1190	288	1766	0.674	1182	2.0	6.083	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	800	4.8	22.676	C
2 - Birchfields Road	892	488	982	0.908	887	8.1	34.949	D
3 - Moseley Road East	1190	295	1759	0.677	1190	2.1	6.326	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	801	4.9	22.977	C
2 - Birchfields Road	892	489	982	0.908	890	8.6	36.877	E
3 - Moseley Road East	1190	296	1758	0.677	1190	2.1	6.338	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	801	5.0	23.088	C
2 - Birchfields Road	892	489	982	0.908	891	8.9	37.748	E
3 - Moseley Road East	1190	297	1757	0.677	1190	2.1	6.344	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	801	5.0	23.128	C
2 - Birchfields Road	892	489	982	0.909	891	9.1	38.249	E
3 - Moseley Road East	1190	297	1757	0.677	1190	2.1	6.345	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	801	5.1	23.182	C
2 - Birchfields Road	892	489	982	0.909	891	9.2	38.573	E
3 - Moseley Road East	1190	297	1757	0.677	1190	2.1	6.346	A

2026 + Lidl, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	668.83	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D3	2026 + Lidl	PM	FLAT	15:45	17:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	885	100.000
2 - Birchfields Road		✓	1254	100.000
3 - Moseley Road East		✓	1105	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	323	558
	2 - Birchfields Road	343	0	911
	3 - Moseley Road East	512	590	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	885	885
	16:00-16:15	885	885
	16:15-16:30	885	885
	16:30-16:45	885	885
	16:45-17:00	885	885
	17:00-17:15	885	885
2 - Birchfields Road	15:45-16:00	1254	1254
	16:00-16:15	1254	1254
	16:15-16:30	1254	1254
	16:30-16:45	1254	1254
	16:45-17:00	1254	1254
	17:00-17:15	1254	1254
3 - Moseley Road East	15:45-16:00	1105	1105
	16:00-16:15	1105	1105
	16:15-16:30	1105	1105
	16:30-16:45	1105	1105
	16:45-17:00	1105	1105
	17:00-17:15	1105	1105

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.87	27.89	6.7	D
2 - Birchfields Road	1.34	1705.93	481.2	F
3 - Moseley Road East	0.62	5.23	1.6	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	590	1015	0.872	862	5.7	21.245	C
2 - Birchfields Road	1254	551	943	1.330	931	80.7	163.390	F
3 - Moseley Road East	1105	259	1794	0.616	1099	1.6	5.131	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	883	6.2	26.797	D
2 - Birchfields Road	1254	564	934	1.342	934	160.7	472.676	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.229	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	884	6.4	27.415	D
2 - Birchfields Road	1254	564	934	1.343	934	240.8	780.106	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.229	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	885	6.6	27.664	D
2 - Birchfields Road	1254	565	934	1.343	934	320.9	1088.408	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.228	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	885	6.6	27.800	D
2 - Birchfields Road	1254	565	934	1.343	934	401.0	1397.114	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.228	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	885	6.7	27.885	D
2 - Birchfields Road	1254	565	934	1.343	933	481.2	1705.927	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.228	A

2026 + Lidl, SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	26.10	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2026 + Lidl	SAT	FLAT	13:30	15:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	800	100.000
2 - Birchfields Road		✓	922	100.000
3 - Moseley Road East		✓	1186	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	311	485
	2 - Birchfields Road	323	1	598
	3 - Moseley Road East	510	676	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	800	800
	13:45-14:00	800	800
	14:00-14:15	800	800
	14:15-14:30	800	800
	14:30-14:45	800	800
	14:45-15:00	800	800
2 - Birchfields Road	13:30-13:45	922	922
	13:45-14:00	922	922
	14:00-14:15	922	922
	14:15-14:30	922	922
	14:30-14:45	922	922
	14:45-15:00	922	922
3 - Moseley Road East	13:30-13:45	1186	1186
	13:45-14:00	1186	1186
	14:00-14:15	1186	1186
	14:15-14:30	1186	1186
	14:30-14:45	1186	1186
	14:45-15:00	1186	1186

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.84	22.67	4.9	C
2 - Birchfields Road	0.94	54.12	13.2	F
3 - Moseley Road East	0.69	6.65	2.2	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	672	961	0.832	782	4.4	18.663	C
2 - Birchfields Road	922	478	989	0.933	887	8.7	29.290	D
3 - Moseley Road East	1186	316	1739	0.682	1178	2.1	6.323	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	799	4.7	22.198	C
2 - Birchfields Road	922	488	982	0.939	914	10.8	44.856	E
3 - Moseley Road East	1186	325	1730	0.686	1186	2.1	6.613	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	800	4.8	22.477	C
2 - Birchfields Road	922	489	982	0.939	918	11.8	49.222	E
3 - Moseley Road East	1186	327	1728	0.686	1186	2.2	6.632	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	800	4.9	22.579	C
2 - Birchfields Road	922	489	982	0.939	919	12.5	51.571	F
3 - Moseley Road East	1186	327	1728	0.686	1186	2.2	6.641	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	800	4.9	22.631	C
2 - Birchfields Road	922	489	982	0.939	920	12.9	53.070	F
3 - Moseley Road East	1186	327	1728	0.686	1186	2.2	6.645	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	800	4.9	22.665	C
2 - Birchfields Road	922	489	982	0.939	921	13.2	54.119	F
3 - Moseley Road East	1186	328	1728	0.687	1186	2.2	6.647	A

2021, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	474.28	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2021	PM	FLAT	15:45	17:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	835	100.000
2 - Birchfields Road		✓	1184	100.000
3 - Moseley Road East		✓	1043	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	305	526
	2 - Birchfields Road	324	0	860
	3 - Moseley Road East	482	558	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	835	835
	16:00-16:15	835	835
	16:15-16:30	835	835
	16:30-16:45	835	835
	16:45-17:00	835	835
	17:00-17:15	835	835
2 - Birchfields Road	15:45-16:00	1184	1184
	16:00-16:15	1184	1184
	16:15-16:30	1184	1184
	16:30-16:45	1184	1184
	16:45-17:00	1184	1184
	17:00-17:15	1184	1184
3 - Moseley Road East	15:45-16:00	1043	1043
	16:00-16:15	1043	1043
	16:15-16:30	1043	1043
	16:30-16:45	1043	1043
	16:45-17:00	1043	1043
	17:00-17:15	1043	1043

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.81	18.12	4.1	C
2 - Birchfields Road	1.24	1209.53	347.9	F
3 - Moseley Road East	0.58	4.83	1.4	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	558	1035	0.807	820	3.8	15.769	C
2 - Birchfields Road	1184	523	960	1.233	944	60.0	122.703	F
3 - Moseley Road East	1043	262	1791	0.583	1037	1.4	4.747	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	834	4.0	17.926	C
2 - Birchfields Road	1184	533	954	1.241	953	117.6	343.402	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	835	4.1	18.051	C
2 - Birchfields Road	1184	533	954	1.241	954	175.2	559.162	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	835	4.1	18.085	C
2 - Birchfields Road	1184	533	954	1.241	954	232.7	775.709	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	835	4.1	18.107	C
2 - Birchfields Road	1184	533	954	1.241	954	290.3	992.553	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	835	4.1	18.119	C
2 - Birchfields Road	1184	533	954	1.241	954	347.9	1209.532	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

2021, SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	13.85	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2021	SAT	FLAT	13:30	15:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	758	100.000
2 - Birchfields Road		✓	842	100.000
3 - Moseley Road East		✓	1062	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	5	295	458
	2 - Birchfields Road	276	0	566
	3 - Moseley Road East	420	642	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	758	758
	13:45-14:00	758	758
	14:00-14:15	758	758
	14:15-14:30	758	758
	14:30-14:45	758	758
	14:45-15:00	758	758
2 - Birchfields Road	13:30-13:45	842	842
	13:45-14:00	842	842
	14:00-14:15	842	842
	14:15-14:30	842	842
	14:30-14:45	842	842
	14:45-15:00	842	842
3 - Moseley Road East	13:30-13:45	1062	1062
	13:45-14:00	1062	1062
	14:00-14:15	1062	1062
	14:15-14:30	1062	1062
	14:30-14:45	1062	1062
	14:45-15:00	1062	1062

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.77	16.14	3.4	C
2 - Birchfields Road	0.84	22.88	5.2	C
3 - Moseley Road East	0.60	5.07	1.5	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	638	983	0.771	745	3.1	14.487	B
2 - Birchfields Road	842	455	1003	0.839	824	4.6	18.515	C
3 - Moseley Road East	1062	275	1778	0.597	1056	1.5	4.946	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	757	3.3	16.039	C
2 - Birchfields Road	842	463	998	0.843	840	5.0	22.319	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.062	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	758	3.3	16.105	C
2 - Birchfields Road	842	463	998	0.843	841	5.1	22.657	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.065	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	758	3.3	16.127	C
2 - Birchfields Road	842	463	998	0.843	842	5.2	22.779	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.065	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	758	3.4	16.139	C
2 - Birchfields Road	842	463	998	0.843	842	5.2	22.842	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.066	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	758	3.4	16.145	C
2 - Birchfields Road	842	463	998	0.843	842	5.2	22.879	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.066	A

2021 + Lidl, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	468.05	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D7	2021 + Lidl	PM	FLAT	15:45	17:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	834	100.000
2 - Birchfields Road		✓	1181	100.000
3 - Moseley Road East		✓	1041	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	304	526
	2 - Birchfields Road	323	0	858
	3 - Moseley Road East	482	556	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	834	834
	16:00-16:15	834	834
	16:15-16:30	834	834
	16:30-16:45	834	834
	16:45-17:00	834	834
	17:00-17:15	834	834
2 - Birchfields Road	15:45-16:00	1181	1181
	16:00-16:15	1181	1181
	16:15-16:30	1181	1181
	16:30-16:45	1181	1181
	16:45-17:00	1181	1181
	17:00-17:15	1181	1181
3 - Moseley Road East	15:45-16:00	1041	1041
	16:00-16:15	1041	1041
	16:15-16:30	1041	1041
	16:30-16:45	1041	1041
	16:45-17:00	1041	1041
	17:00-17:15	1041	1041

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.81	17.91	4.1	C
2 - Birchfields Road	1.24	1194.25	343.4	F
3 - Moseley Road East	0.58	4.82	1.4	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	556	1036	0.805	819	3.8	15.631	C
2 - Birchfields Road	1181	523	960	1.230	944	59.3	121.467	F
3 - Moseley Road East	1041	262	1791	0.581	1036	1.4	4.733	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	833	4.0	17.729	C
2 - Birchfields Road	1181	533	954	1.238	953	116.2	339.444	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.817	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	834	4.0	17.841	C
2 - Birchfields Road	1181	533	954	1.238	954	173.0	552.378	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.817	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	834	4.1	17.882	C
2 - Birchfields Road	1181	533	954	1.238	954	229.8	766.093	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.818	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	834	4.1	17.901	C
2 - Birchfields Road	1181	533	954	1.238	954	286.6	980.106	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.818	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	834	4.1	17.913	C
2 - Birchfields Road	1181	533	954	1.238	954	343.4	1194.253	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.818	A

2021 + Lidl , SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	17.03	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D8	2021 + Lidl	SAT	FLAT	13:30	15:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	756	100.000
2 - Birchfields Road		✓	888	100.000
3 - Moseley Road East		✓	1058	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	5	293	458
	2 - Birchfields Road	323	0	565
	3 - Moseley Road East	420	638	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	756	756
	13:45-14:00	756	756
	14:00-14:15	756	756
	14:15-14:30	756	756
	14:30-14:45	756	756
	14:45-15:00	756	756
2 - Birchfields Road	13:30-13:45	888	888
	13:45-14:00	888	888
	14:00-14:15	888	888
	14:15-14:30	888	888
	14:30-14:45	888	888
	14:45-15:00	888	888
3 - Moseley Road East	13:30-13:45	1058	1058
	13:45-14:00	1058	1058
	14:00-14:15	1058	1058
	14:15-14:30	1058	1058
	14:30-14:45	1058	1058
	14:45-15:00	1058	1058

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.77	15.82	3.3	C
2 - Birchfields Road	0.89	31.95	7.6	D
3 - Moseley Road East	0.61	5.38	1.6	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	634	986	0.767	744	3.1	14.241	B
2 - Birchfields Road	888	455	1003	0.885	863	6.2	22.800	C
3 - Moseley Road East	1058	319	1736	0.610	1052	1.5	5.219	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	755	3.2	15.721	C
2 - Birchfields Road	888	463	998	0.889	885	7.0	30.059	D
3 - Moseley Road East	1058	327	1728	0.612	1058	1.6	5.369	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	756	3.2	15.784	C
2 - Birchfields Road	888	463	998	0.889	887	7.3	31.116	D
3 - Moseley Road East	1058	328	1728	0.612	1058	1.6	5.376	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	756	3.3	15.804	C
2 - Birchfields Road	888	463	998	0.890	887	7.5	31.555	D
3 - Moseley Road East	1058	328	1727	0.613	1058	1.6	5.378	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	756	3.3	15.815	C
2 - Birchfields Road	888	463	998	0.890	888	7.6	31.798	D
3 - Moseley Road East	1058	328	1727	0.613	1058	1.6	5.378	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	756	3.3	15.822	C
2 - Birchfields Road	888	463	998	0.890	888	7.6	31.953	D
3 - Moseley Road East	1058	328	1727	0.613	1058	1.6	5.379	A

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
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Filename: Fallowfield.j9

Path: Z:\Job Library\2020\200272 - Lidl_Fallowfield_Retail_Park\Traffic Data\ARCADY

Report generation date: 09/07/2021 11:38:27

»2026, PM

»2026, SAT

»2026 + Lidl, PM

»2026 + Lidl, SAT

Summary of junction performance

	PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026									
1 - Moseley Road West	D1	22.6	83.29	1.00	F	D2	14.6	62.47	0.97	F
2 - Birchfields Road		333.2	1168.39	1.52	F		28.6	101.02	1.03	F
3 - Moseley Road East		2.1	6.19	0.68	A		3.0	8.33	0.75	A
	2026 + Lidl									
1 - Moseley Road West	D3	22.0	81.28	1.00	F	D4	14.0	60.00	0.96	F
2 - Birchfields Road		330.2	1158.35	1.52	F		41.0	134.56	1.06	F
3 - Moseley Road East		2.1	6.17	0.68	A		3.1	8.71	0.76	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.

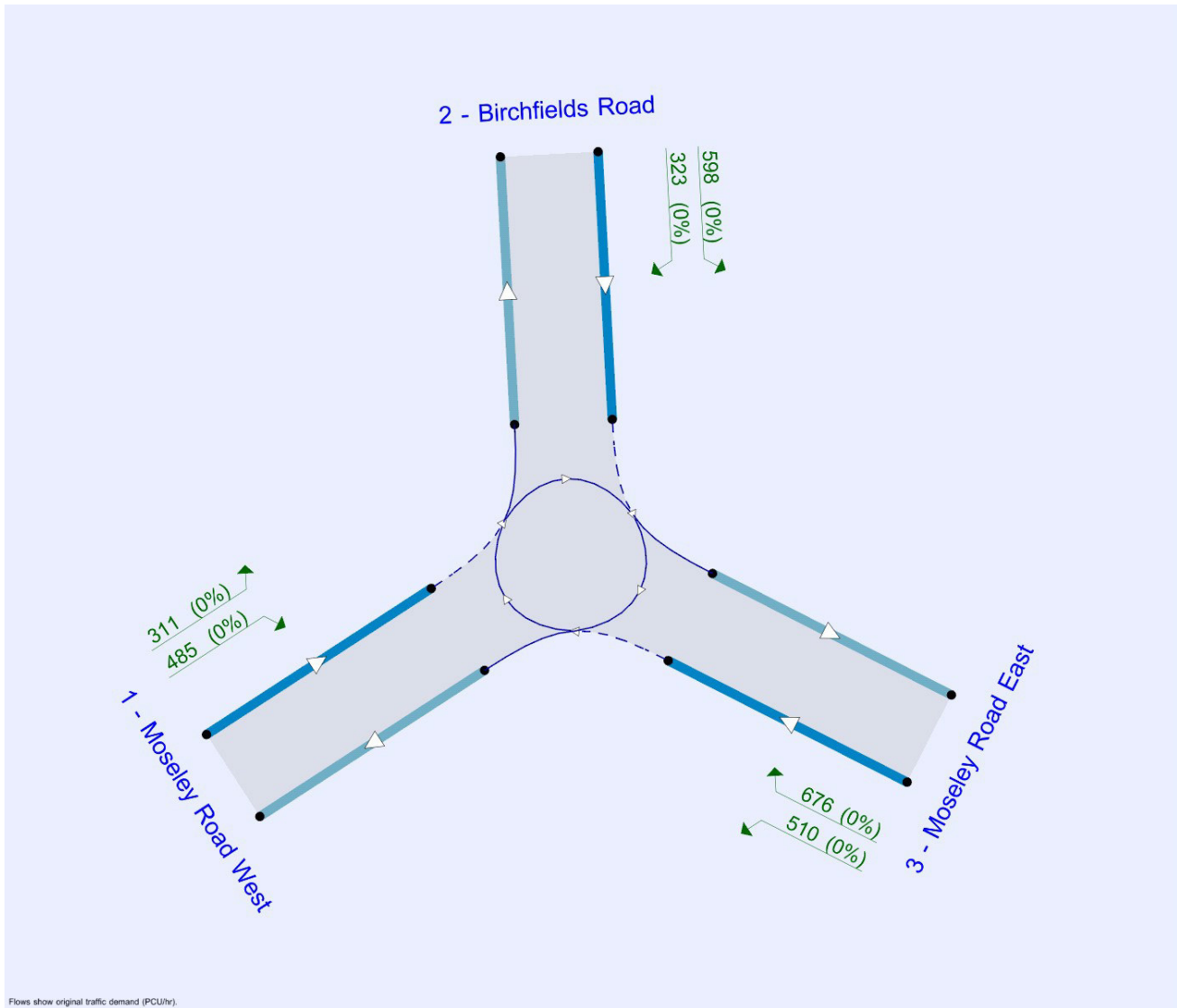
File summary

File Description

Title	
Location	
Site number	
Date	08/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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 segment length (min)
D1	2026	PM	ONE HOUR	15:45	17:15	15
D2	2026	SAT	ONE HOUR	13:30	15:00	15
D3	2026 + Lidl	PM	ONE HOUR	15:45	17:15	15
D4	2026 + Lidl	SAT	ONE HOUR	13:30	15:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	476.71	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Moseley Road West	
2	Birchfields Road	
3	Moseley Road East	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Moseley Road West	6.30	6.30	10.00	5.1	15.67	9.50	0.0	✓
2 - Birchfields Road	5.20	5.20	9.30	10.8	15.45	10.82	0.0	✓
3 - Moseley Road East	5.40	5.40	9.10	22.7	20.00	20.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Moseley Road West	0.648	1397
2 - Birchfields Road	0.636	1293
3 - Moseley Road East	0.967	2044

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2026	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	886	100.000
2 - Birchfields Road		✓	1257	100.000
3 - Moseley Road East		✓	1107	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	324	558
	2 - Birchfields Road	344	0	913
	3 - Moseley Road East	512	592	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	667	667
	16:00-16:15	796	796
	16:15-16:30	976	976
	16:30-16:45	976	976
	16:45-17:00	796	796
	17:00-17:15	667	667
2 - Birchfields Road	15:45-16:00	946	946
	16:00-16:15	1130	1130
	16:15-16:30	1384	1384
	16:30-16:45	1384	1384
	16:45-17:00	1130	1130
	17:00-17:15	946	946
3 - Moseley Road East	15:45-16:00	833	833
	16:00-16:15	995	995
	16:15-16:30	1219	1219
	16:30-16:45	1219	1219
	16:45-17:00	995	995
	17:00-17:15	833	833

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	1.00	83.29	22.6	F
2 - Birchfields Road	1.52	1168.39	333.2	F
3 - Moseley Road East	0.68	6.19	2.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	667	446	1108	0.602	661	1.5	7.961	A
2 - Birchfields Road	946	422	1025	0.924	913	8.2	27.220	D
3 - Moseley Road East	833	253	1800	0.463	830	0.9	3.701	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	796	534	1051	0.758	791	3.0	13.542	B
2 - Birchfields Road	1130	504	972	1.162	964	49.8	122.079	F
3 - Moseley Road East	995	267	1786	0.557	994	1.2	4.535	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	976	653	973	1.002	924	15.8	49.390	E
2 - Birchfields Road	1384	590	918	1.508	918	166.4	433.554	F
3 - Moseley Road East	1219	255	1797	0.678	1216	2.1	6.153	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	976	655	972	1.003	948	22.6	83.290	F
2 - Birchfields Road	1384	605	908	1.524	908	285.4	884.825	F
3 - Moseley Road East	1219	253	1800	0.677	1219	2.1	6.193	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	796	537	1049	0.759	873	3.4	27.967	D
2 - Birchfields Road	1130	557	939	1.204	939	333.2	1168.391	F
3 - Moseley Road East	995	261	1792	0.555	998	1.3	4.556	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	667	449	1106	0.603	674	1.6	8.484	A
2 - Birchfields Road	946	430	1019	0.929	1016	315.8	1149.683	F
3 - Moseley Road East	833	281	1772	0.470	835	0.9	3.845	A

2026, SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	52.05	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 segment length (min)
D2	2026	SAT	ONE HOUR	13:30	15:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	801	100.000
2 - Birchfields Road		✓	892	100.000
3 - Moseley Road East		✓	1190	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	312	485
	2 - Birchfields Road	292	1	599
	3 - Moseley Road East	510	680	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	603	603
	13:45-14:00	720	720
	14:00-14:15	882	882
	14:15-14:30	882	882
	14:30-14:45	720	720
	14:45-15:00	603	603
2 - Birchfields Road	13:30-13:45	672	672
	13:45-14:00	802	802
	14:00-14:15	982	982
	14:15-14:30	982	982
	14:30-14:45	802	802
	14:45-15:00	672	672
3 - Moseley Road East	13:30-13:45	896	896
	13:45-14:00	1070	1070
	14:00-14:15	1310	1310
	14:15-14:30	1310	1310
	14:30-14:45	1070	1070
	14:45-15:00	896	896

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.97	62.47	14.6	F
2 - Birchfields Road	1.03	101.02	28.6	F
3 - Moseley Road East	0.75	8.33	3.0	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	603	511	1066	0.566	598	1.3	7.614	A
2 - Birchfields Road	672	365	1061	0.633	665	1.7	8.953	A
3 - Moseley Road East	896	221	1830	0.490	892	1.0	3.823	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	720	611	1001	0.720	715	2.4	12.415	B
2 - Birchfields Road	802	437	1015	0.790	795	3.5	15.834	C
3 - Moseley Road East	1070	265	1788	0.598	1068	1.5	4.982	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	882	746	913	0.966	847	11.3	41.305	E
2 - Birchfields Road	982	517	964	1.019	924	18.1	55.485	F
3 - Moseley Road East	1310	308	1747	0.750	1304	2.9	8.036	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	882	750	911	0.968	869	14.6	62.466	F
2 - Birchfields Road	982	530	956	1.028	940	28.6	101.020	F
3 - Moseley Road East	1310	313	1741	0.752	1310	3.0	8.328	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	720	615	998	0.722	768	2.7	18.579	C
2 - Birchfields Road	802	469	995	0.806	897	4.8	51.603	F
3 - Moseley Road East	1070	299	1756	0.609	1075	1.6	5.334	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	603	514	1064	0.567	609	1.3	8.010	A
2 - Birchfields Road	672	372	1056	0.636	684	1.8	9.954	A
3 - Moseley Road East	896	228	1824	0.491	898	1.0	3.898	A

2026 + Lidl, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	472.05	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 segment length (min)
D3	2026 + Lidl	PM	ONE HOUR	15:45	17:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	885	100.000
2 - Birchfields Road		✓	1254	100.000
3 - Moseley Road East		✓	1105	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
From	1 - Moseley Road West	4	323	558
	2 - Birchfields Road	343	0	911
	3 - Moseley Road East	512	590	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
From	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	666	666
	16:00-16:15	796	796
	16:15-16:30	974	974
	16:30-16:45	974	974
	16:45-17:00	796	796
	17:00-17:15	666	666
2 - Birchfields Road	15:45-16:00	944	944
	16:00-16:15	1127	1127
	16:15-16:30	1381	1381
	16:30-16:45	1381	1381
	16:45-17:00	1127	1127
	17:00-17:15	944	944
3 - Moseley Road East	15:45-16:00	832	832
	16:00-16:15	993	993
	16:15-16:30	1217	1217
	16:30-16:45	1217	1217
	16:45-17:00	993	993
	17:00-17:15	832	832

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	1.00	81.28	22.0	F
2 - Birchfields Road	1.52	1158.35	330.2	F
3 - Moseley Road East	0.68	6.17	2.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	666	445	1109	0.601	660	1.5	7.932	A
2 - Birchfields Road	944	422	1025	0.921	912	8.1	26.907	D
3 - Moseley Road East	832	252	1800	0.462	828	0.9	3.693	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	796	532	1052	0.756	790	2.9	13.444	B
2 - Birchfields Road	1127	504	972	1.160	963	49.0	120.493	F
3 - Moseley Road East	993	267	1786	0.556	992	1.2	4.524	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	974	651	975	1.000	924	15.4	48.606	E
2 - Birchfields Road	1381	590	917	1.505	917	165.0	429.502	F
3 - Moseley Road East	1217	255	1798	0.677	1213	2.1	6.127	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	974	653	974	1.001	948	22.0	81.284	F
2 - Birchfields Road	1381	606	908	1.521	908	283.2	877.812	F
3 - Moseley Road East	1217	253	1800	0.676	1217	2.1	6.167	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	796	535	1050	0.758	870	3.4	26.928	D
2 - Birchfields Road	1127	555	940	1.200	940	330.2	1158.349	F
3 - Moseley Road East	993	261	1792	0.554	997	1.3	4.544	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	666	447	1107	0.602	674	1.5	8.445	A
2 - Birchfields Road	944	430	1019	0.926	1016	312.1	1137.822	F
3 - Moseley Road East	832	281	1773	0.469	833	0.9	3.841	A

2026 + Lidl, SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	62.72	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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 segment length (min)
D4	2026 + Lidl	SAT	ONE HOUR	13:30	15:00	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	800	100.000
2 - Birchfields Road		✓	922	100.000
3 - Moseley Road East		✓	1186	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
From	1 - Moseley Road West	4	311	485
	2 - Birchfields Road	323	1	598
	3 - Moseley Road East	510	676	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
From	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	602	602
	13:45-14:00	719	719
	14:00-14:15	881	881
	14:15-14:30	881	881
	14:30-14:45	719	719
	14:45-15:00	602	602
2 - Birchfields Road	13:30-13:45	694	694
	13:45-14:00	829	829
	14:00-14:15	1015	1015
	14:15-14:30	1015	1015
	14:30-14:45	829	829
	14:45-15:00	694	694
3 - Moseley Road East	13:30-13:45	893	893
	13:45-14:00	1066	1066
	14:00-14:15	1306	1306
	14:15-14:30	1306	1306
	14:30-14:45	1066	1066
	14:45-15:00	893	893

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.96	60.00	14.0	F
2 - Birchfields Road	1.06	134.56	41.0	F
3 - Moseley Road East	0.76	8.71	3.1	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	602	507	1068	0.564	597	1.3	7.571	A
2 - Birchfields Road	694	365	1061	0.654	687	1.8	9.455	A
3 - Moseley Road East	893	244	1808	0.494	889	1.0	3.901	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	719	607	1003	0.717	715	2.4	12.282	B
2 - Birchfields Road	829	437	1015	0.817	820	4.0	17.709	C
3 - Moseley Road East	1066	292	1762	0.605	1064	1.5	5.140	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	881	742	916	0.962	847	10.9	40.213	E
2 - Birchfields Road	1015	518	964	1.054	935	24.0	67.781	F
3 - Moseley Road East	1306	333	1722	0.758	1300	3.0	8.398	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	881	745	914	0.964	868	14.0	60.003	F
2 - Birchfields Road	1015	531	955	1.063	947	41.0	134.557	F
3 - Moseley Road East	1306	337	1718	0.760	1305	3.1	8.709	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	719	612	1000	0.719	764	2.7	17.930	C
2 - Birchfields Road	829	467	996	0.833	965	7.0	93.647	F
3 - Moseley Road East	1066	343	1713	0.622	1072	1.7	5.665	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	602	511	1065	0.565	608	1.3	7.960	A
2 - Birchfields Road	694	372	1056	0.657	714	2.0	11.104	B
3 - Moseley Road East	893	254	1799	0.496	896	1.0	3.998	A

S|C|P

APPENDIX 10

Technical Note
Responding to Highways Consultation Responses
Planning App. 130189/FO/2021

Proposed New Lidl Foodstore
Fallowfield Retail Park
Manchester

Lidl Great Britain Limited

August 2021

Prepared by: Jack Hulme / Abbie Moore

Checked by: Jim Budd

Approved by: Jim Budd

Document Revision Control

Revision	Date	Status	Prepared By	Checked By	Approved By
00	06.08.2021	Issued	JH/ALM	JRB	JRB



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1.0 INTRODUCTION

- 1.1 This Technical Note has been prepared in response to the issues raised within MCC's highways consultation response and Transport for Greater Manchester's (TfGM) Transport Document Review (Ref: 11874/FO/2021), in relation to Lidl's application for development on the site located at Fallowfield Retail Park, Manchester.
- 1.2 Copies of these responses can be found contained within **Appendix 1** of this Technical Note.
- 1.3 The following schedule details the wider issues highlighted by both MCC and TfGM and our considered response to each item.

Schedule 1 - Issues raised within MCC/TfGM's reports and SCP's response

Item	MCC/TfGM Highways Comment	SCP Response
1	<i>Traffic Survey from 2016 - This should be factored to 2021 using permanent counts in the area. Furthermore, a factor to represent Saturday is not acceptable a separate new count should be undertaken. There is no explanation why 1.28 has been used. Note: that in the evening peak period the traffic queues from Birchfield's Road roundabout and as such the counted traffic flows are not representative as this covers only what can pass; this is limited given the queueing.</i>	<p>A traffic count was undertaken on Friday the 2nd of July and Saturday the 3rd of July 2021 at the A34 Moseley Road / B5093 Moseley Road / A34 Birchfield's Road junction. This recorded fully classified turning movements during a PM and Saturday peak period.</p> <p>The raw survey data can be found at Appendix 2.</p> <p>In regards to the 1.28 factor, the TA states that this was derived by identifying the difference between TRICS trip generation for the PM peak hour and Saturday peak hour for a Discount Foodstore. This factor was then applied to the observed 2016 survey data to obtain a Saturday scenario. Note this was only applied to turning movements going in and out of the site access.</p> <p>The recent traffic survey data has been used to obtain the northbound and southbound movements at the site access as well as to model the mini-rbt junction at the intersection of Birchfields Rd with Moseley Road.</p>
2	<i>Existing Trips - Food retail has not been affected by the covid-19 emergency and as such a traffic count for the site egressing and accessing the site should be carried out.</i>	<p>The retail park is not dominated by food retail and so we took the view that in the light of atypical circumstances brought about by the recent pandemic, the more robust test of the proposals would be to consider the relationship between observed weekday PM peak flows in and out of the site and the</p>

		<p>unobserved Saturday midday peak using TRICS data from similar retail parks.</p> <p>The traffic survey data obtained for the mini roundabout to the south was used to understand what was going northbound and southbound past the site on Birchfield's Road. In regards to what is turning in and out of the site access, the previous methodology used is still considered the more robust approach.</p>
3	<i>Extra Trips - A trip distribution diagram is needed to understand the number of trips at junctions in the vicinity of the development (other than the Birchfield's Road signalised access junction).</i>	<p>Using the recent traffic survey data produced at the Birchfield's Road roundabout junction, the flow was distributed accordingly, based on the percentage split. The traffic flow diagrams displaying this can be found at Appendix 2.</p>
4	Traffic Modelling	
	a) <i>The inter-green from phase D is too short - it is 11 seconds on site.</i>	<p>An updated LinSig model has been produced to reflect the comments stated. Intergreens have been re-measured and amended within the model.</p>
	b) <i>The intergreens from phase C (Birchfields Road egress) are too short at five seconds - they run longer on site</i>	
	c) <i>The intergreen to phase C are too long at seven seconds</i>	<p>The 'without peds' model has now been superseded. The latest model accommodates pedestrian movements at the junction in the form of an all-red stage.</p>
	d) <i>The 'without peds' model doesn't include the pedestrian phase currently in place across Birchfields Road - and as such overestimates the capacity at the junction</i>	
	e) <i>The phase minimum for the pedestrian phase across Birchfields Road is incorrect - it is too short. There are no phase d</i>	<p>While the phase minimum is set to 5 seconds, the intergreen of 11 seconds allows for pedestrians to be able to cross safely.</p>

<p>f) elays included in the model - these should be added.</p>	<p>The latest model has been built as per the comments stated. Therefore, it is considered to be built in line with the junction's existing operation.</p> <p>The updated LinSig output is at Appendix 3.</p>
<p>g) The LINSIG modelling should be based on what is actually running on site now and not an estimate of the current staging and timings.</p>	
<p>h) The current LINSIG model does not provide an adequate picture of the operation of the junction and should be corrected.</p>	
<p>i) The roundabout at Birchfields Road / Mosley Road should also be assessed using ARCADY.</p>	<p>The roundabout in question has now been assessed using Arcady. Arcady is unreliable when modelling both junctions that are already at or approaching capacity, and mini-roundabouts. The results provided below are caveated as a result, since queuing to the degree forecast by Arcady for the Birchfields Rd arm would never materialise in reality. It is also not clear that Arcady is able to properly model the double left-turn arrangement onto Moseley Rd (East) from Birchfields Rd realistically.</p> <p>The results are summarised below for both the One Hour and the Flat Profile traffic input assumptions. It can be seen that the junction is already at capacity on certain arms in the peak periods. However the addition of Lidl development traffic, will result in a negligible increase in delay and queuing.</p> <p>The full ARCADY output can be found at Appendix 4.</p>

Arcady Results – Assuming One Hour Traffic Input

	PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2026										
1 - Moseley Road West	D1	22.6	83.29	1.00	F	D2	14.6	62.47	0.97	F
2 - Birchfields Road		333.2	1168.39	1.52	F		28.6	101.02	1.03	F
3 - Moseley Road East		2.1	6.19	0.68	A		3.0	8.33	0.75	A
2026 + Lidl										
1 - Moseley Road West	D3	22.0	81.28	1.00	F	D4	14.0	60.00	0.96	F
2 - Birchfields Road		330.2	1158.35	1.52	F		41.0	134.56	1.06	F
3 - Moseley Road East		2.1	6.17	0.68	A		3.1	8.71	0.76	A

Summary of junction performance

PM						SAT					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	
2026											
1 - Moseley Road West	D1	6.8	28.38	0.88	D	D2	5.1	23.18	0.84	C	
2 - Birchfields Road		485.6	1721.54	1.35	F		9.2	38.57	0.91	E	
3 - Moseley Road East		1.6	5.25	0.62	A		2.1	6.35	0.68	A	
2026 + Lidl											
1 - Moseley Road West	D3	6.7	27.89	0.87	D	D4	4.9	22.67	0.84	C	
2 - Birchfields Road		481.2	1705.93	1.34	F		13.2	54.12	0.94	F	
3 - Moseley Road East		1.6	5.23	0.62	A		2.2	6.65	0.69	A	
2021											
1 - Moseley Road West	D5	4.1	18.12	0.81	C	D6	3.4	16.14	0.77	C	
2 - Birchfields Road		347.9	1209.53	1.24	F		5.2	22.88	0.84	C	
3 - Moseley Road East		1.4	4.83	0.58	A		1.5	5.07	0.60	A	
2021 + Lidl											
1 - Moseley Road West	D7	4.1	17.91	0.81	C	D8	3.3	15.82	0.77	C	
2 - Birchfields Road		343.4	1194.25	1.24	F		7.6	31.95	0.89	D	
3 - Moseley Road East		1.4	4.82	0.58	A		1.6	5.38	0.61	A	

Arcady Results – Assuming Flat Profile Traffic Input

j) *The addition of pedestrians across the side roads have been modelled but the staging is incorrect - there should be an all-red pedestrian stage or a staggered crossing across the side road to all for walk-with-traffic pedestrians - this would need an amendment to the layout of the junction. NB the full all-red pedestrian stage is preferred.*

The updated modelling now includes an all-red stage for pedestrians to cross safely. **Item 9** of this technical note sets out the proposals to be made at the junction.

k) *TABLE 7.1 shown in the TA: the results should be presented with the right turn traffic separated from the straight on traffic*

The updated Base 2026 + Lidl scenario can be found summarised below. All scenarios can be found summarised at **Appendix 5**. For comparison purposes the LinSig modelling summarised within the Transport Assessment can also be found within this appendix.

		This shows the impact of the changes requested, such as the addition of the all-red stage. Even under this extremely robust test of the proposals, no link is over 90% saturated in the peak period for the retail park, Saturday midday. The junction performs well in isolation in both periods and up to a future year of 2026 with Lidl.																																																					
	<table><tr><th colspan="5">Base 2026 + Lidl - in line with TfGM comments</th></tr><tr><th colspan="2" rowspan="2">Approach</th><th colspan="2">PM Peak</th><th colspan="2">Saturday</th></tr><tr><th>Queue</th><th>DOS</th><th>Queue</th><th>DOS</th></tr><tr><td rowspan="7">J1</td><td>Birchfields Road North (nearside)</td><td>9</td><td>52.9%</td><td>6</td><td>37.9%</td></tr><tr><td>Birchfields Road North (offside)</td><td>10</td><td>54.8%</td><td>7</td><td>41.1%</td></tr><tr><td>Retail Park Access</td><td>5</td><td>78.8%</td><td>8</td><td>89.1%</td></tr><tr><td>Birchfields Road South</td><td>19</td><td>76.4%</td><td>23</td><td>84.8%</td></tr><tr><td>Junction PRC</td><td colspan="2">14.2%</td><td colspan="2">1.0%</td></tr><tr><td>Junction Delay (pcuHr)</td><td colspan="2">14.9</td><td colspan="2">17.0</td></tr><tr><td>Cycle Time (seconds)</td><td colspan="2">90</td><td colspan="2">90</td></tr></table>				Base 2026 + Lidl - in line with TfGM comments					Approach		PM Peak		Saturday		Queue	DOS	Queue	DOS	J1	Birchfields Road North (nearside)	9	52.9%	6	37.9%	Birchfields Road North (offside)	10	54.8%	7	41.1%	Retail Park Access	5	78.8%	8	89.1%	Birchfields Road South	19	76.4%	23	84.8%	Junction PRC	14.2%		1.0%		Junction Delay (pcuHr)	14.9		17.0		Cycle Time (seconds)	90		90	
Base 2026 + Lidl - in line with TfGM comments																																																							
Approach		PM Peak		Saturday																																																			
		Queue	DOS	Queue	DOS																																																		
J1	Birchfields Road North (nearside)	9	52.9%	6	37.9%																																																		
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	Retail Park Access	5	78.8%	8	89.1%																																																		
	Birchfields Road South	19	76.4%	23	84.8%																																																		
	Junction PRC	14.2%		1.0%																																																			
	Junction Delay (pcuHr)	14.9		17.0																																																			
	Cycle Time (seconds)	90		90																																																			
	<p><i>l) The conclusion in paragraph 8.7 that there is no increase in congestion is not correct because the roundabout has not been modelled; there is extensive queueing in the area especially in the evening peak. The TA hasn't made any record of this congestion and as such is not a true record of the impact of the proposed development on the local road network.</i></p>	<p>Using ARCADY, the roundabout was modelled to demonstrate the impact that the proposed Lidl would have on existing traffic conditions.</p> <p>These results reveal that the Lidl will have minimal impact on the existing road network when compared to current conditions of congestion at the Birchfield Road mini round about.</p>																																																					
5	<p><i>It is proposed the car parking spaces will be 2.5m wide by 5.0m length separated by a 6.5m wide aisle. It is proposed that boundary spaces will be 4.7m length as they can overhang the landscaping. This is acceptable in principle. The accessible bays should be confirmed as 3.6m wide x 6m length.</i></p>	<p>The proposed accessible spaces on the eastern side of the car park adhere to the requested standard mentioned. Measuring at 3.6m x 6m.</p>																																																					

6	<p><i>No detail is given regarding car parking for staff, this should be detailed. Also, will the car park be time limited stay and how will this be managed?</i></p> <p><i>It is recommended that the car park is clearly marked for customers and for visitors to the medical centre - this should be appropriately managed.</i></p>	<p>The car parking accumulation exercise provided in the transport assessment, shows that the proposed provision will be able to accommodate customer and staff parking.</p> <p>In regards to the allocation of medical centre parking and the management of the car park, this could be conditioned if considered essential via a Car Park Management Strategy Report.</p>
7	<p><i>It is proposed that 6 Sheffield cycle stands which will provide space for up to 12 bicycles for both employees and customers of the food store. The provision of Sheffield stands is OK for visitors - but they must be weatherproofed/covered</i></p>	<p>The cycle stands will be covered by the store canopy. This extends over the store entrance.</p>
8	<p><i>The applicant should also provide long term secure weatherproofed cycle storage for staff - ideally within the unit. As a minimum cycle provision should be as per the core strategy and the usage should be monitored and more provided as required. This should be conditioned</i></p>	<p>There will be allocated bicycle parking space for staff within the warehouse. This parking, being located within the warehouse unit, will be weatherproof and secure. A condition on this element is accepted.</p>
9	<p><i>The existing signal junction access has a pedestrian facility across Birchfields Road only. Additional pedestrian facilities should be provided across the side road arm and an all-red stage introduced to facilitate safe pedestrian access to the site. The work required to achieve this will be at the Applicant's cost and with nil cost to MCC.</i></p>	<p>It is proposed that the pedestrian facility across the site access arm will be upgraded to push button controls at the pedestrian crossing to increase pedestrian safety. The LinSig modelling summarised at Appendix 3 allows for an all-red stage for pedestrians to cross all arms safely.</p>
10	<p><i>Also, pedestrian access from the south of the site is very poor - being very difficult to cross at and between the roundabouts. It is recommended that the Applicant funds a new crossing in the vicinity of the two roundabouts to encourage more walking to the site.</i></p>	<p>It is proposed that uncontrolled pedestrian crossing facilities (dropped kerbs and tactile paving) are implemented at the eastern arm of the A34 Moseley Road/B5093 Moseley Road/A34 Birchfield's Road mini roundabout to the south of the site. Drawing number SCP/200272/SK03 at Appendix 6 illustrates this proposal.</p>

<p>11</p>	<p><i>Highways Works</i></p> <p><i>A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team</i></p> <p><i>The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months.</i></p> <p><i>An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.</i></p> <p><i>Note: A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.</i></p>	<p>This can be conditioned to be undertaken at detailed design stage. None of the proposals detailed above or within the TA will result in any kerb-line, white-lining or vehicular signal operation alterations.</p>
<p>12</p>	<p><i>Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site</i></p>	<p>This can be conditioned.</p>

2.0 CONCLUSION

- 2.1 As a result of the information provided in this Technical Note, we have concluded that the issues highlighted within TfGM's review have been adequately addressed, and therefore the proposals should be acceptable from a traffic and transport perspective. There are no junction-capacity or road-safety issues associated with the proposals that could be classified as severe in the context of paragraph 111 of the NPPF and therefore no reason on highways grounds to resist the grant of planning permission.

S|C|P

APPENDIX 1



Memorandum

To Steven McCoombe

From Muniza Usmani

Date

Subject 130189/FO/2021

Demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) with associated car parking and landscaping.

We have reviewed the above application in relation to highways and our comments are as follows:

130189

Fallowfield Shopping Centre, Birchfields Road

Application is for the demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate retail unit (Class E).

Fallowfield Retail Park, is located to the east of the A34 Birchfields Road.

The development proposal is for GFA of circa 1,899m² and parking for 94 space car park. There will be a small sub-let unit circa 97sqm. Existing retail units, including the fast-food drive through will be removed. The existing NHS unit will remain.

Adopted highway extends to the back of footway around the site. The site is suitably accessible by public transport via buses along Birchfields Road and Kingsway.

Trip Generation

The information provided has been reviewed by TfGM and they have advised the following

Traffic Survey from 2016 - This should be factored to 2021 using permanent counts in the area. Furthermore, a factor to represent Saturday is not acceptable a separate new count should be undertaken. There is no explanation why 1.28 has been used.

Note: that in the evening peak period the traffic queues from Birchfields Road roundabout and as such the counted traffic flows are not representative as this covers only what can pass; this is limited given the queueing.

Existing Trips - Food retail has not been affected by the covid-19 emergency and as such a traffic count for the site egressing and accessing the site should be carried out.

Extra Trips - A trip distribution diagram is needed to understand the number of trips at junctions in the vicinity of the development (other than the Birchfields Road signalised access junction).

The Agent should update the trip generation accordingly and resubmit revised figures before using them in any subsequent modelling.

Traffic Modelling

The Agent has used the TRICS database and suggest that the development will generate an additional 76 PM peak and 99 Saturday peak trips. The information provided has been reviewed by TfGM and they have advised the following :

- o The intergreen from phase D is too short - it is actually 11 seconds on site.
- o The intergreens from phase C (Birchfields Road egress) are too short at five seconds - they run longer on site
- o The intergreen to phase C are too long at seven seconds
- o The 'without peds' model doesn't include the pedestrian phase currently in place across Birchfields Road - and as such overestimates the capacity at the junction.
- o The phase minimum for the pedestrian phase across Birchfields Road is incorrect - it is too short.
- o There are no phase delays included in the model - these should be added
- o The LINSIG modelling should be based on what is actually running on site now and not an estimate of the current staging and timings.
- o The current LINSIG model does not provide an adequate picture of the operation of the junction and should be corrected.
- o The addition of pedestrians across the side roads have been modelled but the staging is incorrect - there should be an all-red pedestrian stage or a staggered crossing across the side road to allow for walk-with-traffic pedestrians - this would need an amendment to the layout of the junction. NB the full all-red pedestrian stage is preferred.
- o The roundabout at Birchfields Road / Mosley Road should also be assessed using ARCADY.
- o TABLE 7.1 shown in the TA: the results should be presented with the right turn traffic separated from the straight on traffic
- o The conclusion in paragraph 8.7 that there is no increase in congestion is not correct because the roundabout has not been modelled; there is extensive queueing in the area especially in the evening peak. The TA hasn't made any record of this congestion and as such is not a true record of the impact of the proposed development on the local road network.

The above amendments should be made once the trip information has been agreed, the revised models including the required Arcady modelling should then be submitted for review.

Car Park

The existing car park provides circa 122 spaces plus a taxi turnaround at the northern end of the retail park. The parking includes six disabled bays and eight parent and child spaces. The southern part of the site accommodates 72 cars including six disabled spaces.

It is proposed the car parking spaces will be 2.5m wide by 5.0m length separated by a 6.5m wide aisle. It is proposed that boundary spaces will be 4.7m length as they can overhang the landscaping. This is acceptable in principle. The accessible bays should be confirmed as 3.6m wide x 6m length.

It is proposed that 94 parking spaces will be provided for the store and existing NHS unit, of which 11 will be disabled, 9 for parents with children and 2 EV charging spaces - these should be Minimum 22kW.

It is noted that the proposed car parking levels are below the MCC core strategy which is 1 per 16m² which is circa 125 spaces.

The Agent has provided a car park accumulation study that indicates the car park will have sufficient capacity to accommodate visitors to both the foodstore and the NHS facility at peak times.

Highways would always encourage sustainable travel however further detail should be provided indicating how car parking will be managed at the site for all uses - particularly at very busy times such as Christmas (see below).

Car Park Management

No detail is given regarding car parking for staff, this should be detailed. Also, will the car park be time limited stay and how will this be managed?

It is recommended that the car park is clearly marked for customers and for visitors to the medical centre - this should be appropriately managed.

It is recommended that a car park management strategy is conditioned to ensure that car parking to the NHS centre is suitably managed.

Cycle parking

It is proposed that 6 Sheffield cycle stands which will provide space for up to 12 bicycles for both employees and customers of the food store. The provision of Sheffield stands is OK for visitors - but they must be weatherproofed/covered.

The applicant should also provide long term secure weatherproofed cycle storage for staff - ideally within the unit. As a minimum cycle provision should be as per the core strategy and the usage should be monitored and more provided as required. This should be conditioned

Servicing

A loading bay will be provided on site to accommodate delivery vehicles. A swept path has been provided for the largest Lidl delivery vehicle - this is accepted in principle.

Bus Stops

It is noted that the bus stops near the shopping centre don't have seats these should be provided by the developer to support the use of public transport.

Pedestrians

It is proposed that pedestrian crossing points will be provided within the Lidl car park. All pedestrian routes should be minimum 2m wide with dropped kerbs and tactile paving provided at the crossing points.

It is also suggested that a dedicated pedestrian and cycle access point to the south of the main Retail Park access will be provided to enable pedestrians and cyclists to access the store directly from Birchfields Road to the west. MCC Highways are unable to comment on this as no clear plan has been provided.

There are 2 pedestrian routes to the north of the site, to encourage walking to the site it is recommended that the Applicant funds the resurfacing of these routes and additional lighting as required.

The existing signal junction access has a pedestrian facility across Birchfields Road only. Additional pedestrian facilities should be provided across the side road arm and an all-red

stage introduced to facilitate safe pedestrian access to the site. The work required to achieve this will be at the Applicant's cost and with nil cost to MCC.

Also pedestrian access from the south of the site is very poor - being very difficult to cross at and between the roundabouts. It is recommended that the Applicant funds a new crossing in the vicinity of the two roundabouts to encourage more walking to the site.

All works to the adopted highway will be via a S278 agreement with the highway authority. The signal junction works will be subject to discussion with TfGM.

Highways Works

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team

The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months.

An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.

Note: A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Access

Vehicles accessing the proposed Lidl will utilise the existing A34 Birchfields Road signalised junction. This is acceptable in principle,

Accidents

During the five-year period, a total of 14 accidents occurred in the area surrounding the site, all of which were classed as slight in severity, except for one which was classed as serious and occurred at the retail access. The serious accident involved a cyclist

Travel Plan

A draft travel plan is provided. Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site. The travel plan focusses on staff and although it is recognised that influencing customer travel patterns is more difficult it is recommended that specific measures and targets are included to encourage sustainable travel by customers also.

The development, submission, implementation and monitoring of a full Travel Plan should be included in the conditions of any planning consent.

CMP

A Construction Management Plan should be provided detailing any impacts on the highway eg. the phasing and quantification / classification of vehicular activity associated with planned construction, evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway, site hours, details of contractor parking, wheel wash facilities etc.

Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with MCC Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

Suggested Conditions

- CMP
- Travel plan
- Cycle storage
- ELV
- Off-site highways condition to include provision of controlled pedestrian facilities at the Birchfields Road access junction and other pedestrian improvements.
- Car park management strategy

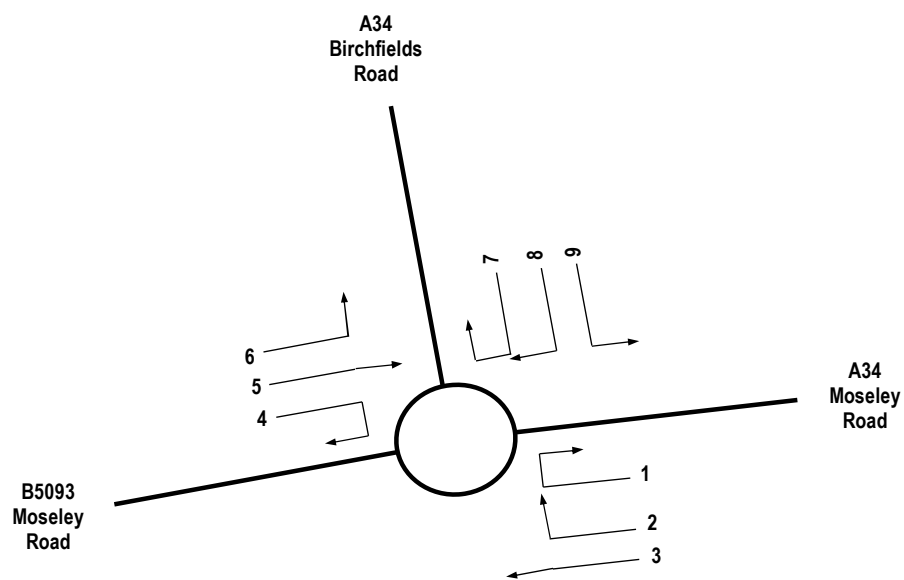
Highways Reference: 11874/FO/2021

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APPENDIX 2

SURVEY CONTROL

Client:	SCP Transport
Client Contact:	Abbie Moore
Survey Location:	Fallowfield
Date(s) of Survey:	Friday 2nd July 2021 Saturday 3rd July 2021
Notes:	
On Site Supervisor:	David Cheng
Data Checking:	David Cheng
Survey Reference:	21.025 Fallowfield
Status:	Final
Date of Issue:	5th July 2021



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

21.025 FALLOWFIELD

DRAWN BY
DCDATE
JUL 2021SCALE
NTSREF
FIGURE 1

**Transport Data
Specialists Ltd**

W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

A34 Moseley Road/B5093 Moseley Road/A34 Birchfields Road - Friday 2nd July 2021														
Time Beginning	1		2		3		4		5		6		7	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1500	0	0	140	6	87	5	2	0	133	0	53	3	0	0
1515	1	0	134	3	121	4	1	0	129	7	66	2	0	0
1530	0	0	119	7	107	3	0	0	117	5	77	2	0	0
1545	0	1	140	1	104	2	0	0	111	3	69	3	0	0
1600	0	0	131	6	122	5	3	0	135	2	71	4	0	0
1615	0	0	133	4	94	1	3	0	107	3	58	0	0	0
1630	0	0	106	3	95	2	1	0	138	8	83	1	2	0
1645	1	0	106	3	102	1	4	0	116	2	68	1	0	0
1700	0	0	139	3	109	4	0	0	116	5	69	0	0	0
1715	0	0	135	4	119	0	0	0	140	1	58	0	0	0
1730	0	0	139	3	87	3	1	0	124	3	56	2	1	0
1745	1	0	124	2	99	0	1	0	114	1	81	1	2	0
A34 Moseley Road/B5093 Moseley Road/A34 Birchfields Road - Saturday 3rd July 2021														
Time Beginning	1		2		3		4		5		6		7	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1100	0	0	104	2	117	3	3	0	96	1	54	1	1	0
1115	0	0	156	4	102	1	1	0	131	2	67	0	1	0
1130	0	0	144	2	97	2	0	0	104	1	55	0	0	0
1145	0	0	135	2	95	1	1	0	101	1	56	0	1	0
1200	0	0	155	2	105	2	1	0	121	2	75	2	0	0
1215	1	0	143	1	78	2	0	0	101	5	63	1	0	0
1230	0	0	152	5	89	0	4	0	130	2	82	0	0	0
1245	0	0	129	0	96	1	1	0	119	1	61	2	0	0
1300	0	0	152	4	108	2	2	0	112	1	68	0	1	0
1315	0	0	153	3	89	2	0	0	101	1	60	0	0	0
1330	0	0	151	2	99	0	1	0	115	2	93	0	0	0
1345	0	0	166	1	110	3	2	0	118	2	74	0	0	0

670

750

733

716

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APPENDIX 3

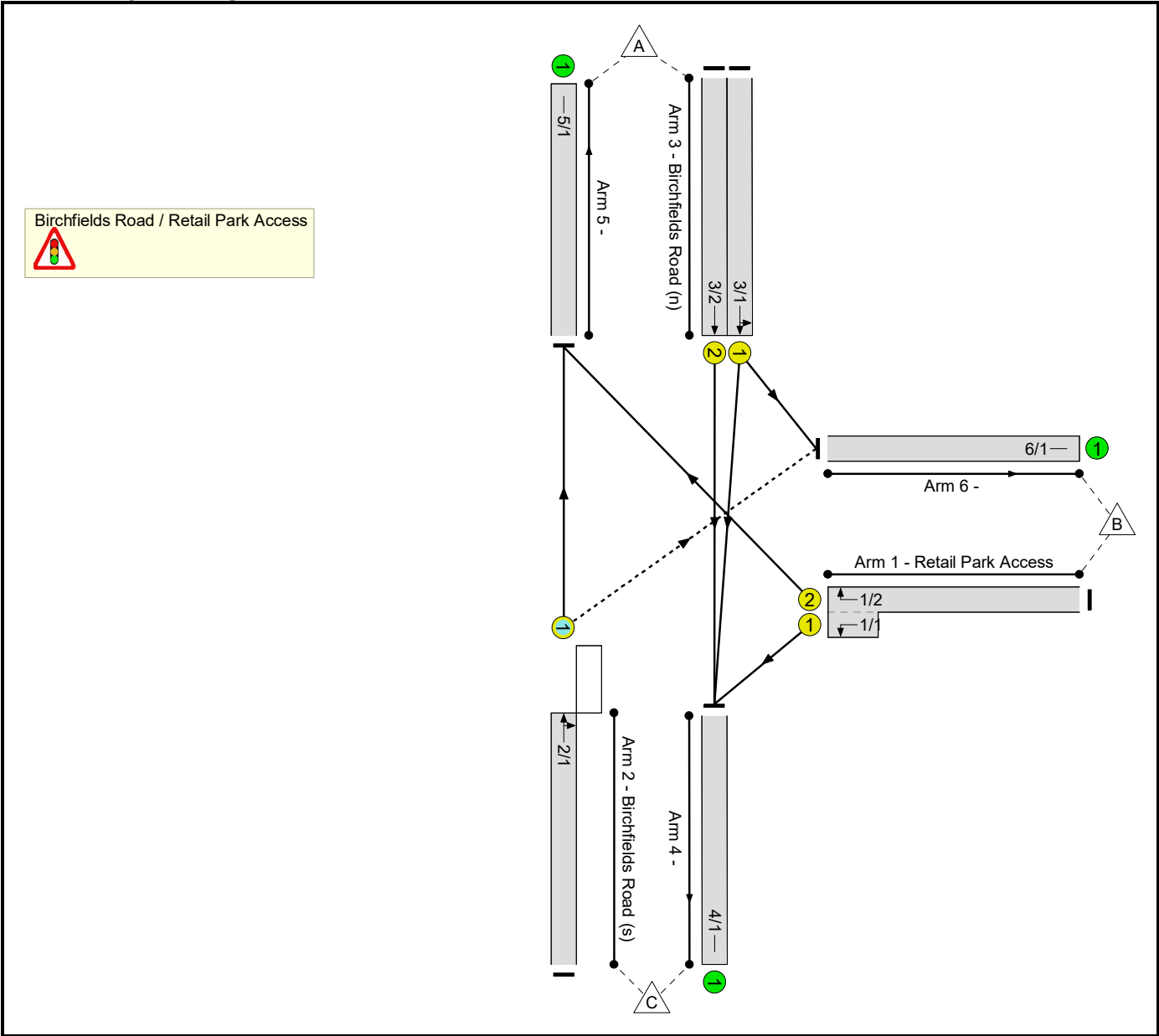
Full Input Data And Results

Full Input Data And Results

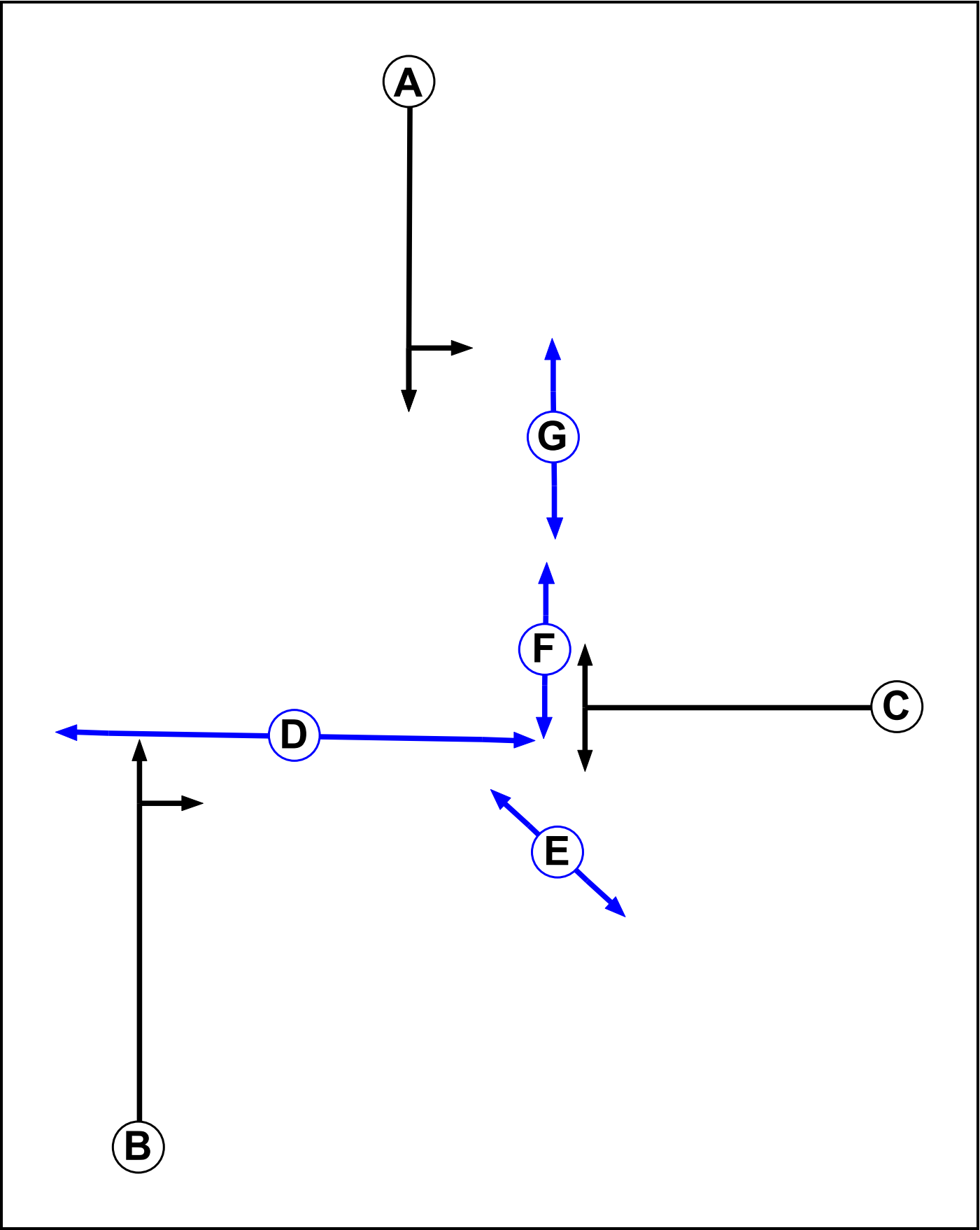
User and Project Details

Project:	Fallowfield Retail Park
Title:	
Location:	
File name:	Retail Park Access_Birchfields Road_Rev A.lsg3x
Author:	
Company:	SCP
Address:	
Notes:	

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5

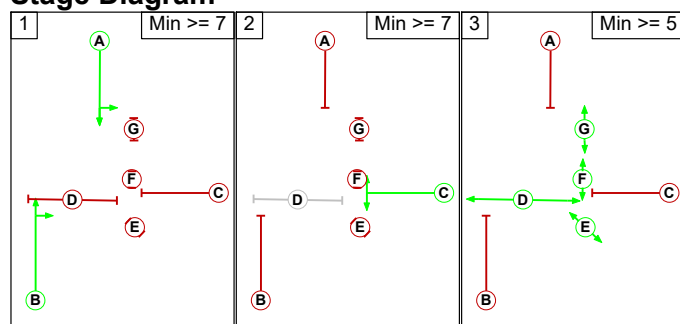
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	6	-	-	-	-
	B	-		5	-	-	-	-
	C	-	-		-	6	5	8
	D	11	11	-		-	-	-
	E	6	6	-	-		-	-
	F	5	5	-	-	-		-
	G	8	8	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E F G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1			6 0
	2	2		8
	3	11	2	

Give-Way Lane Input Data

Junction: Birchfields Road / Retail Park Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Birchfields Road (s))	6/1 (Right)	1439	0	3/1	1.09	All	4.00	4.00	0.50	4	2.00
				3/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: Birchfields Road / Retail Park Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Retail Park Access)	U	C	2	3	3.0	Geom	-	3.70	0.00	Y	Arm 4 Left	18.00
1/2 (Retail Park Access)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	14.00
2/1 (Birchfields Road (s))	O	B	2	3	60.0	Geom	-	5.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	12.00
3/1 (Birchfields Road (n))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 6.00
3/2 (Birchfields Road (n))	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base PM'	17:00	18:00	01:00	
2: '2021 Base Sat'	12:30	13:30	01:00	
3: '2026 Base PM'	17:00	18:00	01:00	
4: '2026 Base Sat'	12:30	13:30	01:00	
5: '2026 Base + Lidl PM'	17:00	18:00	01:00	
6: '2026 Base + Lidl Sat'	12:30	13:30	01:00	

Scenario 1: '2021 Base PM' (FG1: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
Origin		A	B	C	Tot.
	A	0	89	1072	1161
	B	58	0	112	170
	C	773	90	0	863
	Tot.	831	179	1184	2194

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2021 Base PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	112
1/2 (with short)	170(In) 58(Out)
2/1	863
3/1	538
3/2	623
4/1	1184
5/1	831
6/1	179

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	5.00	0.00	Y	Arm 5 Ahead	Inf	89.6 %	2088	2088
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 6 Right	12.00	10.4 %	1863	1863
				Arm 4 Ahead	Inf	83.5 %		
				Arm 6 Left	6.00	16.5 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base Sat' (FG2: '2021 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	114	699	813
	B	74	0	143	217
	C	822	115	0	937
	Tot.	896	229	842	1967

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 Base Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	143
1/2 (with short)	217(In) 74(Out)
2/1	937
3/1	361
3/2	452
4/1	842
5/1	896
6/1	229

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	5.00	0.00	Y	Arm 5 Ahead	Inf	87.7 %	2083	2083
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 6 Right	12.00	12.3 %		
				Arm 4 Ahead	Inf	68.4 %	1798	1798
				Arm 6 Left	6.00	31.6 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 Base PM' (FG3: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	89	1138	1227
	B	58	0	112	170
	C	821	90	0	911
	Tot.	879	179	1250	2308

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2026 Base PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	112
1/2 (with short)	170(In) 58(Out)
2/1	911
3/1	571
3/2	656
4/1	1250
5/1	879
6/1	179

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	5.00	0.00	Y	Arm 5 Ahead	Inf	90.1 %	2089	2089
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 6 Right	12.00	9.9 %		
				Arm 4 Ahead	Inf	84.4 %	1867	1867
				Arm 6 Left	6.00	15.6 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 Base Sat' (FG4: '2026 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	114	740	854
	B	74	0	143	217
	C	870	115	0	985
	Tot.	944	229	883	2056

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 Base Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	143
1/2 (with short)	217(In) 74(Out)
2/1	985
3/1	381
3/2	473
4/1	883
5/1	944
6/1	229

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	5.00	0.00	Y	Arm 5 Ahead	Inf	88.3 %	2085	2085
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 6 Right	12.00	11.7 %		
				Arm 4 Ahead	Inf	70.1 %	1805	1805
				Arm 6 Left	6.00	29.9 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 Base + Lidl PM' (FG5: '2026 Base + Lidl PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	112	1112	1224
	B	74	0	136	210
	C	804	103	0	907
	Tot.	878	215	1248	2341

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 Base + Lidl PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	136
1/2 (with short)	210(In) 74(Out)
2/1	907
3/1	565
3/2	659
4/1	1248
5/1	878
6/1	215

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	5.00	0.00	Y	Arm 5 Ahead	Inf	88.6 %	2085	2085
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 6 Right	12.00	11.4 %		
				Arm 4 Ahead	Inf	80.2 %	1848	1848
				Arm 6 Left	6.00	19.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 Base + Lidl Sat' (FG6: '2026 Base + Lidl Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

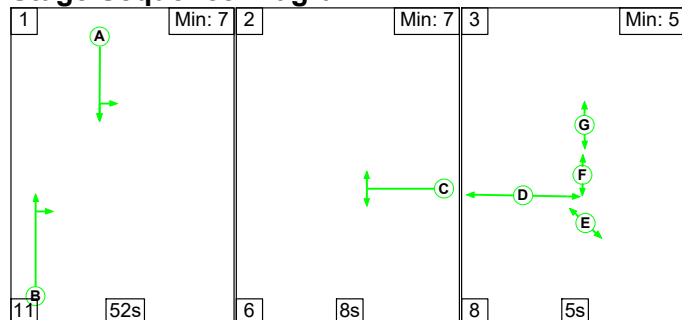
	Destination				
	A	B	C	Tot.	
Origin	A	0	141	707	848
	B	97	0	177	274
	C	849	131	0	980
	Tot.	946	272	884	2102

Traffic Lane Flows

Lane	Scenario 6: 2026 Base + Lidl Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	177
1/2 (with short)	274(In) 97(Out)
2/1	980
3/1	373
3/2	475
4/1	884
5/1	946
6/1	272

Lane Saturation Flows

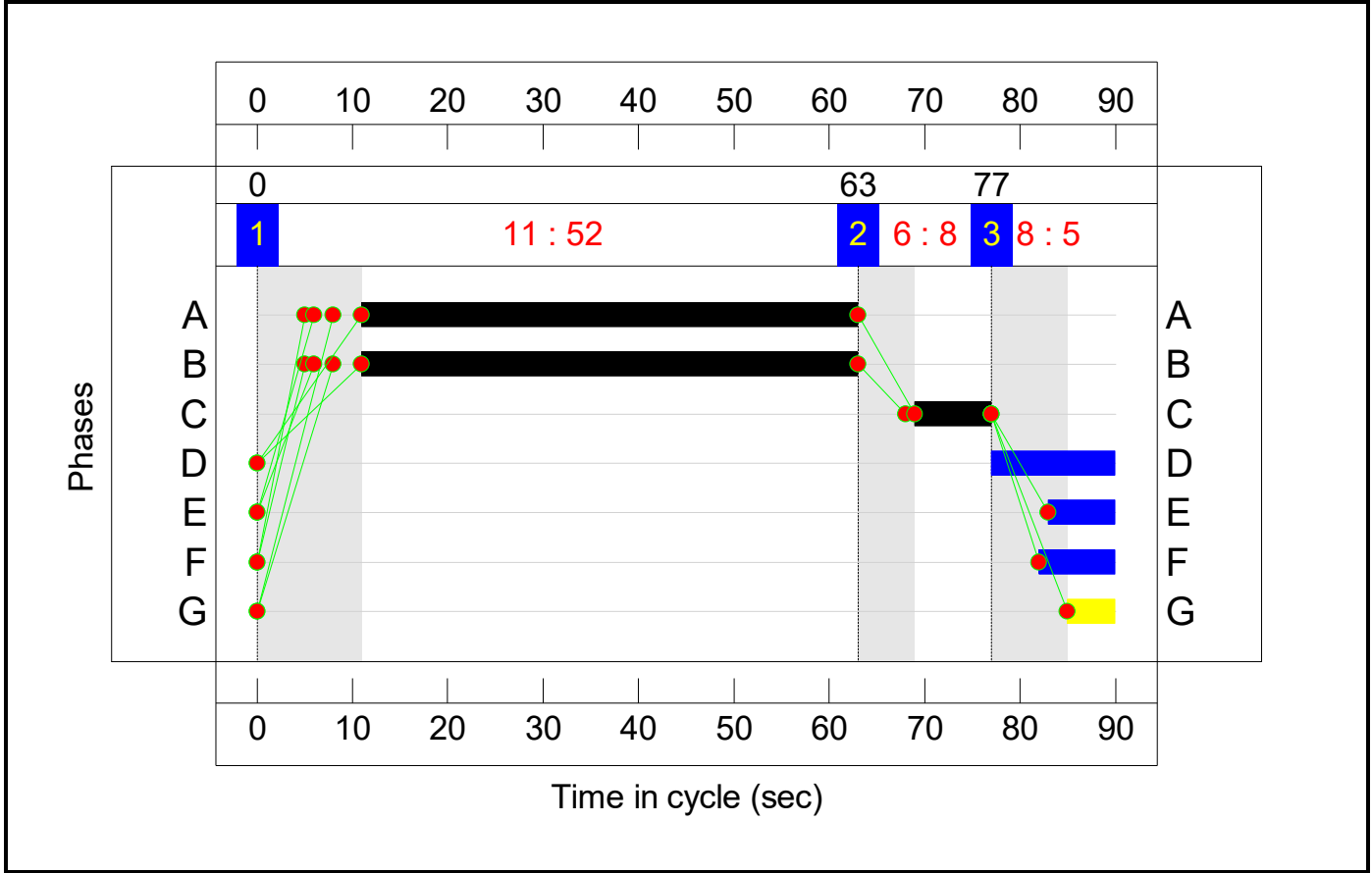
Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	5.00	0.00	Y	Arm 5 Ahead	Inf	86.6 %	2080	2080
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 6 Right	12.00	13.4 %		
				Arm 4 Ahead	Inf	62.2 %	1772	1772
				Arm 6 Left	6.00	37.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

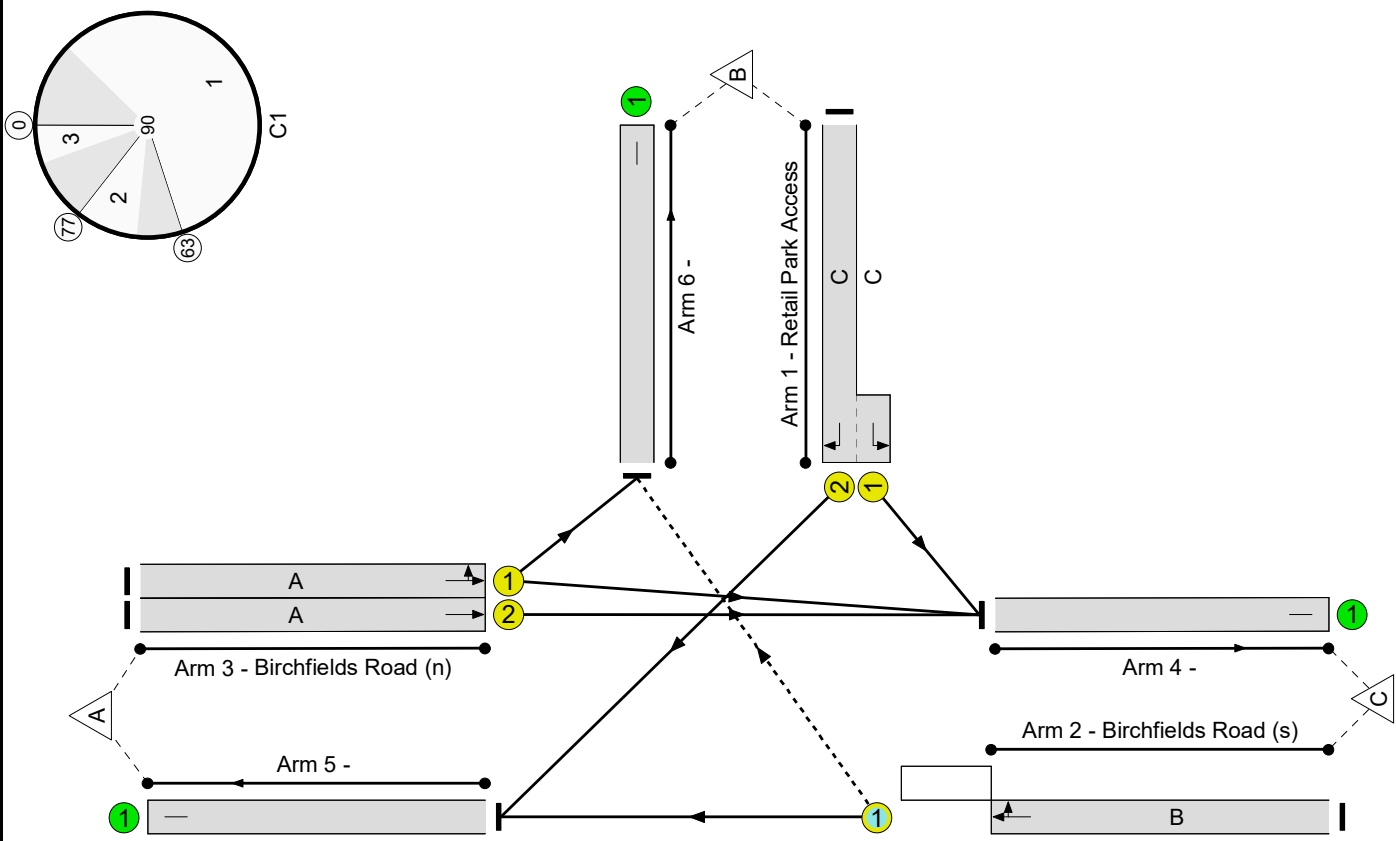
Scenario 1: '2021 Base PM' (FG1: '2021 Base PM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram**

Stage Timings

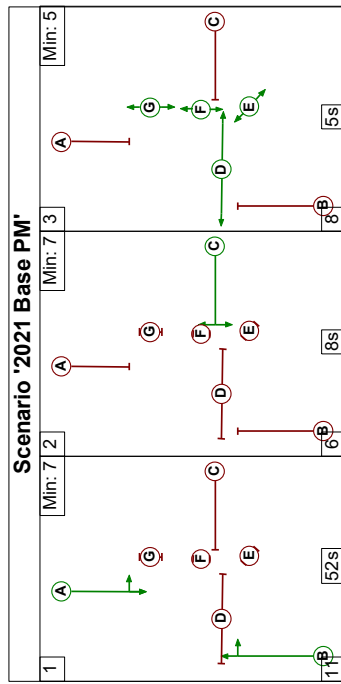
Stage	1	2	3
Duration	52	8	5
Change Point	0	63	77

Signal Timings Diagram





Birchfields Road / Retail Park Access
PRC: 28.2 %
Total Traffic Delay: 12.1 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	70.2%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	8	-	170	1820:1832	83+160	69.9 : 69.9%
2/1	Birchfields Road (s) Ahead Right	O	N/A	N/A	B		1	52	-	863	2088	1230	70.2%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	52	-	538	1863	1097	49.0%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	52	-	623	2080	1225	50.9%
4/1		U	N/A	N/A	-		-	-	-	1184	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%

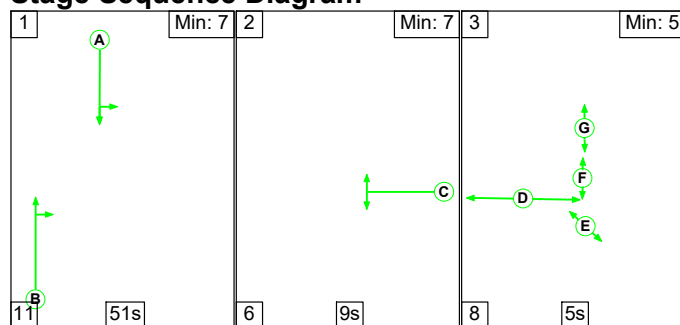
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)				
Network	-	-	71	0	19	8.4	3.3	0.4	12.1	-	-	-	-				
Birchfields Road / Retail Park Access	-	-	71	0	19	8.4	3.3	0.4	12.1	-	-	-	-				
1/2+1/1	170	170	-	-	-	1.8	1.1	-	2.9	62.3	2.7	1.1	3.8				
2/1	863	863	71	0	19	3.1	1.2	0.4	4.7	19.5	15.1	1.2	16.3				
3/1	538	538	-	-	-	1.6	0.5	-	2.1	13.9	7.8	0.5	8.3				
3/2	623	623	-	-	-	1.9	0.5	-	2.4	13.8	9.0	0.5	9.5				
4/1	1184	1184	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0				
5/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0				
6/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0				
C1										PRC for Signalled Lanes (%): PRC Over All Lanes (%):		28.2 28.2	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		12.08 12.08	Cycle Time (s): 90	

Full Input Data And Results

Scenario 2: '2021 Base Sat' (FG2: '2021 Base Sat', Plan 1: 'Network Control Plan 1')

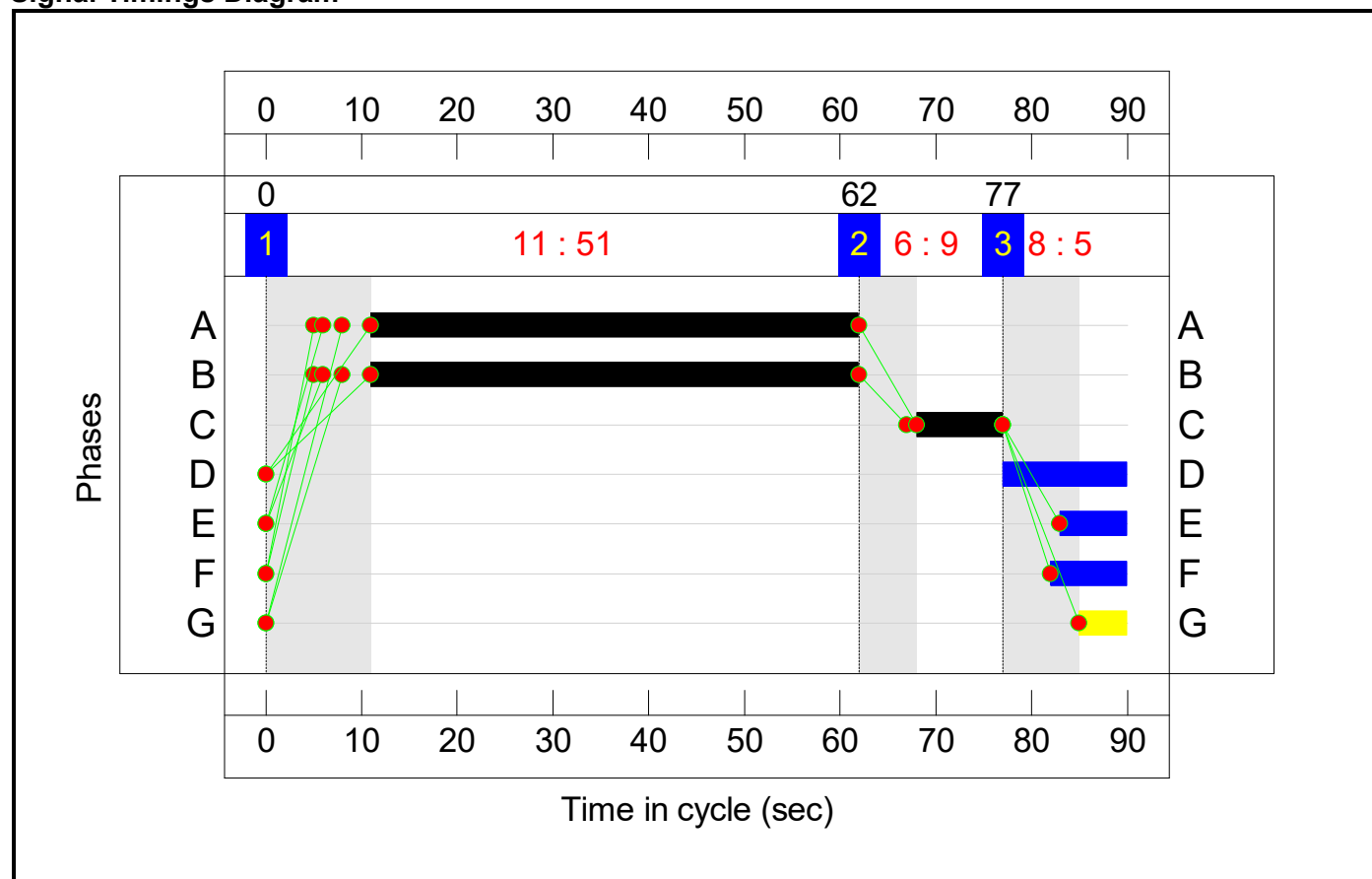
Stage Sequence Diagram

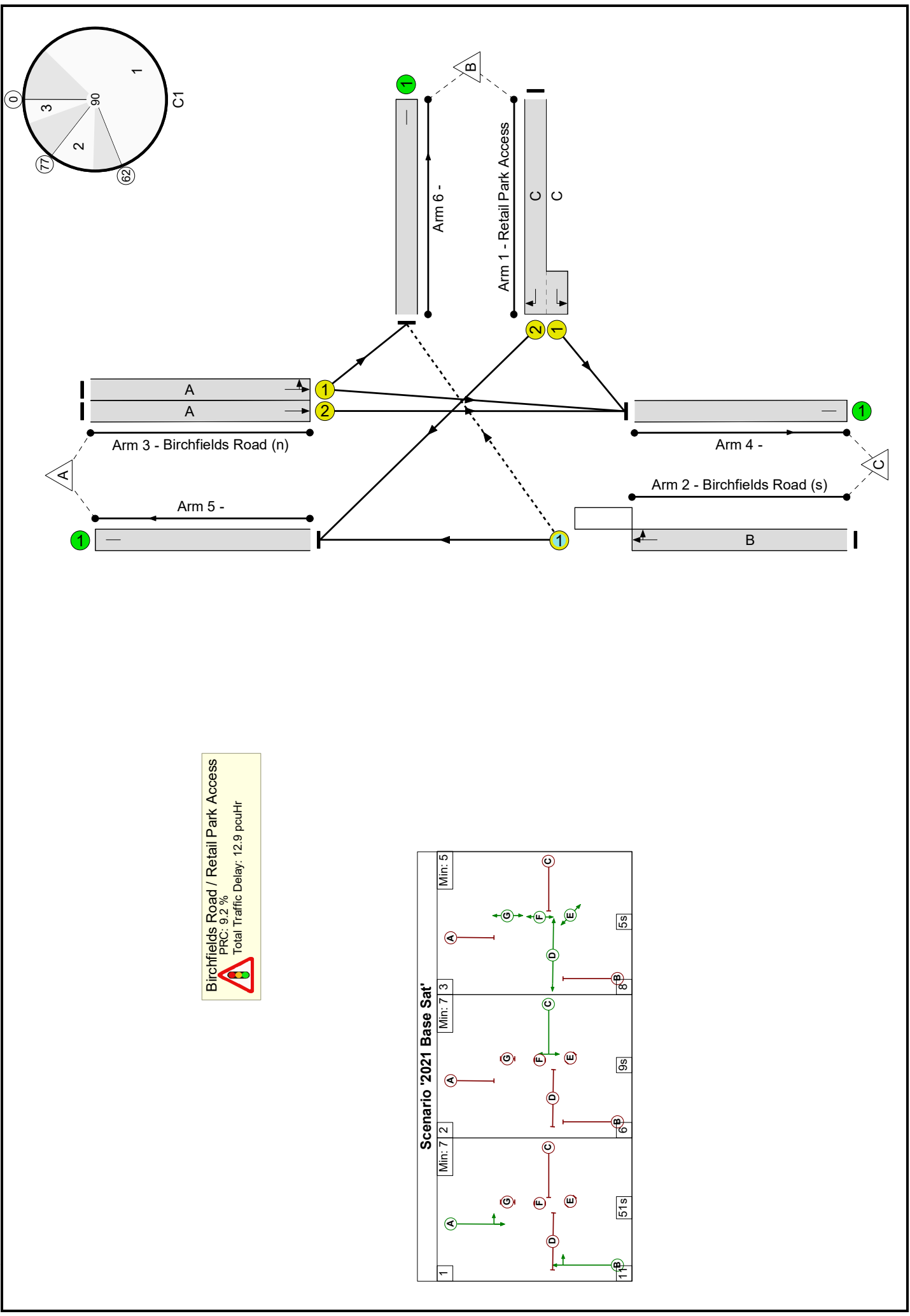
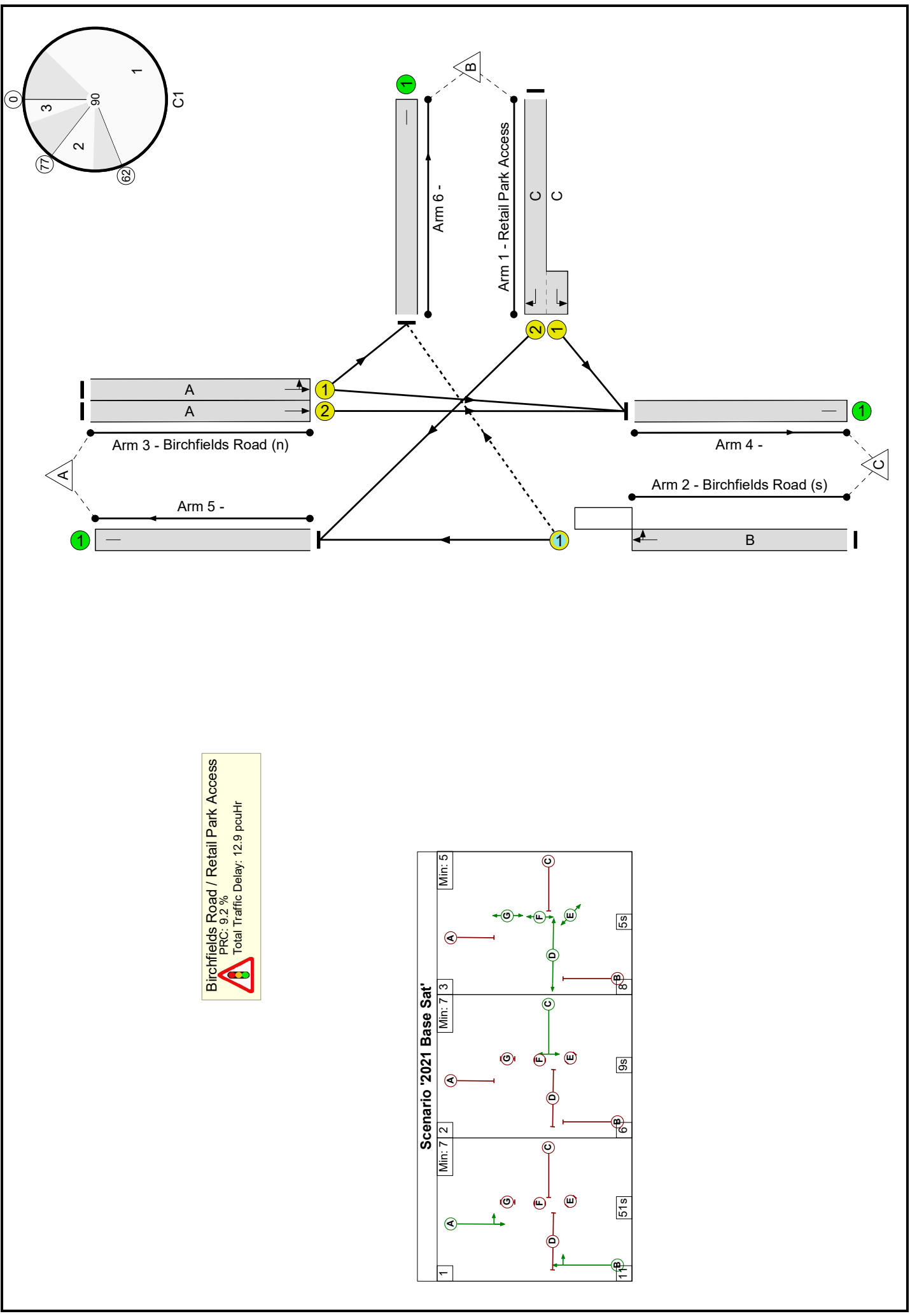
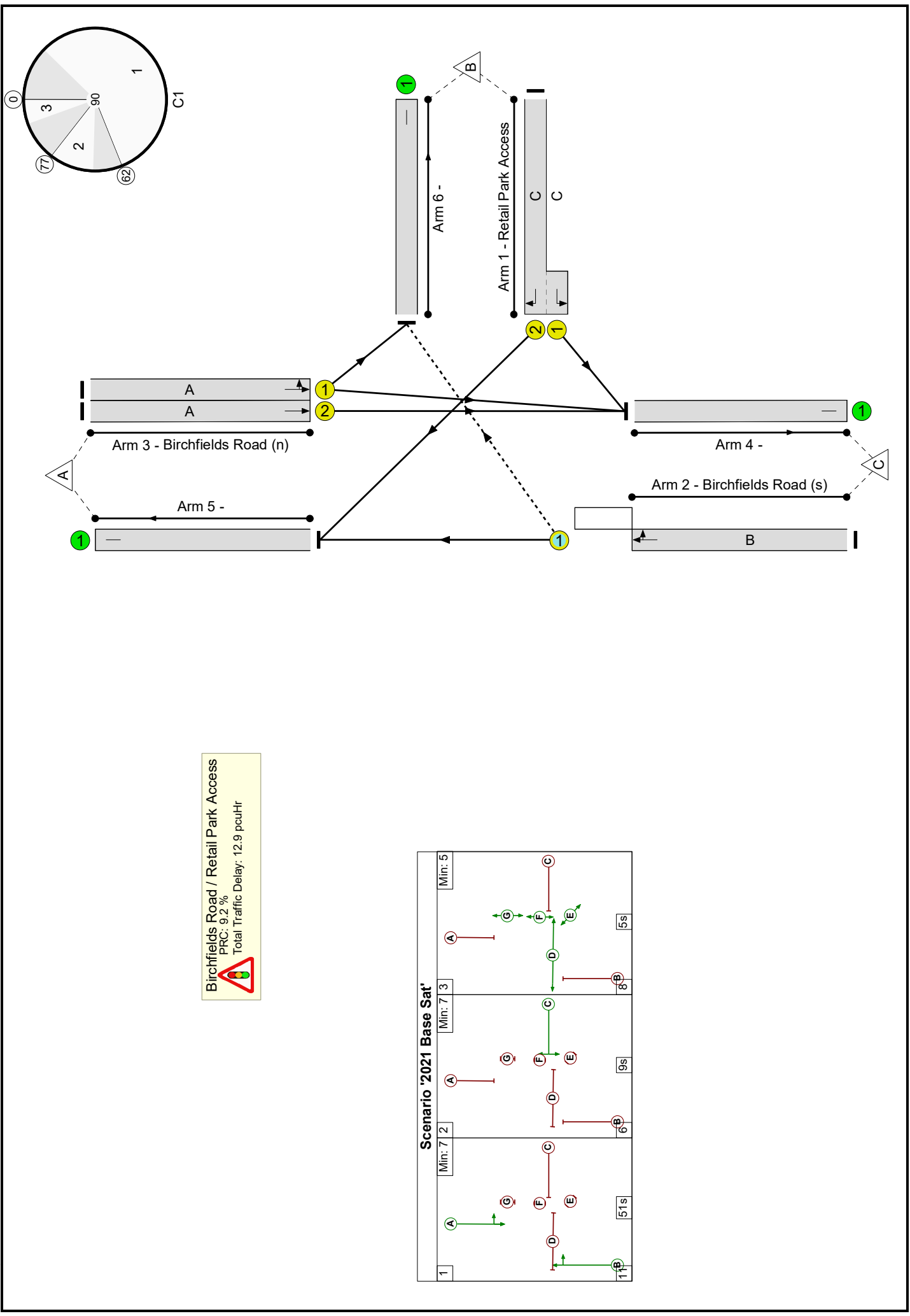


Stage Timings

Stage	1	2	3
Duration	51	9	5
Change Point	0	62	77

Signal Timings Diagram





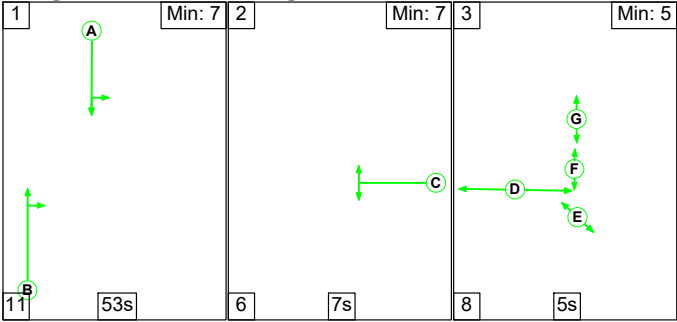
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	217	1820:1832	90+174	82.4 : 82.4%
2/1	Birchfields Road (s) Ahead Right	O	N/A	N/A	B		1	51	-	937	2083	1204	77.9%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	51	-	361	1798	1039	34.8%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	51	-	452	2080	1202	37.6%
4/1		U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	896	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	112	0	3	8.4	4.4	0.1	12.9	-	-	-	-
Birchfields Road / Retail Park Access	-	-	112	0	3	8.4	4.4	0.1	12.9	-	-	-	-
1/2+1/1	217	217	-	-	-	2.3	2.1	-	4.4	73.8	3.7	2.1	5.8
2/1	937	937	112	0	3	3.8	1.7	0.1	5.6	21.5	18.0	1.7	19.7
3/1	361	361	-	-	-	1.0	0.3	-	1.3	12.7	4.7	0.3	5.0
3/2	452	452	-	-	-	1.3	0.3	-	1.6	12.7	6.0	0.3	6.3
4/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1					PRC for Signalled Lanes (%): PRC Over All Lanes (%)		Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		Cycle Time (s): 90				

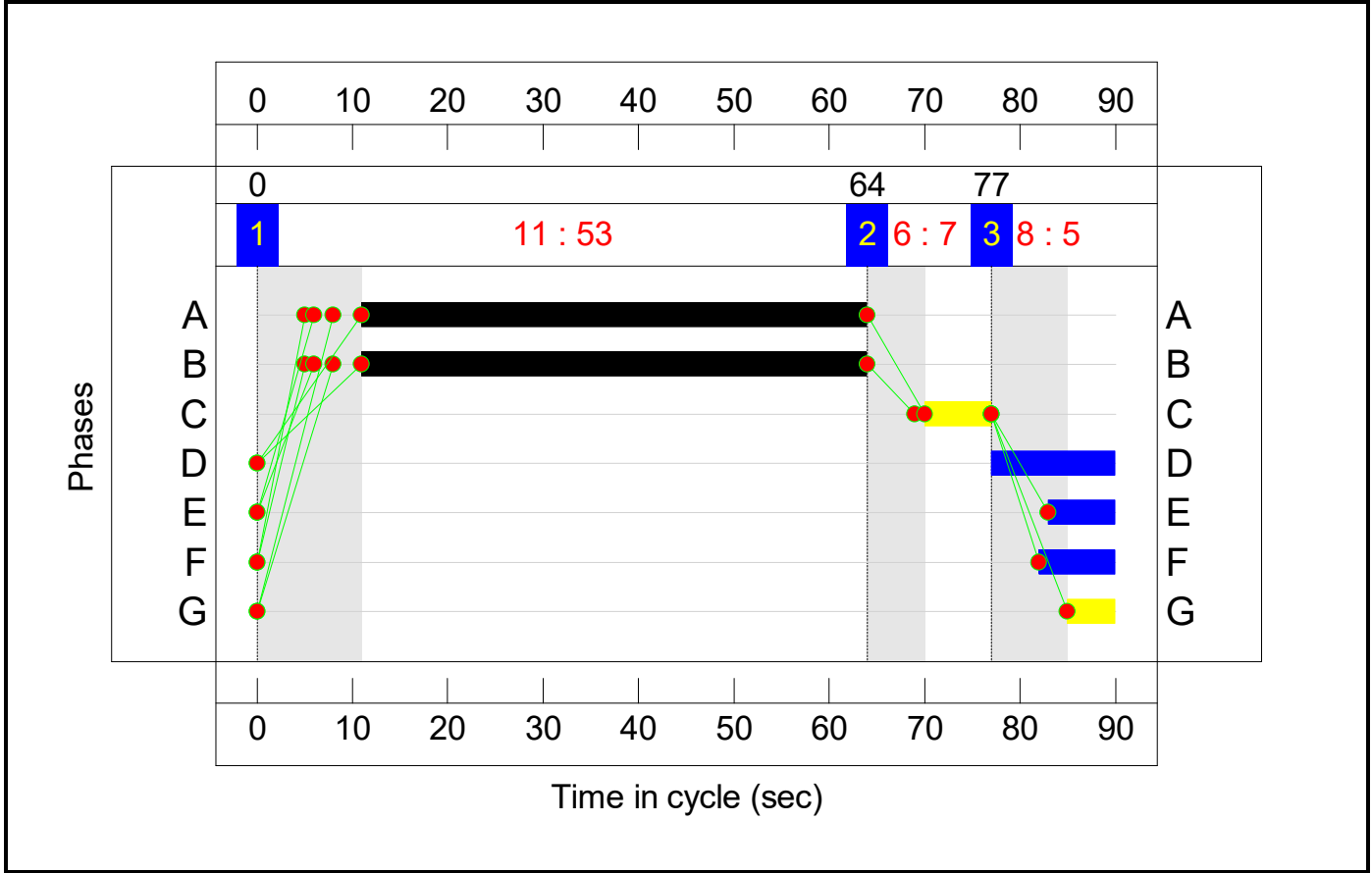
Stage Sequence Diagram

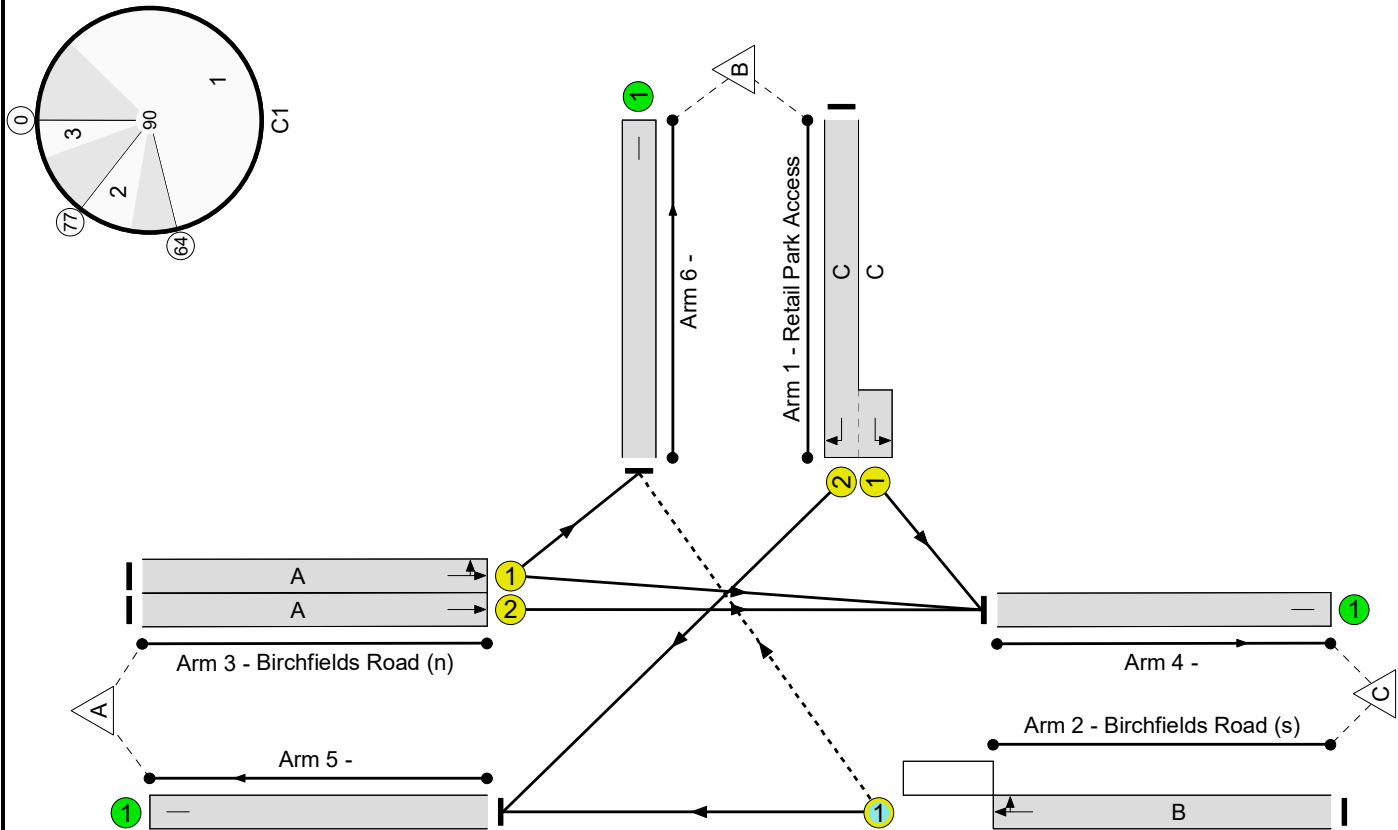


Stage Timings

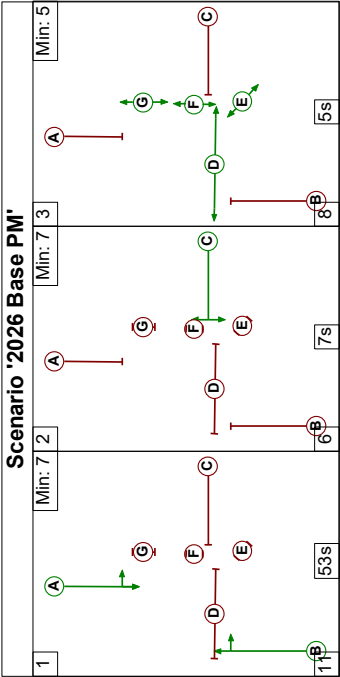
Stage	1	2	3
Duration	53	7	5
Change Point	0	64	77

Signal Timings Diagram





Birchfields Road / Retail Park Access
PRC: 17.9 %
Total Traffic Delay: 13.1 pcuHr



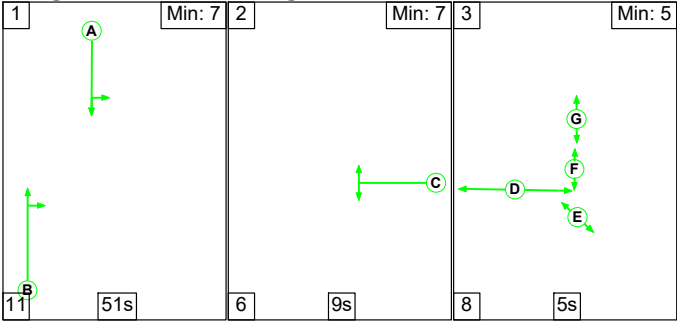
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	76.3%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	7	-	170	1820:1832	76+147	76.3 : 76.3%
2/1	Birchfields Road (s) Ahead Right	O	N/A	N/A	B		1	53	-	911	2089	1253	72.7%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	53	-	571	1867	1120	51.0%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	53	-	656	2080	1248	52.6%
4/1		U	N/A	N/A	-		-	-	-	1250	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	879	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	179	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	42	0	48	8.7	3.9	0.6	13.1	-	-	-	-
Birchfields Road / Retail Park Access	-	-	42	0	48	8.7	3.9	0.6	13.1	-	-	-	-
1/2+1/1	170	170	-	-	-	1.9	1.5	-	3.4	71.7	2.7	1.5	4.2
2/1	911	911	42	0	48	3.2	1.3	0.6	5.1	20.2	15.9	1.3	17.3
3/1	571	571	-	-	-	1.6	0.5	-	2.2	13.6	8.1	0.5	8.6
3/2	656	656	-	-	-	1.9	0.6	-	2.5	13.6	9.5	0.6	10.0
4/1	1250	1250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1					PRC for Signalled Lanes (%): PRC Over All Lanes (%)		Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr)		Cycle Time (s): 90				

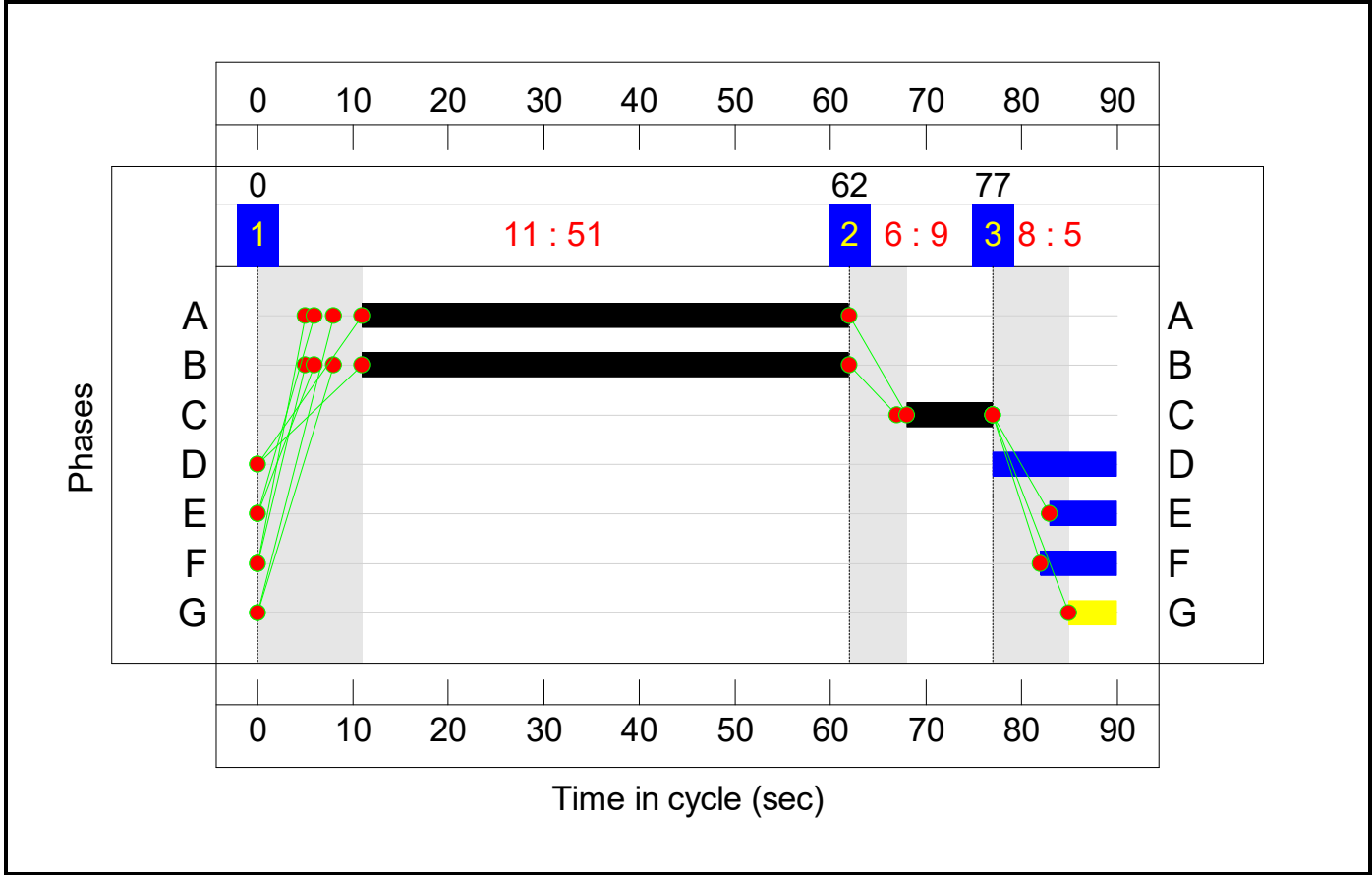
Stage Sequence Diagram

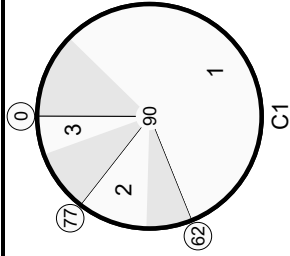


Stage Timings

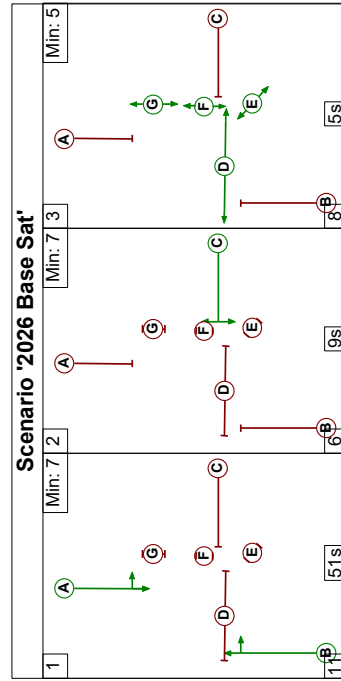
Stage	1	2	3
Duration	51	9	5
Change Point	0	62	77

Signal Timings Diagram





Birchfields Road / Retail Park Access
 PRC: 9.2 %
 Total Traffic Delay: 13.9 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	82.4%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	217	1820:1832	90+174	82.4 : 82.4%
2/1	Birchfields Road (s) Ahead Right	O	N/A	N/A	B		1	51	-	985	2085	1205	81.8%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	51	-	381	1805	1043	36.5%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	51	-	473	2080	1202	39.4%
4/1		U	N/A	N/A	-		-	-	-	883	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	944	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%

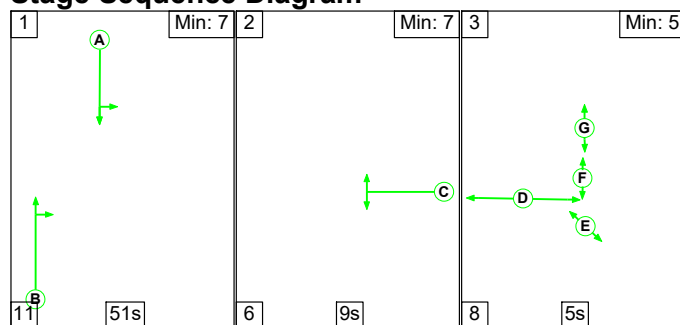
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	112	0	3	8.9	5.0	0.1	13.9	-	-	-	-
Birchfields Road / Retail Park Access	-	-	112	0	3	8.9	5.0	0.1	13.9	-	-	-	-
1/2+1/1	217	217	-	-	-	2.3	2.1	-	4.4	73.8	3.7	2.1	5.8
2/1	985	985	112	0	3	4.2	2.2	0.1	6.4	23.5	19.7	2.2	21.9
3/1	381	381	-	-	-	1.1	0.3	-	1.4	12.9	5.1	0.3	5.4
3/2	473	473	-	-	-	1.4	0.3	-	1.7	12.9	6.4	0.3	6.8
4/1	883	883	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1										Cycle Time (s): 90			
					9.2	Total Delay for Signalled Lanes (pcuHr): 13.93		13.93					
					9.2	Total Delay Over All Lanes(pcuHr): 13.93		13.93					
					PRC for Signalled Lanes (%):		PRC Over All Lanes (%):						

Full Input Data And Results

Scenario 5: '2026 Base + Lidl PM' (FG5: '2026 Base + Lidl PM', Plan 1: 'Network Control Plan 1')

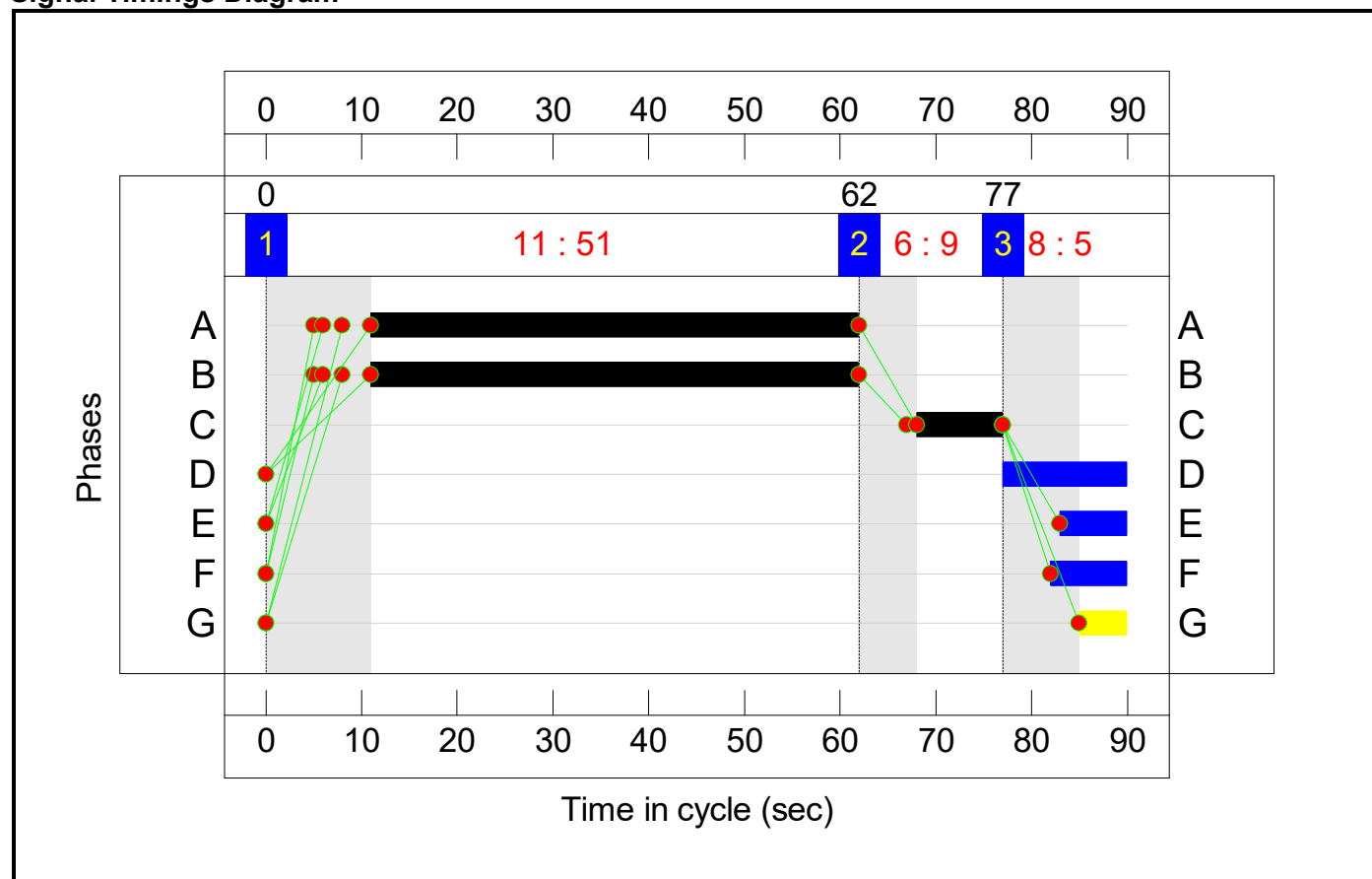
Stage Sequence Diagram

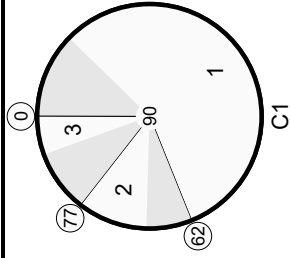


Stage Timings

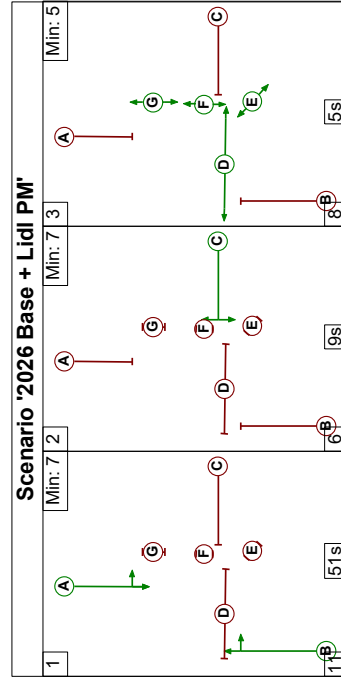
Stage	1	2	3
Duration	51	9	5
Change Point	0	62	77

Signal Timings Diagram





Birchfields Road / Retail Park Access
 PRC: 14.2 %
 Total Traffic Delay: 14.9 pcuHr



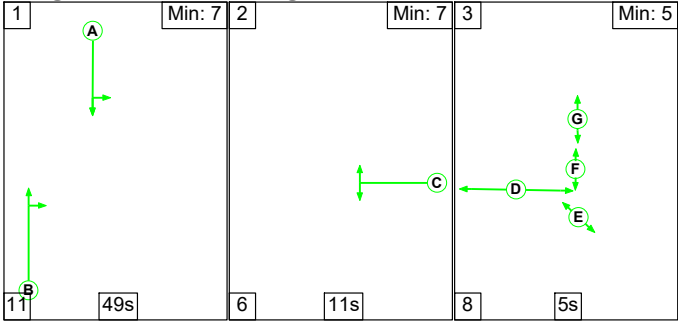
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	78.8%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	210	1820:1832	94+173	78.8 : 78.8%
2/1	Birchfields Road (s) Ahead Right	O	N/A	N/A	B		1	51	-	907	2085	1187	76.4%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	51	-	565	1848	1068	52.9%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	51	-	659	2080	1202	54.8%
4/1		U	N/A	N/A	-		-	-	-	1248	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	878	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	40	0	63	9.8	4.5	0.7	14.9	-	-	-	-
Birchfields Road / Retail Park Access	-	-	40	0	63	9.8	4.5	0.7	14.9	-	-	-	-
1/2+1/1	210	210	-	-	-	2.2	1.7	-	4.0	68.0	3.4	1.7	5.1
2/1	907	907	40	0	63	3.6	1.6	0.7	5.8	23.2	16.9	1.6	18.5
3/1	565	565	-	-	-	1.8	0.6	-	2.4	15.1	8.5	0.6	9.0
3/2	659	659	-	-	-	2.2	0.6	-	2.8	15.1	10.1	0.6	10.7
4/1	1248	1248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
PRC for Signalled Lanes (%):					14.2	Total Delay for Signalled Lanes (pcuHr):			14.94	Cycle Time (s):		90	
PRC Over All Lanes (%):					14.2	Total Delay Over All Lanes(pcuHr):			14.94				

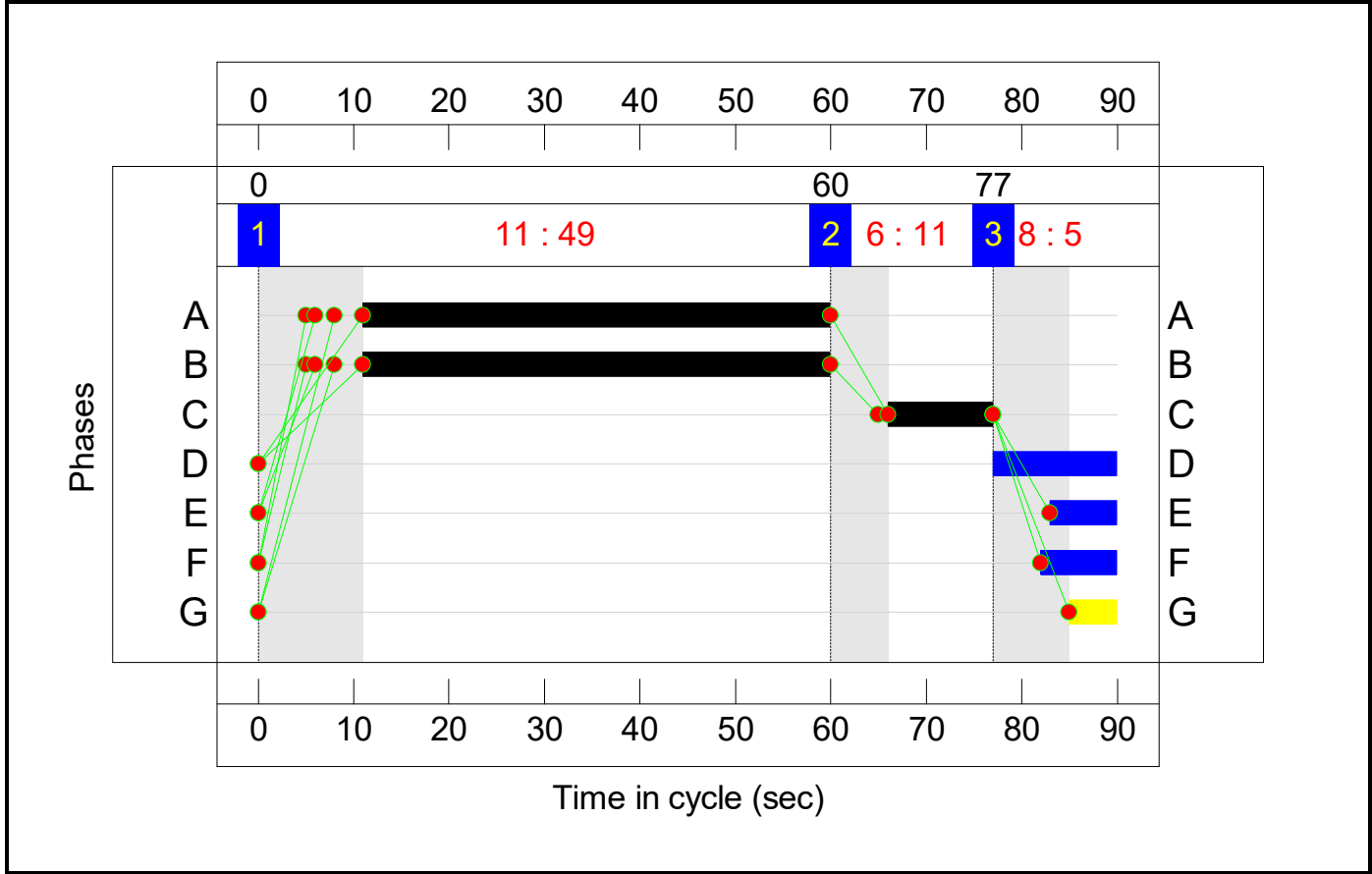
Stage Sequence Diagram

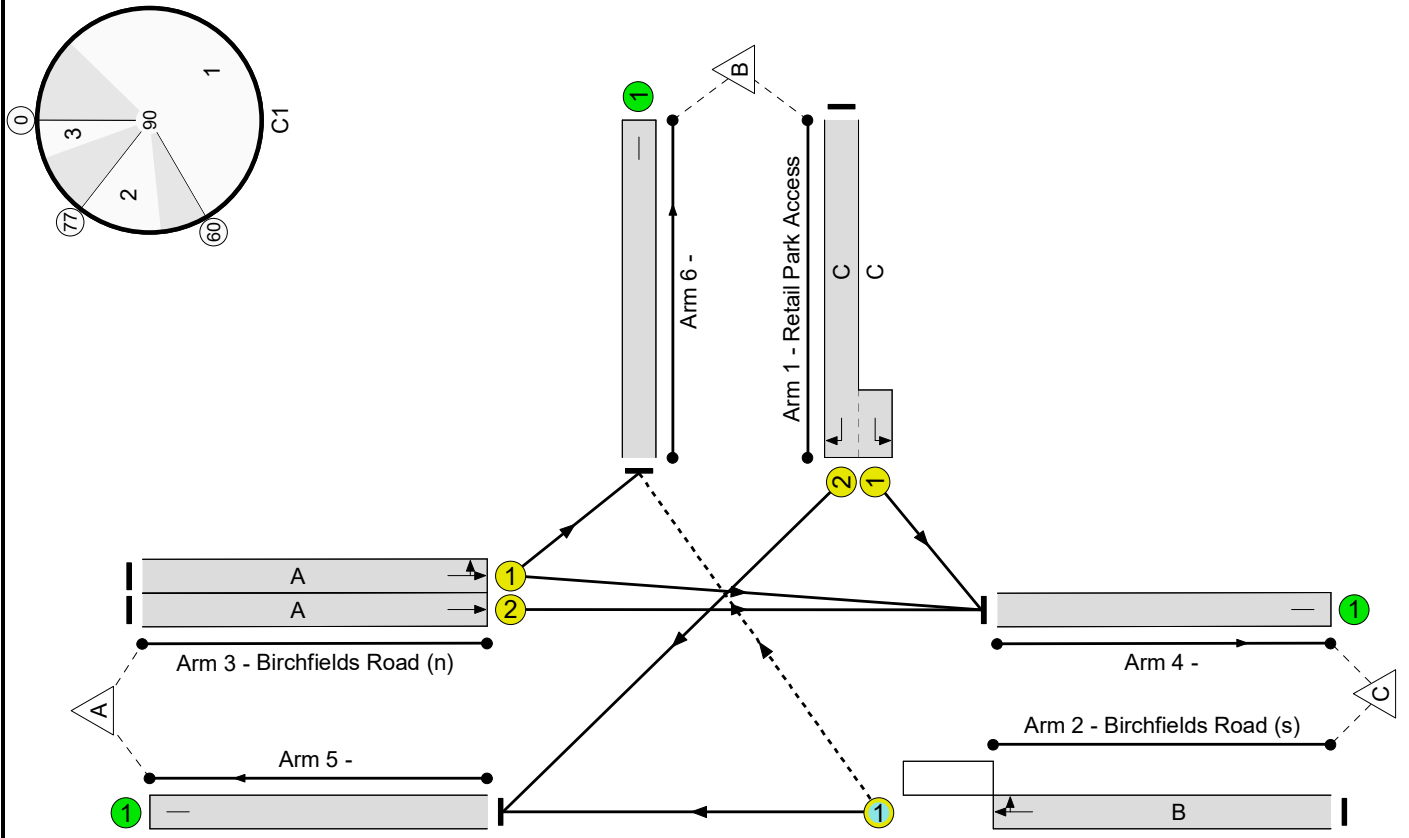


Stage Timings

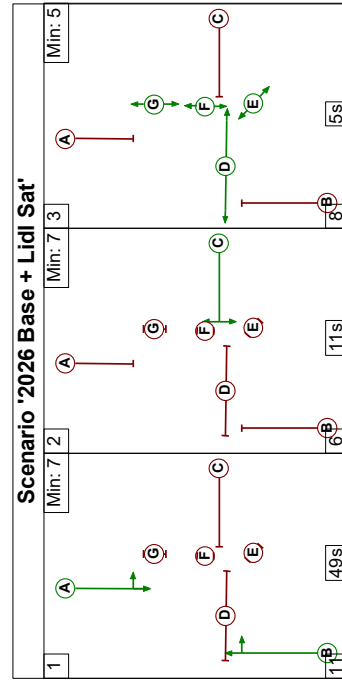
Stage	1	2	3
Duration	49	11	5
Change Point	0	60	77

Signal Timings Diagram





Birchfields Road / Retail Park Access
 PRC: 1.0 %
 Total Traffic Delay: 17.0 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	89.1%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	11	-	274	1820:1832	109+199	89.1 : 89.1%
2/1	Birchfields Road (s) Ahead Right	O	N/A	N/A	B		1	49	-	980	2080	1156	84.8%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	49	-	373	1772	984	37.9%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	49	-	475	2080	1156	41.1%
4/1		U	N/A	N/A	-		-	-	-	884	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	128	0	3	10.1	6.8	0.1	17.0	-	-	-	-
Birchfields Road / Retail Park Access	-	-	128	0	3	10.1	6.8	0.1	17.0	-	-	-	-
1/2+1/1	274	274	-	-	-	2.8	3.4	-	6.2	81.9	5.1	3.4	8.4
2/1	980	980	128	0	3	4.6	2.7	0.1	7.4	27.1	20.4	2.7	23.1
3/1	373	373	-	-	-	1.2	0.3	-	1.5	14.2	5.2	0.3	5.5
3/2	475	475	-	-	-	1.5	0.3	-	1.9	14.2	6.7	0.3	7.1
4/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1										Cycle Time (s): 90			
										Total Delay for Signalled Lanes (pcuHr): 16.95			
										Total Delay Over All Lanes(pcuHr): 16.95			

S|C|P

APPENDIX 4

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

Filename: Fallowfield.j9

Path: Z:\Job Library\2020\200272 - Lidl_Fallowfield_Retail_Park\Traffic Data\ARCADY

Report generation date: 06/08/2021 12:49:30

»2026, PM
 »2026, SAT
 »2026 + Lidl, PM
 »2026 + Lidl, SAT
 »2021, PM
 »2021, SAT
 »2021 + Lidl, PM
 »2021 + Lidl , SAT

Summary of junction performance

	PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026									
1 - Moseley Road West	D1	6.8	28.38	0.88	D	D2	5.1	23.18	0.84	C
2 - Birchfields Road		485.6	1721.54	1.35	F		9.2	38.57	0.91	E
3 - Moseley Road East		1.6	5.25	0.62	A		2.1	6.35	0.68	A
	2026 + Lidl									
1 - Moseley Road West	D3	6.7	27.89	0.87	D	D4	4.9	22.67	0.84	C
2 - Birchfields Road		481.2	1705.93	1.34	F		13.2	54.12	0.94	F
3 - Moseley Road East		1.6	5.23	0.62	A		2.2	6.65	0.69	A
	2021									
1 - Moseley Road West	D5	4.1	18.12	0.81	C	D6	3.4	16.14	0.77	C
2 - Birchfields Road		347.9	1209.53	1.24	F		5.2	22.88	0.84	C
3 - Moseley Road East		1.4	4.83	0.58	A		1.5	5.07	0.60	A
	2021 + Lidl									
1 - Moseley Road West	D7	4.1	17.91	0.81	C	D8	3.3	15.82	0.77	C
2 - Birchfields Road		343.4	1194.25	1.24	F		7.6	31.95	0.89	D
3 - Moseley Road East		1.4	4.82	0.58	A		1.6	5.38	0.61	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.

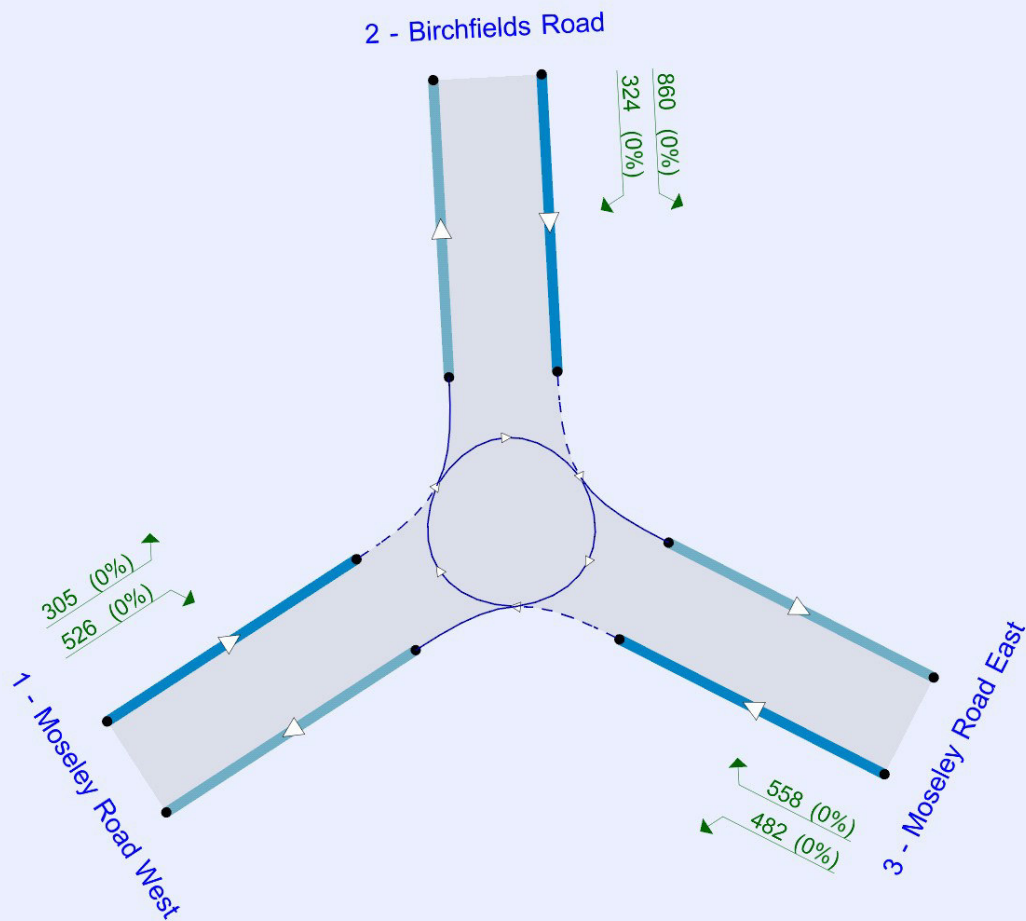
File summary

File Description

Title	
Location	
Site number	
Date	08/07/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SCP\abbie.moore
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



Flows show original traffic demand (PCU/hr).

The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			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)
D1	2026	PM	FLAT	15:45	17:15	90	15
D2	2026	SAT	FLAT	13:30	15:00	90	15
D3	2026 + Lidl	PM	FLAT	15:45	17:15	90	15
D4	2026 + Lidl	SAT	FLAT	13:30	15:00	90	15
D5	2021	PM	FLAT	15:45	17:15	90	15
D6	2021	SAT	FLAT	13:30	15:00	90	15
D7	2021 + Lidl	PM	FLAT	15:45	17:15	90	15
D8	2021 + Lidl	SAT	FLAT	13:30	15:00	90	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2026, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	675.36	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Moseley Road West	
2	Birchfields Road	
3	Moseley Road East	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - Moseley Road West	6.30	6.30	10.00	5.1	15.67	9.50	0.0	✓
2 - Birchfields Road	5.20	5.20	9.30	10.8	15.45	10.82	0.0	✓
3 - Moseley Road East	5.40	5.40	9.10	22.7	20.00	20.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - Moseley Road West	0.648	1397
2 - Birchfields Road	0.636	1293
3 - Moseley Road East	0.967	2044

The slope and intercept shown above include any corrections and adjustments.

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)
D1	2026	PM	FLAT	15:45	17:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	886	100.000
2 - Birchfields Road		✓	1257	100.000
3 - Moseley Road East		✓	1107	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	324	558
	2 - Birchfields Road	344	0	913
	3 - Moseley Road East	512	592	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	886	886
	16:00-16:15	886	886
	16:15-16:30	886	886
	16:30-16:45	886	886
	16:45-17:00	886	886
	17:00-17:15	886	886
2 - Birchfields Road	15:45-16:00	1257	1257
	16:00-16:15	1257	1257
	16:15-16:30	1257	1257
	16:30-16:45	1257	1257
	16:45-17:00	1257	1257
	17:00-17:15	1257	1257
3 - Moseley Road East	15:45-16:00	1107	1107
	16:00-16:15	1107	1107
	16:15-16:30	1107	1107
	16:30-16:45	1107	1107
	16:45-17:00	1107	1107
	17:00-17:15	1107	1107

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.88	28.38	6.8	D
2 - Birchfields Road	1.35	1721.54	485.6	F
3 - Moseley Road East	0.62	5.25	1.6	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	592	1013	0.874	863	5.7	21.474	C
2 - Birchfields Road	1257	550	943	1.333	931	81.4	164.673	F
3 - Moseley Road East	1107	259	1794	0.617	1101	1.6	5.147	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	884	6.3	27.213	D
2 - Birchfields Road	1257	564	934	1.345	934	162.2	476.746	F
3 - Moseley Road East	1107	260	1793	0.617	1107	1.6	5.246	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	885	6.5	27.871	D
2 - Birchfields Road	1257	564	934	1.346	934	243.0	787.055	F
3 - Moseley Road East	1107	260	1793	0.617	1107	1.6	5.245	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	886	6.7	28.139	D
2 - Birchfields Road	1257	565	934	1.346	934	323.8	1098.242	F
3 - Moseley Road East	1107	259	1793	0.617	1107	1.6	5.245	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	886	6.7	28.285	D
2 - Birchfields Road	1257	565	934	1.346	934	404.7	1409.837	F
3 - Moseley Road East	1107	259	1793	0.617	1107	1.6	5.244	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	886	595	1011	0.876	886	6.8	28.375	D
2 - Birchfields Road	1257	565	934	1.347	933	485.6	1721.538	F
3 - Moseley Road East	1107	259	1793	0.617	1107	1.6	5.244	A

2026, SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	20.99	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D2	2026	SAT	FLAT	13:30	15:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	801	100.000
2 - Birchfields Road		✓	892	100.000
3 - Moseley Road East		✓	1190	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	312	485
	2 - Birchfields Road	292	1	599
	3 - Moseley Road East	510	680	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	801	801
	13:45-14:00	801	801
	14:00-14:15	801	801
	14:15-14:30	801	801
	14:30-14:45	801	801
	14:45-15:00	801	801
2 - Birchfields Road	13:30-13:45	892	892
	13:45-14:00	892	892
	14:00-14:15	892	892
	14:15-14:30	892	892
	14:30-14:45	892	892
	14:45-15:00	892	892
3 - Moseley Road East	13:30-13:45	1190	1190
	13:45-14:00	1190	1190
	14:00-14:15	1190	1190
	14:15-14:30	1190	1190
	14:30-14:45	1190	1190
	14:45-15:00	1190	1190

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.84	23.18	5.1	C
2 - Birchfields Road	0.91	38.57	9.2	E
3 - Moseley Road East	0.68	6.35	2.1	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	676	958	0.836	783	4.5	18.975	C
2 - Birchfields Road	892	478	989	0.902	864	6.9	25.049	D
3 - Moseley Road East	1190	288	1766	0.674	1182	2.0	6.083	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	800	4.8	22.676	C
2 - Birchfields Road	892	488	982	0.908	887	8.1	34.949	D
3 - Moseley Road East	1190	295	1759	0.677	1190	2.1	6.326	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	801	4.9	22.977	C
2 - Birchfields Road	892	489	982	0.908	890	8.6	36.877	E
3 - Moseley Road East	1190	296	1758	0.677	1190	2.1	6.338	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	801	5.0	23.088	C
2 - Birchfields Road	892	489	982	0.908	891	8.9	37.748	E
3 - Moseley Road East	1190	297	1757	0.677	1190	2.1	6.344	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	801	5.0	23.128	C
2 - Birchfields Road	892	489	982	0.909	891	9.1	38.249	E
3 - Moseley Road East	1190	297	1757	0.677	1190	2.1	6.345	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	801	681	955	0.838	801	5.1	23.182	C
2 - Birchfields Road	892	489	982	0.909	891	9.2	38.573	E
3 - Moseley Road East	1190	297	1757	0.677	1190	2.1	6.346	A

2026 + Lidl, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	668.83	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D3	2026 + Lidl	PM	FLAT	15:45	17:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	885	100.000
2 - Birchfields Road		✓	1254	100.000
3 - Moseley Road East		✓	1105	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	323	558
	2 - Birchfields Road	343	0	911
	3 - Moseley Road East	512	590	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	885	885
	16:00-16:15	885	885
	16:15-16:30	885	885
	16:30-16:45	885	885
	16:45-17:00	885	885
	17:00-17:15	885	885
2 - Birchfields Road	15:45-16:00	1254	1254
	16:00-16:15	1254	1254
	16:15-16:30	1254	1254
	16:30-16:45	1254	1254
	16:45-17:00	1254	1254
	17:00-17:15	1254	1254
3 - Moseley Road East	15:45-16:00	1105	1105
	16:00-16:15	1105	1105
	16:15-16:30	1105	1105
	16:30-16:45	1105	1105
	16:45-17:00	1105	1105
	17:00-17:15	1105	1105

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.87	27.89	6.7	D
2 - Birchfields Road	1.34	1705.93	481.2	F
3 - Moseley Road East	0.62	5.23	1.6	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	590	1015	0.872	862	5.7	21.245	C
2 - Birchfields Road	1254	551	943	1.330	931	80.7	163.390	F
3 - Moseley Road East	1105	259	1794	0.616	1099	1.6	5.131	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	883	6.2	26.797	D
2 - Birchfields Road	1254	564	934	1.342	934	160.7	472.676	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.229	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	884	6.4	27.415	D
2 - Birchfields Road	1254	564	934	1.343	934	240.8	780.106	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.229	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	885	6.6	27.664	D
2 - Birchfields Road	1254	565	934	1.343	934	320.9	1088.408	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.228	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	885	6.6	27.800	D
2 - Birchfields Road	1254	565	934	1.343	934	401.0	1397.114	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.228	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	885	593	1012	0.874	885	6.7	27.885	D
2 - Birchfields Road	1254	565	934	1.343	933	481.2	1705.927	F
3 - Moseley Road East	1105	259	1793	0.616	1105	1.6	5.228	A

2026 + Lidl, SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	26.10	D

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D4	2026 + Lidl	SAT	FLAT	13:30	15:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	800	100.000
2 - Birchfields Road		✓	922	100.000
3 - Moseley Road East		✓	1186	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	311	485
	2 - Birchfields Road	323	1	598
	3 - Moseley Road East	510	676	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	800	800
	13:45-14:00	800	800
	14:00-14:15	800	800
	14:15-14:30	800	800
	14:30-14:45	800	800
	14:45-15:00	800	800
2 - Birchfields Road	13:30-13:45	922	922
	13:45-14:00	922	922
	14:00-14:15	922	922
	14:15-14:30	922	922
	14:30-14:45	922	922
	14:45-15:00	922	922
3 - Moseley Road East	13:30-13:45	1186	1186
	13:45-14:00	1186	1186
	14:00-14:15	1186	1186
	14:15-14:30	1186	1186
	14:30-14:45	1186	1186
	14:45-15:00	1186	1186

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.84	22.67	4.9	C
2 - Birchfields Road	0.94	54.12	13.2	F
3 - Moseley Road East	0.69	6.65	2.2	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	672	961	0.832	782	4.4	18.663	C
2 - Birchfields Road	922	478	989	0.933	887	8.7	29.290	D
3 - Moseley Road East	1186	316	1739	0.682	1178	2.1	6.323	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	799	4.7	22.198	C
2 - Birchfields Road	922	488	982	0.939	914	10.8	44.856	E
3 - Moseley Road East	1186	325	1730	0.686	1186	2.1	6.613	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	800	4.8	22.477	C
2 - Birchfields Road	922	489	982	0.939	918	11.8	49.222	E
3 - Moseley Road East	1186	327	1728	0.686	1186	2.2	6.632	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	800	4.9	22.579	C
2 - Birchfields Road	922	489	982	0.939	919	12.5	51.571	F
3 - Moseley Road East	1186	327	1728	0.686	1186	2.2	6.641	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	800	4.9	22.631	C
2 - Birchfields Road	922	489	982	0.939	920	12.9	53.070	F
3 - Moseley Road East	1186	327	1728	0.686	1186	2.2	6.645	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	800	677	958	0.835	800	4.9	22.665	C
2 - Birchfields Road	922	489	982	0.939	921	13.2	54.119	F
3 - Moseley Road East	1186	328	1728	0.687	1186	2.2	6.647	A

2021, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	474.28	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D5	2021	PM	FLAT	15:45	17:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	835	100.000
2 - Birchfields Road		✓	1184	100.000
3 - Moseley Road East		✓	1043	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	305	526
	2 - Birchfields Road	324	0	860
	3 - Moseley Road East	482	558	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	835	835
	16:00-16:15	835	835
	16:15-16:30	835	835
	16:30-16:45	835	835
	16:45-17:00	835	835
	17:00-17:15	835	835
2 - Birchfields Road	15:45-16:00	1184	1184
	16:00-16:15	1184	1184
	16:15-16:30	1184	1184
	16:30-16:45	1184	1184
	16:45-17:00	1184	1184
	17:00-17:15	1184	1184
3 - Moseley Road East	15:45-16:00	1043	1043
	16:00-16:15	1043	1043
	16:15-16:30	1043	1043
	16:30-16:45	1043	1043
	16:45-17:00	1043	1043
	17:00-17:15	1043	1043

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.81	18.12	4.1	C
2 - Birchfields Road	1.24	1209.53	347.9	F
3 - Moseley Road East	0.58	4.83	1.4	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	558	1035	0.807	820	3.8	15.769	C
2 - Birchfields Road	1184	523	960	1.233	944	60.0	122.703	F
3 - Moseley Road East	1043	262	1791	0.583	1037	1.4	4.747	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	834	4.0	17.926	C
2 - Birchfields Road	1184	533	954	1.241	953	117.6	343.402	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	835	4.1	18.051	C
2 - Birchfields Road	1184	533	954	1.241	954	175.2	559.162	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	835	4.1	18.085	C
2 - Birchfields Road	1184	533	954	1.241	954	232.7	775.709	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	835	4.1	18.107	C
2 - Birchfields Road	1184	533	954	1.241	954	290.3	992.553	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	835	561	1033	0.808	835	4.1	18.119	C
2 - Birchfields Road	1184	533	954	1.241	954	347.9	1209.532	F
3 - Moseley Road East	1043	265	1788	0.583	1043	1.4	4.831	A

2021, SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	13.85	B

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D6	2021	SAT	FLAT	13:30	15:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	758	100.000
2 - Birchfields Road		✓	842	100.000
3 - Moseley Road East		✓	1062	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	5	295	458
	2 - Birchfields Road	276	0	566
	3 - Moseley Road East	420	642	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	758	758
	13:45-14:00	758	758
	14:00-14:15	758	758
	14:15-14:30	758	758
	14:30-14:45	758	758
	14:45-15:00	758	758
2 - Birchfields Road	13:30-13:45	842	842
	13:45-14:00	842	842
	14:00-14:15	842	842
	14:15-14:30	842	842
	14:30-14:45	842	842
	14:45-15:00	842	842
3 - Moseley Road East	13:30-13:45	1062	1062
	13:45-14:00	1062	1062
	14:00-14:15	1062	1062
	14:15-14:30	1062	1062
	14:30-14:45	1062	1062
	14:45-15:00	1062	1062

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.77	16.14	3.4	C
2 - Birchfields Road	0.84	22.88	5.2	C
3 - Moseley Road East	0.60	5.07	1.5	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	638	983	0.771	745	3.1	14.487	B
2 - Birchfields Road	842	455	1003	0.839	824	4.6	18.515	C
3 - Moseley Road East	1062	275	1778	0.597	1056	1.5	4.946	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	757	3.3	16.039	C
2 - Birchfields Road	842	463	998	0.843	840	5.0	22.319	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.062	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	758	3.3	16.105	C
2 - Birchfields Road	842	463	998	0.843	841	5.1	22.657	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.065	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	758	3.3	16.127	C
2 - Birchfields Road	842	463	998	0.843	842	5.2	22.779	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.065	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	758	3.4	16.139	C
2 - Birchfields Road	842	463	998	0.843	842	5.2	22.842	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.066	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	758	642	981	0.773	758	3.4	16.145	C
2 - Birchfields Road	842	463	998	0.843	842	5.2	22.879	C
3 - Moseley Road East	1062	281	1773	0.599	1062	1.5	5.066	A

2021 + Lidl, 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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	468.05	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D7	2021 + Lidl	PM	FLAT	15:45	17:15	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	834	100.000
2 - Birchfields Road		✓	1181	100.000
3 - Moseley Road East		✓	1041	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	4	304	526
	2 - Birchfields Road	323	0	858
	3 - Moseley Road East	482	556	3

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	15:45-16:00	834	834
	16:00-16:15	834	834
	16:15-16:30	834	834
	16:30-16:45	834	834
	16:45-17:00	834	834
	17:00-17:15	834	834
2 - Birchfields Road	15:45-16:00	1181	1181
	16:00-16:15	1181	1181
	16:15-16:30	1181	1181
	16:30-16:45	1181	1181
	16:45-17:00	1181	1181
	17:00-17:15	1181	1181
3 - Moseley Road East	15:45-16:00	1041	1041
	16:00-16:15	1041	1041
	16:15-16:30	1041	1041
	16:30-16:45	1041	1041
	16:45-17:00	1041	1041
	17:00-17:15	1041	1041

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.81	17.91	4.1	C
2 - Birchfields Road	1.24	1194.25	343.4	F
3 - Moseley Road East	0.58	4.82	1.4	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	556	1036	0.805	819	3.8	15.631	C
2 - Birchfields Road	1181	523	960	1.230	944	59.3	121.467	F
3 - Moseley Road East	1041	262	1791	0.581	1036	1.4	4.733	A

16:00 - 16:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	833	4.0	17.729	C
2 - Birchfields Road	1181	533	954	1.238	953	116.2	339.444	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.817	A

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	834	4.0	17.841	C
2 - Birchfields Road	1181	533	954	1.238	954	173.0	552.378	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.817	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	834	4.1	17.882	C
2 - Birchfields Road	1181	533	954	1.238	954	229.8	766.093	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.818	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	834	4.1	17.901	C
2 - Birchfields Road	1181	533	954	1.238	954	286.6	980.106	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.818	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	834	559	1034	0.806	834	4.1	17.913	C
2 - Birchfields Road	1181	533	954	1.238	954	343.4	1194.253	F
3 - Moseley Road East	1041	265	1788	0.582	1041	1.4	4.818	A

2021 + Lidl , SAT

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	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	17.03	C

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	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)
D8	2021 + Lidl	SAT	FLAT	13:30	15:00	90	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - Moseley Road West		✓	756	100.000
2 - Birchfields Road		✓	888	100.000
3 - Moseley Road East		✓	1058	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	5	293	458
	2 - Birchfields Road	323	0	565
	3 - Moseley Road East	420	638	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		1 - Moseley Road West	2 - Birchfields Road	3 - Moseley Road East
	1 - Moseley Road West	0	0	0
	2 - Birchfields Road	0	0	0
	3 - Moseley Road East	0	0	0

Detailed Demand Data

Demand for each time segment

Arm	Time Segment	Demand (PCU/hr)	Demand in PCU (PCU/hr)
1 - Moseley Road West	13:30-13:45	756	756
	13:45-14:00	756	756
	14:00-14:15	756	756
	14:15-14:30	756	756
	14:30-14:45	756	756
	14:45-15:00	756	756
2 - Birchfields Road	13:30-13:45	888	888
	13:45-14:00	888	888
	14:00-14:15	888	888
	14:15-14:30	888	888
	14:30-14:45	888	888
	14:45-15:00	888	888
3 - Moseley Road East	13:30-13:45	1058	1058
	13:45-14:00	1058	1058
	14:00-14:15	1058	1058
	14:15-14:30	1058	1058
	14:30-14:45	1058	1058
	14:45-15:00	1058	1058

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - Moseley Road West	0.77	15.82	3.3	C
2 - Birchfields Road	0.89	31.95	7.6	D
3 - Moseley Road East	0.61	5.38	1.6	A

Main Results for each time segment

13:30 - 13:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	634	986	0.767	744	3.1	14.241	B
2 - Birchfields Road	888	455	1003	0.885	863	6.2	22.800	C
3 - Moseley Road East	1058	319	1736	0.610	1052	1.5	5.219	A

13:45 - 14:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	755	3.2	15.721	C
2 - Birchfields Road	888	463	998	0.889	885	7.0	30.059	D
3 - Moseley Road East	1058	327	1728	0.612	1058	1.6	5.369	A

14:00 - 14:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	756	3.2	15.784	C
2 - Birchfields Road	888	463	998	0.889	887	7.3	31.116	D
3 - Moseley Road East	1058	328	1728	0.612	1058	1.6	5.376	A

14:15 - 14:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	756	3.3	15.804	C
2 - Birchfields Road	888	463	998	0.890	887	7.5	31.555	D
3 - Moseley Road East	1058	328	1727	0.613	1058	1.6	5.378	A

14:30 - 14:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	756	3.3	15.815	C
2 - Birchfields Road	888	463	998	0.890	888	7.6	31.798	D
3 - Moseley Road East	1058	328	1727	0.613	1058	1.6	5.378	A

14:45 - 15:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Moseley Road West	756	638	983	0.769	756	3.3	15.822	C
2 - Birchfields Road	888	463	998	0.890	888	7.6	31.953	D
3 - Moseley Road East	1058	328	1727	0.613	1058	1.6	5.379	A

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APPENDIX 5

Base 2021 - as summarised in Transport Assessment					
	Approach	PM Peak		Saturday	
		Queue	DOS	Queue	DOS
J1	Birchfields Road North (nearside)	4	42.7%	5	44.5%
	Birchfields Road North (offside)	5	46.7%	6	49.0%
	Retail Park Access	2	50.9%	3	59.5%
	Birchfields Road South	8	57.5%	9	60.5%
	Junction PRC	56.6%		48.7%	
	Junction Delay (pcuHr)	6.0		7.2	
	Cycle Time (seconds)	60		60	

Base 2026 - as summarised in Transport Assessment					
	Approach	PM Peak		Saturday	
		Queue	DOS	Queue	DOS
J1	Birchfields Road North (nearside)	5	45.6%	6	49.8%
	Birchfields Road North (offside)	6	49.4%	7	54.2%
	Retail Park Access	2	50.9%	3	51.0%
	Birchfields Road South	9	60.8%	11	70.9%
	Junction PRC	47.9%		26.9%	
	Junction Delay (pcuHr)	6.7		8.7	
	Cycle Time (seconds)	60		60	

Base 2021 - in line with TfGM comments					
	Approach	PM Peak		Saturday	
		Queue	DOS	Queue	DOS
J1	Birchfields Road North (nearside)	8	49.0%	5	34.8%
	Birchfields Road North (offside)	10	50.9%	6	37.6%
	Retail Park Access	4	69.9%	6	82.4%
	Birchfields Road South	16	70.2%	20	77.9%
	Junction PRC	28.2%		9.2%	
	Junction Delay (pcuHr)	12.1		12.9	
	Cycle Time (seconds)	90		90	

Base 2026 - in line with TfGM comments					
	Approach	PM Peak		Saturday	
		Queue	DOS	Queue	DOS
J1	Birchfields Road North (nearside)	9	51.0%	5	36.5%
	Birchfields Road North (offside)	10	52.6%	7	39.4%
	Retail Park Access	4	76.3%	6	82.4%
	Birchfields Road South	17	72.7%	22	81.8%
	Junction PRC	17.9%		9.2%	
	Junction Delay (pcuHr)	13.1		13.9	
	Cycle Time (seconds)	90		90	

Base 2026 + Lidl - as summarised in Transport Assessment					
Approach		PM Peak		Saturday	
		Queue	DOS	Queue	DOS
J1	Birchfields Road North (nearside)	5	45.5%	7	56.0%
	Birchfields Road North (offside)	6	49.6%	9	60.4%
	Retail Park Access	3	62.0%	3	49.6%
	Birchfields Road South	8	60.7%	13	82.3%
	Junction PRC	45.2%		9.4%	
	Junction Delay (pcuHr)	7.3		11.7	
	Cycle Time (seconds)	60		60	

Base 2026 + Lidl - in line with TfGM comments						
Approach		PM Peak		Saturday		
		Queue	DOS	Queue	DOS	
J1	Birchfields Road North (nearside)		9	52.9%	6	37.9%
	Birchfields Road North (offside)		10	54.8%	7	41.1%
	Retail Park Access		5	78.8%	8	89.1%
	Birchfields Road South		19	76.4%	23	84.8%
	Junction PRC		14.2%		1.0%	
	Junction Delay (pcuHr)		14.9		17.0	
	Cycle Time (seconds)		90		90	

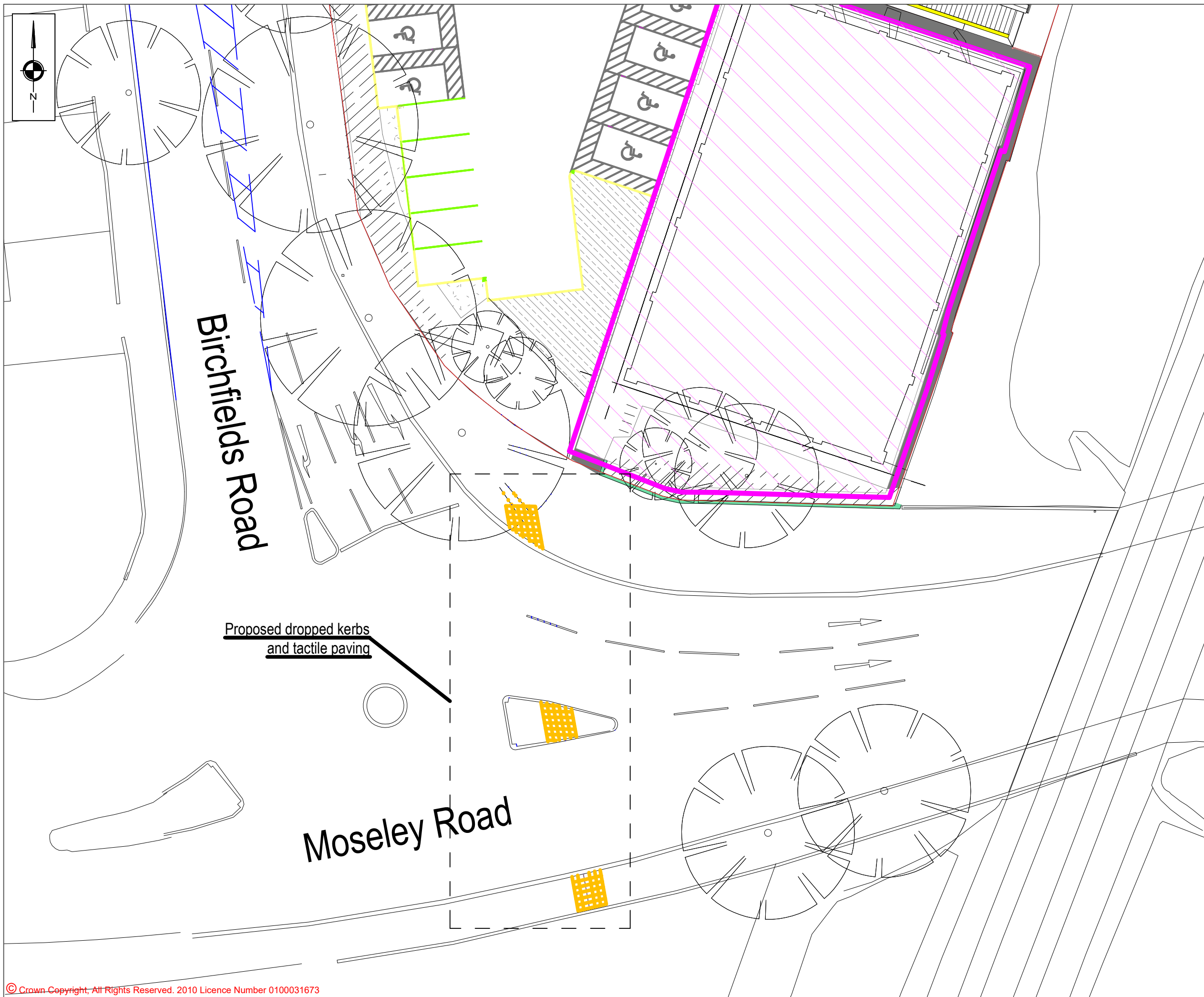


LinSig Results Summary - Base + Lidl

Proposed Lid Foodstore, Fallowfield

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APPENDIX 6



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY
-	Proposed dropped kerbs and tactile Paving.	06.08.2021	ALM

SCP

Transportation Planning : Infrastructure Design

Client Name:

LIDL GREAT BRITAIN LTD

Project Title:

LIDL, FALLOWFIELD RETAIL PARK

Drawing Title:

Proposed dropped kerbs and tactile paving

Drawn By: <div>ALM</div>	Status: <div>PLANNING</div>
Checked: <div>JH</div>	Scale: <div>1:250 @ A3</div>

Drawing No. <div>SCP/00000/SK03</div>	Rev. <div>-</div>
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APPENDIX 11

Technical Note
Responding to Highways Consultation Responses
Planning App. 130189/FO/2021

Proposed New Lidl Foodstore
Fallowfield Retail Park
Manchester

Lidl Great Britain Limited

November 2021

Prepared by: Jack Hulme

Checked by: Jim Budd

Approved by: Jim Budd

Document Revision Control

Revision	Date	Status	Prepared By	Checked By	Approved By
00	25.11.2021	Issued	JH	JRB	JRB



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1.0 INTRODUCTION

- 1.1 This Technical Note has been prepared in response to the issues raised by Manchester City Council (MCC) and Transport for Greater Manchester (TfGM), in relation to Lidl's application for development on the site located at Fallowfield Retail Park, Manchester.
- 1.2 The following schedule details the issues highlighted by both MCC and TfGM and our considered response to each item.

Schedule 1 - Issues raised within MCC/TfGM's reports and SCP's response

Item	MCC/TfGM Highways Comment	SCP Response
Site Accessibility		
1	<i>Site observations have confirmed that the pedestrian crossing facilities in the area are lacking.</i>	It is acknowledged that the provision for pedestrians coming from the south is lacking. We expect the additional pedestrian trips to come from the south to be negligible, given the extant use of the site.
2	<i>There is no off-site mitigation proposed to enable pedestrians to cross from the south of the site at Mosley Road. Additionally, it should be noted that it is extremely difficult to cross the road as a pedestrian south of Mosley Road to the east of Kingsway. There are no suitable crossing facilities and the roads are highly trafficked with fast moving vehicles.</i>	
3	<i>The proposals shown for the roundabout are not considered appropriate, as adding tactile paving to those crossing points will not provide a safe crossing point for pedestrians. It is also considered highly unlikely that this would encourage any trips on foot.</i>	Accepted. The existing controlled crossing to west of roundabout is the safest place to cross and improvements to the pedestrian crossing facilities at the site access will encourage trips on foot.
4	<i>It is therefore recommended that the applicant funds a signalised pedestrian/cycle crossing facility to provide a safe pedestrian environment, especially given the end use of the site which is likely to attract a high number of local trips on foot or by cycle – this should be conditioned.</i>	The proposals do not add significantly to the overall floorspace on the existing retail park and therefore the likely uplift in pedestrian and cycle traffic will be low. There is no justification for a new controlled pedestrian/cycle crossing to be required in order to make the proposals acceptable in highways terms. The end use of the site is identical to the current provision.

5	<i>There are pedestrian routes to the north of the site, to encourage walking to the site it is recommended that the applicant funds improvements to these routes e.g. cutting back vegetation, additional lighting, surfacing, dropped kerbs and tactile paving etc.</i>	There is no justification for these improvements to be required in order to make the proposals acceptable in highways terms. It is the duty of the local highway authority to ensure that existing facilities are adequate for the intended use.
Trip Generation		
6	<i>It is noted that the 2016 survey data used for the turning movements into and out of the site access - these should be factored to 2021 if possible. This information should also be made clearer within the main body of the TA.</i>	To better understand the existing movements at the retail park access, a traffic survey was undertaken in September 2021. It is these flows that are provided within the TA and so no factoring is necessary. The raw data from the traffic survey can be found contained at Appendix 1 .
7	<i>A trip distribution diagram should be submitted to understand the number of trips at junctions in the vicinity of the development (other than the Birchfields Road signalised access junction).</i>	The traffic flow diagram submitted as part of the latest revision included both the retail park access and the Birchfields Road / Moseley Road roundabout to the south. A copy of this flow diagram can be found contained at Appendix 2 of this technical note. The primary distribution of Lidl traffic can be found as Traffic Flow Figure 5 .
Modelling		
8	<i>ARCADY Modelling: With reference to Section 8.8 Arcady modelling, (Tables 8.2 and 8.3) the LIDL models have less delay on Birchfields Road. This is considered incorrect because there is extra traffic associated with LIDL. These require checking.</i>	While it is estimated the Lidl will generate slightly more traffic when compared to the existing uses on the site, the assumption of pass-by trips has meant that the total junction inflow at the roundabout will be less with Lidl in place during the weekday PM peak. The PM peak total junction inflow in the Base 2026 scenario is estimated to be 3251, whereas with Lidl in place it is estimated to be 3250. Therefore it is expected that the delay shown in the ARCADY modelling would be less in the 'with development' scenario. We assume that there is no dispute over trip rates and trip type assumptions.
9	<i>LINSIG Modelling: The LINSIG modelling needs correcting. There are no intergreens input between</i>	All intergreens have now been inputted into the model. These have been accurately measured and calculated in

	<i>the side road and the main road (this results in two second stage intergreens) which is not considered correct. There are no intergreens from the main road (phase A) to the pedestrian facilities. These should be input as well. The pedestrian minima should be correctly inputted to reflect the road widths.</i>	line with Traffic Signs Manual - Chapter 6.
10	<i>The road widths should be corrected e.g. Birchfields Road south has an input road width of 7.5 metres – this is not correct.</i>	Birchfields Road south has now been corrected within the model to now provide a total width of 5.5m. From observations on site, it was found that this approach was used as two lanes with right turners for the retail park queueing in the offside in an unobstructive position for straight ahead traffic. This has been addressed in the model by assuming two long lanes, the nearside measuring 3m and the offside measuring 2.5m.
11	<i>The existing cycle time in the PM peak is 80 seconds, not the 60 seconds used in the modelling. Saturday cycle time is 60 seconds as modelled.</i>	This comment references the 'no peds' model that was included in the latest revision of the Transport Assessment. It was however assumed in the 'peds every cycle' model that the cycle time would be 90 seconds for both the PM and Saturday peak periods. The 'Cycle Time Optimisation' tool within LinSig was used to determine these cycle times. With the changes to the road widths and intergreens, it has been found that the junction will now operate at its optimum level with a cycle time of 100 seconds during the Saturday peak period and 80 seconds during the PM peak period.
12	<i>The above applies to the existing and proposed models. The LINSIG modelling should be corrected to reflect the actual usage at the site.</i>	The updated LinSig model output can be found contained at Appendix 3 . We hope this addresses the remaining issues raised.
Bus Stops		
13	<i>It is noted that the bus stops near the shopping centre don't have seats these should be provided by the applicant to support the use of public transport.</i>	This is noted. Lidl would be happy to provide seating within the existing bus shelter in order to improve the accessibility of the site by public transport.
Highway Works		

14	<i>A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application. Additional costs will be payable and are to be agreed with S278 team The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months.</i>	Noted
15	<p><i>An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the applicant</i></p> <p><i>Note: A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.</i></p>	Noted

2.0 CONCLUSION

- 2.1 As a result of the information provided in this Technical Note, we have concluded that the issues highlighted by MCC and TfGM have been adequately addressed, and therefore the proposals should be acceptable from a traffic and transport perspective.
- 2.2 The minor amendments to the LinSig model have resulted in the following levels of performance at the site access:-

Scenario	Practical Reserve Capacity	Cycle Time
Weekday PM peak, with Lidl and pedestrian all-red stage called every cycle	+8.6%	80 seconds
Saturday midday peak, with Lidl and pedestrian all-red stage called every cycle	+3.7%	100 seconds

-
- 2.3 These results are very much a worst case since they assume that the pedestrian all-red stage will be called every cycle. The cycle times are not identical to the times that TfGM have quoted, but this is because LinSig will optimise the cycle time to minimise delay and maximise capacity. If the junction operates under MOVA control already, then its performance as synthesised here in LinSig will be underestimated. Installation of MOVA, will clearly add further enhancements to the operation of the junction.
- 2.4 Lidl's proposals represent a replacement retail offer on an existing and aging retail park. There will be no significant uplift in either vehicular, pedestrian or cycle traffic and certainly not to the extent that would justify any significant investment in upgrades to the local highway network remote from the immediate point of access onto Birchfields Road.
- 2.5 Lidl are prepared to upgrade the existing signal controlled junction onto Birchfields Road to provide full pedestrian crossing facilities across both the site access and the main road. Additional seating at local bus stops to the site will also be provided.
- 2.6 The Moseley Road roundabout junction with Birchfields Road is already anticipated to be experiencing capacity problems in the peak hours but Lidl's proposals will not exacerbate these conditions to any material degree. In fact, since shopping is a discretionary activity, it is unlikely that the level of new, single-purpose trips to the application site will materialise during the network peak periods to the degree forecast in our assessment.
- 2.7 There are no junction-capacity or road-safety issues associated with the proposals that could be classified as severe in the context of paragraph 111 of the NPPF and therefore no reason on highways grounds to resist the grant of planning permission.
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APPENDIX 1

Fallowfield Retail Park

Wednesday 15th September 2021

Junction: 1

Approach: A34 Birchfields Road North

TIME	To Fallowfield Retail Park									To A34 Birchfields Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	1	0	14	1	0	0	0	16	15.2	3	0	199	26	3	0	2	233	234.1
15:45 - 16:00	1	0	11	0	0	0	0	12	11.2	1	1	224	26	3	0	2	257	259.1
Hourly Total	2	0	25	1	0	0	0	28	26.4	4	1	423	52	6	0	4	490	493.2
16:00 - 16:15	1	0	24	1	0	0	0	26	25.2	1	1	216	26	2	0	8	254	261.6
16:15 - 16:30	1	0	20	0	0	0	0	21	20.2	5	4	226	25	3	0	1	264	260.1
16:30 - 16:45	1	0	13	1	0	0	0	15	14.2	12	2	232	14	4	0	1	265	257.2
16:45 - 17:00	0	0	18	0	0	0	0	18	18.0	4	2	233	20	2	0	0	261	257.6
Hourly Total	3	0	75	2	0	0	0	80	77.6	22	9	907	85	11	0	10	1044	1036.5
17:00 - 17:15	1	0	17	0	0	0	0	18	17.2	6	1	228	17	2	0	3	257	255.6
17:15 - 17:30	0	0	18	0	0	0	0	18	18.0	6	1	237	19	0	2	1	266	264.2
17:30 - 17:45	0	0	12	0	0	0	0	12	12.0	12	4	221	8	1	0	4	250	242.5
17:45 - 18:00	0	0	18	2	0	0	0	20	20.0	8	0	223	11	0	0	2	244	239.6
Hourly Total	1	0	65	2	0	0	0	68	67.2	32	6	909	55	3	2	10	1017	1001.9
18:00 - 18:15	0	0	14	0	0	0	0	14	14.0	4	0	228	15	1	0	2	250	249.3
18:15 - 18:30	1	0	25	0	0	0	0	26	25.2	7	1	233	9	0	0	3	253	249.8
Hourly Total	1	0	39	0	0	0	0	40	39.2	11	1	461	24	1	0	5	503	499.1
TOTAL	7	0	204	5	0	0	0	216	210.4	69	17	2700	216	21	2	29	3054	3030.7

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Wednesday 15th September 2021

Junction: 1

Approach: Fallowfield Retail Park

TIME	To A34 Birchfields Road (S)									To A34 Birchfields Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	0	0	48	0	0	0	0	48	48.0	0	0	19	0	0	0	0	19	19.0
15:45 - 16:00	0	0	30	1	0	0	0	31	31.0	1	0	11	0	0	0	0	12	11.2
Hourly Total	0	0	78	1	0	0	0	79	79.0	1	0	30	0	0	0	0	31	30.2
16:00 - 16:15	0	1	33	2	0	0	0	36	35.4	0	1	18	0	0	0	0	19	18.4
16:15 - 16:30	0	1	30	1	0	0	0	32	31.4	0	0	9	0	0	0	0	9	9.0
16:30 - 16:45	0	0	22	1	0	0	0	23	23.0	0	0	10	0	0	0	0	10	10.0
16:45 - 17:00	0	1	23	2	0	0	0	26	25.4	0	0	10	0	0	0	0	10	10.0
Hourly Total	0	3	108	6	0	0	0	117	115.2	0	1	47	0	0	0	0	48	47.4
17:00 - 17:15	0	0	26	0	0	0	0	26	26.0	1	0	8	1	0	0	0	10	9.2
17:15 - 17:30	1	0	34	0	0	0	0	35	34.2	0	0	9	1	0	0	0	10	10.0
17:30 - 17:45	0	0	34	0	0	0	0	34	34.0	0	0	11	0	0	0	0	11	11.0
17:45 - 18:00	0	0	32	2	0	0	0	34	34.0	0	0	8	1	0	0	0	9	9.0
Hourly Total	1	0	126	2	0	0	0	129	128.2	1	0	36	3	0	0	0	40	39.2
18:00 - 18:15	0	0	24	2	0	0	0	26	26.0	0	0	10	0	0	0	0	10	10.0
18:15 - 18:30	0	0	28	2	0	0	0	30	30.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	0	0	52	4	0	0	0	56	56.0	0	0	19	0	0	0	0	19	19.0
TOTAL	1	3	364	13	0	0	0	381	378.4	2	1	132	3	0	0	0	138	135.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Wednesday 15th September 2021

Junction: 1

Approach: A34 Birchfields Road South

TIME	To A34 Birchfields Road (N)									To Fallowfield Retail Park								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
15:30 - 15:45	1	1	179	21	0	1	3	206	208.9	0	1	30	0	0	0	0	31	30.4
15:45 - 16:00	0	0	137	16	4	1	0	158	161.3	0	2	28	2	0	0	0	32	30.8
Hourly Total	1	1	316	37	4	2	3	364	370.2	0	3	58	2	0	0	0	63	61.2
16:00 - 16:15	0	1	128	16	2	1	4	152	157.7	0	2	22	2	0	0	0	26	24.8
16:15 - 16:30	1	2	120	16	1	1	2	143	144.8	0	1	15	1	0	0	0	17	16.4
16:30 - 16:45	2	0	129	15	2	0	2	150	151.4	0	0	14	0	0	0	0	14	14.0
16:45 - 17:00	3	2	131	14	0	0	1	151	148.4	0	1	14	0	0	0	0	15	14.4
Hourly Total	6	5	508	61	5	2	9	596	602.3	0	4	65	3	0	0	0	72	69.6
17:00 - 17:15	4	2	165	11	1	0	2	185	183.1	0	0	25	2	0	0	0	27	27.0
17:15 - 17:30	2	1	150	17	2	0	1	173	172.8	0	0	19	0	0	0	0	19	19.0
17:30 - 17:45	1	1	185	13	3	0	2	205	207.1	0	0	23	0	0	0	0	23	23.0
17:45 - 18:00	2	1	218	17	1	0	1	240	239.3	0	0	27	1	0	0	0	28	28.0
Hourly Total	9	5	718	58	7	0	6	803	802.3	0	0	94	3	0	0	0	97	97.0
18:00 - 18:15	0	1	208	12	0	2	0	223	225.0	0	0	23	2	0	0	0	25	25.0
18:15 - 18:30	0	1	217	13	2	0	1	234	235.4	0	0	27	1	0	0	0	28	28.0
Hourly Total	0	2	425	25	2	2	1	457	460.4	0	0	50	3	0	0	0	53	53.0
TOTAL	16	13	1967	181	18	6	19	2220	2235.2	0	7	267	11	0	0	0	285	280.8

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 1

Approach: A34 Birchfields Road North

TIME	To Fallowfield Retail Park									To A34 Birchfields Road (S)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
11:00 - 11:15	0	0	15	1	0	0	0	16	16.0	0	0	136	10	1	0	1	148	149.5
11:15 - 11:30	0	0	19	0	0	0	0	19	19.0	0	1	167	11	1	0	2	182	183.9
11:30 - 11:45	0	1	17	0	0	0	0	18	17.4	0	0	165	9	1	1	0	176	177.8
11:45 - 12:00	0	0	29	0	0	0	0	29	29.0	1	1	189	17	0	0	2	210	210.6
Hourly Total	0	1	80	1	0	0	0	82	81.4	1	2	657	47	3	1	5	716	721.8
12:00 - 12:15	0	0	25	0	0	0	0	25	25.0	2	0	170	17	2	0	1	192	192.4
12:15 - 12:30	3	0	17	0	0	0	0	20	17.6	1	0	160	13	6	0	2	182	186.2
12:30 - 12:45	0	0	9	1	0	0	0	10	10.0	0	0	165	8	1	0	1	175	176.5
12:45 - 13:00	0	0	13	0	0	0	0	13	13.0	1	0	185	7	1	0	2	196	197.7
Hourly Total	3	0	64	1	0	0	0	68	65.6	4	0	680	45	10	0	6	745	752.8
13:00 - 13:15	0	0	17	3	0	0	0	20	20.0	0	1	167	10	3	0	2	183	185.9
13:15 - 13:30	0	0	25	1	0	0	0	26	26.0	1	0	169	9	1	0	0	180	179.7
13:30 - 13:45	0	0	31	1	0	0	0	32	32.0	0	2	198	7	1	0	2	210	211.3
13:45 - 14:00	1	0	24	0	0	0	0	25	24.2	0	1	176	11	0	0	2	190	191.4
Hourly Total	1	0	97	5	0	0	0	103	102.2	1	4	710	37	5	0	6	763	768.3
TOTAL	4	1	241	7	0	0	0	253	249.2	6	6	2047	129	18	1	17	2224	2242.9

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 1

Approach: Fallowfield Retail Park

TIME	To A34 Birchfields Road (S)									To A34 Birchfields Road (N)								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
11:00 - 11:15	0	1	33	1	0	0	0	35	34.4	0	0	9	0	1	0	0	10	10.5
11:15 - 11:30	0	0	31	0	0	0	0	31	31.0	0	0	10	2	0	0	0	12	12.0
11:30 - 11:45	0	1	36	0	0	0	0	37	36.4	0	0	14	1	0	0	0	15	15.0
11:45 - 12:00	0	2	35	1	0	0	0	38	36.8	0	0	18	0	0	0	0	18	18.0
Hourly Total	0	4	135	2	0	0	0	141	138.6	0	0	51	3	1	0	0	55	55.5
12:00 - 12:15	0	0	34	0	1	0	0	35	35.5	0	0	18	0	0	0	0	18	18.0
12:15 - 12:30	0	0	44	1	0	0	0	45	45.0	0	0	17	1	0	0	0	18	18.0
12:30 - 12:45	0	0	32	1	0	0	0	33	33.0	0	0	12	1	0	0	0	13	13.0
12:45 - 13:00	0	0	46	1	0	0	0	47	47.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	0	0	156	3	1	0	0	160	160.5	0	0	56	2	0	0	0	58	58.0
13:00 - 13:15	0	0	35	1	0	0	0	36	36.0	0	0	15	3	0	0	0	18	18.0
13:15 - 13:30	0	0	25	1	0	0	0	26	26.0	0	0	25	0	0	0	0	25	25.0
13:30 - 13:45	0	0	42	1	0	0	0	43	43.0	0	0	18	1	0	0	0	19	19.0
13:45 - 14:00	0	1	43	0	0	0	0	44	43.4	0	0	11	0	0	0	0	11	11.0
Hourly Total	0	1	145	3	0	0	0	149	148.4	0	0	69	4	0	0	0	73	73.0
TOTAL	0	5	436	8	1	0	0	450	447.5	0	0	176	9	1	0	0	186	186.5

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

Fallowfield Retail Park

Saturday 18th September 2021

Junction: 1

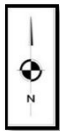
Approach: A34 Birchfields Road South

TIME	To A34 Birchfields Road (N)									To Fallowfield Retail Park								
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
11:00 - 11:15	1	0	167	10	2	0	2	182	184.2	0	1	23	2	0	0	0	26	25.4
11:15 - 11:30	1	1	171	15	3	1	1	193	195.4	0	1	28	0	0	0	0	29	28.4
11:30 - 11:45	2	0	193	14	2	0	1	212	212.4	0	0	37	0	0	0	0	37	37.0
11:45 - 12:00	0	1	152	12	2	0	2	169	171.4	0	1	33	0	1	0	0	35	34.9
Hourly Total	4	2	683	51	9	1	6	756	763.4	0	3	121	2	1	0	0	127	125.7
12:00 - 12:15	1	1	178	11	0	0	1	192	191.6	0	0	35	2	0	0	0	37	37.0
12:15 - 12:30	0	1	223	13	1	0	2	240	241.9	0	0	39	1	0	0	0	40	40.0
12:30 - 12:45	1	1	218	15	0	0	1	236	235.6	0	0	36	0	0	0	0	36	36.0
12:45 - 13:00	1	1	195	21	1	0	2	221	222.1	0	0	33	2	0	0	0	35	35.0
Hourly Total	3	4	814	60	2	0	6	889	891.2	0	0	143	5	0	0	0	148	148.0
13:00 - 13:15	0	1	210	9	1	0	3	224	226.9	0	0	28	2	0	0	0	30	30.0
13:15 - 13:30	3	0	215	11	2	0	1	232	231.6	0	0	45	0	0	0	0	45	45.0
13:30 - 13:45	2	1	185	15	1	0	2	206	206.3	0	1	26	1	0	0	0	28	27.4
13:45 - 14:00	1	1	216	12	0	0	1	231	230.6	0	0	27	1	0	0	0	28	28.0
Hourly Total	6	3	826	47	4	0	7	893	895.4	0	1	126	4	0	0	0	131	130.4
TOTAL	13	9	2323	158	15	1	19	2538	2550.0	0	4	390	11	1	0	0	406	404.1

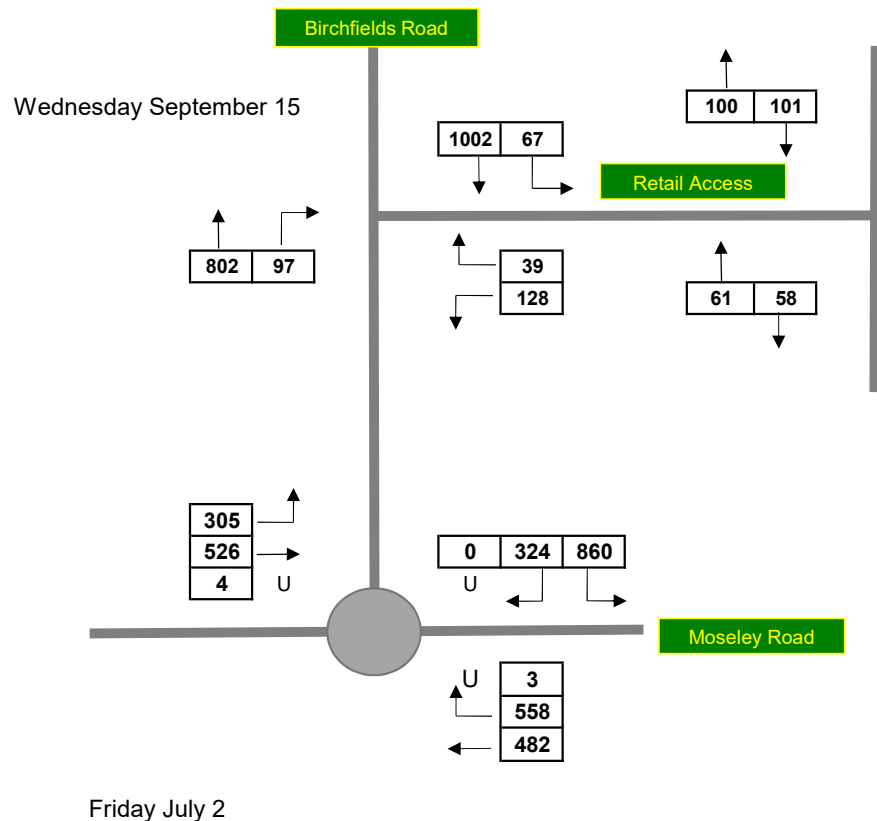
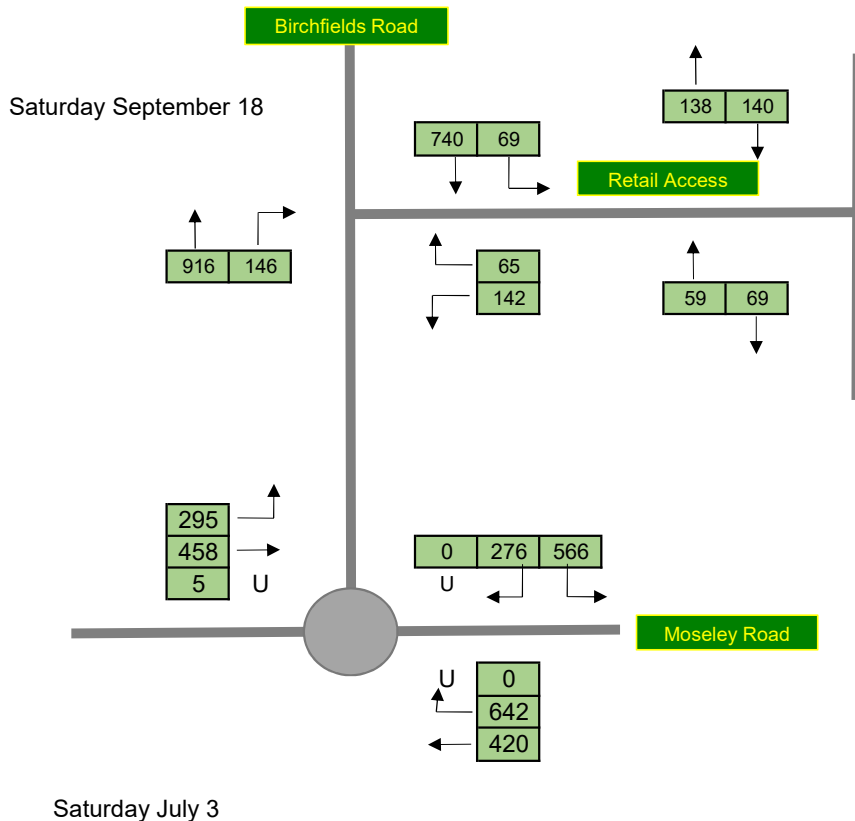
PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

S|C|P

APPENDIX 2



x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

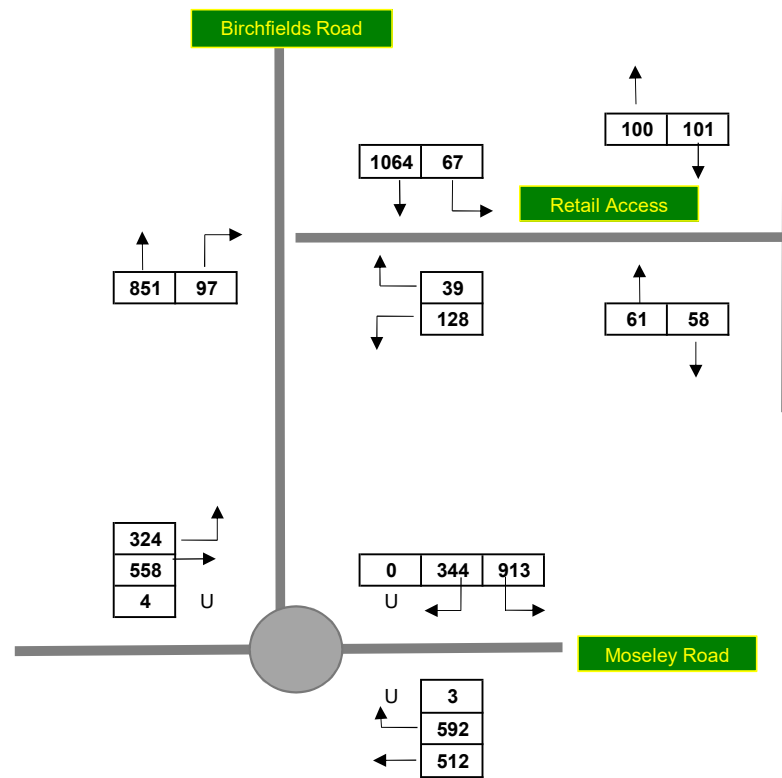
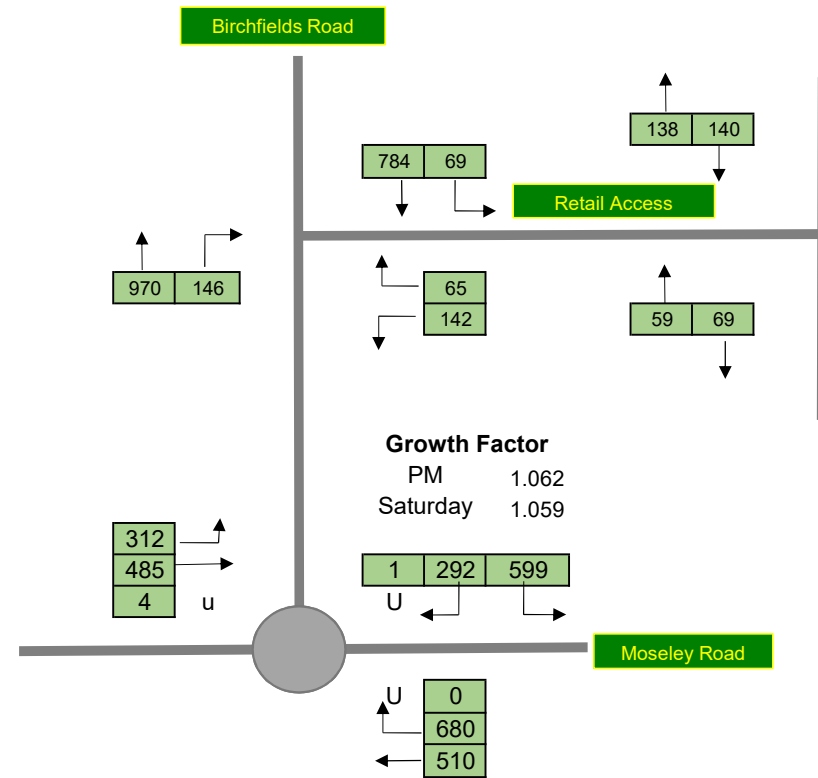


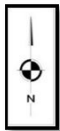
	Survey 2021		Job Number - SCP/200272
	Proposed Lidl Foodstore, Birchfields Road, Fallowfield		Traffic Figure 1



x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

48



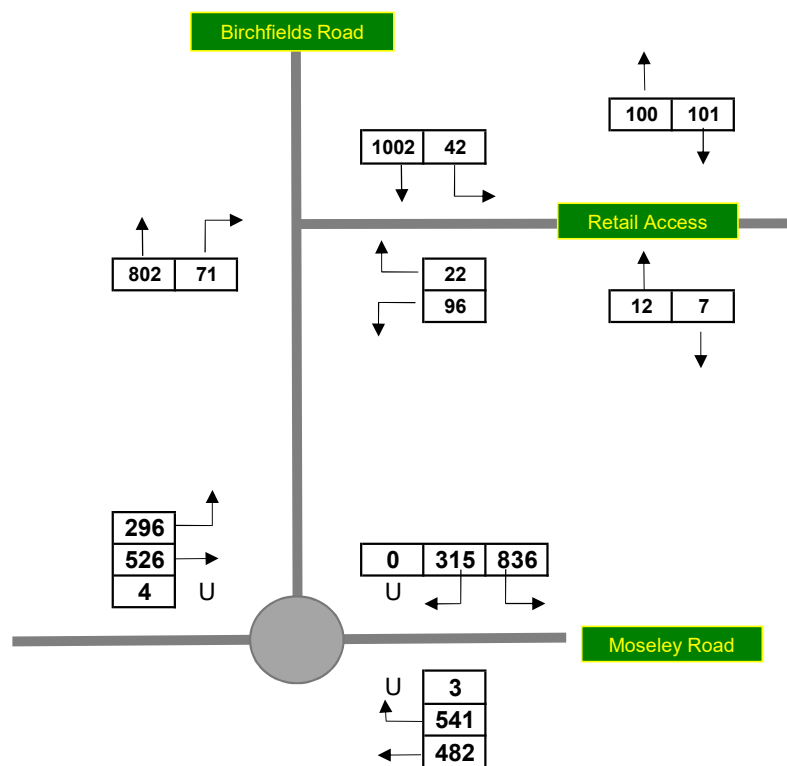
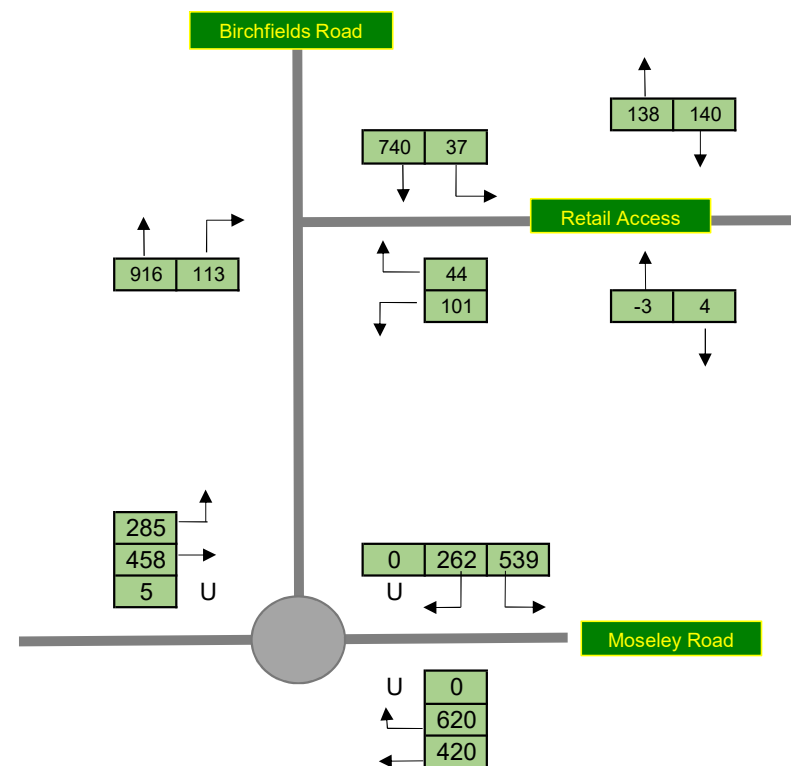


x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

Existing trips deducted

	In	Out
PM	-51	-49
Sat	-65	-62

*Traffic split based on existing turning proportions



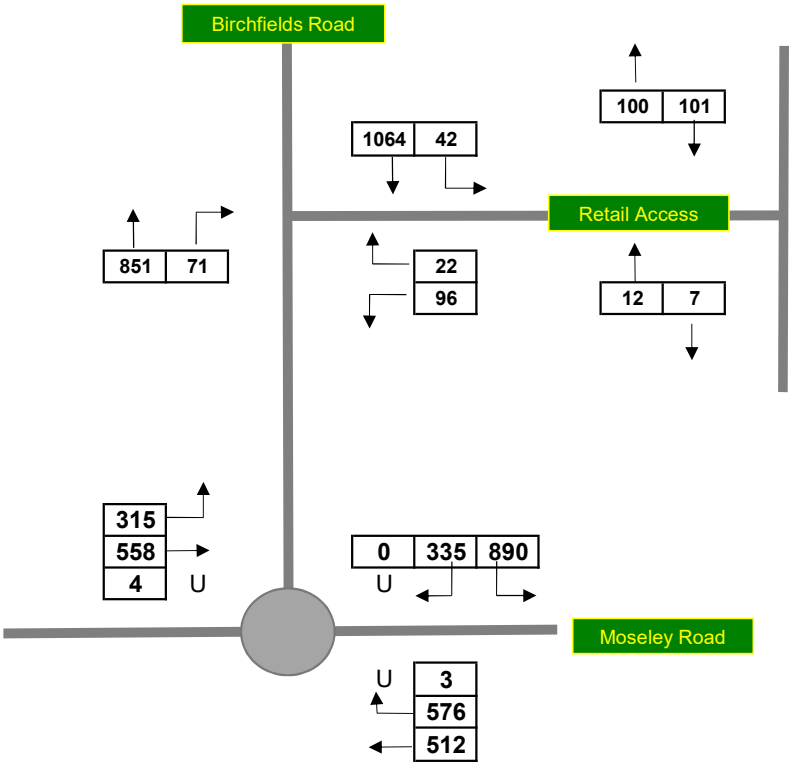
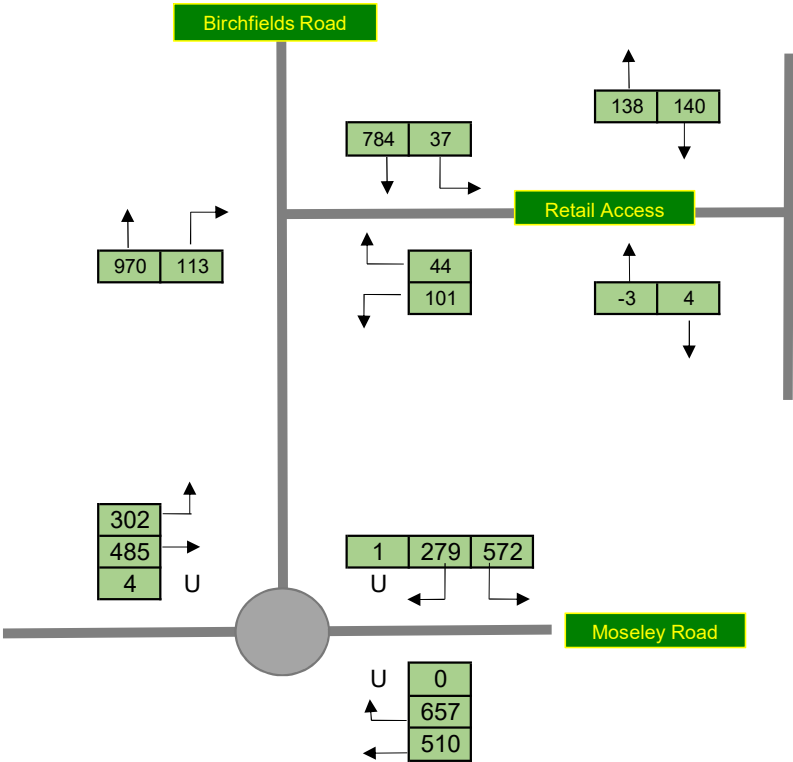


x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

Existing trips deducted

	In	Out
PM	-51	-49
Sat	-65	-62

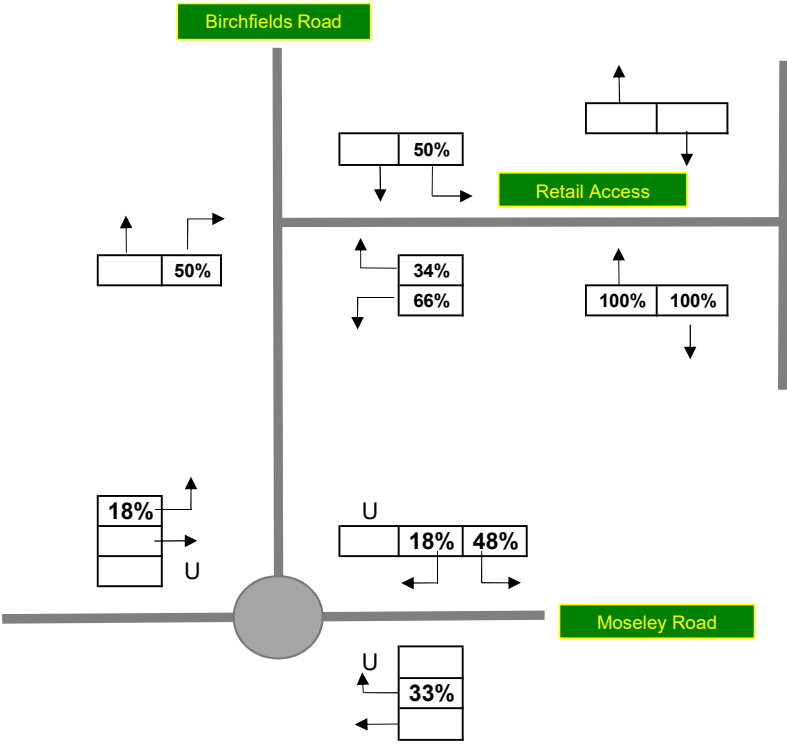
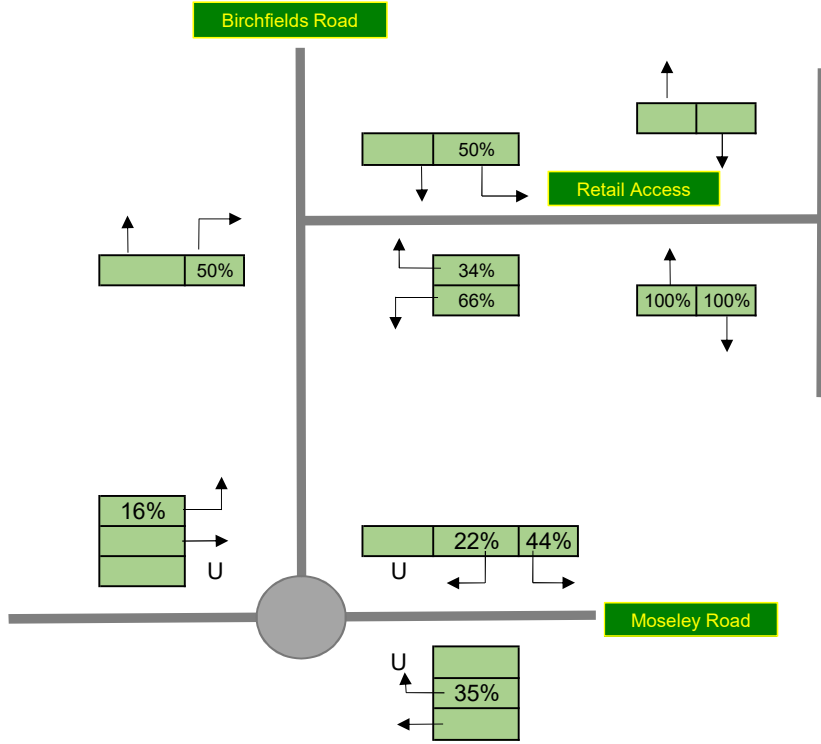
*Traffic split based on existing turn 48





x	PM Peak Hour - 1700-1800
x	Saturday Peak Hour - 12:30-13:30

*Distribution based from existing turning movements
48



Lidl Food Store Primary Distribution

Job Number - SCP/200272

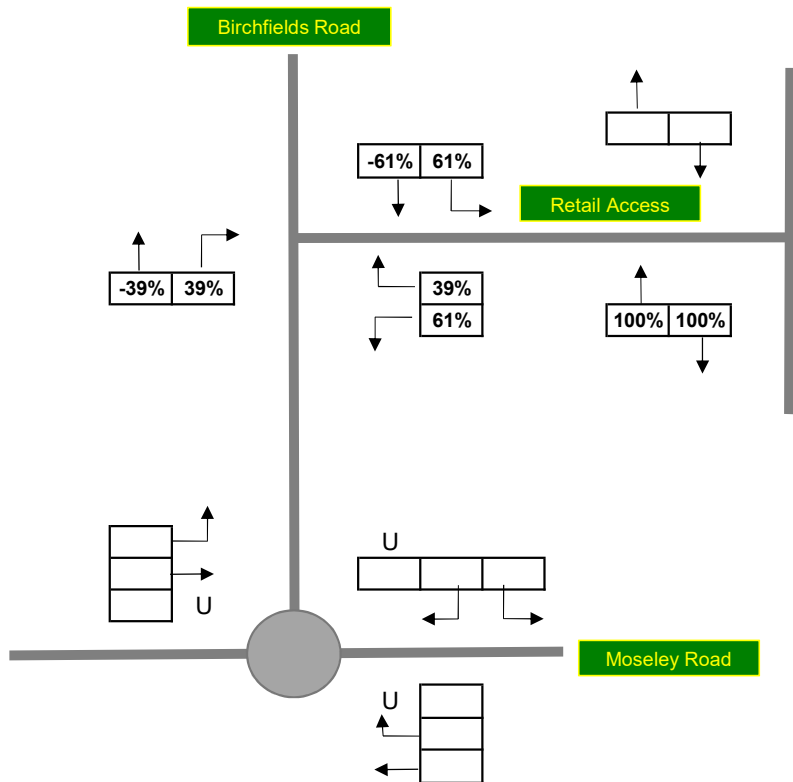
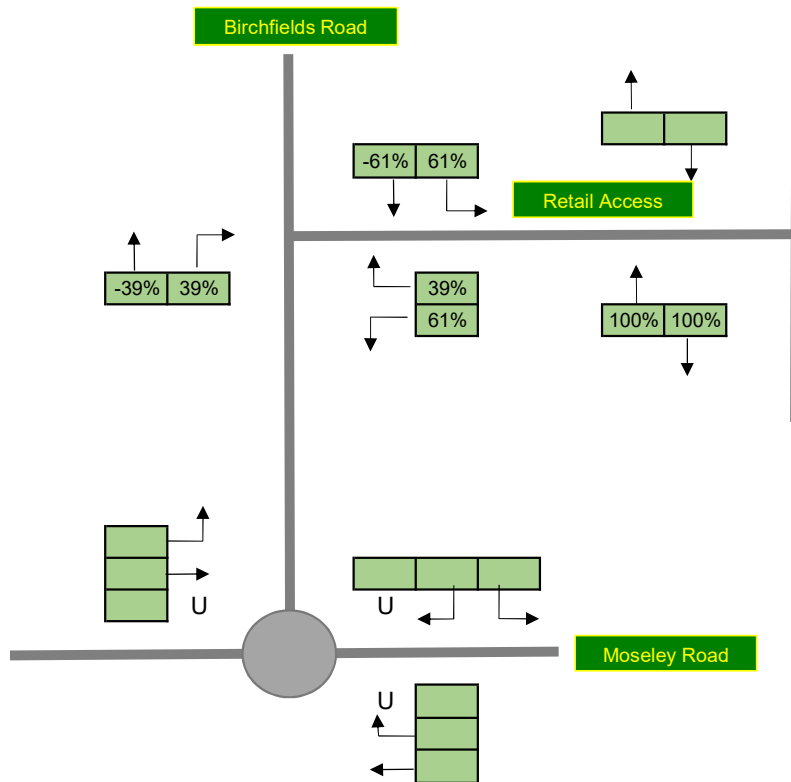
Proposed Lidl Foodstore, Birchfields Road, Fallowfield

Traffic Figure 5



x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

*Distribution based from existing through movements on Birchfields Road
48





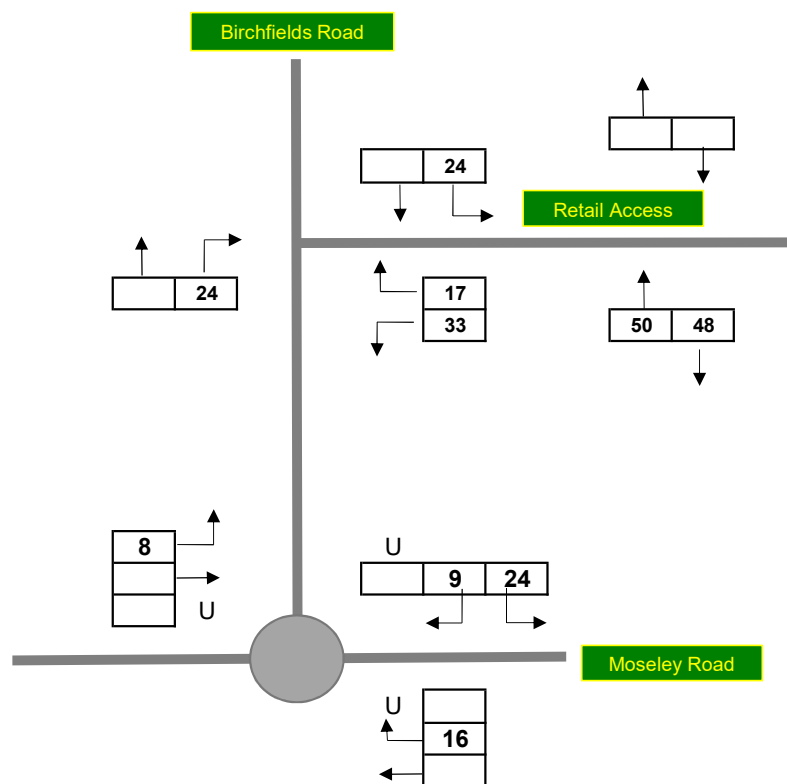
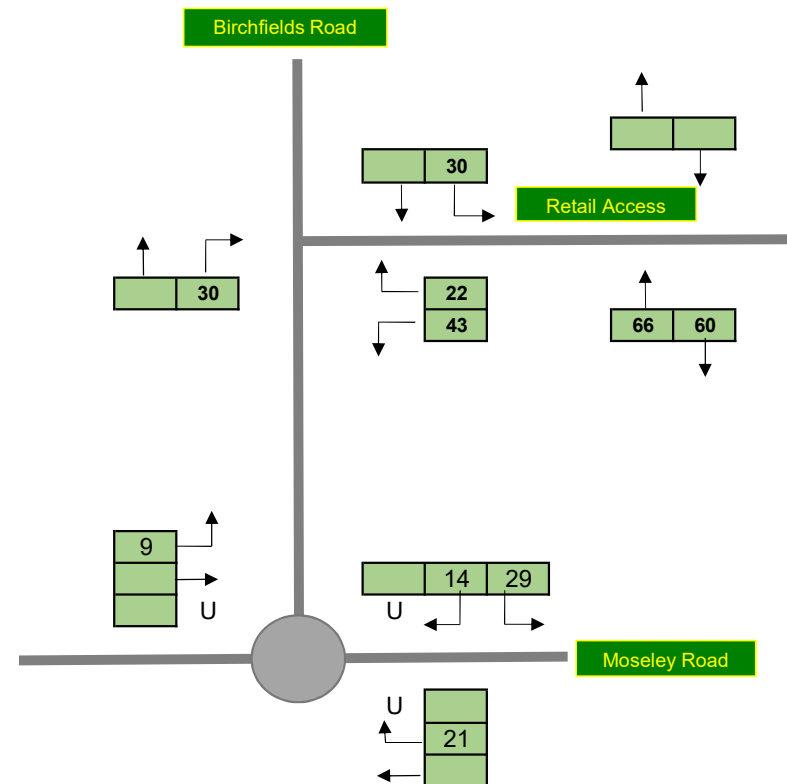
x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

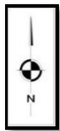
*all flows in PCUs

Trip Generation

	In	Out
PM	48	50
Sat	60	66

Assumed 50% Primary





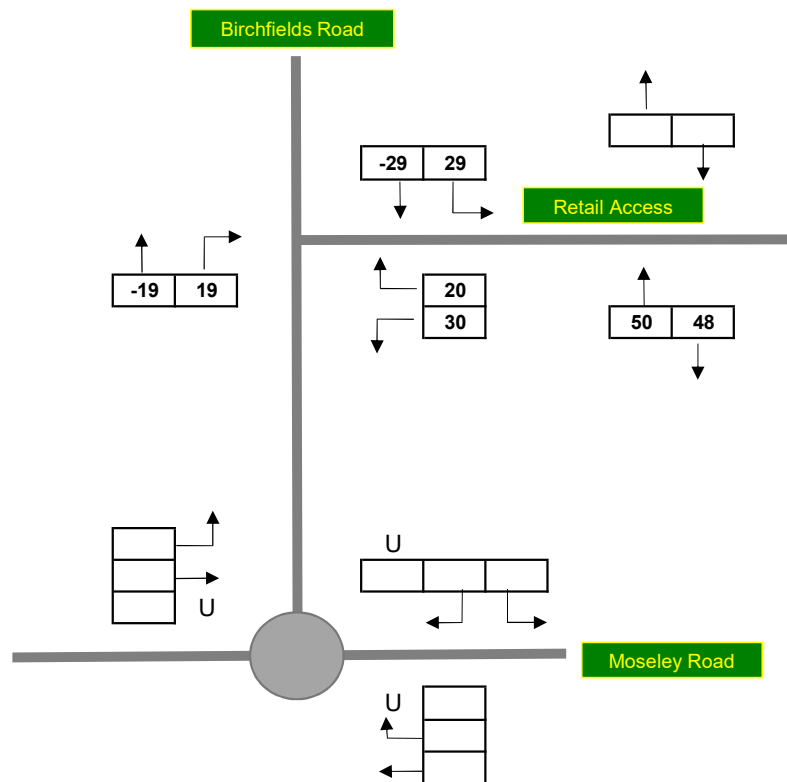
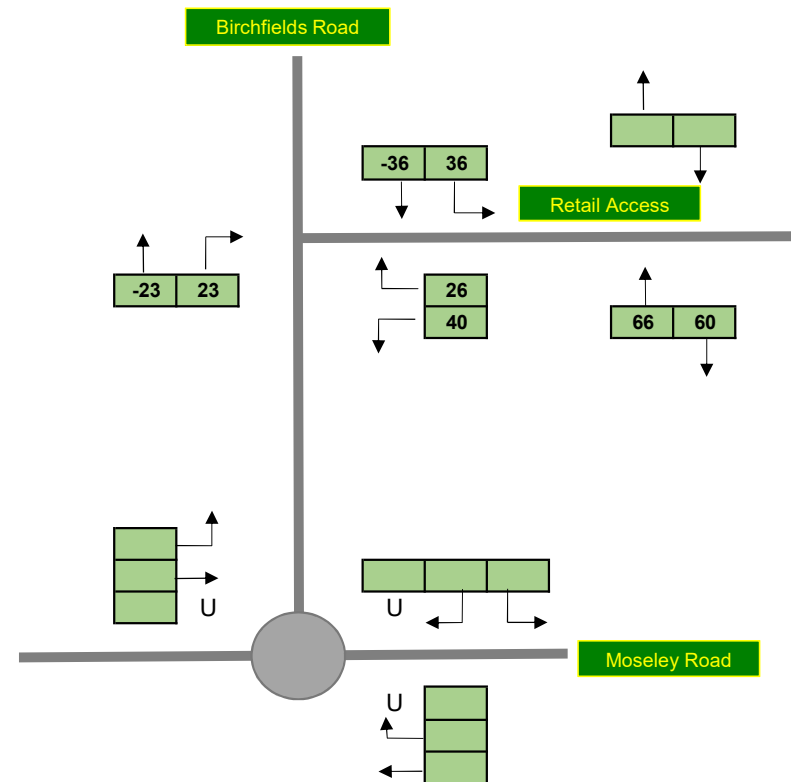
x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

Trip Generation

	In	Out
PM	48	50
Sat	60	66

Assumed 50% Primary





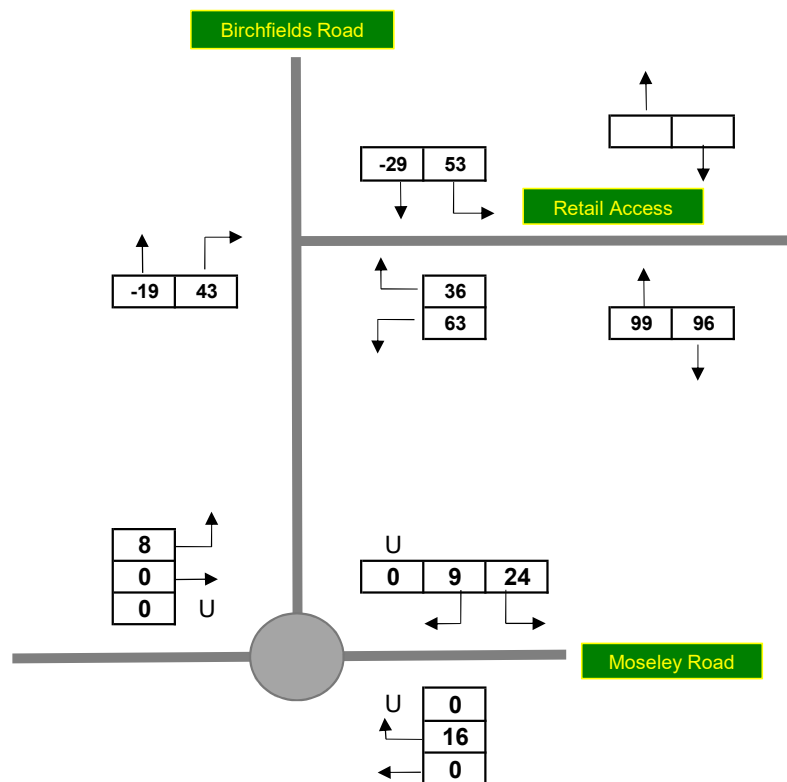
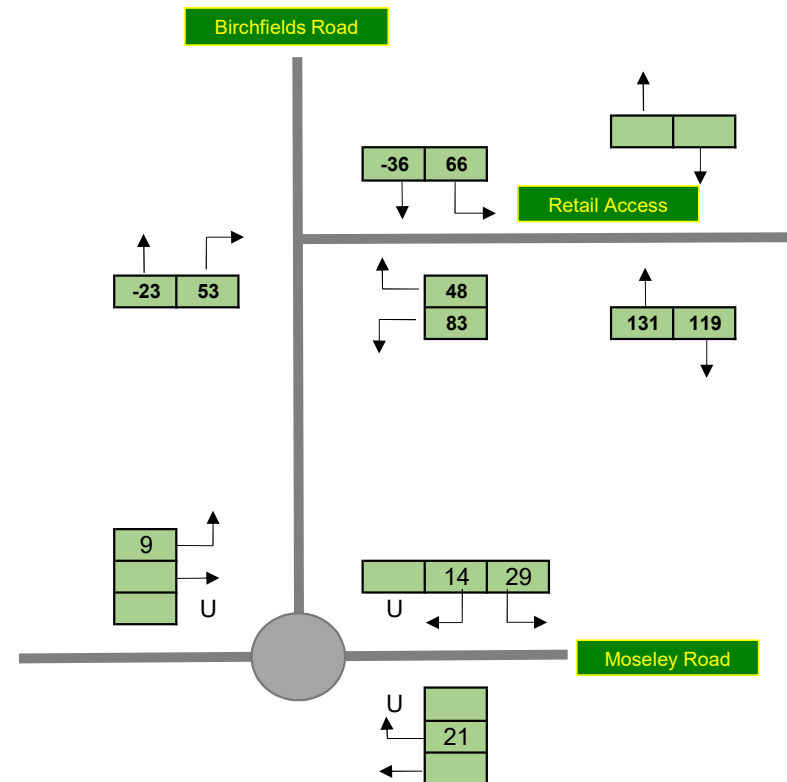
x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

Trip Generation

	In	Out
PM	48	50
Sat	60	66

Assumed 50% Primary

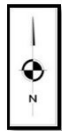


Lidl Food Store Total Traffic

Job Number - SCP/200272

Proposed Lidl Foodstore, Birchfields Road, Fallowfield

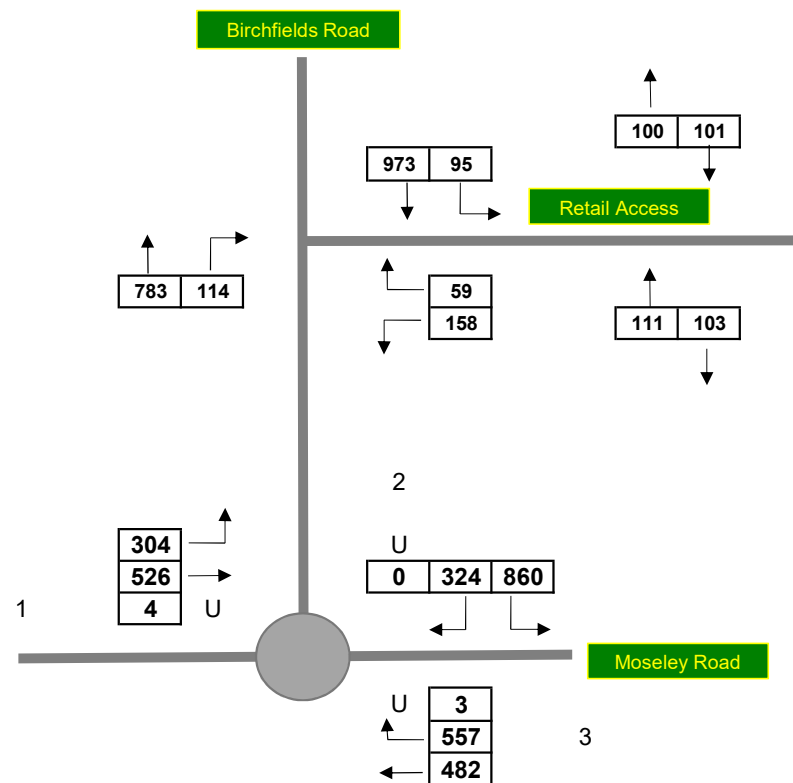
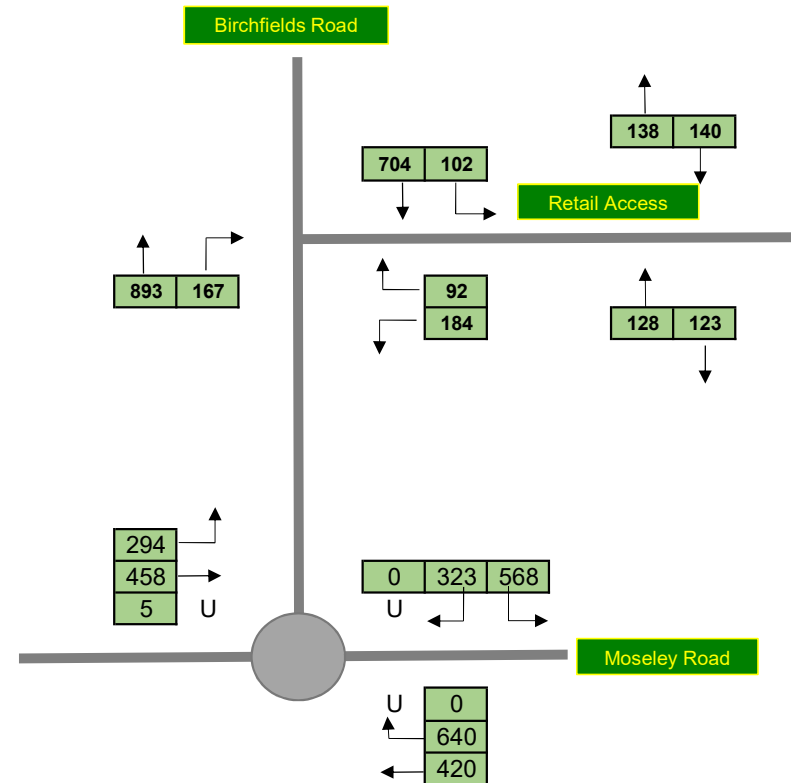
Traffic Figure 9

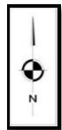


x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

48

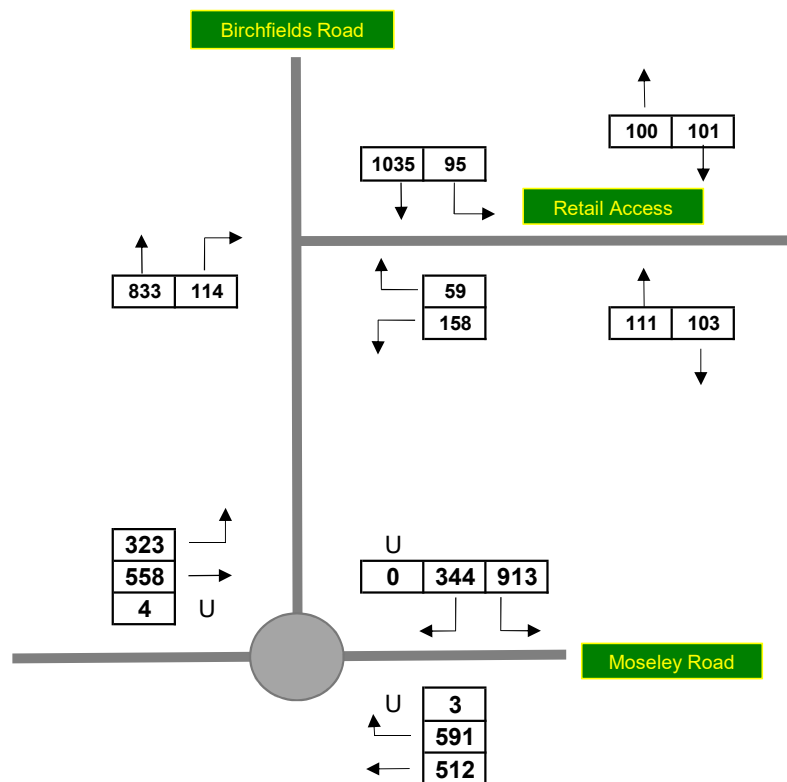
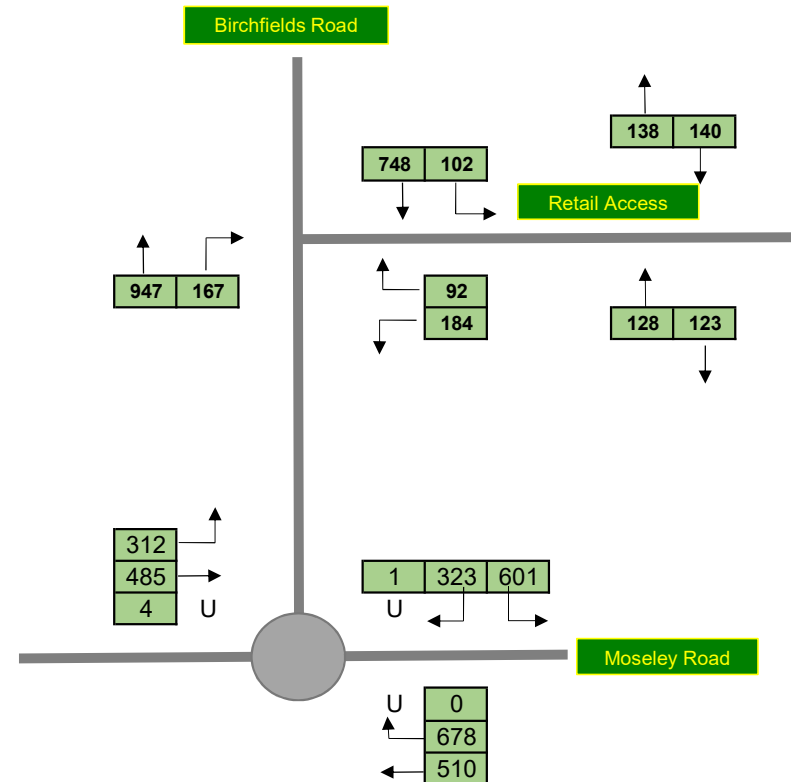




x	PM Peak Hour -1700-1800
x	Saturday Peak Hour - 12:30-13:30

*all flows in PCUs

48

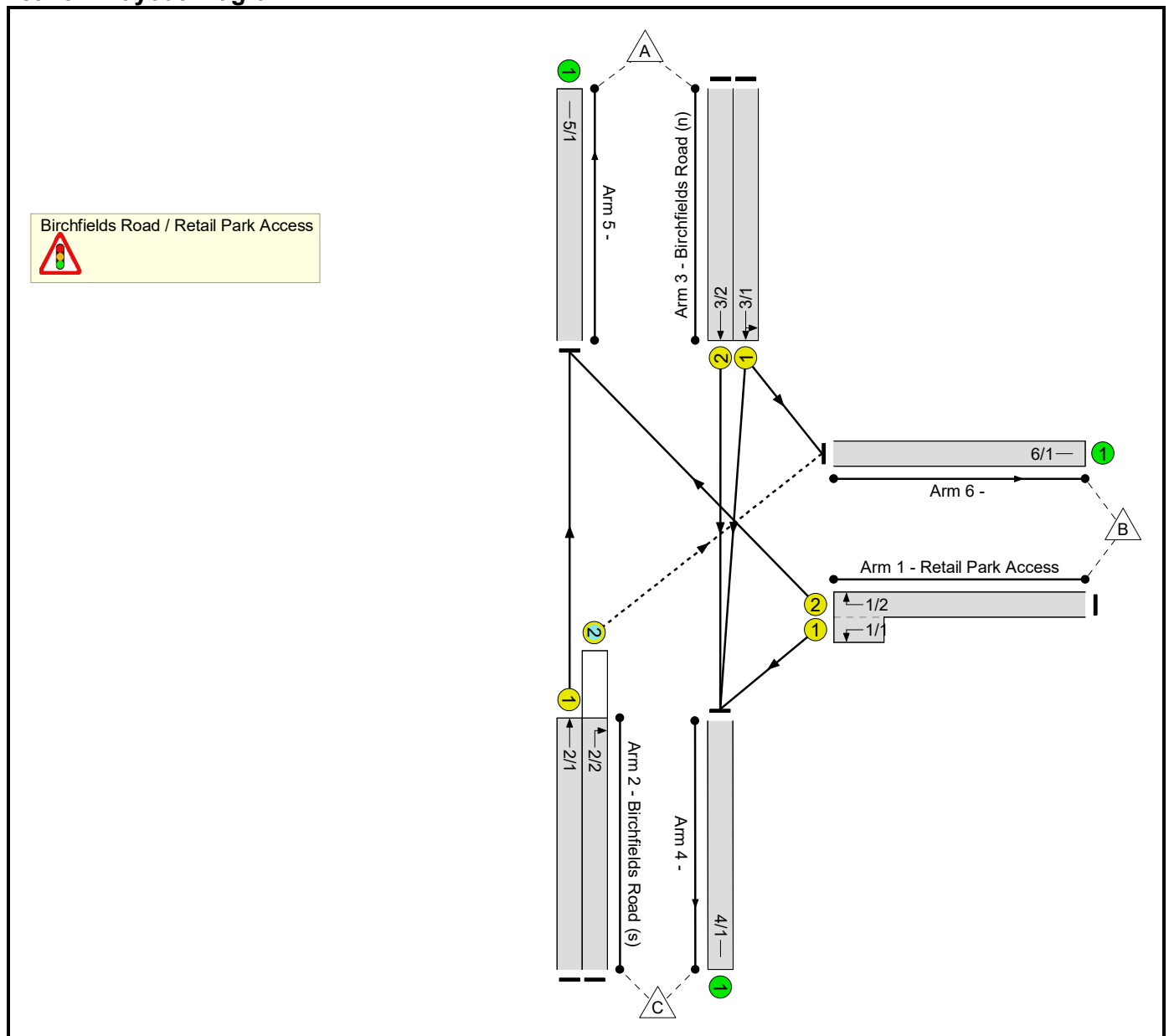


S|C|P

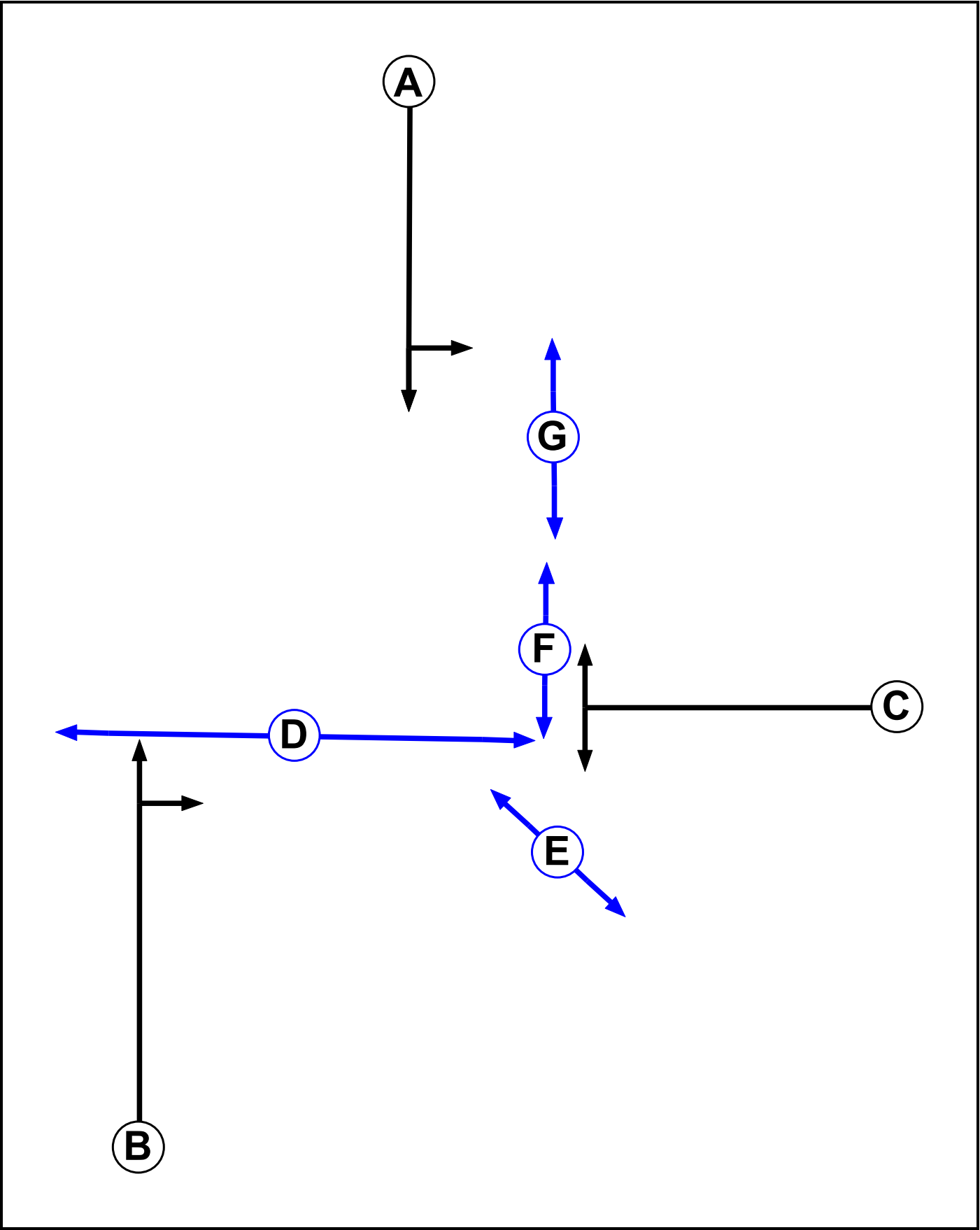
APPENDIX 3

Full Input Data And Results**User and Project Details**

Project:	Fallowfield Retail Park
Title:	
Location:	
File name:	Retail Park Access_peds every cycle_TfGM_response_November_2021.lsg3x
Author:	
Company:	SCP
Address:	
Notes:	

Network Layout Diagram

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		5	5
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5

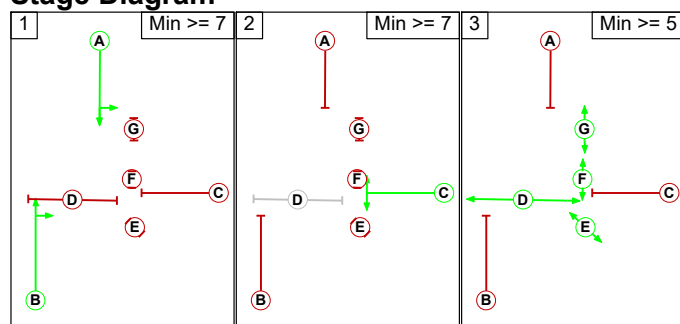
Phase Intergreens Matrix

Terminating Phase	Starting Phase							
		A	B	C	D	E	F	G
	A		-	6	6	6	6	8
	B	-		5	6	6	6	8
	C	6	6		-	6	6	8
	D	11	11	-		-	-	-
	E	6	6	6	-		-	-
	F	5	5	6	-	-		-
	G	8	8	8	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E F G

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1			6 8
	2	6		8
	3	11	8	

Give-Way Lane Input Data

Junction: Birchfields Road / Retail Park Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (Birchfields Road (s))	6/1 (Right)	1439	0	3/1	1.09	All	4.00	-	0.50	4	2.00
				3/2	1.09	All					

Lane Input Data

Junction: Birchfields Road / Retail Park Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Retail Park Access)	U	C	2	3	3.0	Geom	-	3.70	0.00	Y	Arm 4 Left	18.00
1/2 (Retail Park Access)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 5 Right	14.00
2/1 (Birchfields Road (s))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
2/2 (Birchfields Road (s))	O	B	2	3	60.0	Geom	-	2.50	0.00	N	Arm 6 Right	12.00
3/1 (Birchfields Road (n))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead Arm 6 Left	Inf 6.00
3/2 (Birchfields Road (n))	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm 4 Ahead	Inf
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2021 Base PM'	17:00	18:00	01:00	
2: '2021 Base Sat'	12:30	13:30	01:00	
3: '2026 Base PM'	17:00	18:00	01:00	
4: '2026 Base Sat'	12:30	13:30	01:00	
5: '2026 Base + Lidl PM'	17:00	18:00	01:00	
6: '2026 Base + Lidl Sat'	12:30	13:30	01:00	

Scenario 1: '2021 Base PM' (FG1: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	67	1002	1069
	B	39	0	128	167
	C	802	97	0	899
	Tot.	841	164	1130	2135

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2021 Base PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	128
1/2 (with short)	167(In) 39(Out)
2/1	802
2/2	97
3/1	494
3/2	575
4/1	1130
5/1	841
6/1	164

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	86.4 %	1876	1876
				Arm 6 Left	6.00	13.6 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2021 Base Sat' (FG2: '2021 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	69	740	809
	B	65	0	142	207
	C	916	146	0	1062
	Tot.	981	215	882	2078

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2021 Base Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	142
1/2 (with short)	207(In) 65(Out)
2/1	916
2/2	146
3/1	367
3/2	442
4/1	882
5/1	981
6/1	215

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	81.2 %	1853	1853
				Arm 6 Left	6.00	18.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2026 Base PM' (FG3: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	67	1064	1131
	B	39	0	128	167
	C	851	97	0	948
	Tot.	890	164	1192	2246

Traffic Lane Flows

Lane	Scenario 3: 2026 Base PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	128
1/2 (with short)	167(In) 39(Out)
2/1	851
2/2	97
3/1	525
3/2	606
4/1	1192
5/1	890
6/1	164

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	87.2 %	1880	1880
				Arm 6 Left	6.00	12.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2026 Base Sat' (FG4: '2026 Base Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	69	784	853
	B	65	0	142	207
	C	970	146	0	1116
	Tot.	1035	215	926	2176

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2026 Base Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	142
1/2 (with short)	207(In) 65(Out)
2/1	970
2/2	146
3/1	388
3/2	465
4/1	926
5/1	1035
6/1	215

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	82.2 %	1857	1857
				Arm 6 Left	6.00	17.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2026 Base + Lidl PM' (FG5: '2026 Base + Lidl PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
	A	B	C	Tot.	
Origin	A	0	95	1035	1130
	B	59	0	158	217
	C	833	114	0	947
	Tot.	892	209	1193	2294

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2026 Base + Lidl PM
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	158
1/2 (with short)	217(In) 59(Out)
2/1	833
2/2	114
3/1	519
3/2	611
4/1	1193
5/1	892
6/1	209

Lane Saturation Flows

Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	81.7 %	1855	1855
				Arm 6 Left	6.00	18.3 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2026 Base + Lidl Sat' (FG6: '2026 Base + Lidl Sat', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

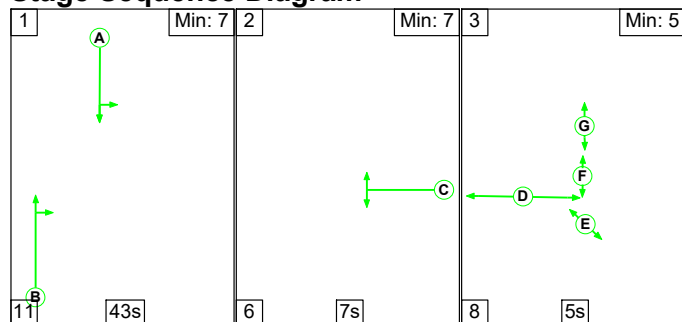
	Destination				
	A	B	C	Tot.	
Origin	A	0	102	748	850
	B	92	0	184	276
	C	947	167	0	1114
	Tot.	1039	269	932	2240

Traffic Lane Flows

Lane	Scenario 6: 2026 Base + Lidl Sat
Junction: Birchfields Road / Retail Park Access	
1/1 (short)	184
1/2 (with short)	276(In) 92(Out)
2/1	947
2/2	167
3/1	381
3/2	469
4/1	932
5/1	1039
6/1	269

Lane Saturation Flows

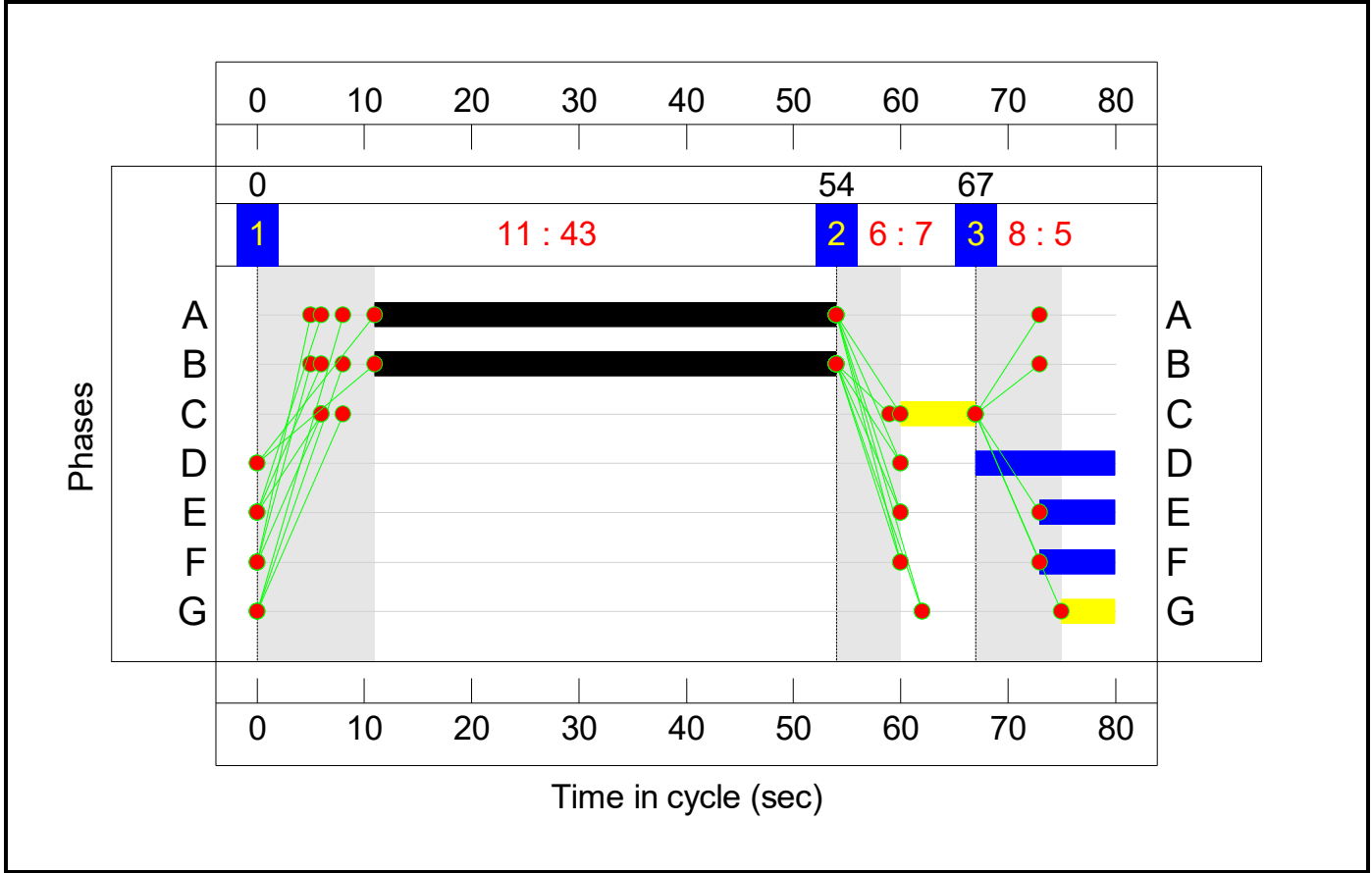
Junction: Birchfields Road / Retail Park Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Retail Park Access)	3.70	0.00	Y	Arm 4 Left	18.00	100.0 %	1832	1832
1/2 (Retail Park Access)	4.00	0.00	Y	Arm 5 Right	14.00	100.0 %	1820	1820
2/1 (Birchfields Road (s))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
2/2 (Birchfields Road (s))	2.50	0.00	N	Arm 6 Right	12.00	100.0 %	1782	1782
3/1 (Birchfields Road (n))	3.25	0.00	Y	Arm 4 Ahead	Inf	73.2 %	1818	1818
				Arm 6 Left	6.00	26.8 %		
3/2 (Birchfields Road (n))	3.25	0.00	N	Arm 4 Ahead	Inf	100.0 %	2080	2080
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

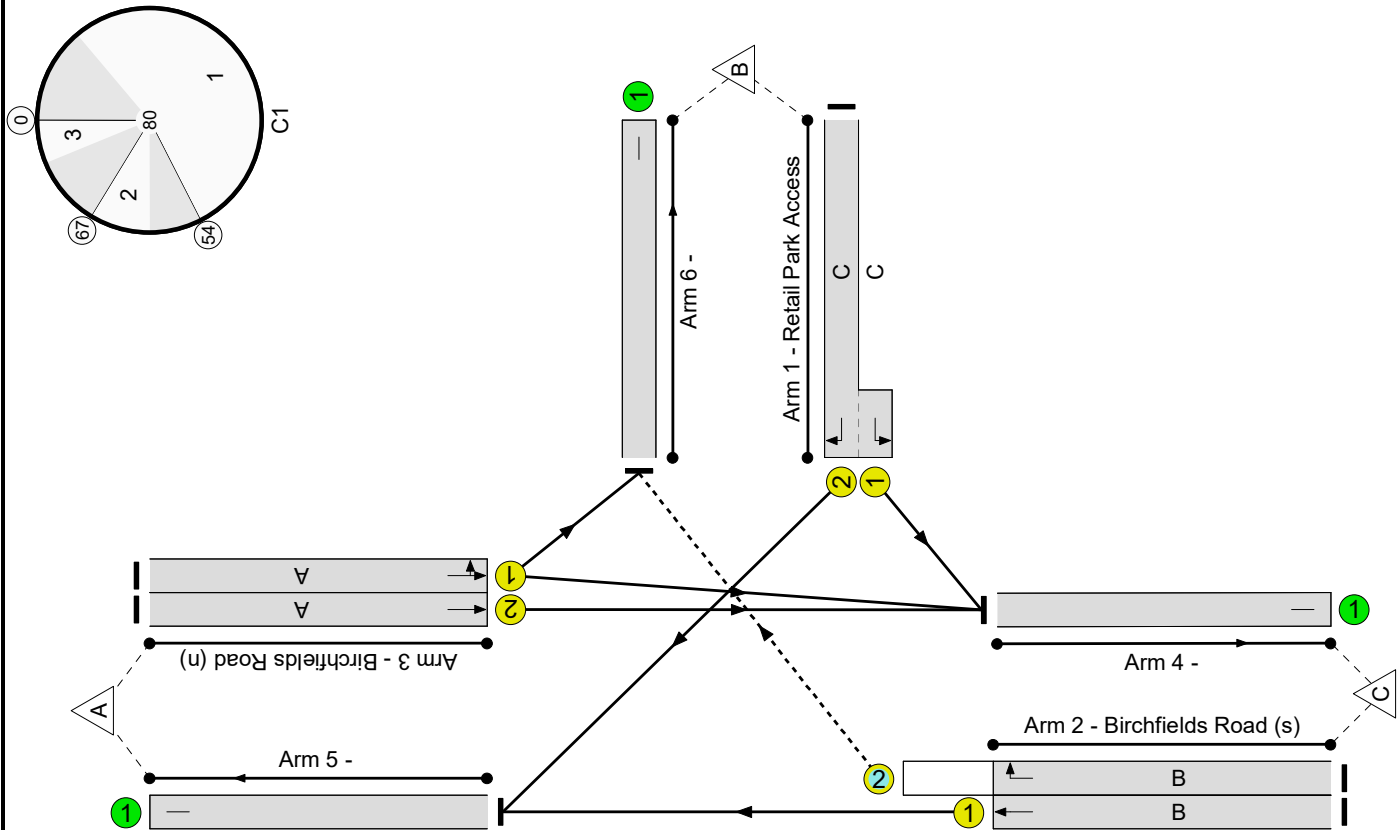
Scenario 1: '2021 Base PM' (FG1: '2021 Base PM', Plan 1: 'Network Control Plan 1')**Stage Sequence Diagram**

Stage Timings

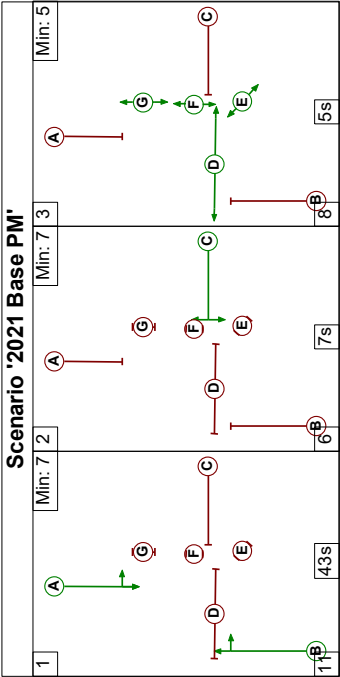
Stage	1	2	3
Duration	43	7	5
Change Point	0	54	67

Signal Timings Diagram





Birchfields Road / Retail Park Access
PRC: 18.2 %
Total Traffic Delay: 13.1 pouHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.1%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	76.1%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	7	-	167	1820:1832	52+170	75.3 : 75.3%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	43	-	802	1915	1053	76.1%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	43	-	97	1782	193	50.4%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	43	-	494	1876	1032	47.9%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	43	-	575	2080	1144	50.3%
4/1		U	N/A	N/A	-		-	-	-	1130	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	841	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%

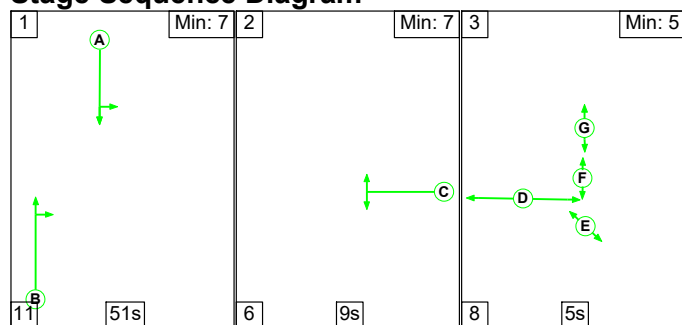
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	95	0	2	8.2	4.5	0.4	13.1	-	-	-	-
Birchfields Road / Retail Park Access	-	-	95	0	2	8.2	4.5	0.4	13.1	-	-	-	-
1/2+1/1	167	167	-	-	-	1.6	1.4	-	3.0	65.6	2.7	1.4	4.2
2/1	802	802	-	-	-	3.1	1.6	-	4.7	21.0	13.6	1.6	15.2
2/2	97	97	95	0	2	0.2	0.5	0.4	1.1	40.9	1.0	0.5	1.5
3/1	494	494	-	-	-	1.5	0.5	-	2.0	14.3	6.6	0.5	7.0
3/2	575	575	-	-	-	1.8	0.5	-	2.3	14.4	7.8	0.5	8.3
4/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
PRC for Signalled Lanes (%):					18.2	Total Delay for Signalled Lanes (pcuHr):			13.09	Cycle Time (s):			
PRC Over All Lanes (%):					18.2	Total Delay Over All Lanes(pcuHr):			13.09				

Full Input Data And Results

Scenario 2: '2021 Base Sat' (FG2: '2021 Base Sat', Plan 1: 'Network Control Plan 1')

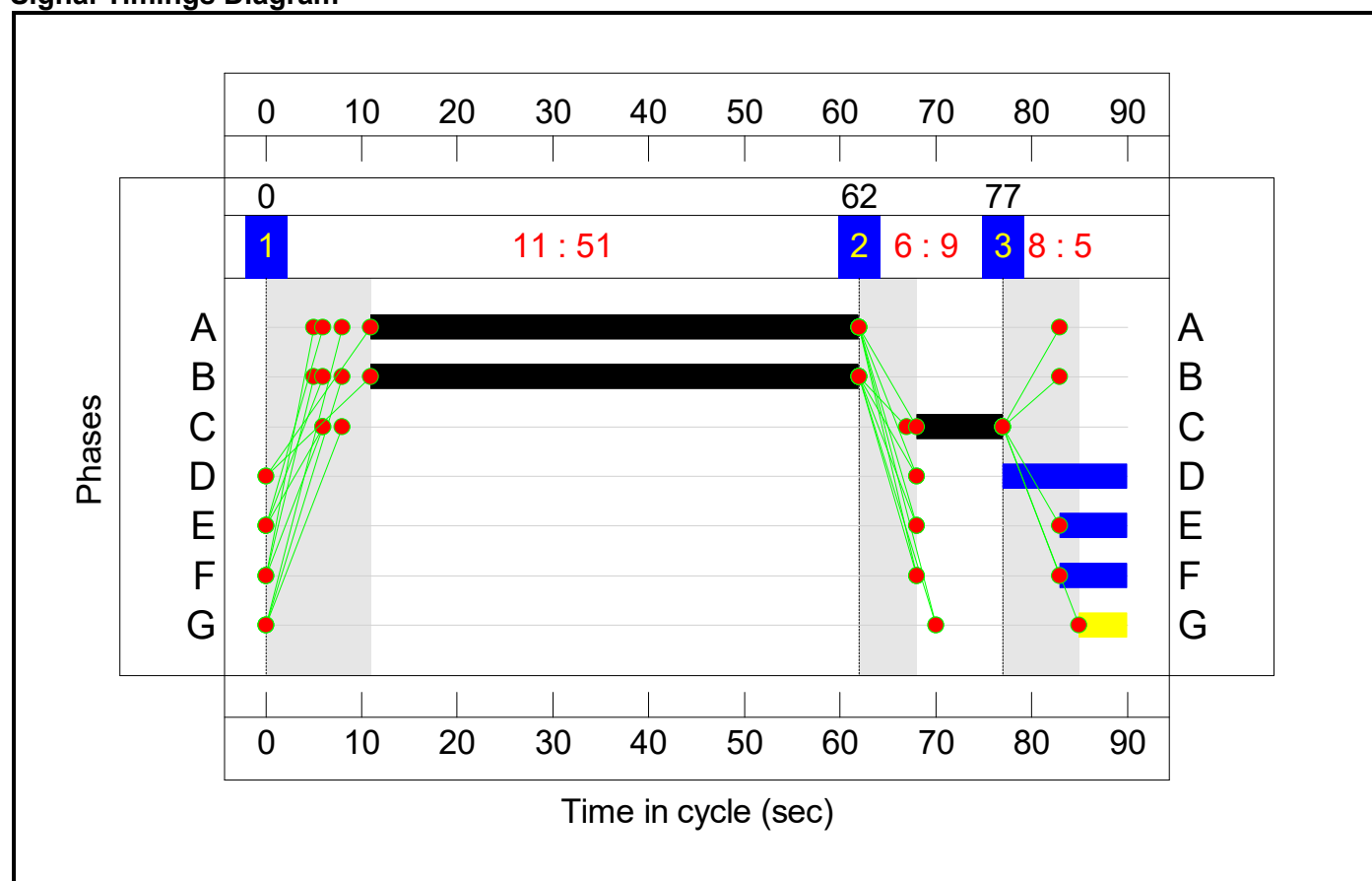
Stage Sequence Diagram

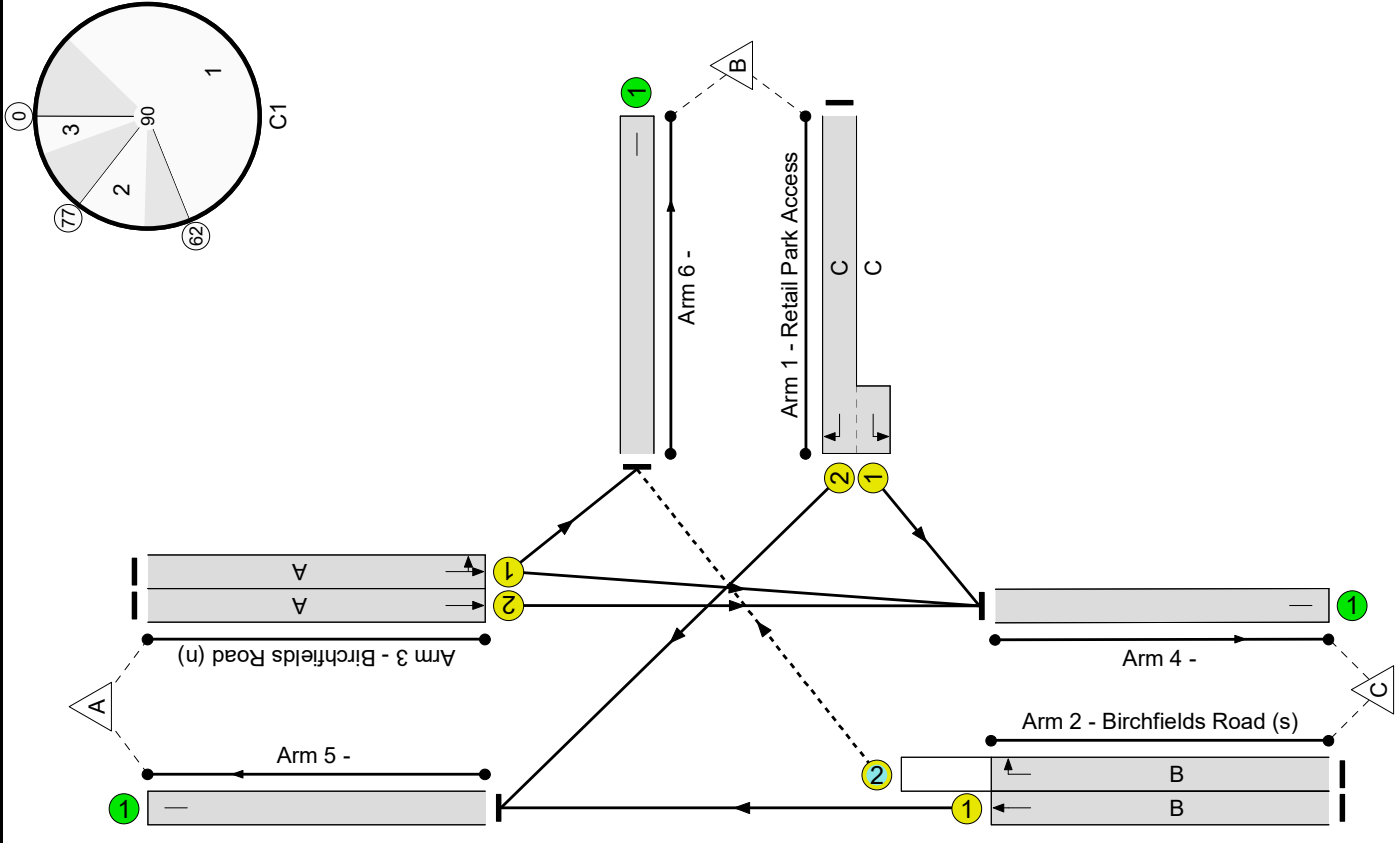


Stage Timings

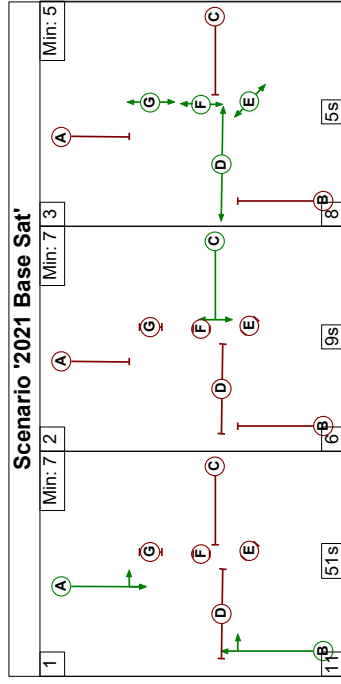
Stage	1	2	3
Duration	51	9	5
Change Point	0	62	77

Signal Timings Diagram





Birchfields Road / Retail Park Access
 PRC: 8.7 %
 Total Traffic Delay: 14.3 pcuHr



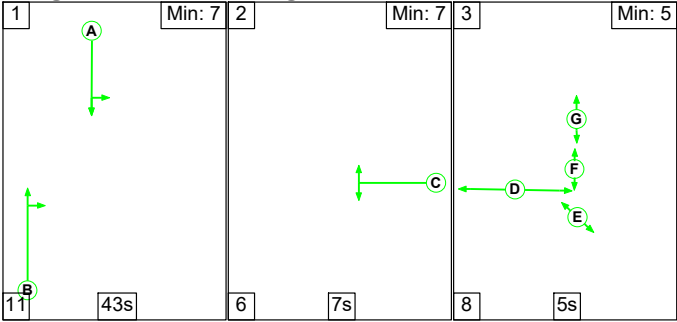
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	82.8%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	207	1820:1832	80+176	80.8 : 80.8%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	51	-	916	1915	1106	82.8%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	51	-	146	1782	335	43.6%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	51	-	367	1853	1071	34.3%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	51	-	442	2080	1202	36.8%
4/1		U	N/A	N/A	-		-	-	-	882	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	143	0	3	8.7	5.2	0.3	14.3	-	-	-	-
Birchfields Road / Retail Park Access	-	-	143	0	3	8.7	5.2	0.3	14.3	-	-	-	-
1/2+1/1	207	207	-	-	-	2.2	1.9	-	4.1	72.1	3.6	1.9	5.6
2/1	916	916	-	-	-	3.9	2.3	-	6.3	24.6	18.3	2.3	20.7
2/2	146	146	143	0	3	0.4	0.4	0.3	1.1	26.0	1.7	0.4	2.0
3/1	367	367	-	-	-	1.0	0.3	-	1.3	12.6	4.8	0.3	5.1
3/2	442	442	-	-	-	1.3	0.3	-	1.5	12.6	5.9	0.3	6.2
4/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1						Total Delay for Signalled Lanes (pcuHr): 8.7			Total Delay Over All Lanes (pcuHr): 14.28			Cycle Time (s): 90	
						PRC for Signalled Lanes (%): 8.7			PRC Over All Lanes (%): 8.7				

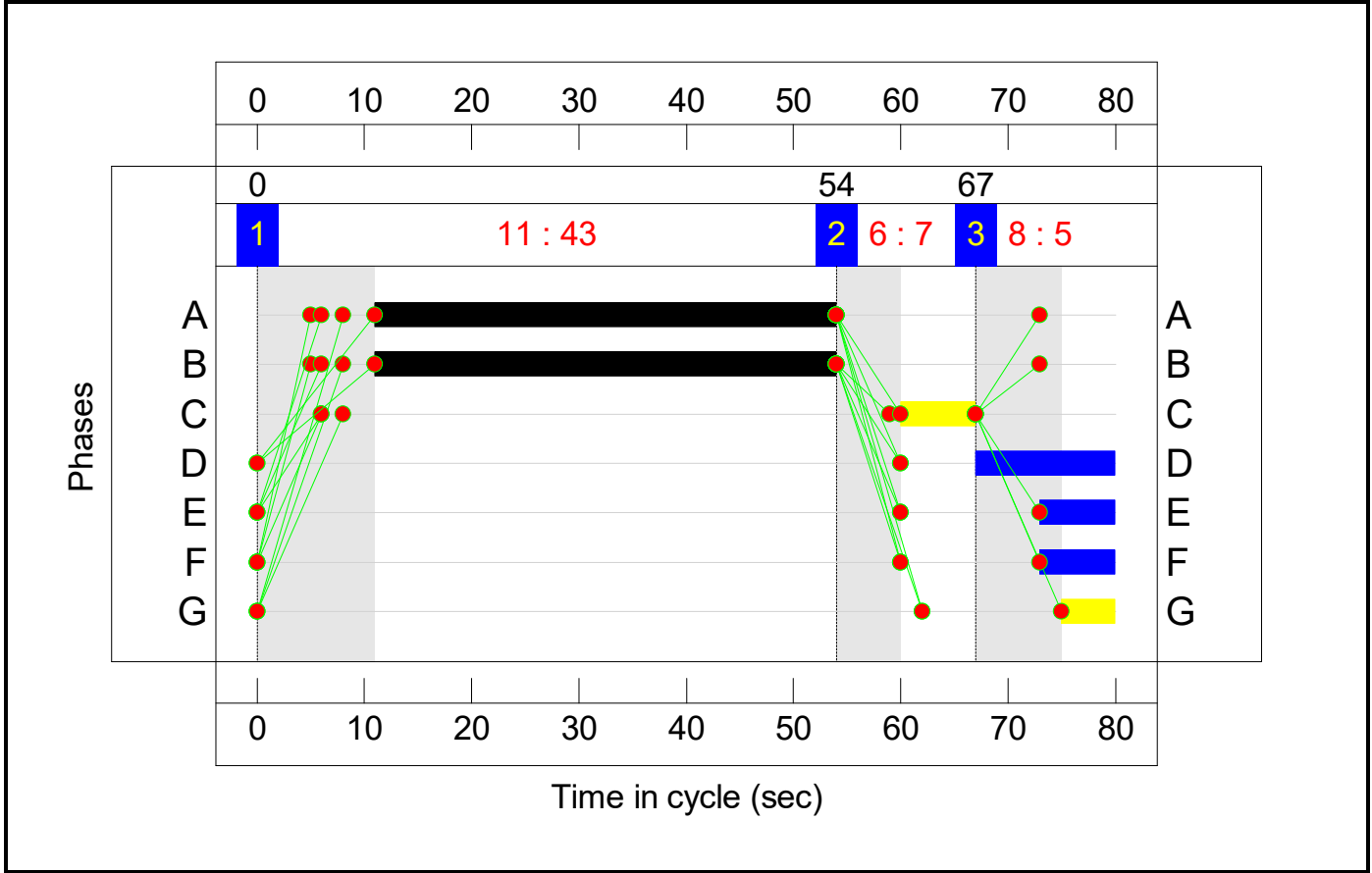
Stage Sequence Diagram

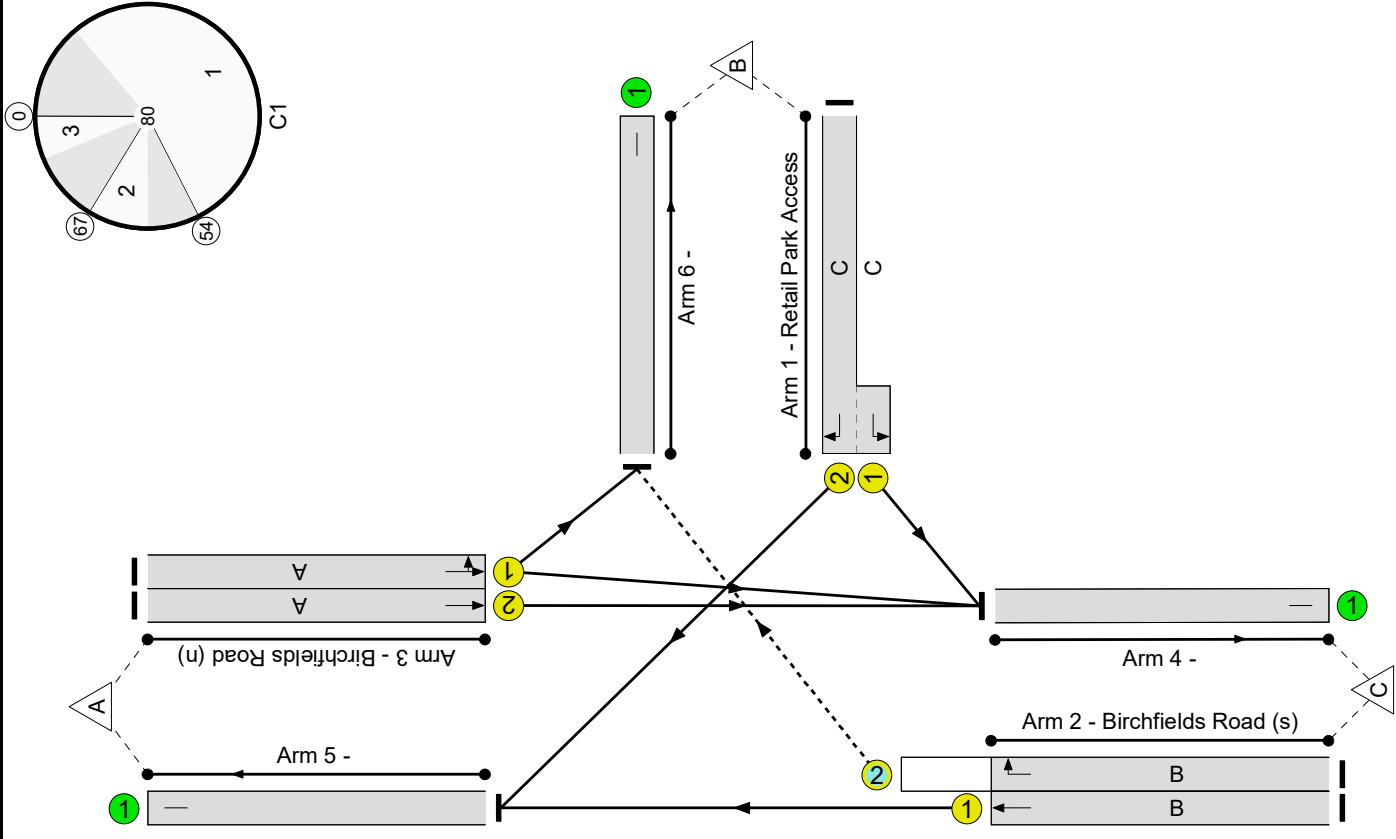


Stage Timings

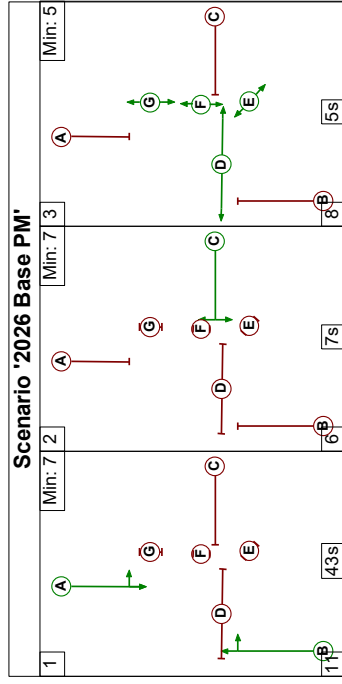
Stage	1	2	3
Duration	43	7	5
Change Point	0	54	67

Signal Timings Diagram





Birchfields Road / Retail Park Access
 PRC: 11.4 %
 Total Traffic Delay: 14.6 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	80.8%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	7	-	167	1820:1832	52+170	75.3 : 75.3%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	43	-	851	1915	1053	80.8%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	43	-	97	1782	165	58.9%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	43	-	525	1880	1034	50.8%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	43	-	606	2080	1144	53.0%
4/1		U	N/A	N/A	-		-	-	-	1192	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	890	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	164	Inf	Inf	0.0%

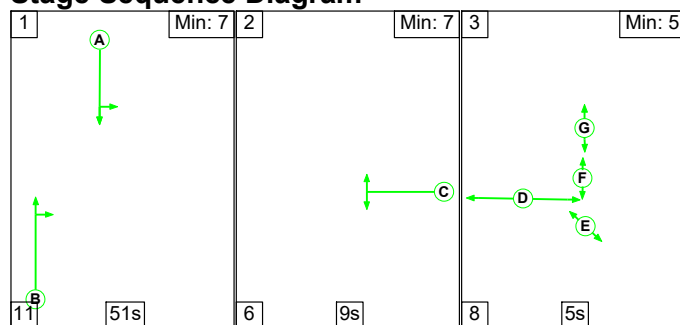
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	75	0	22	8.8	5.3	0.5	14.6	-	-	-	-
Birchfields Road / Retail Park Access	-	-	75	0	22	8.8	5.3	0.5	14.6	-	-	-	-
1/2+1/1	167	167	-	-	-	1.6	1.4	-	3.0	65.6	2.7	1.4	4.2
2/1	851	851	-	-	-	3.4	2.1	-	5.5	23.3	15.1	2.1	17.2
2/2	97	97	75	0	22	0.2	0.7	0.5	1.4	53.0	1.0	0.7	1.7
3/1	525	525	-	-	-	1.6	0.5	-	2.2	14.8	7.1	0.5	7.7
3/2	606	606	-	-	-	1.9	0.6	-	2.5	14.8	8.4	0.6	9.0
4/1	1192	1192	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	164	164	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1					PRC for Signalled Lanes (%): PRC Over All Lanes (%):	11.4 11.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		14.62 14.62	Cycle Time (s):		80	

Full Input Data And Results

Scenario 4: '2026 Base Sat' (FG4: '2026 Base Sat', Plan 1: 'Network Control Plan 1')

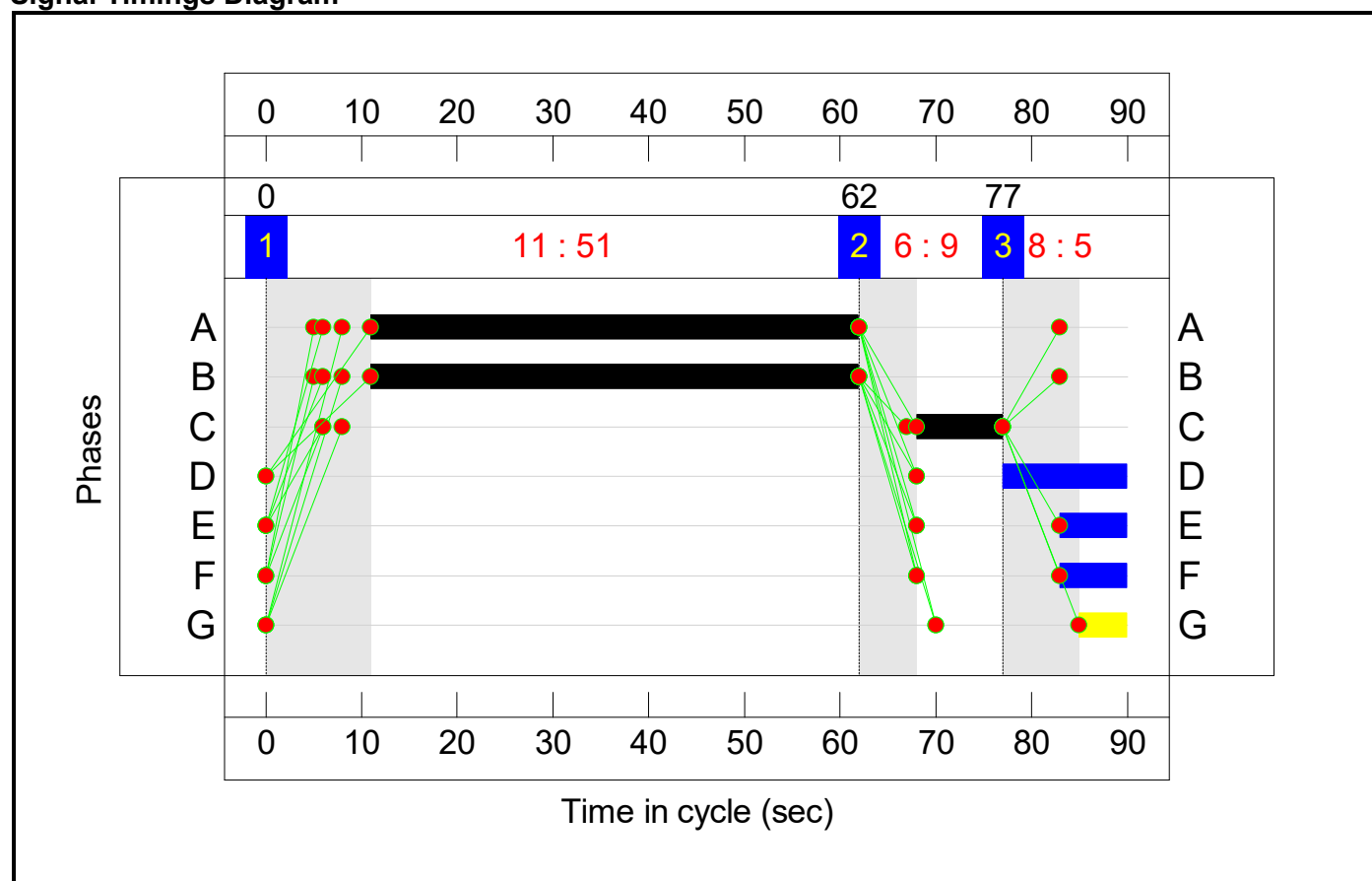
Stage Sequence Diagram

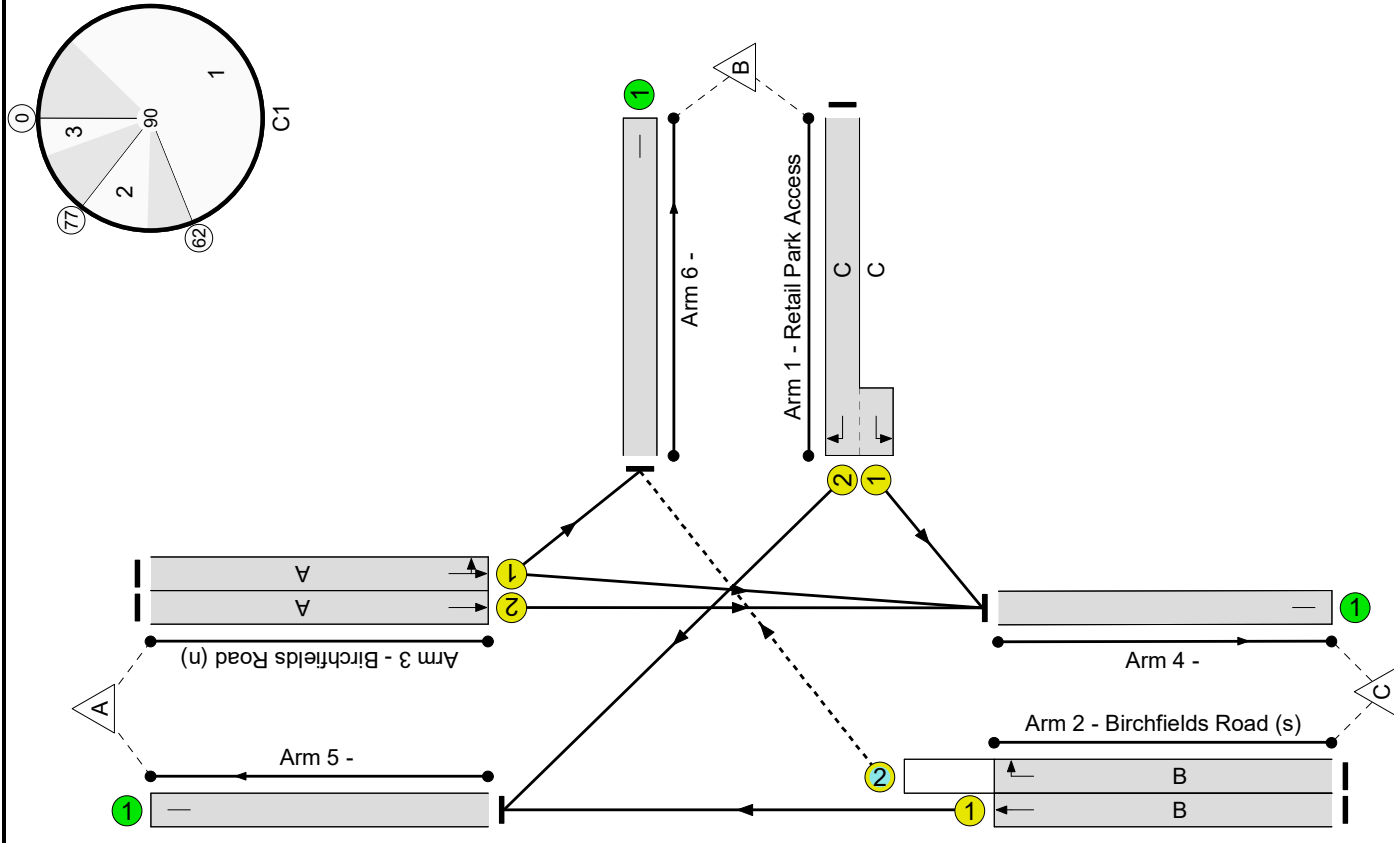
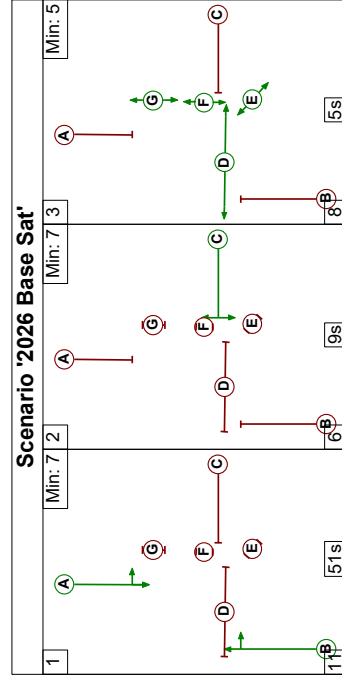


Stage Timings

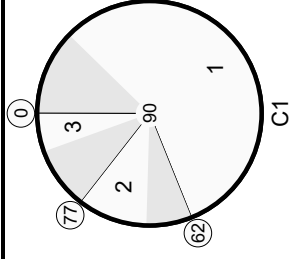
Stage	1	2	3
Duration	51	9	5
Change Point	0	62	77

Signal Timings Diagram





Birchfields Road / Retail Park Access
 PRC: 2.7 %
 Total Traffic Delay: 16.1 pcuHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	87.7%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	207	1820:1832	80+176	80.8 : 80.8%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	51	-	970	1915	1106	87.7%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	51	-	146	1782	312	46.8%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	51	-	388	1857	1073	36.2%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	51	-	465	2080	1202	38.7%
4/1		U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	215	Inf	Inf	0.0%

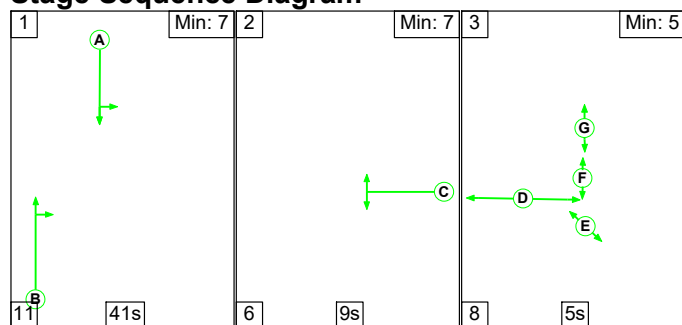
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	143	0	3	9.4	6.4	0.3	16.1	-	-	-	-
Birchfields Road / Retail Park Access	-	-	143	0	3	9.4	6.4	0.3	16.1	-	-	-	-
1/2+1/1	207	207	-	-	-	2.2	1.9	-	4.1	72.1	3.6	1.9	5.6
2/1	970	970	-	-	-	4.4	3.4	-	7.8	28.8	20.7	3.4	24.1
2/2	146	146	143	0	3	0.4	0.4	0.3	1.1	28.0	1.7	0.4	2.1
3/1	388	388	-	-	-	1.1	0.3	-	1.4	12.8	5.2	0.3	5.5
3/2	465	465	-	-	-	1.3	0.3	-	1.6	12.8	6.2	0.3	6.5
4/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
PRC for Signalled Lanes (%):					2.7	Total Delay for Signalled Lanes (pcuHr):			16.07	Cycle Time (s):			
PRC Over All Lanes (%):					2.7	Total Delay Over All Lanes(pcuHr):			16.07				

Full Input Data And Results

Scenario 5: '2026 Base + Lidl PM' (FG5: '2026 Base + Lidl PM', Plan 1: 'Network Control Plan 1')

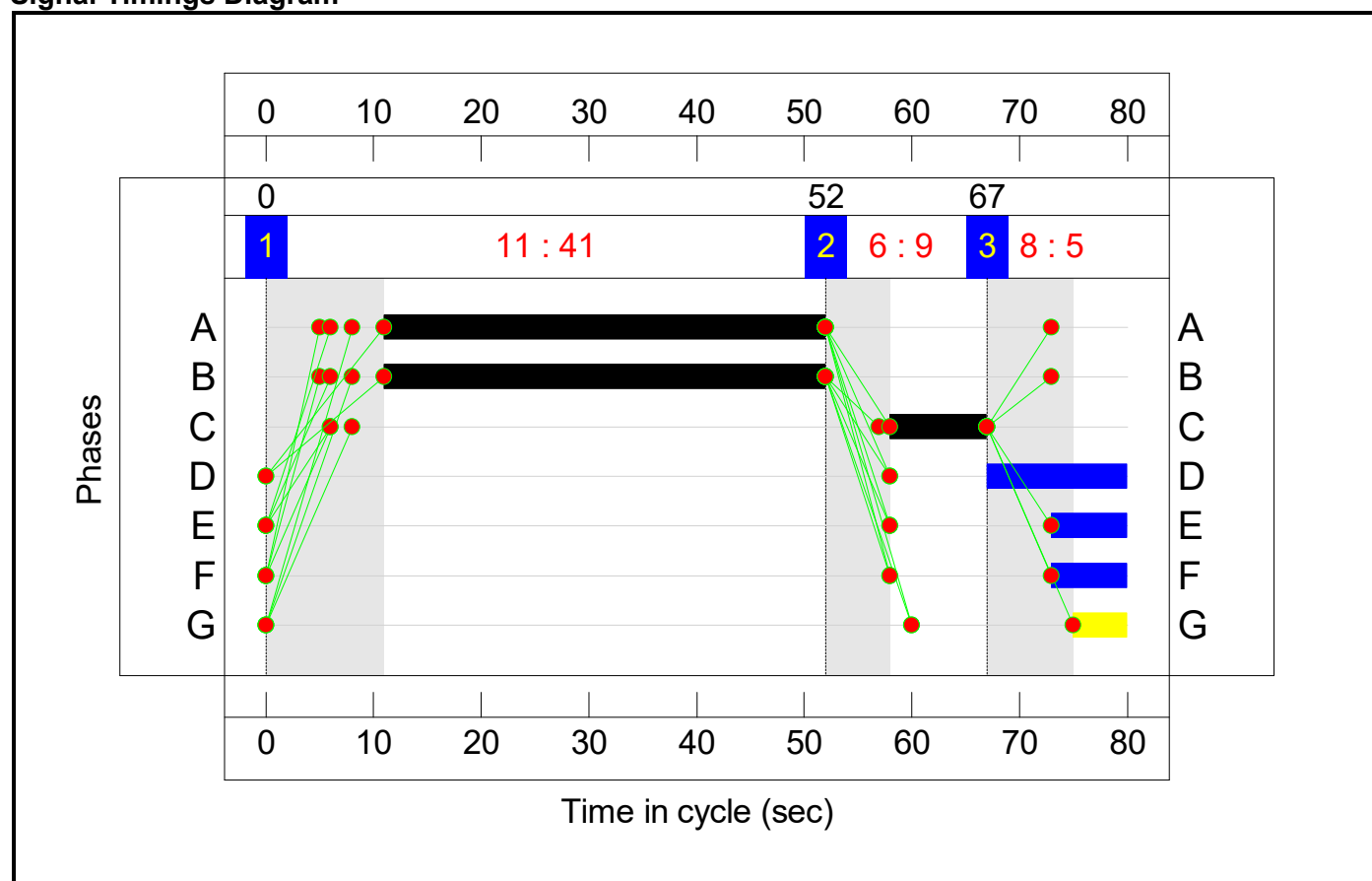
Stage Sequence Diagram

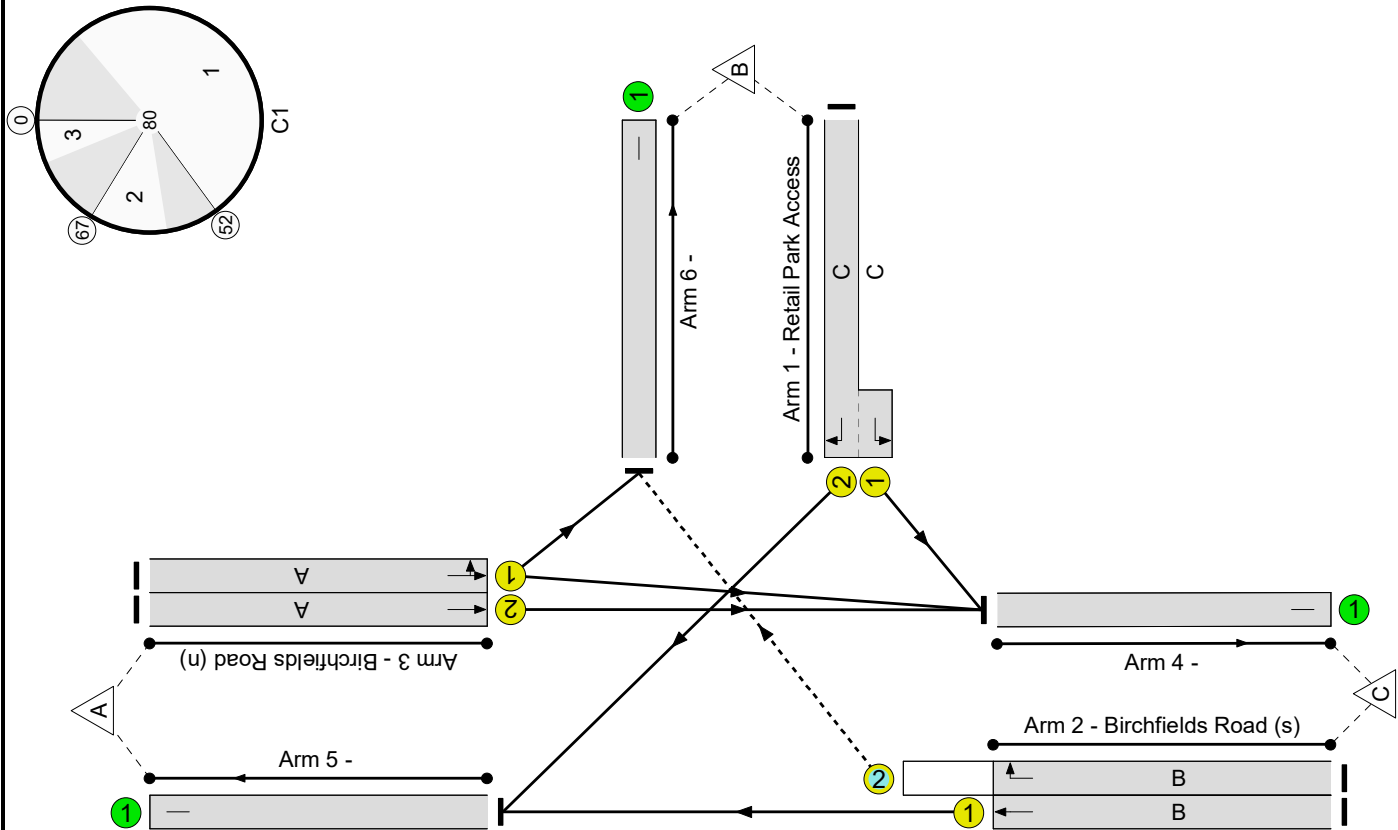


Stage Timings

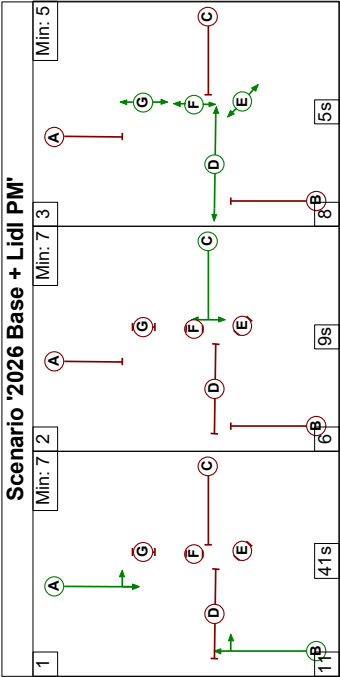
Stage	1	2	3
Duration	41	9	5
Change Point	0	52	67

Signal Timings Diagram





Birchfields Road / Retail Park Access
PRC: 8.6 %
Total Traffic Delay: 17.2 pouHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	82.9%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	9	-	217	1820:1832	75+202	78.4 : 78.4%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	41	-	833	1915	1005	82.9%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	41	-	114	1782	157	72.5%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	41	-	519	1855	974	53.3%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	41	-	611	2080	1092	56.0%
4/1		U	N/A	N/A	-		-	-	-	1193	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	209	Inf	Inf	0.0%

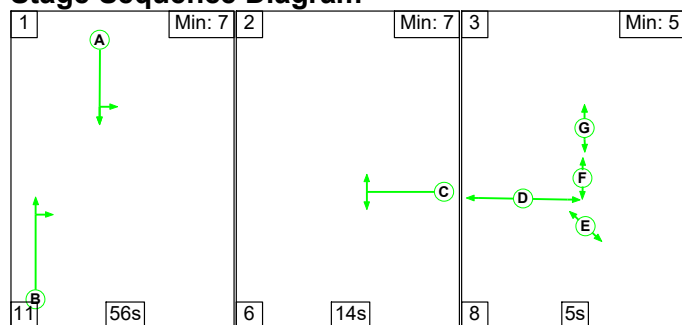
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	67	0	47	10.0	6.5	0.7	17.2	-	-	-	-
Birchfields Road / Retail Park Access	-	-	67	0	47	10.0	6.5	0.7	17.2	-	-	-	-
1/2+1/1	217	217	-	-	-	2.0	1.7	-	3.7	61.6	3.5	1.7	5.2
2/1	833	833	-	-	-	3.7	2.4	-	6.0	26.1	15.5	2.4	17.9
2/2	114	114	67	0	47	0.3	1.2	0.7	2.2	70.0	1.3	1.2	2.5
3/1	519	519	-	-	-	1.8	0.6	-	2.4	16.5	7.5	0.6	8.1
3/2	611	611	-	-	-	2.2	0.6	-	2.8	16.5	9.0	0.6	9.6
4/1	1193	1193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	892	892	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
PRC for Signalled Lanes (%):					8.6	Total Delay for Signalled Lanes (pcuHr):			17.16	Cycle Time (s):			
PRC Over All Lanes (%):					8.6	Total Delay Over All Lanes(pcuHr):			17.16				

Full Input Data And Results

Scenario 6: '2026 Base + Lidl Sat' (FG6: '2026 Base + Lidl Sat', Plan 1: 'Network Control Plan 1')

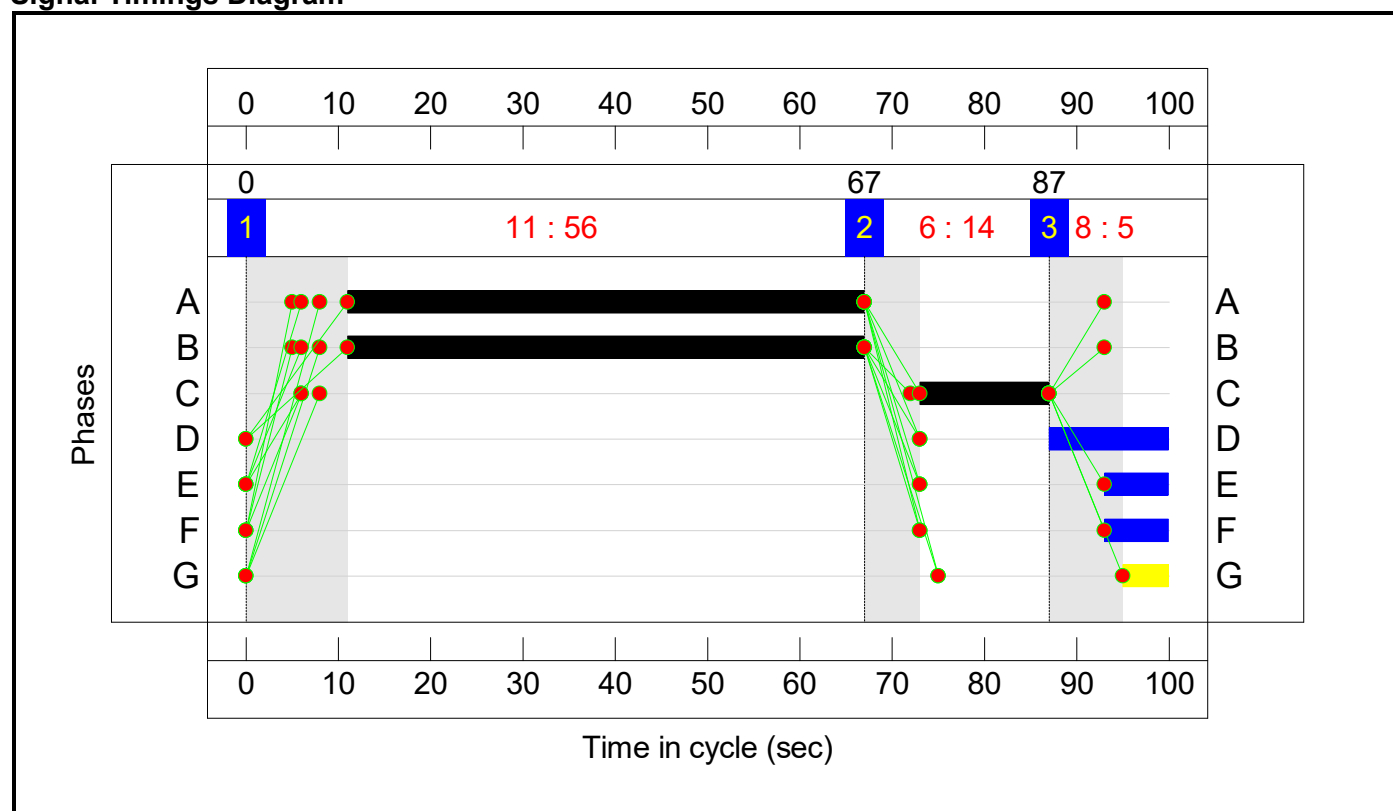
Stage Sequence Diagram

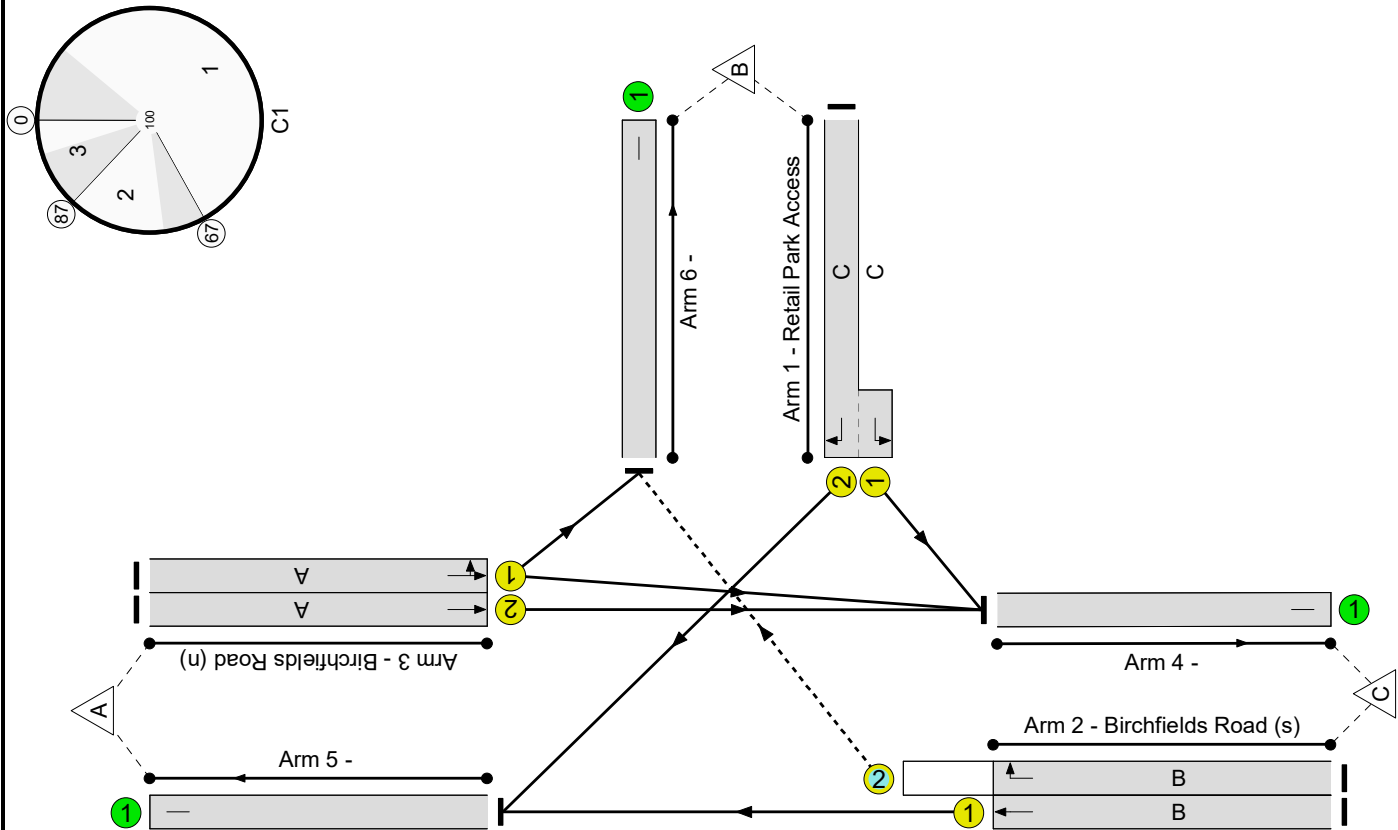


Stage Timings

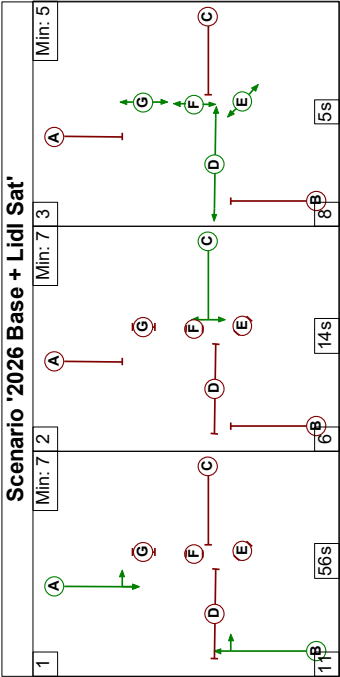
Stage	1	2	3
Duration	56	14	5
Change Point	0	67	87

Signal Timings Diagram





Birchfields Road / Retail Park Access
PRC: 3.7 %
Total Traffic Delay: 18.6 pouHr



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
Birchfields Road / Retail Park Access	-	-	N/A	-	-		-	-	-	-	-	-	86.8%
1/2+1/1	Retail Park Access Left Right	U	N/A	N/A	C		1	14	-	276	1820:1832	109+218	84.5 : 84.5%
2/1	Birchfields Road (s) Ahead	U	N/A	N/A	B		1	56	-	947	1915	1092	86.8%
2/2	Birchfields Road (s) Right	O	N/A	N/A	B		1	56	-	167	1782	297	56.1%
3/1	Birchfields Road (n) Ahead Left	U	N/A	N/A	A		1	56	-	381	1818	1036	36.8%
3/2	Birchfields Road (n) Ahead	U	N/A	N/A	A		1	56	-	469	2080	1186	39.6%
4/1		U	N/A	N/A	-		-	-	-	932	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1039	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	164	0	3	11.2	6.9	0.5	18.6	-	-	-	-
Birchfields Road / Retail Park Access	-	-	164	0	3	11.2	6.9	0.5	18.6	-	-	-	-
1/2+1/1	276	276	-	-	-	3.1	2.5	-	5.6	72.7	5.9	2.5	8.3
2/1	947	947	-	-	-	4.8	3.1	-	8.0	30.2	22.4	3.1	25.5
2/2	167	167	164	0	3	0.5	0.6	0.5	1.6	35.3	2.2	0.6	2.8
3/1	381	381	-	-	-	1.2	0.3	-	1.5	14.4	5.7	0.3	6.0
3/2	469	469	-	-	-	1.6	0.3	-	1.9	14.5	7.2	0.3	7.5
4/1	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1													
PRC for Signalled Lanes (%):					3.7	Total Delay for Signalled Lanes (pcuHr):			18.57	Cycle Time (s):			
PRC Over All Lanes (%):					3.7	Total Delay Over All Lanes(pcuHr):			18.57				