

RAINSHORE HOUSE, ROCHDALE

TRANSPORT STATEMENT

PROJECT NO.23/102 DOC NO. D001

DATE: JUNE 2024

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CLIENT: MR & MRS ANTONY WHITESIDE

Velocity Transport Planning Ltd

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1 INTRODUCTION

1.1 APPOINTMENT

- 1.1.1 Velocity Transport Planning (VTP) has been appointed by Mr & Mrs Antony Whiteside to prepare a Transport Statement (TS) for the development proposals at Rainshore House, Rochdale.
- 1.1.2 The local planning and highway authority is Rochdale Borough Council (RBC).
- 1.1.3 The planning proposals relate to the change of land use from the existing C3 residential dwelling to land use class F1(a) to provide a specialist SEN educational facility at the site for children aged 3-18. The site area is approximately 0.42ha and the existing buildings' combined footprint is 323 sqm. The site's full address is Rainshore House, Over Town Lane, Norden, Rochdale, OL12 7TQ.

1.2 SITE LOCATION

- 1.2.1 Situated to the north of the village of Wolstenholme, the application site is bound to the west by Over Town Lane, to the north by Greenbooth Reservoir, and to the east and south by woodland and open fields. The site is located 5km as the crow flies from the centre of Rochdale.
- 1.2.2 **Figure 1-1** shows the location of the site and its surrounding network within circa 800m.

Figure 1-1: Site Location Plan



1.3 EXISTING SITE USE

- 1.3.1 The site currently comprises one residential dwelling under land use class C3. The building, Rainshore House, is a three-storey house, with a large, detached annexe, a triple garage and various smaller outbuildings set around a landscaped garden.

1.4 PROPOSED DEVELOPMENT

- 1.4.1 The development proposals relate to the provision of a Special Educational Needs (SEN) facility under land use class F1(a), for children aged 3-18.
- 1.4.2 The school will operate broadly between 07:30 and 19:30, Monday to Friday, and will be closed at the weekends. It is anticipated that this facility will provide full-time day education for 55 pupils and employment for up to 33 staff. Given the nature of the school, there are expected to be in the order of 5 visitors attending the site during a typical school day from specialist support staff, carers and nurses.

1.5 CONSULTATION

- 1.5.1 Prior to the submission of this TS, a scoping note was issued to RBC in July 2023. The scope of this document, its chapters and content, were agreed with the Transport Officer in July 2023 following a response to the scoping note.

DOCUMENT STRUCTURE

- 1.5.2 The remainder of this TS is structured as follows:
- ⦿ **Section 2** – assesses the Proposed Development’s compliance with relevant national and local transport planning policy;
 - ⦿ **Section 3** – considers the existing level of accessibility of the site;
 - ⦿ **Section 4** – describes the development proposals, covering access arrangements, parking and drop-off arrangements, and the proposed delivery and servicing strategies;
 - ⦿ **Section 5** – provides a forecast of the change in multi-modal trip generation associated with the proposed development and assesses the impact of the development on the local highway network. The section also discusses the measures proposed to ensure the development impacts on the highway are negligible; and
 - ⦿ **Section 7** – Provides a summary and conclusion of this TS.



2 STRATEGIC POLICY DELIVERY

2.1 INTRODUCTION

2.1.1 This section reviews the development proposal for compliance with national, regional and local relevant transport policy. The following policy documents have been considered:

- ⦿ National Planning Policy Framework (2021);
- ⦿ National Planning Practice Guidance (2014);
- ⦿ Greater Manchester Transport Strategy 2040 (Updated 2021); and
- ⦿ Rochdale Borough Council Core Strategy (2016).

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2021)

- 2.2.1 The National Planning Policy Framework (NPPF) was revised in July 2021 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart, the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).
- 2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.
- 2.2.3 Chapter 9 of the NPPF sets out the requirements for promoting sustainable transport, advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 2.2.4 Paragraph 110 states that when considering development proposals, it should be ensured that:
- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *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*
 - d) *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.*
- 2.2.5 Paragraph 111 states 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".
- 2.2.6 Paragraph 112 states that applications for developments should:



- a) *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;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *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;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

NATIONAL PLANNING PRACTICE GUIDANCE (2014)

- 2.2.7 The National Planning Practice Guidance (NPPG) supports the NPPF and provides guidance on the effective delivery of objectives through the planning process.
- 2.2.8 Paragraph 32 sets out that all developments generating a significant amount of transport movement should be supported by a TS or Transport Assessment. In the case of Rainshore House, given the small scale of development, a TS is sufficient.
- 2.2.9 Paragraph 36 sets out that all development which generate a significant amount of transport movement should also be required to provide a Travel Plan.

2.3 REGIONAL POLICY

GREATER MANCHESTER TRANSPORT STRATEGY 2040 (UPDATED 2021)

- 2.3.1 The Greater Manchester Transport Strategy 2040 was produced in 2017 and refreshed in 2021. The document describes how:

‘Transport is crucial in supporting Greater Manchester’s ambitious plans, including those set out in the Greater Manchester Strategy (GMS) with its vision ‘to make Greater Manchester one of the best places in the world to grow up, get on and grow old’

- 2.3.2 Policy 4 of the Strategy states:

“We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.”

- 2.3.3 The document describes how:

“TfGM and local planning authorities will continue to work with developers to better integrate transport and new development in accordance with the principles of:

- ⊙ *Reducing the need to travel;*
- ⊙ *Reducing the need to travel by car, and the distance travelled;*
- ⊙ *Maximising accessibility by sustainable modes;*
- ⊙ *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*



- ⊙ *Maximising opportunities to provide additional public transport; and*
- ⊙ *Designing to encourage active travel.”*

2.4 LOCAL POLICY

ROCHDALE BOROUGH COUNCIL CORE STRATEGY (2016)

- 2.4.1 The Rochdale Core Strategy was adopted in October 2016 replacing the Unitary Development Plan (UDP) (2006), the Core Strategy sets out the long-term spatial strategy for future development of Rochdale Borough.
- 2.4.2 S05 – ‘*To improve accessibility and deliver sustainable transport*’ is one of the Core Strategy’s key objectives. Policy C6 aims to improve health and well-being. From a transport perspective, this will be achieved through:
- ⊙ *‘Ensuring good provision of and access to a range of food shops within or adjacent to town centres, local centres and particularly those located in or able to serve deprived areas;*
 - ⊙ *Seeking to provide better access to jobs in areas with high levels of deprivation and poor health.*
 - ⊙ *Seeking high-quality design of buildings, streets and spaces to create neighbourhoods that are safe to use, easy to move through, adaptable and sustainable;*
 - ⊙ *Identifying and implementing measures to reduce traffic movements and congestion to reduce air and noise pollution;*
 - ⊙ *Encouraging development that promotes active living by making places more accessible by walking, cycling and public transport; and*
 - ⊙ *Supporting the provision of health facilities and services in accessible locations that meet current and future need.’*
- 2.4.3 Policy DM1 relates to general development requirements and in relation to transport, all development proposals will be expected to demonstrate that they:
- ⊙ *‘Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary;*
 - ⊙ *Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location.’*
- 2.4.4 Policy T2 relates to improving accessibility and states:
- “We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities.”*

2.5 POLICY COMPLIANCE

- 2.5.1 This report has been prepared in accordance with policies and guidance at national, regional and local levels encouraging sustainable travel through the maximisation of access by non-car modes, and the provision of suitable and accessible facilities for cyclists and pedestrians. In the case of Rainshore House, staff and visitors that live locally given the nature of the school.



- 2.5.2 This is achieved through the design of the site and ensuring access by other sustainable modes is supported where possible.
- 2.5.3 As the scheme is for an SEN school, pupils are anticipated to arrive by private vehicle, taxi, or pre-arranged transport services. Therefore, the expectation for access by non-car modes for pupils will be limited, as per SEN school sites nationwide.
- 2.5.4 This TS also assesses the impact of the proposed development on the local transport network per scoping consultation with RBC as well ensuring that the site is designed to avoid the need for on-street parking and mitigating any risk of stacking back onto the public highway.



3 EXISTING SITE ACCESSIBILITY

3.1 INTRODUCTION

3.1.1 This section provides information on the site's existing connectivity to the surrounding transport network.

3.2 ACCESS ARRANGEMENTS

3.2.1 The site is currently accessed via a gated priority junction with Over Town Lane. This is situated at the southwest corner and provides dual access egress, though there is insufficient room to accommodate arrivals and departures at the same time. An emergency access is located at the northwest corner. There is currently no pedestrian access to the existing grounds.

3.3 WALKING

3.3.1 The National Travel Survey identifies that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6 km). Infrastructure that supports travel on foot is important to promote sustainable and active travel as a viable alternative to short car trips.

3.3.2 There is footway provision north from the site towards a new residential development known as Rainshore Mills (identified in the Rochdale Local Plan to provide 42 units and highway works). To the south, there is a footway along the east side of Over Town Lane to the A680 Edenfield Road, although some stretches are narrow due to surrounding building lines and on-street parking.

3.3.3 The footway is nevertheless well-lit throughout. The A680 Edenfield Road has footpaths along both sides of the carriageway which also feature regular street lighting.

3.4 CYCLING

3.4.1 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres in length; however, many people will cycle longer distances.

3.4.2 There is a traffic-free cycle route to the north of the site on Over Town Lane and Fordoe Lane which provides a link to the northeast around Greenbooth Reservoir as shown in **Figure 3-1**, although other designated cycle routes in the vicinity of the site are limited.



Figure 3-1: Excerpt from the TFGM Cycle Map



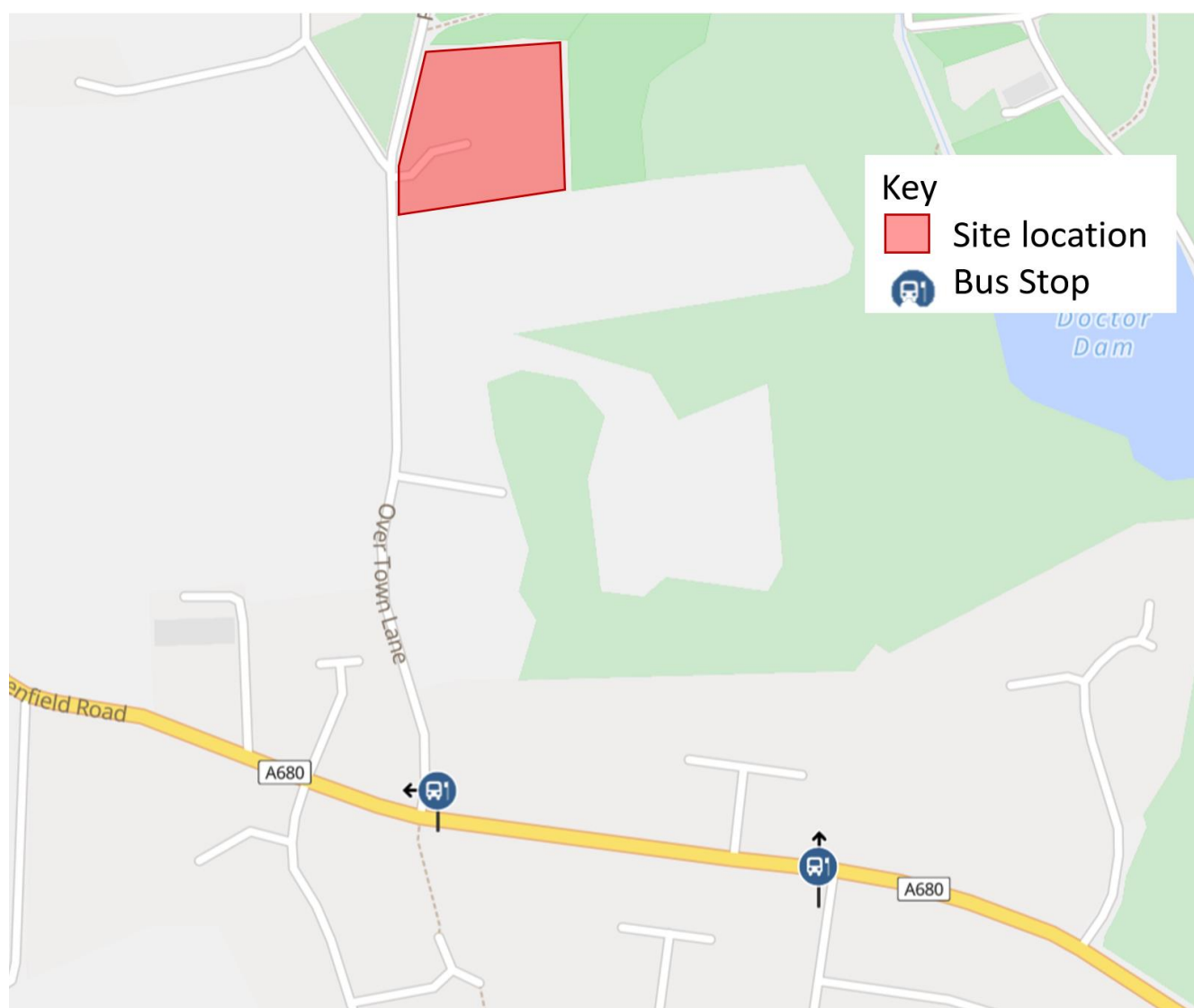
3.5 PUBLIC TRANSPORT

LOCAL BUS NETWORK

- 3.5.1 The site is located just 290m walking distance (a 3-minute walk) from the closest bus stop, White Lion, which provides a number of bus services to Norden to the east. In addition, there are further bus services available at the Edenfield Road bus stop located a 6-minute walk away, 500m from the site. The location of the site's nearest bus stops is shown in **Figure 3-2**. Both of these bus stops are comprised of a flag and pole.



Figure 3-2: Location of nearest bus stops to the site



3.5.2

Table 3-1 provides further details of the routes and destinations accessible from the bus stops and peak hour frequencies.

Table 3-1: Bus service route and frequencies

SERVICE NO.	BUS STOP	ROUTE	PEAK HOUR FREQUENCY MON-SAT (SERVICES PER HOUR)	FIRST/ LAST BUS	
				AM	PM
B3	Edenfield Road	Bury	1 per hour	06:13	17:41
R8		Rochdale	1 per hour	07:21	22:29
17*		Shudehill via. Rochdale Interchange, Middleton Bus Station and Blackley	3 AM services	06:02	06:55
B3	White Lion	Norden	1 per hour	08:02	19:20
R8		Norden	1 per hour	07:15	22:27
17*		Norden	4 PM services	18:26	19:29

*Monday to Friday only.



3.6 HIGHWAY NETWORK

OVER TOWN LANE

- 3.6.1 Over Town Lane provides the main vehicular access to the site and runs to the west of the site boundary. The section of road in the vicinity of the site is approximately 5m wide, enabling two vehicles to pass simultaneously.
- 3.6.2 The registered speed limit is 30mph, though the recent implementation of traffic calming features in the form of horizontal deflections at the central and northern parts of this stretch of the road reduces the width to allow one vehicle to pass at a time and the associated vehicle speeds. The southern section of Over Town Lane is also narrow at around 3.5m in width and a give way arrangement is in place with northbound vehicles having priority.
- 3.6.3 Over Town Lane routes to the northwest through woodland as a narrow country lane, while Field View Lane routes directly north, leading to residential developments and Greenbooth Reservoir.
- 3.6.4 As requested during pre-application feedback, an Automated Traffic Count (ATC) survey was undertaken in front of the site on Over Town Lane between the 18th and 24th July 2023 to understand typical traffic speeds. This found that the 85th percentile speeds were recorded at 27.4mph and 26.5mph in the north and southbound directions respectively. Average speeds were recorded at 22mph and 21.5mph in the north and southbound directions respectively, thus well below the posted speed limit.
- 3.6.5 The ATC surveys show that on an average weekday (ie coinciding with when the proposed development will be operational), 277 and 279 vehicles travel north and southbound respectively. The busiest one-hour period in terms of existing traffic flow in the northbound direction was found to be the period 16:00 - 17:00 with 20 vehicles. In the southbound direction this was found to be the period 07:00 - 08:00 with again 20 vehicles.
- 3.6.6 At a maximum of one vehicle every three minutes in either direction, this shows Over Town Lane is extremely lightly trafficked in the existing situation.
- 3.6.7 The recent implementation of a footway along the length of Over Town Lane from the junction of Edenfield Road, to beyond the northern boundary of the site has greatly improved the accessibility of the site by non-motorised road users.

A680 EDENFIELD ROAD

- 3.6.8 Over Town Lane connects with the A680 Edenfield Road at its southern extent, which is a key route through East Lancashire from Rochdale to Whalley via Accrington. In the vicinity of the site, the A680 operates with one lane in each direction with a 30mph speed limit.
- 3.6.9 The existing operational performance of the junction of Edenfield Road with Over Town Lane (as requested by RBC during pre-application feedback) is set out in **Section 5.0**.

STRATEGIC ROAD NETWORK

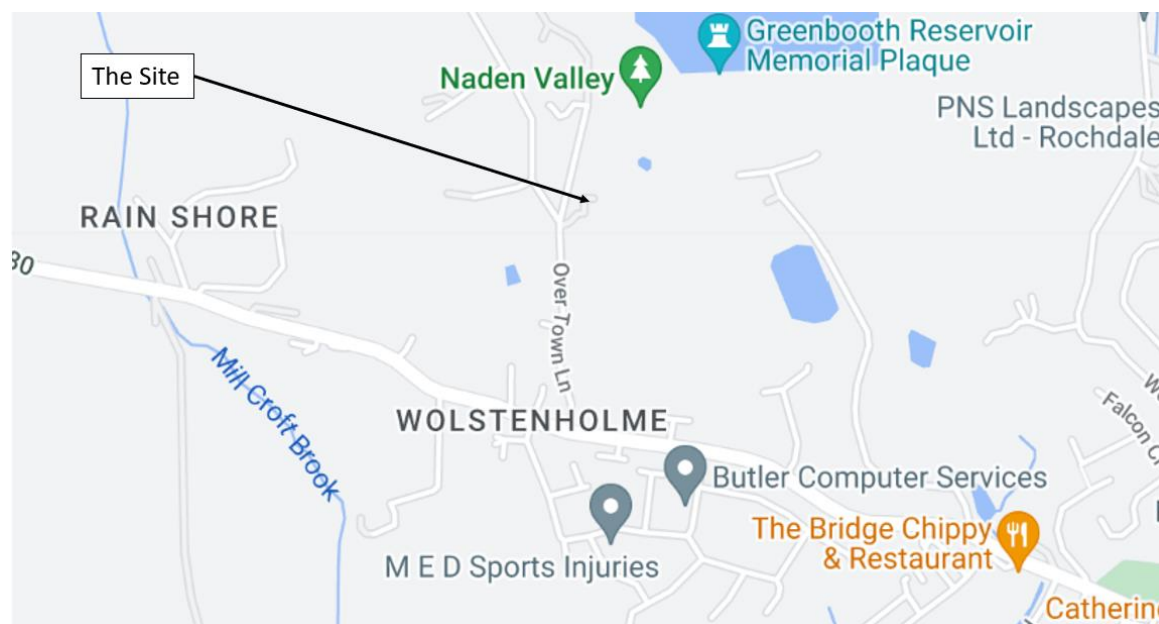
- 3.6.10 The nearest connection with the strategic road network is the M66 at Edenfield Roundabout, approximately 8.2km to the northwest of the site (a 10-minute drive). The A680 Edenfield Road also provides access southeast towards Rochdale and the A627 (M), approximately 6.7km away (a 15-minute drive).



3.7 COLLISION DATA ANALYSIS

- 3.7.1 Personal injury collision (PIC) data has been obtained for the most recent three-year period through Crashmap. The results show that there were no collisions in the vicinity of the site between 2019-2022. An extract of the map is provided in **Figure 3-3**. This represents the latest collision data available.

Figure 3-3: Crashmap Extract



3.8 LOCAL AMENITIES

- 3.8.1 The number of amenities in proximity to the site is relatively low which can be expected given the rural nature of the site's location. There is however food and drink facilities along the A680 Edenfield Road in the form of the White Lion Pub (350m, a 4-minute walk), the Bridge Inn Pub (900m, a 14-minute walk) and The Bridge Chippy and Restaurant (1km, a 15-minute walk).

3.9 EXISTING PARKING CONDITIONS

- 3.9.1 There is currently no formalised vehicle or cycle parking associated with the private dwelling, rather hardstanding is provided in the form of a turning head in which unmarked parking can take place.
- 3.9.2 Parking on the street on Over Town Lane is unrestricted but is understood to be uncommon due to the lack of nearby development in proximity to site.

3.10 SUMMARY

- 3.10.1 The application site is accessible by bus via two stops on the A680 Edenfield Road which provide up to one service per hour. The site can also be accessed on foot and by cycle, with basic facilities provided for these modes. Food and drink facilities are available along the A680 Edenfield Road, and the local road network comprises minor roads with good access to more strategic routes towards surrounding areas and the strategic road network.

- 3.10.2 The level of existing traffic on Over Town Lane is low, with a maximum of one vehicle every three minutes travelling in either direction across the course of a neutral weekday. Vehicle speeds are well below the posted speed limit and there is no record of road traffic collisions in proximity to the site in the last available 4-year period.



4 DEVELOPMENT PROPOSALS

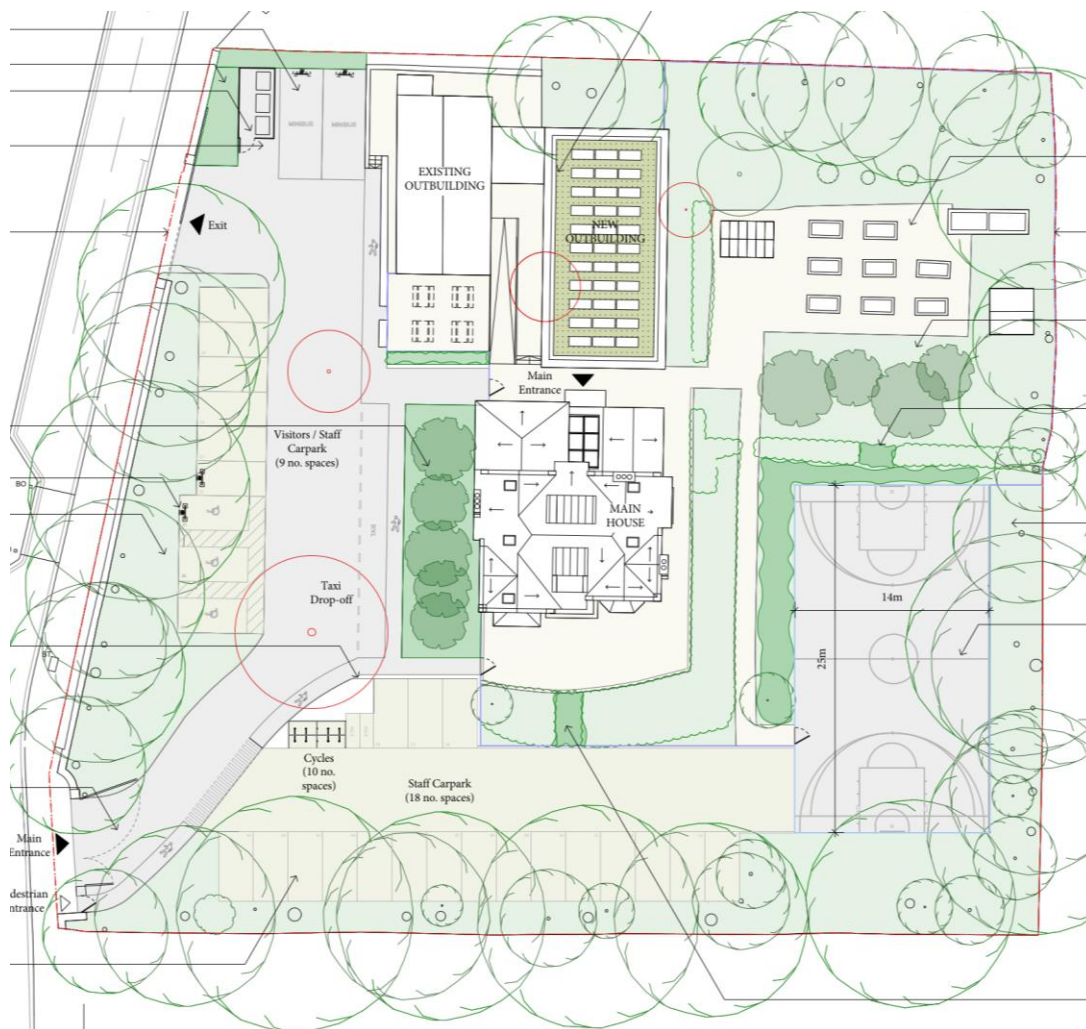
4.1 INTRODUCTION

- 4.1.1 This section describes the development proposals, covering improvements to vehicular access/egress, pedestrian accessibility, parking and drop-off arrangements, and proposals to accommodate deliveries, servicing and refuse collection.

4.2 PROPOSED DEVELOPMENT

- 4.2.1 The Proposed Development comprises the minor internal remodelling of the existing house and annexe, demolition of the triple garage building and the construction of single-storey accommodation, as well as the introduction of a mixed-use games area (MUGA) and further fencing within the grounds. Step-free access will be provided at ground floor level of the main building and throughout both the annexe and the new outbuilding. The proposed ground floor layout plan is provided in **Figure 4-1** as well as in full in **APPENDIX A**.

Figure 4-1: Proposed Site Layout



- 4.2.2 The school is anticipated to be operational between 07:30 and 19:30 Monday to Friday only, with the school closed at weekends. It is anticipated that the school will provide full-time day education for 55 pupils and employment for up to 33 people, plus visitors, during the week. The catchment area for pupils will be within a 30-minute travel distance.

4.3 ACCESS ARRANGEMENTS

- 4.3.1 The existing site access has limited visibility to the north and is constrained in terms of ability to accommodate two-way flow. Accordingly, the development proposals will repurpose the existing southwest priority access from Over Town Lane to provide access movements only as part of a one-way arrangement.
- 4.3.2 A new priority junction for egress movements only will be developed using an existing emergency vehicular gate to the northwest of the site boundary onto Over Town Lane. This will also facilitate manoeuvrability for both short and long-stay vehicle trips, goods vehicles and help maximise vehicle stacking during drop-off/collection times.
- 4.3.3 The amended access and new egress arrangement plan and associated visibility splay drawing is shown in the drawing at **APPENDIX B**, this demonstrates that sufficient visibility splays are achievable for the speed of the road (30mph) regardless of the low average and 85th percentile vehicle speeds recorded.
- 4.3.4 A new pedestrian entrance is proposed within the existing stone wall adjacent to the south vehicle entrance gate, to ensure safe access is possible for those arriving on foot and tying in with the new Over Town Lane footway. A pedestrian footpath and demarcated crossing point will be provided between the pedestrian entrance and the main building ensuring a seamless route in.

4.4 CYCLE PARKING

- 4.4.1 RBC does not have specific SEN school parking standards. As such, we have based the provision of cycle parking on our experience with SEN schools across England and also the complex requirements of the proposed school. It is unlikely that any of the pupils will cycle to the site given their specific needs. The RBC guidance for staff cycle parking at schools is one cycle parking space per ten members of staff. Applied to Rainshore House, this would equate to a requirement for circa three cycle parking spaces.
- 4.4.2 In the interests of maximising sustainable access to the site for staff, however, the development proposes to provide 10 cycle parking spaces in a covered and secure facility, a significant over-provision beyond the minimum requirements and which aligns with the applicants' aspirations for promoting sustainable development. A shower facility is also to be provided internally in the new outbuilding, to encourage the use of cycles as transport to/from site.

4.5 CAR PARKING

LONG STAY PARKING

- 4.5.1 As set out above RBC does not have specific parking standards for SEN schools. As such, the staff parking has been based on the anticipated number of Full Time Equivalent (FTE) staff. The staff car park will provide 23 car parking bays equating to one space per 0.7 FTE (based on 33 FTE staff members). Two parking spaces for motorcycles (PTW) will also be provided within the staff car park.



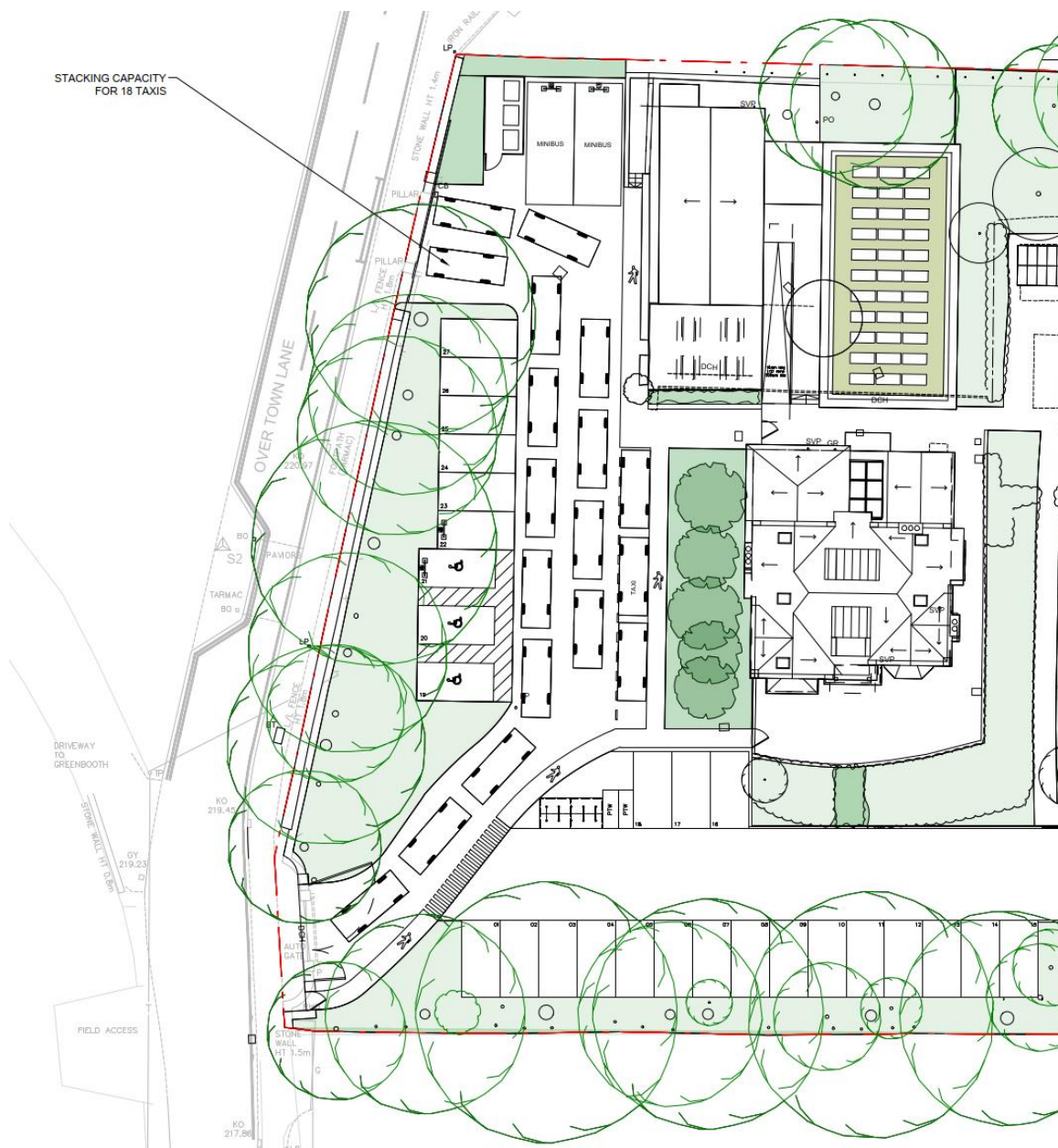
- 4.5.2 18 staff car parking spaces will be located to the south of the site, adjacent to the vehicular access from Over Town Lane. The aisle will have a turning head to allow vehicles to turn at the end of the parking area. An additional five spaces are located to the west of the site, adjacent to the building entrance.
- 4.5.3 Three parking spaces for wheelchair users and two minibuses are to be demarcated. Minibus parking will also be provided with electric vehicle charging points. The wheelchair-accessible spaces will be located close to the main house to facilitate access for users.
- 4.5.4 Four visitor parking bays will also be provided, resulting in a total long-stay parking provision of 27 spaces.
- 4.5.5 This level of parking provision is considered to provide sufficient facilities to avoid any instance of overspill parking on the local road network whilst also mindful of the desire to encourage active travel/public transport for staff and visitors and align with the principles of sustainable development. On the basis the taxi stacking bay will be vacant the majority of the day, this will provide capacity for visitor parking during the day should this be required.

SHORT STAY PARKING

- 4.5.6 Short-stay parking for educational developments is generally prohibited on the basis it provides a disincentive to active travel or use of public transport. However, given the specialist nature of the school, safeguarding needs, and on the basis the majority (if not all) pupils will arrive by vehicle, it is commonplace for SEN schools to provide short-stay parking by way of either marked parking bays or use of the car park aisles for temporary stacking during drop-off and collection.
- 4.5.7 It is proposed that the development's short-stay parking demand will be provided via a marked taxi stacking zone in front of the building, and the use of temporary stacking in the first instance.
- 4.5.8 **Figure 4-2** demonstrates how the external site layout can accommodate 18 taxis temporary stacking on-site within both areas described. The school will operate a staggered start and end to the school day to allow all vehicles from each start and end time to be accommodated on-site.



Figure 4-2 Proposed Vehicle Stacking Arrangement (Short Stay Parking for Drop-off/Collection)



- 4.5.9 By implementing this measure, the anticipated staff parking and pupil drop-off demand will be suitably accommodated on-site, without any overspill onto the local highway network.
- 4.5.10 A Car Park Management Plan (CPMP) has also been produced alongside this TS which provides further details on how the demand can be accommodated during the drop-off and collection periods.
- 4.5.11 It should be noted, while the stacking area shown will provide more than sufficient room to accommodate short-stay parking, the southern part of the staff car park also offers a generous aisle for additional parking if needed, where the equivalent of least a further 9 vehicles could stack if required (or 18 vehicles over two waves of staggered drop-off/collection).



4.6 DELIVERIES AND SERVICING

- 4.6.1 All delivery, servicing and refuse collection activity will be fully accommodated within the site, with vehicles stopping along the internal access road or within available taxi stacking zone (the latter of which will be vacant for the majority of a typical school day). Deliveries will be received, and servicing managed by the on-site operation management team. Swept path analysis of the vehicles expected to serve the Proposed Development is provided in **APPENDIX C**.

4.7 WASTE COLLECTION

- 4.7.1 The bin store will be located at the northern extent of the site towards the proposed vehicle egress. The bin store will be managed by the on-site operation team, with the bins being wheeled to the collection point for ease on the day of refuse collection. The collection of waste will take place within the site boundary and vehicles will use the proposed access and egress arrangements, enabling vehicles to always manoeuvre in a forward gear, with no reliance on reversing.

4.8 FIRE TENDER ACCESS

- 4.8.1 Should a fire tender or any other emergency vehicle have to access the site, they would enter and egress as per the proposed access/egress arrangements. Vehicular access is achievable to within 45m of every point of the footprint of the building (assuming the building is not fitted with a fire main) in accordance with Approved Document B Volume 2: Buildings other than Dwellings.



5 TRIP GENERATION AND IMPACT ASSESSMENT

5.1 INTRODUCTION

- 5.1.1 This section of the TS outlines the anticipated multimodal trips to be generated by the Proposed Development, as well as considering the existing site's operation. The potential impact of the net trips is then assessed.

5.2 EXISTING TRIP GENERATION

- 5.2.1 The existing dwelling is a privately owned house. As such, the site's current trip generation is expected to be minimal, in the region of two to four two-way vehicular trips per day. For robustness and simplicity in this assessment, it has been assumed that the site generates no vehicle trips currently.

5.3 PROPOSED TRIP GENERATION

- 5.3.1 Given the bespoke nature of the Proposed Development, the anticipated trip generation has been calculated on a first-principles basis. This, along with the level of demand for long-stay parking (predominantly from staff/visitors) and short-stay parking (associated with drop-off/pick-up), has been based on the end user's anticipated pupil needs, operational requirements and catchment as well as nationwide experience of similar SEN schools.

PUPILS

- 5.3.2 Pupils are expected to arrive and depart the site via a combination of parent/carer vehicles, pre-arranged taxis, or minibuses. These vehicles will arrive from 09:00 (ahead of the first staggered start time of 09:00) and depart after the first staggered school finish of 15:15, with the latter period being before the PM network peak period. **Table 5-1** provides an analysis of the expected pupil transport demand, which assumes 100% of pupils travel by vehicle and therefore represents a 'worst-case' scenario.

Table 5-1: Anticipated Pupil Transport Demand (representing all trips across the morning and afternoon before staggering)

VEHICLE	PROPORTION	OCCUPANCY (NO. PUPILS PER VEHICLE)	TOTAL VEHICLES
Cars (parents/carers)	20%	1	11
Taxis	50%	2	14
Minivan/minibus	30%	6	3
Total			28

- 5.3.3 As mentioned, the school will commit to the staggering start/finish times and/or drop-off/collection times such that there are two separate waves of short stay arrivals and departures. This will significantly reduce the demand for short stay parking on-site at any one time.



- 5.3.4 Additionally, while it is proposed to operate as an SEN school, the school will not require a regimented lock-down style arrangement to be in place, thus once a vehicle has conducted drop-off or pick-up, it will be free to depart. Accordingly, this will minimise the dwell time of vehicles on-site.
- 5.3.5 Nonetheless, this report considers the worst-case that during each wave of staggering, where the demand per drop-off and collection period will be a total of 14 vehicles (consisting of five parent/carers cars, seven taxis and two minibuses), taking 50% of the trips from **Table 5-1**.
- 5.3.6 In the morning, these 14 vehicles will likely arrive in the morning shortly after 09:00 to coincide with the first school start time of 09:15 and depart shortly after 09:15. Then a further 14 vehicles will arrive shortly after 09:20 and depart just after the second school start time of 09:30.
- 5.3.7 In the afternoon, the 14 vehicles will arrive after 15:00 to coincide with the first school end time of 15:15 and will depart shortly thereafter. Then a further 14 vehicles will arrive after 15:20, departing just after the second school end time of 15:30.
- 5.3.8 On the basis there is stacking capacity for at least 18 vehicles (using the main car park aisle and taxi stacking zone), there will be more than sufficient room for short stay parking. This excludes the additional benefit of the southern staff car park aisle which (in the highly unlikely scenario it was needed) can accommodate the equivalent of least a further 9 vehicles at any one time (or an additional 18 vehicles over two waves of staggered drop-off/collection).

STAFF

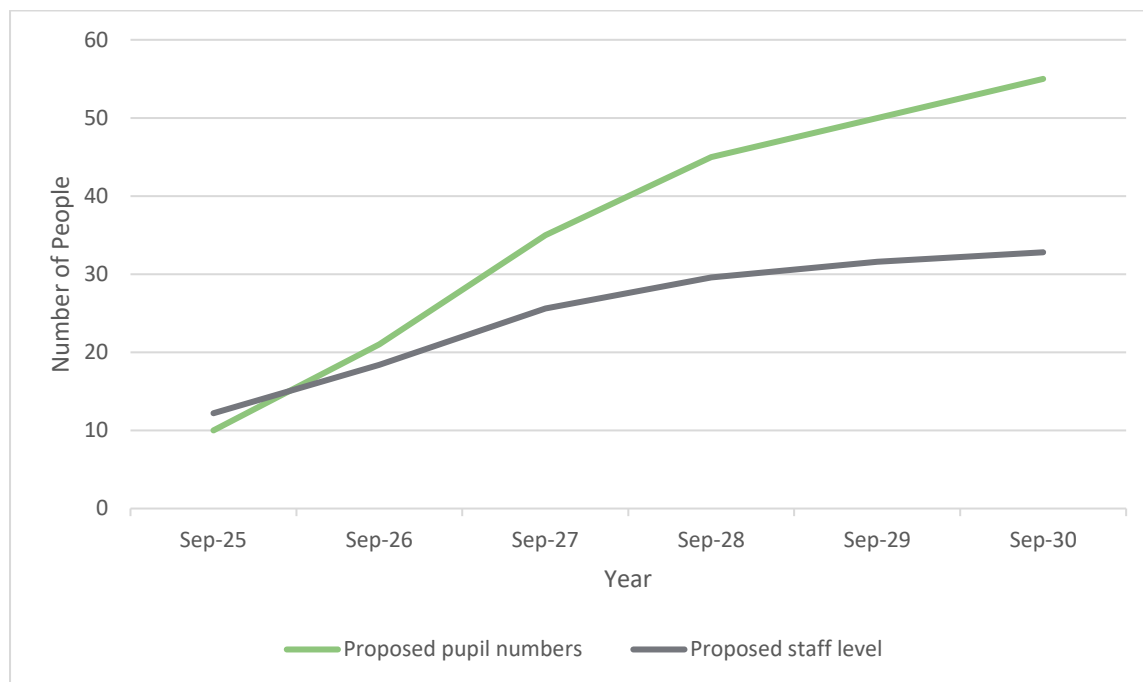
- 5.3.9 The staff based at the site will start to arrive from 08:00 and depart at the end of the school day (from 16:00). As such, staff travel activity is expected to operate at different times to the pupil travel activity, with some staff also being likely to depart outside the network peak hour of 16:45-17:45. Some staff are expected to make use of the bus services located a short walk away on the A680 Edenfield Road, whilst others will drive, car-share or cycle to the site.
- 5.3.10 There will be 23 dedicated parking spaces for staff along with two PTW spaces.

COMBINED PUPIL AND STAFF CAPACITY

- 5.3.11 It is anticipated the school will not be fully operational until 2030, based on an opening year of 2025. The incremental growth in demand for pupils and staff from the opening year to full capacity is shown in **Figure 5-1**. This shows that around 12 staff and 10 pupils are expected in the opening year, rising to 32 staff and 55 pupils when the development reaches full capacity.



Figure 5-1: Proposed Pupil and Staff Numbers from Opening Year to Full Operation



5.3.12 The anticipated number of vehicular trips in the network peak hours is shown below in **Table 5-2**. This is based on the following assumptions:

- ⦿ The development is operating at full capacity with up to 55 pupils and 33 staff members;
- ⦿ All 27 long-stay parking spaces are utilised;
- ⦿ All pupils arrive after 09:00 and depart after 15:00, resulting in no typical network peak-hour trips;
- ⦿ All staff arrive in the AM network peak hour (07:30-08:30) and half depart in the PM network peak hour (16:45-17:45); and
- ⦿ Any visitors attending the site will travel outside the peak periods.

Table 5-2: Proposed Vehicular Trip Generation (coinciding with the network peak)

MODE	AM PEAK HOUR (07:30-08:30)			PM PEAK HOUR (16:45-17:45)		
	In	Out	Total	In	Out	Total
Vehicle trips	30	0	30	0	15	15
Total	27	0	27	0	14	14

5.3.13 As shown above, the Proposed Development is expected to generate around 27 two-way vehicle movements in the AM peak hour and 14 two-way vehicle movements in the PM peak hour.

5.4 PROPOSED DEVELOPMENT IMPACT

5.4.1 Given the nature of the proposed scheme, it is expected that the principal transport impact of the proposals will be on the local highway network.

5.4.2 It has been assumed that all traffic will route to/from the site from the south via the junction of Over Town Lane with Edenfield Road, due to the limited number of origins and destinations to the north of the site and owing to the each of access to Edenfield Road which connects Rochdale, Edenfield and beyond.



- 5.4.3 In order to assess the impact of the proposed increase in trips associated with the development, a model of the Over Town Lane / A680 Edenfield Road junction has been developed using the PICADY module of the Junctions 10 software package. This junction was also assessed following pre-application feedback from RBC).
- 5.4.4 Background traffic flows were developed using 2023 survey data (described earlier in this report, with raw MCC and queue length data provided in **APPENDIX D**), which were then scaled up to 2025 as the anticipated year of opening using TEMPRO growth factors. The growth factors used were:
- ☉ AM growth factor - 1.0185
 - ☉ PM growth factor - 1.0180

- 5.4.5 The anticipated level of trips shown in **Table 5-2** were then added to the 2025 baseline scenario to provide an estimate of the traffic using the junction based on modelling of the Over Town Lane / A680 Edenfield Road junction in JUNCTION 10 modelling software. For robustness, it has been assumed the development will operate at full capacity by 2025. The results of the modelling are shown in **Table 5-3**.

Table 5-3: Junction Model Assessment Results - Over Town Lane / A680 Edenfield Road Junction

	AM				PM			
	QUEUE (PCU)	DELAY (S)	RFC	LOS	QUEUE (PCU)	DELAY (S)	RFC	LOS
2023 BASELINE								
Stream B-AC	0.1	7.94	0.07	A	0.1	7.86	0.06	A
Stream C-AB	0.0	6.92	0.02	A	0.1	7.15	0.06	A
2025 BASELINE								
Stream B-AC	0.1	7.98	0.07	A	0.1	7.90	0.06	A
Stream C-AB	0.0	6.94	0.02	A	0.1	7.17	0.06	A
2025 BASELINE + PROPOSED DEVELOPMENT								
Stream B-AC	0.1	8.05	0.07	A	0.1	7.93	0.06	A
Stream C-AB	0.0	6.98	0.02	A	0.1	7.19	0.06	A

- 5.4.6 As shown above, the impact of the additional traffic associated with the Proposed Development is expected to be negligible, with the junction continuing to operate with minimal queuing and delay in all scenarios.
- 5.4.7 It should be noted that

5.5 MITIGATION MEASURES

- 5.5.1 Given the scale and location of the Proposed Development, the scheme will have no material impact on the local area and the level of development traffic during the local network peak hours will imperceptible. Nevertheless, the residual transport impacts of the scheme will be managed through the following measures:
- ☉ A CPMP is submitted alongside this TS. This demonstrates how the site's car parking arrangements will be managed to avoid congestion and overspill parking/stacking on Over Town Lane.
 - ☉ The development also includes high levels of cycle parking, the provision of motorcycle parking spaces and a shower facility on site. This will maximise the potential for staff and visitors to travel to the site by non-vehicle modes through the lifespan of the development.

- ⦿ Electric vehicle charging will also be provided, future-proofing the site and enabling sustainable minibus vehicles to be used by the operator.

5.6 SUMMARY

- 5.6.1 The Proposed Development has been demonstrated to have a negligible impact on junction capacity in the vicinity of the site and will manage any potential parking issues through the implementation of a CPMP for the site. As such, it is concluded that the Proposed Development will have an immaterial impact on the local highway network surrounding the site.



6 SUMMARY AND CONCLUSIONS

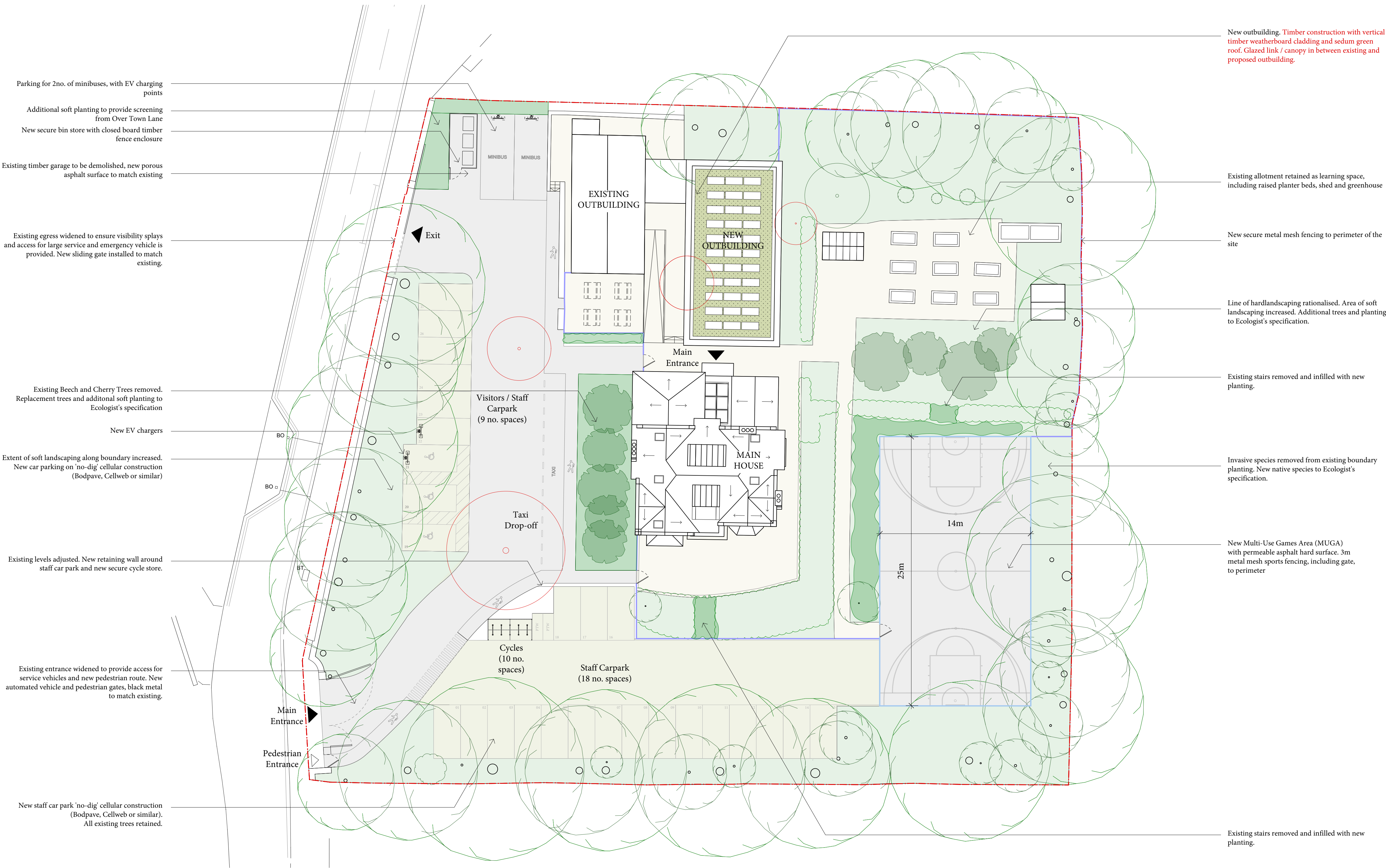
- 6.1.1 Velocity Transport Planning (VTP) has been appointed by Mr & Mrs Antony Whiteside to prepare a Transport Statement (TS) for the development proposals at Rainshore House, Rochdale.
- 6.1.2 The local planning and highway authority is Rochdale Borough Council (RBC).
- 6.1.3 The development proposals relate to the provision of a Special Education Needs (SEN) educational facility under land use class F1(a), for children aged 3-18. The school will operate broadly between 07:30 and 19:30, Monday to Friday, and will be closed at the weekends. It is anticipated that this facility will provide full-time day education for 55 pupils and employment for up to 33 staff. Given the nature of the school, there are expected to be in the order of 5 visitors attending the site during a typical school day from specialist support staff, carers and nurses.
- 6.1.4 The application site is accessible by bus via two stops on the A680 Edenfield Road which provide up to one service per hour. The site can also be accessed on foot and by cycle, with basic facilities provided for these modes. Food and drink facilities are available along the A680 Edenfield Road, and the local road network comprises minor roads with good access to more strategic routes towards surrounding areas and the strategic road network.
- 6.1.5 The level of existing traffic on Over Town Lane is low, with a maximum of one vehicle every three minutes travelling in either direction across the course of a neutral weekday. Vehicle speeds are well below the posted speed limit and there is no record of road traffic collisions in proximity to the site in the last available 4-year period.
- 6.1.6 The development proposals include a new one-way vehicular access arrangement through the site and dedicated walking routes to maximise safety. Long-stay parking provision will comprise 27 staff parking spaces, including two disabled persons parking spaces, along with two motorcycle parking spaces, two minibus spaces with electric vehicle charging points and four visitor parking spaces.
- 6.1.7 This TS also assesses the impact of the proposed development on the local transport network per scoping consultation with RBC as well ensuring that the site is designed to avoid the need for on-street parking and mitigating any risk of stacking back onto the public highway from short stay demand.
- 6.1.8 It has demonstrated that the Proposed Development will have a negligible impact on the local highway network, and the level of development traffic during the local network peak hours will be imperceptible..
- 6.1.9 It is therefore concluded that there are no reasons why the planning application should be refused on highways grounds.



APPENDIX A

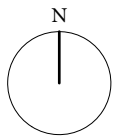
PROPOSED DEVELOPMENT PLANS





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Unless noted otherwise all dimensions are in millimeters.
All dimensions to be checked on site.
These drawings are not for construction.
Drawings to be read in conjunction with Architectural Specification and Schedules, Fire Strategy and the Design Risk Register.
Drawings to be read in conjunction with all relevant Consultants' information and manufacturer's guidelines.
Discrepancies must be reported before proceeding. Airtightness, damp proofing and weatherproofing are the responsibility of the Contractor unless stated otherwise.
Membranes may not be shown at this scale, for the graphic clarity of the drawing, refer to Architectural Specification for further detail.
Indicative furniture shown for illustrative purposes, subject to Client confirmation.
If in doubt, ask.

0m 5m 10m



Key:

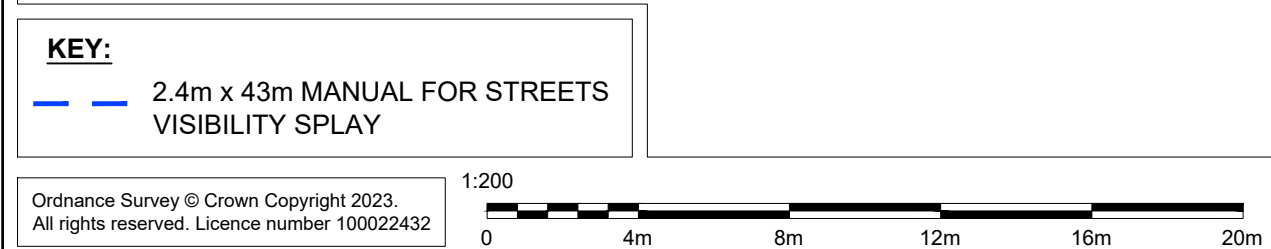
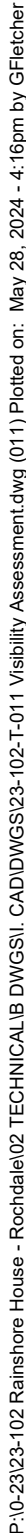
- Site Boundary
- New secured mesh perimeter fence
- New mesh metal fence (MUGA)
- Existing soft landscape (retained and enhanced)
- Proposed soft landscape
- Porous Asphalt
- Cellular Paving System/Driveway Grid
- Paving
- Proposed Green Roof
- Existing trees (retained)
- Existing trees (removed)
- Proposed trees

Rev.	Date	Description
 e-gg 112 Finsbury Business Centre 40 Bowling Green Lane, London EC1R 0NE studio@e-gg.co.uk		
Client Mr & Mrs Whiteside		
Project Name Rainshore House		
Drawing Proposed Site Plan		
Job No. 093	Dwg No. P-009	Revision P00
Status Planning	Scale 1:200@A1	Issue Date 21-05-24

APPENDIX B

PROPOSED SITE ACCESS/EGRESS AND VISIBILITY SPLAY DRAWING





Notes:

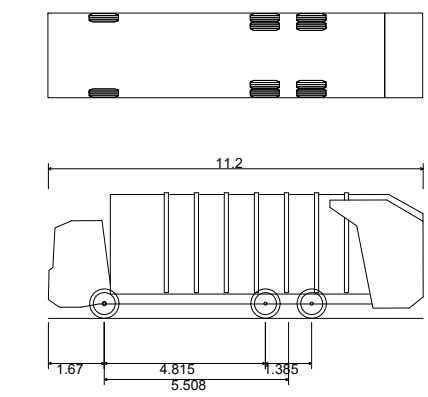
1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
4. THIS DRAWING IS BASED ON E-GG ARCHITECTURE LIMITED DRAWING NUMBER 093-P-009.THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY MK SURVEYS DRAWING 32958-1 DATED AUGUST 2023, AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES
5. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

Drawing Status S1 - FOR COORDINATION		Project Title RAINSHORE HOUSE, ROCHDALE				
Client Mr & Mrs Antony Whiteside		Drawing Title SITE EGRESS VISIBILITY ASSESSMENT				
		Scale @ A1 1:200	Date 14/05/24	Designed/Drawn GSF	Checked LH	Approved LH
Architect E-GG	Project Ref 23-102	Drawing Number 23-102-T-011				Rev C

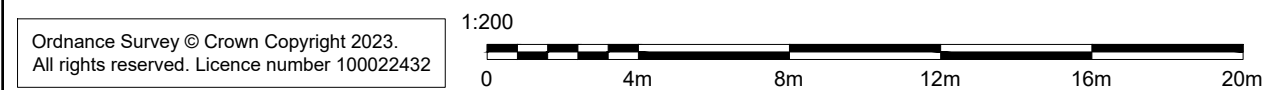
APPENDIX C

SWEPT PATH ANALYSIS VEHICLE TRACKING DRAWINGS





Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



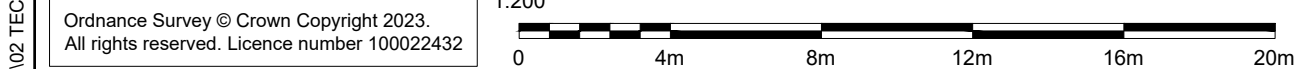
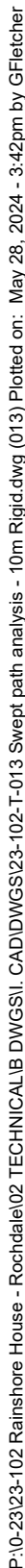
B	22/05/24	UPDATED SITE PLAN	GSF	LH	LH
A	14/05/24	FIRST ISSUE	GSF	LH	LH
Rev	Date	Description	Drm	Chk	App

Rev	Date	Description	Dm	Chk	App
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Drawing Status S1 - FOR COORDINATION		Project Title RAINSHORE HOUSE, ROCHDALE				
Client Mr & Mrs Antony Whiteside		Drawing Title SWEPT PATH ANALYSIS REFUSE VEHICLE				
		Scale @ A1 1:200	Date 14/05/24	Designed/Drawn GSF	Checked LH	Approved LH
Architect E-GG		Project Ref 23-102	Drawing Number 23-102-T-012			Rev B



Notes:

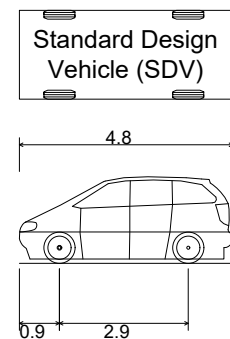
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Drawing Status		Project Title				
S1 - FOR COORDINATION		RAINSHORE HOUSE, ROCHDALE				
Client		Drawing Title				
Mr & Mrs Antony Whiteside		SWEPT PATH ANALYSIS 10m RIGID				
		Scale @ A1	Date	Designed/Drawn	Checked	Approved
		1:200	14/05/24	GSF	LH	LH
Architect	E-GG	Project Ref	Drawing Number			Rev
		23-102	23-102-T-013			B

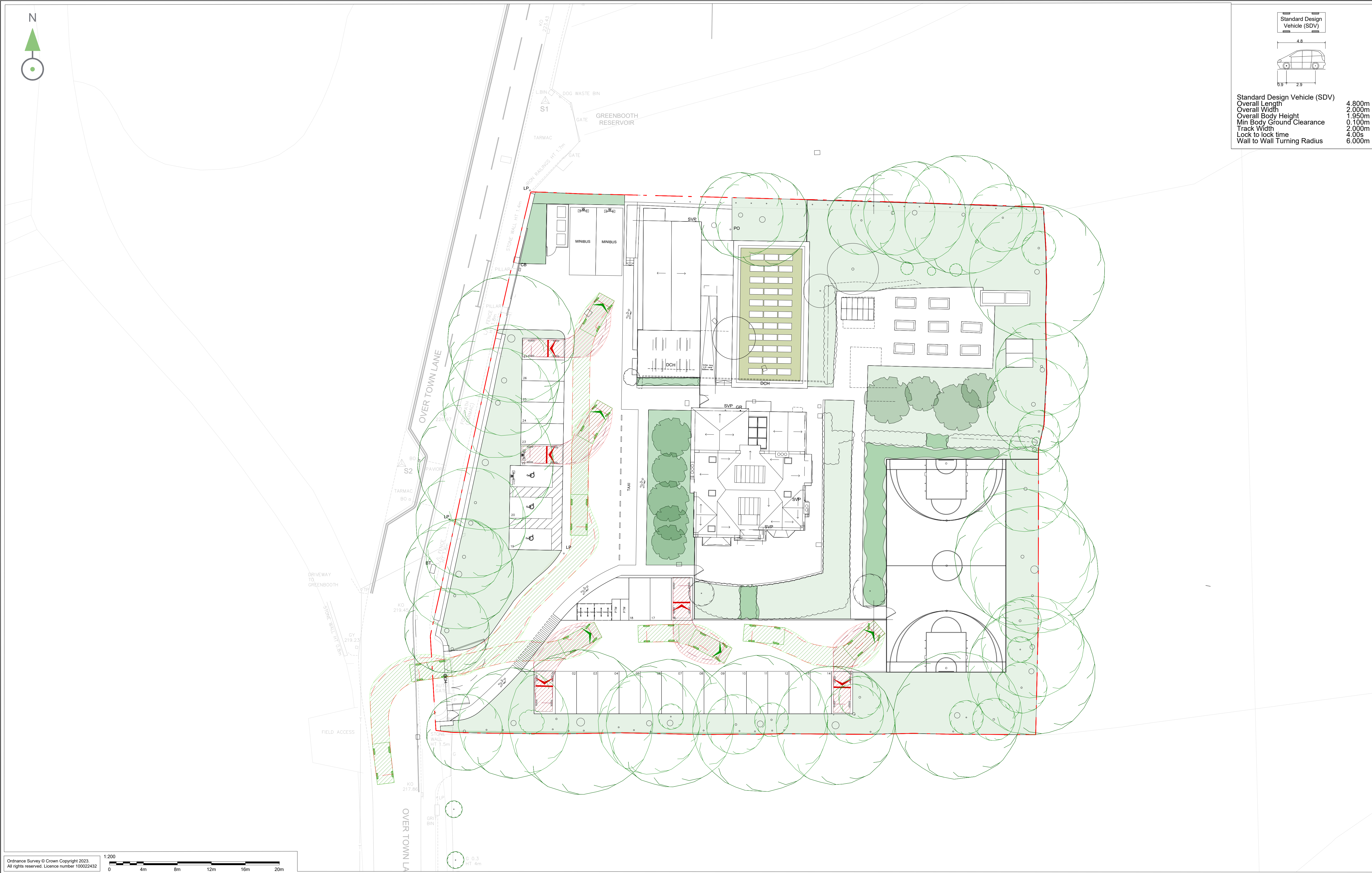


<

P:\0323-102 Rainshore House - Rochdale\02 TECHNICALS\DWGS\1-02-T-014 Swept path analysis - Minibus.dwg (014) Plotted on: May 28, 2024 - 3:44pm by Gfletcher



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



Notes:

1. DO NOT SCALE FROM THIS DRAWING.
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4. THIS DRAWING IS BASED ON E-GG ARCHITECTURE LIMITED DRAWING NUMBER 093-P-009.THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY MK SURVEYS DRAWING 32958-1 DATED AUGUST 2023, AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
5. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.



B	22/05/24	UPDATED SITE PLAN	GSF	LH	LH
A	14/05/24	FIRST ISSUE	GSF	LH	LH

Rev	Date	Description	Dm	Chk	App	Rev	Date	Description	Dm	Chk	App
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Drawing Status	S1 - FOR COORDINATION					Project Title	RAINSHORE HOUSE, ROCHDALE				
Client	Mr & Mrs Antony Whiteside					Drawing Title	SWEPT PATH ANALYSIS STANDARD DESIGN VEHICLE CAR PARKING LAYOUT				
Architect	E-GG					Scale @ A1	Date	Designed/Drawn	Checked	Approved	
						1:200	14/05/24	GSF	LH	LH	
						Project Ref	Drawing Number				Rev
						23-102	23-102-T-016				B

APPENDIX D

MCC SURVEY, QUEUE LENGTH SURVEY AND ATC DATA



Globals

Report Id	CustomList-574
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2023-08-01T13:34:59
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	VELROC01
Site Attribute	ROCHDALE
File Name	C:\Users\dcumb\OneDrive\Desktop\VELROC01 0 2023-07-31 1815.EC0
File Type	Plus
Algorithm	Factory default axle
Description	OVER TOWN LN
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2023-07-17T16:08:56
Start Time	2023-07-17T16:08:56
Finish Time	2023-07-31T17:14:56
Operator	JD
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2023-07-18T00:00:00
Filter End	2023-07-25T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(N) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	North
Encoded Direction	1



Column

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

Report Id - CustomList-574
 Site Name - VELROC01
 Description - OVER TOWN LN
 Direction - North

18 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	21.7	-	5.2
0100	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	2	0	1	0	1	0	0	0	0	0	0	24.2	-	3.4
0500	1	0	1	0	0	0	0	0	0	0	0	24.6	-	-
0600	10	0	9	0	1	0	0	0	0	0	0	20.8	-	6.9
0700	18	0	16	0	2	0	0	0	0	0	0	22.8	27.8	5.1
0800	19	0	18	0	1	0	0	0	0	0	0	23.7	28.6	5.6
0900	33	1	28	0	2	1	0	0	0	1	0	17	23.8	6.8
1000	14	0	11	0	3	0	0	0	0	0	0	23.4	28.4	4.7
1100	10	0	9	0	1	0	0	0	0	0	0	23.7	-	7.7
1200	14	0	11	0	3	0	0	0	0	0	0	23.2	29.7	6.3
1300	19	0	15	0	4	0	0	0	0	0	0	24.1	30.6	5.3
1400	23	0	21	0	2	0	0	0	0	0	0	23.2	28.8	5.5
1500	25	0	22	0	3	0	0	0	0	0	0	22.8	27.3	4.6
1600	35	0	34	0	1	0	0	0	0	0	0	24.9	29.8	4.2
1700	18	0	18	0	0	0	0	0	0	0	0	22.8	28.2	5.8
1800	20	0	20	0	0	0	0	0	0	0	0	23.8	27.7	3.4
1900	14	0	13	0	1	0	0	0	0	0	0	24.3	27.5	3.6
2000	3	0	3	0	0	0	0	0	0	0	0	25.9	-	4.4
2100	4	0	4	0	0	0	0	0	0	0	0	25.4	-	6.9
2200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	28.3	-	-
00-07	15	0	13	0	2	0	0	0	0	0	0	21.6	27	6
07-19	248	1	223	0	22	1	0	0	0	1	0	22.7	28.1	5.8
19-00	22	0	21	0	1	0	0	0	0	0	0	24.9	29.3	4.2
00-00	285	1	257	0	25	1	0	0	0	1	0	22.8	28.1	5.7

Report Id - CustomList-574
 Site Name - VELROC01
 Description - OVER TOWN LN
 Direction - North

20 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	19.7	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	23	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	1	0	0	0	1	0	0	0	0	0	0	11.9	-	-
0600	6	0	6	0	0	0	0	0	0	0	0	27.6	-	6.5
0700	18	0	17	0	1	0	0	0	0	0	0	23.9	30.2	4.8
0800	12	0	11	0	1	0	0	0	0	0	0	24.7	35.2	7.4
0900	15	1	11	0	3	0	0	0	0	0	0	23.8	31.9	6.8
1000	20	0	19	0	1	0	0	0	0	0	0	22.4	28.6	5.2
1100	20	0	17	0	3	0	0	0	0	0	0	19.9	27.4	6.5
1200	27	1	22	0	4	0	0	0	0	0	0	19.4	25.4	5.2
1300	12	0	12	0	0	0	0	0	0	0	0	23	30.8	6.4
1400	22	0	21	0	1	0	0	0	0	0	0	22.7	28	5.1
1500	21	0	20	0	1	0	0	0	0	0	0	22.9	28.2	5.7
1600	33	0	32	0	1	0	0	0	0	0	0	21.3	26.7	5.2
1700	16	0	16	0	0	0	0	0	0	0	0	20.3	26.3	5.2
1800	18	0	18	0	0	0	0	0	0	0	0	23.2	30.5	5.1
1900	20	1	17	0	2	0	0	0	0	0	0	24.9	29.4	5.7
2000	5	0	5	0	0	0	0	0	0	0	0	23.6	-	6.7
2100	5	0	5	0	0	0	0	0	0	0	0	22.1	-	4.3
2200	3	0	3	0	0	0	0	0	0	0	0	28.5	-	2.9
2300	2	0	1	0	1	0	0	0	0	0	0	21	-	0.6
00-07	9	0	8	0	1	0	0	0	0	0	0	24.5	-	7.5
07-19	234	2	216	0	16	0	0	0	0	0	0	22	28.1	5.7
19-00	35	1	31	0	3	0	0	0	0	0	0	24.4	29.3	5.4
00-00	278	3	255	0	20	0	0	0	0	0	0	22.4	28.2	5.8

Report Id - CustomList-574
 Site Name - VELROC01
 Description - OVER TOWN LN
 Direction - North

21 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	17	-	14.4
0200	1	0	1	0	0	0	0	0	0	0	0	45.5	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500	3	0	3	0	0	0	0	0	0	0	0	24	-	6.4
0600	11	0	10	0	1	0	0	0	0	0	0	19.8	28.1	7.4
0700	18	0	17	0	1	0	0	0	0	0	0	23	27.3	3.2
0800	22	0	20	0	2	0	0	0	0	0	0	21.4	26	4.2
0900	18	0	14	0	4	0	0	0	0	0	0	23.7	27.3	3.8
1000	19	0	18	0	1	0	0	0	0	0	0	21.8	30.2	6.2
1100	19	0	16	0	3	0	0	0	0	0	0	21.8	26.7	4.4
1200	16	0	15	0	1	0	0	0	0	0	0	23.2	28.7	5.3
1300	23	0	21	0	2	0	0	0	0	0	0	21.2	28.7	5.9
1400	28	0	24	0	4	0	0	0	0	0	0	21	25.3	4.4
1500	18	0	17	0	1	0	0	0	0	0	0	23.3	27.8	4.6
1600	27	1	24	0	2	0	0	0	0	0	0	22	28.2	6.9
1700	11	0	11	0	0	0	0	0	0	0	0	21.4	25.6	4.8
1800	24	0	23	0	1	0	0	0	0	0	0	21.4	27.2	5.4
1900	11	0	10	0	1	0	0	0	0	0	0	20.8	27.2	4.8
2000	4	0	4	0	0	0	0	0	0	0	0	24.2	-	0.8
2100	5	0	5	0	0	0	0	0	0	0	0	17.7	-	7
2200	5	0	5	0	0	0	0	0	0	0	0	25.4	-	2.6
2300	2	0	2	0	0	0	0	0	0	0	0	16.9	-	4.6
00-07	17	0	16	0	1	0	0	0	0	0	0	21.8	30.2	9.7
07-19	243	1	220	0	22	0	0	0	0	0	0	22	27.2	5.1
19-00	27	0	26	0	1	0	0	0	0	0	0	21.3	26.8	5.2
00-00	287	1	262	0	24	0	0	0	0	0	0	21.9	27.2	5.4

Report Id - CustomList-574
 Site Name - VELROC01
 Description - OVER TOWN LN
 Direction - North

22 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	21.4 -	-	
0100	2	0	2	0	0	0	0	0	0	0	0	22.7 -		2.1
0200	1	0	1	0	0	0	0	0	0	0	0	28.8 -	-	
0300	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0400	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0500	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0600	2	0	1	0	1	0	0	0	0	0	0	20.5 -		0.5
0700	2	0	2	0	0	0	0	0	0	0	0	27 -		0.6
0800	9	0	8	0	1	0	0	0	0	0	0	22.4 -		5.1
0900	13	0	13	0	0	0	0	0	0	0	0	22.7	25.6	3.8
1000	16	0	14	0	2	0	0	0	0	0	0	21.3	26.3	5.1
1100	16	0	14	0	2	0	0	0	0	0	0	22.2	28	4.3
1200	15	0	15	0	0	0	0	0	0	0	0	21.6	25.6	4
1300	18	0	17	0	1	0	0	0	0	0	0	22	26.7	4.9
1400	12	0	12	0	0	0	0	0	0	0	0	20.8	26.6	6.1
1500	14	0	14	0	0	0	0	0	0	0	0	22.2	26.4	4
1600	8	0	8	0	0	0	0	0	0	0	0	22.5 -		6
1700	13	0	11	0	2	0	0	0	0	0	0	25.4	30.4	5.4
1800	7	0	7	0	0	0	0	0	0	0	0	22.8 -		6.3
1900	6	0	6	0	0	0	0	0	0	0	0	22.7 -		5
2000	6	0	6	0	0	0	0	0	0	0	0	23.9 -		2.7
2100	9	0	9	0	0	0	0	0	0	0	0	21.4 -		7.7
2200	2	0	2	0	0	0	0	0	0	0	0	22.9 -		4.7
2300	2	0	2	0	0	0	0	0	0	0	0	23.5 -		5.1
00-07	6	0	5	0	1	0	0	0	0	0	0	22.8 -		3.3
07-19	143	0	135	0	8	0	0	0	0	0	0	22.4	27.1	4.9
19-00	25	0	25	0	0	0	0	0	0	0	0	22.6	27.3	5.4
00-00	174	0	165	0	9	0	0	0	0	0	0	22.4	27.1	4.9

Report Id - CustomList-574
 Site Name - VELROC01
 Description - OVER TOWN LN
 Direction - North

23 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	2	0	2	0	0	0	0	0	0	0	0	18.7	-	3.4
0100	1	0	1	0	0	0	0	0	0	0	0	21	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	1	0	1	0	0	0	0	0	0	0	0	14	-	-
0500	3	0	2	0	1	0	0	0	0	0	0	20.3	-	3.6
0600	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0700	4	0	3	0	1	0	0	0	0	0	0	21.6	-	8.6
0800	3	0	3	0	0	0	0	0	0	0	0	23.5	-	8.7
0900	9	0	9	0	0	0	0	0	0	0	0	20.2	-	5.5
1000	12	0	12	0	0	0	0	0	0	0	0	19.8	24.5	6.5
1100	9	0	9	0	0	0	0	0	0	0	0	21.8	-	4.8
1200	11	0	10	0	1	0	0	0	0	0	0	21.4	26.9	4.7
1300	11	0	10	0	1	0	0	0	0	0	0	21.4	28.1	5.8
1400	15	0	13	0	2	0	0	0	0	0	0	23.5	29.2	5.3
1500	21	0	21	0	0	0	0	0	0	0	0	21.6	26	4.9
1600	14	0	12	0	2	0	0	0	0	0	0	22.2	26.4	4.3
1700	8	0	8	0	0	0	0	0	0	0	0	20.5	-	4.9
1800	9	0	8	0	1	0	0	0	0	0	0	23.8	-	4.6
1900	5	0	5	0	0	0	0	0	0	0	0	25.2	-	1.4
2000	6	0	6	0	0	0	0	0	0	0	0	22.6	-	3.4
2100	4	0	3	0	1	0	0	0	0	0	0	23.2	-	3.2
2200	5	0	5	0	0	0	0	0	0	0	0	24.9	-	5.2
2300	2	0	2	0	0	0	0	0	0	0	0	20.4	-	3
00-07	7	0	6	0	1	0	0	0	0	0	0	19	-	3.5
07-19	126	0	118	0	8	0	0	0	0	0	0	21.7	26.7	5.3
19-00	22	0	21	0	1	0	0	0	0	0	0	23.6	27.2	3.5
00-00	155	0	145	0	10	0	0	0	0	0	0	21.9	26.7	5

Report Id - CustomList-574
 Site Name - VELROC01
 Description - OVER TOWN LN
 Direction - North

24 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	17.3 -	-	
0100	2	0	2	0	0	0	0	0	0	0	0	25.4 -		2.8
0200	0	0	0	0	0	0	0	0	0	0	0	0 -	-	
0300	1	0	1	0	0	0	0	0	0	0	0	27.7 -	-	
0400	1	0	1	0	0	0	0	0	0	0	0	25.3 -	-	
0500	2	0	2	0	0	0	0	0	0	0	0	20.7 -		4.3
0600	2	0	2	0	0	0	0	0	0	0	0	23.9 -		3.3
0700	10	0	10	0	0	0	0	0	0	0	0	24.1 -		2.7
0800	13	0	13	0	0	0	0	0	0	0	0	21.8	29.7	5.6
0900	18	1	15	0	2	0	0	0	0	0	0	19.7	27.5	7.1
1000	15	1	13	0	1	0	0	0	0	0	0	20.4	25.5	5.7
1100	17	0	17	0	0	0	0	0	0	0	0	17.2	25.6	6
1200	22	0	21	0	1	0	0	0	0	0	0	22.6	28.2	5.4
1300	10	0	10	0	0	0	0	0	0	0	0	20.6 -		2.9
1400	18	0	15	0	3	0	0	0	0	0	0	21.5	26	4.3
1500	19	0	18	0	1	0	0	0	0	0	0	22.1	27.2	4.5
1600	18	0	17	0	1	0	0	0	0	0	0	20.9	27.2	5.7
1700	27	0	25	0	2	0	0	0	0	0	0	21.9	26	4.5
1800	12	0	12	0	0	0	0	0	0	0	0	19.9	23.6	4.6
1900	14	1	13	0	0	0	0	0	0	0	0	21.9	29.5	6.3
2000	7	0	7	0	0	0	0	0	0	0	0	23.6 -		6
2100	3	0	2	0	1	0	0	0	0	0	0	28.7 -		2.7
2200	2	0	2	0	0	0	0	0	0	0	0	19.7 -		1.1
2300	1	0	0	0	1	0	0	0	0	0	0	22.1 -	-	
00-07	9	0	9	0	0	0	0	0	0	0	0	23.4 -		3.9
07-19	199	2	186	0	11	0	0	0	0	0	0	21.1	26.2	5.3
19-00	27	1	24	0	2	0	0	0	0	0	0	22.9	29.9	5.9
00-00	235	3	219	0	13	0	0	0	0	0	0	21.4	27	5.3

Report Id - CustomList-574
 Site Name - VELROC01
 Description - OVER TOWN LN
 Direction - North

Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	20.4 -		2.9
0100	1	0	1	0	0	0	0	0	0	0	0	21.8 -		6.5
0200	0	0	0	0	0	0	0	0	0	0	0	37.2 -	-	
0300	0	0	0	0	0	0	0	0	0	0	0	27.7 -	-	
0400	1	0	0	0	0	0	0	0	0	0	0	21.9 -	-	
0500	2	0	1	0	0	0	0	0	0	0	0	21.2 -		5
0600	6	0	6	0	1	0	0	0	0	0	0	22.1 -		6.4
0700	12	0	11	0	1	0	0	0	0	0	0	23.2	27.5	4.7
0800	15	0	14	0	1	0	0	0	0	0	0	22.4	28.4	5.9
0900	17	0	15	0	2	0	0	0	0	0	0	20.6	26.8	6.5
1000	17	0	15	0	1	0	0	0	0	0	0	21.1	26.4	5.5
1100	15	0	14	0	1	0	0	0	0	0	0	21	26.6	5.7
1200	17	0	15	0	2	0	0	0	0	0	0	21.7	27	5.2
1300	16	0	15	0	2	0	0	0	0	0	0	21.8	27.8	5.4
1400	20	0	18	0	2	0	0	0	0	0	0	22.1	27	4.9
1500	20	0	19	0	1	0	0	0	0	0	0	22.5	27.4	5
1600	24	0	23	0	1	0	0	0	0	0	0	22.5	27.6	5.3
1700	17	0	16	0	1	0	0	0	0	0	0	21.9	27.3	5.2
1800	16	0	15	0	0	0	0	0	0	0	0	22.2	27.8	4.8
1900	12	0	12	0	1	0	0	0	0	0	0	22.7	27.5	5.4
2000	5	0	5	0	0	0	0	0	0	0	0	24 -		4.1
2100	5	0	5	0	0	0	0	0	0	0	0	22 -		6.4
2200	2	0	2	0	0	0	0	0	0	0	0	24.8 -		4.2
2300	2	0	1	0	0	0	0	0	0	0	0	22 -		4.5
00-07	11	0	10	0	1	0	0	0	0	0	0	22.2	27.4	6.3
07-19	207	1	190	0	15	0	0	0	0	0	0	21.9	27.3	5.4
19-00	27	0	25	0	1	0	0	0	0	0	0	23	27.6	5.3
00-00	245	1	225	0	17	0	0	0	0	0	0	22	27.4	5.4

Report Id - CustomList-574
Site Name - VELROC01
Description - OVER TOWN LN
Direction - North

Virtual Week (1)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	235	3	219	0	13	0	0	0	0	0	0	21.4	27	5.3
Tue	285	1	257	0	25	1	0	0	0	1	0	22.8	28.1	5.7
Wed	299	2	274	0	20	2	0	0	0	1	0	21.4	27.3	5.2
Thu	278	3	255	0	20	0	0	0	0	0	0	22.4	28.2	5.8
Fri	287	1	262	0	24	0	0	0	0	0	0	21.9	27.2	5.4
Sat	174	0	165	0	9	0	0	0	0	0	0	22.4	27.1	4.9
Sun	155	0	145	0	10	0	0	0	0	0	0	21.9	26.7	5
--	1713	10	1577	0	121	3	0	0	0	2	0	22	27.4	5.4



Report Id - CustomList-574
Site Name - VELROC01
Description - OVER TOWN LN
Direction - North

Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	1713	10	1577	0	121	3	0	0	0	2	0	22	27.4	5.4

OnPoint Traffic Surveys Ltd Classification Report

Globals

Report Id	CustomList-574
Descriptor	OnPoint Traffic Surveys Ltd Classification Report
Created by	MetroCount Traffic Executive
Creation Time (UTC)	2023-08-01T13:38:31
Legal	Copyright (c)1997 - 2019 MetroCount
Graphic	
Language	English
Country	United Kingdom
Time	UTC + 60 min
Create Version	5.0.8.0
Metric	Part metric
Speed Unit	mph
Length Unit	metre
Mass Unit	tonne

Dataset

Site Name	VELROC01
Site Attribute	ROCHDALE
File Name	C:\Users\dcumb\OneDrive\Desktop\VELROC01 0 2023-07-31 1815.EC0
File Type	Plus
Algorithm	Factory default axle
Description	OVER TOWN LN
Lane	0
Direction	7
Direction Text	7 - North bound A]B, South bound B]A.
Layout Text	Axle sensors - Paired (Class/Speed/Count)
Setup Time	2023-07-17T16:08:56
Start Time	2023-07-17T16:08:56
Finish Time	2023-07-31T17:14:56
Operator	JD
Configuration	80 00 0f a8 a8 00 00 00 00 00

Profile

Name	OnPoint Surveys Ltd Classification Report
Title	MetroCount Traffic Executive
Graphic Logo	
Header	
Footer	
Percentile 1	85
Percentile 2	95
Pace	12
Filter Start	2023-07-18T00:00:00
Filter End	2023-07-25T00:00:00
Class Scheme	ARX
F	Cls(1-10) Dir(S) Sp(0,100) Headway(J0) Span(0 - 100) Lane(0-16)
Low Speed	0
High Speed	100
Posted Limit	37
Speed Limits	37 37 37 37 37 37 37 37 37
Separation	0.000
Separation Type	Headway
Direction	South
Encoded Direction	4

OnPoint Traffic Surveys Ltd Classification Report

Column

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

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

18 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	24.4	-	-
0400	3	0	3	0	0	0	0	0	0	0	0	23.3	-	1.1
0500	5	0	4	0	1	0	0	0	0	0	0	25.5	-	2.3
0600	20	0	18	0	2	0	0	0	0	0	0	24.8	28.5	3.4
0700	29	0	28	0	1	0	0	0	0	0	0	23.7	28.2	3.5
0800	18	1	17	0	0	0	0	0	0	0	0	20.7	26.9	7
0900	27	0	23	0	3	0	1	0	0	0	0	19.3	26.4	6.1
1000	21	0	18	0	3	0	0	0	0	0	0	20.3	24.3	5.2
1100	21	1	19	0	1	0	0	0	0	0	0	19.5	25.2	6.4
1200	12	0	11	0	1	0	0	0	0	0	0	22.2	26.6	6.3
1300	18	0	16	0	2	0	0	0	0	0	0	23.1	26.6	4.3
1400	24	0	20	0	4	0	0	0	0	0	0	22.6	25.2	2.5
1500	17	0	13	0	4	0	0	0	0	0	0	21.6	25.7	4.7
1600	22	0	22	0	0	0	0	0	0	0	0	22.4	27.2	5.8
1700	17	0	17	0	0	0	0	0	0	0	0	23.9	30.2	5
1800	15	0	15	0	0	0	0	0	0	0	0	22.4	28	5.8
1900	9	0	8	0	1	0	0	0	0	0	0	23.7	-	4
2000	5	0	5	0	0	0	0	0	0	0	0	25.8	-	7.1
2100	1	0	1	0	0	0	0	0	0	0	0	27.8	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	19.2	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00-07	29	0	26	0	3	0	0	0	0	0	0	24.7	28.5	3
07-19	241	2	219	0	19	0	1	0	0	0	0	21.8	26.7	5.4
19-00	16	0	15	0	1	0	0	0	0	0	0	24.3	28.4	5.1
00-00	286	2	260	0	23	0	1	0	0	0	0	22.2	27.1	5.3

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

19 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	22.4	4.2
0500	7	0	7	0	0	0	0	0	0	0	0	0	25.2	3.6
0600	22	0	19	0	2	1	0	0	0	0	0	0	24.2	27.6
0700	36	0	35	0	1	0	0	0	0	0	0	0	23.1	25.8
0800	18	1	16	0	0	1	0	0	0	0	0	0	23.2	27.9
0900	23	0	20	0	3	0	0	0	0	0	0	0	20.9	27.2
1000	19	0	18	0	1	0	0	0	0	0	0	0	18.1	24.3
1100	17	0	16	0	1	0	0	0	0	0	0	0	19.6	23.6
1200	21	0	19	0	2	0	0	0	0	0	0	0	21.7	26.8
1300	22	0	20	0	2	0	0	0	0	0	0	0	20.3	25.3
1400	14	1	12	0	1	0	0	0	0	0	0	0	16.6	26.4
1500	14	0	13	0	1	0	0	0	0	0	0	0	21.6	25
1600	22	0	19	0	3	0	0	0	0	0	0	0	20.9	24.3
1700	8	0	8	0	0	0	0	0	0	0	0	0	17.2	6.7
1800	17	0	17	0	0	0	0	0	0	0	0	0	18.4	21.9
1900	17	0	17	0	0	0	0	0	0	0	0	0	19.1	24.7
2000	6	0	6	0	0	0	0	0	0	0	0	0	17.2	7.3
2100	9	0	8	0	0	0	0	0	0	0	1	0	19.3	6.3
2200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
00-07	33	0	30	0	2	1	0	0	0	0	0	0	24.2	28.4
07-19	231	2	213	0	15	1	0	0	0	0	0	0	20.6	25.4
19-00	32	0	31	0	0	0	0	0	0	0	1	0	18.8	25.2
00-00	296	2	274	0	17	2	0	0	0	0	1	0	20.8	25.8

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

20 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	1	0	0	0	1	0	0	0	0	0	0	33.4	-	-
0400	5	0	5	0	0	0	0	0	0	0	0	25.7	-	3
0500	5	0	5	0	0	0	0	0	0	0	0	25.4	-	4.1
0600	17	0	16	0	1	0	0	0	0	0	0	23.8	27.2	4.4
0700	24	0	23	0	1	0	0	0	0	0	0	23.2	27.7	4.3
0800	18	1	16	0	1	0	0	0	0	0	0	23	28.4	4.9
0900	23	0	20	0	3	0	0	0	0	0	0	21.5	25.9	4.8
1000	15	0	13	0	2	0	0	0	0	0	0	21.5	27.8	5.3
1100	15	1	12	0	2	0	0	0	0	0	0	19.7	28.9	8.2
1200	29	1	24	0	4	0	0	0	0	0	0	19.6	25	5.5
1300	17	0	16	0	1	0	0	0	0	0	0	23.4	27.9	4.2
1400	18	0	18	0	0	0	0	0	0	0	0	21.2	30.8	6.9
1500	22	0	21	0	1	0	0	0	0	0	0	21	24.8	4.5
1600	19	0	18	0	1	0	0	0	0	0	0	22.1	25.3	4.2
1700	13	0	13	0	0	0	0	0	0	0	0	18.4	27.5	6.3
1800	13	0	13	0	0	0	0	0	0	0	0	19.6	25.8	3.7
1900	12	0	11	0	1	0	0	0	0	0	0	22.2	30.5	8
2000	4	0	4	0	0	0	0	0	0	0	0	22.6	-	3.7
2100	9	0	8	0	1	0	0	0	0	0	0	20.6	-	4.8
2200	1	0	1	0	0	0	0	0	0	0	0	31.8	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	28.3	-	-
00-07	28	0	26	0	2	0	0	0	0	0	0	24.8	28.6	4.3
07-19	226	3	207	0	16	0	0	0	0	0	0	21.3	26.7	5.4
19-00	27	0	25	0	2	0	0	0	0	0	0	22.3	28.6	6.5
00-00	281	3	258	0	20	0	0	0	0	0	0	21.7	27.2	5.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

21 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	5	1	3	0	1	0	0	0	0	0	0	18.5	-	5.9
0200	1	0	1	0	0	0	0	0	0	0	0	34.3	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400	3	0	3	0	0	0	0	0	0	0	0	21.2	-	3.2
0500	4	0	4	0	0	0	0	0	0	0	0	25.2	-	1.3
0600	21	0	20	0	1	0	0	0	0	0	0	23.5	30.1	5.5
0700	21	0	20	0	1	0	0	0	0	0	0	23.4	26.6	4.2
0800	21	0	20	0	1	0	0	0	0	0	0	22.7	27.1	4.7
0900	23	0	21	0	2	0	0	0	0	0	0	23.3	28.9	5.9
1000	26	2	20	0	3	1	0	0	0	0	0	17.4	23.5	7.3
1100	22	1	18	0	3	0	0	0	0	0	0	22.1	27.6	4.5
1200	18	1	16	0	1	0	0	0	0	0	0	21.8	28.8	6.8
1300	20	0	19	0	1	0	0	0	0	0	0	20.3	25.5	5.5
1400	15	0	11	0	4	0	0	0	0	0	0	21.4	28.8	6
1500	16	0	15	0	1	0	0	0	0	0	0	22	28.9	6.8
1600	21	0	19	0	2	0	0	0	0	0	0	19.9	23.2	4.1
1700	15	0	15	0	0	0	0	0	0	0	0	20.9	24.6	3.7
1800	17	0	16	0	1	0	0	0	0	0	0	20.9	27.7	4.9
1900	15	0	15	0	0	0	0	0	0	0	0	20.7	27.8	6.8
2000	10	0	9	0	1	0	0	0	0	0	0	20.5	-	3.4
2100	4	0	4	0	0	0	0	0	0	0	0	14.8	-	2.3
2200	2	0	2	0	0	0	0	0	0	0	0	23.2	-	4
2300	1	0	1	0	0	0	0	0	0	0	0	12.9	-	-
00-07	34	1	31	0	2	0	0	0	0	0	0	23.1	29.2	5.6
07-19	235	4	210	0	20	1	0	0	0	0	0	21.3	26.5	5.7
19-00	32	0	31	0	1	0	0	0	0	0	0	19.8	26	5.6
00-00	301	5	272	0	23	1	0	0	0	0	0	21.3	26.8	5.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

22 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	16.8	-	-
0100	2	0	2	0	0	0	0	0	0	0	0	23.7	-	1.4
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	2	0	2	0	0	0	0	0	0	0	0	26.2	-	1
0500	1	0	1	0	0	0	0	0	0	0	0	20.4	-	-
0600	3	0	3	0	0	0	0	0	0	0	0	26.2	-	5.2
0700	8	0	6	0	2	0	0	0	0	0	0	24.4	-	1.9
0800	11	0	11	0	0	0	0	0	0	0	0	22.4	24.9	2.2
0900	18	0	16	0	2	0	0	0	0	0	0	21.4	25.2	4.2
1000	18	0	17	0	1	0	0	0	0	0	0	21.6	26.1	4.3
1100	18	0	16	0	2	0	0	0	0	0	0	23	27.5	4.9
1200	21	0	21	0	0	0	0	0	0	0	0	23.2	27.8	3.8
1300	18	0	17	0	1	0	0	0	0	0	0	20.4	24.5	4.4
1400	9	0	9	0	0	0	0	0	0	0	0	22.2	-	7.9
1500	13	0	13	0	0	0	0	0	0	0	0	25.1	29.2	4.9
1600	7	0	7	0	0	0	0	0	0	0	0	21.4	-	3.9
1700	9	0	8	0	1	0	0	0	0	0	0	23.5	-	4.4
1800	6	0	6	0	0	0	0	0	0	0	0	20.3	-	5.6
1900	4	0	4	0	0	0	0	0	0	0	0	23.1	-	3.1
2000	6	0	6	0	0	0	0	0	0	0	0	21.8	-	4.9
2100	5	0	5	0	0	0	0	0	0	0	0	18.4	-	9.5
2200	2	0	2	0	0	0	0	0	0	0	0	17.5	-	1.2
2300	1	0	1	0	0	0	0	0	0	0	0	18.5	-	-
00-07	9	0	9	0	0	0	0	0	0	0	0	24	-	4.3
07-19	156	0	147	0	9	0	0	0	0	0	0	22.4	26.7	4.5
19-00	18	0	18	0	0	0	0	0	0	0	0	20.5	28.4	5.9
00-00	183	0	174	0	9	0	0	0	0	0	0	22.3	26.8	4.7

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

23 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	1	0	1	0	0	0	0	0	0	0	0	22.9	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	22.5	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	4	0	3	0	1	0	0	0	0	0	0	19.1	-	5
0600	2	0	2	0	0	0	0	0	0	0	0	24.8	-	2.5
0700	4	0	4	0	0	0	0	0	0	0	0	26.5	-	4
0800	14	0	14	0	0	0	0	0	0	0	0	23.9	28.6	4.1
0900	9	0	8	0	1	0	0	0	0	0	0	16.8	-	5.3
1000	13	0	12	0	1	0	0	0	0	0	0	22.3	29.4	5.3
1100	14	0	13	0	1	0	0	0	0	0	0	19.6	23.2	3.9
1200	7	0	7	0	0	0	0	0	0	0	0	21	-	6.2
1300	17	0	16	0	1	0	0	0	0	0	0	21.3	24.5	5
1400	10	0	7	0	3	0	0	0	0	0	0	21.8	-	6.9
1500	6	0	6	0	0	0	0	0	0	0	0	23.8	-	4.5
1600	11	0	9	0	2	0	0	0	0	0	0	21.6	27.6	3.7
1700	16	0	16	0	0	0	0	0	0	0	0	21	26.3	5.8
1800	7	0	5	0	2	0	0	0	0	0	0	19.6	-	6.3
1900	5	0	5	0	0	0	0	0	0	0	0	18.9	-	8.3
2000	6	0	6	0	0	0	0	0	0	0	0	20.9	-	5.1
2100	4	0	4	0	0	0	0	0	0	0	0	22	-	2.9
2200	1	0	1	0	0	0	0	0	0	0	0	21.4	-	-
2300	1	0	1	0	0	0	0	0	0	0	0	23.3	-	-
00-07	8	0	7	0	1	0	0	0	0	0	0	21.4	-	4.2
07-19	128	0	117	0	11	0	0	0	0	0	0	21.4	26.4	5.3
19-00	17	0	17	0	0	0	0	0	0	0	0	20.8	25	5.4
00-00	153	0	141	0	12	0	0	0	0	0	0	21.3	26	5.2

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

24 July 2023

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0100	1	0	0	0	1	0	0	0	0	0	0	28	-	-
0200	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0300	3	0	3	0	0	0	0	0	0	0	0	21.7	-	1.4
0400	2	0	2	0	0	0	0	0	0	0	0	22.9	-	0.3
0500	3	0	3	0	0	0	0	0	0	0	0	25.4	-	2.5
0600	14	0	13	0	1	0	0	0	0	0	0	22.6	28.1	4.6
0700	15	0	14	0	1	0	0	0	0	0	0	25	28.4	3.6
0800	16	0	16	0	0	0	0	0	0	0	0	20.7	26	6
0900	13	0	12	0	1	0	0	0	0	0	0	23.6	28.7	4.3
1000	20	0	20	0	0	0	0	0	0	0	0	21	24.6	3.7
1100	14	0	14	0	0	0	0	0	0	0	0	19.8	23.4	3.8
1200	23	0	20	0	3	0	0	0	0	0	0	23.1	29.8	6.1
1300	14	1	13	0	0	0	0	0	0	0	0	21.7	27.2	5.8
1400	8	0	7	0	1	0	0	0	0	0	0	16.8	-	5.1
1500	21	1	17	0	3	0	0	0	0	0	0	20.1	24.8	5.4
1600	15	2	12	0	1	0	0	0	0	0	0	18.7	25.5	6.6
1700	15	0	13	0	2	0	0	0	0	0	0	21.5	28	4.7
1800	16	0	16	0	0	0	0	0	0	0	0	18.4	25.4	6.7
1900	11	0	11	0	0	0	0	0	0	0	0	20.7	28.9	6.1
2000	5	0	5	0	0	0	0	0	0	0	0	18.4	-	6.7
2100	1	0	1	0	0	0	0	0	0	0	0	14.6	-	-
2200	1	0	1	0	0	0	0	0	0	0	0	21.1	-	-
2300	0	0	0	0	0	0	0	0	0	0	0	-	-	-
00-07	23	0	21	0	2	0	0	0	0	0	0	23.1	28.1	4
07-19	190	4	174	0	12	0	0	0	0	0	0	21.1	25.9	5.5
19-00	18	0	18	0	0	0	0	0	0	0	0	19.7	28.6	5.9
00-00	231	4	213	0	14	0	0	0	0	0	0	21.2	26.3	5.5

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

Virtual Day (7)

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
0000	0	0	0	0	0	0	0	0	0	0	0	19.8	-	-
0100	1	0	1	0	0	0	0	0	0	0	0	21.2	-	5.5
0200	0	0	0	0	0	0	0	0	0	0	0	34.3	-	-
0300	1	0	1	0	0	0	0	0	0	0	0	24.6	-	-
0400	3	0	3	0	0	0	0	0	0	0	0	23.7	-	3.1
0500	4	0	4	0	0	0	0	0	0	0	0	24.3	-	3.8
0600	14	0	13	0	1	0	0	0	0	0	0	23.9	28.3	4.3
0700	20	0	19	0	1	0	0	0	0	0	0	23.7	27.3	3.9
0800	17	0	16	0	0	0	0	0	0	0	0	22.3	27.1	5.2
0900	19	0	17	0	2	0	0	0	0	0	0	21.1	26.5	5.6
1000	19	0	17	0	2	0	0	0	0	0	0	20	24.9	5.7
1100	17	0	15	0	1	0	0	0	0	0	0	20.6	25.6	5.3
1200	19	0	17	0	2	0	0	0	0	0	0	21.8	27.4	5.7
1300	18	0	17	0	1	0	0	0	0	0	0	21.5	26.1	5
1400	14	0	12	0	2	0	0	0	0	0	0	20.7	26.9	6.4
1500	16	0	14	0	1	0	0	0	0	0	0	21.8	25.7	5.3
1600	17	0	15	0	1	0	0	0	0	0	0	21	25.2	4.7
1700	13	0	13	0	0	0	0	0	0	0	0	21.2	27.4	5.5
1800	13	0	13	0	0	0	0	0	0	0	0	19.9	26.3	5.3
1900	10	0	10	0	0	0	0	0	0	0	0	21	26.1	6.1
2000	6	0	6	0	0	0	0	0	0	0	0	20.8	-	5.6
2100	5	0	4	0	0	0	0	0	0	0	0	19.4	-	5.9
2200	1	0	1	0	0	0	0	0	0	0	0	21.9	-	4.9
2300	1	0	1	0	0	0	0	0	0	0	0	20.8	-	-
00-07	23	0	21	0	2	0	0	0	0	0	0	23.9	28.2	4.3
07-19	201	2	184	0	15	0	0	0	0	0	0	21.3	26.2	5.4
19-00	23	0	22	0	1	0	0	0	0	0	0	20.6	26.2	5.9
00-00	247	2	227	0	17	0	0	0	0	0	0	21.5	26.5	5.4

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574

Site Name - VELROC01

Description - OVER TOWN LN

Direction - South

Virtual Week (1)

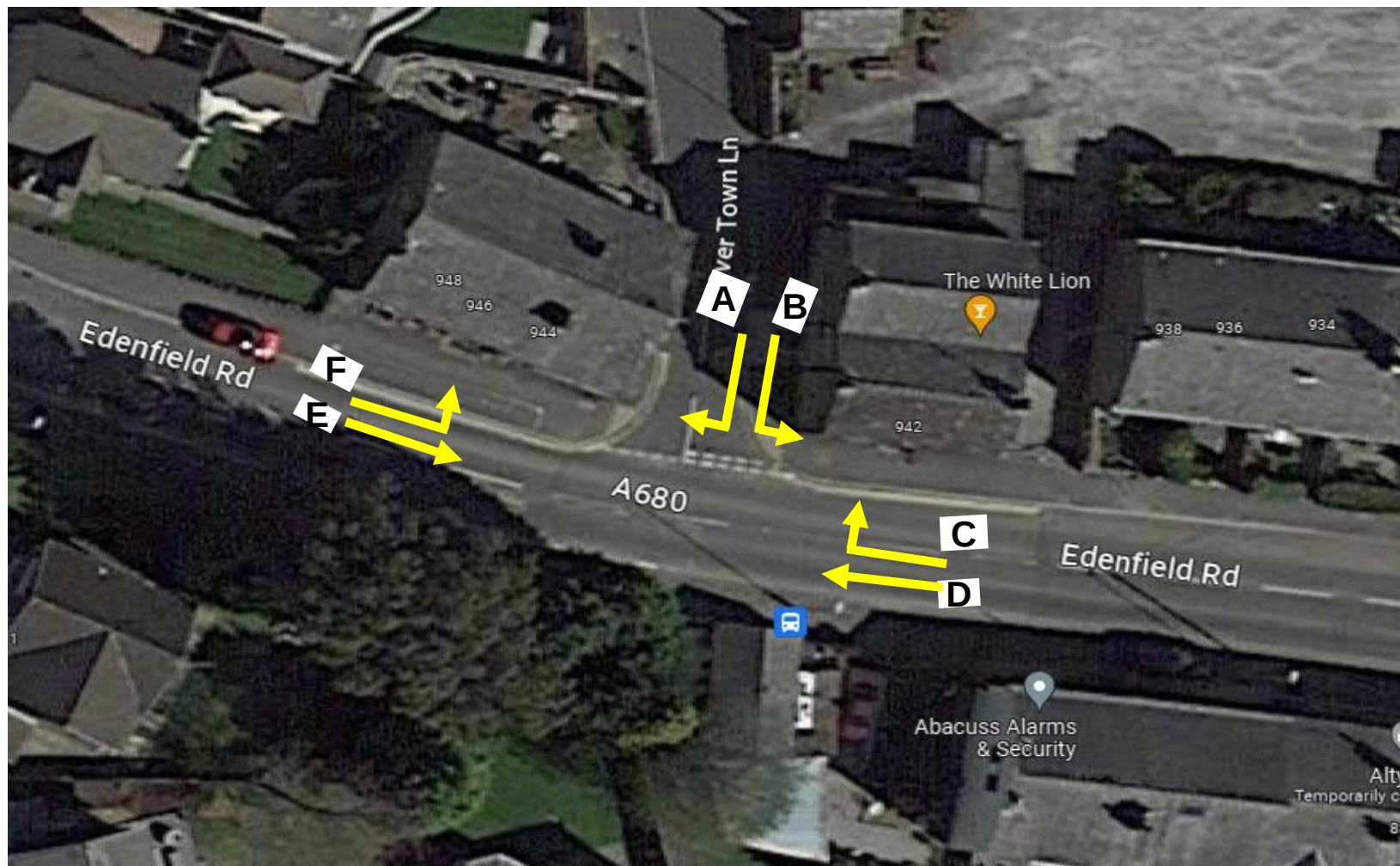
Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
Mon	231	4	213	0	14	0	0	0	0	0	0	21.2	26.3	5.5
Tue	286	2	260	0	23	0	1	0	0	0	0	22.2	27.1	5.3
Wed	296	2	274	0	17	2	0	0	0	1	0	20.8	25.8	5.4
Thu	281	3	258	0	20	0	0	0	0	0	0	21.7	27.2	5.5
Fri	301	5	272	0	23	1	0	0	0	0	0	21.3	26.8	5.7
Sat	183	0	174	0	9	0	0	0	0	0	0	22.3	26.8	4.7
Sun	153	0	141	0	12	0	0	0	0	0	0	21.3	26	5.2
--	1731	16	1592	0	118	3	1	0	0	1	0	21.5	26.5	5.4

OnPoint Traffic Surveys Ltd Classification Report

Report Id - CustomList-574
Site Name - VELROC01
Description - OVER TOWN LN
Direction - South

Grand Total

Time [--]	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Mean	Vpp 85	SD
--	1731	16	1592	0	118	3	1	0	0	1	0	21.5	26.5	5.4



 Traffic & Transport Data			CLIENT: VELOCITY								REF NUMBER: OPS07319						
			PROJECT DESCRIPTION: ROCHDALE - CLASSIFIED TURNING COUNT DATA - SITE 1														
			WEATHER: AM - DRY / PM - RAIN								DATE: TUE 18TH JULY 23						
			MOVEMENT A							MOVEMENT B							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	
07:00	:	07:15	0	0	0	0	0	0	6	2	0	0	0	0	0		
07:15	:	07:30	0	0	0	0	0	0	6	1	0	0	0	0	0		
07:30	:	07:45	2	0	0	0	0	0	6	0	0	0	0	0	0		
07:45	:	08:00	2	0	0	0	0	0	2	0	0	0	0	0	0		
TOTAL			4	0	0	0	0	0	20	3	0	0	0	0	0		
08:00	:	08:15	0	0	0	0	0	0	9	0	0	0	0	0	0		
08:15	:	08:30	2	0	0	0	0	0	7	0	0	0	0	0	0		
08:30	:	08:45	1	1	0	0	0	0	5	1	0	0	0	0	0		
08:45	:	09:00	0	0	0	0	0	0	4	0	0	0	0	0	0		
TOTAL			3	1	0	0	0	0	25	1	0	0	0	0	0		
09:00	:	09:15	1	0	0	0	0	0	5	1	0	0	0	0	0		
09:15	:	09:30	1	1	1	0	0	0	8	1	0	0	0	0	0		
09:30	:	09:45	1	0	0	0	0	0	3	0	0	0	0	0	0		
09:45	:	10:00	0	0	0	0	0	0	2	0	0	0	0	0	0		
TOTAL			3	1	1	0	0	0	18	2	0	0	0	0	0		
PERIOD TOTAL			10	2	1	0	0	0	63	6	0	0	0	0	0		
14:00	:	14:15	0	0	0	0	0	0	1	0	0	0	0	0	0		
14:15	:	14:30	1	0	0	0	0	0	3	1	0	0	0	0	0		
14:30	:	14:45	1	0	0	0	0	0	5	0	0	0	0	0	0		
14:45	:	15:00	0	1	0	0	0	0	2	0	0	0	0	0	0		
TOTAL			2	1	0	0	0	0	11	1	0	0	0	0	0		
15:00	:	15:15	2	0	0	0	0	0	2	0	0	0	0	0	0		
15:15	:	15:30	0	1	0	0	0	0	4	1	0	0	0	0	0		
15:30	:	15:45	0	0	0	0	0	0	2	0	0	0	0	0	0		
15:45	:	16:00	1	0	0	0	0	0	3	1	0	0	0	0	0		
TOTAL			3	1	0	0	0	0	11	2	0	0	0	0	0		
16:00	:	16:15	0	1	0	0	0	0	2	0	0	0	0	0	0		
16:15	:	16:30	0	0	0	0	0	0	2	0	0	0	0	0	0		
16:30	:	16:45	0	1	0	0	0	0	4	1	0	0	0	0	0		
16:45	:	17:00	2	0	0	0	0	0	1	2	1	0	0	0	0		
TOTAL			2	2	0	0	0	0	9	3	1	0	0	0	0		
17:00	:	17:15	1	0	0	0	0	0	5	1	0	0	0	0	0		
17:15	:	17:30	0	0	0	0	0	0	3	0	0	0	0	0	0		
17:30	:	17:45	0	0	0	0	0	0	10	1	0	0	0	0	0		
17:45	:	18:00	1	0	0	0	0	0	4	1	0	0	0	0	0		
TOTAL			2	0	0	0	0	0	22	3	0	0	0	0	0		
PERIOD TOTAL			9	4	0	0	0	0	53	9	1	0	0	0	0		
DAILY TOTAL			19	6	1	0	0	0	116	15	1	0	0	0	0		
GRAND TOTAL			26							132							

			CLIENT: VELOCITY								REF NUMBER: OPS07319						
			PROJECT DESCRIPTION: ROCHDALE - CLASSIFIED TURNING COUNT DATA - SITE 1														
			WEATHER: AM - DRY / PM - RAIN								DATE: TUE 18TH JULY 23						
			MOVEMENT C							MOVEMENT D							
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	
07:00	:	07:15	0	1	0	0	0	0	55	17	0	0	2	0	0		
07:15	:	07:30	3	0	0	0	0	0	60	15	0	3	1	1	0		
07:30	:	07:45	2	1	0	0	0	0	80	21	0	0	0	1	0		
07:45	:	08:00	2	0	0	0	0	0	78	12	2	1	1	0	0		
TOTAL			7	2	0	0	0	0	273	65	2	4	4	2	0		
08:00	:	08:15	1	0	0	0	0	0	91	17	2	2	2	0	1		
08:15	:	08:30	2	2	0	0	0	0	66	24	0	2	0	0	0		
08:30	:	08:45	5	4	0	0	0	0	67	12	1	1	0	0	0		
08:45	:	09:00	3	0	0	0	0	0	51	13	2	1	0	0	0		
TOTAL			11	6	0	0	0	0	275	66	5	6	2	0	1		
09:00	:	09:15	5	1	1	0	0	0	35	9	0	1	1	0	0		
09:15	:	09:30	6	0	0	0	0	0	49	6	0	0	2	0	0		
09:30	:	09:45	2	0	0	0	0	0	38	5	2	0	0	0	0		
09:45	:	10:00	1	1	0	0	0	0	20	7	0	0	0	0	0		
TOTAL			14	2	1	0	0	0	142	27	2	1	3	0	0		
PERIOD TOTAL			32	10	1	0	0	0	690	158	9	11	9	2	1		
14:00	:	14:15	2	1	0	0	0	0	37	6	0	2	0	0	0		
14:15	:	14:30	3	1	0	0	0	0	38	10	1	0	2	0	0		
14:30	:	14:45	5	0	0	0	0	0	43	7	0	0	0	0	0		
14:45	:	15:00	3	0	0	0	0	0	41	8	2	1	1	0	0		
TOTAL			13	2	0	0	0	0	159	31	3	3	3	0	0		
15:00	:	15:15	4	1	0	0	0	0	56	12	2	0	0	1	0		
15:15	:	15:30	5	2	0	0	0	0	52	13	0	1	3	0	0		
15:30	:	15:45	3	0	0	0	0	0	65	13	2	0	0	0	0		
15:45	:	16:00	6	2	0	0	0	0	60	16	1	0	1	0	0		
TOTAL			18	5	0	0	0	0	233	54	5	1	4	1	0		
16:00	:	16:15	5	0	0	0	0	0	64	22	0	0	0	1	0		
16:15	:	16:30	5	1	0	0	0	0	71	12	2	0	3	0	0		
16:30	:	16:45	4	3	0	0	0	0	73	13	0	1	1	0	0		
16:45	:	17:00	4	0	0	0	0	0	62	15	2	0	0	0	0		
TOTAL			18	4	0	0	0	0	270	62	4	1	4	1	0		
17:00	:	17:15	7	1	0	0	0	0	75	10	0	0	0	1	0		
17:15	:	17:30	11	1	0	0	0	0	98	13	0	0	0	2	0		
17:30	:	17:45	3	0	0	0	0	0	70	6	0	0	2	0	0		
17:45	:	18:00	15	0	0	0	0	0	58	5	0	0	0	0	0		
TOTAL			36	2	0	0	0	0	301	34	0	0	2	3	0		
PERIOD TOTAL			85	13	0	0	0	0	963	181	12	5	13	5	0		
DAILY TOTAL			117	23	1	0	0	0	1653	339	21	16	22	7	1		
GRAND TOTAL			141							2059							

			CLIENT: VELOCITY							REF NUMBER: OPS07319						
			PROJECT DESCRIPTION: ROCHDALE - CLASSIFIED TURNING COUNT DATA - SITE 1													
			WEATHER: AM - DRY / PM - RAIN							DATE: TUE 18TH JULY 23						
			MOVEMENT E							MOVEMENT F						
			CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE	CAR	LGV	OGV 1	OGV 2	PSV	M/C	CYCLE
07:00	:	07:15	57	15	2	0	0	0	0	0	0	0	0	0	0	0
07:15	:	07:30	60	8	1	0	0	2	1	0	0	0	0	0	0	0
07:30	:	07:45	75	16	0	0	1	0	0	2	0	0	0	0	0	0
07:45	:	08:00	78	8	0	0	0	0	1	0	0	0	0	0	0	0
TOTAL			270	47	3	0	1	2	2	2	0	0	0	0	0	0
08:00	:	08:15	67	17	2	0	0	0	0	0	0	0	0	0	0	0
08:15	:	08:30	68	8	0	0	0	0	0	0	0	0	0	0	0	0
08:30	:	08:45	72	10	0	0	0	1	0	2	0	0	0	0	0	0
08:45	:	09:00	50	8	0	0	0	1	0	0	1	0	0	0	0	0
TOTAL			257	43	2	0	0	2	0	2	1	0	0	0	0	0
09:00	:	09:15	73	15	0	0	0	0	0	1	0	0	0	0	0	0
09:15	:	09:30	52	13	2	0	1	0	0	0	0	0	0	0	0	0
09:30	:	09:45	55	6	4	1	0	0	0	1	0	0	0	0	0	0
09:45	:	10:00	19	6	0	0	0	0	0	1	0	0	0	0	0	0
TOTAL			199	40	6	1	1	0	0	3	0	0	0	0	0	0
PERIOD TOTAL			726	130	11	1	2	4	2	7	1	0	0	0	0	0
14:00	:	14:15	41	13	1	0	0	0	0	0	0	0	0	0	0	0
14:15	:	14:30	48	11	4	0	0	0	0	2	1	0	0	0	0	0
14:30	:	14:45	42	14	1	0	0	0	0	0	0	0	0	0	0	0
14:45	:	15:00	39	9	0	1	0	0	0	1	0	0	0	0	0	0
TOTAL			170	47	6	1	0	0	0	3	1	0	0	0	0	0
15:00	:	15:15	43	10	0	0	0	0	0	1	0	0	0	0	0	0
15:15	:	15:30	52	14	2	0	0	0	0	1	0	0	0	0	0	0
15:30	:	15:45	48	11	1	0	0	0	0	2	1	0	0	0	0	0
15:45	:	16:00	57	12	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			200	47	3	0	0	0	0	4	1	0	0	0	0	0
16:00	:	16:15	46	15	0	1	1	1	0	1	0	0	0	0	0	0
16:15	:	16:30	62	11	0	0	0	0	0	1	0	0	0	0	0	0
16:30	:	16:45	58	11	1	1	0	0	0	0	0	0	0	0	0	0
16:45	:	17:00	71	12	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL			237	49	1	2	1	1	0	2	0	0	0	0	0	0
17:00	:	17:15	68	9	0	1	0	0	1	1	0	0	0	0	0	0
17:15	:	17:30	106	8	1	0	0	0	0	2	0	0	0	0	0	0
17:30	:	17:45	75	5	0	1	0	0	0	0	0	0	0	0	0	0
17:45	:	18:00	69	8	0	0	0	1	0	1	0	0	0	0	0	0
TOTAL			318	30	1	2	0	1	1	4	0	0	0	0	0	0
PERIOD TOTAL			925	173	11	5	1	2	1	13	2	0	0	0	0	0
DAILY TOTAL			1651	303	22	6	3	6	3	20	3	0	0	0	0	0
GRAND TOTAL			1994							23						



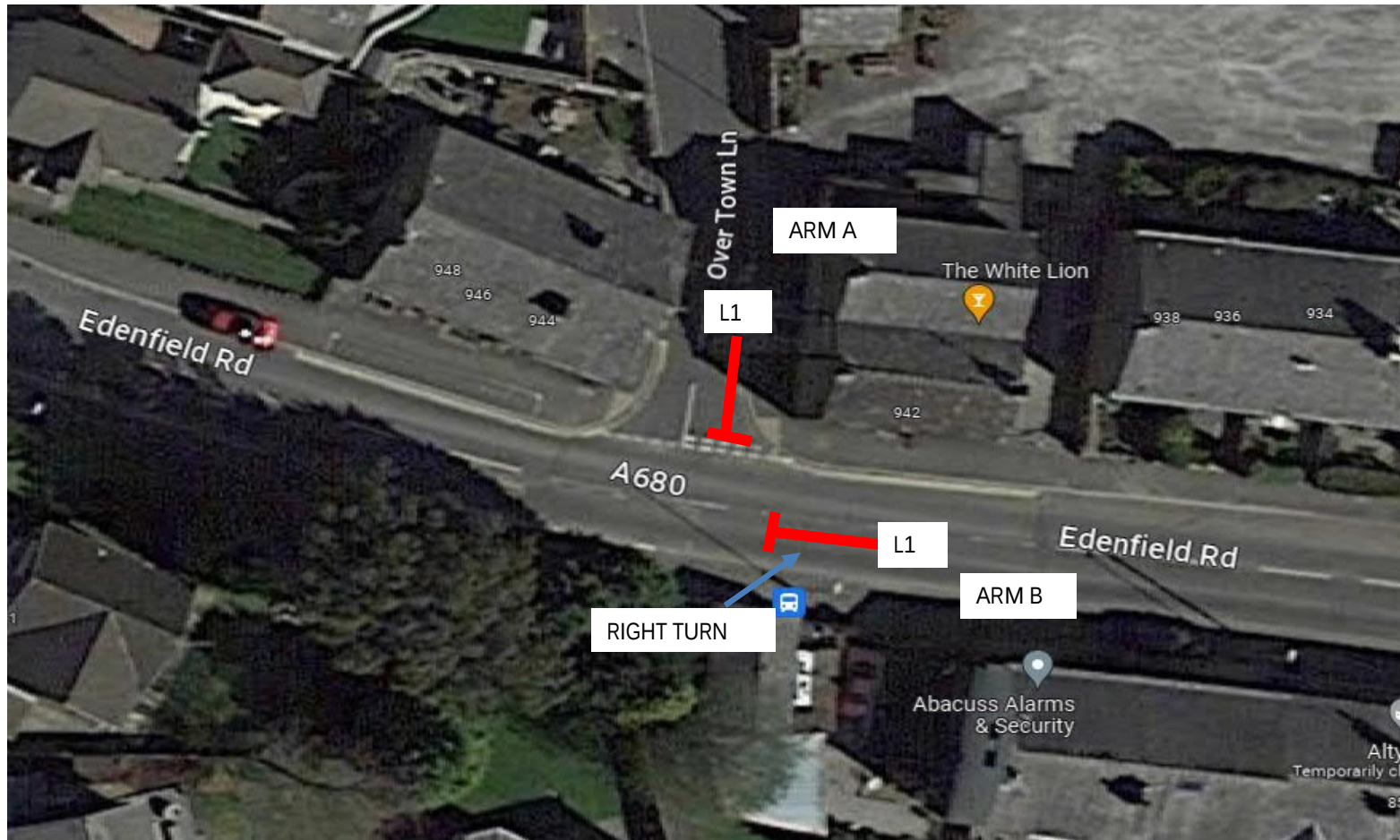
CLIENT: VELOCITY

REF NUMBER: OPS07319

DESCRIPTION: ROCHDALE - QUEUE LENGTH DATA - SITE 1 - SITE PLAN

DATE: TUE 18TH JULY 23

WEATHER: AM - DRY / PM - RAIN



	CLIENT: VELOCITY				REF NUMBER: OPS07319			
	DESCRIPTION: ROCHDALE - QUEUE LENGTH DATA - SITE 1 - ARM A				DATE: TUE 18TH JULY 23			
	WEATHER: AM - DRY / PM - RAIN							

(LANE 1 IS NEAR SIDE TO KERB)

Time		No. Vehicles							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:00	07:05	0	1	0	0	0	0	0	1
07:05	07:10	1	0	0	0	0	0	0	1
07:10	07:15	1	0	0	0	0	0	0	1
07:15	07:20	1	0	0	0	0	0	0	1
07:20	07:25	0	1	0	0	0	0	0	1
07:25	07:30	1	0	0	0	0	0	0	1
07:30	07:35	1	0	0	0	0	0	0	1
07:35	07:40	0	0	0	0	0	0	0	0
07:40	07:45	1	0	0	0	0	0	0	1
07:45	07:50	1	0	0	0	0	0	0	1
07:50	07:55	1	0	0	0	0	0	0	1
07:55	08:00	1	0	0	0	0	0	0	1
08:00	08:05	1	0	0	0	0	0	0	1
08:05	08:10	1	0	0	0	0	0	0	1
08:10	08:15	1	0	0	0	0	0	0	1
08:15	08:20	0	0	0	0	0	0	0	0
08:20	08:25	1	0	0	0	0	0	0	1
08:25	08:30	1	0	0	0	0	0	0	1
08:30	08:35	0	1	0	0	0	0	0	1
08:35	08:40	0	0	0	0	0	0	0	0
08:40	08:45	0	1	0	0	0	0	0	1
08:45	08:50	1	0	0	0	0	0	0	1
08:50	08:55	0	0	0	0	0	0	0	0
08:55	09:00	1	0	0	0	0	0	0	1
09:00	09:05	1	0	0	0	0	0	0	1
09:05	09:10	1	0	0	0	0	0	0	1
09:10	09:15	0	1	0	0	0	0	0	1
09:15	09:20	1	0	0	0	0	0	0	1
09:20	09:25	1	0	1	0	0	0	0	2.5
09:25	09:30	0	1	0	0	0	0	0	1
09:30	09:35	1	0	0	0	0	0	0	1
09:35	09:40	0	0	0	0	0	0	0	0
09:40	09:45	1	0	0	0	0	0	0	1
09:45	09:50	1	0	0	0	0	0	0	1
09:50	09:55	1	0	0	0	0	0	0	1
09:55	10:00	0	0	0	0	0	0	0	0
TOTAL		24	6	1	0	0	0	0	31.5

	CLIENT: VELOCITY				REF NUMBER: OPS07319			
	DESCRIPTION: ROCHDALE - QUEUE LENGTH DATA - SITE 1 - ARM A				DATE: TUE 18TH JULY 23			
	WEATHER: AM - DRY / PM - RAIN							

(LANE 1 IS NEAR SIDE TO KERB)

Time		No. Vehicles							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
14:00	14:05	1	0	0	0	0	0	0	1
14:05	14:10	0	0	0	0	0	0	0	0
14:10	14:15	0	0	0	0	0	0	0	0
14:15	14:20	0	0	0	0	0	0	0	0
14:20	14:25	0	0	0	0	0	0	0	0
14:25	14:30	1	0	0	0	0	0	0	1
14:30	14:35	0	0	0	0	0	0	0	0
14:35	14:40	0	0	0	0	0	0	0	0
14:40	14:45	1	0	0	0	0	0	0	1
14:45	14:50	1	0	0	0	0	0	0	1
14:50	14:55	0	0	0	0	0	0	0	0
14:55	15:00	0	0	0	0	0	0	0	0
15:00	15:05	0	0	0	0	0	0	0	0
15:05	15:10	0	0	0	0	0	0	0	0
15:10	15:15	1	0	0	0	0	0	0	1
15:15	15:20	0	0	0	0	0	0	0	0
15:20	15:25	1	0	0	0	0	0	0	1
15:25	15:30	0	1	0	0	0	0	0	1
15:30	15:35	0	0	0	0	0	0	0	0
15:35	15:40	0	0	0	0	0	0	0	0
15:40	15:45	0	0	0	0	0	0	0	0
15:45	15:50	1	0	0	0	0	0	0	1
15:50	15:55	0	0	0	0	0	0	0	0
15:55	16:00	0	0	0	0	0	0	0	0
16:00	16:05	0	1	0	0	0	0	0	1
16:05	16:10	0	0	0	0	0	0	0	0
16:10	16:15	0	0	0	0	0	0	0	0
16:15	16:20	1	0	0	0	0	0	0	1
16:20	16:25	0	0	0	0	0	0	0	0
16:25	16:30	0	0	0	0	0	0	0	0
16:30	16:35	1	0	0	0	0	0	0	1
16:35	16:40	1	0	0	0	0	0	0	1
16:40	16:45	0	0	0	0	0	0	0	0
16:45	16:50	0	1	0	0	0	0	0	1
16:50	16:55	0	0	0	0	0	0	0	0
16:55	17:00	1	0	0	0	0	0	0	1
17:00	17:05	1	0	0	0	0	0	0	1
17:05	17:10	1	0	0	0	0	0	0	1
17:10	17:15	1	0	0	0	0	0	0	1
17:15	17:20	1	0	0	0	0	0	0	1
17:20	17:25	1	0	0	0	0	0	0	1
17:25	17:30	0	0	0	0	0	0	0	0
17:30	17:35	1	0	0	0	0	0	0	1
17:35	17:40	1	0	0	0	0	0	0	1
17:40	17:45	2	0	0	0	0	0	0	2
17:45	17:50	1	0	0	0	0	0	0	1
17:50	17:55	1	0	0	0	0	0	0	1
17:55	18:00	1	0	0	0	0	0	0	1
TOTAL		23	3	0	0	0	0	0	26
AVG		23.50	4.50	0.50	0.00	0.00	0.00	0.00	28.75

	CLIENT: VELOCITY				REF NUMBER: OPS07319			
	DESCRIPTION: ROCHDALE - QUEUE LENGTH DATA - SITE 1 - ARM B				DATE: TUE 18TH JULY 23			
	WEATHER: AM - DRY / PM - RAIN							

(LANE 1 IS NEARSIDE TO KERB)

Time		No. Vehicles							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
07:00	07:05	0	0	0	0	0	0	0	0
07:05	07:10	0	0	0	0	0	0	0	0
07:10	07:15	0	0	0	0	0	0	0	0
07:15	07:20	0	0	0	0	0	0	0	0
07:20	07:25	0	0	0	0	0	0	0	0
07:25	07:30	0	0	0	0	0	0	0	0
07:30	07:35	0	0	0	0	0	0	0	0
07:35	07:40	2	2	0	0	0	0	0	4
07:40	07:45	0	0	0	0	0	0	0	0
07:45	07:50	0	0	0	0	0	0	0	0
07:50	07:55	0	0	0	0	0	0	0	0
07:55	08:00	0	0	0	0	0	0	0	0
08:00	08:05	0	0	0	0	0	0	0	0
08:05	08:10	0	0	0	0	0	0	0	0
08:10	08:15	0	0	0	0	0	0	0	0
08:15	08:20	0	0	0	0	0	0	0	0
08:20	08:25	0	0	0	0	0	0	0	0
08:25	08:30	0	0	0	0	0	0	0	0
08:30	08:35	0	0	0	0	0	0	0	0
08:35	08:40	2	1	0	0	0	0	0	3
08:40	08:45	0	0	0	0	0	0	0	0
08:45	08:50	2	0	0	0	0	0	0	2
08:50	08:55	0	0	0	0	0	0	0	0
08:55	09:00	0	0	0	0	0	0	0	0
09:00	09:05	0	0	0	0	0	0	0	0
09:05	09:10	0	0	0	0	0	0	0	0
09:10	09:15	2	0	1	0	0	0	0	3.5
09:15	09:20	1	0	0	0	0	0	0	1
09:20	09:25	0	0	0	0	0	0	0	0
09:25	09:30	0	0	0	0	0	0	0	0
09:30	09:35	0	0	0	0	0	0	0	0
09:35	09:40	0	0	0	0	0	0	0	0
09:40	09:45	0	0	0	0	0	0	0	0
09:45	09:50	0	0	0	0	0	0	0	0
09:50	09:55	0	0	0	0	0	0	0	0
09:55	10:00	1	0	0	0	0	0	0	1
TOTAL		10	3	1	0	0	0	0	14.5

	CLIENT: VELOCITY				REF NUMBER: OPS07319			
	DESCRIPTION: ROCHDALE - QUEUE LENGTH DATA - SITE 1 - ARM B				DATE: TUE 18TH JULY 23			
	WEATHER: AM - DRY / PM - RAIN							

(LANE 1 IS NEAR SIDE TO KERB)

Time		No. Vehicles							PCU TOTAL
		LANE 1							
		CARS	LGV	OGV1	OGV2	PSV	M/C	B/C	
14:00	14:05	0	0	0	0	0	0	0	0
14:05	14:10	0	0	0	0	0	0	0	0
14:10	14:15	0	0	0	0	0	0	0	0
14:15	14:20	0	0	0	0	0	0	0	0
14:20	14:25	0	0	0	0	0	0	0	0
14:25	14:30	0	0	0	0	0	0	0	0
14:30	14:35	0	0	0	0	0	0	0	0
14:35	14:40	1	0	0	0	0	0	0	1
14:40	14:45	0	0	0	0	0	0	0	0
14:45	14:50	2	0	0	0	0	0	0	2
14:50	14:55	0	0	0	0	0	0	0	0
14:55	15:00	1	0	0	0	0	0	0	1
15:00	15:05	0	0	0	0	0	0	0	0
15:05	15:10	0	0	0	0	0	0	0	0
15:10	15:15	3	0	0	0	0	0	0	3
15:15	15:20	0	0	0	0	0	0	0	0
15:20	15:25	0	1	0	0	0	0	0	1
15:25	15:30	1	0	0	0	0	0	0	1
15:30	15:35	2	0	0	0	0	0	0	2
15:35	15:40	0	0	0	0	0	0	0	0
15:40	15:45	0	0	0	0	0	0	0	0
15:45	15:50	1	0	0	0	0	0	0	1
15:50	15:55	0	0	0	0	0	0	0	0
15:55	16:00	0	0	0	0	0	0	0	0
16:00	16:05	0	0	0	0	0	0	0	0
16:05	16:10	5	1	0	0	0	0	0	6
16:10	16:15	0	0	0	0	0	0	0	0
16:15	16:20	1	0	0	0	0	0	0	1
16:20	16:25	1	0	0	0	0	0	0	1
16:25	16:30	0	0	0	0	0	0	0	0
16:30	16:35	0	0	0	0	0	0	0	0
16:35	16:40	2	0	0	0	0	0	0	2
16:40	16:45	0	0	0	0	0	0	0	0
16:45	16:50	0	0	0	0	0	0	0	0
16:50	16:55	0	0	0	0	0	0	0	0
16:55	17:00	2	0	0	0	0	0	0	2
17:00	17:05	0	0	0	0	0	0	0	0
17:05	17:10	0	0	0	0	0	0	0	0
17:10	17:15	0	0	0	0	0	0	0	0
17:15	17:20	4	0	0	0	0	0	0	4
17:20	17:25	6	0	1	0	0	1	0	8
17:25	17:30	0	0	0	0	0	0	0	0
17:30	17:35	0	0	0	0	0	0	0	0
17:35	17:40	0	0	0	0	0	0	0	0
17:40	17:45	0	0	0	0	0	0	0	0
17:45	17:50	1	0	0	0	0	0	0	1
17:50	17:55	5	0	0	0	0	0	0	5
17:55	18:00	0	0	0	0	0	0	0	0
TOTAL		38	2	1	0	0	1	0	42
AVG		24.00	2.50	1.00	0.00	0.00	0.50	0.00	28.25

APPENDIX E

JUNCTION MODEL OUTPUTS



Junctions 10									
PICADY 10 - Priority Intersection Module									
Version: 10.0.3.1598 © Copyright TRL Software Limited, 2021									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
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: 230809 Edenfield Road - Over Town Lane PICADY Model v1.0.j10
Path: P:\0-23\23-102 Rainshore House - Rochdale\02 TECHNICAL\A ANALYSIS\D. MODELLING
Report generation date: 09/08/2023 11:51:14

- »2023 Baseline, AM
- »2023 Baseline, PM
- »2025 Baseline, AM
- »2025 Baseline, PM
- »2025 Baseline + Development, AM
- »2025 Baseline + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2023 Baseline									
Stream B-AC	D1	0.1	7.94	0.07	A	D2	0.1	7.86	0.06	A
Stream C-AB		0.0	6.92	0.02	A		0.1	7.15	0.06	A
	2025 Baseline									
Stream B-AC	D3	0.1	7.98	0.07	A	D4	0.1	7.90	0.06	A
Stream C-AB		0.0	6.94	0.02	A		0.1	7.17	0.06	A
	2025 Baseline + Development									
Stream B-AC	D5	0.1	8.05	0.07	A	D6	0.1	7.93	0.06	A
Stream C-AB		0.0	6.98	0.02	A		0.1	7.19	0.06	A

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

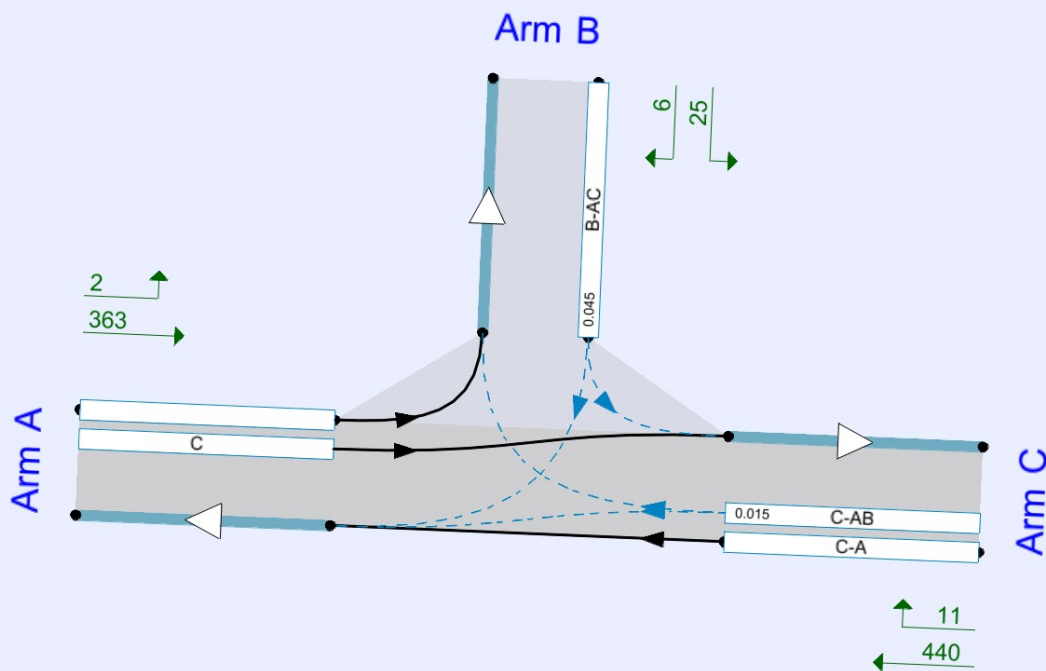
File summary

File Description

Title	Edenfield Road / Over Town Lane Junction
Location	Rochdale
Site number	1
Date	09/08/2023
Version	1.0
Status	(new file)
Identifier	23
Client	The Aurora Group
Jobnumber	23-102
Enumerator	VP/PMay
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

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2023 Baseline	AM	ONE HOUR	07:15	08:45	15
D2	2023 Baseline	PM	ONE HOUR	16:30	18:00	15
D3	2025 Baseline	AM	ONE HOUR	07:15	08:45	15
D4	2025 Baseline	PM	ONE HOUR	16:30	18:00	15
D5	2025 Baseline + Development	AM	ONE HOUR	07:15	08:45	15
D6	2025 Baseline + Development	PM	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	Edenfield Road (W)		Major
B	Over Town Lane		Minor
C	Edenfield Road (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.55			62.2	✓	1.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.04	19	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	492	0.088	0.221	0.139	0.316
B-C	635	0.095	0.240	-	-
C-B	610	0.231	0.231	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 Baseline	AM	ONE HOUR	07:15	08:45	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 (%)
A		✓	346	100.000
B		✓	30	100.000
C		✓	426	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	344
	B	6	0	24
	C	416	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
	A	0	0	1
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.94	0.1	A
C-AB	0.02	6.92	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	523	0.043	22	0.0	7.185	A
C-AB	8	554	0.014	8	0.0	6.586	A
C-A	313			313			
A-B	2			2			
A-C	259			259			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	508	0.053	27	0.1	7.484	A
C-AB	9	544	0.017	9	0.0	6.725	A
C-A	374			374			
A-B	2			2			
A-C	309			309			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	486	0.068	33	0.1	7.943	A
C-AB	11	532	0.021	11	0.0	6.918	A
C-A	458			458			
A-B	2			2			
A-C	379			379			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	486	0.068	33	0.1	7.944	A
C-AB	11	532	0.021	11	0.0	6.921	A
C-A	458			458			
A-B	2			2			
A-C	379			379			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	508	0.053	27	0.1	7.489	A
C-AB	9	545	0.017	9	0.0	6.726	A
C-A	374			374			
A-B	2			2			
A-C	309			309			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	523	0.043	23	0.0	7.192	A
C-AB	8	554	0.014	8	0.0	6.587	A
C-A	313			313			
A-B	2			2			
A-C	259			259			

2023 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.52	A

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	2023 Baseline	PM	ONE HOUR	16:30	18:00	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 (%)
A		✓	386	100.000
B		✓	28	100.000
C		✓	386	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	25	361
	B	3	0	25
	C	359	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	4
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.86	0.1	A
C-AB	0.06	7.15	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	541	0.039	21	0.0	7.168	A
C-AB	21	553	0.037	21	0.0	6.760	A
C-A	270			270			
A-B	19			19			
A-C	272			272			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	526	0.048	25	0.1	7.443	A
C-AB	25	545	0.046	25	0.0	6.927	A
C-A	322			322			
A-B	22			22			
A-C	325			325			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	505	0.061	31	0.1	7.859	A
C-AB	31	535	0.058	31	0.1	7.147	A
C-A	394			394			
A-B	28			28			
A-C	397			397			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	31	505	0.061	31	0.1	7.861	A
C-AB	31	535	0.058	31	0.1	7.147	A
C-A	394			394			
A-B	28			28			
A-C	397			397			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25	526	0.048	25	0.1	7.448	A
C-AB	25	545	0.046	25	0.0	6.928	A
C-A	322			322			
A-B	22			22			
A-C	325			325			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	541	0.039	21	0.0	7.173	A
C-AB	21	553	0.037	21	0.0	6.766	A
C-A	270			270			
A-B	19			19			
A-C	272			272			

2025 Baseline, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.38	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.38	A

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	2025 Baseline	AM	ONE HOUR	07:15	08:45	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 (%)
A		✓	352	100.000
B		✓	30	100.000
C		✓	434	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	350
	B	6	0	24
	C	424	10	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	7.98	0.1	A
C-AB	0.02	6.94	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	522	0.043	22	0.0	7.205	A
C-AB	8	553	0.014	8	0.0	6.598	A
C-A	319			319			
A-B	2			2			
A-C	263			263			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	506	0.053	27	0.1	7.511	A
C-AB	9	543	0.017	9	0.0	6.739	A
C-A	381			381			
A-B	2			2			
A-C	315			315			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	484	0.068	33	0.1	7.980	A
C-AB	11	530	0.021	11	0.0	6.936	A
C-A	467			467			
A-B	2			2			
A-C	385			385			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	33	484	0.068	33	0.1	7.981	A
C-AB	11	530	0.021	11	0.0	6.938	A
C-A	467			467			
A-B	2			2			
A-C	385			385			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27	506	0.053	27	0.1	7.516	A
C-AB	9	543	0.017	9	0.0	6.740	A
C-A	381			381			
A-B	2			2			
A-C	315			315			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	522	0.043	23	0.0	7.209	A
C-AB	8	553	0.014	8	0.0	6.598	A
C-A	319			319			
A-B	2			2			
A-C	263			263			

2025 Baseline, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

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	2025 Baseline	PM	ONE HOUR	16:30	18:00	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 (%)
A		✓	394	100.000
B		✓	29	100.000
C		✓	392	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	26	368
	B	3	0	26
	C	365	27	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	4
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.90	0.1	A
C-AB	0.06	7.17	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	540	0.040	22	0.0	7.188	A
C-AB	21	552	0.038	21	0.0	6.775	A
C-A	274			274			
A-B	20			20			
A-C	277			277			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	525	0.050	26	0.1	7.470	A
C-AB	25	543	0.046	25	0.0	6.945	A
C-A	327			327			
A-B	23			23			
A-C	331			331			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	504	0.063	32	0.1	7.898	A
C-AB	31	533	0.058	31	0.1	7.169	A
C-A	401			401			
A-B	29			29			
A-C	405			405			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	504	0.063	32	0.1	7.899	A
C-AB	31	533	0.058	31	0.1	7.173	A
C-A	401			401			
A-B	29			29			
A-C	405			405			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	525	0.050	26	0.1	7.472	A
C-AB	25	543	0.046	25	0.0	6.950	A
C-A	327			327			
A-B	23			23			
A-C	331			331			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	540	0.040	22	0.0	7.195	A
C-AB	21	552	0.038	21	0.0	6.779	A
C-A	274			274			
A-B	20			20			
A-C	277			277			

2025 Baseline + Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.39	A

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)
D5	2025 Baseline + Development	AM	ONE HOUR	07:15	08:45	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 (%)
A		✓	365	100.000
B		✓	31	100.000
C		✓	451	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	2	363
	B	6	0	25
	C	440	11	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	0
	C	3	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.07	8.05	0.1	A
C-AB	0.02	6.98	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	520	0.045	23	0.0	7.239	A
C-AB	8	552	0.015	8	0.0	6.627	A
C-A	331			331			
A-B	2			2			
A-C	273			273			

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	504	0.055	28	0.1	7.558	A
C-AB	10	542	0.019	10	0.0	6.774	A
C-A	395			395			
A-B	2			2			
A-C	326			326			

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	481	0.071	34	0.1	8.052	A
C-AB	12	529	0.023	12	0.0	6.976	A
C-A	484			484			
A-B	2			2			
A-C	400			400			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	34	481	0.071	34	0.1	8.053	A
C-AB	12	529	0.023	12	0.0	6.976	A
C-A	484			484			
A-B	2			2			
A-C	400			400			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	504	0.055	28	0.1	7.561	A
C-AB	10	542	0.019	10	0.0	6.777	A
C-A	395			395			
A-B	2			2			
A-C	326			326			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	23	520	0.045	23	0.0	7.243	A
C-AB	8	552	0.015	8	0.0	6.630	A
C-A	331			331			
A-B	2			2			
A-C	273			273			

2025 Baseline + Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.53	A

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)
D6	2025 Baseline + Development	PM	ONE HOUR	16:30	18:00	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 (%)
A		✓	400	100.000
B		✓	29	100.000
C		✓	400	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	26	374
	B	3	0	26
	C	372	28	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	1
	B	0	0	4
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.93	0.1	A
C-AB	0.06	7.19	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	539	0.041	22	0.0	7.206	A
C-AB	22	551	0.039	21	0.0	6.791	A
C-A	280			280			
A-B	20			20			
A-C	282			282			

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	524	0.050	26	0.1	7.493	A
C-AB	26	543	0.048	26	0.1	6.963	A
C-A	334			334			
A-B	23			23			
A-C	336			336			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	502	0.064	32	0.1	7.930	A
C-AB	32	533	0.061	32	0.1	7.189	A
C-A	408			408			
A-B	29			29			
A-C	412			412			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	502	0.064	32	0.1	7.932	A
C-AB	32	533	0.061	32	0.1	7.192	A
C-A	408			408			
A-B	29			29			
A-C	412			412			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	524	0.050	26	0.1	7.495	A
C-AB	26	543	0.048	26	0.1	6.968	A
C-A	334			334			
A-B	23			23			
A-C	336			336			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	539	0.041	22	0.0	7.213	A
C-AB	22	551	0.039	22	0.0	6.795	A
C-A	280			280			
A-B	20			20			
A-C	282			282			

