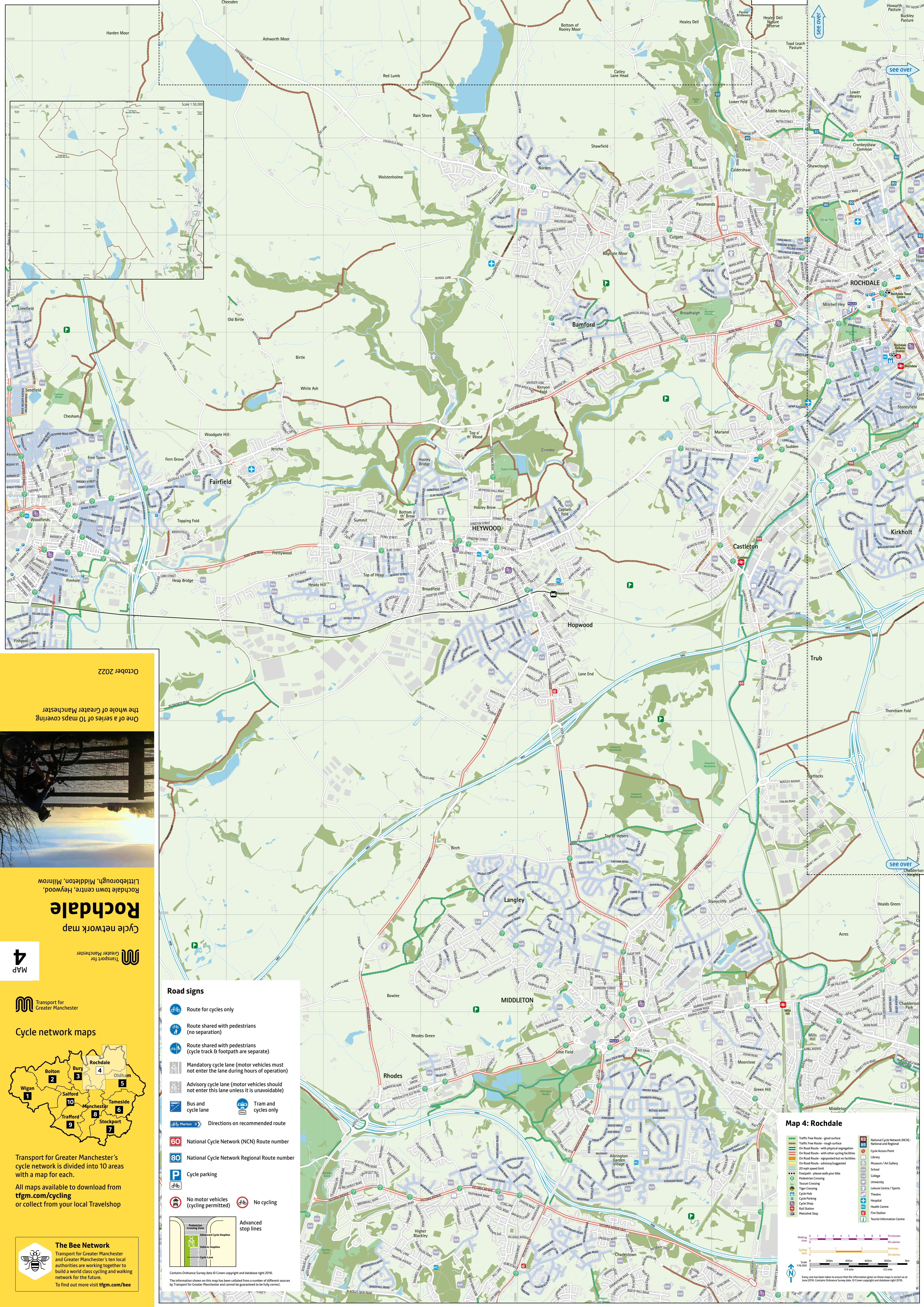


Appendix J: Rochdale Cycle Network Map



October 2022

One of a series of 10 maps covering the whole of Greater Manchester



Rochdale town centre, Heywood, Littleborough, Middleton, Milnrow

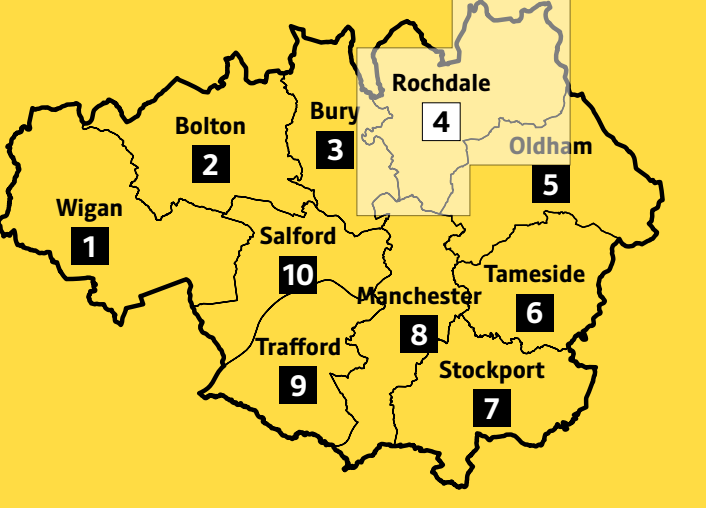
Rochdale

Cycle network map

Transport for Greater Manchester

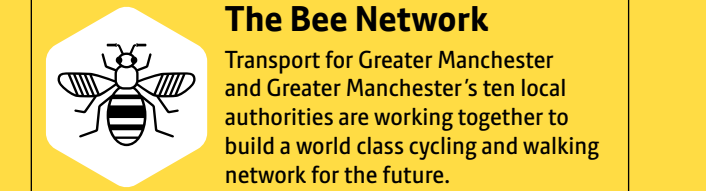


Cycle network maps



Transport for Greater Manchester's cycle network is divided into 10 areas with a map for each.

All maps available to download from tfgm.com/cycling or collect from your local Travelshop



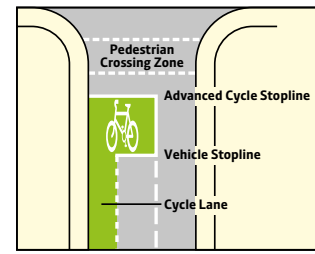
The Bee Network

Transport for Greater Manchester and Greater Manchester's ten local authorities are working together to build a world class cycling and walking network for the future.

To find out more visit tfgm.com/bee

Road signs

-  Route for cycles only
-  Route shared with pedestrians (no separation)
-  Route shared with pedestrians (cycle track & footpath are separate)
-  Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)
-  Advisory cycle lane (motor vehicles should not enter this lane unless it is unavoidable)
-  Bus and cycle lane
-  Tram and cycles only
-  Directions on recommended route
-  National Cycle Network (NCN) Route number
-  National Cycle Network Regional Route number
-  Cycle parking
-  No motor vehicles (cycling permitted)
-  No cycling



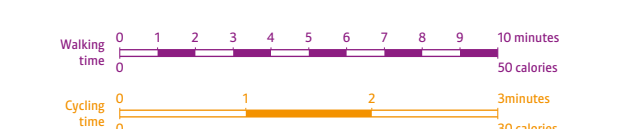
Advanced stop lines

Contains Ordnance Survey data © Crown copyright and database right 2016.

The information shown on this map has been collated from a number of different sources by Transport for Greater Manchester and cannot be guaranteed to be fully correct.

Map 4: Rochdale

-  Traffic Free Route - good surface
-  Traffic Free Route - rough surface
-  On Road Route - with physical segregation
-  On Road Route - with other cycling facilities
-  On Road Route - signposted but no facilities
-  On Road Route - advisory/suggested
-  20 mph speed limit
- Footpath - please walk your bike
- Pedestrian Crossing
- Toucan Crossing
- Tiger Crossing
- Cycle Hub
- Cycle Parking
- Cycle Shop
- Rail Station
- Metrolink Stop
- National Cycle Network (NCN) - National and Regional
- Cycle Access Point
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre



Scale 1:50,000

0 200m 400m 600m 800m 1000m

0 1 2 3 4 5 6 7 8 9 10 miles

Every care has been taken to ensure that the information given on these maps is correct as at June 2016. Contains Ordnance Survey data. © Crown copyright and database right 2016.

Appendix K: Traffic Survey Data – 2025 Turning Counts

Buildings

Character Junction Count

On the

Network Peak Hour

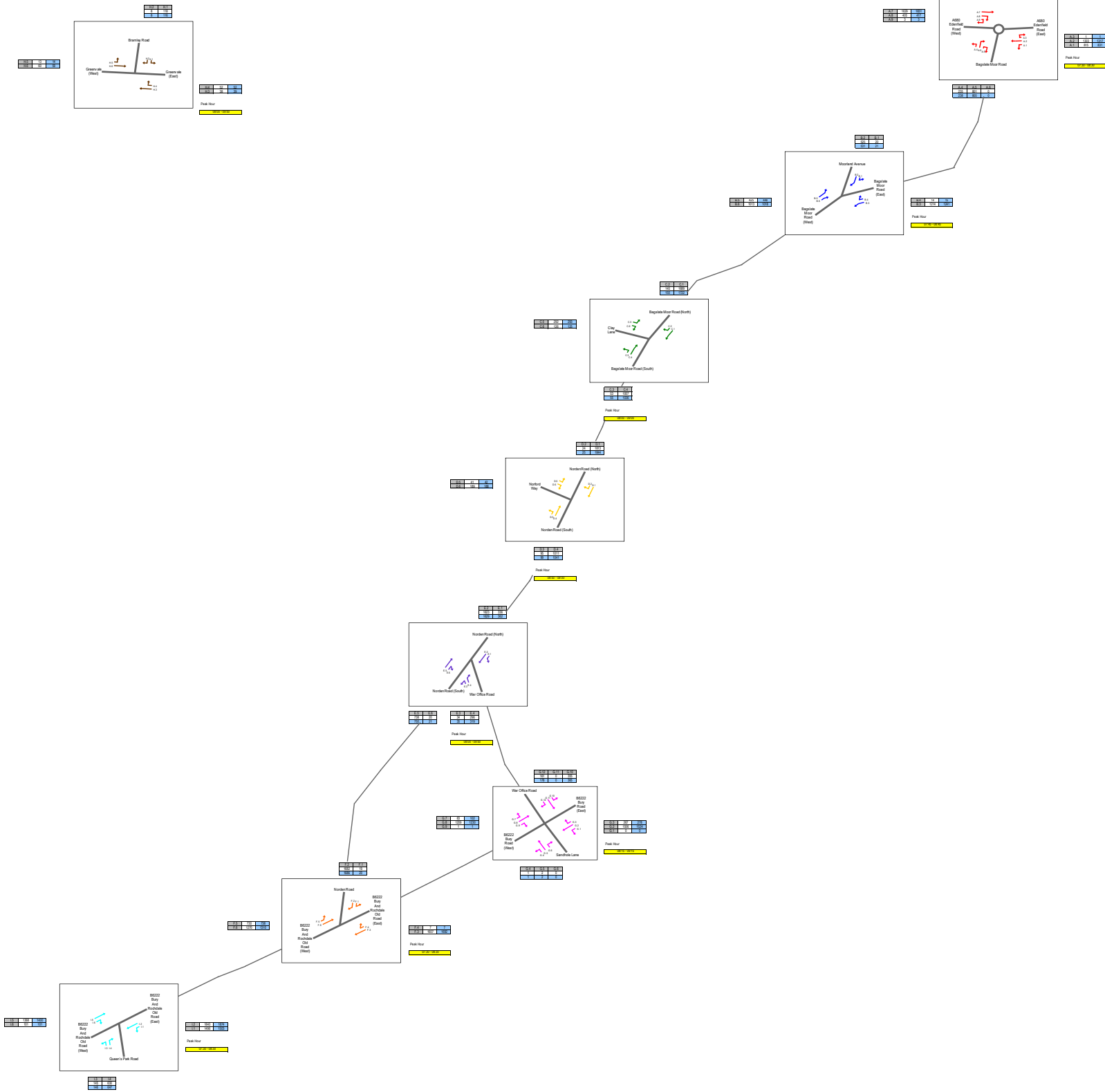
Network Peak Hour

Network Peak Hour Summary

Network Peak Hour Summary

Network Peak Hour Summary

Network Peak Hour Summary



Rochdale

Classified Junction Count

Site 1 of 9

A680 Edenfield Road (East)

Bagslate Moor Road

A680 Edenfield Road (West)

Lat/Long

lat 53.622267° lon -2.197122°

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement A.1: Left from A680 Edenfield Road (East) to Bagslate Moor Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	38	0	4	1	0	0	43	43.50
0715 - 0730	0	0	49	0	8	0	0	1	58	59.00
0730 - 0745	0	0	54	0	13	2	0	3	72	76.00
0745 - 0800	0	0	47	0	10	0	0	1	58	59.00
Hourly Total	0	0	188	0	35	3	0	5	231	237.50
Hourly Average	0.00	0.00	47.00	0.00	8.75	0.75	0.00	1.25	57.75	59.38
0800 - 0815	0	0	74	0	6	0	1	0	81	82.30
0815 - 0830	0	0	69	0	10	0	0	0	79	79.00
0830 - 0845	0	0	93	0	6	1	1	1	102	104.80
0845 - 0900	0	0	62	0	7	1	0	2	72	74.50
Hourly Total	0	0	298	0	29	2	2	3	334	340.60
Hourly Average	0.00	0.00	74.50	0.00	7.25	0.50	0.50	0.75	83.50	85.15
0900 - 0915	0	0	72	0	12	1	0	0	85	85.50
0915 - 0930	1	0	53	0	10	0	0	1	65	65.20
0930 - 0945	0	0	44	0	7	0	0	0	51	51.00
0945 - 1000	0	0	38	0	9	0	0	2	49	51.00
Hourly Total	1	0	207	0	38	1	0	3	250	252.70
Hourly Average	0.25	0.00	51.75	0.00	9.50	0.25	0.00	0.75	62.50	63.18
Session Total	1	0	693	0	102	6	2	11	815	830.80
Session Average	0.08	0.00	57.75	0.00	8.50	0.50	0.17	0.92	67.92	69.23

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement A.1: Left from A680 Edenfield Road (East) to Bagslate Moor Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	68	0	1	1	0	1	71	72.50
1615 - 1630	0	0	69	0	6	0	0	1	76	77.00
1630 - 1645	0	0	82	0	4	0	0	0	86	86.00
1645 - 1700	0	0	69	0	3	1	0	2	75	77.50
Hourly Total	0	0	288	0	14	2	0	4	308	313.00
Hourly Average	0.00	0.00	72.00	0.00	3.50	0.50	0.00	1.00	77.00	78.25
1700 - 1715	0	1	46	0	3	0	0	1	51	51.40
1715 - 1730	0	0	71	0	6	0	0	0	77	77.00
1730 - 1745	0	0	70	0	5	0	0	1	76	77.00
1745 - 1800	0	0	54	0	4	0	0	0	58	58.00
Hourly Total	0	1	241	0	18	0	0	2	262	263.40
Hourly Average	0.00	0.25	60.25	0.00	4.50	0.00	0.00	0.50	65.50	65.85
1800 - 1815	0	0	63	0	5	0	0	1	69	70.00
1815 - 1830	0	0	66	0	4	1	0	1	72	73.50
1830 - 1845	0	0	55	1	1	0	0	1	58	59.00
1845 - 1900	0	0	38	0	1	0	0	0	39	39.00
Hourly Total	0	0	222	1	11	1	0	3	238	241.50
Hourly Average	0.00	0.00	55.50	0.25	2.75	0.25	0.00	0.75	59.50	60.38
Session Total	0	1	751	1	43	3	0	9	808	817.90
Session Average	0.00	0.08	62.58	0.08	3.58	0.25	0.00	0.75	67.33	68.16

Rochdale

Classified Junction Count

Site 1 of 9A680 Edenfield Road (East)
Bagslate Moor Road
A680 Edenfield Road (West)**Lat/Long**

lat 53.622267° lon -2.197122°

Date

Thursday 15 May 2025

WeatherCloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement A.2: Westbound from A680 Edenfield Road (East) to A680 Edenfield Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	59	1	15	2	0	1	79	80.40
0715 - 0730	0	0	92	1	19	1	1	1	115	117.80
0730 - 0745	0	0	80	1	20	2	0	1	104	106.00
0745 - 0800	0	1	101	1	25	2	0	0	130	130.40
Hourly Total	0	2	332	4	79	7	1	3	428	434.60
Hourly Average	0.00	0.50	83.00	1.00	19.75	1.75	0.25	0.75	107.00	108.65
0800 - 0815	1	0	129	0	16	1	0	0	147	146.70
0815 - 0830	0	0	135	0	16	0	0	0	151	151.00
0830 - 0845	0	0	110	0	10	4	1	1	126	130.30
0845 - 0900	0	0	90	0	17	2	1	0	110	112.30
Hourly Total	1	0	464	0	59	7	2	1	534	540.30
Hourly Average	0.25	0.00	116.00	0.00	14.75	1.75	0.50	0.25	133.50	135.08
0900 - 0915	0	0	61	0	13	2	0	0	76	77.00
0915 - 0930	1	0	75	0	15	2	0	0	93	93.20
0930 - 0945	1	1	69	0	17	1	0	0	89	88.10
0945 - 1000	0	1	69	1	11	0	1	0	83	83.70
Hourly Total	2	2	274	1	56	5	1	0	341	342.00
Hourly Average	0.50	0.50	68.50	0.25	14.00	1.25	0.25	0.00	85.25	85.50
Session Total	3	4	1070	5	194	19	4	4	1303	1316.90
Session Average	0.25	0.33	89.17	0.42	16.17	1.58	0.33	0.33	108.58	109.74

Date

Thursday 15 May 2025

WeatherCloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement A.2: Westbound from A680 Edenfield Road (East) to A680 Edenfield Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	124	0	22	0	0	0	147	146.20
1615 - 1630	0	0	185	0	18	1	0	0	204	204.50
1630 - 1645	0	1	131	0	14	2	1	0	149	150.70
1645 - 1700	0	2	179	0	13	0	0	0	194	192.80
Hourly Total	1	3	619	0	67	3	1	0	694	694.20
Hourly Average	0.25	0.75	154.75	0.00	16.75	0.75	0.25	0.00	173.50	173.55
1700 - 1715	0	0	145	1	12	1	0	0	159	159.50
1715 - 1730	1	2	141	0	16	1	0	0	161	159.50
1730 - 1745	2	0	131	0	3	0	0	0	136	134.40
1745 - 1800	1	0	142	0	7	2	0	0	152	152.20
Hourly Total	4	2	559	1	38	4	0	0	608	605.60
Hourly Average	1.00	0.50	139.75	0.25	9.50	1.00	0.00	0.00	152.00	151.40
1800 - 1815	1	1	120	0	9	0	0	0	131	129.60
1815 - 1830	0	0	114	0	2	0	0	1	117	118.00
1830 - 1845	1	1	104	0	2	0	0	0	108	106.60
1845 - 1900	0	1	89	0	1	0	0	0	91	90.40
Hourly Total	2	3	427	0	14	0	0	1	447	444.60
Hourly Average	0.50	0.75	106.75	0.00	3.50	0.00	0.00	0.25	111.75	111.15
Session Total	7	8	1605	1	119	7	1	1	1749	1744.40
Session Average	0.58	0.67	133.75	0.08	9.92	0.58	0.08	0.08	145.75	145.37

Classified Junction Count

A680 Edenfield Road (East)
Bagslate Moor Road
A680 Edenfield Road (West)

lat 53.622267° lon -2.197122°

Thursday 15 May 2025

Cloudy
Temp: 7°C

[illegible]

Thursday 15 May 2025

Cloudy
Temp: 15°C

[illegible]

Rochdale

Classified Junction Count

Site 1 of 9

A680 Edenfield Road (East)
 Bagslate Moor Road
 A680 Edenfield Road (West)

Lat/Long

lat 53.622267° lon -2.197122°

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement A.4: Left from Bagslate Moor Road to A680 Edenfield Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	10	0	0	2	0	0	12	13.00
0715 - 0730	0	1	13	0	2	0	0	0	16	15.40
0730 - 0745	0	0	21	0	3	0	0	0	24	24.00
0745 - 0800	0	0	13	0	2	0	0	0	15	15.00
Hourly Total	0	1	57	0	7	2	0	0	67	67.40
Hourly Average	0.00	0.25	14.25	0.00	1.75	0.50	0.00	0.00	16.75	16.85
0800 - 0815	0	0	30	0	3	0	0	0	33	33.00
0815 - 0830	0	0	32	0	1	1	1	0	35	36.80
0830 - 0845	0	0	17	0	0	0	0	0	17	17.00
0845 - 0900	0	0	12	0	3	0	0	0	15	15.00
Hourly Total	0	0	91	0	7	1	1	0	100	101.80
Hourly Average	0.00	0.00	22.75	0.00	1.75	0.25	0.25	0.00	25.00	25.45
0900 - 0915	0	0	29	0	3	1	1	0	34	35.80
0915 - 0930	0	0	19	0	0	0	0	0	19	19.00
0930 - 0945	0	0	7	0	1	0	0	0	8	8.00
0945 - 1000	0	1	6	0	0	0	0	0	7	6.40
Hourly Total	0	1	61	0	4	1	1	0	68	69.20
Hourly Average	0.00	0.25	15.25	0.00	1.00	0.25	0.25	0.00	17.00	17.30
Session Total	0	2	209	0	18	4	2	0	235	238.40
Session Average	0.00	0.17	17.42	0.00	1.50	0.33	0.17	0.00	19.58	19.87

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement A.4: Left from Bagslate Moor Road to A680 Edenfield Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	36	0	4	0	0	0	41	40.20
1615 - 1630	0	0	37	0	1	0	0	0	38	38.00
1630 - 1645	0	0	32	0	4	1	0	1	38	39.50
1645 - 1700	0	0	35	0	3	0	0	0	38	38.00
Hourly Total	1	0	140	0	12	1	0	1	155	155.70
Hourly Average	0.25	0.00	35.00	0.00	3.00	0.25	0.00	0.25	38.75	38.93
1700 - 1715	0	0	40	0	5	0	0	0	45	45.00
1715 - 1730	0	0	40	0	2	0	0	0	42	42.00
1730 - 1745	0	0	38	0	2	0	0	0	40	40.00
1745 - 1800	0	0	42	0	1	0	0	0	43	43.00
Hourly Total	0	0	160	0	10	0	0	0	170	170.00
Hourly Average	0.00	0.00	40.00	0.00	2.50	0.00	0.00	0.00	42.50	42.50
1800 - 1815	0	0	32	0	0	0	0	0	32	32.00
1815 - 1830	0	0	40	0	1	0	0	0	41	41.00
1830 - 1845	3	0	35	0	3	0	0	0	41	38.60
1845 - 1900	0	0	31	0	0	0	0	0	31	31.00
Hourly Total	3	0	138	0	4	0	0	0	145	142.60
Hourly Average	0.75	0.00	34.50	0.00	1.00	0.00	0.00	0.00	36.25	35.65
Session Total	4	0	438	0	26	1	0	1	470	468.30
Session Average	0.33	0.00	36.50	0.00	2.17	0.08	0.00	0.08	39.17	39.03

Rochdale

Classified Junction Count

Site 1 of 9

A680 Edenfield Road (East)

Bagslate Moor Road

A680 Edenfield Road (West)

Lat/Long

lat 53.622267° lon -2.197122°

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement A.5: Right from Bagslate Moor Road to A680 Edenfield Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	36	0	6	1	0	0	44	43.70
0715 - 0730	0	0	48	0	4	0	0	0	52	52.00
0730 - 0745	0	0	52	0	4	0	0	0	56	56.00
0745 - 0800	0	0	78	0	8	1	0	0	87	87.50
Hourly Total	1	0	214	0	22	2	0	0	239	239.20
Hourly Average	0.25	0.00	53.50	0.00	5.50	0.50	0.00	0.00	59.75	59.80
0800 - 0815	0	0	70	0	5	1	0	0	76	76.50
0815 - 0830	0	0	90	0	7	2	0	0	99	100.00
0830 - 0845	0	0	89	0	6	1	0	0	96	96.50
0845 - 0900	0	0	58	0	2	0	0	0	60	60.00
Hourly Total	0	0	307	0	20	4	0	0	331	333.00
Hourly Average	0.00	0.00	76.75	0.00	5.00	1.00	0.00	0.00	82.75	83.25
0900 - 0915	0	0	69	0	2	0	0	0	71	71.00
0915 - 0930	0	0	50	0	3	0	0	0	53	53.00
0930 - 0945	0	0	50	0	3	0	0	0	53	53.00
0945 - 1000	0	0	46	0	7	0	1	0	54	55.30
Hourly Total	0	0	215	0	15	0	1	0	231	232.30
Hourly Average	0.00	0.00	53.75	0.00	3.75	0.00	0.25	0.00	57.75	58.08
Session Total	1	0	736	0	57	6	1	0	801	804.50
Session Average	0.08	0.00	61.33	0.00	4.75	0.50	0.08	0.00	66.75	67.04

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement A.5: Right from Bagslate Moor Road to A680 Edenfield Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	67	0	4	0	0	0	71	71.00
1615 - 1630	0	0	54	0	10	0	0	0	64	64.00
1630 - 1645	0	0	70	0	10	0	0	1	81	82.00
1645 - 1700	1	0	44	0	9	0	0	0	54	53.20
Hourly Total	1	0	235	0	33	0	0	1	270	270.20
Hourly Average	0.25	0.00	58.75	0.00	8.25	0.00	0.00	0.25	67.50	67.55
1700 - 1715	0	0	67	0	11	1	0	0	79	79.50
1715 - 1730	0	0	48	0	11	0	0	0	59	59.00
1730 - 1745	0	0	64	0	8	0	0	0	72	72.00
1745 - 1800	0	0	70	0	5	0	0	0	75	75.00
Hourly Total	0	0	249	0	35	1	0	0	285	285.50
Hourly Average	0.00	0.00	62.25	0.00	8.75	0.25	0.00	0.00	71.25	71.38
1800 - 1815	0	0	79	0	5	0	0	0	84	84.00
1815 - 1830	1	0	59	0	9	0	0	0	69	68.20
1830 - 1845	0	0	62	1	8	0	0	0	71	71.00
1845 - 1900	1	0	88	0	4	0	0	0	93	92.20
Hourly Total	2	0	288	1	26	0	0	0	317	315.40
Hourly Average	0.50	0.00	72.00	0.25	6.50	0.00	0.00	0.00	79.25	78.85
Session Total	3	0	772	1	94	1	0	1	872	871.10
Session Average	0.25	0.00	64.33	0.08	7.83	0.08	0.00	0.08	72.67	72.59

Classified Junction Count

A680 Edenfield Road (East)
Bagslate Moor Road
A680 Edenfield Road (West)

lat 53.622267° lon -2.197122°

Thursday 15 May 2025

Cloudy
Temp: 7°C

[illegible]

Thursday 15 May 2025

Cloudy
Temp: 15°C

[illegible]

Rochdale

Classified Junction Count

Site 1 of 9

A680 Edenfield Road (East)
 Bagslate Moor Road
 A680 Edenfield Road (West)

Lat/Long

lat 53.622267° lon -2.197122°

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement A.7: Eastbound from A680 Edenfield Road (West) to A680 Edenfield Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	82	0	13	2	1	0	98	100.30
0715 - 0730	0	1	120	1	8	1	0	1	132	132.90
0730 - 0745	0	1	164	0	18	0	1	1	185	186.70
0745 - 0800	0	0	166	0	20	1	1	2	190	193.80
Hourly Total	0	2	532	1	59	4	3	4	605	613.70
Hourly Average	0.00	0.50	133.00	0.25	14.75	1.00	0.75	1.00	151.25	153.43
0800 - 0815	1	0	131	0	17	0	0	1	150	150.20
0815 - 0830	2	0	133	0	12	0	0	0	147	145.40
0830 - 0845	0	0	106	1	3	2	0	1	113	115.00
0845 - 0900	0	0	156	0	8	2	1	0	167	169.30
Hourly Total	3	0	526	1	40	4	1	2	577	579.90
Hourly Average	0.75	0.00	131.50	0.25	10.00	1.00	0.25	0.50	144.25	144.98
0900 - 0915	2	0	110	0	13	1	1	2	129	131.20
0915 - 0930	0	0	93	0	11	2	0	0	106	107.00
0930 - 0945	0	0	90	0	13	2	1	1	107	110.30
0945 - 1000	0	0	90	0	11	1	2	1	105	109.10
Hourly Total	2	0	383	0	48	6	4	4	447	457.60
Hourly Average	0.50	0.00	95.75	0.00	12.00	1.50	1.00	1.00	111.75	114.40
Session Total	5	2	1441	2	147	14	8	10	1629	1651.20
Session Average	0.42	0.17	120.08	0.17	12.25	1.17	0.67	0.83	135.75	137.60

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement A.7: Eastbound from A680 Edenfield Road (West) to A680 Edenfield Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	3	81	0	12	1	0	1	98	97.70
1615 - 1630	0	2	128	0	19	0	1	1	151	152.10
1630 - 1645	0	0	111	0	8	1	0	0	120	120.50
1645 - 1700	0	1	103	0	14	1	1	1	121	123.20
Hourly Total	0	6	423	0	53	3	2	3	490	493.50
Hourly Average	0.00	1.50	105.75	0.00	13.25	0.75	0.50	0.75	122.50	123.38
1700 - 1715	0	0	101	0	18	0	2	1	122	125.60
1715 - 1730	0	0	109	0	12	0	0	1	122	123.00
1730 - 1745	0	2	114	0	6	1	1	1	125	126.60
1745 - 1800	0	0	122	0	12	1	0	0	135	135.50
Hourly Total	0	2	446	0	48	2	3	3	504	510.70
Hourly Average	0.00	0.50	111.50	0.00	12.00	0.50	0.75	0.75	126.00	127.68
1800 - 1815	0	0	113	0	3	0	0	1	117	118.00
1815 - 1830	0	0	112	0	3	1	0	0	116	116.50
1830 - 1845	0	0	103	0	3	1	0	3	110	113.50
1845 - 1900	0	0	106	0	7	0	0	2	115	117.00
Hourly Total	0	0	434	0	16	2	0	6	458	465.00
Hourly Average	0.00	0.00	108.50	0.00	4.00	0.50	0.00	1.50	114.50	116.25
Session Total	0	8	1303	0	117	7	5	12	1452	1469.20
Session Average	0.00	0.67	108.58	0.00	9.75	0.58	0.42	1.00	121.00	122.43

Rochdale

Classified Junction Count

Site 1 of 9

A680 Edenfield Road (East)
 Bagslate Moor Road
 A680 Edenfield Road (West)

Lat/Long

lat 53.622267° lon -2.197122°

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement A.8: Right from A680 Edenfield Road (West) to Bagslate Moor Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	35	0	4	0	0	2	41	43.00
0715 - 0730	0	1	47	0	3	0	0	0	51	50.40
0730 - 0745	0	0	43	1	3	1	0	4	52	56.50
0745 - 0800	0	1	36	0	3	0	0	1	41	41.40
Hourly Total	0	2	161	1	13	1	0	7	185	191.30
Hourly Average	0.00	0.50	40.25	0.25	3.25	0.25	0.00	1.75	46.25	47.83
0800 - 0815	0	0	33	0	4	0	0	1	38	39.00
0815 - 0830	0	1	28	0	2	0	0	1	32	32.40
0830 - 0845	0	0	25	0	4	0	0	1	30	31.00
0845 - 0900	0	0	24	0	3	0	0	0	27	27.00
Hourly Total	0	1	110	0	13	0	0	3	127	129.40
Hourly Average	0.00	0.25	27.50	0.00	3.25	0.00	0.00	0.75	31.75	32.35
0900 - 0915	0	0	19	0	3	1	0	1	24	25.50
0915 - 0930	0	0	12	0	3	0	0	0	15	15.00
0930 - 0945	0	0	23	0	3	0	0	2	28	30.00
0945 - 1000	0	0	25	0	1	0	0	0	26	26.00
Hourly Total	0	0	79	0	10	1	0	3	93	96.50
Hourly Average	0.00	0.00	19.75	0.00	2.50	0.25	0.00	0.75	23.25	24.13
Session Total	0	3	350	1	36	2	0	13	405	417.20
Session Average	0.00	0.25	29.17	0.08	3.00	0.17	0.00	1.08	33.75	34.77

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement A.8: Right from A680 Edenfield Road (West) to Bagslate Moor Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	30	0	2	0	0	1	33	34.00
1615 - 1630	0	1	29	0	2	0	0	0	32	31.40
1630 - 1645	0	0	41	0	5	0	0	3	49	52.00
1645 - 1700	0	1	24	0	1	0	0	1	27	27.40
Hourly Total	0	2	124	0	10	0	0	5	141	144.80
Hourly Average	0.00	0.50	31.00	0.00	2.50	0.00	0.00	1.25	35.25	36.20
1700 - 1715	0	1	25	0	3	1	0	1	31	31.90
1715 - 1730	0	0	16	1	1	0	0	0	18	18.00
1730 - 1745	1	0	21	0	3	1	0	0	26	25.70
1745 - 1800	0	0	23	0	1	0	0	2	26	28.00
Hourly Total	1	1	85	1	8	2	0	3	101	103.60
Hourly Average	0.25	0.25	21.25	0.25	2.00	0.50	0.00	0.75	25.25	25.90
1800 - 1815	0	0	24	0	3	0	0	0	27	27.00
1815 - 1830	0	0	25	0	4	0	0	1	30	31.00
1830 - 1845	0	0	15	0	0	0	0	0	15	15.00
1845 - 1900	0	0	16	0	2	0	0	1	19	20.00
Hourly Total	0	0	80	0	9	0	0	2	91	93.00
Hourly Average	0.00	0.00	20.00	0.00	2.25	0.00	0.00	0.50	22.75	23.25
Session Total	1	3	289	1	27	2	0	10	333	341.40
Session Average	0.08	0.25	24.08	0.08	2.25	0.17	0.00	0.83	27.75	28.45

Rochdale

Classified Junction Count

Site 1 of 9

A680 Edenfield Road (East)

Bagslate Moor Road

A680 Edenfield Road (West)

Lat/Long

lat 53.622267° lon -2.197122°

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement A.9: U-Turn from A680 Edenfield Road (West) to A680 Edenfield Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	3	0	0	0	0	0	3	3.00
Session Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement A.9: U-Turn from A680 Edenfield Road (West) to A680 Edenfield Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	7	0	1	0	0	0	8	8.00
Hourly Average	0.00	0.00	1.75	0.00	0.25	0.00	0.00	0.00	2.00	2.00
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	16	0	1	0	0	0	17	17.00
Session Average	0.00	0.00	1.33	0.00	0.08	0.00	0.00	0.00	1.42	1.42

Rochdale
Classified Junction Count

Site 2 of 9
Moorland Avenue
Bagslate Moor Road (East)
Bagslate Moor Road (West)

Lat/Long
lat 53.621575° lon -2.200338°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement B.1: Left from Moorland Avenue to Bagslate Moor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	1	0	0	0	0	0	2	1.20
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	1	0	1	0	1	0	0	0	3	2.20
Hourly Total	2	0	5	0	1	0	0	0	8	6.40
Hourly Average	0.50	0.00	1.25	0.00	0.25	0.00	0.00	0.00	2.00	1.60
0800 - 0815	0	0	2	0	0	0	1	0	3	4.30
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	1	0	7	8.30
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.25	0.00	1.75	2.08
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	1	0	1	2.30
Hourly Total	0	0	3	0	1	0	1	0	5	6.30
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.25	0.00	1.25	1.58
Session Total	2	0	14	0	2	0	2	0	20	21.00
Session Average	0.17	0.00	1.17	0.00	0.17	0.00	0.17	0.00	1.67	1.75

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement B.1: Left from Moorland Avenue to Bagslate Moor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	4	1	1	0	0	0	6	6.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	9	1	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.25	0.25	0.00	0.00	0.00	2.75	2.75
Session Total	0	0	22	1	2	0	0	0	25	25.00
Session Average	0.00	0.00	1.83	0.08	0.17	0.00	0.00	0.00	2.08	2.08

Rochdale
Classified Junction Count

Site 2 of 9
Moorland Avenue
Bagslate Moor Road (East)
Bagslate Moor Road (West)

Lat/Long
lat 53.621575° lon -2.200338°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement B.2: Right from Moorland Avenue to Bagslate Moor Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	32	0	3	1	1	0	37	38.80
0715 - 0730	0	1	39	0	1	1	0	0	42	41.90
0730 - 0745	1	0	49	0	3	0	1	0	54	54.50
0745 - 0800	1	0	52	0	4	0	0	0	57	56.20
Hourly Total	2	1	172	0	11	2	2	0	190	191.40
Hourly Average	0.50	0.25	43.00	0.00	2.75	0.50	0.50	0.00	47.50	47.85
0800 - 0815	0	0	48	0	7	2	2	0	59	62.60
0815 - 0830	1	1	46	0	9	0	0	0	57	55.60
0830 - 0845	0	1	30	0	5	0	0	0	36	35.40
0845 - 0900	0	0	58	0	7	0	1	0	66	67.30
Hourly Total	1	2	182	0	28	2	3	0	218	220.90
Hourly Average	0.25	0.50	45.50	0.00	7.00	0.50	0.75	0.00	54.50	55.23
0900 - 0915	0	0	28	0	5	2	0	0	35	36.00
0915 - 0930	0	0	25	0	1	0	0	0	26	26.00
0930 - 0945	0	0	25	0	2	1	0	0	28	28.50
0945 - 1000	0	0	27	1	0	0	0	0	28	28.00
Hourly Total	0	0	105	1	8	3	0	0	117	118.50
Hourly Average	0.00	0.00	26.25	0.25	2.00	0.75	0.00	0.00	29.25	29.63
Session Total	3	3	459	1	47	7	5	0	525	530.80
Session Average	0.25	0.25	38.25	0.08	3.92	0.58	0.42	0.00	43.75	44.23

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement B.2: Right from Moorland Avenue to Bagslate Moor Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	40	0	8	0	0	1	49	50.00
1615 - 1630	0	1	27	0	4	1	0	0	33	32.90
1630 - 1645	0	0	33	0	2	0	0	0	35	35.00
1645 - 1700	0	0	36	0	3	1	0	0	40	40.50
Hourly Total	0	1	136	0	17	2	0	1	157	158.40
Hourly Average	0.00	0.25	34.00	0.00	4.25	0.50	0.00	0.25	39.25	39.60
1700 - 1715	0	0	27	0	1	0	0	0	28	28.00
1715 - 1730	0	0	47	0	2	0	0	0	49	49.00
1730 - 1745	0	0	31	0	2	0	0	0	33	33.00
1745 - 1800	1	0	34	0	2	0	0	0	37	36.20
Hourly Total	1	0	139	0	7	0	0	0	147	146.20
Hourly Average	0.25	0.00	34.75	0.00	1.75	0.00	0.00	0.00	36.75	36.55
1800 - 1815	0	0	38	0	3	1	0	0	42	42.50
1815 - 1830	0	0	48	0	1	0	0	0	49	49.00
1830 - 1845	0	0	26	0	1	0	0	0	27	27.00
1845 - 1900	0	0	31	0	3	0	0	0	34	34.00
Hourly Total	0	0	143	0	8	1	0	0	152	152.50
Hourly Average	0.00	0.00	35.75	0.00	2.00	0.25	0.00	0.00	38.00	38.13
Session Total	1	1	418	0	32	3	0	1	456	457.10
Session Average	0.08	0.08	34.83	0.00	2.67	0.25	0.00	0.08	38.00	38.09

Rochdale
Classified Junction Count

Site 2 of 9
Moorland Avenue
Bagslate Moor Road (East)
Bagslate Moor Road (West)

Lat/Long
lat 53.621575° lon -2.200338°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement B.3: Left from Bagslate Moor Road (East) to Bagslate Moor Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	70	0	8	1	0	2	81	83.50
0715 - 0730	0	0	97	0	12	0	0	1	110	111.00
0730 - 0745	0	1	98	0	18	2	0	7	126	133.40
0745 - 0800	0	1	86	0	11	0	0	2	100	101.40
Hourly Total	0	2	351	0	49	3	0	12	417	429.30
Hourly Average	0.00	0.50	87.75	0.00	12.25	0.75	0.00	3.00	104.25	107.33
0800 - 0815	0	0	107	0	12	0	0	1	120	121.00
0815 - 0830	0	0	100	0	11	0	0	1	112	113.00
0830 - 0845	0	0	117	0	8	1	1	2	129	132.80
0845 - 0900	0	0	80	0	10	1	0	2	93	95.50
Hourly Total	0	0	404	0	41	2	1	6	454	462.30
Hourly Average	0.00	0.00	101.00	0.00	10.25	0.50	0.25	1.50	113.50	115.58
0900 - 0915	0	0	98	0	16	2	0	1	117	119.00
0915 - 0930	1	0	63	0	11	0	0	1	76	76.20
0930 - 0945	0	0	71	0	9	0	0	2	82	84.00
0945 - 1000	0	0	54	0	12	0	0	2	68	70.00
Hourly Total	1	0	286	0	48	2	0	6	343	349.20
Hourly Average	0.25	0.00	71.50	0.00	12.00	0.50	0.00	1.50	85.75	87.30
Session Total	1	2	1041	0	138	7	1	24	1214	1240.80
Session Average	0.08	0.17	86.75	0.00	11.50	0.58	0.08	2.00	101.17	103.40

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement B.3: Left from Bagslate Moor Road (East) to Bagslate Moor Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	95	0	3	1	0	2	101	103.50
1615 - 1630	0	1	93	0	8	0	0	1	103	103.40
1630 - 1645	0	0	122	0	6	0	0	3	131	134.00
1645 - 1700	0	1	88	0	6	1	0	2	98	99.90
Hourly Total	0	2	398	0	23	2	0	8	433	440.80
Hourly Average	0.00	0.50	99.50	0.00	5.75	0.50	0.00	2.00	108.25	110.20
1700 - 1715	0	1	77	0	5	1	0	3	87	89.90
1715 - 1730	0	1	83	0	7	0	0	0	91	90.40
1730 - 1745	0	0	92	1	6	1	0	1	101	102.50
1745 - 1800	0	0	76	0	6	0	0	2	84	86.00
Hourly Total	0	2	328	1	24	2	0	6	363	368.80
Hourly Average	0.00	0.50	82.00	0.25	6.00	0.50	0.00	1.50	90.75	92.20
1800 - 1815	0	0	90	0	7	0	0	1	98	99.00
1815 - 1830	0	0	93	0	9	1	0	2	105	107.50
1830 - 1845	0	0	63	0	1	0	0	1	65	66.00
1845 - 1900	0	0	54	0	3	0	0	1	58	59.00
Hourly Total	0	0	300	0	20	1	0	5	326	331.50
Hourly Average	0.00	0.00	75.00	0.00	5.00	0.25	0.00	1.25	81.50	82.88
Session Total	0	4	1026	1	67	5	0	19	1122	1141.10
Session Average	0.00	0.33	85.50	0.08	5.58	0.42	0.00	1.58	93.50	95.09

Rochdale
Classified Junction Count

Site 2 of 9
Moorland Avenue
Bagslate Moor Road (East)
Bagslate Moor Road (West)

Lat/Long
lat 53.621575° lon -2.200338°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement B.4: Right from Bagslate Moor Road (East) to Moorland Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	0	0	0	0	2	2.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	1	0	1	0	0	3	3.50
Hourly Total	0	0	4	1	0	1	0	0	6	6.50
Hourly Average	0.00	0.00	1.00	0.25	0.00	0.25	0.00	0.00	1.50	1.63
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	1	0	1	0	3	4.30
0830 - 0845	0	1	0	0	0	0	0	0	1	0.40
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	1	3	0	1	0	1	0	6	6.70
Hourly Average	0.00	0.25	0.75	0.00	0.25	0.00	0.25	0.00	1.50	1.68
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	1	9	1	1	1	1	0	14	15.20
Session Average	0.00	0.08	0.75	0.08	0.08	0.08	0.08	0.00	1.17	1.27

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement B.4: Right from Bagslate Moor Road (East) to Moorland Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	6	0	1	0	0	0	7	7.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
1700 - 1715	0	0	3	0	1	0	0	0	4	4.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	2	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.00	1.25	1.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
Session Total	0	0	17	1	3	0	0	0	21	21.00
Session Average	0.00	0.00	1.42	0.08	0.25	0.00	0.00	0.00	1.75	1.75

Rochdale
Classified Junction Count

Site 2 of 9
Moorland Avenue
Bagslate Moor Road (East)
Bagslate Moor Road (West)

Lat/Long
lat 53.621575° lon -2.200338°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement B.5: Left from Bagslate Moor Road (West) to Moorland Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	18	0	2	0	0	3	23	26.00
0715 - 0730	0	0	26	0	5	0	0	1	32	33.00
0730 - 0745	0	0	27	0	6	1	1	3	38	42.80
0745 - 0800	0	0	26	0	5	1	0	2	34	36.50
Hourly Total	0	0	97	0	18	2	1	9	127	138.30
Hourly Average	0.00	0.00	24.25	0.00	4.50	0.50	0.25	2.25	31.75	34.58
0800 - 0815	0	0	42	0	5	0	0	1	48	49.00
0815 - 0830	0	0	40	0	6	1	0	1	48	49.50
0830 - 0845	0	0	36	1	11	1	0	2	51	53.50
0845 - 0900	0	0	29	0	4	1	0	0	34	34.50
Hourly Total	0	0	147	1	26	3	0	4	181	186.50
Hourly Average	0.00	0.00	36.75	0.25	6.50	0.75	0.00	1.00	45.25	46.63
0900 - 0915	0	0	24	0	2	1	0	2	29	31.50
0915 - 0930	0	0	30	0	2	0	0	1	33	34.00
0930 - 0945	0	0	17	0	6	0	0	2	25	27.00
0945 - 1000	0	0	21	0	8	0	0	1	30	31.00
Hourly Total	0	0	92	0	18	1	0	6	117	123.50
Hourly Average	0.00	0.00	23.00	0.00	4.50	0.25	0.00	1.50	29.25	30.88
Session Total	0	0	336	1	62	6	1	19	425	448.30
Session Average	0.00	0.00	28.00	0.08	5.17	0.50	0.08	1.58	35.42	37.36

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement B.5: Left from Bagslate Moor Road (West) to Moorland Avenue								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	46	0	3	1	0	1	51	52.50
1615 - 1630	0	1	57	0	5	0	0	3	66	68.40
1630 - 1645	0	1	62	0	11	2	0	1	77	78.40
1645 - 1700	0	0	76	0	6	1	0	2	85	87.50
Hourly Total	0	2	241	0	25	4	0	7	279	286.80
Hourly Average	0.00	0.50	60.25	0.00	6.25	1.00	0.00	1.75	69.75	71.70
1700 - 1715	0	0	60	0	8	0	0	1	69	70.00
1715 - 1730	2	0	69	0	5	0	0	1	77	76.40
1730 - 1745	0	0	47	0	1	0	0	2	50	52.00
1745 - 1800	0	1	61	0	6	0	0	2	70	71.40
Hourly Total	2	1	237	0	20	0	0	6	266	269.80
Hourly Average	0.50	0.25	59.25	0.00	5.00	0.00	0.00	1.50	66.50	67.45
1800 - 1815	0	0	53	0	3	1	0	1	58	59.50
1815 - 1830	0	0	50	0	2	1	0	0	53	53.50
1830 - 1845	0	0	39	0	2	1	0	3	45	48.50
1845 - 1900	0	0	41	0	4	0	0	2	47	49.00
Hourly Total	0	0	183	0	11	3	0	6	203	210.50
Hourly Average	0.00	0.00	45.75	0.00	2.75	0.75	0.00	1.50	50.75	52.63
Session Total	2	3	661	0	56	7	0	19	748	767.10
Session Average	0.17	0.25	55.08	0.00	4.67	0.58	0.00	1.58	62.33	63.93

Rochdale
Classified Junction Count

Site 2 of 9
Moorland Avenue
Bagslate Moor Road (East)
Bagslate Moor Road (West)

Lat/Long
lat 53.621575° lon -2.200338°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement B.6: Right from Bagslate Moor Road (West) to Bagslate Moor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	40	0	5	3	0	0	48	49.50
0715 - 0730	0	1	59	0	6	0	0	0	66	65.40
0730 - 0745	0	0	72	0	9	0	0	0	81	81.00
0745 - 0800	0	0	88	0	8	1	0	0	97	97.50
Hourly Total	0	1	259	0	28	4	0	0	292	293.40
Hourly Average	0.00	0.25	64.75	0.00	7.00	1.00	0.00	0.00	73.00	73.35
0800 - 0815	0	0	104	0	9	1	0	0	114	114.50
0815 - 0830	0	0	119	0	5	4	0	0	128	130.00
0830 - 0845	0	0	101	0	7	0	0	0	108	108.00
0845 - 0900	0	0	73	0	6	1	0	0	80	80.50
Hourly Total	0	0	397	0	27	6	0	0	430	433.00
Hourly Average	0.00	0.00	99.25	0.00	6.75	1.50	0.00	0.00	107.50	108.25
0900 - 0915	0	0	93	0	5	0	1	0	99	100.30
0915 - 0930	0	0	68	0	2	0	0	0	70	70.00
0930 - 0945	0	1	56	0	4	0	0	0	61	60.40
0945 - 1000	0	0	54	0	7	0	0	0	61	61.00
Hourly Total	0	1	271	0	18	0	1	0	291	291.70
Hourly Average	0.00	0.25	67.75	0.00	4.50	0.00	0.25	0.00	72.75	72.93
Session Total	0	2	927	0	73	10	1	0	1013	1018.10
Session Average	0.00	0.17	77.25	0.00	6.08	0.83	0.08	0.00	84.42	84.84

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement B.6: Right from Bagslate Moor Road (West) to Bagslate Moor Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	103	0	8	0	0	0	112	111.20
1615 - 1630	0	0	91	0	14	0	0	0	105	105.00
1630 - 1645	1	0	107	0	13	1	0	2	124	125.70
1645 - 1700	0	0	88	0	11	1	0	0	100	100.50
Hourly Total	2	0	389	0	46	2	0	2	441	442.40
Hourly Average	0.50	0.00	97.25	0.00	11.50	0.50	0.00	0.50	110.25	110.60
1700 - 1715	0	0	101	0	18	0	0	0	119	119.00
1715 - 1730	0	0	85	0	12	0	0	0	97	97.00
1730 - 1745	0	0	102	0	9	0	0	0	111	111.00
1745 - 1800	0	0	109	0	5	0	0	0	114	114.00
Hourly Total	0	0	397	0	44	0	0	0	441	441.00
Hourly Average	0.00	0.00	99.25	0.00	11.00	0.00	0.00	0.00	110.25	110.25
1800 - 1815	0	0	106	0	7	0	0	0	113	113.00
1815 - 1830	1	0	91	0	9	0	0	0	101	100.20
1830 - 1845	3	0	101	0	8	0	0	0	112	109.60
1845 - 1900	1	0	114	0	5	0	0	0	120	119.20
Hourly Total	5	0	412	0	29	0	0	0	446	442.00
Hourly Average	1.25	0.00	103.00	0.00	7.25	0.00	0.00	0.00	111.50	110.50
Session Total	7	0	1198	0	119	2	0	2	1328	1325.40
Session Average	0.58	0.00	99.83	0.00	9.92	0.17	0.00	0.17	110.67	110.45

Rochdale
Classified Junction Count

Site 3 of 9
Bagslate Moor Road (North)
Bagslate Moor Road (South)
Clay Lane

Lat/Long
lat 53.620486° lon -2.202612°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement C.1: Left from Bagslate Moor Road (North) to Bagslate Moor Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	103	0	14	2	1	2	122	126.30
0715 - 0730	0	1	134	0	13	0	0	1	149	149.40
0730 - 0745	0	1	153	0	16	1	1	7	179	187.20
0745 - 0800	1	1	140	0	14	0	0	3	159	160.60
Hourly Total	1	3	530	0	57	3	2	13	609	623.50
Hourly Average	0.25	0.75	132.50	0.00	14.25	0.75	0.50	3.25	152.25	155.88
0800 - 0815	0	0	147	0	17	2	2	2	170	175.60
0815 - 0830	1	1	144	0	17	0	0	1	164	163.60
0830 - 0845	0	0	134	0	15	0	1	2	152	155.30
0845 - 0900	0	1	139	0	17	1	1	1	160	162.20
Hourly Total	1	2	564	0	66	3	4	6	646	656.70
Hourly Average	0.25	0.50	141.00	0.00	16.50	0.75	1.00	1.50	161.50	164.18
0900 - 0915	0	0	130	0	18	4	0	1	153	156.00
0915 - 0930	1	0	78	0	10	0	0	2	91	92.20
0930 - 0945	0	0	93	0	9	1	0	2	105	107.50
0945 - 1000	0	0	71	1	12	0	0	1	85	86.00
Hourly Total	1	0	372	1	49	5	0	6	434	441.70
Hourly Average	0.25	0.00	93.00	0.25	12.25	1.25	0.00	1.50	108.50	110.43
Session Total	3	5	1466	1	172	11	6	25	1689	1721.90
Session Average	0.25	0.42	122.17	0.08	14.33	0.92	0.50	2.08	140.75	143.49

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement C.1: Left from Bagslate Moor Road (North) to Bagslate Moor Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	115	0	10	1	0	3	129	132.50
1615 - 1630	0	2	91	0	8	1	0	1	103	103.30
1630 - 1645	0	0	131	0	7	0	0	3	141	144.00
1645 - 1700	0	1	104	0	9	2	0	3	119	122.40
Hourly Total	0	3	441	0	34	4	0	10	492	502.20
Hourly Average	0.00	0.75	110.25	0.00	8.50	1.00	0.00	2.50	123.00	125.55
1700 - 1715	0	1	90	0	8	1	0	2	102	103.90
1715 - 1730	0	1	107	0	7	0	0	0	115	114.40
1730 - 1745	0	0	95	0	6	1	0	1	103	104.50
1745 - 1800	1	0	91	0	7	0	0	3	102	104.20
Hourly Total	1	2	383	0	28	2	0	6	422	427.00
Hourly Average	0.25	0.50	95.75	0.00	7.00	0.50	0.00	1.50	105.50	106.75
1800 - 1815	0	0	88	0	6	1	0	1	96	97.50
1815 - 1830	0	0	105	0	9	0	0	1	115	116.00
1830 - 1845	0	0	65	0	0	0	0	1	66	67.00
1845 - 1900	0	0	68	0	3	0	0	2	73	75.00
Hourly Total	0	0	326	0	18	1	0	5	350	355.50
Hourly Average	0.00	0.00	81.50	0.00	4.50	0.25	0.00	1.25	87.50	88.88
Session Total	1	5	1150	0	80	7	0	21	1264	1284.70
Session Average	0.08	0.42	95.83	0.00	6.67	0.58	0.00	1.75	105.33	107.06

Rochdale
Classified Junction Count

Site 3 of 9
Bagslate Moor Road (North)
Bagslate Moor Road (South)
Clay Lane

Lat/Long
lat 53.620486° lon -2.202612°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement C.2: Right from Bagslate Moor Road (North) to Clay Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	9	0	1	0	0	0	10	10.00
0715 - 0730	0	0	11	0	1	0	0	0	12	12.00
0730 - 0745	0	0	8	0	4	2	0	1	15	17.00
0745 - 0800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	35	0	7	2	0	1	45	47.00
Hourly Average	0.00	0.00	8.75	0.00	1.75	0.50	0.00	0.25	11.25	11.75
0800 - 0815	0	0	9	0	1	0	0	0	10	10.00
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	17	0	3	0	0	0	20	20.00
0845 - 0900	0	0	12	0	2	1	0	1	16	17.50
Hourly Total	0	0	49	0	6	1	0	1	57	58.50
Hourly Average	0.00	0.00	12.25	0.00	1.50	0.25	0.00	0.25	14.25	14.63
0900 - 0915	0	0	14	0	2	0	0	0	16	16.00
0915 - 0930	0	0	7	0	2	0	0	0	9	9.00
0930 - 0945	0	0	10	0	1	0	0	0	11	11.00
0945 - 1000	0	0	3	0	3	0	0	1	7	8.00
Hourly Total	0	0	34	0	8	0	0	1	43	44.00
Hourly Average	0.00	0.00	8.50	0.00	2.00	0.00	0.00	0.25	10.75	11.00
Session Total	0	0	118	0	21	3	0	3	145	149.50
Session Average	0.00	0.00	9.83	0.00	1.75	0.25	0.00	0.25	12.08	12.46

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement C.2: Right from Bagslate Moor Road (North) to Clay Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	24	0	0	0	0	0	24	24.00
1615 - 1630	0	0	20	0	3	0	0	0	23	23.00
1630 - 1645	0	0	26	0	2	0	0	0	28	28.00
1645 - 1700	0	0	20	0	1	0	0	0	21	21.00
Hourly Total	0	0	90	0	6	0	0	0	96	96.00
Hourly Average	0.00	0.00	22.50	0.00	1.50	0.00	0.00	0.00	24.00	24.00
1700 - 1715	0	0	13	0	1	0	0	1	15	16.00
1715 - 1730	1	0	22	0	0	0	0	0	23	22.20
1730 - 1745	0	0	26	0	0	0	0	0	26	26.00
1745 - 1800	0	0	18	1	1	0	0	0	20	20.00
Hourly Total	1	0	79	1	2	0	0	1	84	84.20
Hourly Average	0.25	0.00	19.75	0.25	0.50	0.00	0.00	0.25	21.00	21.05
1800 - 1815	0	0	30	0	1	0	0	0	31	31.00
1815 - 1830	0	0	19	0	4	0	0	1	24	25.00
1830 - 1845	0	0	20	0	0	1	0	0	21	21.50
1845 - 1900	0	0	16	0	2	0	0	0	18	18.00
Hourly Total	0	0	85	0	7	1	0	1	94	95.50
Hourly Average	0.00	0.00	21.25	0.00	1.75	0.25	0.00	0.25	23.50	23.88
Session Total	1	0	254	1	15	1	0	2	274	275.70
Session Average	0.08	0.00	21.17	0.08	1.25	0.08	0.00	0.17	22.83	22.98

Rochdale
Classified Junction Count

Site 3 of 9
Bagslate Moor Road (North)
Bagslate Moor Road (South)
Clay Lane

Lat/Long
lat 53.620486° lon -2.202612°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement C.3: Left from Bagslate Moor Road (South) to Clay Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	3	0	2	0	0	0	5	5.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.00	0.50	0.00	0.00	0.00	2.50	2.50
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	3	0	1	0	0	0	4	4.00
0830 - 0845	0	0	4	0	1	0	0	1	6	7.00
0845 - 0900	0	0	2	1	1	1	0	0	5	5.50
Hourly Total	0	0	11	1	4	1	0	1	18	19.50
Hourly Average	0.00	0.00	2.75	0.25	1.00	0.25	0.00	0.25	4.50	4.88
0900 - 0915	0	0	5	0	2	0	0	0	7	7.00
0915 - 0930	0	0	3	0	3	0	0	0	6	6.00
0930 - 0945	0	0	5	0	1	0	0	0	6	6.00
0945 - 1000	0	0	4	0	1	1	0	0	6	6.50
Hourly Total	0	0	17	0	7	1	0	0	25	25.50
Hourly Average	0.00	0.00	4.25	0.00	1.75	0.25	0.00	0.00	6.25	6.38
Session Total	0	0	36	1	13	2	0	1	53	55.00
Session Average	0.00	0.00	3.00	0.08	1.08	0.17	0.00	0.08	4.42	4.58

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement C.3: Left from Bagslate Moor Road (South) to Clay Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	1	0	0	0	13	13.00
1615 - 1630	0	0	14	0	0	0	0	0	14	14.00
1630 - 1645	1	0	18	0	2	0	0	0	21	20.20
1645 - 1700	0	0	16	0	0	1	0	0	17	17.50
Hourly Total	1	0	60	0	3	1	0	0	65	64.70
Hourly Average	0.25	0.00	15.00	0.00	0.75	0.25	0.00	0.00	16.25	16.18
1700 - 1715	0	1	9	0	2	0	0	0	12	11.40
1715 - 1730	0	0	12	0	0	0	0	0	12	12.00
1730 - 1745	0	0	14	0	0	0	0	0	14	14.00
1745 - 1800	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	1	52	0	2	0	0	0	55	54.40
Hourly Average	0.00	0.25	13.00	0.00	0.50	0.00	0.00	0.00	13.75	13.60
1800 - 1815	0	0	12	0	0	0	0	0	12	12.00
1815 - 1830	0	0	12	0	0	0	0	0	12	12.00
1830 - 1845	0	0	18	0	0	0	0	0	18	18.00
1845 - 1900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	55	0	0	0	0	0	55	55.00
Hourly Average	0.00	0.00	13.75	0.00	0.00	0.00	0.00	0.00	13.75	13.75
Session Total	1	1	167	0	5	1	0	0	175	174.10
Session Average	0.08	0.08	13.92	0.00	0.42	0.08	0.00	0.00	14.58	14.51

Rochdale
Classified Junction Count

Site 3 of 9
Bagslate Moor Road (North)
Bagslate Moor Road (South)
Clay Lane

Lat/Long
lat 53.620486° lon -2.202612°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement C.4: Right from Bagslate Moor Road (South) to Bagslate Moor Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	33	0	4	3	0	3	43	47.50
0715 - 0730	0	1	49	0	7	0	0	1	58	58.40
0730 - 0745	0	0	55	0	10	1	0	3	69	72.50
0745 - 0800	0	0	65	0	8	2	0	2	77	80.00
Hourly Total	0	1	202	0	29	6	0	9	247	258.40
Hourly Average	0.00	0.25	50.50	0.00	7.25	1.50	0.00	2.25	61.75	64.60
0800 - 0815	0	0	94	0	8	0	0	2	104	106.00
0815 - 0830	0	0	114	0	8	5	0	2	129	133.50
0830 - 0845	0	0	127	0	15	2	0	1	145	147.00
0845 - 0900	0	0	86	0	8	1	0	0	95	95.50
Hourly Total	0	0	421	0	39	8	0	5	473	482.00
Hourly Average	0.00	0.00	105.25	0.00	9.75	2.00	0.00	1.25	118.25	120.50
0900 - 0915	0	0	82	0	8	1	1	2	94	97.80
0915 - 0930	0	0	59	0	7	0	0	2	68	70.00
0930 - 0945	0	0	45	0	7	0	0	2	54	56.00
0945 - 1000	0	0	63	0	7	0	0	1	71	72.00
Hourly Total	0	0	249	0	29	1	1	7	287	295.80
Hourly Average	0.00	0.00	62.25	0.00	7.25	0.25	0.25	1.75	71.75	73.95
Session Total	0	1	872	0	97	15	1	21	1007	1036.20
Session Average	0.00	0.08	72.67	0.00	8.08	1.25	0.08	1.75	83.92	86.35

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement C.4: Right from Bagslate Moor Road (South) to Bagslate Moor Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	124	0	11	1	0	2	140	141.10
1615 - 1630	0	0	147	0	19	1	0	3	170	173.50
1630 - 1645	0	1	144	0	23	2	0	3	173	176.40
1645 - 1700	0	0	150	0	16	1	0	2	169	171.50
Hourly Total	1	2	565	0	69	5	0	10	652	662.50
Hourly Average	0.25	0.50	141.25	0.00	17.25	1.25	0.00	2.50	163.00	165.63
1700 - 1715	0	0	155	0	27	0	0	1	183	184.00
1715 - 1730	2	0	153	0	15	0	0	1	171	170.40
1730 - 1745	0	0	128	0	7	0	0	3	138	141.00
1745 - 1800	0	1	151	0	11	0	0	2	165	166.40
Hourly Total	2	1	587	0	60	0	0	7	657	661.80
Hourly Average	0.50	0.25	146.75	0.00	15.00	0.00	0.00	1.75	164.25	165.45
1800 - 1815	0	0	134	0	10	1	0	1	146	147.50
1815 - 1830	0	0	122	0	10	1	0	1	134	135.50
1830 - 1845	3	0	132	0	11	1	0	3	150	151.10
1845 - 1900	1	0	139	0	8	0	0	2	150	151.20
Hourly Total	4	0	527	0	39	3	0	7	580	585.30
Hourly Average	1.00	0.00	131.75	0.00	9.75	0.75	0.00	1.75	145.00	146.33
Session Total	7	3	1679	0	168	8	0	24	1889	1909.60
Session Average	0.58	0.25	139.92	0.00	14.00	0.67	0.00	2.00	157.42	159.13

Rochdale
Classified Junction Count

Site 3 of 9
Bagslate Moor Road (North)
Bagslate Moor Road (South)
Clay Lane

Lat/Long
lat 53.620486° lon -2.202612°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement C.5: Left from Clay Lane to Bagslate Moor Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	2	0	0	0	13	13.00
0715 - 0730	0	0	20	0	2	0	1	0	23	24.30
0730 - 0745	0	0	30	0	5	0	0	0	35	35.00
0745 - 0800	0	0	32	0	2	0	0	0	34	34.00
Hourly Total	0	0	93	0	11	0	1	0	105	106.30
Hourly Average	0.00	0.00	23.25	0.00	2.75	0.00	0.25	0.00	26.25	26.58
0800 - 0815	0	0	31	0	1	1	0	0	33	33.50
0815 - 0830	0	0	32	1	5	0	0	0	38	38.00
0830 - 0845	0	0	22	0	2	0	0	0	24	24.00
0845 - 0900	0	0	14	0	4	0	0	0	18	18.00
Hourly Total	0	0	99	1	12	1	0	0	113	113.50
Hourly Average	0.00	0.00	24.75	0.25	3.00	0.25	0.00	0.00	28.25	28.38
0900 - 0915	0	0	18	0	1	0	0	0	19	19.00
0915 - 0930	0	0	19	0	1	0	0	0	20	20.00
0930 - 0945	0	1	17	0	0	0	0	0	18	17.40
0945 - 1000	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	1	70	0	3	0	0	0	74	73.40
Hourly Average	0.00	0.25	17.50	0.00	0.75	0.00	0.00	0.00	18.50	18.35
Session Total	0	1	262	1	26	1	1	0	292	293.20
Session Average	0.00	0.08	21.83	0.08	2.17	0.08	0.08	0.00	24.33	24.43

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement C.5: Left from Clay Lane to Bagslate Moor Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	17	0	0	0	0	0	17	17.00
1615 - 1630	0	0	20	0	2	0	0	0	22	22.00
1630 - 1645	0	0	15	0	0	0	0	0	15	15.00
1645 - 1700	0	0	22	0	1	1	0	0	24	24.50
Hourly Total	0	0	74	0	3	1	0	0	78	78.50
Hourly Average	0.00	0.00	18.50	0.00	0.75	0.25	0.00	0.00	19.50	19.63
1700 - 1715	0	0	16	0	0	0	0	0	16	16.00
1715 - 1730	0	0	14	0	2	0	0	0	16	16.00
1730 - 1745	0	0	16	0	3	0	0	0	19	19.00
1745 - 1800	0	0	17	0	0	0	0	0	17	17.00
Hourly Total	0	0	63	0	5	0	0	0	68	68.00
Hourly Average	0.00	0.00	15.75	0.00	1.25	0.00	0.00	0.00	17.00	17.00
1800 - 1815	0	0	24	0	0	0	0	0	24	24.00
1815 - 1830	1	0	18	0	1	0	0	0	20	19.20
1830 - 1845	0	0	14	0	0	0	0	0	14	14.00
1845 - 1900	0	0	17	0	1	0	0	0	18	18.00
Hourly Total	1	0	73	0	2	0	0	0	76	75.20
Hourly Average	0.25	0.00	18.25	0.00	0.50	0.00	0.00	0.00	19.00	18.80
Session Total	1	0	210	0	10	1	0	0	222	221.70
Session Average	0.08	0.00	17.50	0.00	0.83	0.08	0.00	0.00	18.50	18.48

Rochdale
Classified Junction Count

Site 3 of 9
Bagslate Moor Road (North)
Bagslate Moor Road (South)
Clay Lane

Lat/Long
lat 53.620486° lon -2.202612°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement C.6: Right from Clay Lane to Bagslate Moor Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	8	0	0	0	0	0	8	8.00
0715 - 0730	0	0	14	0	0	0	0	0	14	14.00
0730 - 0745	0	0	12	0	2	0	0	0	14	14.00
0745 - 0800	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	47	0	3	0	0	0	50	50.00
Hourly Average	0.00	0.00	11.75	0.00	0.75	0.00	0.00	0.00	12.50	12.50
0800 - 0815	0	1	8	1	0	0	0	0	10	9.40
0815 - 0830	0	1	10	0	0	0	0	0	11	10.40
0830 - 0845	0	0	11	0	0	2	0	0	13	14.00
0845 - 0900	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	2	37	1	0	2	0	0	42	41.80
Hourly Average	0.00	0.50	9.25	0.25	0.00	0.50	0.00	0.00	10.50	10.45
0900 - 0915	0	0	6	0	2	0	0	0	8	8.00
0915 - 0930	0	0	6	0	2	0	0	0	8	8.00
0930 - 0945	1	0	5	0	0	0	0	0	6	5.20
0945 - 1000	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	1	0	27	0	6	0	0	0	34	33.20
Hourly Average	0.25	0.00	6.75	0.00	1.50	0.00	0.00	0.00	8.50	8.30
Session Total	1	2	111	1	9	2	0	0	126	125.00
Session Average	0.08	0.17	9.25	0.08	0.75	0.17	0.00	0.00	10.50	10.42

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement C.6: Right from Clay Lane to Bagslate Moor Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	0	0	3	0	5	0	0	0	8	8.00
1630 - 1645	0	0	6	0	3	0	0	0	9	9.00
1645 - 1700	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	17	0	10	0	0	0	27	27.00
Hourly Average	0.00	0.00	4.25	0.00	2.50	0.00	0.00	0.00	6.75	6.75
1700 - 1715	0	0	7	0	1	0	0	0	8	8.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	3	0	2	0	0	0	5	5.00
1745 - 1800	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	21	0	3	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.25	0.00	0.75	0.00	0.00	0.00	6.00	6.00
1800 - 1815	0	0	7	0	0	0	0	0	7	7.00
1815 - 1830	1	0	8	0	0	0	0	0	9	8.20
1830 - 1845	0	0	5	0	3	0	0	0	8	8.00
1845 - 1900	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	1	0	29	0	4	0	0	0	34	33.20
Hourly Average	0.25	0.00	7.25	0.00	1.00	0.00	0.00	0.00	8.50	8.30
Session Total	1	0	67	0	17	0	0	0	85	84.20
Session Average	0.08	0.00	5.58	0.00	1.42	0.00	0.00	0.00	7.08	7.02

Rochdale
Classified Junction Count

Site 4 of 9
Norden Road (North)
Norden Road (South)
Norford Way

Lat/Long
lat 53.616271° lon -2.206527°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement D.1: Southbound from Norden Road (North) to Norden Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	110	0	13	2	1	2	128	132.30
0715 - 0730	0	1	149	0	13	0	0	1	164	164.40
0730 - 0745	0	1	165	0	17	1	1	7	192	200.20
0745 - 0800	1	1	155	0	14	0	0	3	174	175.60
Hourly Total	1	3	579	0	57	3	2	13	658	672.50
Hourly Average	0.25	0.75	144.75	0.00	14.25	0.75	0.50	3.25	164.50	168.13
0800 - 0815	0	1	150	0	18	1	2	2	174	178.50
0815 - 0830	1	2	161	1	19	1	0	1	186	185.50
0830 - 0845	0	0	145	0	15	1	1	2	164	167.80
0845 - 0900	0	1	145	0	12	2	1	1	162	164.70
Hourly Total	1	4	601	1	64	5	4	6	686	696.50
Hourly Average	0.25	1.00	150.25	0.25	16.00	1.25	1.00	1.50	171.50	174.13
0900 - 0915	0	0	134	0	22	4	0	1	161	164.00
0915 - 0930	1	0	83	0	8	0	0	2	94	95.20
0930 - 0945	1	0	102	0	8	1	0	2	114	115.70
0945 - 1000	0	0	85	1	14	0	0	0	100	100.00
Hourly Total	2	0	404	1	52	5	0	5	469	474.90
Hourly Average	0.50	0.00	101.00	0.25	13.00	1.25	0.00	1.25	117.25	118.73
Session Total	4	7	1584	2	173	13	6	24	1813	1843.90
Session Average	0.33	0.58	132.00	0.17	14.42	1.08	0.50	2.00	151.08	153.66

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement D.1: Southbound from Norden Road (North) to Norden Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	121	0	12	1	0	2	136	138.50
1615 - 1630	0	2	94	0	13	1	0	2	112	113.30
1630 - 1645	0	0	129	0	9	0	0	3	141	144.00
1645 - 1700	0	1	115	0	11	2	0	3	132	135.40
Hourly Total	0	3	459	0	45	4	0	10	521	531.20
Hourly Average	0.00	0.75	114.75	0.00	11.25	1.00	0.00	2.50	130.25	132.80
1700 - 1715	0	1	92	0	8	1	0	2	104	105.90
1715 - 1730	0	1	99	0	7	0	0	0	107	106.40
1730 - 1745	0	0	92	0	6	1	0	1	100	101.50
1745 - 1800	1	0	95	0	7	0	0	3	106	108.20
Hourly Total	1	2	378	0	28	2	0	6	417	422.00
Hourly Average	0.25	0.50	94.50	0.00	7.00	0.50	0.00	1.50	104.25	105.50
1800 - 1815	0	0	93	0	5	1	0	1	100	101.50
1815 - 1830	2	0	115	0	9	0	0	1	127	126.40
1830 - 1845	1	0	73	0	4	0	0	1	79	79.20
1845 - 1900	0	0	77	0	4	0	0	2	83	85.00
Hourly Total	3	0	358	0	22	1	0	5	389	392.10
Hourly Average	0.75	0.00	89.50	0.00	5.50	0.25	0.00	1.25	97.25	98.03
Session Total	4	5	1195	0	95	7	0	21	1327	1345.30
Session Average	0.33	0.42	99.58	0.00	7.92	0.58	0.00	1.75	110.58	112.11

Rochdale
Classified Junction Count

Site 4 of 9
Norden Road (North)
Norden Road (South)
Norford Way

Lat/Long
lat 53.616271° lon -2.206527°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement D.2: Right from Norden Road (North) to Norford Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	1	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	2	0	3	0	0	0	5	5.00
Hourly Average	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	1.25	1.25
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	2	0	0	0	0	0	2	2.00
0845 - 0900	0	0	1	0	3	0	0	0	4	4.00
Hourly Total	0	0	6	0	3	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.50	0.00	0.75	0.00	0.00	0.00	2.25	2.25
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	2	0	0	0	3	3.00
0930 - 0945	0	0	2	0	2	0	0	0	4	4.00
0945 - 1000	0	0	0	0	0	0	0	1	1	2.00
Hourly Total	0	0	5	0	4	0	0	1	10	11.00
Hourly Average	0.00	0.00	1.25	0.00	1.00	0.00	0.00	0.25	2.50	2.75
Session Total	0	0	13	0	10	0	0	1	24	25.00
Session Average	0.00	0.00	1.08	0.00	0.83	0.00	0.00	0.08	2.00	2.08

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement D.2: Right from Norden Road (North) to Norford Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	5	0	1	0	0	0	6	6.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	0	17	0	2	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.25	0.00	0.50	0.00	0.00	0.00	4.75	4.75
1800 - 1815	0	0	4	0	1	0	0	0	5	5.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
Session Total	0	0	31	0	3	0	0	0	34	34.00
Session Average	0.00	0.00	2.58	0.00	0.25	0.00	0.00	0.00	2.83	2.83

Rochdale
Classified Junction Count

Site 4 of 9
Norden Road (North)
Norden Road (South)
Norford Way

Lat/Long
lat 53.616271° lon -2.206527°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement D.3: Left from Norden Road (South) to Norford Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	4	0	0	1	0	0	5	5.50
0730 - 0745	0	0	8	0	0	0	0	0	8	8.00
0745 - 0800	0	0	3	0	6	0	0	1	10	11.00
Hourly Total	0	0	16	0	7	1	0	1	25	26.50
Hourly Average	0.00	0.00	4.00	0.00	1.75	0.25	0.00	0.25	6.25	6.63
0800 - 0815	0	0	1	0	4	0	0	0	5	5.00
0815 - 0830	0	0	4	0	1	0	0	0	5	5.00
0830 - 0845	0	0	6	0	3	0	0	0	9	9.00
0845 - 0900	0	0	14	0	1	1	0	1	17	18.50
Hourly Total	0	0	25	0	9	1	0	1	36	37.50
Hourly Average	0.00	0.00	6.25	0.00	2.25	0.25	0.00	0.25	9.00	9.38
0900 - 0915	0	0	8	0	2	0	0	0	10	10.00
0915 - 0930	0	0	3	0	4	0	0	0	7	7.00
0930 - 0945	0	0	8	0	2	1	0	0	11	11.50
0945 - 1000	0	0	4	0	2	0	0	0	6	6.00
Hourly Total	0	0	23	0	10	1	0	0	34	34.50
Hourly Average	0.00	0.00	5.75	0.00	2.50	0.25	0.00	0.00	8.50	8.63
Session Total	0	0	64	0	26	3	0	2	95	98.50
Session Average	0.00	0.00	5.33	0.00	2.17	0.25	0.00	0.17	7.92	8.21

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement D.3: Left from Norden Road (South) to Norford Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	3	0	0	0	13	13.00
1615 - 1630	0	0	19	0	2	0	0	0	21	21.00
1630 - 1645	0	0	14	0	3	0	0	0	17	17.00
1645 - 1700	0	0	21	0	2	0	0	0	23	23.00
Hourly Total	0	0	64	0	10	0	0	0	74	74.00
Hourly Average	0.00	0.00	16.00	0.00	2.50	0.00	0.00	0.00	18.50	18.50
1700 - 1715	0	0	11	0	1	0	0	0	12	12.00
1715 - 1730	0	0	13	0	3	0	0	0	16	16.00
1730 - 1745	0	0	14	0	1	0	0	0	15	15.00
1745 - 1800	0	2	14	0	0	0	0	0	16	14.80
Hourly Total	0	2	52	0	5	0	0	0	59	57.80
Hourly Average	0.00	0.50	13.00	0.00	1.25	0.00	0.00	0.00	14.75	14.45
1800 - 1815	0	0	14	0	2	0	0	0	16	16.00
1815 - 1830	0	0	16	0	0	0	0	0	16	16.00
1830 - 1845	0	0	12	0	1	0	0	0	13	13.00
1845 - 1900	0	0	22	0	0	0	0	0	22	22.00
Hourly Total	0	0	64	0	3	0	0	0	67	67.00
Hourly Average	0.00	0.00	16.00	0.00	0.75	0.00	0.00	0.00	16.75	16.75
Session Total	0	2	180	0	18	0	0	0	200	198.80
Session Average	0.00	0.17	15.00	0.00	1.50	0.00	0.00	0.00	16.67	16.57

Rochdale
Classified Junction Count

Site 4 of 9
Norden Road (North)
Norden Road (South)
Norford Way

Lat/Long
lat 53.616271° lon -2.206527°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement D.4: Northbound from Norden Road (South) to Norden Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	31	0	4	3	0	3	41	45.50
0715 - 0730	0	1	51	0	8	0	0	2	62	63.40
0730 - 0745	0	0	52	0	10	1	0	2	65	67.50
0745 - 0800	0	0	63	0	6	1	0	2	72	74.50
Hourly Total	0	1	197	0	28	5	0	9	240	250.90
Hourly Average	0.00	0.25	49.25	0.00	7.00	1.25	0.00	2.25	60.00	62.73
0800 - 0815	0	0	95	0	10	1	0	3	109	112.50
0815 - 0830	0	0	112	0	8	4	0	1	125	128.00
0830 - 0845	0	0	122	1	13	2	0	2	140	143.00
0845 - 0900	0	0	90	0	9	2	0	0	101	102.00
Hourly Total	0	0	419	1	40	9	0	6	475	485.50
Hourly Average	0.00	0.00	104.75	0.25	10.00	2.25	0.00	1.50	118.75	121.38
0900 - 0915	0	0	81	0	8	1	1	2	93	96.80
0915 - 0930	0	0	64	0	8	0	0	3	75	78.00
0930 - 0945	0	0	52	0	7	0	0	1	60	61.00
0945 - 1000	0	0	58	0	9	0	0	1	68	69.00
Hourly Total	0	0	255	0	32	1	1	7	296	304.80
Hourly Average	0.00	0.00	63.75	0.00	8.00	0.25	0.25	1.75	74.00	76.20
Session Total	0	1	871	1	100	15	1	22	1011	1041.20
Session Average	0.00	0.08	72.58	0.08	8.33	1.25	0.08	1.83	84.25	86.77

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement D.4: Northbound from Norden Road (South) to Norden Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	1	141	0	14	1	0	4	162	165.10
1615 - 1630	0	0	160	0	14	0	0	1	175	176.00
1630 - 1645	0	1	166	0	24	3	0	3	197	200.90
1645 - 1700	0	0	166	0	17	1	0	2	186	188.50
Hourly Total	1	2	633	0	69	5	0	10	720	730.50
Hourly Average	0.25	0.50	158.25	0.00	17.25	1.25	0.00	2.50	180.00	182.63
1700 - 1715	0	1	163	0	25	0	0	2	191	192.40
1715 - 1730	3	0	159	0	16	0	0	0	178	175.60
1730 - 1745	0	0	144	0	8	0	0	3	155	158.00
1745 - 1800	0	1	160	0	11	0	0	2	174	175.40
Hourly Total	3	2	626	0	60	0	0	7	698	701.40
Hourly Average	0.75	0.50	156.50	0.00	15.00	0.00	0.00	1.75	174.50	175.35
1800 - 1815	0	0	150	0	10	1	0	1	162	163.50
1815 - 1830	0	0	139	0	12	1	0	2	154	156.50
1830 - 1845	3	0	147	0	9	1	0	2	162	162.10
1845 - 1900	1	0	149	0	8	0	0	2	160	161.20
Hourly Total	4	0	585	0	39	3	0	7	638	643.30
Hourly Average	1.00	0.00	146.25	0.00	9.75	0.75	0.00	1.75	159.50	160.83
Session Total	8	4	1844	0	168	8	0	24	2056	2075.20
Session Average	0.67	0.33	153.67	0.00	14.00	0.67	0.00	2.00	171.33	172.93

Rochdale
Classified Junction Count

Site 4 of 9
Norden Road (North)
Norden Road (South)
Norford Way

Lat/Long
lat 53.616271° lon -2.206527°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement D.5: Left from Norford Way to Norden Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	2	0	0	0	0	0	2	2.00
0730 - 0745	0	0	1	0	1	0	0	0	2	2.00
0745 - 0800	0	0	2	0	2	1	0	0	5	5.50
Hourly Total	0	0	9	0	3	1	0	0	13	13.50
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.25	0.00	0.00	3.25	3.38
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	4	0	0	0	0	0	4	4.00
0830 - 0845	0	0	2	0	3	0	0	0	5	5.00
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	0	3	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.50	0.00	0.75	0.00	0.00	0.00	3.25	3.25
0900 - 0915	0	0	1	0	1	0	0	0	2	2.00
0915 - 0930	0	0	3	0	2	0	0	0	5	5.00
0930 - 0945	0	0	2	0	1	0	0	0	3	3.00
0945 - 1000	0	0	4	0	0	1	0	0	5	5.50
Hourly Total	0	0	10	0	4	1	0	0	15	15.50
Hourly Average	0.00	0.00	2.50	0.00	1.00	0.25	0.00	0.00	3.75	3.88
Session Total	0	0	29	0	10	2	0	0	41	42.00
Session Average	0.00	0.00	2.42	0.00	0.83	0.17	0.00	0.00	3.42	3.50

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement D.5: Left from Norford Way to Norden Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	2	0	2	1	0	0	5	5.50
1630 - 1645	0	0	0	0	1	0	0	0	1	1.00
1645 - 1700	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	8	0	4	1	0	0	13	13.50
Hourly Average	0.00	0.00	2.00	0.00	1.00	0.25	0.00	0.00	3.25	3.38
1700 - 1715	0	0	2	0	2	0	0	0	4	4.00
1715 - 1730	0	0	3	0	0	0	0	0	3	3.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	2	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.00	0.50	0.00	0.00	0.00	2.50	2.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	1	0	2	0	0	0	0	0	3	2.20
1845 - 1900	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	1	0	8	0	1	0	0	0	10	9.20
Hourly Average	0.25	0.00	2.00	0.00	0.25	0.00	0.00	0.00	2.50	2.30
Session Total	1	0	24	0	7	1	0	0	33	32.70
Session Average	0.08	0.00	2.00	0.00	0.58	0.08	0.00	0.00	2.75	2.73

Rochdale
Classified Junction Count

Site 4 of 9
Norden Road (North)
Norden Road (South)
Norford Way

Lat/Long
lat 53.616271° lon -2.206527°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement D.6: Right from Norford Way to Norden Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	9	0	1	0	0	0	11	10.20
0715 - 0730	0	0	13	0	2	0	0	0	15	15.00
0730 - 0745	0	0	14	0	0	0	0	0	14	14.00
0745 - 0800	0	0	15	0	1	0	0	0	16	16.00
Hourly Total	1	0	51	0	4	0	0	0	56	55.20
Hourly Average	0.25	0.00	12.75	0.00	1.00	0.00	0.00	0.00	14.00	13.80
0800 - 0815	0	0	21	0	0	0	0	0	21	21.00
0815 - 0830	0	0	20	0	0	0	0	0	20	20.00
0830 - 0845	0	0	19	0	2	1	0	0	22	22.50
0845 - 0900	1	0	13	0	5	0	0	0	19	18.20
Hourly Total	1	0	73	0	7	1	0	0	82	81.70
Hourly Average	0.25	0.00	18.25	0.00	1.75	0.25	0.00	0.00	20.50	20.43
0900 - 0915	1	0	17	0	0	1	0	0	19	18.70
0915 - 0930	0	0	11	0	1	0	0	0	12	12.00
0930 - 0945	0	0	10	0	1	0	0	0	11	11.00
0945 - 1000	0	0	7	0	2	0	0	0	9	9.00
Hourly Total	1	0	45	0	4	1	0	0	51	50.70
Hourly Average	0.25	0.00	11.25	0.00	1.00	0.25	0.00	0.00	12.75	12.68
Session Total	3	0	169	0	15	2	0	0	189	187.60
Session Average	0.25	0.00	14.08	0.00	1.25	0.17	0.00	0.00	15.75	15.63

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement D.6: Right from Norford Way to Norden Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	7	0	1	0	0	0	8	8.00
1615 - 1630	0	0	9	0	3	0	0	0	12	12.00
1630 - 1645	0	0	9	0	1	0	0	0	10	10.00
1645 - 1700	0	0	8	0	2	0	0	0	10	10.00
Hourly Total	0	0	33	0	7	0	0	0	40	40.00
Hourly Average	0.00	0.00	8.25	0.00	1.75	0.00	0.00	0.00	10.00	10.00
1700 - 1715	0	0	8	0	0	0	0	0	8	8.00
1715 - 1730	0	0	6	0	3	0	0	0	9	9.00
1730 - 1745	0	0	14	0	0	0	0	0	14	14.00
1745 - 1800	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	35	0	4	0	0	0	39	39.00
Hourly Average	0.00	0.00	8.75	0.00	1.00	0.00	0.00	0.00	9.75	9.75
1800 - 1815	0	1	9	0	1	0	0	0	11	10.40
1815 - 1830	0	0	9	0	0	0	0	0	9	9.00
1830 - 1845	0	0	15	0	1	0	0	0	16	16.00
1845 - 1900	0	0	5	0	1	0	0	0	6	6.00
Hourly Total	0	1	38	0	3	0	0	0	42	41.40
Hourly Average	0.00	0.25	9.50	0.00	0.75	0.00	0.00	0.00	10.50	10.35
Session Total	0	1	106	0	14	0	0	0	121	120.40
Session Average	0.00	0.08	8.83	0.00	1.17	0.00	0.00	0.00	10.08	10.03

Rochdale
Classified Junction Count

Site 5 of 9
Norden Road (North)
War Office Road
Norden Road (South)

Lat/Long
lat 53.612382° lon -2.209293°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement E.1: Left from Norden Road (North) to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	9	0	0	1	0	1	12	12.70
0715 - 0730	0	0	10	0	4	0	1	2	17	20.30
0730 - 0745	0	0	19	0	1	0	0	7	27	34.00
0745 - 0800	0	1	18	0	4	0	0	3	26	28.40
Hourly Total	1	1	56	0	9	1	1	13	82	95.40
Hourly Average	0.25	0.25	14.00	0.00	2.25	0.25	0.25	3.25	20.50	23.85
0800 - 0815	0	0	28	0	3	0	0	2	33	35.00
0815 - 0830	0	0	27	0	3	1	0	1	32	33.50
0830 - 0845	0	0	36	0	5	1	0	1	43	44.50
0845 - 0900	0	0	34	0	2	2	0	2	40	43.00
Hourly Total	0	0	125	0	13	4	0	6	148	156.00
Hourly Average	0.00	0.00	31.25	0.00	3.25	1.00	0.00	1.50	37.00	39.00
0900 - 0915	0	0	28	0	4	1	0	1	34	35.50
0915 - 0930	1	0	18	0	1	0	0	2	22	23.20
0930 - 0945	1	0	22	0	1	0	0	2	26	27.20
0945 - 1000	0	0	18	0	5	1	0	0	24	24.50
Hourly Total	2	0	86	0	11	2	0	5	106	110.40
Hourly Average	0.50	0.00	21.50	0.00	2.75	0.50	0.00	1.25	26.50	27.60
Session Total	3	1	267	0	33	7	1	24	336	361.80
Session Average	0.25	0.08	22.25	0.00	2.75	0.58	0.08	2.00	28.00	30.15

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement E.1: Left from Norden Road (North) to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	31	0	1	1	0	2	35	37.50
1615 - 1630	0	0	19	0	1	1	0	2	23	25.50
1630 - 1645	0	0	28	0	2	0	0	2	32	34.00
1645 - 1700	0	0	32	0	2	0	0	2	36	38.00
Hourly Total	0	0	110	0	6	2	0	8	126	135.00
Hourly Average	0.00	0.00	27.50	0.00	1.50	0.50	0.00	2.00	31.50	33.75
1700 - 1715	0	0	25	0	3	1	0	2	31	33.50
1715 - 1730	0	0	36	0	2	0	0	0	38	38.00
1730 - 1745	0	0	29	0	0	0	0	1	30	31.00
1745 - 1800	0	0	23	0	2	0	0	3	28	31.00
Hourly Total	0	0	113	0	7	1	0	6	127	133.50
Hourly Average	0.00	0.00	28.25	0.00	1.75	0.25	0.00	1.50	31.75	33.38
1800 - 1815	0	0	27	0	1	0	0	1	29	30.00
1815 - 1830	1	0	37	0	5	0	0	1	44	44.20
1830 - 1845	1	0	23	0	2	0	0	1	27	27.20
1845 - 1900	0	0	18	0	3	0	0	2	23	25.00
Hourly Total	2	0	105	0	11	0	0	5	123	126.40
Hourly Average	0.50	0.00	26.25	0.00	2.75	0.00	0.00	1.25	30.75	31.60
Session Total	2	0	328	0	24	3	0	19	376	394.90
Session Average	0.17	0.00	27.33	0.00	2.00	0.25	0.00	1.58	31.33	32.91

Rochdale
Classified Junction Count

Site 5 of 9
Norden Road (North)
War Office Road
Norden Road (South)

Lat/Long
lat 53.612382° lon -2.209293°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement E.2: Westbound from Norden Road (North) to Norden Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	116	0	15	1	1	0	133	134.80
0715 - 0730	0	1	164	0	10	0	0	0	175	174.40
0730 - 0745	0	1	155	0	14	1	0	0	171	170.90
0745 - 0800	1	0	132	0	12	1	0	0	146	145.70
Hourly Total	1	2	567	0	51	3	1	0	625	625.80
Hourly Average	0.25	0.50	141.75	0.00	12.75	0.75	0.25	0.00	156.25	156.45
0800 - 0815	0	1	127	0	16	1	2	0	147	149.50
0815 - 0830	1	2	131	0	13	0	0	0	147	145.00
0830 - 0845	0	0	140	1	14	1	1	0	157	158.80
0845 - 0900	0	1	110	0	11	1	0	0	123	122.90
Hourly Total	1	4	508	1	54	3	3	0	574	576.20
Hourly Average	0.25	1.00	127.00	0.25	13.50	0.75	0.75	0.00	143.50	144.05
0900 - 0915	0	0	112	0	16	4	1	0	133	136.30
0915 - 0930	1	0	83	0	11	0	0	0	95	94.20
0930 - 0945	0	0	90	0	9	0	0	0	99	99.00
0945 - 1000	0	0	86	1	10	0	0	0	97	97.00
Hourly Total	1	0	371	1	46	4	1	0	424	426.50
Hourly Average	0.25	0.00	92.75	0.25	11.50	1.00	0.25	0.00	106.00	106.63
Session Total	3	6	1446	2	151	10	5	0	1623	1628.50
Session Average	0.25	0.50	120.50	0.17	12.58	0.83	0.42	0.00	135.25	135.71

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement E.2: Westbound from Norden Road (North) to Norden Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	87	0	6	1	0	0	94	94.50
1615 - 1630	0	1	71	0	13	1	0	0	86	85.90
1630 - 1645	0	1	98	0	10	0	0	1	110	110.40
1645 - 1700	0	1	80	0	12	2	0	1	96	97.40
Hourly Total	0	3	336	0	41	4	0	2	386	388.20
Hourly Average	0.00	0.75	84.00	0.00	10.25	1.00	0.00	0.50	96.50	97.05
1700 - 1715	0	1	65	0	3	1	0	0	70	69.90
1715 - 1730	0	1	69	0	8	0	0	0	78	77.40
1730 - 1745	0	0	70	0	4	1	0	0	75	75.50
1745 - 1800	0	0	76	0	8	0	0	0	84	84.00
Hourly Total	0	2	280	0	23	2	0	0	307	306.80
Hourly Average	0.00	0.50	70.00	0.00	5.75	0.50	0.00	0.00	76.75	76.70
1800 - 1815	1	1	65	0	3	1	0	0	71	70.10
1815 - 1830	2	0	85	0	4	0	0	0	91	89.40
1830 - 1845	0	0	67	0	2	0	0	0	69	69.00
1845 - 1900	1	0	59	0	4	0	0	0	64	63.20
Hourly Total	4	1	276	0	13	1	0	0	295	291.70
Hourly Average	1.00	0.25	69.00	0.00	3.25	0.25	0.00	0.00	73.75	72.93
Session Total	4	6	892	0	77	7	0	2	988	986.70
Session Average	0.33	0.50	74.33	0.00	6.42	0.58	0.00	0.17	82.33	82.23

Rochdale
Classified Junction Count

Site 5 of 9
Norden Road (North)
War Office Road
Norden Road (South)

Lat/Long
lat 53.612382° lon -2.209293°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement E.3: Left from War Office Road to Norden Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	0	0	0	0	4	4.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	8	0	0	0	0	0	8	8.00
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	3	0	0	1	0	0	4	4.50
0845 - 0900	0	0	7	0	0	1	0	0	8	8.50
Hourly Total	0	0	10	0	0	2	0	0	12	13.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.50	0.00	0.00	3.00	3.25
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	0	0	1	0	0	0	1	1.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	1	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.25	0.00	0.25	0.00	0.00	0.00	3.50	3.50
Session Total	0	0	31	0	1	2	0	0	34	35.00
Session Average	0.00	0.00	2.58	0.00	0.08	0.17	0.00	0.00	2.83	2.92

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement E.3: Left from War Office Road to Norden Road (South)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	0	0	0	0	0	5	5.00
1615 - 1630	0	0	2	0	0	0	0	0	2	2.00
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	14	0	0	0	0	0	14	14.00
Hourly Average	0.00	0.00	3.50	0.00	0.00	0.00	0.00	0.00	3.50	3.50
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	3	0	1	0	0	0	4	4.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
1800 - 1815	0	0	5	0	0	0	0	0	5	5.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	13	0	0	0	0	0	13	13.00
Hourly Average	0.00	0.00	3.25	0.00	0.00	0.00	0.00	0.00	3.25	3.25
Session Total	0	0	36	0	1	0	0	0	37	37.00
Session Average	0.00	0.00	3.00	0.00	0.08	0.00	0.00	0.00	3.08	3.08

Rochdale
Classified Junction Count

Site 5 of 9
Norden Road (North)
War Office Road
Norden Road (South)

Lat/Long
lat 53.612382° lon -2.209293°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement E.4: Right from War Office Road to Norden Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	0	0	2	8	10.00
0715 - 0730	0	0	20	0	1	0	0	2	23	25.00
0730 - 0745	0	0	13	0	4	0	0	1	18	19.00
0745 - 0800	0	0	11	0	4	0	0	3	18	21.00
Hourly Total	0	0	50	0	9	0	0	8	67	75.00
Hourly Average	0.00	0.00	12.50	0.00	2.25	0.00	0.00	2.00	16.75	18.75
0800 - 0815	0	0	25	0	2	0	0	2	29	31.00
0815 - 0830	0	0	38	0	5	2	0	1	46	48.00
0830 - 0845	0	0	34	0	3	1	0	1	39	40.50
0845 - 0900	0	0	18	0	3	2	0	1	24	26.00
Hourly Total	0	0	115	0	13	5	0	5	138	145.50
Hourly Average	0.00	0.00	28.75	0.00	3.25	1.25	0.00	1.25	34.50	36.38
0900 - 0915	0	0	18	0	5	1	1	2	27	30.80
0915 - 0930	0	0	20	0	5	0	0	2	27	29.00
0930 - 0945	0	0	15	0	3	0	0	1	19	20.00
0945 - 1000	0	0	15	0	2	0	0	1	18	19.00
Hourly Total	0	0	68	0	15	1	1	6	91	98.80
Hourly Average	0.00	0.00	17.00	0.00	3.75	0.25	0.25	1.50	22.75	24.70
Session Total	0	0	233	0	37	6	1	19	296	319.30
Session Average	0.00	0.00	19.42	0.00	3.08	0.50	0.08	1.58	24.67	26.61

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement E.4: Right from War Office Road to Norden Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	32	0	4	0	0	4	40	44.00
1615 - 1630	0	0	29	0	3	2	0	2	36	39.00
1630 - 1645	0	0	29	0	2	1	0	2	34	36.50
1645 - 1700	0	0	46	0	2	0	0	2	50	52.00
Hourly Total	0	0	136	0	11	3	0	10	160	171.50
Hourly Average	0.00	0.00	34.00	0.00	2.75	0.75	0.00	2.50	40.00	42.88
1700 - 1715	0	0	32	0	3	0	0	2	37	39.00
1715 - 1730	0	0	31	0	5	0	0	0	36	36.00
1730 - 1745	0	0	24	0	5	0	0	4	33	37.00
1745 - 1800	0	0	32	0	3	0	0	1	36	37.00
Hourly Total	0	0	119	0	16	0	0	7	142	149.00
Hourly Average	0.00	0.00	29.75	0.00	4.00	0.00	0.00	1.75	35.50	37.25
1800 - 1815	0	0	26	0	2	0	0	1	29	30.00
1815 - 1830	0	0	29	0	2	0	0	3	34	37.00
1830 - 1845	0	0	43	0	6	0	0	1	50	51.00
1845 - 1900	0	0	29	0	3	0	0	2	34	36.00
Hourly Total	0	0	127	0	13	0	0	7	147	154.00
Hourly Average	0.00	0.00	31.75	0.00	3.25	0.00	0.00	1.75	36.75	38.50
Session Total	0	0	382	0	40	3	0	24	449	474.50
Session Average	0.00	0.00	31.83	0.00	3.33	0.25	0.00	2.00	37.42	39.54

Rochdale
Classified Junction Count

Site 5 of 9
Norden Road (North)
War Office Road
Norden Road (South)

Lat/Long
lat 53.612382° lon -2.209293°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement E.5: Eastbound from Norden Road (South) to Norden Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	25	0	5	2	0	1	33	35.00
0715 - 0730	0	1	39	0	6	0	0	1	47	47.40
0730 - 0745	0	0	45	0	9	2	0	0	56	57.00
0745 - 0800	0	0	59	0	7	0	0	0	66	66.00
Hourly Total	0	1	168	0	27	4	0	2	202	205.40
Hourly Average	0.00	0.25	42.00	0.00	6.75	1.00	0.00	0.50	50.50	51.35
0800 - 0815	0	0	63	0	8	1	0	1	73	74.50
0815 - 0830	0	0	70	1	9	2	2	1	85	89.60
0830 - 0845	0	0	71	0	6	1	0	0	78	78.50
0845 - 0900	0	0	64	0	7	1	0	0	72	72.50
Hourly Total	0	0	268	1	30	5	2	2	308	315.10
Hourly Average	0.00	0.00	67.00	0.25	7.50	1.25	0.50	0.50	77.00	78.78
0900 - 0915	0	0	65	0	5	0	0	1	71	72.00
0915 - 0930	0	0	53	0	8	0	0	0	61	61.00
0930 - 0945	0	0	39	0	4	0	0	0	43	43.00
0945 - 1000	0	0	44	0	9	0	0	0	53	53.00
Hourly Total	0	0	201	0	26	0	0	1	228	229.00
Hourly Average	0.00	0.00	50.25	0.00	6.50	0.00	0.00	0.25	57.00	57.25
Session Total	0	1	637	1	83	9	2	5	738	749.50
Session Average	0.00	0.08	53.08	0.08	6.92	0.75	0.17	0.42	61.50	62.46

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement E.5: Eastbound from Norden Road (South) to Norden Road (North)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	2	0	123	0	15	1	0	0	141	139.90
1615 - 1630	0	0	149	0	14	0	0	0	163	163.00
1630 - 1645	0	1	133	0	19	1	0	0	154	153.90
1645 - 1700	0	0	150	0	19	2	0	0	171	172.00
Hourly Total	2	1	555	0	67	4	0	0	629	628.80
Hourly Average	0.50	0.25	138.75	0.00	16.75	1.00	0.00	0.00	157.25	157.20
1700 - 1715	0	1	161	0	25	0	0	0	187	186.40
1715 - 1730	3	0	154	0	7	0	0	0	164	161.60
1730 - 1745	0	1	137	0	9	0	0	0	147	146.40
1745 - 1800	0	2	139	0	11	0	0	0	152	150.80
Hourly Total	3	4	591	0	52	0	0	0	650	645.20
Hourly Average	0.75	1.00	147.75	0.00	13.00	0.00	0.00	0.00	162.50	161.30
1800 - 1815	0	0	142	0	11	1	0	0	154	154.50
1815 - 1830	0	0	131	0	8	1	0	0	140	140.50
1830 - 1845	3	0	110	0	2	1	0	0	116	114.10
1845 - 1900	1	0	137	0	8	0	0	0	146	145.20
Hourly Total	4	0	520	0	29	3	0	0	556	554.30
Hourly Average	1.00	0.00	130.00	0.00	7.25	0.75	0.00	0.00	139.00	138.58
Session Total	9	5	1666	0	148	7	0	0	1835	1828.30
Session Average	0.75	0.42	138.83	0.00	12.33	0.58	0.00	0.00	152.92	152.36

Rochdale
Classified Junction Count

Site 5 of 9
Norden Road (North)
War Office Road
Norden Road (South)

Lat/Long
lat 53.612382° lon -2.209293°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement E.6: Right from Norden Road (South) to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	3	0	0	0	0	0	3	3.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	4	0	1	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.00	0.00	0.25	0.00	0.00	0.00	1.25	1.25
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	3	0	0	0	0	0	3	3.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	3	0	0	1	0	0	4	4.50
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	7	0	3	1	0	0	11	11.50
Hourly Average	0.00	0.00	1.75	0.00	0.75	0.25	0.00	0.00	2.75	2.88
Session Total	0	0	15	0	4	1	0	0	20	20.50
Session Average	0.00	0.00	1.25	0.00	0.33	0.08	0.00	0.00	1.67	1.71

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement E.6: Right from Norden Road (South) to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	1	0	0	1	0	0	2	2.50
1630 - 1645	0	0	2	0	0	0	0	0	2	2.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	1	0	0	6	6.50
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.25	0.00	0.00	1.50	1.63
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	5	0	0	0	0	0	5	5.00
1745 - 1800	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	10	0	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.00	0.00	0.00	2.50	2.50
1800 - 1815	0	0	3	0	0	0	0	0	3	3.00
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	2	0	1	0	0	0	3	3.00
Hourly Total	0	0	11	0	1	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.00	0.00	3.00	3.00
Session Total	0	0	26	0	1	1	0	0	28	28.50
Session Average	0.00	0.00	2.17	0.00	0.08	0.08	0.00	0.00	2.33	2.38

Rochdale

Classified Junction Count

Site 6 of 9

Norden Road

B6222 Bury And Rochdale Old Road (East)

B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.606028° lon -2.214964°

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement F.1: Left from Norden Road to B6222 Bury And Rochdale Old Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	2	0	0	0	0	0	2	2.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	4	0	0	1	0	0	5	5.50
0845 - 0900	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	0	0	1	0	0	11	11.50
Hourly Average	0.00	0.00	2.50	0.00	0.00	0.25	0.00	0.00	2.75	2.88
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	2	0	0	0	0	0	2	2.00
0945 - 1000	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	17	0	1	1	0	0	19	19.50
Session Average	0.00	0.00	1.42	0.00	0.08	0.08	0.00	0.00	1.58	1.63

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement F.1: Left from Norden Road to B6222 Bury And Rochdale Old Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	1	0	0	0	1	1.00
1630 - 1645	0	0	3	0	1	0	0	0	4	4.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	3	0	0	0	0	0	3	3.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	6	0	0	0	0	0	6	6.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
Session Total	0	0	22	0	2	0	0	0	24	24.00
Session Average	0.00	0.00	1.83	0.00	0.17	0.00	0.00	0.00	2.00	2.00

Rochdale

Classified Junction Count

Site 6 of 9

Norden Road

B6222 Bury And Rochdale Old Road (East)

B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.606028° lon -2.214964°

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement F.2: Right from Norden Road to B6222 Bury And Rochdale Old Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	118	0	14	3	0	0	135	136.50
0715 - 0730	0	0	151	0	11	0	1	0	163	164.30
0730 - 0745	0	2	172	0	16	0	0	0	190	188.80
0745 - 0800	2	0	152	0	12	2	0	0	168	167.40
Hourly Total	2	2	593	0	53	5	1	0	656	657.00
Hourly Average	0.50	0.50	148.25	0.00	13.25	1.25	0.25	0.00	164.00	164.25
0800 - 0815	0	1	137	0	18	2	0	0	158	158.40
0815 - 0830	1	2	140	0	11	1	0	0	155	153.50
0830 - 0845	0	0	123	0	12	0	1	0	136	137.30
0845 - 0900	0	1	122	1	14	1	0	0	139	138.90
Hourly Total	1	4	522	1	55	4	1	0	588	588.10
Hourly Average	0.25	1.00	130.50	0.25	13.75	1.00	0.25	0.00	147.00	147.03
0900 - 0915	0	0	108	0	18	5	1	0	132	135.80
0915 - 0930	0	0	92	0	11	0	0	0	103	103.00
0930 - 0945	1	0	93	0	8	0	0	0	102	101.20
0945 - 1000	0	0	91	1	9	0	0	0	101	101.00
Hourly Total	1	0	384	1	46	5	1	0	438	441.00
Hourly Average	0.25	0.00	96.00	0.25	11.50	1.25	0.25	0.00	109.50	110.25
Session Total	4	6	1499	2	154	14	3	0	1682	1686.10
Session Average	0.33	0.50	124.92	0.17	12.83	1.17	0.25	0.00	140.17	140.51

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement F.2: Right from Norden Road to B6222 Bury And Rochdale Old Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	80	0	10	1	0	0	91	91.50
1615 - 1630	0	1	81	0	8	0	0	0	90	89.40
1630 - 1645	0	1	83	0	9	1	0	1	95	95.90
1645 - 1700	0	1	80	0	10	2	0	1	94	95.40
Hourly Total	0	3	324	0	37	4	0	2	370	372.20
Hourly Average	0.00	0.75	81.00	0.00	9.25	1.00	0.00	0.50	92.50	93.05
1700 - 1715	0	1	70	0	8	1	0	0	80	79.90
1715 - 1730	0	1	73	0	4	0	0	0	78	77.40
1730 - 1745	0	0	60	0	7	1	0	0	68	68.50
1745 - 1800	0	0	85	0	6	0	0	0	91	91.00
Hourly Total	0	2	288	0	25	2	0	0	317	316.80
Hourly Average	0.00	0.50	72.00	0.00	6.25	0.50	0.00	0.00	79.25	79.20
1800 - 1815	1	1	65	0	4	0	0	0	71	69.60
1815 - 1830	1	0	87	0	2	0	0	0	90	89.20
1830 - 1845	0	0	73	0	3	0	0	0	76	76.00
1845 - 1900	1	0	51	0	4	0	0	0	56	55.20
Hourly Total	3	1	276	0	13	0	0	0	293	290.00
Hourly Average	0.75	0.25	69.00	0.00	3.25	0.00	0.00	0.00	73.25	72.50
Session Total	3	6	888	0	75	6	0	2	980	979.00
Session Average	0.25	0.50	74.00	0.00	6.25	0.50	0.00	0.17	81.67	81.58

Rochdale
Classified Junction Count

Site 6 of 9
Norden Road
B6222 Bury And Rochdale Old Road (East)
B6222 Bury And Rochdale Old Road (West)

Lat/Long
lat 53.606028° lon -2.214964°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement F.3: Westbound from B6222 Bury And Rochdale Old Road (East) to B6222 Bury And Rochdale Old Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	139	0	15	2	0	1	157	159.00
0715 - 0730	0	0	134	0	11	2	1	2	150	154.30
0730 - 0745	3	0	125	1	9	2	2	2	144	147.20
0745 - 0800	0	1	141	0	11	4	0	6	163	170.40
Hourly Total	3	1	539	1	46	10	3	11	614	630.90
Hourly Average	0.75	0.25	134.75	0.25	11.50	2.50	0.75	2.75	153.50	157.73
0800 - 0815	3	0	81	0	10	3	0	2	99	100.10
0815 - 0830	0	0	107	0	13	1	0	1	122	123.50
0830 - 0845	0	0	127	0	9	4	0	2	142	146.00
0845 - 0900	0	1	103	0	12	0	0	4	120	123.40
Hourly Total	3	1	418	0	44	8	0	9	483	493.00
Hourly Average	0.75	0.25	104.50	0.00	11.00	2.00	0.00	2.25	120.75	123.25
0900 - 0915	0	0	124	0	17	6	0	2	149	154.00
0915 - 0930	5	0	122	0	22	2	0	2	153	152.00
0930 - 0945	0	0	104	0	19	3	0	1	127	129.50
0945 - 1000	1	0	113	0	13	3	0	1	131	132.70
Hourly Total	6	0	463	0	71	14	0	6	560	568.20
Hourly Average	1.50	0.00	115.75	0.00	17.75	3.50	0.00	1.50	140.00	142.05
Session Total	12	2	1420	1	161	32	3	26	1657	1692.10
Session Average	1.00	0.17	118.33	0.08	13.42	2.67	0.25	2.17	138.08	141.01

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement F.3: Westbound from B6222 Bury And Rochdale Old Road (East) to B6222 Bury And Rochdale Old Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	134	0	14	2	0	3	154	157.20
1615 - 1630	1	0	125	0	14	3	0	2	145	147.70
1630 - 1645	0	2	122	0	11	1	0	1	137	137.30
1645 - 1700	1	1	115	0	7	0	0	4	128	130.60
Hourly Total	3	3	496	0	46	6	0	10	564	572.80
Hourly Average	0.75	0.75	124.00	0.00	11.50	1.50	0.00	2.50	141.00	143.20
1700 - 1715	1	0	138	0	15	0	0	1	155	155.20
1715 - 1730	0	0	121	0	13	0	0	1	135	136.00
1730 - 1745	2	1	106	0	7	0	0	1	117	115.80
1745 - 1800	1	1	109	0	11	0	0	2	124	124.60
Hourly Total	4	2	474	0	46	0	0	5	531	531.60
Hourly Average	1.00	0.50	118.50	0.00	11.50	0.00	0.00	1.25	132.75	132.90
1800 - 1815	1	0	105	0	9	0	0	1	116	116.20
1815 - 1830	0	0	104	0	1	0	0	1	106	107.00
1830 - 1845	0	2	79	0	7	0	0	1	89	88.80
1845 - 1900	2	0	79	0	6	1	1	1	90	91.20
Hourly Total	3	2	367	0	23	1	1	4	401	403.20
Hourly Average	0.75	0.50	91.75	0.00	5.75	0.25	0.25	1.00	100.25	100.80
Session Total	10	7	1337	0	115	7	1	19	1496	1507.60
Session Average	0.83	0.58	111.42	0.00	9.58	0.58	0.08	1.58	124.67	125.63

Rochdale

Classified Junction Count

Site 6 of 9

Norden Road

B6222 Bury And Rochdale Old Road (East)

B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.606028° lon -2.214964°

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement F.4: Right from B6222 Bury And Rochdale Old Road (East) to Norden Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	5	0	0	0	0	0	5	5.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	5	0	1	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.25	0.00	0.25	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	6	0	1	0	0	0	7	7.00
Session Average	0.00	0.00	0.50	0.00	0.08	0.00	0.00	0.00	0.58	0.58

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement F.4: Right from B6222 Bury And Rochdale Old Road (East) to Norden Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	6	0	1	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.50	0.00	0.25	0.00	0.00	0.00	1.75	1.75
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	7	0	0	0	0	0	7	7.00
Hourly Average	0.00	0.00	1.75	0.00	0.00	0.00	0.00	0.00	1.75	1.75
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	2	0	0	0	0	0	2	2.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
Session Total	0	0	18	0	1	0	0	0	19	19.00
Session Average	0.00	0.00	1.50	0.00	0.08	0.00	0.00	0.00	1.58	1.58

Rochdale
Classified Junction Count

Site 6 of 9
Norden Road
B6222 Bury And Rochdale Old Road (East)
B6222 Bury And Rochdale Old Road (West)

Lat/Long
lat 53.606028° lon -2.214964°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement F.5: Left from B6222 Bury And Rochdale Old Road (West) to Norden Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	24	0	5	1	0	1	31	32.50
0715 - 0730	0	1	31	0	9	0	0	1	42	42.40
0730 - 0745	0	0	50	0	7	2	0	0	59	60.00
0745 - 0800	0	0	58	0	6	0	0	0	64	64.00
Hourly Total	0	1	163	0	27	3	0	2	196	198.90
Hourly Average	0.00	0.25	40.75	0.00	6.75	0.75	0.00	0.50	49.00	49.73
0800 - 0815	0	0	56	1	8	1	0	2	68	70.50
0815 - 0830	0	0	65	0	5	2	0	0	72	73.00
0830 - 0845	0	0	80	0	7	1	0	0	88	88.50
0845 - 0900	0	0	66	0	10	1	0	0	77	77.50
Hourly Total	0	0	267	1	30	5	0	2	305	309.50
Hourly Average	0.00	0.00	66.75	0.25	7.50	1.25	0.00	0.50	76.25	77.38
0900 - 0915	0	0	56	0	7	0	0	1	64	65.00
0915 - 0930	0	0	57	0	5	0	0	0	62	62.00
0930 - 0945	0	0	41	0	7	0	0	0	48	48.00
0945 - 1000	0	0	46	0	9	0	0	0	55	55.00
Hourly Total	0	0	200	0	28	0	0	1	229	230.00
Hourly Average	0.00	0.00	50.00	0.00	7.00	0.00	0.00	0.25	57.25	57.50
Session Total	0	1	630	1	85	8	0	5	730	738.40
Session Average	0.00	0.08	52.50	0.08	7.08	0.67	0.00	0.42	60.83	61.53

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement F.5: Left from B6222 Bury And Rochdale Old Road (West) to Norden Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	132	0	13	0	0	0	145	145.00
1615 - 1630	0	0	152	0	18	1	0	0	171	171.50
1630 - 1645	0	1	144	0	19	1	0	0	165	164.90
1645 - 1700	0	0	140	0	17	1	0	0	158	158.50
Hourly Total	0	1	568	0	67	3	0	0	639	639.90
Hourly Average	0.00	0.25	142.00	0.00	16.75	0.75	0.00	0.00	159.75	159.98
1700 - 1715	0	1	166	0	25	0	0	0	192	191.40
1715 - 1730	2	1	137	0	6	0	0	0	146	143.80
1730 - 1745	0	0	149	0	10	0	0	0	159	159.00
1745 - 1800	2	2	147	0	11	0	0	0	162	159.20
Hourly Total	4	4	599	0	52	0	0	0	659	653.40
Hourly Average	1.00	1.00	149.75	0.00	13.00	0.00	0.00	0.00	164.75	163.35
1800 - 1815	0	0	142	0	11	1	0	0	154	154.50
1815 - 1830	0	0	139	0	8	1	0	0	148	148.50
1830 - 1845	3	0	115	0	6	1	0	0	125	123.10
1845 - 1900	1	0	137	0	6	0	0	0	144	143.20
Hourly Total	4	0	533	0	31	3	0	0	571	569.30
Hourly Average	1.00	0.00	133.25	0.00	7.75	0.75	0.00	0.00	142.75	142.33
Session Total	8	5	1700	0	150	6	0	0	1869	1862.60
Session Average	0.67	0.42	141.67	0.00	12.50	0.50	0.00	0.00	155.75	155.22

Rochdale

Classified Junction Count

Site 6 of 9

Norden Road

B6222 Bury And Rochdale Old Road (East)

B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.606028° lon -2.214964°

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement F.6: Eastbound from B6222 Bury And Rochdale Old Road (West) to B6222 Bury And Rochdale Old Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	66	0	13	2	0	2	83	86.00
0715 - 0730	0	1	68	0	10	4	1	3	87	92.70
0730 - 0745	0	0	101	0	6	2	0	1	110	112.00
0745 - 0800	0	0	93	0	15	1	2	2	113	118.10
Hourly Total	0	1	328	0	44	9	3	8	393	408.80
Hourly Average	0.00	0.25	82.00	0.00	11.00	2.25	0.75	2.00	98.25	102.20
0800 - 0815	0	1	124	0	10	2	1	1	139	141.70
0815 - 0830	0	0	135	0	11	1	0	1	148	149.50
0830 - 0845	2	1	73	0	5	1	2	2	86	88.90
0845 - 0900	1	0	86	0	4	3	2	2	98	103.30
Hourly Total	3	2	418	0	30	7	5	6	471	483.40
Hourly Average	0.75	0.50	104.50	0.00	7.50	1.75	1.25	1.50	117.75	120.85
0900 - 0915	2	0	78	0	11	3	0	2	96	97.90
0915 - 0930	1	0	83	0	13	2	0	1	100	101.20
0930 - 0945	0	0	87	0	15	7	1	2	112	118.80
0945 - 1000	0	0	79	0	17	1	0	1	98	99.50
Hourly Total	3	0	327	0	56	13	1	6	406	417.40
Hourly Average	0.75	0.00	81.75	0.00	14.00	3.25	0.25	1.50	101.50	104.35
Session Total	6	3	1073	0	130	29	9	20	1270	1309.60
Session Average	0.50	0.25	89.42	0.00	10.83	2.42	0.75	1.67	105.83	109.13

Date

Thursday 15 May 2025

Weather

Cloudy

Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement F.6: Eastbound from B6222 Bury And Rochdale Old Road (West) to B6222 Bury And Rochdale Old Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	136	0	15	1	0	2	154	156.50
1615 - 1630	0	0	139	0	16	1	0	3	159	162.50
1630 - 1645	0	1	145	0	18	3	0	0	167	167.90
1645 - 1700	0	1	157	0	13	0	0	3	174	176.40
Hourly Total	0	2	577	0	62	5	0	8	654	663.30
Hourly Average	0.00	0.50	144.25	0.00	15.50	1.25	0.00	2.00	163.50	165.83
1700 - 1715	0	0	135	0	14	0	0	3	152	155.00
1715 - 1730	0	2	140	0	13	0	0	3	158	159.80
1730 - 1745	0	0	126	0	10	1	0	1	138	139.50
1745 - 1800	0	0	132	0	13	0	0	1	146	147.00
Hourly Total	0	2	533	0	50	1	0	8	594	601.30
Hourly Average	0.00	0.50	133.25	0.00	12.50	0.25	0.00	2.00	148.50	150.33
1800 - 1815	0	0	130	0	11	0	0	1	142	143.00
1815 - 1830	1	0	111	0	5	0	0	3	120	122.20
1830 - 1845	1	0	120	0	9	0	0	0	130	129.20
1845 - 1900	0	1	135	0	7	0	0	1	144	144.40
Hourly Total	2	1	496	0	32	0	0	5	536	538.80
Hourly Average	0.50	0.25	124.00	0.00	8.00	0.00	0.00	1.25	134.00	134.70
Session Total	2	5	1606	0	144	6	0	21	1784	1803.40
Session Average	0.17	0.42	133.83	0.00	12.00	0.50	0.00	1.75	148.67	150.28

Rochdale
Classified Junction Count

Site 7 of 9
B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

Lat/Long
lat 53.607755° lon -2.20719°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement G.2: Westbound from B6222 Bury Road (East) to B6222 Bury Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	126	0	16	1	0	0	143	143.50
0715 - 0730	0	0	163	1	10	3	1	0	178	180.80
0730 - 0745	3	0	107	0	8	0	3	0	121	122.50
0745 - 0800	0	0	101	0	11	2	0	1	115	117.00
Hourly Total	3	0	497	1	45	6	4	1	557	563.80
Hourly Average	0.75	0.00	124.25	0.25	11.25	1.50	1.00	0.25	139.25	140.95
0800 - 0815	2	0	70	0	10	3	0	1	86	86.90
0815 - 0830	0	0	88	0	8	1	0	0	97	97.50
0830 - 0845	0	1	136	0	15	3	0	1	156	157.90
0845 - 0900	0	0	98	0	10	4	0	3	115	120.00
Hourly Total	2	1	392	0	43	11	0	5	454	462.30
Hourly Average	0.50	0.25	98.00	0.00	10.75	2.75	0.00	1.25	113.50	115.58
0900 - 0915	3	0	108	0	18	2	0	1	132	131.60
0915 - 0930	1	0	103	0	19	1	0	0	124	123.70
0930 - 0945	0	0	100	0	22	4	0	0	126	128.00
0945 - 1000	0	0	100	0	10	3	0	0	113	114.50
Hourly Total	4	0	411	0	69	10	0	1	495	497.80
Hourly Average	1.00	0.00	102.75	0.00	17.25	2.50	0.00	0.25	123.75	124.45
Session Total	9	1	1300	1	157	27	4	7	1506	1523.90
Session Average	0.75	0.08	108.33	0.08	13.08	2.25	0.33	0.58	125.50	126.99

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement G.2: Westbound from B6222 Bury Road (East) to B6222 Bury Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	113	0	12	2	0	0	128	128.20
1615 - 1630	1	1	126	0	12	4	0	1	145	146.60
1630 - 1645	0	1	111	0	15	1	0	0	128	127.90
1645 - 1700	1	1	109	0	8	0	0	1	120	119.60
Hourly Total	3	3	459	0	47	7	0	2	521	522.30
Hourly Average	0.75	0.75	114.75	0.00	11.75	1.75	0.00	0.50	130.25	130.58
1700 - 1715	1	0	126	0	14	0	0	0	141	140.20
1715 - 1730	0	0	110	0	11	0	0	0	121	121.00
1730 - 1745	3	2	100	0	5	0	0	0	110	106.40
1745 - 1800	2	0	96	0	10	0	0	0	108	106.40
Hourly Total	6	2	432	0	40	0	0	0	480	474.00
Hourly Average	1.50	0.50	108.00	0.00	10.00	0.00	0.00	0.00	120.00	118.50
1800 - 1815	1	0	99	0	8	0	0	0	108	107.20
1815 - 1830	1	1	98	0	4	0	0	0	104	102.60
1830 - 1845	2	1	69	0	7	0	0	0	79	76.80
1845 - 1900	1	0	73	0	5	1	1	1	82	84.00
Hourly Total	5	2	339	0	24	1	1	1	373	370.60
Hourly Average	1.25	0.50	84.75	0.00	6.00	0.25	0.25	0.25	93.25	92.65
Session Total	14	7	1230	0	111	8	1	3	1374	1366.90
Session Average	1.17	0.58	102.50	0.00	9.25	0.67	0.08	0.25	114.50	113.91

Rochdale
Classified Junction Count

Site 7 of 9
B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

Lat/Long
lat 53.607755° lon -2.20719°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement G.3: Right from B6222 Bury Road (East) to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	6	0	0	1	0	1	8	9.50
0715 - 0730	0	0	15	0	2	0	0	0	17	17.00
0730 - 0745	0	0	14	0	0	0	0	0	14	14.00
0745 - 0800	0	0	11	0	4	0	0	2	17	19.00
Hourly Total	0	0	46	0	6	1	0	3	56	59.50
Hourly Average	0.00	0.00	11.50	0.00	1.50	0.25	0.00	0.75	14.00	14.88
0800 - 0815	0	0	21	0	2	0	0	0	23	23.00
0815 - 0830	0	0	39	0	4	2	0	0	45	46.00
0830 - 0845	0	0	24	0	4	2	0	0	30	31.00
0845 - 0900	0	0	21	0	1	2	0	0	24	25.00
Hourly Total	0	0	105	0	11	6	0	0	122	125.00
Hourly Average	0.00	0.00	26.25	0.00	2.75	1.50	0.00	0.00	30.50	31.25
0900 - 0915	0	0	16	0	4	1	1	2	24	27.80
0915 - 0930	0	0	19	0	3	0	0	0	22	22.00
0930 - 0945	0	0	18	0	7	1	0	0	26	26.50
0945 - 1000	0	0	16	0	1	0	0	0	17	17.00
Hourly Total	0	0	69	0	15	2	1	2	89	93.30
Hourly Average	0.00	0.00	17.25	0.00	3.75	0.50	0.25	0.50	22.25	23.33
Session Total	0	0	220	0	32	9	1	5	267	277.80
Session Average	0.00	0.00	18.33	0.00	2.67	0.75	0.08	0.42	22.25	23.15

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement G.3: Right from B6222 Bury Road (East) to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	30	0	4	0	0	1	35	36.00
1615 - 1630	0	0	34	0	4	0	1	2	41	44.30
1630 - 1645	0	0	29	0	1	1	0	1	32	33.50
1645 - 1700	0	0	43	0	2	0	0	0	45	45.00
Hourly Total	0	0	136	0	11	1	1	4	153	158.80
Hourly Average	0.00	0.00	34.00	0.00	2.75	0.25	0.25	1.00	38.25	39.70
1700 - 1715	0	0	40	0	3	0	0	0	43	43.00
1715 - 1730	0	0	35	0	6	0	0	0	41	41.00
1730 - 1745	0	0	23	0	8	0	0	1	32	33.00
1745 - 1800	0	0	32	0	1	0	0	0	33	33.00
Hourly Total	0	0	130	0	18	0	0	1	149	150.00
Hourly Average	0.00	0.00	32.50	0.00	4.50	0.00	0.00	0.25	37.25	37.50
1800 - 1815	0	0	30	0	3	0	0	0	33	33.00
1815 - 1830	0	0	29	0	5	0	0	1	35	36.00
1830 - 1845	0	0	44	0	4	0	0	0	48	48.00
1845 - 1900	0	0	25	0	2	0	0	1	28	29.00
Hourly Total	0	0	128	0	14	0	0	2	144	146.00
Hourly Average	0.00	0.00	32.00	0.00	3.50	0.00	0.00	0.50	36.00	36.50
Session Total	0	0	394	0	43	1	1	7	446	454.80
Session Average	0.00	0.00	32.83	0.00	3.58	0.08	0.08	0.58	37.17	37.90

Classified Junction Count

B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

lat 53.607755° lon -2.20719°

Thursday 15 May 2025

Cloudy
Temp: 7°C

[illegible]

Thursday 15 May 2025

Cloudy
Temp: 15°C

[illegible]

Rochdale
Classified Junction Count

Site 7 of 9
B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

Lat/Long
lat 53.607755° lon -2.20719°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement G.5: Northbound from Sandhole Lane to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	1	0	1	0	0	0	2	2.00
Session Average	0.00	0.00	0.08	0.00	0.08	0.00	0.00	0.00	0.17	0.17

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement G.5: Northbound from Sandhole Lane to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	0	0	1	0	0	0	1	1.00
Session Average	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.08	0.08

Classified Junction Count

B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

lat 53.607755° lon -2.20719°

Thursday 15 May 2025

Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

Thursday 15 May 2025

Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

[illegible]

Rochdale
Classified Junction Count

Site 7 of 9
B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

Lat/Long
lat 53.607755° lon -2.20719°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement G.7: Left from B6222 Bury Road (West) to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	0	0	0	1	4	5.00
0715 - 0730	0	0	6	0	0	0	0	2	8	10.00
0730 - 0745	0	0	3	0	0	0	0	1	4	5.00
0745 - 0800	0	0	1	0	2	0	0	2	5	7.00
Hourly Total	0	0	13	0	2	0	0	6	21	27.00
Hourly Average	0.00	0.00	3.25	0.00	0.50	0.00	0.00	1.50	5.25	6.75
0800 - 0815	0	0	5	0	1	0	1	1	8	10.30
0815 - 0830	0	0	3	0	0	0	0	1	4	5.00
0830 - 0845	0	0	1	0	1	2	0	1	5	7.00
0845 - 0900	0	0	6	0	0	0	1	1	8	10.30
Hourly Total	0	0	15	0	2	2	2	4	25	32.60
Hourly Average	0.00	0.00	3.75	0.00	0.50	0.50	0.50	1.00	6.25	8.15
0900 - 0915	0	0	11	0	0	1	0	1	13	14.50
0915 - 0930	0	0	4	0	1	0	0	1	6	7.00
0930 - 0945	0	0	6	0	1	1	0	1	9	10.50
0945 - 1000	0	0	8	0	0	0	0	1	9	10.00
Hourly Total	0	0	29	0	2	2	0	4	37	42.00
Hourly Average	0.00	0.00	7.25	0.00	0.50	0.50	0.00	1.00	9.25	10.50
Session Total	0	0	57	0	6	4	2	14	83	101.60
Session Average	0.00	0.00	4.75	0.00	0.50	0.33	0.17	1.17	6.92	8.47

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement G.7: Left from B6222 Bury Road (West) to War Office Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	9	0	1	0	0	2	12	14.00
1615 - 1630	0	0	6	0	0	1	0	1	8	9.50
1630 - 1645	0	0	11	0	1	0	0	0	12	12.00
1645 - 1700	0	0	18	0	1	0	0	2	21	23.00
Hourly Total	0	0	44	0	3	1	0	5	53	58.50
Hourly Average	0.00	0.00	11.00	0.00	0.75	0.25	0.00	1.25	13.25	14.63
1700 - 1715	0	0	12	0	2	0	0	2	16	18.00
1715 - 1730	0	0	16	0	1	0	0	2	19	21.00
1730 - 1745	0	0	21	0	1	0	0	1	23	24.00
1745 - 1800	0	0	9	0	1	0	0	1	11	12.00
Hourly Total	0	0	58	0	5	0	0	6	69	75.00
Hourly Average	0.00	0.00	14.50	0.00	1.25	0.00	0.00	1.50	17.25	18.75
1800 - 1815	0	0	14	0	0	0	0	1	15	16.00
1815 - 1830	0	0	11	0	1	0	0	2	14	16.00
1830 - 1845	0	0	12	0	1	0	0	1	14	15.00
1845 - 1900	0	0	14	0	0	0	0	1	15	16.00
Hourly Total	0	0	51	0	2	0	0	5	58	63.00
Hourly Average	0.00	0.00	12.75	0.00	0.50	0.00	0.00	1.25	14.50	15.75
Session Total	0	0	153	0	10	1	0	16	180	196.50
Session Average	0.00	0.00	12.75	0.00	0.83	0.08	0.00	1.33	15.00	16.38

Rochdale
Classified Junction Count

Site 7 of 9
B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

Lat/Long
lat 53.607755° lon -2.20719°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement G.8: Eastbound from B6222 Bury Road (West) to B6222 Bury Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	61	0	13	3	0	0	77	78.50
0715 - 0730	0	1	58	0	9	4	1	2	75	79.70
0730 - 0745	0	0	110	0	6	2	0	0	118	119.00
0745 - 0800	1	0	82	0	13	1	2	0	99	101.30
Hourly Total	1	1	311	0	41	10	3	2	369	378.50
Hourly Average	0.25	0.25	77.75	0.00	10.25	2.50	0.75	0.50	92.25	94.63
0800 - 0815	0	1	133	0	10	4	0	0	148	149.40
0815 - 0830	0	0	125	0	9	1	0	0	135	135.50
0830 - 0845	2	1	80	0	5	0	1	1	90	90.10
0845 - 0900	0	0	76	0	4	1	1	0	82	83.80
Hourly Total	2	2	414	0	28	6	2	1	455	458.80
Hourly Average	0.50	0.50	103.50	0.00	7.00	1.50	0.50	0.25	113.75	114.70
0900 - 0915	3	0	80	0	15	3	0	2	103	104.10
0915 - 0930	0	0	80	0	11	2	0	0	93	94.00
0930 - 0945	0	0	80	0	17	5	1	1	104	108.80
0945 - 1000	0	0	71	0	13	1	0	0	85	85.50
Hourly Total	3	0	311	0	56	11	1	3	385	392.40
Hourly Average	0.75	0.00	77.75	0.00	14.00	2.75	0.25	0.75	96.25	98.10
Session Total	6	3	1036	0	125	27	6	6	1209	1229.70
Session Average	0.50	0.25	86.33	0.00	10.42	2.25	0.50	0.50	100.75	102.48

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement G.8: Eastbound from B6222 Bury Road (West) to B6222 Bury Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	133	0	14	1	0	0	148	148.50
1615 - 1630	0	0	126	0	17	0	0	0	143	143.00
1630 - 1645	0	1	143	0	17	3	0	2	166	168.90
1645 - 1700	0	1	126	0	12	0	0	1	140	140.40
Hourly Total	0	2	528	0	60	4	0	3	597	600.80
Hourly Average	0.00	0.50	132.00	0.00	15.00	1.00	0.00	0.75	149.25	150.20
1700 - 1715	0	0	133	0	12	1	0	0	146	146.50
1715 - 1730	0	2	126	0	13	0	0	2	143	143.80
1730 - 1745	0	0	110	0	9	1	0	0	120	120.50
1745 - 1800	2	0	123	0	12	0	0	0	137	135.40
Hourly Total	2	2	492	0	46	2	0	2	546	546.20
Hourly Average	0.50	0.50	123.00	0.00	11.50	0.50	0.00	0.50	136.50	136.55
1800 - 1815	0	0	125	0	11	0	0	0	136	136.00
1815 - 1830	1	0	105	0	5	0	0	0	111	110.20
1830 - 1845	0	0	110	0	8	0	0	0	118	118.00
1845 - 1900	0	1	121	0	6	0	0	0	128	127.40
Hourly Total	1	1	461	0	30	0	0	0	493	491.60
Hourly Average	0.25	0.25	115.25	0.00	7.50	0.00	0.00	0.00	123.25	122.90
Session Total	3	5	1481	0	136	6	0	5	1636	1638.60
Session Average	0.25	0.42	123.42	0.00	11.33	0.50	0.00	0.42	136.33	136.55

Classified Junction Count

B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

lat 53.607755° lon -2.20719°

Thursday 15 May 2025

Cloudy
Temp: 7°C

[illegible]

Thursday 15 May 2025

Cloudy
Temp: 15°C

[illegible]

Rochdale
Classified Junction Count

Site 7 of 9
B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

Lat/Long
lat 53.607755° lon -2.20719°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement G.10: Left from War Office Road to B6222 Bury Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	11	0	0	1	0	0	13	12.70
0715 - 0730	0	0	18	0	5	0	1	1	25	27.30
0730 - 0745	0	0	20	0	3	1	0	3	27	30.50
0745 - 0800	0	0	16	0	6	0	0	0	22	22.00
Hourly Total	1	0	65	0	14	2	1	4	87	92.50
Hourly Average	0.25	0.00	16.25	0.00	3.50	0.50	0.25	1.00	21.75	23.13
0800 - 0815	0	0	27	0	3	0	0	0	30	30.00
0815 - 0830	0	0	31	0	4	1	0	1	37	38.50
0830 - 0845	0	0	31	0	5	0	0	0	36	36.00
0845 - 0900	0	0	32	0	2	1	0	1	36	37.50
Hourly Total	0	0	121	0	14	2	0	2	139	142.00
Hourly Average	0.00	0.00	30.25	0.00	3.50	0.50	0.00	0.50	34.75	35.50
0900 - 0915	0	0	37	0	7	2	0	0	46	47.00
0915 - 0930	0	0	26	0	2	0	0	0	28	28.00
0930 - 0945	0	0	25	0	4	0	0	0	29	29.00
0945 - 1000	0	0	21	0	5	0	0	0	26	26.00
Hourly Total	0	0	109	0	18	2	0	0	129	130.00
Hourly Average	0.00	0.00	27.25	0.00	4.50	0.50	0.00	0.00	32.25	32.50
Session Total	1	0	295	0	46	6	1	6	355	364.50
Session Average	0.08	0.00	24.58	0.00	3.83	0.50	0.08	0.50	29.58	30.38

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement G.10: Left from War Office Road to B6222 Bury Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	28	0	1	0	0	0	29	29.00
1615 - 1630	0	0	13	0	0	1	0	0	14	14.50
1630 - 1645	0	0	20	0	3	0	0	1	24	25.00
1645 - 1700	0	0	25	0	3	0	0	0	28	28.00
Hourly Total	0	0	86	0	7	1	0	1	95	96.50
Hourly Average	0.00	0.00	21.50	0.00	1.75	0.25	0.00	0.25	23.75	24.13
1700 - 1715	0	0	17	0	2	0	0	0	19	19.00
1715 - 1730	0	0	30	0	0	0	0	0	30	30.00
1730 - 1745	0	0	27	0	0	0	0	0	27	27.00
1745 - 1800	0	0	28	0	1	0	0	1	30	31.00
Hourly Total	0	0	102	0	3	0	0	1	106	107.00
Hourly Average	0.00	0.00	25.50	0.00	0.75	0.00	0.00	0.25	26.50	26.75
1800 - 1815	1	0	29	0	2	0	0	0	32	31.20
1815 - 1830	0	0	33	0	5	0	0	0	38	38.00
1830 - 1845	1	0	23	0	5	0	0	0	29	28.20
1845 - 1900	0	0	15	0	2	0	0	1	18	19.00
Hourly Total	2	0	100	0	14	0	0	1	117	116.40
Hourly Average	0.50	0.00	25.00	0.00	3.50	0.00	0.00	0.25	29.25	29.10
Session Total	2	0	288	0	24	1	0	3	318	319.90
Session Average	0.17	0.00	24.00	0.00	2.00	0.08	0.00	0.25	26.50	26.66

Rochdale
Classified Junction Count

Site 7 of 9
B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

Lat/Long
lat 53.607755° lon -2.20719°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement G.11: Southbound from War Office Road to Sandhole Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	0	0	0	0	0.00
Session Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement G.11: Southbound from War Office Road to Sandhole Lane								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	1	0	0	1	1.50
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	1	0	0	0	1	1.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	0	0	1	1	0	0	2	2.50
Session Average	0.00	0.00	0.00	0.00	0.08	0.08	0.00	0.00	0.17	0.21

Rochdale
Classified Junction Count

Site 7 of 9
B6222 Bury Road (East)
Sandhole Lane
B6222 Bury Road (West)
War Office Road

Lat/Long
lat 53.607755° lon -2.20719°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement G.12: Right from War Office Road to B6222 Bury Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	7	0	1	1	0	2	11	13.50
0715 - 0730	0	0	5	0	0	0	0	1	6	7.00
0730 - 0745	0	0	20	0	0	0	0	4	24	28.00
0745 - 0800	0	1	14	0	0	0	0	3	18	20.40
Hourly Total	0	1	46	0	1	1	0	10	59	68.90
Hourly Average	0.00	0.25	11.50	0.00	0.25	0.25	0.00	2.50	14.75	17.23
0800 - 0815	0	0	16	0	0	0	0	1	17	18.00
0815 - 0830	0	0	13	0	1	0	0	1	15	16.00
0830 - 0845	0	0	12	0	1	0	0	1	14	15.00
0845 - 0900	0	0	12	0	1	0	0	1	14	15.00
Hourly Total	0	0	53	0	3	0	0	4	60	64.00
Hourly Average	0.00	0.00	13.25	0.00	0.75	0.00	0.00	1.00	15.00	16.00
0900 - 0915	0	0	9	0	0	1	0	1	11	12.50
0915 - 0930	1	0	3	0	0	0	0	2	6	7.20
0930 - 0945	2	0	8	0	0	0	0	1	11	10.40
0945 - 1000	0	0	12	0	1	0	0	1	14	15.00
Hourly Total	3	0	32	0	1	1	0	5	42	45.10
Hourly Average	0.75	0.00	8.00	0.00	0.25	0.25	0.00	1.25	10.50	11.28
Session Total	3	1	131	0	5	2	0	19	161	178.00
Session Average	0.25	0.08	10.92	0.00	0.42	0.17	0.00	1.58	13.42	14.83

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement G.12: Right from War Office Road to B6222 Bury Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	11	0	0	0	0	3	14	17.00
1615 - 1630	0	0	13	0	0	0	0	1	14	15.00
1630 - 1645	0	0	8	0	0	0	0	2	10	12.00
1645 - 1700	0	0	9	0	0	0	0	2	11	13.00
Hourly Total	0	0	41	0	0	0	0	8	49	57.00
Hourly Average	0.00	0.00	10.25	0.00	0.00	0.00	0.00	2.00	12.25	14.25
1700 - 1715	0	0	10	0	1	0	0	1	12	13.00
1715 - 1730	0	0	13	0	0	0	0	1	14	15.00
1730 - 1745	0	0	11	0	2	0	0	1	14	15.00
1745 - 1800	0	0	11	0	3	0	0	2	16	18.00
Hourly Total	0	0	45	0	6	0	0	5	56	61.00
Hourly Average	0.00	0.00	11.25	0.00	1.50	0.00	0.00	1.25	14.00	15.25
1800 - 1815	0	0	9	0	0	0	0	1	10	11.00
1815 - 1830	1	0	15	0	0	0	0	1	17	17.20
1830 - 1845	0	0	12	0	0	0	0	1	13	14.00
1845 - 1900	0	0	11	0	0	0	0	0	11	11.00
Hourly Total	1	0	47	0	0	0	0	3	51	53.20
Hourly Average	0.25	0.00	11.75	0.00	0.00	0.00	0.00	0.75	12.75	13.30
Session Total	1	0	133	0	6	0	0	16	156	171.20
Session Average	0.08	0.00	11.08	0.00	0.50	0.00	0.00	1.33	13.00	14.27

Rochdale
Classified Junction Count

Site 8 of 9
Bramley Road
Greenvale (East)
Greenvale (West)

Lat/Long
lat 53.618550° lon -2.211839°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement H.1: Left from Bramley Road to Greenvale (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	4	0	1	0	0	0	5	5.00
0715 - 0730	0	0	7	0	1	0	0	0	8	8.00
0730 - 0745	0	0	5	0	0	0	0	0	5	5.00
0745 - 0800	0	0	9	0	2	0	0	0	11	11.00
Hourly Total	0	0	25	0	4	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.25	0.00	1.00	0.00	0.00	0.00	7.25	7.25
0800 - 0815	0	0	14	0	0	0	0	0	14	14.00
0815 - 0830	0	0	11	0	0	0	0	0	11	11.00
0830 - 0845	0	0	15	0	3	0	0	0	18	18.00
0845 - 0900	1	0	8	0	2	0	0	0	11	10.20
Hourly Total	1	0	48	0	5	0	0	0	54	53.20
Hourly Average	0.25	0.00	12.00	0.00	1.25	0.00	0.00	0.00	13.50	13.30
0900 - 0915	1	0	16	0	0	0	0	0	17	16.20
0915 - 0930	0	0	7	0	1	0	0	0	8	8.00
0930 - 0945	0	0	7	0	1	0	0	0	8	8.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	1	0	32	0	2	0	0	0	35	34.20
Hourly Average	0.25	0.00	8.00	0.00	0.50	0.00	0.00	0.00	8.75	8.55
Session Total	2	0	105	0	11	0	0	0	118	116.40
Session Average	0.17	0.00	8.75	0.00	0.92	0.00	0.00	0.00	9.83	9.70

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement H.1: Left from Bramley Road to Greenvale (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	4	0	1	0	0	0	5	5.00
1615 - 1630	0	0	8	0	0	0	0	0	8	8.00
1630 - 1645	0	0	5	0	0	0	0	0	5	5.00
1645 - 1700	0	0	9	0	1	0	0	0	10	10.00
Hourly Total	0	0	26	0	2	0	0	0	28	28.00
Hourly Average	0.00	0.00	6.50	0.00	0.50	0.00	0.00	0.00	7.00	7.00
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
1715 - 1730	0	0	3	0	1	0	0	0	4	4.00
1730 - 1745	0	0	7	0	1	0	0	0	8	8.00
1745 - 1800	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	20	0	2	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.00	0.00	0.50	0.00	0.00	0.00	5.50	5.50
1800 - 1815	0	1	3	0	1	0	0	0	5	4.40
1815 - 1830	0	0	3	0	0	0	0	0	3	3.00
1830 - 1845	0	0	13	0	1	0	0	0	14	14.00
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	1	22	0	2	0	0	0	25	24.40
Hourly Average	0.00	0.25	5.50	0.00	0.50	0.00	0.00	0.00	6.25	6.10
Session Total	0	1	68	0	6	0	0	0	75	74.40
Session Average	0.00	0.08	5.67	0.00	0.50	0.00	0.00	0.00	6.25	6.20

Rochdale
Classified Junction Count

Site 8 of 9
Bramley Road
Greenvale (East)
Greenvale (West)

Lat/Long
lat 53.618550° lon -2.211839°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement H.2: Right from Bramley Road to Greenvale (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	1	0	1	0	0	0	2	2.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	7	0	1	0	0	0	8	8.00
Session Average	0.00	0.00	0.58	0.00	0.08	0.00	0.00	0.00	0.67	0.67

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement H.2: Right from Bramley Road to Greenvale (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	1	0	0	0	0	0	1	1.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	1	0	1	0	1	0	0	0	3	2.20
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	1	0	2	0	1	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.50	0.00	0.25	0.00	0.00	0.00	1.00	0.80
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	2	0	0	0	0	0	2	2.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	5	0	0	0	0	0	5	5.00
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.00	0.00	1.25	1.25
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	2	0	0	0	0	0	2	2.00
1845 - 1900	1	0	0	0	0	0	0	0	1	0.20
Hourly Total	1	0	3	0	0	0	0	0	4	3.20
Hourly Average	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	1.00	0.80
Session Total	2	0	10	0	1	0	0	0	13	11.40
Session Average	0.17	0.00	0.83	0.00	0.08	0.00	0.00	0.00	1.08	0.95

Rochdale
Classified Junction Count

Site 8 of 9
Bramley Road
Greenvale (East)
Greenvale (West)

Lat/Long
lat 53.618550° lon -2.211839°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement H.3: Westbound from Greenvale (East) to Greenvale (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	2	0	0	1	0	0	3	3.50
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	0	0	6	0	0	0	6	6.00
Hourly Total	0	0	6	0	6	1	0	0	13	13.50
Hourly Average	0.00	0.00	1.50	0.00	1.50	0.25	0.00	0.00	3.25	3.38
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	3	0	0	0	0	0	3	3.00
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	9	0	1	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.25	0.00	0.25	0.00	0.00	0.00	2.50	2.50
0900 - 0915	0	0	3	0	1	0	0	0	4	4.00
0915 - 0930	0	0	2	0	4	0	0	0	6	6.00
0930 - 0945	0	0	3	0	2	0	0	0	5	5.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	8	0	7	0	0	0	15	15.00
Hourly Average	0.00	0.00	2.00	0.00	1.75	0.00	0.00	0.00	3.75	3.75
Session Total	0	0	23	0	14	1	0	0	38	38.50
Session Average	0.00	0.00	1.92	0.00	1.17	0.08	0.00	0.00	3.17	3.21

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement H.3: Westbound from Greenvale (East) to Greenvale (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	5	0	1	0	0	0	7	6.20
1615 - 1630	0	0	8	0	0	0	0	0	8	8.00
1630 - 1645	2	0	4	0	1	0	0	0	7	5.40
1645 - 1700	0	0	10	0	1	0	0	0	11	11.00
Hourly Total	3	0	27	0	3	0	0	0	33	30.60
Hourly Average	0.75	0.00	6.75	0.00	0.75	0.00	0.00	0.00	8.25	7.65
1700 - 1715	0	0	8	0	0	0	0	0	8	8.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	7	0	1	0	0	0	8	8.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	22	0	1	0	0	0	23	23.00
Hourly Average	0.00	0.00	5.50	0.00	0.25	0.00	0.00	0.00	5.75	5.75
1800 - 1815	0	0	2	0	1	0	0	0	3	3.00
1815 - 1830	2	0	4	0	0	0	0	0	6	4.40
1830 - 1845	0	0	3	0	0	0	0	0	3	3.00
1845 - 1900	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	2	0	14	0	1	0	0	0	17	15.40
Hourly Average	0.50	0.00	3.50	0.00	0.25	0.00	0.00	0.00	4.25	3.85
Session Total	5	0	63	0	5	0	0	0	73	69.00
Session Average	0.42	0.00	5.25	0.00	0.42	0.00	0.00	0.00	6.08	5.75

Rochdale
Classified Junction Count

Site 8 of 9
Bramley Road
Greenvale (East)
Greenvale (West)

Lat/Long
lat 53.618550° lon -2.211839°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement H.4: Right from Greenvale (East) to Bramley Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	4	0	0	0	0	0	4	4.00
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	9	0	0	0	0	0	9	9.00
Hourly Average	0.00	0.00	2.25	0.00	0.00	0.00	0.00	0.00	2.25	2.25
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	2	0	3	0	0	0	5	5.00
0830 - 0845	0	0	3	0	2	0	0	0	5	5.00
0845 - 0900	0	0	13	0	1	0	0	0	14	14.00
Hourly Total	0	0	20	0	7	0	0	0	27	27.00
Hourly Average	0.00	0.00	5.00	0.00	1.75	0.00	0.00	0.00	6.75	6.75
0900 - 0915	0	0	4	0	0	0	0	0	4	4.00
0915 - 0930	0	0	2	0	1	0	0	0	3	3.00
0930 - 0945	0	0	5	0	0	0	0	0	5	5.00
0945 - 1000	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	15	0	1	0	0	0	16	16.00
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.00	0.00	4.00	4.00
Session Total	0	0	44	0	8	0	0	0	52	52.00
Session Average	0.00	0.00	3.67	0.00	0.67	0.00	0.00	0.00	4.33	4.33

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement H.4: Right from Greenvale (East) to Bramley Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	0	2	0	0	0	7	7.00
1615 - 1630	0	0	7	0	2	0	0	0	9	9.00
1630 - 1645	0	0	8	0	1	0	0	0	9	9.00
1645 - 1700	0	0	12	0	1	0	0	0	13	13.00
Hourly Total	0	0	32	0	6	0	0	0	38	38.00
Hourly Average	0.00	0.00	8.00	0.00	1.50	0.00	0.00	0.00	9.50	9.50
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	9	0	1	0	0	0	10	10.00
1730 - 1745	0	0	8	0	0	0	0	0	8	8.00
1745 - 1800	0	2	9	0	0	0	0	0	11	9.80
Hourly Total	0	2	28	0	1	0	0	0	31	29.80
Hourly Average	0.00	0.50	7.00	0.00	0.25	0.00	0.00	0.00	7.75	7.45
1800 - 1815	0	0	13	0	1	0	0	0	14	14.00
1815 - 1830	0	0	8	0	0	0	0	0	8	8.00
1830 - 1845	0	0	9	0	1	0	0	0	10	10.00
1845 - 1900	0	0	13	0	0	0	0	0	13	13.00
Hourly Total	0	0	43	0	2	0	0	0	45	45.00
Hourly Average	0.00	0.00	10.75	0.00	0.50	0.00	0.00	0.00	11.25	11.25
Session Total	0	2	103	0	9	0	0	0	114	112.80
Session Average	0.00	0.17	8.58	0.00	0.75	0.00	0.00	0.00	9.50	9.40

Classified Junction Count

Site 8 of 9
Bramley Road
Greenvale (East)
Greenvale (West)

Lat/Long
lat 53.618550° lon -2.211839°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

	Movement H.5: Left from Greenvale (West) to Bramley Road								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	1	0	0	0	2	2.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	1	0	1	1	0	0	3	3.50
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	1	0	0	7	7.50
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.25	0.00	0.00	1.75	1.88
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	2	0	0	0	0	0	2	2.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	1	0	0	0	1	1.00
0945 - 1000	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	1	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.00	0.25	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	9	0	3	1	0	0	13	13.50
Session Average	0.00	0.00	0.75	0.00	0.25	0.08	0.00	0.00	1.08	1.13

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

[illegible]

Rochdale
Classified Junction Count

Site 8 of 9
Bramley Road
Greenvale (East)
Greenvale (West)

Lat/Long
lat 53.618550° lon -2.211839°

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement H.6: Eastbound from Greenvale (West) to Greenvale (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	5	0	0	0	0	0	6	5.20
0715 - 0730	0	0	6	0	0	0	0	0	6	6.00
0730 - 0745	1	0	6	0	0	0	0	0	7	6.20
0745 - 0800	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	2	0	21	0	0	0	0	0	23	21.40
Hourly Average	0.50	0.00	5.25	0.00	0.00	0.00	0.00	0.00	5.75	5.35
0800 - 0815	0	0	5	0	0	0	0	0	5	5.00
0815 - 0830	0	0	7	0	0	0	0	0	7	7.00
0830 - 0845	0	0	2	0	1	1	0	0	4	4.50
0845 - 0900	0	0	3	0	3	0	0	0	6	6.00
Hourly Total	0	0	17	0	4	1	0	0	22	22.50
Hourly Average	0.00	0.00	4.25	0.00	1.00	0.25	0.00	0.00	5.50	5.63
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	7	0	0	0	0	0	7	7.00
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	15	0	0	0	0	0	15	15.00
Hourly Average	0.00	0.00	3.75	0.00	0.00	0.00	0.00	0.00	3.75	3.75
Session Total	2	0	53	0	4	1	0	0	60	58.90
Session Average	0.17	0.00	4.42	0.00	0.33	0.08	0.00	0.00	5.00	4.91

Date
Thursday 15 May 2025

Weather
Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement H.6: Eastbound from Greenvale (West) to Greenvale (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	2	0	0	0	0	0	2	2.00
1615 - 1630	0	0	3	0	1	0	0	0	4	4.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
1700 - 1715	0	0	2	0	0	0	0	0	2	2.00
1715 - 1730	0	0	4	0	0	0	0	0	4	4.00
1730 - 1745	0	0	4	0	0	0	0	0	4	4.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	10	0	1	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.00	0.00	0.00	2.75	2.75
1800 - 1815	0	0	2	0	0	0	0	0	2	2.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	1	0	3	0	0	0	0	0	4	3.20
1845 - 1900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	12	0	0	0	0	0	13	12.20
Hourly Average	0.25	0.00	3.00	0.00	0.00	0.00	0.00	0.00	3.25	3.05
Session Total	1	0	32	0	2	0	0	0	35	34.20
Session Average	0.08	0.00	2.67	0.00	0.17	0.00	0.00	0.00	2.92	2.85

Rochdale

Classified Junction Count

Site 9 of 9

B6222 Bury And Rochdale Old Road (East)
Queen's Park Road
B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.605174° lon -2.217245°

Date

Thursday 15 May 2025

Weather

Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement I.1: Left from B6222 Bury And Rochdale Old Road (East) to Queen's Park Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	94	0	11	4	0	0	109	111.00
0715 - 0730	0	0	126	0	10	0	1	0	137	138.30
0730 - 0745	1	2	124	0	11	1	0	1	140	139.50
0745 - 0800	1	0	156	1	11	1	0	0	170	169.70
Hourly Total	2	2	500	1	43	6	1	1	556	558.50
Hourly Average	0.50	0.50	125.00	0.25	10.75	1.50	0.25	0.25	139.00	139.63
0800 - 0815	1	0	101	0	18	3	0	0	123	123.70
0815 - 0830	1	1	142	0	10	0	0	1	155	154.60
0830 - 0845	0	0	110	0	7	0	0	0	117	117.00
0845 - 0900	0	2	105	0	11	1	0	0	119	118.30
Hourly Total	2	3	458	0	46	4	0	1	514	513.60
Hourly Average	0.50	0.75	114.50	0.00	11.50	1.00	0.00	0.25	128.50	128.40
0900 - 0915	0	0	100	0	15	4	1	2	122	127.30
0915 - 0930	2	0	90	0	15	3	0	1	111	111.90
0930 - 0945	1	0	82	0	12	1	0	0	96	95.70
0945 - 1000	1	0	86	0	10	0	0	0	97	96.20
Hourly Total	4	0	358	0	52	8	1	3	426	431.10
Hourly Average	1.00	0.00	89.50	0.00	13.00	2.00	0.25	0.75	106.50	107.78
Session Total	8	5	1316	1	141	18	2	5	1496	1503.20
Session Average	0.67	0.42	109.67	0.08	11.75	1.50	0.17	0.42	124.67	125.27

Date

Thursday 15 May 2025

Weather

Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement I.1: Left from B6222 Bury And Rochdale Old Road (East) to Queen's Park Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	102	0	14	1	0	2	119	121.50
1615 - 1630	1	1	90	0	10	1	0	0	103	102.10
1630 - 1645	0	2	105	0	5	0	0	0	112	110.80
1645 - 1700	1	0	89	0	8	1	0	3	102	104.70
Hourly Total	2	3	386	0	37	3	0	5	436	439.10
Hourly Average	0.50	0.75	96.50	0.00	9.25	0.75	0.00	1.25	109.00	109.78
1700 - 1715	0	1	86	0	10	0	0	0	97	96.40
1715 - 1730	0	0	74	0	6	1	0	0	81	81.50
1730 - 1745	0	1	70	0	3	1	0	0	75	74.90
1745 - 1800	1	0	82	0	9	0	0	1	93	93.20
Hourly Total	1	2	312	0	28	2	0	1	346	346.00
Hourly Average	0.25	0.50	78.00	0.00	7.00	0.50	0.00	0.25	86.50	86.50
1800 - 1815	1	1	76	0	1	0	0	0	79	77.60
1815 - 1830	2	0	80	0	1	0	0	0	83	81.40
1830 - 1845	1	0	84	0	5	0	0	0	90	89.20
1845 - 1900	2	0	54	0	3	0	0	1	60	59.40
Hourly Total	6	1	294	0	10	0	0	1	312	307.60
Hourly Average	1.50	0.25	73.50	0.00	2.50	0.00	0.00	0.25	78.00	76.90
Session Total	9	6	992	0	75	5	0	7	1094	1092.70
Session Average	0.75	0.50	82.67	0.00	6.25	0.42	0.00	0.58	91.17	91.06

Rochdale

Classified Junction Count

Site 9 of 9

B6222 Bury And Rochdale Old Road (East)
Queen's Park Road
B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.605174° lon -2.217245°

Date

Thursday 15 May 2025

Weather

Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement I.2: Westbound from B6222 Bury And Rochdale Old Road (East) to B6222 Bury And Rochdale Old Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	156	0	18	1	0	1	176	177.50
0715 - 0730	0	0	166	0	12	1	1	2	182	185.80
0730 - 0745	0	0	164	0	9	2	1	1	177	180.30
0745 - 0800	1	1	146	0	17	5	1	6	177	185.40
Hourly Total	1	1	632	0	56	9	3	10	712	729.00
Hourly Average	0.25	0.25	158.00	0.00	14.00	2.25	0.75	2.50	178.00	182.25
0800 - 0815	2	1	104	0	10	2	0	2	121	121.80
0815 - 0830	0	1	117	0	11	2	0	0	131	131.40
0830 - 0845	0	0	124	0	17	4	1	1	147	151.30
0845 - 0900	0	0	136	0	15	0	0	5	156	161.00
Hourly Total	2	2	481	0	53	8	1	8	555	565.50
Hourly Average	0.50	0.50	120.25	0.00	13.25	2.00	0.25	2.00	138.75	141.38
0900 - 0915	0	0	120	1	18	6	0	0	145	148.00
0915 - 0930	3	0	136	0	20	0	0	1	160	158.60
0930 - 0945	0	0	105	0	11	2	0	1	119	121.00
0945 - 1000	0	0	128	1	16	3	0	1	149	151.50
Hourly Total	3	0	489	2	65	11	0	3	573	579.10
Hourly Average	0.75	0.00	122.25	0.50	16.25	2.75	0.00	0.75	143.25	144.78
Session Total	6	3	1602	2	174	28	4	21	1840	1873.60
Session Average	0.50	0.25	133.50	0.17	14.50	2.33	0.33	1.75	153.33	156.13

Date

Thursday 15 May 2025

Weather

Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement I.2: Westbound from B6222 Bury And Rochdale Old Road (East) to B6222 Bury And Rochdale Old Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	120	0	13	2	0	1	136	138.00
1615 - 1630	0	0	105	0	12	2	0	2	121	124.00
1630 - 1645	0	1	111	0	10	0	0	1	123	123.40
1645 - 1700	0	1	106	0	14	3	0	3	127	130.90
Hourly Total	0	2	442	0	49	7	0	7	507	516.30
Hourly Average	0.00	0.50	110.50	0.00	12.25	1.75	0.00	1.75	126.75	129.08
1700 - 1715	1	1	112	0	10	0	0	1	125	124.60
1715 - 1730	0	1	130	0	14	0	0	1	146	146.40
1730 - 1745	2	0	84	0	11	0	0	1	98	97.40
1745 - 1800	1	1	124	0	8	0	0	1	135	134.60
Hourly Total	4	3	450	0	43	0	0	4	504	503.00
Hourly Average	1.00	0.75	112.50	0.00	10.75	0.00	0.00	1.00	126.00	125.75
1800 - 1815	1	0	94	0	10	0	0	1	106	106.20
1815 - 1830	0	0	98	0	4	0	0	1	103	104.00
1830 - 1845	0	0	81	0	5	0	0	1	87	88.00
1845 - 1900	1	2	70	0	5	1	1	0	80	79.80
Hourly Total	2	2	343	0	24	1	1	3	376	378.00
Hourly Average	0.50	0.50	85.75	0.00	6.00	0.25	0.25	0.75	94.00	94.50
Session Total	6	7	1235	0	116	8	1	14	1387	1397.30
Session Average	0.50	0.58	102.92	0.00	9.67	0.67	0.08	1.17	115.58	116.44

Rochdale

Classified Junction Count

Site 9 of 9

B6222 Bury And Rochdale Old Road (East)
Queen's Park Road
B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.605174° lon -2.217245°

Date

Thursday 15 May 2025

Weather

Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement I.3: Left from Queen's Park Road to B6222 Bury And Rochdale Old Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	9	0	0	0	0	0	9	9.00
0730 - 0745	0	0	15	0	1	0	0	0	16	16.00
0745 - 0800	0	0	15	0	0	0	0	0	15	15.00
Hourly Total	0	0	42	0	2	0	0	0	44	44.00
Hourly Average	0.00	0.00	10.50	0.00	0.50	0.00	0.00	0.00	11.00	11.00
0800 - 0815	0	0	11	0	1	1	0	0	13	13.50
0815 - 0830	0	0	8	0	2	0	0	0	10	10.00
0830 - 0845	0	0	11	0	4	0	0	0	15	15.00
0845 - 0900	0	0	18	0	2	0	0	0	20	20.00
Hourly Total	0	0	48	0	9	1	0	0	58	58.50
Hourly Average	0.00	0.00	12.00	0.00	2.25	0.25	0.00	0.00	14.50	14.63
0900 - 0915	0	0	19	0	1	0	0	0	20	20.00
0915 - 0930	0	0	5	0	1	0	0	0	6	6.00
0930 - 0945	0	0	7	0	2	0	0	0	9	9.00
0945 - 1000	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	38	0	5	0	0	0	43	43.00
Hourly Average	0.00	0.00	9.50	0.00	1.25	0.00	0.00	0.00	10.75	10.75
Session Total	0	0	128	0	16	1	0	0	145	145.50
Session Average	0.00	0.00	10.67	0.00	1.33	0.08	0.00	0.00	12.08	12.13

Date

Thursday 15 May 2025

Weather

Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement I.3: Left from Queen's Park Road to B6222 Bury And Rochdale Old Road (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	5	0	2	0	0	0	7	7.00
1615 - 1630	0	0	10	0	0	0	0	0	10	10.00
1630 - 1645	0	0	13	0	3	0	0	0	16	16.00
1645 - 1700	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	35	0	6	0	0	0	41	41.00
Hourly Average	0.00	0.00	8.75	0.00	1.50	0.00	0.00	0.00	10.25	10.25
1700 - 1715	0	0	10	0	3	0	0	0	13	13.00
1715 - 1730	0	0	9	0	0	0	0	0	9	9.00
1730 - 1745	0	0	3	0	2	0	0	0	5	5.00
1745 - 1800	0	0	16	0	0	0	0	1	17	18.00
Hourly Total	0	0	38	0	5	0	0	1	44	45.00
Hourly Average	0.00	0.00	9.50	0.00	1.25	0.00	0.00	0.25	11.00	11.25
1800 - 1815	0	0	9	0	0	0	0	0	9	9.00
1815 - 1830	0	0	9	0	2	0	0	0	11	11.00
1830 - 1845	0	0	9	0	0	0	0	0	9	9.00
1845 - 1900	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	34	0	3	0	0	0	37	37.00
Hourly Average	0.00	0.00	8.50	0.00	0.75	0.00	0.00	0.00	9.25	9.25
Session Total	0	0	107	0	14	0	0	1	122	123.00
Session Average	0.00	0.00	8.92	0.00	1.17	0.00	0.00	0.08	10.17	10.25

Rochdale

Classified Junction Count

Site 9 of 9

B6222 Bury And Rochdale Old Road (East)
Queen's Park Road
B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.605174° lon -2.217245°

Date

Thursday 15 May 2025

Weather

Cloudy
Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement I.4: Right from Queen's Park Road to B6222 Bury And Rochdale Old Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	25	0	4	2	0	1	32	34.00
0715 - 0730	0	1	27	0	7	0	0	3	38	40.40
0730 - 0745	0	0	43	0	1	1	0	0	45	45.50
0745 - 0800	0	0	57	0	8	0	1	1	67	69.30
Hourly Total	0	1	152	0	20	3	1	5	182	189.20
Hourly Average	0.00	0.25	38.00	0.00	5.00	0.75	0.25	1.25	45.50	47.30
0800 - 0815	0	0	60	0	5	2	0	2	69	72.00
0815 - 0830	0	0	64	0	5	3	1	0	73	75.80
0830 - 0845	0	0	53	0	9	0	0	0	62	62.00
0845 - 0900	0	0	50	0	9	1	0	1	61	62.50
Hourly Total	0	0	227	0	28	6	1	3	265	272.30
Hourly Average	0.00	0.00	56.75	0.00	7.00	1.50	0.25	0.75	66.25	68.08
0900 - 0915	0	0	37	0	8	1	0	1	47	48.50
0915 - 0930	0	0	40	0	5	0	0	0	45	45.00
0930 - 0945	0	0	36	0	7	2	0	0	45	46.00
0945 - 1000	0	0	38	0	8	0	0	0	46	46.00
Hourly Total	0	0	151	0	28	3	0	1	183	185.50
Hourly Average	0.00	0.00	37.75	0.00	7.00	0.75	0.00	0.25	45.75	46.38
Session Total	0	1	530	0	76	12	2	9	630	647.00
Session Average	0.00	0.08	44.17	0.00	6.33	1.00	0.17	0.75	52.50	53.92

Date

Thursday 15 May 2025

Weather

Cloudy
Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement I.4: Right from Queen's Park Road to B6222 Bury And Rochdale Old Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	95	0	16	0	0	1	112	113.00
1615 - 1630	0	0	108	0	19	2	0	0	129	130.00
1630 - 1645	0	1	125	0	19	0	0	0	145	144.40
1645 - 1700	0	1	116	0	21	1	0	1	140	140.90
Hourly Total	0	2	444	0	75	3	0	2	526	528.30
Hourly Average	0.00	0.50	111.00	0.00	18.75	0.75	0.00	0.50	131.50	132.08
1700 - 1715	0	1	135	0	18	0	0	0	154	153.40
1715 - 1730	0	1	118	0	5	0	0	1	125	125.40
1730 - 1745	0	1	131	0	7	0	0	0	139	138.40
1745 - 1800	0	1	123	0	13	0	0	0	137	136.40
Hourly Total	0	4	507	0	43	0	0	1	555	553.60
Hourly Average	0.00	1.00	126.75	0.00	10.75	0.00	0.00	0.25	138.75	138.40
1800 - 1815	0	0	109	0	6	0	0	0	115	115.00
1815 - 1830	1	0	114	0	9	0	0	1	125	125.20
1830 - 1845	0	0	97	0	6	0	0	0	103	103.00
1845 - 1900	0	0	119	0	7	0	0	0	126	126.00
Hourly Total	1	0	439	0	28	0	0	1	469	469.20
Hourly Average	0.25	0.00	109.75	0.00	7.00	0.00	0.00	0.25	117.25	117.30
Session Total	1	6	1390	0	146	3	0	4	1550	1551.10
Session Average	0.08	0.50	115.83	0.00	12.17	0.25	0.00	0.33	129.17	129.26

Rochdale

Classified Junction Count

Site 9 of 9

B6222 Bury And Rochdale Old Road (East)
 Queen's Park Road
 B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.605174° lon -2.217245°

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement I.5: Eastbound from B6222 Bury And Rochdale Old Road (West) to B6222 Bury And Rochdale Old Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	62	0	14	1	0	2	79	81.50
0715 - 0730	0	1	72	0	12	4	1	1	91	94.70
0730 - 0745	0	0	115	0	14	3	0	1	133	135.50
0745 - 0800	0	0	87	0	11	1	1	1	101	103.80
Hourly Total	0	1	336	0	51	9	2	5	404	415.50
Hourly Average	0.00	0.25	84.00	0.00	12.75	2.25	0.50	1.25	101.00	103.88
0800 - 0815	0	1	128	1	17	1	1	1	150	152.20
0815 - 0830	0	0	128	0	7	0	1	1	137	139.30
0830 - 0845	2	1	109	0	3	3	0	2	120	121.30
0845 - 0900	0	0	93	0	7	2	2	2	106	111.60
Hourly Total	2	2	458	1	34	6	4	6	513	524.40
Hourly Average	0.50	0.50	114.50	0.25	8.50	1.50	1.00	1.50	128.25	131.10
0900 - 0915	2	0	97	0	8	2	0	1	110	110.40
0915 - 0930	1	0	112	0	15	2	0	1	131	132.20
0930 - 0945	0	0	80	0	13	5	1	2	101	106.80
0945 - 1000	0	0	89	0	18	1	0	1	109	110.50
Hourly Total	3	0	378	0	54	10	1	5	451	459.90
Hourly Average	0.75	0.00	94.50	0.00	13.50	2.50	0.25	1.25	112.75	114.98
Session Total	5	3	1172	1	139	25	7	16	1368	1399.80
Session Average	0.42	0.25	97.67	0.08	11.58	2.08	0.58	1.33	114.00	116.65

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement I.5: Eastbound from B6222 Bury And Rochdale Old Road (West) to B6222 Bury And Rochdale Old Road (East)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	179	0	11	1	0	1	192	193.50
1615 - 1630	0	1	177	0	15	1	0	3	197	199.90
1630 - 1645	0	0	171	0	19	3	0	1	194	196.50
1645 - 1700	0	0	174	0	8	0	0	1	183	184.00
Hourly Total	0	1	701	0	53	5	0	6	766	773.90
Hourly Average	0.00	0.25	175.25	0.00	13.25	1.25	0.00	1.50	191.50	193.48
1700 - 1715	0	0	166	0	21	0	0	3	190	193.00
1715 - 1730	2	2	170	0	14	0	0	2	190	189.20
1730 - 1745	0	0	133	0	13	1	0	1	148	149.50
1745 - 1800	0	0	162	0	12	0	0	1	175	176.00
Hourly Total	2	2	631	0	60	1	0	7	703	707.70
Hourly Average	0.50	0.50	157.75	0.00	15.00	0.25	0.00	1.75	175.75	176.93
1800 - 1815	0	0	157	0	15	1	0	1	174	175.50
1815 - 1830	0	0	144	0	8	1	0	2	155	157.50
1830 - 1845	3	0	130	0	5	1	0	1	140	139.10
1845 - 1900	1	1	153	0	7	0	0	0	162	160.60
Hourly Total	4	1	584	0	35	3	0	4	631	632.70
Hourly Average	1.00	0.25	146.00	0.00	8.75	0.75	0.00	1.00	157.75	158.18
Session Total	6	4	1916	0	148	9	0	17	2100	2114.30
Session Average	0.50	0.33	159.67	0.00	12.33	0.75	0.00	1.42	175.00	176.19

Rochdale

Classified Junction Count

Site 9 of 9

B6222 Bury And Rochdale Old Road (East)
 Queen's Park Road
 B6222 Bury And Rochdale Old Road (West)

Lat/Long

lat 53.605174° lon -2.217245°

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 7°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement I.6: Right from B6222 Bury And Rochdale Old Road (West) to Queen's Park Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	3	0	1	0	0	0	4	4.00
0715 - 0730	0	0	6	0	0	0	0	0	6	6.00
0730 - 0745	0	0	3	0	1	0	0	0	4	4.00
0745 - 0800	0	0	4	0	1	0	0	0	5	5.00
Hourly Total	0	0	16	0	3	0	0	0	19	19.00
Hourly Average	0.00	0.00	4.00	0.00	0.75	0.00	0.00	0.00	4.75	4.75
0800 - 0815	0	0	14	0	0	1	0	0	15	15.50
0815 - 0830	0	0	5	0	3	1	0	0	9	9.50
0830 - 0845	0	0	8	0	1	0	0	0	9	9.00
0845 - 0900	0	0	6	0	1	0	0	0	7	7.00
Hourly Total	0	0	33	0	5	2	0	0	40	41.00
Hourly Average	0.00	0.00	8.25	0.00	1.25	0.50	0.00	0.00	10.00	10.25
0900 - 0915	0	0	12	0	1	0	0	0	13	13.00
0915 - 0930	0	0	11	0	3	0	0	0	14	14.00
0930 - 0945	0	0	2	0	3	0	0	0	5	5.00
0945 - 1000	1	0	8	0	1	0	0	0	10	9.20
Hourly Total	1	0	33	0	8	0	0	0	42	41.20
Hourly Average	0.25	0.00	8.25	0.00	2.00	0.00	0.00	0.00	10.50	10.30
Session Total	1	0	82	0	16	2	0	0	101	101.20
Session Average	0.08	0.00	6.83	0.00	1.33	0.17	0.00	0.00	8.42	8.43

Date

Thursday 15 May 2025

Weather

Cloudy
 Temp: 15°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement I.6: Right from B6222 Bury And Rochdale Old Road (West) to Queen's Park Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	10	0	5	0	0	0	15	15.00
1615 - 1630	0	0	31	0	4	0	0	0	35	35.00
1630 - 1645	0	0	14	0	1	0	0	0	15	15.00
1645 - 1700	1	0	16	0	6	1	0	0	24	23.70
Hourly Total	1	0	71	0	16	1	0	0	89	88.70
Hourly Average	0.25	0.00	17.75	0.00	4.00	0.25	0.00	0.00	22.25	22.18
1700 - 1715	0	0	12	0	0	0	0	0	12	12.00
1715 - 1730	1	0	24	0	0	0	0	0	25	24.20
1730 - 1745	0	0	11	0	1	0	0	0	12	12.00
1745 - 1800	0	0	14	0	1	0	0	0	15	15.00
Hourly Total	1	0	61	0	2	0	0	0	64	63.20
Hourly Average	0.25	0.00	15.25	0.00	0.50	0.00	0.00	0.00	16.00	15.80
1800 - 1815	0	0	14	0	1	0	0	0	15	15.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	15	0	0	0	0	0	15	15.00
1845 - 1900	0	0	7	0	0	0	0	0	7	7.00
Hourly Total	0	0	40	0	1	0	0	0	41	41.00
Hourly Average	0.00	0.00	10.00	0.00	0.25	0.00	0.00	0.00	10.25	10.25
Session Total	2	0	172	0	19	1	0	0	194	192.90
Session Average	0.17	0.00	14.33	0.00	1.58	0.08	0.00	0.00	16.17	16.08

Appendix L: Junctions 9 Output – Site Access

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

Filename: Site Access - Greenvale.j9

Path: Y:\Projects\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J10 - Site Access - Greenvale (43 dwellings)

Report generation date: 11/06/2025 10:58:13

»2030 With JPA 17 Full Allocation, AM

»2030 With JPA 17 Full Allocation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
2030 With JPA 17 Full Allocation								
Stream B-AC	0.0	7.52	0.03	1.95	0.0	7.41	0.01	0.59
Stream C-AB	0.0	0.00	0.00		0.0	0.00	0.00	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

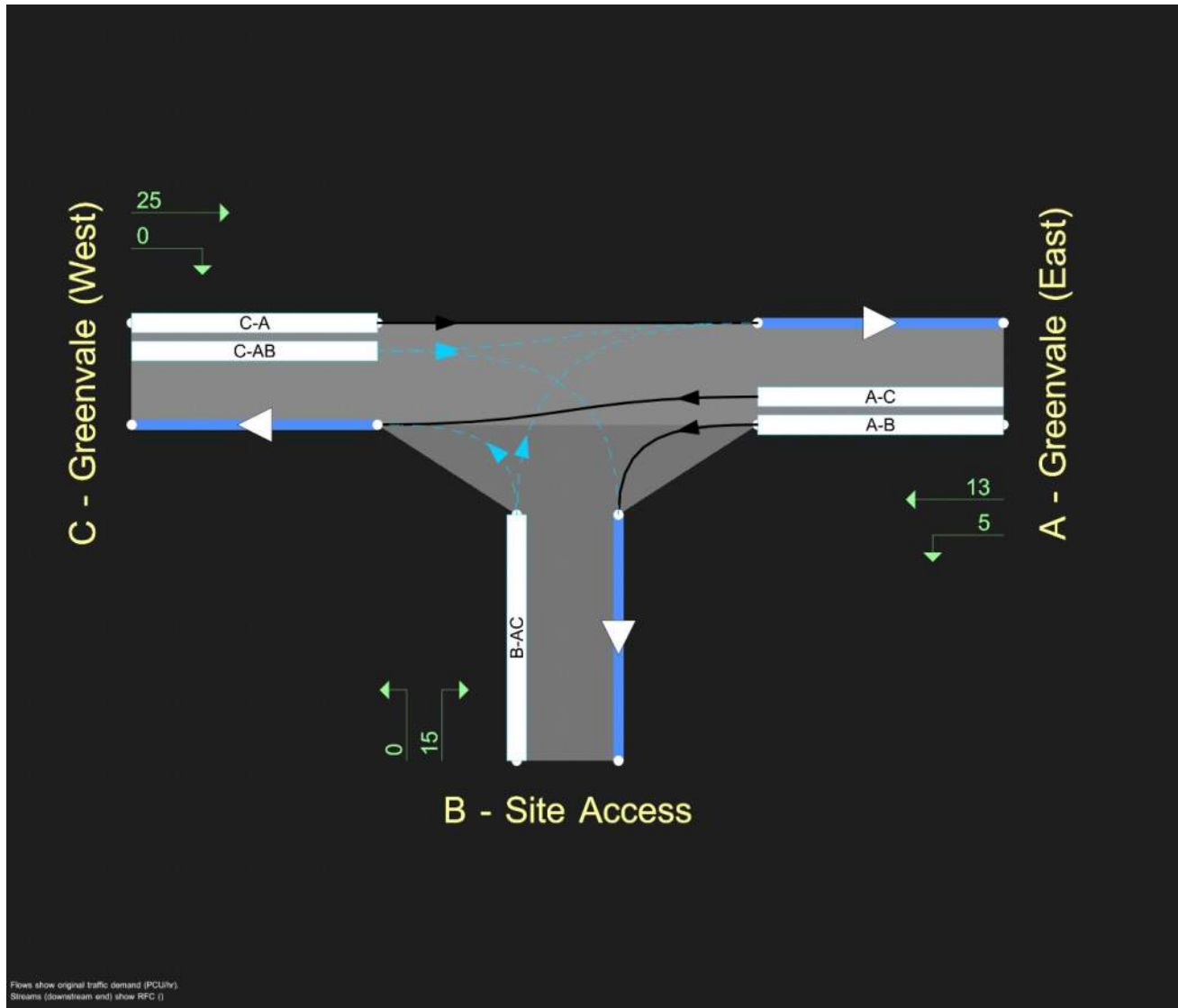
File summary

File Description

Title	
Location	
Site number	
Date	14/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTVA.BENOTMAN
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	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15
D2	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2030 With JPA 17 Full Allocation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Greenvale (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Greenvale	T-Junction	Two-way		1.95	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Greenvale (East)		Major
B	Site Access		Minor
C	Greenvale (West)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Greenvale (West)	5.60			133.7	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	3.22	17	19

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	503	0.093	0.236	0.148	0.337
B-C	649	0.101	0.256	-	-
C-B	651	0.257	0.257	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Greenvale (East)		✓	18	100.000
B - Site Access		✓	15	100.000
C - Greenvale (West)		✓	25	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Greenvale (East)	B - Site Access	C - Greenvale (West)
From	A - Greenvale (East)	0	5	13
	B - Site Access	15	0	0
	C - Greenvale (West)	25	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Greenvale (East)	B - Site Access	C - Greenvale (West)
From	A - Greenvale (East)	0	0	0
	B - Site Access	0	0	0
	C - Greenvale (West)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.03	7.52	0.0	0.5	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

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	11	498	0.023	11	0.0	7.402	A
C-AB	0	648	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	4			4			
A-C	10			10			

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	13	496	0.027	13	0.0	7.452	A
C-AB	0	647	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	4			4			
A-C	12			12			

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	17	495	0.033	16	0.0	7.522	A
C-AB	0	646	0.000	0	0.0	0.000	A
C-A	28			28			
A-B	6			6			
A-C	14			14			

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	17	495	0.033	17	0.0	7.522	A
C-AB	0	646	0.000	0	0.0	0.000	A
C-A	28			28			
A-B	6			6			
A-C	14			14			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	496	0.027	14	0.0	7.453	A
C-AB	0	647	0.000	0	0.0	0.000	A
C-A	22			22			
A-B	4			4			
A-C	12			12			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	498	0.023	11	0.0	7.406	A
C-AB	0	648	0.000	0	0.0	0.000	A
C-A	19			19			
A-B	4			4			
A-C	10			10			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.03	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.03	0.00	0.00	0.03	0.03			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.02	0.00	0.00	0.02	0.02			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

2030 With JPA 17 Full Allocation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Greenvale (West) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Greenvale	T-Junction	Two-way		0.59	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	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 - Greenvale (East)		✓	45	100.000
B - Site Access		✓	5	100.000
C - Greenvale (West)		✓	13	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Greenvale (East)	B - Site Access	C - Greenvale (West)
From	A - Greenvale (East)	0	13	32
	B - Site Access	5	0	0
	C - Greenvale (West)	13	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Greenvale (East)	B - Site Access	C - Greenvale (West)
	A - Greenvale (East)	0	0	0
	B - Site Access	0	0	0
	C - Greenvale (West)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-AC	0.01	7.41	0.0	0.5	A
C-AB	0.00	0.00	0.0	~1	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4	495	0.008	4	0.0	7.328	A
C-AB	0	643	0.000	0	0.0	0.000	A
C-A	10			10			
A-B	10			10			
A-C	24			24			

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	4	493	0.009	4	0.0	7.362	A
C-AB	0	641	0.000	0	0.0	0.000	A
C-A	12			12			
A-B	12			12			
A-C	29			29			

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	6	491	0.011	5	0.0	7.410	A
C-AB	0	639	0.000	0	0.0	0.000	A
C-A	14			14			
A-B	14			14			
A-C	35			35			

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	6	491	0.011	6	0.0	7.410	A
C-AB	0	639	0.000	0	0.0	0.000	A
C-A	14			14			
A-B	14			14			
A-C	35			35			

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	4	493	0.009	5	0.0	7.365	A
C-AB	0	641	0.000	0	0.0	0.000	A
C-A	12			12			
A-B	12			12			
A-C	29			29			

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	4	495	0.008	4	0.0	7.328	A
C-AB	0	643	0.000	0	0.0	0.000	A
C-A	10			10			
A-B	10			10			
A-C	24			24			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-AC	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.00	0.00	0.00	0.00	0.00			N/A	N/A

Appendix M: Junctions 9 Output - A680 / Bagslate Moor Road (J1) – Validation

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.1.7462							
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+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: J1 - A680 - Bagslate Moor Road - Direct.j9

Path: Y:\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J1 - A680 - Bagslate Moor Road

Report generation date: 11/06/2025 10:28:10

»2025 Surveyed Flows , AM

»2025 Surveyed Flows , PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
2025 Surveyed Flows								
1 - A680 East	2.4	14.55	0.71	26.75	10.3	37.28	0.96	29.74
2 - Bagslate Moor Road	6.8	43.52	0.91		5.5	40.64	0.88	
3 - A680 West	9.5	30.76	0.94		2.1	11.16	0.68	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	18/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTA.BENOTMAN
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	perTimeSegment	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Surveyed Flows	AM	DIRECT	07:45	08:45	60	15	✓
D2	2025 Surveyed Flows	PM	DIRECT	16:15	17:15	60	15	✓

Analysis Set Details

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

2025 Surveyed Flows , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A680 / Bagslate Moor Road	Mini-roundabout		1, 2, 3	26.75	D

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	A680 East	
2	Bagslate Moor Road	
3	A680 West	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A680 East	3.72	3.72	3.72	0.0	11.00	2.00	0.0	
2 - Bagslate Moor Road	5.61	3.52	5.10	7.4	16.00	9.00	0.0	
3 - A680 West	4.48	4.07	4.07	0.0	19.00	19.00	0.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - A680 East	✓	100
2 - Bagslate Moor Road		
3 - A680 West		

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/TS)
1 - A680 East	Direct		25.00
2 - Bagslate Moor Road	Direct		50.00
3 - A680 West	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - A680 East	0.617	232.389
2 - Bagslate Moor Road	0.647	247.560
3 - A680 West	0.815	319.826

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Surveyed Flows	AM	DIRECT	07:45	08:45	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A680 East		DIRECT	✓	100.000
2 - Bagslate Moor Road		DIRECT	✓	100.000
3 - A680 West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

07:45 - 08:00

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0.00	59.00	130.00
	2 - Bagslate Moor Road	88.00	0.00	15.00
	3 - A680 West	194.00	41.00	0.00

Demand (PCU/TS)

08:00 - 08:15

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0.00	82.00	147.00
	2 - Bagslate Moor Road	77.00	0.00	33.00
	3 - A680 West	150.00	39.00	0.00

Demand (PCU/TS)

08:15 - 08:30

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0.00	79.00	151.00
	2 - Bagslate Moor Road	100.00	0.00	37.00
	3 - A680 West	145.00	32.00	0.00

Demand (PCU/TS)

08:30 - 08:45

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0.00	105.00	130.00
	2 - Bagslate Moor Road	97.00	0.00	17.00
	3 - A680 West	115.00	31.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
	1 - A680 East	0	0	0
	2 - Bagslate Moor Road	0	0	0
	3 - A680 West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A680 East	0.71	14.55	2.4	?	B	220.75	558.00
2 - Bagslate Moor Road	0.91	43.52	6.8	?	E	116.00	464.00
3 - A680 West	0.94	30.76	9.5	?	D	186.75	747.00

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - A680 East	189.00	130.00	130.00	59.00	0.00	39.34	208.10	0.625	128.39	272.78	0.0	1.6	11.082
2 - Bagslate Moor Road	103.00	103.00	103.00	0.00	59.00	128.39	164.53	0.626	101.39	39.34	0.0	1.6	13.928
3 - A680 West	235.00	235.00	235.00	0.00	0.00	86.63	249.22	0.943	225.50	143.16	0.0	9.5	30.763

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - A680 East	229.00	147.00	147.00	82.00	0.00	40.06	207.66	0.708	146.30	232.23	1.6	2.3	14.488
2 - Bagslate Moor Road	110.00	110.00	110.00	0.00	82.00	146.30	152.95	0.719	109.22	40.06	1.6	2.4	20.180
3 - A680 West	189.00	189.00	189.00	0.00	0.00	76.70	257.31	0.735	195.59	178.82	9.5	2.9	15.952

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - A680 East	230.00	151.00	151.00	79.00	0.00	32.09	212.58	0.710	150.93	241.71	2.3	2.4	14.554
2 - Bagslate Moor Road	137.00	137.00	137.00	0.00	79.00	150.93	149.96	0.914	132.61	32.09	2.4	6.8	43.519
3 - A680 West	177.00	177.00	177.00	0.00	0.00	96.72	240.99	0.734	177.07	186.81	2.9	2.8	14.126

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - A680 East	235.00	130.00	130.00	105.00	0.00	31.17	213.14	0.610	130.77	215.90	2.4	1.6	11.028
2 - Bagslate Moor Road	114.00	114.00	114.00	0.00	105.00	130.77	162.99	0.699	118.31	31.17	6.8	2.5	21.785
3 - A680 West	146.00	146.00	146.00	0.00	0.00	99.84	238.45	0.612	147.22	149.24	2.8	1.6	9.995

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.61	?	?	?	?			N/A	N/A
2 - Bagslate Moor Road	1.61	?	?	?	?			N/A	N/A
3 - A680 West	9.50	?	?	?	?			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	2.31	?	?	?	?			N/A	N/A
2 - Bagslate Moor Road	2.39	?	?	?	?			N/A	N/A
3 - A680 West	2.92	?	?	?	?			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	2.38	?	?	?	?			N/A	N/A
2 - Bagslate Moor Road	6.78	?	?	?	?			N/A	N/A
3 - A680 West	2.84	?	?	?	?			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.61	?	?	?	?			N/A	N/A
2 - Bagslate Moor Road	2.48	?	?	?	?			N/A	N/A
3 - A680 West	1.62	?	?	?	?			N/A	N/A

2025 Surveyed Flows , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 81% of the total flow for the roundabout for one or more time segments]
Warning	Flow Arm 1	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 2	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Flow Arm 3	Analysis Options	Queue percentiles cannot be calculated for the selected traffic profile type.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A680 / Bagslate Moor Road	Mini-roundabout		1, 2, 3	29.74	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2025 Surveyed Flows	PM	DIRECT	16:15	17:15	60	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - A680 East		DIRECT	✓	100.000
2 - Bagslate Moor Road		DIRECT	✓	100.000
3 - A680 West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

16:15 - 16:30

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0.00	77.00	205.00
	2 - Bagslate Moor Road	64.00	0.00	38.00
	3 - A680 West	151.00	31.00	0.00

Demand (PCU/TS)

16:30 - 16:45

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0.00	86.00	150.00
	2 - Bagslate Moor Road	82.00	0.00	40.00
	3 - A680 West	121.00	52.00	0.00

Demand (PCU/TS)

16:45 - 17:00

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0.00	78.00	192.00
	2 - Bagslate Moor Road	53.00	0.00	38.00
	3 - A680 West	123.00	27.00	0.00

Demand (PCU/TS)

17:00 - 17:15

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0.00	51.00	160.00
	2 - Bagslate Moor Road	80.00	0.00	45.00
	3 - A680 West	126.00	32.00	0.00

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	0	0
	2 - Bagslate Moor Road	0	0	0
	3 - A680 West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - A680 East	0.96	37.28	10.3	?	E	249.75	707.00
2 - Bagslate Moor Road	0.88	40.64	5.5	?	E	110.00	440.00
3 - A680 West	0.68	11.16	2.1	?	B	165.75	663.00

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - A680 East	282.00	205.00	205.00	77.00	0.00	30.66	213.46	0.960	194.65	210.76	0.0	10.3	37.277
2 - Bagslate Moor Road	102.00	102.00	102.00	0.00	77.00	194.65	121.68	0.838	97.89	30.66	0.0	4.1	33.615
3 - A680 West	182.00	182.00	182.00	0.00	0.00	61.42	269.77	0.675	179.99	231.12	0.0	2.0	9.819

16:30 - 16:45

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - A680 East	236.00	150.00	150.00	86.00	0.00	51.71	200.46	0.748	157.14	202.72	10.3	3.2	23.530
2 - Bagslate Moor Road	122.00	122.00	122.00	0.00	86.00	157.14	145.94	0.836	121.57	51.71	4.1	4.5	35.620
3 - A680 West	173.00	173.00	173.00	0.00	0.00	81.53	253.38	0.683	172.91	197.19	2.0	2.1	11.159

16:45 - 17:00

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - A680 East	270.00	192.00	192.00	78.00	0.00	27.41	215.46	0.891	188.82	177.85	3.2	6.4	30.399
2 - Bagslate Moor Road	91.00	91.00	91.00	0.00	78.00	188.82	125.45	0.725	92.67	27.41	4.5	2.9	28.692
3 - A680 West	150.00	150.00	150.00	0.00	0.00	54.38	275.51	0.544	150.88	227.11	2.1	1.2	7.274

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction demand (PCU/TS)	Junction Arrivals (PCU)	Bypass demand (PCU/TS)	Bypass exit flow (PCU/TS)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)
1 - A680 East	211.00	160.00	160.00	51.00	0.00	31.90	212.69	0.752	163.14	203.90	6.4	3.2	19.157
2 - Bagslate Moor Road	125.00	125.00	125.00	0.00	51.00	163.14	142.06	0.880	122.38	31.90	2.9	5.5	40.641
3 - A680 West	158.00	158.00	158.00	0.00	0.00	78.15	256.13	0.617	157.64	207.36	1.2	1.6	9.103

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	10.35	?	?	?	?			N/A	N/A
2 - Bagslate Moor Road	4.11	?	?	?	?			N/A	N/A
3 - A680 West	2.01	?	?	?	?			N/A	N/A

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	3.21	?	?	?	?			N/A	N/A
2 - Bagslate Moor Road	4.54	?	?	?	?			N/A	N/A
3 - A680 West	2.10	?	?	?	?			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	6.38	?	?	?	?			N/A	N/A
2 - Bagslate Moor Road	2.87	?	?	?	?			N/A	N/A
3 - A680 West	1.22	?	?	?	?			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	3.24	?	?	?	?			N/A	N/A
2 - Bagslate Moor Road	5.50	?	?	?	?			N/A	N/A
3 - A680 West	1.57	?	?	?	?			N/A	N/A

Appendix N: Junctions 9 Output - A680 / Bagslate Moor Road (J1) – 2030 Assessment

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.5.1.7462 © Copyright TRL Limited, 2019							
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Filename: J1 - A680 - Bagslate Moor Road.j9

Path: Y:\Projects\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J1 - A680 - Bagslate Moor Road

Report generation date: 11/06/2025 10:35:26

- »2030 Without Development, AM
- »2030 Without Development, PM
- »2030 With JPA 17 Full Allocation, AM
- »2030 With JPA 17 Full Allocation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2030 Without Development							
1 - A680 East	2.9	17.34	0.75	30.12	12.7	60.99	0.96	59.37
2 - Bagslate Moor Road	7.0	51.54	0.90		17.6	126.45	1.03	
3 - A680 West	7.0	31.78	0.89		2.4	12.14	0.71	
	2030 With JPA 17 Full Allocation							
1 - A680 East	2.9	17.32	0.75	38.45	12.7	60.99	0.96	63.22
2 - Bagslate Moor Road	11.4	76.55	0.96		20.7	143.10	1.05	
3 - A680 West	8.4	38.29	0.91		2.5	12.33	0.72	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

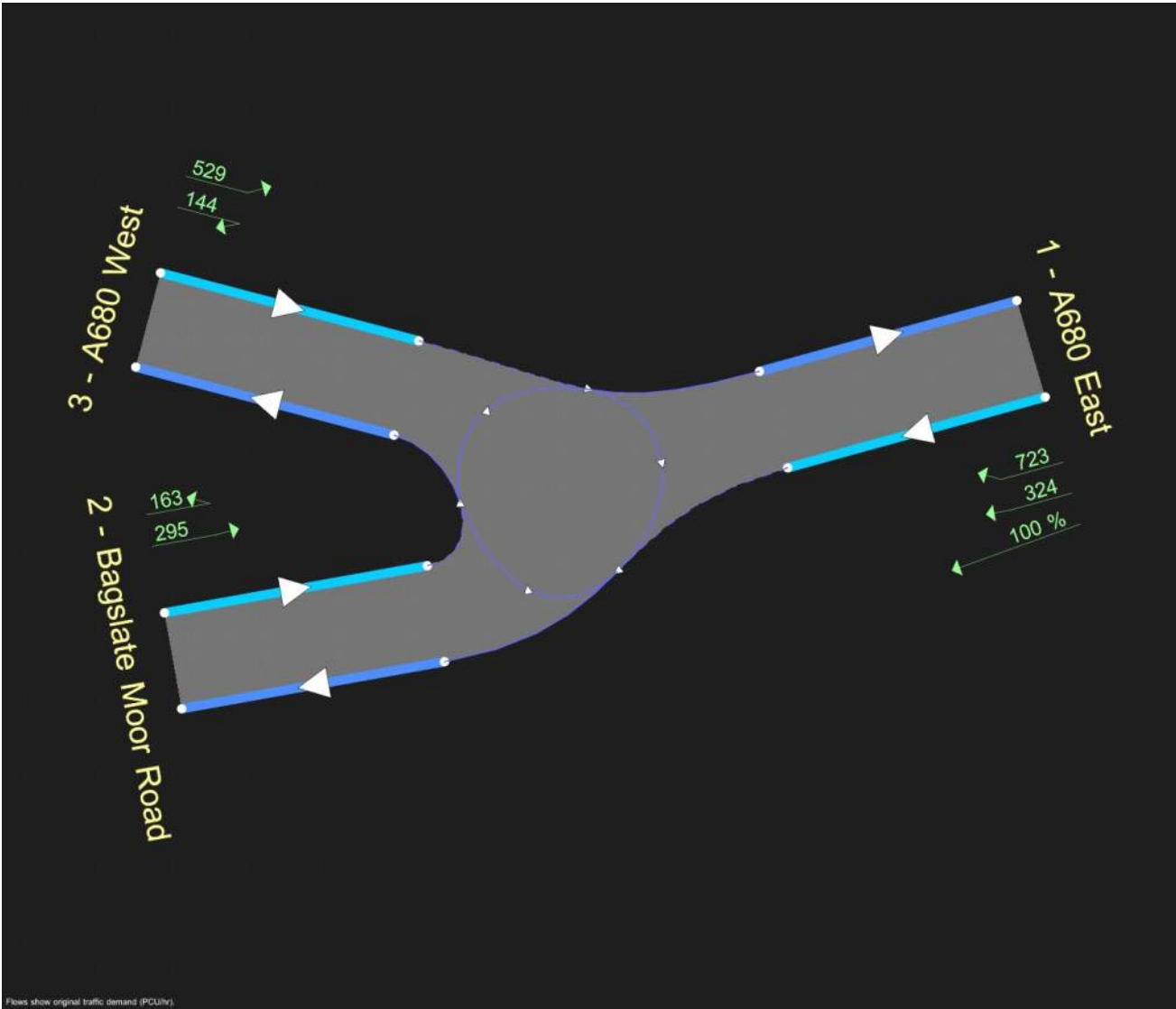
File summary

File Description

Title	
Location	
Site number	
Date	18/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTVA.BENOTMAN
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75	✓			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	15	✓
D5	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

2030 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A680 / Bagslate Moor Road	Mini-roundabout		1, 2, 3	30.12	D

Junction Network Options

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

Arms

Arms

Arm	Name	Description
1	A680 East	
2	Bagslate Moor Road	
3	A680 West	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1 - A680 East	3.72	3.72	3.72	0.0	11.00	2.00	0.0	
2 - Bagslate Moor Road	5.61	3.52	5.10	7.4	16.00	9.00	0.0	
3 - A680 West	4.48	4.07	4.07	0.0	19.00	19.00	0.0	

Bypass

Arm	Arm has bypass	Bypass utilisation (%)
1 - A680 East	✓	100
2 - Bagslate Moor Road		
3 - A680 West		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final slope	Final intercept (PCU/hr)
1 - A680 East	✓	0.617	930	0.617	930
2 - Bagslate Moor Road	✓	0.647	990	0.647	990
3 - A680 West				0.815	1279

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A680 East		ONE HOUR	✓	902	100.000
2 - Bagslate Moor Road		ONE HOUR	✓	479	100.000
3 - A680 West		ONE HOUR	✓	765	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	334	568
	2 - Bagslate Moor Road	375	0	104
	3 - A680 West	620	145	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	0	0
	2 - Bagslate Moor Road	0	0	0
	3 - A680 West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A680 East	0.75	17.34	2.9	13.9	C	828	782
2 - Bagslate Moor Road	0.90	51.54	7.0	37.0	F	440	659
3 - A680 West	0.89	31.78	7.0	38.3	D	702	1053

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	679	428	107	251	0	108	863	0.496	424	742	0.0	1.0	8.132	
2 - Bagslate Moor Road	361	361	90	0	251	424	716	0.504	357	108	0.0	1.0	9.911	
3 - A680 West	576	576	144	0	0	279	1052	0.548	571	501	0.0	1.2	7.420	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	811	511	128	300	0	130	850	0.601	509	889	1.0	1.5	10.494	
2 - Bagslate Moor Road	431	431	108	0	300	509	661	0.651	427	130	1.0	1.8	15.197	
3 - A680 West	688	688	172	0	0	335	1007	0.683	684	601	1.2	2.1	11.043	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	993	625	156	368	0	157	833	0.751	620	1069	1.5	2.8	16.487	
2 - Bagslate Moor Road	527	527	132	0	368	620	589	0.895	511	157	1.8	6.0	39.496	
3 - A680 West	842	842	211	0	0	400	953	0.883	826	731	2.1	6.1	25.578	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	993	625	156	368	0	159	831	0.752	625	1089	2.8	2.9	17.341	
2 - Bagslate Moor Road	527	527	132	0	368	625	586	0.900	523	159	6.0	7.0	51.541	
3 - A680 West	842	842	211	0	0	410	945	0.891	839	739	6.1	7.0	31.781	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	811	511	128	300	0	134	847	0.603	516	925	2.9	1.6	11.049	
2 - Bagslate Moor Road	431	431	108	0	300	516	656	0.656	451	134	7.0	2.0	19.019	
3 - A680 West	688	688	172	0	0	353	992	0.693	706	614	7.0	2.4	13.348	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	679	428	107	251	0	110	862	0.496	430	756	1.6	1.0	8.380	
2 - Bagslate Moor Road	361	361	90	0	251	430	712	0.506	364	110	2.0	1.0	10.466	
3 - A680 West	576	576	144	0	0	285	1047	0.550	580	509	2.4	1.2	7.792	

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	0.97	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bagslate Moor Road	0.99	0.55	1.00	1.41	1.46			N/A	N/A
3 - A680 West	1.19	0.56	1.07	1.19	1.58			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.47	0.08	1.03	3.05	4.25			N/A	N/A
2 - Bagslate Moor Road	1.78	0.06	0.95	4.30	6.22			N/A	N/A
3 - A680 West	2.08	0.06	0.82	5.38	8.11			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	2.82	0.03	0.31	3.92	13.90			N/A	N/A
2 - Bagslate Moor Road	5.97	0.06	1.26	17.12	27.36			N/A	N/A
3 - A680 West	6.09	0.05	0.47	17.29	31.38			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	2.92	0.03	0.28	2.92	9.16			N/A	N/A
2 - Bagslate Moor Road	7.02	0.05	0.45	19.64	36.97			N/A	N/A
3 - A680 West	6.97	0.04	0.37	15.88	38.29			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.56	0.05	0.59	3.89	5.92			N/A	N/A
2 - Bagslate Moor Road	2.01	0.04	0.40	5.38	9.89			N/A	N/A
3 - A680 West	2.36	0.04	0.44	6.48	11.19			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.00	0.04	0.38	2.51	4.31			N/A	N/A
2 - Bagslate Moor Road	1.05	0.03	0.30	1.59	5.16			N/A	N/A
3 - A680 West	1.25	0.03	0.32	2.38	6.39			N/A	N/A

2030 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order (HH:mm)	Junction Delay (s)	Junction LOS
1	A680 / Bagslate Moor Road	Mini-roundabout		1, 2, 3	59.37	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A680 East		ONE HOUR	✓	1027	100.000
2 - Bagslate Moor Road		ONE HOUR	✓	449	100.000
3 - A680 West		ONE HOUR	✓	673	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	304	723
	2 - Bagslate Moor Road	286	0	163
	3 - A680 West	529	144	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	0	0
	2 - Bagslate Moor Road	0	0	0
	3 - A680 West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A680 East	0.96	60.99	12.7	58.6	F	942	995
2 - Bagslate Moor Road	1.03	126.45	17.6	54.3	F	412	618
3 - A680 West	0.71	12.14	2.4	8.6	B	618	926

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	773	544	136	229	0	108	863	0.631	538	608	0.0	1.7	10.858	
2 - Bagslate Moor Road	338	338	85	0	229	538	642	0.526	334	108	0.0	1.1	11.509	
3 - A680 West	507	507	127	0	0	213	1106	0.458	503	659	0.0	0.8	5.942	

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	923	650	162	273	0	129	850	0.765	644	728	1.7	3.0	17.065	
2 - Bagslate Moor Road	404	404	101	0	273	644	573	0.704	399	129	1.1	2.2	20.152	
3 - A680 West	605	605	151	0	0	254	1072	0.564	603	789	0.8	1.3	7.649	

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	1131	796	199	335	0	158	832	0.956	767	871	3.0	10.2	43.021	
2 - Bagslate Moor Road	494	494	124	0	335	767	494	1.001	459	158	2.2	11.0	70.627	
3 - A680 West	741	741	185	0	0	292	1041	0.712	737	934	1.3	2.4	11.662	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	1131	796	199	335	0	158	832	0.957	786	880	10.2	12.7	60.990	
2 - Bagslate Moor Road	494	494	124	0	335	786	482	1.026	468	158	11.0	17.6	126.451	
3 - A680 West	741	741	185	0	0	298	1036	0.715	741	956	2.4	2.4	12.145	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	923	650	162	273	0	130	849	0.765	687	773	12.7	3.6	26.023	
2 - Bagslate Moor Road	404	404	101	0	273	687	546	0.739	461	130	17.6	3.2	57.360	
3 - A680 West	605	605	151	0	0	294	1040	0.582	609	854	2.4	1.4	8.434	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	773	544	136	229	0	109	862	0.631	551	621	3.6	1.8	11.829	
2 - Bagslate Moor Road	338	338	85	0	229	551	633	0.534	346	109	3.2	1.2	12.877	
3 - A680 West	507	507	127	0	0	221	1100	0.461	509	677	1.4	0.9	6.119	

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.65	0.60	1.12	1.98	2.47			N/A	N/A
2 - Bagslate Moor Road	1.08	0.50	1.06	1.36	1.69			N/A	N/A
3 - A680 West	0.84	0.55	1.00	1.40	1.45			N/A	N/A

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	3.02	0.07	1.34	7.78	11.36			N/A	N/A
2 - Bagslate Moor Road	2.22	0.06	1.02	5.62	8.26			N/A	N/A
3 - A680 West	1.27	0.07	0.91	2.64	3.63			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	10.19	0.12	3.70	27.61	40.01			N/A	N/A
2 - Bagslate Moor Road	11.02	0.43	6.79	25.60	33.88			N/A	N/A
3 - A680 West	2.37	0.03	0.29	2.37	8.61			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	12.74	0.08	2.20	37.12	58.64			N/A	N/A
2 - Bagslate Moor Road	17.64	0.71	11.22	41.16	54.31			N/A	N/A
3 - A680 West	2.44	0.03	0.27	2.44	4.38			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	3.55	0.04	0.42	9.77	18.18			N/A	N/A
2 - Bagslate Moor Road	3.24	0.05	0.45	9.07	15.87			N/A	N/A
3 - A680 West	1.42	0.07	0.99	2.96	4.13			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.77	0.03	0.31	2.89	9.00			N/A	N/A
2 - Bagslate Moor Road	1.18	0.03	0.28	1.18	4.56			N/A	N/A
3 - A680 West	0.87	0.04	0.42	1.95	3.08			N/A	N/A

2030 With JPA 17 Full Allocation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A680 / Bagslate Moor Road	Mini-roundabout		1, 2, 3	38.45	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A680 East		ONE HOUR	✓	914	100.000
2 - Bagslate Moor Road		ONE HOUR	✓	510	100.000
3 - A680 West		ONE HOUR	✓	765	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	346	568
	2 - Bagslate Moor Road	406	0	104
	3 - A680 West	620	145	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	0	0
	2 - Bagslate Moor Road	0	0	0
	3 - A680 West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A680 East	0.75	17.32	2.9	13.9	C	839	782
2 - Bagslate Moor Road	0.96	76.55	11.4	49.3	F	468	702
3 - A680 West	0.91	38.29	8.4	45.6	E	702	1053

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	688	428	107	260	0	108	863	0.496	424	765	0.0	1.0	8.131	
2 - Bagslate Moor Road	384	384	96	0	260	424	716	0.536	379	108	0.0	1.1	10.559	
3 - A680 West	576	576	144	0	0	302	1033	0.557	571	501	0.0	1.2	7.711	

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	822	511	128	311	0	130	850	0.601	509	916	1.0	1.5	10.493	
2 - Bagslate Moor Road	458	458	115	0	311	509	661	0.693	454	130	1.1	2.1	17.081	
3 - A680 West	688	688	172	0	0	362	984	0.699	684	601	1.2	2.2	11.816	

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	1006	625	156	381	0	156	833	0.751	620	1093	1.5	2.8	16.470	
2 - Bagslate Moor Road	562	562	140	0	381	620	589	0.953	535	156	2.1	8.7	51.494	
3 - A680 West	842	842	211	0	0	426	932	0.904	823	729	2.2	7.0	29.019	

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	1006	625	156	381	0	159	832	0.752	625	1117	2.8	2.9	17.320	
2 - Bagslate Moor Road	562	562	140	0	381	625	586	0.958	551	159	8.7	11.4	76.554	
3 - A680 West	842	842	211	0	0	439	922	0.914	837	737	7.0	8.4	38.295	

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	822	511	128	311	0	135	846	0.603	516	969	2.9	1.6	11.065	
2 - Bagslate Moor Road	458	458	115	0	311	516	656	0.699	494	135	11.4	2.5	26.216	
3 - A680 West	688	688	172	0	0	393	959	0.717	711	617	8.4	2.7	15.685	

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	688	428	107	260	0	110	862	0.496	430	781	1.6	1.0	8.381	
2 - Bagslate Moor Road	384	384	96	0	260	430	712	0.539	389	110	2.5	1.2	11.315	
3 - A680 West	576	576	144	0	0	310	1027	0.561	581	509	2.7	1.3	8.177	

Queue Variation Results for each time segment

07:45 - 08:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	0.97	0.55	1.00	1.40	1.45			N/A	N/A
2 - Bagslate Moor Road	1.13	0.55	1.07	1.24	1.62			N/A	N/A
3 - A680 West	1.24	0.56	1.12	1.49	1.75			N/A	N/A

08:00 - 08:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.47	0.08	1.03	3.04	4.25			N/A	N/A
2 - Bagslate Moor Road	2.14	0.06	0.99	5.38	7.90			N/A	N/A
3 - A680 West	2.22	0.06	0.85	5.80	8.79			N/A	N/A

08:15 - 08:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	2.81	0.03	0.31	3.90	13.87			N/A	N/A
2 - Bagslate Moor Road	8.71	0.13	3.50	23.00	32.81			N/A	N/A
3 - A680 West	7.00	0.06	0.93	20.30	34.19			N/A	N/A

08:30 - 08:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	2.92	0.03	0.28	2.92	9.13			N/A	N/A
2 - Bagslate Moor Road	11.35	0.09	2.75	32.35	49.32			N/A	N/A
3 - A680 West	8.38	0.04	0.42	22.44	45.59			N/A	N/A

08:45 - 09:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.56	0.05	0.60	3.89	5.92			N/A	N/A
2 - Bagslate Moor Road	2.48	0.04	0.39	6.59	12.74			N/A	N/A
3 - A680 West	2.67	0.04	0.45	7.40	12.73			N/A	N/A

09:00 - 09:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.00	0.04	0.38	2.51	4.31			N/A	N/A
2 - Bagslate Moor Road	1.20	0.03	0.29	1.20	5.43			N/A	N/A
3 - A680 West	1.30	0.03	0.31	2.20	6.62			N/A	N/A

2030 With JPA 17 Full Allocation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A680 / Bagslate Moor Road	Mini-roundabout		1, 2, 3	63.22	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - A680 East		ONE HOUR	✓	1047	100.000
2 - Bagslate Moor Road		ONE HOUR	✓	458	100.000
3 - A680 West		ONE HOUR	✓	673	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	324	723
	2 - Bagslate Moor Road	295	0	163
	3 - A680 West	529	144	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1 - A680 East	2 - Bagslate Moor Road	3 - A680 West
From	1 - A680 East	0	0	0
	2 - Bagslate Moor Road	0	0	0
	3 - A680 West	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
1 - A680 East	0.96	60.99	12.7	58.6	F	961	995
2 - Bagslate Moor Road	1.05	143.10	20.7	57.7	F	420	630
3 - A680 West	0.72	12.33	2.5	9.0	B	618	926

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	788	544	136	244	0	108	863	0.631	538	615	0.0	1.7	10.857	
2 - Bagslate Moor Road	345	345	86	0	244	538	642	0.537	340	108	0.0	1.1	11.753	
3 - A680 West	507	507	127	0	0	219	1101	0.460	503	659	0.0	0.8	5.993	

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	941	650	162	291	0	129	850	0.765	644	736	1.7	3.0	17.064	
2 - Bagslate Moor Road	412	412	103	0	291	644	573	0.718	407	129	1.1	2.4	21.018	
3 - A680 West	605	605	151	0	0	262	1066	0.568	603	789	0.8	1.3	7.753	

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	1153	796	199	357	0	158	832	0.956	767	878	3.0	10.2	43.018	
2 - Bagslate Moor Road	504	504	126	0	357	767	494	1.021	464	158	2.4	12.5	76.927	
3 - A680 West	741	741	185	0	0	299	1036	0.715	737	932	1.3	2.4	11.848	

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	1153	796	199	357	0	158	832	0.957	786	886	10.2	12.7	60.987	
2 - Bagslate Moor Road	504	504	126	0	357	786	482	1.047	471	158	12.5	20.7	143.099	
3 - A680 West	741	741	185	0	0	304	1032	0.718	741	954	2.4	2.5	12.330	

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	941	650	162	291	0	130	849	0.765	687	788	12.7	3.6	26.022	
2 - Bagslate Moor Road	412	412	103	0	291	687	546	0.754	480	130	20.7	3.6	73.227	
3 - A680 West	605	605	151	0	0	309	1027	0.589	609	858	2.5	1.5	8.690	

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction demand (PCU/hr)	Junction Arrivals (PCU)	Bypass demand (PCU/hr)	Bypass exit flow (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	U
1 - A680 East	788	544	136	244	0	109	862	0.631	551	628	3.6	1.8	11.830	
2 - Bagslate Moor Road	345	345	86	0	244	551	633	0.544	354	109	3.6	1.2	13.315	
3 - A680 West	507	507	127	0	0	228	1093	0.463	509	678	1.5	0.9	6.188	

Queue Variation Results for each time segment

16:15 - 16:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.65	0.60	1.12	1.98	2.47			N/A	N/A
2 - Bagslate Moor Road	1.13	0.36	1.09	1.55	1.81			N/A	N/A
3 - A680 West	0.84	0.55	1.00	1.40	1.45			N/A	N/A

16:30 - 16:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	3.02	0.07	1.34	7.78	11.36			N/A	N/A
2 - Bagslate Moor Road	2.36	0.07	1.06	6.00	8.88			N/A	N/A
3 - A680 West	1.29	0.07	0.92	2.69	3.71			N/A	N/A

16:45 - 17:00

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	10.19	0.12	3.70	27.61	40.01			N/A	N/A
2 - Bagslate Moor Road	12.49	0.80	8.48	27.60	35.69			N/A	N/A
3 - A680 West	2.41	0.03	0.29	2.41	8.99			N/A	N/A

17:00 - 17:15

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	12.74	0.08	2.20	37.11	58.64			N/A	N/A
2 - Bagslate Moor Road	20.73	1.12	14.87	45.11	57.73			N/A	N/A
3 - A680 West	2.48	0.03	0.27	2.48	4.56			N/A	N/A

17:15 - 17:30

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	3.55	0.04	0.42	9.77	18.18			N/A	N/A
2 - Bagslate Moor Road	3.63	0.05	0.47	10.24	17.58			N/A	N/A
3 - A680 West	1.46	0.07	1.01	3.09	4.32			N/A	N/A

17:30 - 17:45

Arm	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
1 - A680 East	1.77	0.03	0.31	2.90	9.00			N/A	N/A
2 - Bagslate Moor Road	1.23	0.03	0.28	1.23	4.53			N/A	N/A
3 - A680 West	0.87	0.04	0.42	1.98	3.19			N/A	N/A



Appendix O: Junctions 9 Output - Bagslate Moor Road / Moorland Avenue (J2)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: J2 -Bagslate Moor Road - Moorland Avenue.j9

Path: Y:\Projects\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J2 -Bagslate Moor Road - Moorland Avenue

Report generation date: 10/06/2025 17:52:53

- »2025 Surveyed Flows , AM
- »2025 Surveyed Flows , PM
- »2030 Without Development, AM
- »2030 Without Development, PM
- »2030 With JPA 17 Full Allocation, AM
- »2030 With JPA 17 Full Allocation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2025 Surveyed Flows							
Stream B-C	0.0	14.08	0.04	5.76	0.0	9.24	0.01	2.28
Stream B-A	2.2	35.74	0.70		0.9	20.89	0.47	
Stream C-AB	0.0	4.62	0.03		0.1	4.92	0.05	
	2030 Without Development							
Stream B-C	0.0	16.77	0.04	6.88	0.0	9.63	0.01	2.47
Stream B-A	2.7	42.39	0.74		1.0	22.51	0.49	
Stream C-AB	0.0	4.61	0.03		0.1	4.89	0.05	
	2030 With JPA 17 Full Allocation							
Stream B-C	0.1	23.07	0.06	8.73	0.0	10.29	0.02	2.82
Stream B-A	3.5	54.45	0.80		1.1	25.16	0.54	
Stream C-AB	0.0	4.61	0.03		0.1	4.84	0.05	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	18/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTVA.BENOTMAN
Description	

Units

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

Analysis Options

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	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	2025 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	15
D5	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
AL	100.000

2025 Surveyed Flows , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bagslate Moor Road / Moorland Road	T-Junction	Two-way		5.76	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bagslate Moor Road South		Major
B	Moorland Avenue		Minor
C	Bagslate Moor Road -North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bagslate Moor Road -North	7.35			149.5	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Moorland Avenue	One lane plus flare	10.00	5.90	3.20	2.80	2.80	✓	1.00	22	46

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	546	0.094	0.236	0.149	0.338
B-C	650	0.094	0.237	-	-
C-B	661	0.241	0.241	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagslate Moor Road South		✓	639	100.000
B - Moorland Avenue		✓	218	100.000
C - Bagslate Moor Road -North		✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
	From			
	A - Bagslate Moor Road South	0	189	450
	B - Moorland Avenue	209	0	9
	C - Bagslate Moor Road -North	468	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
	From			
	A - Bagslate Moor Road South	0	0	0
	B - Moorland Avenue	0	0	0
	C - Bagslate Moor Road -North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.04	14.08	0.0	0.5	B
B-A	0.70	35.74	2.2	11.0	E
C-AB	0.03	4.62	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

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-C	7	471	0.014	7	0.0	7.752	A
B-A	157	398	0.396	155	0.6	14.667	B
C-AB	11	790	0.014	11	0.0	4.617	A
C-A	347			347			
A-B	142			142			
A-C	339			339			

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-C	8	406	0.020	8	0.0	9.042	A
B-A	188	369	0.509	186	1.0	19.550	C
C-AB	15	821	0.018	15	0.0	4.465	A
C-A	413			413			
A-B	170			170			
A-C	405			405			

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-C	10	275	0.036	10	0.0	13.575	B
B-A	230	329	0.699	226	2.1	33.423	D
C-AB	22	866	0.025	22	0.0	4.265	A
C-A	502			502			
A-B	208			208			
A-C	495			495			

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-C	10	266	0.037	10	0.0	14.079	B
B-A	230	329	0.699	230	2.2	35.736	E
C-AB	22	866	0.025	22	0.0	4.265	A
C-A	502			502			
A-B	208			208			
A-C	495			495			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	398	0.020	8	0.0	9.239	A
B-A	188	369	0.509	192	1.1	20.834	C
C-AB	15	821	0.018	15	0.0	4.466	A
C-A	413			413			
A-B	170			170			
A-C	405			405			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	467	0.015	7	0.0	7.822	A
B-A	157	398	0.396	159	0.7	15.176	C
C-AB	11	790	0.014	11	0.0	4.620	A
C-A	347			347			
A-B	142			142			
A-C	339			339			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.64	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	1.00	0.13	0.99	1.46	1.79			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	2.08	0.03	0.34	4.60	10.97			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	2.18	0.03	0.31	3.11	10.83			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	1.08	0.05	0.45	2.60	3.96			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.67	0.03	0.35	1.56	2.78			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2025 Surveyed Flows , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bagslate Moor Road / Moorland Road	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Surveyed Flows	PM	ONE HOUR	16:15	17:45	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 - Bagslate Moor Road South		✓	754	100.000
B - Moorland Avenue		✓	141	100.000
C - Bagslate Moor Road -North		✓	441	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	304	450
	B - Moorland Avenue	136	0	5
	C - Bagslate Moor Road -North	426	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	0	0
	B - Moorland Avenue	0	0	0
	C - Bagslate Moor Road -North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.01	9.24	0.0	0.5	A
B-A	0.47	20.89	0.9	3.9	C
C-AB	0.05	4.92	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	503	0.007	4	0.0	7.204	A
B-A	102	393	0.261	101	0.3	12.286	B
C-AB	20	751	0.026	20	0.0	4.921	A
C-A	312			312			
A-B	229			229			
A-C	339			339			

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-C	4	465	0.010	4	0.0	7.823	A
B-A	122	363	0.337	122	0.5	14.880	B
C-AB	27	774	0.035	27	0.0	4.814	A
C-A	370			370			
A-B	273			273			
A-C	405			405			

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-C	6	397	0.014	5	0.0	9.201	A
B-A	150	322	0.465	148	0.8	20.588	C
C-AB	39	810	0.049	39	0.1	4.673	A
C-A	446			446			
A-B	335			335			
A-C	495			495			

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-C	6	395	0.014	6	0.0	9.241	A
B-A	150	322	0.465	150	0.9	20.891	C
C-AB	39	810	0.049	39	0.1	4.676	A
C-A	446			446			
A-B	335			335			
A-C	495			495			

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-C	4	463	0.010	5	0.0	7.854	A
B-A	122	363	0.337	124	0.5	15.126	C
C-AB	27	775	0.035	27	0.0	4.817	A
C-A	370			370			
A-B	273			273			
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-C	4	502	0.008	4	0.0	7.225	A
B-A	102	393	0.261	103	0.4	12.460	B
C-AB	20	751	0.026	20	0.0	4.924	A
C-A	312			312			
A-B	229			229			
A-C	339			339			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.35	0.00	0.00	0.35	0.35			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.50	0.00	0.00	0.50	0.50			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.84	0.03	0.27	0.84	1.38			N/A	N/A
C-AB	0.07	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.85	0.03	0.29	1.46	3.94			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.52	0.05	0.47	1.29	1.40			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.36	0.03	0.32	1.04	1.27			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2030 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bagslate Moor Road / Moorland Road	T-Junction	Two-way		6.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagslate Moor Road South		✓	662	100.000
B - Moorland Avenue		✓	227	100.000
C - Bagslate Moor Road -North		✓	487	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	196	466
	B - Moorland Avenue	218	0	9
	C - Bagslate Moor Road -North	479	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	0	0
	B - Moorland Avenue	0	0	0
	C - Bagslate Moor Road -North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.04	16.77	0.0	0.5	C
B-A	0.74	42.39	2.7	14.1	E
C-AB	0.03	4.61	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

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-C	7	460	0.015	7	0.0	7.938	A
B-A	164	393	0.417	161	0.7	15.348	C
C-AB	11	793	0.014	11	0.0	4.604	A
C-A	356			356			
A-B	148			148			
A-C	351			351			

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-C	8	388	0.021	8	0.0	9.477	A
B-A	196	364	0.539	194	1.1	21.043	C
C-AB	15	824	0.018	15	0.0	4.449	A
C-A	423			423			
A-B	176			176			
A-C	419			419			

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-C	10	238	0.042	10	0.0	15.772	C
B-A	240	323	0.744	234	2.5	38.571	E
C-AB	22	870	0.026	22	0.0	4.245	A
C-A	514			514			
A-B	216			216			
A-C	513			513			

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-C	10	225	0.044	10	0.0	16.765	C
B-A	240	323	0.744	239	2.7	42.389	E
C-AB	22	870	0.026	22	0.0	4.245	A
C-A	514			514			
A-B	216			216			
A-C	513			513			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	376	0.021	8	0.0	9.778	A
B-A	196	364	0.539	202	1.2	22.961	C
C-AB	15	824	0.018	15	0.0	4.450	A
C-A	423			423			
A-B	176			176			
A-C	419			419			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	455	0.015	7	0.0	8.028	A
B-A	164	393	0.417	166	0.7	15.981	C
C-AB	11	793	0.014	11	0.0	4.606	A
C-A	356			356			
A-B	148			148			
A-C	351			351			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.70	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	1.12	0.12	1.03	1.78	2.16			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	2.51	0.04	0.37	6.48	13.11			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	2.68	0.03	0.32	4.94	14.09			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	1.23	0.04	0.43	3.07	5.00			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.74	0.03	0.34	1.70	3.36			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2030 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bagslate Moor Road / Moorland Road	T-Junction	Two-way		2.47	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	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 - Bagslate Moor Road South		✓	773	100.000
B - Moorland Avenue		✓	147	100.000
C - Bagslate Moor Road -North		✓	455	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	313	460
	B - Moorland Avenue	142	0	5
	C - Bagslate Moor Road -North	440	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	0	0
	B - Moorland Avenue	0	0	0
	C - Bagslate Moor Road -North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.01	9.63	0.0	0.5	A
B-A	0.49	22.51	1.0	4.4	C
C-AB	0.05	4.89	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	498	0.008	4	0.0	7.287	A
B-A	107	389	0.275	105	0.4	12.644	B
C-AB	20	756	0.027	20	0.0	4.892	A
C-A	322			322			
A-B	236			236			
A-C	346			346			

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-C	4	456	0.010	4	0.0	7.970	A
B-A	128	358	0.356	127	0.5	15.524	C
C-AB	27	780	0.035	27	0.0	4.780	A
C-A	382			382			
A-B	281			281			
A-C	414			414			

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-C	6	381	0.014	5	0.0	9.575	A
B-A	156	316	0.495	155	0.9	22.104	C
C-AB	41	817	0.050	41	0.1	4.634	A
C-A	460			460			
A-B	345			345			
A-C	506			506			

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-C	6	379	0.015	6	0.0	9.632	A
B-A	156	316	0.495	156	1.0	22.505	C
C-AB	41	818	0.050	41	0.1	4.635	A
C-A	460			460			
A-B	345			345			
A-C	506			506			

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-C	4	454	0.010	5	0.0	8.009	A
B-A	128	358	0.356	129	0.6	15.828	C
C-AB	27	780	0.035	28	0.0	4.782	A
C-A	382			382			
A-B	281			281			
A-C	414			414			

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-C	4	496	0.008	4	0.0	7.308	A
B-A	107	389	0.275	108	0.4	12.842	B
C-AB	20	756	0.027	20	0.0	4.893	A
C-A	322			322			
A-B	236			236			
A-C	346			346			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.37	0.00	0.00	0.37	0.37			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.54	0.54	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.94	0.03	0.27	0.94	1.85			N/A	N/A
C-AB	0.08	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.96	0.03	0.29	1.49	4.40			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.57	0.05	0.51	1.33	1.43			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.39	0.03	0.34	1.15	1.33			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

2030 With JPA 17 Full Allocation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bagslate Moor Road / Moorland Road	T-Junction	Two-way		8.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagslate Moor Road South		✓	709	100.000
B - Moorland Avenue		✓	235	100.000
C - Bagslate Moor Road -North		✓	499	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	212	497
	B - Moorland Avenue	226	0	9
	C - Bagslate Moor Road -North	491	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	0	0
	B - Moorland Avenue	0	0	0
	C - Bagslate Moor Road -North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.06	23.07	0.1	0.5	C
B-A	0.80	54.45	3.5	18.9	F
C-AB	0.03	4.61	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

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-C	7	445	0.015	7	0.0	8.210	A
B-A	170	385	0.442	167	0.8	16.284	C
C-AB	11	792	0.014	11	0.0	4.608	A
C-A	364			364			
A-B	160			160			
A-C	374			374			

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-C	8	363	0.022	8	0.0	10.138	B
B-A	203	354	0.574	201	1.3	23.218	C
C-AB	16	824	0.019	16	0.0	4.451	A
C-A	433			433			
A-B	191			191			
A-C	447			447			

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-C	10	187	0.053	10	0.1	20.309	C
B-A	249	311	0.800	241	3.2	47.095	E
C-AB	23	871	0.027	23	0.0	4.245	A
C-A	526			526			
A-B	233			233			
A-C	547			547			

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-C	10	166	0.060	10	0.1	23.067	C
B-A	249	311	0.800	248	3.5	54.454	F
C-AB	23	871	0.027	23	0.0	4.245	A
C-A	526			526			
A-B	233			233			
A-C	547			547			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	345	0.023	8	0.0	10.681	B
B-A	203	354	0.574	212	1.4	26.537	D
C-AB	16	824	0.019	16	0.0	4.452	A
C-A	433			433			
A-B	191			191			
A-C	447			447			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	439	0.015	7	0.0	8.330	A
B-A	170	385	0.442	173	0.8	17.116	C
C-AB	11	792	0.014	11	0.0	4.609	A
C-A	364			364			
A-B	160			160			
A-C	374			374			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.77	0.55	1.00	1.40	1.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	1.27	0.10	1.09	2.23	2.88			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.25	0.46	0.48			N/A	N/A
B-A	3.20	0.05	0.45	8.94	15.59			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.06	0.00	0.00	0.06	0.06			N/A	N/A
B-A	3.51	0.04	0.36	8.42	18.87			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	1.43	0.04	0.40	3.74	6.47			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.82	0.03	0.32	1.72	3.96			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

2030 With JPA 17 Full Allocation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Bagslate Moor Road / Moorland Road	T-Junction	Two-way		2.82	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	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 - Bagslate Moor Road South		✓	793	100.000
B - Moorland Avenue		✓	156	100.000
C - Bagslate Moor Road -North		✓	476	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	323	470
	B - Moorland Avenue	151	0	5
	C - Bagslate Moor Road -North	461	15	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Road South	B - Moorland Avenue	C - Bagslate Moor Road -North
From	A - Bagslate Moor Road South	0	0	0
	B - Moorland Avenue	0	0	0
	C - Bagslate Moor Road -North	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.02	10.29	0.0	0.5	B
B-A	0.54	25.16	1.1	5.2	D
C-AB	0.05	4.84	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	490	0.008	4	0.0	7.401	A
B-A	114	384	0.296	112	0.4	13.167	B
C-AB	21	764	0.027	21	0.0	4.841	A
C-A	338			338			
A-B	243			243			
A-C	354			354			

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-C	4	444	0.010	4	0.0	8.187	A
B-A	136	352	0.385	135	0.6	16.496	C
C-AB	28	791	0.036	28	0.0	4.722	A
C-A	399			399			
A-B	290			290			
A-C	423			423			

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-C	6	358	0.015	5	0.0	10.198	B
B-A	166	309	0.538	164	1.1	24.548	C
C-AB	43	831	0.051	42	0.1	4.566	A
C-A	481			481			
A-B	356			356			
A-C	517			517			

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-C	6	355	0.015	6	0.0	10.288	B
B-A	166	309	0.538	166	1.1	25.158	D
C-AB	43	831	0.051	43	0.1	4.567	A
C-A	481			481			
A-B	356			356			
A-C	517			517			

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-C	4	441	0.010	5	0.0	8.242	A
B-A	136	352	0.385	138	0.6	16.916	C
C-AB	28	791	0.036	29	0.0	4.723	A
C-A	399			399			
A-B	290			290			
A-C	423			423			

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-C	4	488	0.008	4	0.0	7.431	A
B-A	114	384	0.296	115	0.4	13.413	B
C-AB	21	764	0.027	21	0.0	4.842	A
C-A	338			338			
A-B	243			243			
A-C	354			354			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.03	0.00	0.00	0.03	0.03			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.61	0.15	0.90	1.38	1.44			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	1.10	0.03	0.28	1.10	3.70			N/A	N/A
C-AB	0.08	0.03	0.26	0.46	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	1.13	0.03	0.29	1.19	5.17			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.64	0.05	0.54	1.28	1.28			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.43	0.04	0.36	1.25	1.43			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

Appendix P: Junctions 9 Output - Bagslate Moor Road / Clay Lane (J3)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: J3 - Clay Lane - Bangslate Moor Lane.j9

Path: Y:\Projects\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J3 - Bagslate Moor Road - Clay Lane

Report generation date: 10/06/2025 17:57:29

- »2025 Surveyed Flows , AM
- »2025 Surveyed Flows , PM
- »2030 Without Development, AM
- »2030 Without Development, PM
- »2030 With JPA 17 Full Allocation, AM
- »2030 With JPA 17 Full Allocation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2025 Surveyed Flows							
Stream B-C	0.3	8.86	0.26	1.90	0.2	9.00	0.18	1.78
Stream B-A	0.3	17.81	0.20		0.2	20.14	0.16	
Stream C-AB	0.5	4.41	0.17		0.9	6.24	0.31	
	2030 Without Development							
Stream B-C	0.4	9.09	0.27	1.94	0.2	9.15	0.18	1.81
Stream B-A	0.3	18.66	0.22		0.2	21.03	0.16	
Stream C-AB	0.6	4.39	0.18		1.0	6.26	0.32	
	2030 With JPA 17 Full Allocation							
Stream B-C	0.4	9.53	0.28	2.00	0.2	9.33	0.19	1.88
Stream B-A	0.3	20.12	0.23		0.2	22.25	0.17	
Stream C-AB	0.6	4.40	0.20		1.1	6.34	0.34	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

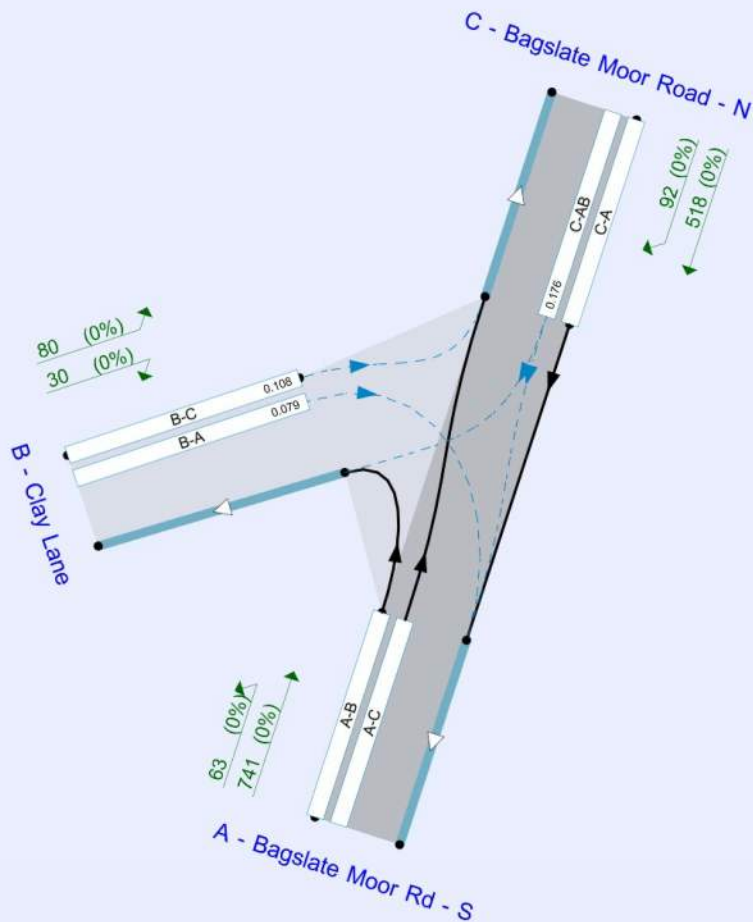
File summary

File Description

Title	
Location	
Site number	
Date	30/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTJONATHAN.TUSIIME
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (l)

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	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	2025 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	15
D5	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed Flows , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.90	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bagslate Moor Rd - S		Major
B	Clay Lane		Minor
C	Bagslate Moor Road - N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bagslate Moor Road - N	7.09			128.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Clay Lane	One lane plus flare	8.94	5.00	4.09	3.61	3.26	✓	1.00	26	25

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	480	0.083	0.211	0.132	0.301
B-C	725	0.106	0.268	-	-
C-B	648	0.239	0.239	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagslate Moor Rd - S		✓	483	100.000
B - Clay Lane		✓	177	100.000
C - Bagslate Moor Road - N		✓	703	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
	From			
	A - Bagslate Moor Rd - S	0	16	467
	B - Clay Lane	47	0	130
	C - Bagslate Moor Road - N	654	49	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
	From			
	A - Bagslate Moor Rd - S	0	0	0
	B - Clay Lane	0	0	0
	C - Bagslate Moor Road - N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.26	8.86	0.3	A
B-A	0.20	17.81	0.3	C
C-AB	0.17	4.41	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-C	98	612	0.160	97	0.2	6.984	A
B-A	35	327	0.108	35	0.1	12.287	B
C-AB	81	900	0.091	81	0.2	4.394	A
C-A	448			448			
A-B	12			12			
A-C	352			352			

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-C	117	587	0.199	117	0.2	7.649	A
B-A	42	297	0.142	42	0.2	14.115	B
C-AB	115	955	0.121	115	0.3	4.290	A
C-A	517			517			
A-B	14			14			
A-C	420			420			

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-C	143	550	0.260	143	0.3	8.831	A
B-A	52	254	0.204	51	0.2	17.735	C
C-AB	179	1033	0.174	178	0.5	4.219	A
C-A	595			595			
A-B	18			18			
A-C	514			514			

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-C	143	550	0.260	143	0.3	8.857	A
B-A	52	254	0.204	52	0.3	17.807	C
C-AB	180	1034	0.174	180	0.5	4.230	A
C-A	594			594			
A-B	18			18			
A-C	514			514			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	117	587	0.199	117	0.3	7.680	A
B-A	42	297	0.142	43	0.2	14.181	B
C-AB	116	955	0.121	117	0.3	4.303	A
C-A	516			516			
A-B	14			14			
A-C	420			420			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	98	611	0.160	98	0.2	7.018	A
B-A	35	327	0.108	36	0.1	12.349	B
C-AB	82	900	0.091	82	0.2	4.407	A
C-A	447			447			
A-B	12			12			
A-C	352			352			

2025 Surveyed Flows , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.78	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Surveyed Flows	PM	ONE HOUR	16:15	17:45	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 - Bagslate Moor Rd - S		✓	768	100.000
B - Clay Lane		✓	108	100.000
C - Bagslate Moor Road - N		✓	560	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
	A - Bagslate Moor Rd - S	0	63	705
	B - Clay Lane	30	0	78
	C - Bagslate Moor Road - N	472	88	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
	A - Bagslate Moor Rd - S	0	0	0
	B - Clay Lane	0	0	0
	C - Bagslate Moor Road - N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	9.00	0.2	A
B-A	0.16	20.14	0.2	C
C-AB	0.31	6.24	0.9	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	565	0.104	58	0.1	7.093	A
B-A	23	298	0.076	22	0.1	13.043	B
C-AB	124	764	0.162	122	0.3	5.605	A
C-A	298			298			
A-B	47			47			
A-C	531			531			

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-C	70	533	0.132	70	0.2	7.773	A
B-A	27	262	0.103	27	0.1	15.307	C
C-AB	171	794	0.215	170	0.5	5.782	A
C-A	333			333			
A-B	57			57			
A-C	634			634			

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-C	86	486	0.177	86	0.2	8.978	A
B-A	33	212	0.156	33	0.2	20.058	C
C-AB	257	838	0.307	256	0.9	6.210	A
C-A	359			359			
A-B	69			69			
A-C	776			776			

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-C	86	486	0.177	86	0.2	8.996	A
B-A	33	212	0.156	33	0.2	20.139	C
C-AB	258	838	0.308	258	0.9	6.241	A
C-A	358			358			
A-B	69			69			
A-C	776			776			

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-C	70	532	0.132	70	0.2	7.795	A
B-A	27	262	0.103	27	0.1	15.377	C
C-AB	172	795	0.216	173	0.5	5.820	A
C-A	332			332			
A-B	57			57			
A-C	634			634			

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-C	59	565	0.104	59	0.1	7.119	A
B-A	23	298	0.076	23	0.1	13.098	B
C-AB	125	765	0.163	125	0.3	5.644	A
C-A	297			297			
A-B	47			47			
A-C	531			531			

2030 Without Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagslate Moor Rd - S		✓	503	100.000
B - Clay Lane		✓	180	100.000
C - Bagslate Moor Road - N		✓	724	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
From	A - Bagslate Moor Rd - S	0	16	487
	B - Clay Lane	48	0	132
	C - Bagslate Moor Road - N	674	50	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
From	A - Bagslate Moor Rd - S	0	0	0
	B - Clay Lane	0	0	0
	C - Bagslate Moor Road - N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.27	9.09	0.4	A
B-A	0.22	18.66	0.3	C
C-AB	0.18	4.39	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-C	99	607	0.164	99	0.2	7.071	A
B-A	36	322	0.112	36	0.1	12.548	B
C-AB	85	908	0.094	85	0.2	4.373	A
C-A	460			460			
A-B	12			12			
A-C	367			367			

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-C	119	581	0.204	118	0.3	7.777	A
B-A	43	290	0.149	43	0.2	14.547	B
C-AB	122	964	0.126	121	0.3	4.272	A
C-A	529			529			
A-B	14			14			
A-C	438			438			

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-C	145	542	0.268	145	0.4	9.059	A
B-A	53	246	0.215	52	0.3	18.572	C
C-AB	191	1046	0.183	190	0.6	4.215	A
C-A	606			606			
A-B	18			18			
A-C	536			536			

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-C	145	541	0.268	145	0.4	9.090	A
B-A	53	246	0.215	53	0.3	18.660	C
C-AB	192	1046	0.183	192	0.6	4.225	A
C-A	605			605			
A-B	18			18			
A-C	536			536			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	580	0.204	119	0.3	7.811	A
B-A	43	290	0.149	44	0.2	14.612	B
C-AB	122	965	0.127	123	0.3	4.288	A
C-A	529			529			
A-B	14			14			
A-C	438			438			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	606	0.164	100	0.2	7.107	A
B-A	36	322	0.112	36	0.1	12.616	B
C-AB	86	908	0.095	86	0.2	4.387	A
C-A	459			459			
A-B	12			12			
A-C	367			367			

2030 Without Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	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 - Bagslate Moor Rd - S		✓	786	100.000
B - Clay Lane		✓	109	100.000
C - Bagslate Moor Road - N		✓	580	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
From				
	A - Bagslate Moor Rd - S	0	63	723
	B - Clay Lane	30	0	79
	C - Bagslate Moor Road - N	491	89	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
From				
	A - Bagslate Moor Rd - S	0	0	0
	B - Clay Lane	0	0	0
	C - Bagslate Moor Road - N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.18	9.15	0.2	A
B-A	0.16	21.03	0.2	C
C-AB	0.32	6.26	1.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	562	0.106	59	0.1	7.153	A
B-A	23	293	0.077	22	0.1	13.291	B
C-AB	129	772	0.166	127	0.4	5.579	A
C-A	308			308			
A-B	47			47			
A-C	544			544			

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-C	71	529	0.134	71	0.2	7.861	A
B-A	27	256	0.105	27	0.1	15.717	C
C-AB	179	803	0.222	178	0.5	5.767	A
C-A	343			343			
A-B	57			57			
A-C	650			650			

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-C	87	481	0.181	87	0.2	9.134	A
B-A	33	204	0.162	33	0.2	20.930	C
C-AB	271	850	0.319	270	0.9	6.228	A
C-A	367			367			
A-B	69			69			
A-C	796			796			

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-C	87	480	0.181	87	0.2	9.154	A
B-A	33	204	0.162	33	0.2	21.026	C
C-AB	272	851	0.320	272	1.0	6.263	A
C-A	366			366			
A-B	69			69			
A-C	796			796			

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-C	71	528	0.134	71	0.2	7.885	A
B-A	27	255	0.106	27	0.1	15.796	C
C-AB	180	805	0.223	181	0.6	5.806	A
C-A	342			342			
A-B	57			57			
A-C	650			650			

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-C	59	561	0.106	60	0.1	7.178	A
B-A	23	292	0.077	23	0.1	13.352	B
C-AB	130	773	0.168	130	0.4	5.620	A
C-A	307			307			
A-B	47			47			
A-C	544			544			

2030 With JPA 17 Full Allocation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bagslate Moor Rd - S		✓	545	100.000
B - Clay Lane		✓	184	100.000
C - Bagslate Moor Road - N		✓	744	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
From	A - Bagslate Moor Rd - S	0	16	529
	B - Clay Lane	48	0	136
	C - Bagslate Moor Road - N	692	52	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
From	A - Bagslate Moor Rd - S	0	0	0
	B - Clay Lane	0	0	0
	C - Bagslate Moor Road - N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.28	9.53	0.4	A
B-A	0.23	20.12	0.3	C
C-AB	0.20	4.40	0.6	A
C-A				
A-B				
A-C				

Main Results for each time segment

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-C	102	599	0.171	102	0.2	7.226	A
B-A	36	313	0.116	36	0.1	12.978	B
C-AB	91	912	0.100	91	0.2	4.384	A
C-A	469			469			
A-B	12			12			
A-C	398			398			

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-C	122	571	0.214	122	0.3	8.014	A
B-A	43	279	0.155	43	0.2	15.229	C
C-AB	131	970	0.135	131	0.3	4.294	A
C-A	538			538			
A-B	14			14			
A-C	476			476			

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-C	150	528	0.284	149	0.4	9.492	A
B-A	53	232	0.228	52	0.3	20.003	C
C-AB	209	1054	0.198	207	0.6	4.263	A
C-A	611			611			
A-B	18			18			
A-C	582			582			

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-C	150	527	0.284	150	0.4	9.530	A
B-A	53	232	0.228	53	0.3	20.116	C
C-AB	209	1054	0.198	209	0.6	4.277	A
C-A	610			610			
A-B	18			18			
A-C	582			582			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	122	570	0.214	123	0.3	8.053	A
B-A	43	279	0.155	44	0.2	15.328	C
C-AB	132	971	0.136	133	0.4	4.310	A
C-A	537			537			
A-B	14			14			
A-C	476			476			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	598	0.171	103	0.2	7.270	A
B-A	36	312	0.116	36	0.1	13.055	B
C-AB	92	912	0.101	93	0.2	4.400	A
C-A	468			468			
A-B	12			12			
A-C	398			398			

2030 With JPA 17 Full Allocation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.88	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	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 - Bagslate Moor Rd - S		✓	804	100.000
B - Clay Lane		✓	110	100.000
C - Bagslate Moor Road - N		✓	610	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
	From			
	A - Bagslate Moor Rd - S	0	63	741
	B - Clay Lane	30	0	80
	C - Bagslate Moor Road - N	518	92	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Bagslate Moor Rd - S	B - Clay Lane	C - Bagslate Moor Road - N
	From			
	A - Bagslate Moor Rd - S	0	0	0
	B - Clay Lane	0	0	0
	C - Bagslate Moor Road - N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	9.33	0.2	A
B-A	0.17	22.25	0.2	C
C-AB	0.34	6.34	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	60	558	0.108	60	0.1	7.214	A
B-A	23	286	0.079	22	0.1	13.615	B
C-AB	138	784	0.176	136	0.4	5.555	A
C-A	321			321			
A-B	47			47			
A-C	558			558			

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-C	72	524	0.137	72	0.2	7.954	A
B-A	27	248	0.109	27	0.1	16.260	C
C-AB	193	818	0.236	192	0.6	5.763	A
C-A	355			355			
A-B	57			57			
A-C	666			666			

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-C	88	475	0.186	88	0.2	9.302	A
B-A	33	195	0.169	33	0.2	22.133	C
C-AB	297	869	0.342	295	1.1	6.299	A
C-A	374			374			
A-B	69			69			
A-C	816			816			

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-C	88	474	0.186	88	0.2	9.325	A
B-A	33	195	0.170	33	0.2	22.245	C
C-AB	298	871	0.343	298	1.1	6.338	A
C-A	373			373			
A-B	69			69			
A-C	816			816			

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-C	72	524	0.137	72	0.2	7.979	A
B-A	27	248	0.109	27	0.1	16.354	C
C-AB	194	820	0.237	196	0.6	5.810	A
C-A	354			354			
A-B	57			57			
A-C	666			666			

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-C	60	558	0.108	60	0.1	7.241	A
B-A	23	286	0.079	23	0.1	13.684	B
C-AB	139	785	0.177	140	0.4	5.598	A
C-A	320			320			
A-B	47			47			
A-C	558			558			

Appendix Q: Junctions 9 Output - Norden Road / Norford Way (J4)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: J4 Norden Road - Norford Way.j9

Path: Y:\Projects\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J4 - Norden Road - Norford Way

Report generation date: 10/06/2025 18:01:26

- »2025 Surveyed Flows , AM
- »2025 Surveyed Flows , PM
- »2030 Without Development, AM
- »2030 Without Development, PM
- »2030 With JPA 17 Full Allocation, AM
- »2030 With JPA 17 Full Allocation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2025 Surveyed Flows							
Stream B-AC	0.6	20.50	0.38	1.57	0.3	19.22	0.25	0.83
Stream C-B	0.0	7.53	0.02		0.0	9.22	0.02	
	2030 Without Development							
Stream B-AC	0.6	21.68	0.39	1.62	0.3	20.24	0.26	0.86
Stream C-B	0.0	7.61	0.02		0.0	9.34	0.02	
	2030 With JPA 17 Full Allocation							
Stream B-AC	0.8	25.79	0.46	2.01	0.4	22.02	0.29	0.94
Stream C-B	0.0	7.81	0.02		0.0	9.51	0.02	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

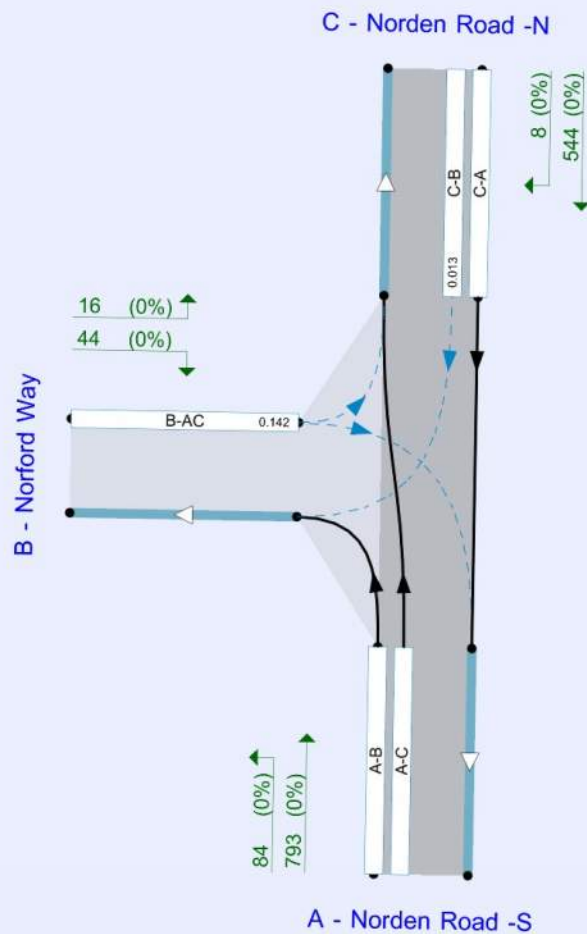
File summary

File Description

Title	
Location	
Site number	
Date	30/05/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTJONATHAN.TUSIIME
Description	

Units

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



Flows show original traffic demand (PCU/hr).
Streams (downstream end) show RFC (t)

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	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	2025 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	15
D5	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed Flows , AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.57	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Norden Road -S		Major
B	Norford Way		Minor
C	Norden Road -N		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Norden Road -N	6.60		✓	2.28	52.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Norford Way	One lane	2.55	27	24

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	476	0.084	0.213	0.134	0.305
B-C	610	0.091	0.230	-	-
C-B	609	0.230	0.230	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Norden Road -S		✓	488	100.000
B - Norford Way		✓	97	100.000
C - Norden Road -N		✓	712	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	30	458
	B - Norford Way	80	0	17
	C - Norden Road -N	705	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	0	0
	B - Norford Way	0	0	0
	C - Norden Road -N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.38	20.50	0.6	C
C-A				
C-B	0.02	7.53	0.0	A
A-B				
A-C				

Main Results for each time segment

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	73	351	0.208	72	0.3	12.863	B
C-A	531			531			
C-B	5	525	0.010	5	0.0	6.927	A
A-B	23			23			
A-C	345			345			

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	87	322	0.271	87	0.4	15.262	C
C-A	634			634			
C-B	6	508	0.012	6	0.0	7.167	A
A-B	27			27			
A-C	412			412			

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	107	282	0.378	106	0.6	20.310	C
C-A	776			776			
C-B	8	486	0.016	8	0.0	7.528	A
A-B	33			33			
A-C	504			504			

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	107	282	0.378	107	0.6	20.504	C
C-A	776			776			
C-B	8	486	0.016	8	0.0	7.528	A
A-B	33			33			
A-C	504			504			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	322	0.271	88	0.4	15.431	C
C-A	634			634			
C-B	6	508	0.012	6	0.0	7.171	A
A-B	27			27			
A-C	412			412			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	73	351	0.208	73	0.3	13.000	B
C-A	531			531			
C-B	5	525	0.010	5	0.0	6.930	A
A-B	23			23			
A-C	345			345			

2025 Surveyed Flows , PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Surveyed Flows	PM	ONE HOUR	16:15	17:45	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 - Norden Road -S		✓	830	100.000
B - Norford Way		✓	56	100.000
C - Norden Road -N		✓	505	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	73	757
	B - Norford Way	40	0	16
	C - Norden Road -N	497	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	0	0
	B - Norford Way	0	0	0
	C - Norden Road -N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.25	19.22	0.3	C
C-A				
C-B	0.02	9.22	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	42	333	0.127	42	0.1	12.335	B
C-A	374			374			
C-B	6	466	0.013	6	0.0	7.830	A
A-B	55			55			
A-C	570			570			

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	50	298	0.169	50	0.2	14.510	B
C-A	447			447			
C-B	7	438	0.016	7	0.0	8.360	A
A-B	66			66			
A-C	681			681			

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	62	249	0.248	61	0.3	19.122	C
C-A	547			547			
C-B	9	399	0.022	9	0.0	9.220	A
A-B	80			80			
A-C	833			833			

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	62	249	0.248	62	0.3	19.217	C
C-A	547			547			
C-B	9	399	0.022	9	0.0	9.220	A
A-B	80			80			
A-C	833			833			

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	50	298	0.169	51	0.2	14.591	B
C-A	447			447			
C-B	7	438	0.016	7	0.0	8.362	A
A-B	66			66			
A-C	681			681			

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	42	333	0.127	42	0.1	12.405	B
C-A	374			374			
C-B	6	466	0.013	6	0.0	7.833	A
A-B	55			55			
A-C	570			570			

2030 Without Development, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		1.62	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Am	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Norden Road -S		✓	509	100.000
B - Norford Way		✓	98	100.000
C - Norden Road -N		✓	734	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	31	478
	B - Norford Way	81	0	17
	C - Norden Road -N	727	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	0	0
	B - Norford Way	0	0	0
	C - Norden Road -N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.39	21.68	0.6	C
C-A				
C-B	0.02	7.61	0.0	A
A-B				
A-C				

Main Results for each time segment

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	74	345	0.214	73	0.3	13.166	B
C-A	547			547			
C-B	5	521	0.010	5	0.0	6.976	A
A-B	23			23			
A-C	360			360			

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	88	315	0.279	88	0.4	15.776	C
C-A	654			654			
C-B	6	504	0.012	6	0.0	7.230	A
A-B	28			28			
A-C	430			430			

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	108	274	0.394	107	0.6	21.442	C
C-A	800			800			
C-B	8	480	0.016	8	0.0	7.613	A
A-B	34			34			
A-C	526			526			

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	108	274	0.394	108	0.6	21.680	C
C-A	800			800			
C-B	8	480	0.016	8	0.0	7.613	A
A-B	34			34			
A-C	526			526			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	88	315	0.279	89	0.4	15.974	C
C-A	654			654			
C-B	6	504	0.012	6	0.0	7.233	A
A-B	28			28			
A-C	430			430			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	74	345	0.214	74	0.3	13.315	B
C-A	547			547			
C-B	5	521	0.010	5	0.0	6.976	A
A-B	23			23			
A-C	360			360			

2030 Without Development, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.86	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Am	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Norden Road -S		✓	850	100.000
B - Norford Way		✓	57	100.000
C - Norden Road -N		✓	525	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	74	776
	B - Norford Way	41	0	16
	C - Norden Road -N	517	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	0	0
	B - Norford Way	0	0	0
	C - Norden Road -N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.26	20.24	0.3	C
C-A				
C-B	0.02	9.34	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	327	0.131	42	0.1	12.616	B
C-A	389			389			
C-B	6	462	0.013	6	0.0	7.889	A
A-B	56			56			
A-C	584			584			

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	51	291	0.176	51	0.2	14.975	B
C-A	465			465			
C-B	7	434	0.017	7	0.0	8.441	A
A-B	67			67			
A-C	698			698			

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	63	241	0.261	62	0.3	20.130	C
C-A	569			569			
C-B	9	394	0.022	9	0.0	9.341	A
A-B	81			81			
A-C	854			854			

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	63	241	0.261	63	0.3	20.243	C
C-A	569			569			
C-B	9	394	0.022	9	0.0	9.341	A
A-B	81			81			
A-C	854			854			

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	51	291	0.176	52	0.2	15.070	C
C-A	465			465			
C-B	7	434	0.017	7	0.0	8.444	A
A-B	67			67			
A-C	698			698			

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	43	327	0.131	43	0.2	12.692	B
C-A	389			389			
C-B	6	462	0.013	6	0.0	7.891	A
A-B	56			56			
A-C	584			584			

2030 With JPA 17 Full Allocation, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		2.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Am	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Norden Road -S		✓	555	100.000
B - Norford Way		✓	108	100.000
C - Norden Road -N		✓	751	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	34	521
	B - Norford Way	91	0	17
	C - Norden Road -N	744	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	0	0
	B - Norford Way	0	0	0
	C - Norden Road -N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	25.79	0.8	D
C-A				
C-B	0.02	7.81	0.0	A
A-B				
A-C				

Main Results for each time segment

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	81	334	0.244	80	0.3	14.116	B
C-A	560			560			
C-B	5	513	0.010	5	0.0	7.085	A
A-B	26			26			
A-C	392			392			

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	97	302	0.321	97	0.5	17.439	C
C-A	669			669			
C-B	6	495	0.013	6	0.0	7.371	A
A-B	31			31			
A-C	468			468			

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	119	258	0.461	117	0.8	25.329	D
C-A	819			819			
C-B	8	469	0.016	8	0.0	7.806	A
A-B	37			37			
A-C	574			574			

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	119	258	0.461	119	0.8	25.794	D
C-A	819			819			
C-B	8	469	0.016	8	0.0	7.806	A
A-B	37			37			
A-C	574			574			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	97	302	0.321	98	0.5	17.778	C
C-A	669			669			
C-B	6	495	0.013	6	0.0	7.374	A
A-B	31			31			
A-C	468			468			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	81	334	0.244	82	0.3	14.324	B
C-A	560			560			
C-B	5	513	0.010	5	0.0	7.088	A
A-B	26			26			
A-C	392			392			

2030 With JPA 17 Full Allocation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.94	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15

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

Demand overview (Traffic)

Am	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Norden Road -S		✓	877	100.000
B - Norford Way		✓	60	100.000
C - Norden Road -N		✓	552	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	84	793
	B - Norford Way	44	0	16
	C - Norden Road -N	544	8	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road -S	B - Norford Way	C - Norden Road -N
From	A - Norden Road -S	0	0	0
	B - Norford Way	0	0	0
	C - Norden Road -N	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.29	22.02	0.4	C
C-A				
C-B	0.02	9.51	0.0	A
A-B				
A-C				

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	45	319	0.142	45	0.2	13.078	B
C-A	410			410			
C-B	6	458	0.013	6	0.0	7.971	A
A-B	63			63			
A-C	597			597			

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	54	282	0.191	54	0.2	15.750	C
C-A	489			489			
C-B	7	428	0.017	7	0.0	8.553	A
A-B	76			76			
A-C	713			713			

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	66	229	0.288	65	0.4	21.857	C
C-A	599			599			
C-B	9	387	0.023	9	0.0	9.510	A
A-B	92			92			
A-C	873			873			

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	66	229	0.288	66	0.4	22.016	C
C-A	599			599			
C-B	9	387	0.023	9	0.0	9.510	A
A-B	92			92			
A-C	873			873			

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	54	282	0.191	55	0.2	15.877	C
C-A	489			489			
C-B	7	428	0.017	7	0.0	8.554	A
A-B	76			76			
A-C	713			713			

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	45	319	0.142	45	0.2	13.169	B
C-A	410			410			
C-B	6	458	0.013	6	0.0	7.975	A
A-B	63			63			
A-C	597			597			

Appendix R: Junctions 9 Output - Norden Road / War Office Road (J5)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: Norden Road - War Office Road.j9

Path: Y:\Projects\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J5 - Norden Road - War Office Road

Report generation date: 10/06/2025 18:06:53

- »2025 Surveyed Flows , AM
- »2025 Surveyed Flows , PM
- »2030 Without Development, AM
- »2030 Without Development, PM
- »2030 With JPA 17 Full Allocation, AM
- »2030 With JPA 17 Full Allocation, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2025 Surveyed Flows							
Stream B-C	0.0	9.74	0.02	2.30	0.0	9.23	0.03	2.81
Stream B-A	0.8	18.79	0.45		1.1	21.72	0.53	
Stream C-AB	0.0	5.47	0.02		0.0	4.06	0.02	
	2030 Without Development							
Stream B-C	0.0	9.98	0.02	2.39	0.0	9.59	0.03	3.01
Stream B-A	0.9	19.93	0.47		1.2	23.52	0.55	
Stream C-AB	0.0	5.43	0.02		0.0	4.04	0.02	
	2030 With JPA 17 Full Allocation							
Stream B-C	0.0	10.49	0.03	2.64	0.1	10.31	0.06	3.33
Stream B-A	1.0	22.56	0.50		1.3	26.41	0.58	
Stream C-AB	0.1	5.37	0.05		0.0	4.01	0.03	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

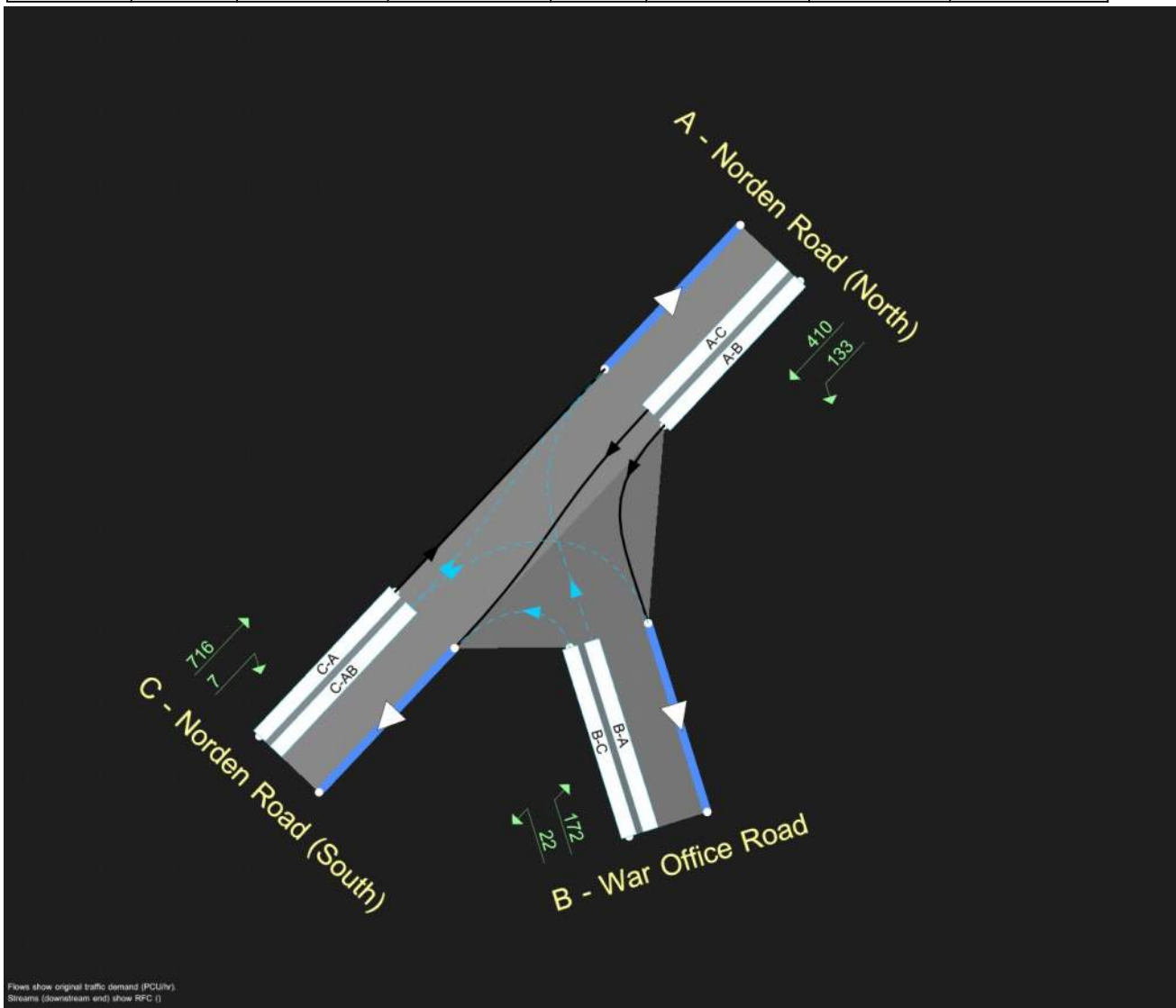
File summary

File Description

Title	
Location	
Site number	
Date	14/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTVA.BENOTMAN
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	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15
D2	2025 Surveyed Flows	PM	ONE HOUR	16:15	17:45	15
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	15
D7	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15
D8	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2025 Surveyed Flows , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Norden Road / War Office Road	T-Junction	Two-way		2.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Norden Road (North)		Major
B	War Office Road		Minor
C	Norden Road (South)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Norden Road (South)	6.80			90.2	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - War Office Road	One lane plus flare	10.00	6.00	4.60	3.70	3.60		2.00	39	72

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	596	0.105	0.265	0.167	0.379
B-C	606	0.090	0.227	-	-
C-B	626	0.234	0.234	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Surveyed Flows	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Norden Road (North)		✓	738	100.000
B - War Office Road		✓	147	100.000
C - Norden Road (South)		✓	315	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
	From			
	A - Norden Road (North)	0	141	597
	B - War Office Road	141	0	6
	C - Norden Road (South)	309	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
	From			
	A - Norden Road (North)	0	0	0
	B - War Office Road	0	0	0
	C - Norden Road (South)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.02	9.74	0.0	0.5	A
B-A	0.45	18.79	0.8	3.7	C
C-AB	0.02	5.47	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

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-C	5	462	0.010	4	0.0	7.862	A
B-A	106	426	0.249	105	0.3	11.179	B
C-AB	7	665	0.010	7	0.0	5.473	A
C-A	230			230			
A-B	106			106			
A-C	449			449			

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-C	5	430	0.013	5	0.0	8.478	A
B-A	127	392	0.323	126	0.5	13.487	B
C-AB	9	676	0.014	9	0.0	5.398	A
C-A	274			274			
A-B	127			127			
A-C	537			537			

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-C	7	377	0.018	7	0.0	9.714	A
B-A	155	347	0.448	154	0.8	18.558	C
C-AB	13	694	0.019	13	0.0	5.287	A
C-A	334			334			
A-B	155			155			
A-C	657			657			

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-C	7	376	0.018	7	0.0	9.738	A
B-A	155	347	0.448	155	0.8	18.785	C
C-AB	13	694	0.019	13	0.0	5.287	A
C-A	334			334			
A-B	155			155			
A-C	657			657			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	429	0.013	5	0.0	8.498	A
B-A	127	392	0.323	128	0.5	13.675	B
C-AB	9	676	0.014	9	0.0	5.401	A
C-A	274			274			
A-B	127			127			
A-C	537			537			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	462	0.010	5	0.0	7.876	A
B-A	106	426	0.249	107	0.3	11.310	B
C-AB	7	665	0.010	7	0.0	5.473	A
C-A	230			230			
A-B	106			106			
A-C	449			449			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.33	0.00	0.00	0.33	0.33			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.47	0.00	0.00	0.47	0.47			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.78	0.03	0.26	0.78	0.83			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.80	0.03	0.29	1.44	3.73			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.49	0.04	0.43	1.26	1.38			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.34	0.03	0.30	0.87	1.19			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2025 Surveyed Flows , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Norden Road / War Office Road	T-Junction	Two-way		2.81	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Surveyed Flows	PM	ONE HOUR	16:15	17:45	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 - Norden Road (North)		✓	493	100.000
B - War Office Road		✓	178	100.000
C - Norden Road (South)		✓	679	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	131	362
	B - War Office Road	167	0	11
	C - Norden Road (South)	674	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	0	0
	B - War Office Road	0	0	0
	C - Norden Road (South)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.03	9.23	0.0	0.5	A
B-A	0.53	21.72	1.1	4.8	C
C-AB	0.02	4.06	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	495	0.017	8	0.0	7.402	A
B-A	126	427	0.294	124	0.4	11.820	B
C-AB	9	895	0.010	9	0.0	4.062	A
C-A	502			502			
A-B	99			99			
A-C	273			273			

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-C	10	464	0.021	10	0.0	7.933	A
B-A	150	394	0.381	149	0.6	14.645	B
C-AB	12	952	0.013	12	0.0	3.828	A
C-A	598			598			
A-B	118			118			
A-C	325			325			

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-C	12	404	0.030	12	0.0	9.187	A
B-A	184	349	0.527	182	1.1	21.293	C
C-AB	19	1035	0.019	19	0.0	3.542	A
C-A	728			728			
A-B	144			144			
A-C	399			399			

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-C	12	402	0.030	12	0.0	9.234	A
B-A	184	349	0.527	184	1.1	21.724	C
C-AB	19	1035	0.019	19	0.0	3.545	A
C-A	728			728			
A-B	144			144			
A-C	399			399			

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-C	10	462	0.021	10	0.0	7.965	A
B-A	150	394	0.381	152	0.6	14.958	B
C-AB	12	953	0.013	12	0.0	3.831	A
C-A	598			598			
A-B	118			118			
A-C	325			325			

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-C	8	493	0.017	8	0.0	7.423	A
B-A	126	427	0.294	127	0.4	12.011	B
C-AB	9	895	0.010	9	0.0	4.063	A
C-A	502			502			
A-B	99			99			
A-C	273			273			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.41	0.00	0.00	0.41	0.41			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	0.60	0.14	0.89	1.38	1.44			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	1.06	0.03	0.28	1.06	2.74			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	1.09	0.03	0.29	1.45	4.79			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.63	0.05	0.58	1.39	1.49			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.42	0.04	0.37	1.23	1.39			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2030 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Norden Road / War Office Road	T-Junction	Two-way		2.39	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030 Without Development	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Norden Road (North)		✓	760	100.000
B - War Office Road		✓	149	100.000
C - Norden Road (South)		✓	332	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	145	615
	B - War Office Road	143	0	6
	C - Norden Road (South)	326	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	0	0
	B - War Office Road	0	0	0
	C - Norden Road (South)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.02	9.98	0.0	0.5	A
B-A	0.47	19.93	0.9	4.0	C
C-AB	0.02	5.43	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

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-C	5	458	0.010	4	0.0	7.936	A
B-A	108	420	0.257	106	0.3	11.442	B
C-AB	7	671	0.011	7	0.0	5.426	A
C-A	243			243			
A-B	109			109			
A-C	463			463			

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-C	5	424	0.013	5	0.0	8.592	A
B-A	129	385	0.334	128	0.5	13.955	B
C-AB	9	683	0.014	9	0.0	5.341	A
C-A	289			289			
A-B	130			130			
A-C	553			553			

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-C	7	368	0.018	7	0.0	9.953	A
B-A	157	338	0.466	156	0.8	19.646	C
C-AB	14	703	0.019	13	0.0	5.217	A
C-A	352			352			
A-B	160			160			
A-C	677			677			

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-C	7	367	0.018	7	0.0	9.983	A
B-A	157	338	0.466	157	0.9	19.929	C
C-AB	14	703	0.019	14	0.0	5.219	A
C-A	352			352			
A-B	160			160			
A-C	677			677			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	423	0.013	5	0.0	8.613	A
B-A	129	385	0.334	130	0.5	14.173	B
C-AB	9	683	0.014	10	0.0	5.341	A
C-A	289			289			
A-B	130			130			
A-C	553			553			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	457	0.010	5	0.0	7.950	A
B-A	108	420	0.257	108	0.4	11.587	B
C-AB	7	671	0.011	7	0.0	5.428	A
C-A	243			243			
A-B	109			109			
A-C	463			463			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.34	0.00	0.00	0.34	0.34			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.01	0.25	0.45	0.48			N/A	N/A
B-A	0.49	0.00	0.00	0.49	0.49			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.84	0.03	0.27	0.84	1.27			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.86	0.03	0.29	1.46	3.96			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.51	0.05	0.46	1.28	1.39			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.01	0.00	0.00	0.01	0.01			N/A	N/A
B-A	0.35	0.03	0.31	1.00	1.25			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2030 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Norden Road / War Office Road	T-Junction	Two-way		3.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030 Without Development	PM	ONE HOUR	16:15	17:45	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 - Norden Road (North)		✓	513	100.000
B - War Office Road		✓	182	100.000
C - Norden Road (South)		✓	695	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	133	380
	B - War Office Road	171	0	11
	C - Norden Road (South)	690	5	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	0	0
	B - War Office Road	0	0	0
	C - Norden Road (South)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.03	9.59	0.0	0.5	A
B-A	0.55	23.52	1.2	5.3	C
C-AB	0.02	4.04	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	489	0.017	8	0.0	7.481	A
B-A	129	421	0.306	127	0.4	12.162	B
C-AB	9	901	0.010	9	0.0	4.036	A
C-A	514			514			
A-B	100			100			
A-C	286			286			

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-C	10	456	0.022	10	0.0	8.064	A
B-A	154	388	0.397	153	0.6	15.283	C
C-AB	13	960	0.013	13	0.0	3.799	A
C-A	612			612			
A-B	120			120			
A-C	342			342			

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-C	12	390	0.031	12	0.0	9.527	A
B-A	188	341	0.552	186	1.2	22.954	C
C-AB	20	1045	0.019	20	0.0	3.511	A
C-A	745			745			
A-B	146			146			
A-C	418			418			

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-C	12	387	0.031	12	0.0	9.593	A
B-A	188	341	0.552	188	1.2	23.524	C
C-AB	20	1045	0.019	20	0.0	3.514	A
C-A	745			745			
A-B	146			146			
A-C	418			418			

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-C	10	454	0.022	10	0.0	8.101	A
B-A	154	388	0.397	156	0.7	15.670	C
C-AB	13	960	0.013	13	0.0	3.802	A
C-A	612			612			
A-B	120			120			
A-C	342			342			

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-C	8	488	0.017	8	0.0	7.501	A
B-A	129	421	0.306	130	0.4	12.378	B
C-AB	9	901	0.010	9	0.0	4.037	A
C-A	514			514			
A-B	100			100			
A-C	286			286			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.43	0.00	0.00	0.43	0.43			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	0.64	0.16	0.90	1.38	1.44			N/A	N/A
C-AB	0.01	0.01	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	1.17	0.03	0.28	1.17	3.95			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	1.20	0.03	0.29	1.20	5.34			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.68	0.05	0.57	1.44	1.44			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.45	0.04	0.37	1.28	1.46			N/A	N/A
C-AB	0.01	0.00	0.00	0.01	0.01			N/A	N/A

2030 With JPA 17 Full Allocation, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Norden Road / War Office Road	T-Junction	Two-way		2.64	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030 With JPA 17 Full Allocation	AM	ONE HOUR	07:45	09:15	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Norden Road (North)		✓	788	100.000
B - War Office Road		✓	153	100.000
C - Norden Road (South)		✓	387	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	146	642
	B - War Office Road	143	0	10
	C - Norden Road (South)	371	16	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	0	0
	B - War Office Road	0	0	0
	C - Norden Road (South)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.03	10.49	0.0	0.5	B
B-A	0.50	22.56	1.0	4.5	C
C-AB	0.05	5.37	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

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-C	8	454	0.017	7	0.0	8.055	A
B-A	108	405	0.266	106	0.4	12.002	B
C-AB	20	691	0.029	20	0.0	5.366	A
C-A	271			271			
A-B	110			110			
A-C	483			483			

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-C	9	418	0.021	9	0.0	8.795	A
B-A	129	368	0.349	128	0.5	14.958	B
C-AB	27	709	0.038	27	0.1	5.283	A
C-A	321			321			
A-B	131			131			
A-C	577			577			

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-C	11	356	0.031	11	0.0	10.436	B
B-A	157	317	0.497	156	0.9	22.131	C
C-AB	40	736	0.054	40	0.1	5.173	A
C-A	386			386			
A-B	161			161			
A-C	707			707			

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-C	11	354	0.031	11	0.0	10.485	B
B-A	157	317	0.497	157	1.0	22.557	C
C-AB	40	736	0.054	40	0.1	5.176	A
C-A	386			386			
A-B	161			161			
A-C	707			707			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9	417	0.022	9	0.0	8.824	A
B-A	129	368	0.350	130	0.6	15.255	C
C-AB	27	709	0.039	27	0.1	5.285	A
C-A	321			321			
A-B	131			131			
A-C	577			577			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8	453	0.017	8	0.0	8.074	A
B-A	108	405	0.266	108	0.4	12.175	B
C-AB	20	691	0.029	20	0.0	5.370	A
C-A	271			271			
A-B	110			110			
A-C	483			483			

Queue Variation Results for each time segment

07:45 - 08:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.36	0.00	0.00	0.36	0.36			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

08:00 - 08:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.02	0.25	0.45	0.48			N/A	N/A
B-A	0.52	0.52	1.00	1.40	1.45			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

08:15 - 08:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.94	0.03	0.27	0.94	1.86			N/A	N/A
C-AB	0.08	0.03	0.26	0.47	0.49			N/A	N/A

08:30 - 08:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.97	0.03	0.30	1.11	4.52			N/A	N/A
C-AB	0.08	0.00	0.00	0.08	0.08			N/A	N/A

08:45 - 09:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.55	0.05	0.49	1.32	1.42			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

09:00 - 09:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.02	0.00	0.00	0.02	0.02			N/A	N/A
B-A	0.37	0.03	0.33	1.11	1.31			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

2030 With JPA 17 Full Allocation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Norden Road / War Office Road	T-Junction	Two-way		3.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	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 - Norden Road (North)		✓	543	100.000
B - War Office Road		✓	194	100.000
C - Norden Road (South)		✓	723	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	133	410
	B - War Office Road	172	0	22
	C - Norden Road (South)	716	7	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Norden Road (North)	B - War Office Road	C - Norden Road (South)
From	A - Norden Road (North)	0	0	0
	B - War Office Road	0	0	0
	C - Norden Road (South)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.06	10.31	0.1	0.5	B
B-A	0.58	26.41	1.3	6.1	D
C-AB	0.03	4.01	0.0	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	487	0.034	16	0.0	7.643	A
B-A	129	410	0.316	128	0.5	12.604	B
C-AB	13	911	0.014	13	0.0	4.009	A
C-A	531			531			
A-B	100			100			
A-C	309			309			

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-C	20	451	0.044	20	0.0	8.338	A
B-A	155	374	0.413	154	0.7	16.253	C
C-AB	19	973	0.019	19	0.0	3.773	A
C-A	631			631			
A-B	120			120			
A-C	369			369			

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-C	24	377	0.064	24	0.1	10.208	B
B-A	189	325	0.583	187	1.3	25.584	D
C-AB	30	1062	0.028	30	0.0	3.488	A
C-A	766			766			
A-B	146			146			
A-C	451			451			

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-C	24	373	0.065	24	0.1	10.312	B
B-A	189	325	0.583	189	1.3	26.411	D
C-AB	30	1062	0.028	30	0.0	3.491	A
C-A	766			766			
A-B	146			146			
A-C	451			451			

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-C	20	449	0.044	20	0.0	8.394	A
B-A	155	374	0.413	157	0.7	16.762	C
C-AB	19	973	0.019	19	0.0	3.776	A
C-A	631			631			
A-B	120			120			
A-C	369			369			

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-C	17	486	0.034	17	0.0	7.671	A
B-A	129	410	0.316	131	0.5	12.936	B
C-AB	13	911	0.014	13	0.0	4.010	A
C-A	531			531			
A-B	100			100			
A-C	309			309			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.45	0.00	0.00	0.45	0.45			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.68	0.15	0.90	1.38	1.44			N/A	N/A
C-AB	0.02	0.02	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.03	0.26	0.47	0.49			N/A	N/A
B-A	1.31	0.03	0.29	1.42	5.50			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.07	0.00	0.00	0.07	0.07			N/A	N/A
B-A	1.35	0.03	0.30	1.41	6.15			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.72	0.05	0.54	1.23	1.76			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.47	0.04	0.37	1.25	1.25			N/A	N/A
C-AB	0.02	0.00	0.00	0.02	0.02			N/A	N/A

Appendix S: LinSig Output - Bury & Rochdale Old Road / Norden Road (J6)

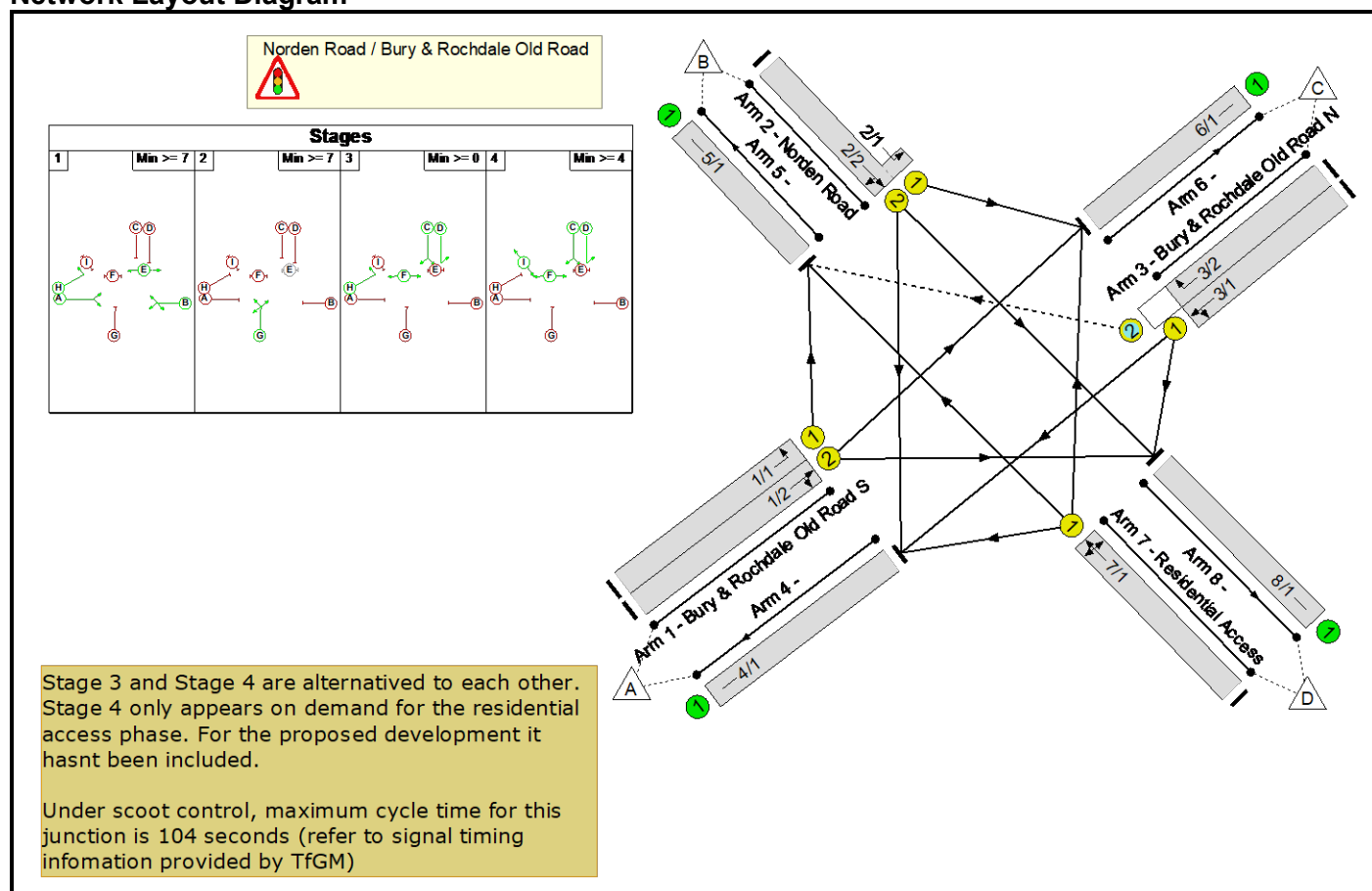
Full Input Data And Results

Full Input Data And Results

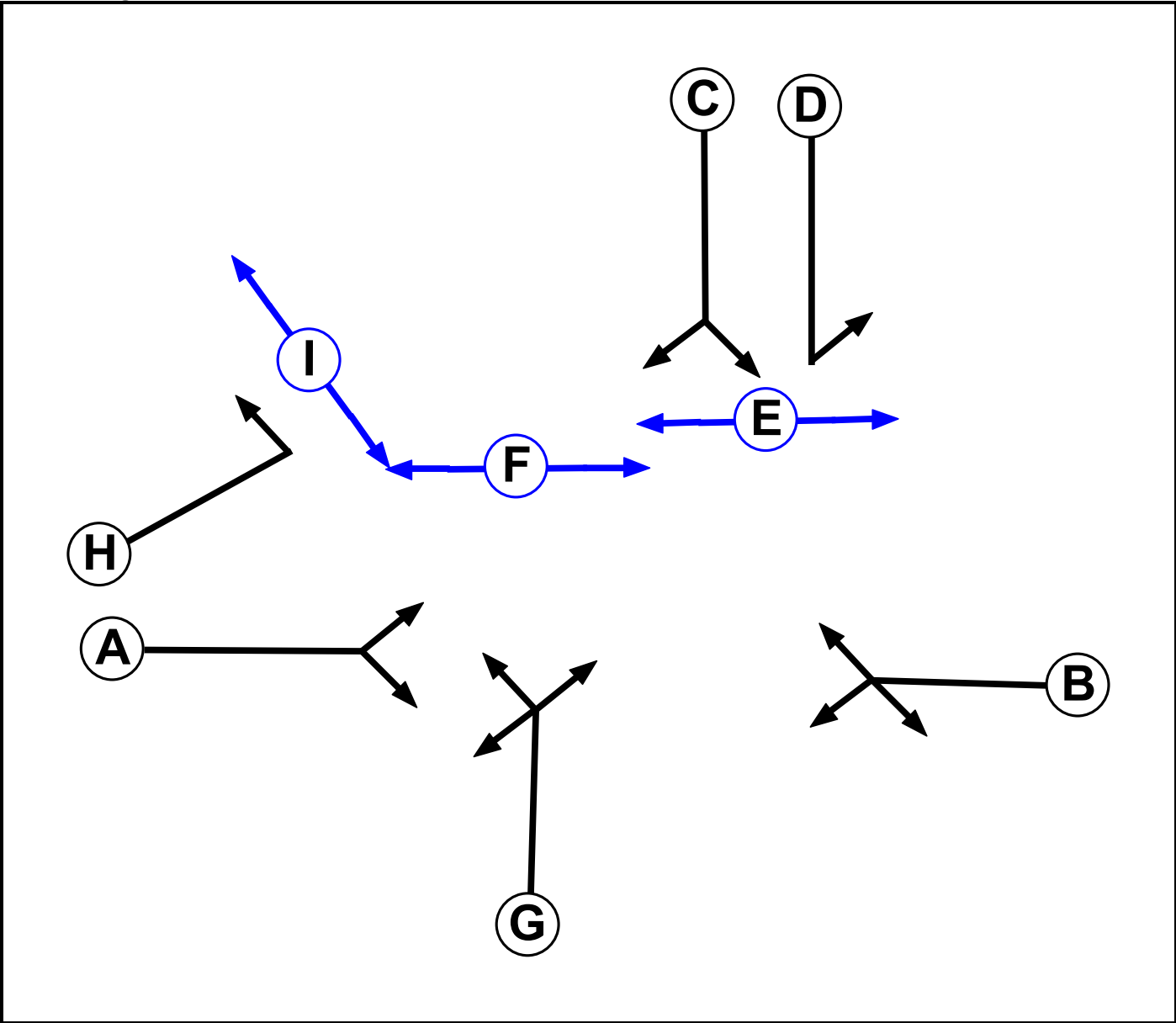
User and Project Details

Project:	784-B068938
Title:	Proposed Residential Development, Land off Greenvale, Bamford, Rochdale
Location:	
Client:	Wain Homes
Site Ref(s):	Norden Road / Bury & Rochdale Old Road Junction
Date Started:	14.03.2025
Model Purpose:	Traffic Impact Assessment
Checked By:	Matt Thompson
Additional detail:	
File name:	Bury & Rochdale Old Road - Norden Road Signalised.lsg3x
Author:	Abdulrahman Benotman
Company:	Tetra Tech Ltd
Address:	11 York Street

Network Layout Diagram



Phase Diagram



Phase Input Data

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

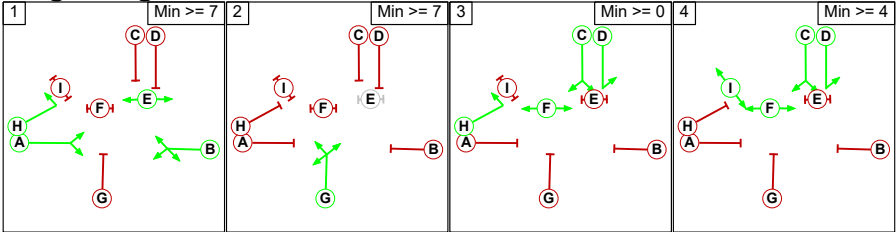
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	5	6	-	5	5	-	-
	B	-		5	-	-	8	6	-	-
	C	6	6		-	5	-	5	-	-
	D	5	-	-		5	-	5	-	-
	E	-	-	5	5		-	-	-	-
	F	5	8	-	-	-		8	-	-
	G	6	5	5	7	-	8		6	8
	H	-	-	-	-	-	-	5		5
	I	-	-	-	-	-	-	8	5	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		6	8	8
	2	6		8	8
	3	8	8		5
	4	8	8	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Norden Road / Bury && Rochdale Old Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/2 (Bury & Rochdale Old Road N)	5/1 (Right)	1439	0	1/2	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Norden Road / Bury && Rochdale Old Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Bury & Rochdale Old Road S)	U	H	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 5 Left	14.00
1/2 (Bury & Rochdale Old Road S)	U	A	2	3	60.0	Geom	-	2.80	0.00	N	Arm 6 Ahead	Inf
											Arm 8 Right	14.90
2/1 (Norden Road)	U	D	2	3	1.0	Geom	-	3.20	0.00	Y	Arm 6 Left	13.20
2/2 (Norden Road)	U	C	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 4 Right	16.40
											Arm 8 Ahead	Inf
3/1 (Bury & Rochdale Old Road N)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 4 Ahead	Inf
											Arm 8 Left	4.30
3/2 (Bury & Rochdale Old Road N)	O	B	2	3	60.0	Geom	-	2.50	0.00	N	Arm 5 Right	5.10
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Residential Access)	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	9.40
											Arm 5 Ahead	Inf
											Arm 6 Right	8.90
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Surveyed Flows - AM Peak'	07:45	08:45	01:00	
2: '2025 Surveyed Flows - PM Peak'	16:15	17:15	01:00	
3: '2030 Without Development - AM Peak'	07:45	08:45	01:00	
4: '2030 Without Development - PM Peak'	16:15	17:15	01:00	
5: '2030 With JPA 17 Full Allocation - AM Peak'	07:45	08:45	01:00	
6: '2030 With JPA 17 Full Allocation - PM Peak'	16:15	17:15	01:00	

Scenario 1: '2025 Surveyed Flows - AM Peak' (FG1: '2025 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	296	497	0	793
	B	615	0	11	0	626
	C	539	1	0	0	540
	D	0	0	0	0	0
	Tot.	1154	297	508	0	1959

Traffic Lane Flows

Lane	Scenario 1: 2025 Surveyed Flows - AM Peak
Junction: Norden Road / Bury && Rochdale Old Road	
1/1	296
1/2	497
2/1 (short)	11
2/2 (with short)	626(In) 615(Out)
3/1	539
3/2	1
4/1	1154
5/1	297
6/1	508
7/1	0
8/1	0

Lane Saturation Flows

Junction: Norden Road / Bury && Rochdale Old Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Road S)	2.90	0.00	Y	Arm 5 Left	14.00	100.0 %	1721	1721
1/2 (Bury & Rochdale Old Road S)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
				Arm 8 Right	14.90	0.0 %		
2/1 (Norden Road)	3.20	0.00	Y	Arm 6 Left	13.20	100.0 %	1738	1738
2/2 (Norden Road)	2.90	0.00	Y	Arm 4 Right	16.40	100.0 %	1745	1745
				Arm 8 Ahead	Inf	0.0 %		
3/1 (Bury & Rochdale Old Road N)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
				Arm 8 Left	4.30	0.0 %		
3/2 (Bury & Rochdale Old Road N)	2.50	0.00	N	Arm 5 Right	5.10	100.0 %	1549	1549
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Residential Access)	3.00	0.00	Y	Arm 4 Left	9.40	0.0 %	1915	1915
				Arm 5 Ahead	Inf	0.0 %		
				Arm 6 Right	8.90	0.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Surveyed Flows - PM Peak' (FG2: '2025 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	686	661	0	1347
	B	359	0	7	0	366
	C	569	7	0	0	576
	D	0	0	0	0	0
	Tot.	928	693	668	0	2289

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Surveyed Flows - PM Peak
Junction: Norden Road / Bury & Rochdale Old Road	
1/1	686
1/2	661
2/1 (short)	7
2/2 (with short)	366(In) 359(Out)
3/1	569
3/2	7
4/1	928
5/1	693
6/1	668
7/1	0
8/1	0

Lane Saturation Flows

Junction: Norden Road / Bury && Rochdale Old Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Road S)	2.90	0.00	Y	Arm 5 Left	14.00	100.0 %	1721	1721
1/2 (Bury & Rochdale Old Road S)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
				Arm 8 Right	14.90	0.0 %		
2/1 (Norden Road)	3.20	0.00	Y	Arm 6 Left	13.20	100.0 %	1738	1738
2/2 (Norden Road)	2.90	0.00	Y	Arm 4 Right	16.40	100.0 %	1745	1745
				Arm 8 Ahead	Inf	0.0 %		
3/1 (Bury & Rochdale Old Road N)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
				Arm 8 Left	4.30	0.0 %		
3/2 (Bury & Rochdale Old Road N)	2.50	0.00	N	Arm 5 Right	5.10	100.0 %	1549	1549
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Residential Access)	3.00	0.00	Y	Arm 4 Left	9.40	0.0 %	1915	1915
				Arm 5 Ahead	Inf	0.0 %		
				Arm 6 Right	8.90	0.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2030 Without Development - AM Peak' (FG3: '2030 Without Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	313	506	0	819
	B	632	0	11	0	643
	C	548	1	0	0	549
	D	0	0	0	0	0
	Tot.	1180	314	517	0	2011

Traffic Lane Flows

Lane	Scenario 3: 2030 Without Development - AM Peak
Junction: Norden Road / Bury && Rochdale Old Road	
1/1	313
1/2	506
2/1 (short)	11
2/2 (with short)	643(In) 632(Out)
3/1	548
3/2	1
4/1	1180
5/1	314
6/1	517
7/1	0
8/1	0

Lane Saturation Flows

Junction: Norden Road / Bury & Rochdale Old Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Road S)	2.90	0.00	Y	Arm 5 Left	14.00	100.0 %	1721	1721
1/2 (Bury & Rochdale Old Road S)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
				Arm 8 Right	14.90	0.0 %		
2/1 (Norden Road)	3.20	0.00	Y	Arm 6 Left	13.20	100.0 %	1738	1738
2/2 (Norden Road)	2.90	0.00	Y	Arm 4 Right	16.40	100.0 %	1745	1745
				Arm 8 Ahead	Inf	0.0 %		
3/1 (Bury & Rochdale Old Road N)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
				Arm 8 Left	4.30	0.0 %		
3/2 (Bury & Rochdale Old Road N)	2.50	0.00	N	Arm 5 Right	5.10	100.0 %	1549	1549
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Residential Access)	3.00	0.00	Y	Arm 4 Left	9.40	0.0 %	1915	1915
				Arm 5 Ahead	Inf	0.0 %		
				Arm 6 Right	8.90	0.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Without Development - PM Peak' (FG4: '2030 Without Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	702	671	0	1373
	B	377	0	7	0	384
	C	577	7	0	0	584
	D	0	0	0	0	0
	Tot.	954	709	678	0	2341

Traffic Lane Flows

Lane Saturation Flows

Junction: Norden Road / Bury && Rochdale Old Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Road S)	2.90	0.00	Y	Arm 5 Left	14.00	100.0 %	1721	1721
1/2 (Bury & Rochdale Old Road S)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
				Arm 8 Right	14.90	0.0 %		
2/1 (Norden Road)	3.20	0.00	Y	Arm 6 Left	13.20	100.0 %	1738	1738
2/2 (Norden Road)	2.90	0.00	Y	Arm 4 Right	16.40	100.0 %	1745	1745
				Arm 8 Ahead	Inf	0.0 %		
3/1 (Bury & Rochdale Old Road N)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
				Arm 8 Left	4.30	0.0 %		
3/2 (Bury & Rochdale Old Road N)	2.50	0.00	N	Arm 5 Right	5.10	100.0 %	1549	1549
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Residential Access)	3.00	0.00	Y	Arm 4 Left	9.40	0.0 %	1915	1915
				Arm 5 Ahead	Inf	0.0 %		
				Arm 6 Right	8.90	0.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2030 With JPA 17 Full Allocation - AM Peak' (FG5: '2030 With JPA 17 Full Allocation - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	342	506	0	848
	B	731	0	11	0	742
	C	548	1	0	0	549
	D	0	0	0	0	0
	Tot.	1279	343	517	0	2139

Traffic Lane Flows

Lane	Scenario 5: 2030 With JPA 17 Full Allocation - AM Peak
Junction: Norden Road / Bury & Rochdale Old Road	
1/1	342
1/2	506
2/1 (short)	11
2/2 (with short)	742(In) 731(Out)
3/1	548
3/2	1
4/1	1279
5/1	343
6/1	517
7/1	0
8/1	0

Full Input Data And Results

Lane Saturation Flows

Junction: Norden Road / Bury & Rochdale Old Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Road S)	2.90	0.00	Y	Arm 5 Left	14.00	100.0 %	1721	1721
1/2 (Bury & Rochdale Old Road S)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
				Arm 8 Right	14.90	0.0 %		
2/1 (Norden Road)	3.20	0.00	Y	Arm 6 Left	13.20	100.0 %	1738	1738
2/2 (Norden Road)	2.90	0.00	Y	Arm 4 Right	16.40	100.0 %	1745	1745
				Arm 8 Ahead	Inf	0.0 %		
3/1 (Bury & Rochdale Old Road N)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
				Arm 8 Left	4.30	0.0 %		
3/2 (Bury & Rochdale Old Road N)	2.50	0.00	N	Arm 5 Right	5.10	100.0 %	1549	1549
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Residential Access)	3.00	0.00	Y	Arm 4 Left	9.40	0.0 %	1915	1915
				Arm 5 Ahead	Inf	0.0 %		
				Arm 6 Right	8.90	0.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 With JPA 17 Full Allocation - PM Peak' (FG6: '2030 With JPA 17 Full Allocation - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	796	671	0	1467
	B	407	0	7	0	414
	C	577	7	0	0	584
	D	0	0	0	0	0
	Tot.	984	803	678	0	2465

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 With JPA 17 Full Allocation - PM Peak
Junction: Norden Road / Bury & Rochdale Old Road	
1/1	796
1/2	671
2/1 (short)	7
2/2 (with short)	414(In) 407(Out)
3/1	577
3/2	7
4/1	984
5/1	803
6/1	678
7/1	0
8/1	0

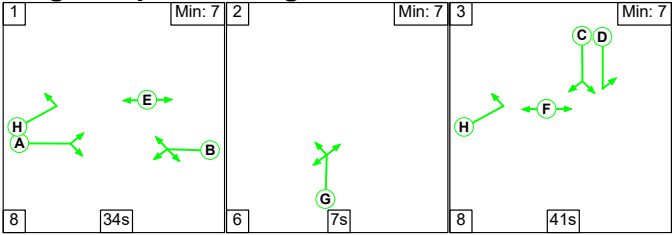
Lane Saturation Flows

Junction: Norden Road / Bury & Rochdale Old Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Road S)	2.90	0.00	Y	Arm 5 Left	14.00	100.0 %	1721	1721
1/2 (Bury & Rochdale Old Road S)	2.80	0.00	N	Arm 6 Ahead	Inf	100.0 %	2035	2035
				Arm 8 Right	14.90	0.0 %		
2/1 (Norden Road)	3.20	0.00	Y	Arm 6 Left	13.20	100.0 %	1738	1738
2/2 (Norden Road)	2.90	0.00	Y	Arm 4 Right	16.40	100.0 %	1745	1745
				Arm 8 Ahead	Inf	0.0 %		
3/1 (Bury & Rochdale Old Road N)	3.25	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1940	1940
				Arm 8 Left	4.30	0.0 %		
3/2 (Bury & Rochdale Old Road N)	2.50	0.00	N	Arm 5 Right	5.10	100.0 %	1549	1549
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Residential Access)	3.00	0.00	Y	Arm 4 Left	9.40	0.0 %	1915	1915
				Arm 5 Ahead	Inf	0.0 %		
				Arm 6 Right	8.90	0.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2025 Surveyed Flows - AM Peak' (FG1: '2025 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

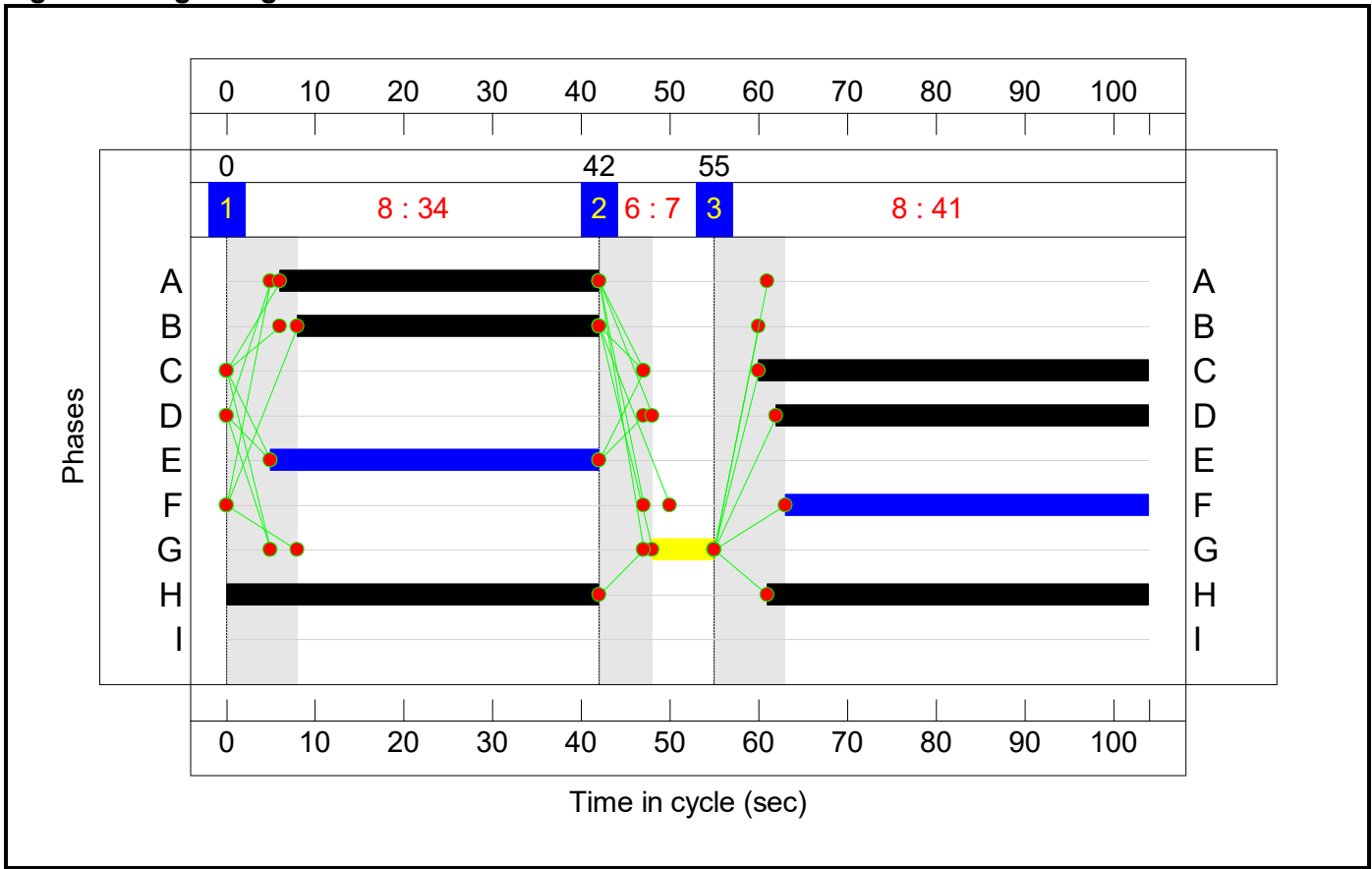
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	7	41
Change Point	0	42	55

Signal Timings Diagram



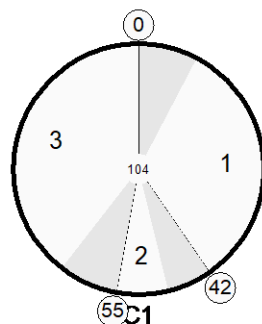
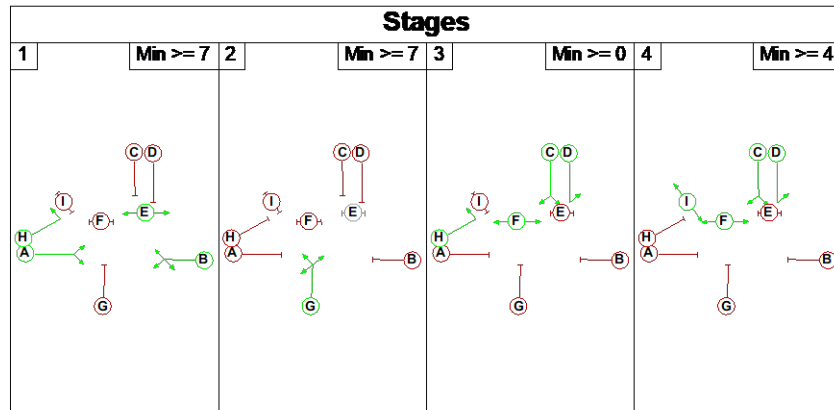
Full Input Data And Results

Network Layout Diagram

Norden Road / Bury & Rochdale Old Road
 PRC: 8.8 %
 Total Traffic Delay: 19.2 pcuHr

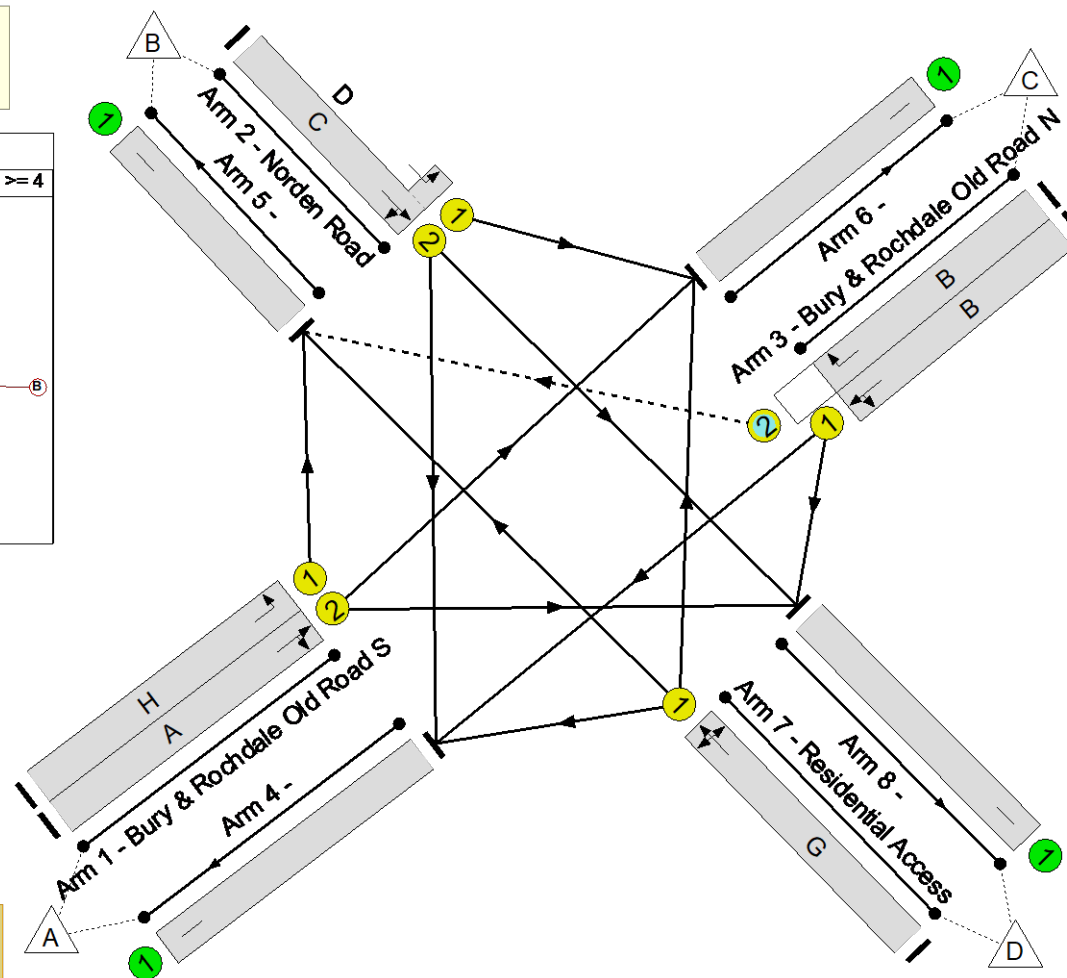


Stages



Stage 3 and Stage 4 are alternated to each other. Stage 4 only appears on demand for the residential access phase. For the proposed development it hasnt been included.

Under scoot control, maximum cycle time for this junction is 104 seconds (refer to signal timing information provided by TfGM)



Full Input Data And Results

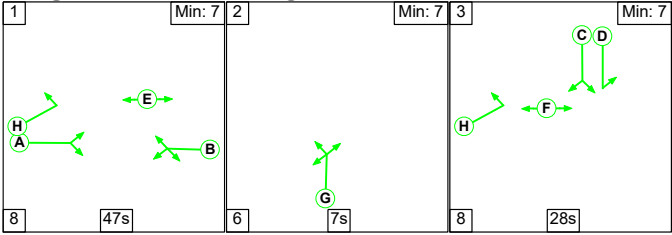
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
Norden Road / Bury & Rochdale Old Road	-	-	N/A	-	-		-	-	-	-	-	-	82.7%
1/1	Bury & Rochdale Old Road S Left	U	N/A	N/A	H		1	85	-	296	1721	1423	20.8%
1/2	Bury & Rochdale Old Road S Ahead Right	U	N/A	N/A	A		1	36	-	497	2035	724	68.6%
2/2+2/1	Norden Road Right Left Ahead	U	N/A	N/A	C D		1	44:42	-	626	1745:1738	743+13	82.7 : 82.7%
3/1	Bury & Rochdale Old Road N Ahead Left	U	N/A	N/A	B		1	34	-	539	1940	653	82.6%
3/2	Bury & Rochdale Old Road N Right	O	N/A	N/A	B		1	34	-	1	1549	181	0.6%
4/1		U	N/A	N/A	-		-	-	-	1154	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	297	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%
7/1	Residential Access Left Ahead Right	U	N/A	N/A	G		1	7	-	0	1915	147	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

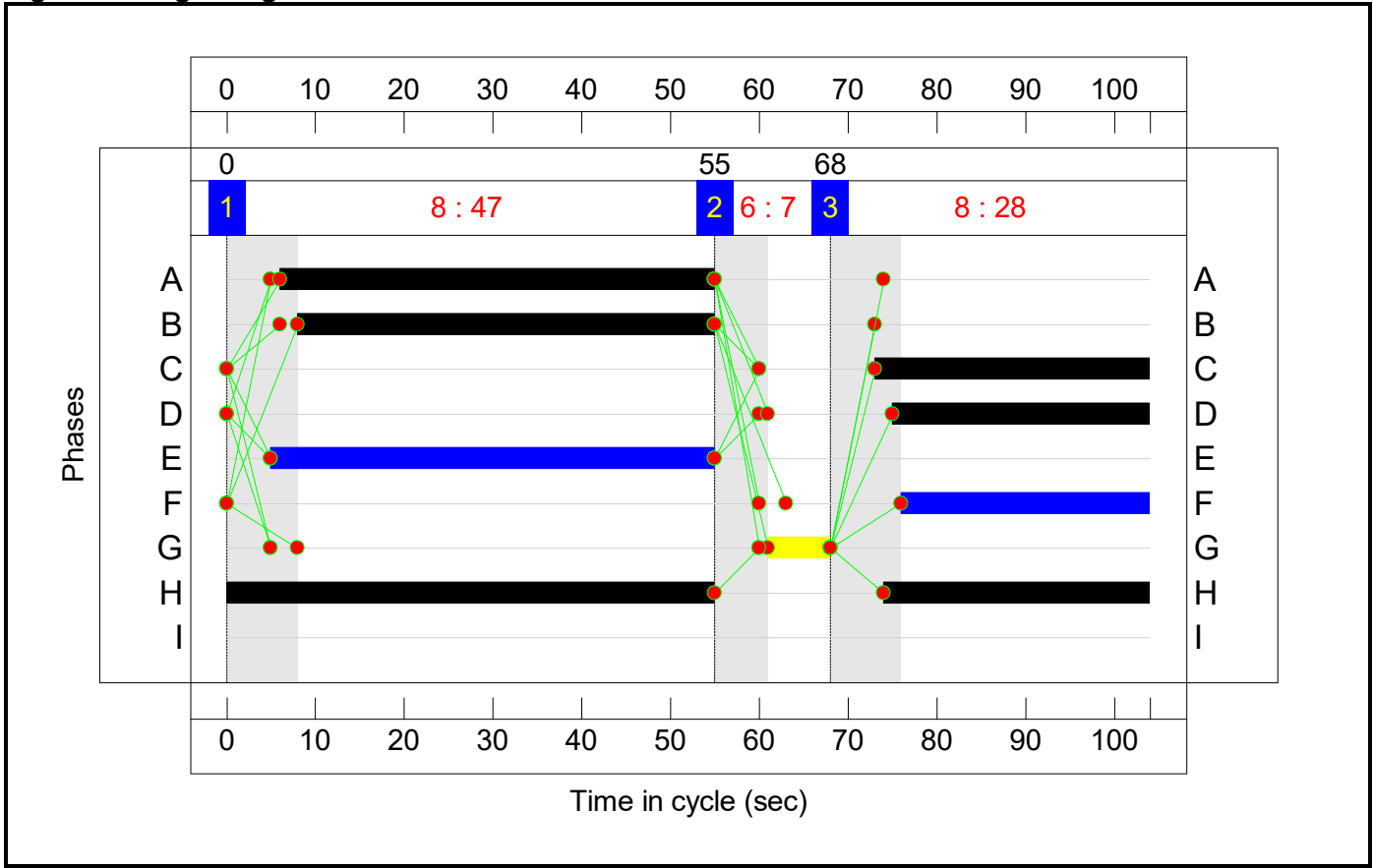
Stage Sequence Diagram



Stage Timings

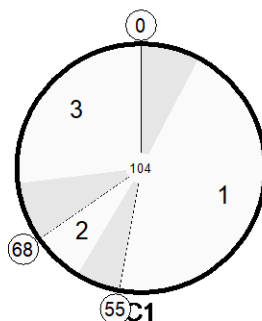
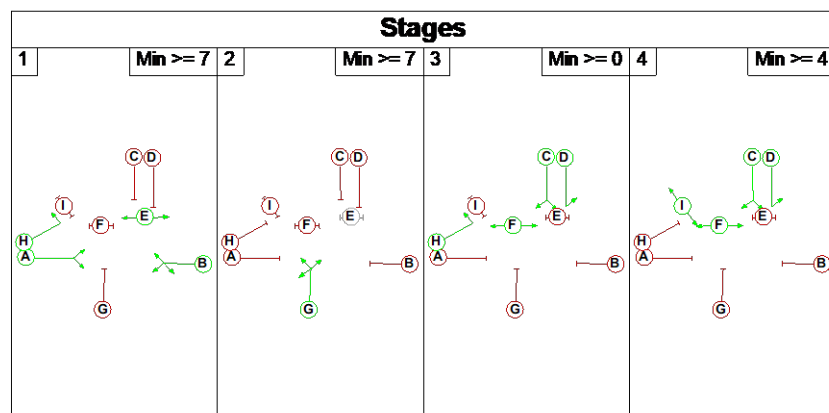
Stage	1	2	3
Duration	47	7	28
Change Point	0	55	68

Signal Timings Diagram



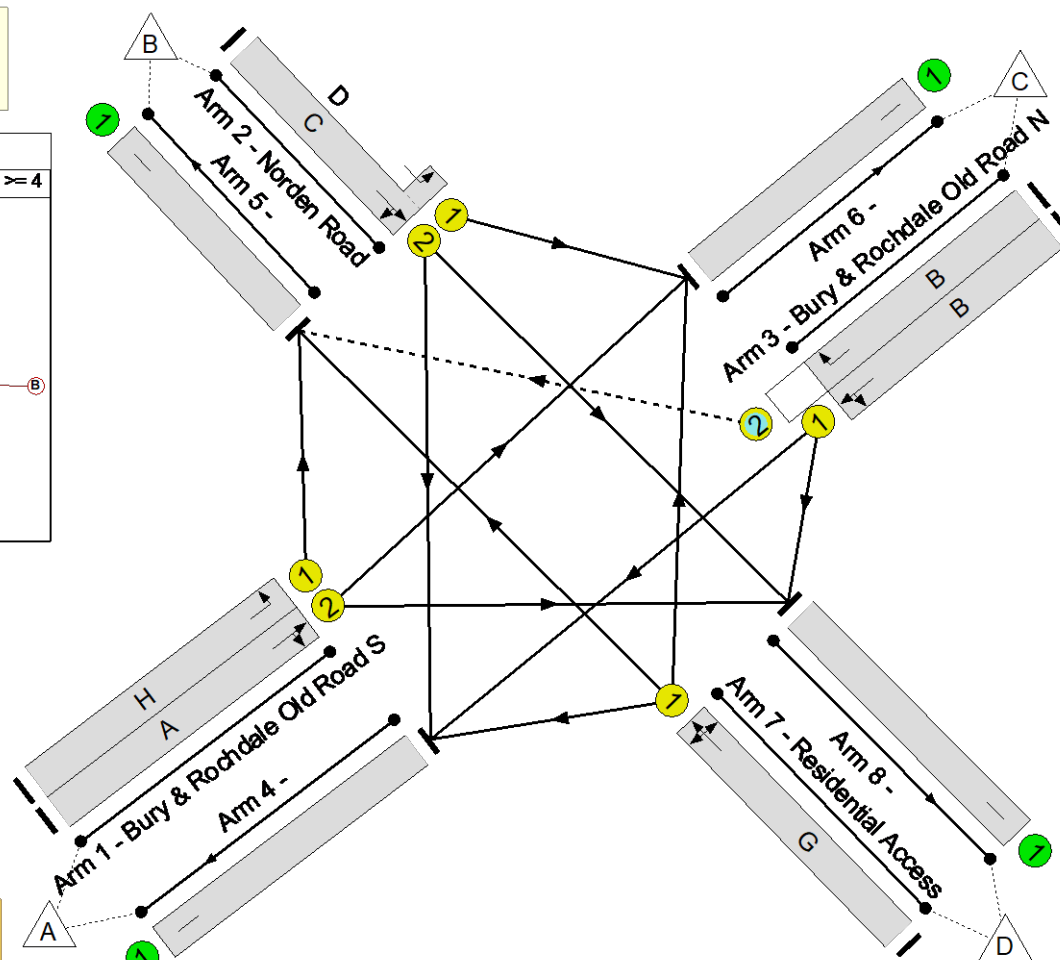
Full Input Data And Results Network Layout Diagram

Norden Road / Bury & Rochdale Old Road
PRC: 32.4 %
Total Traffic Delay: 14.4 pcuHr



Stage 3 and Stage 4 are alternated to each other. Stage 4 only appears on demand for the residential access phase. For the proposed development it hasnt been included.

Under scoot control, maximum cycle time for this junction is 104 seconds (refer to signal timing information provided by TfGM)



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	68.0%
Norden Road / Bury & Rochdale Old Road	-	-	N/A	-	-		-	-	-	-	-	-	68.0%
1/1	Bury & Rochdale Old Road S Left	U	N/A	N/A	H		1	85	-	686	1721	1423	48.2%
1/2	Bury & Rochdale Old Road S Ahead Right	U	N/A	N/A	A		1	49	-	661	2035	978	67.6%
2/2+2/1	Norden Road Right Left Ahead	U	N/A	N/A	C D		1	31:29	-	366	1745:1738	528+10	68.0 : 68.0%
3/1	Bury & Rochdale Old Road N Ahead Left	U	N/A	N/A	B		1	47	-	569	1940	895	63.5%
3/2	Bury & Rochdale Old Road N Right	O	N/A	N/A	B		1	47	-	7	1549	221	3.2%
4/1		U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	693	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%
7/1	Residential Access Left Ahead Right	U	N/A	N/A	G		1	7	-	0	1915	147	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

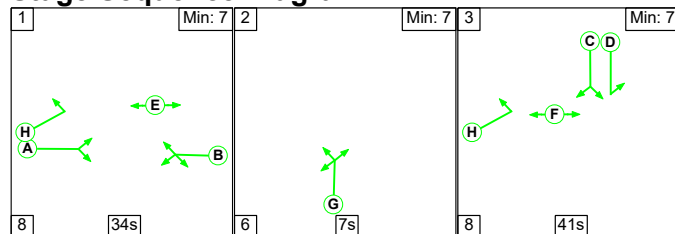
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	7	0	0	10.9	3.4	0.0	14.4	-	-	-	-
Norden Road / Bury && Rochdale Old Road	-	-	7	0	0	10.9	3.4	0.0	14.4	-	-	-	-
1/1	686	686	-	-	-	0.5	0.5	-	1.0	5.0	5.5	0.5	6.0
1/2	661	661	-	-	-	3.8	1.0	-	4.8	26.4	14.5	1.0	15.5
2/2+2/1	366	366	-	-	-	3.2	1.0	-	4.2	41.8	9.1	1.0	10.2
3/1	569	569	-	-	-	3.4	0.9	-	4.2	26.8	12.5	0.9	13.4
3/2	7	7	7	0	0	0.0	0.0	0.0	0.1	39.6	0.1	0.0	0.1
4/1	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	693	693	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 32.4 Total Delay for Signalled Lanes (pcuHr): 14.37 Cycle Time (s): 104 PRC Over All Lanes (%): 32.4 Total Delay Over All Lanes(pcuHr): 14.37													

Full Input Data And Results

Scenario 3: '2030 Without Development - AM Peak' (FG3: '2030 Without Development - AM Peak', Plan 1: 'Network Control Plan 1')

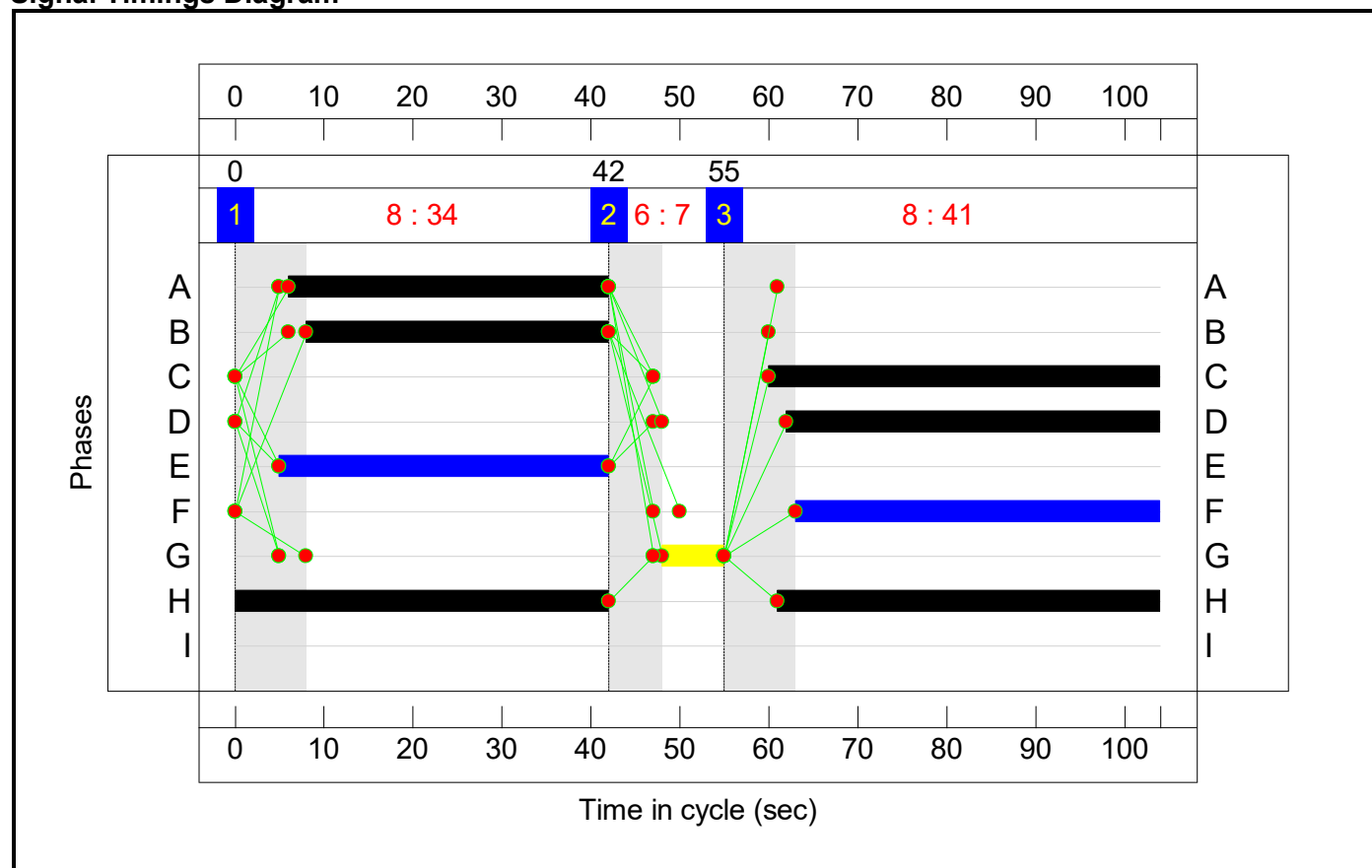
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	7	41
Change Point	0	42	55

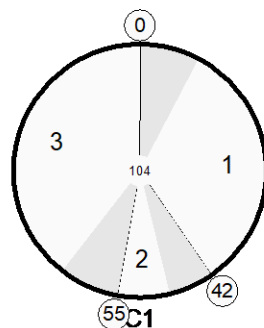
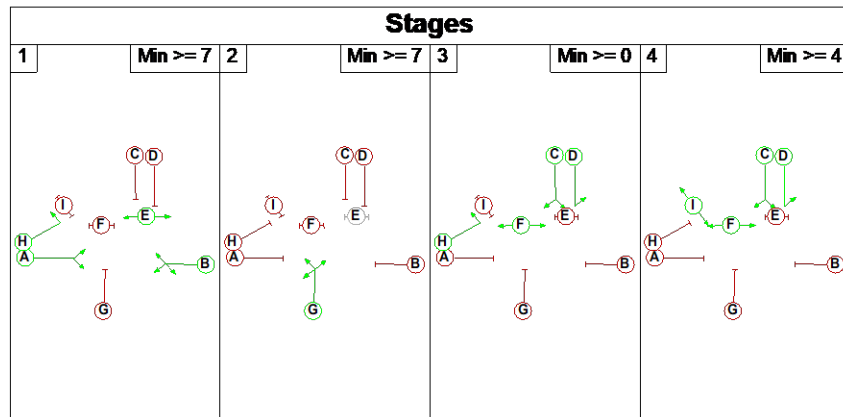
Signal Timings Diagram



Full Input Data And Results
Network Layout Diagram

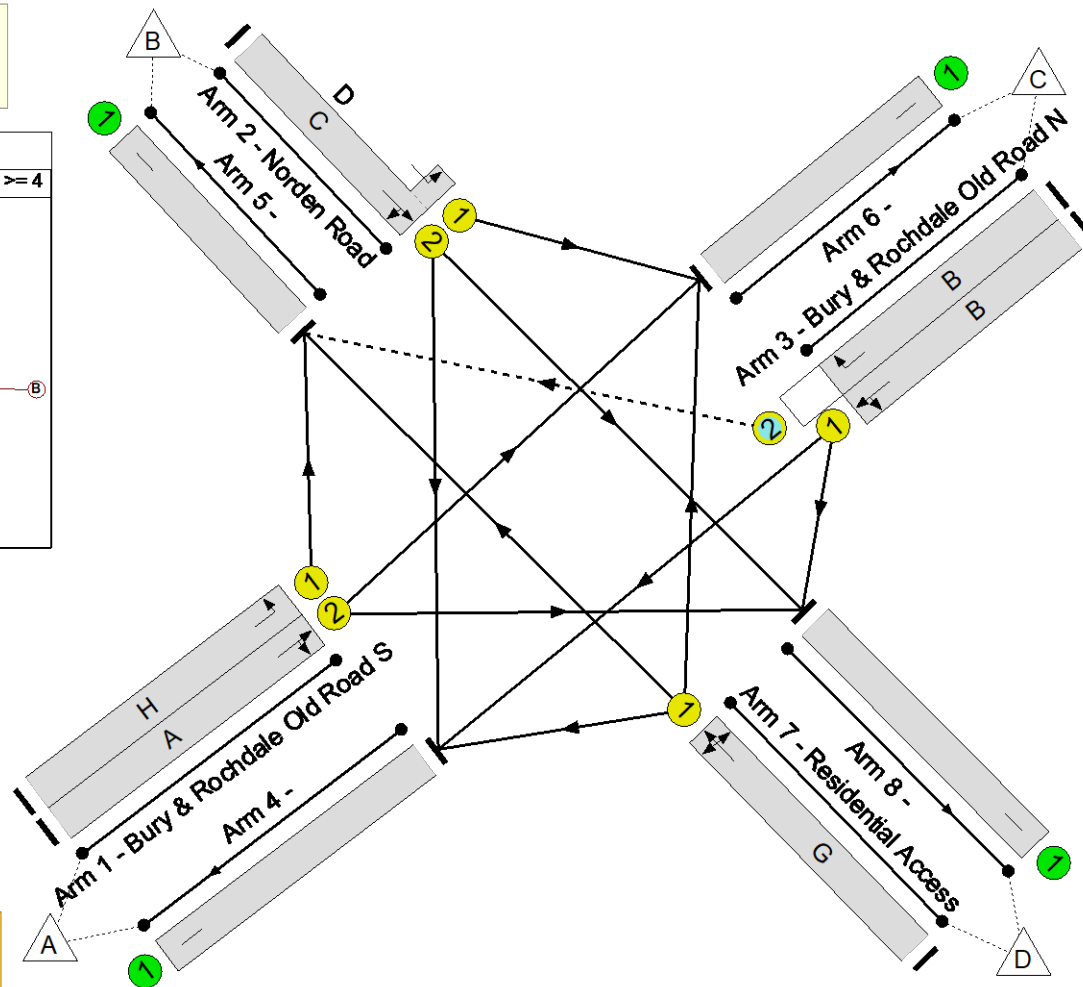
Norden Road / Bury & Rochdale Old Road
 PRC: 5.9 %
 Total Traffic Delay: 20.3 pcuHr

Stages



Stage 3 and Stage 4 are alternated to each other. Stage 4 only appears on demand for the residential access phase. For the proposed development it hasn't been included.

Under scoot control, maximum cycle time for this junction is 104 seconds (refer to signal timing information provided by TfGM)



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
Norden Road / Bury & Rochdale Old Road	-	-	N/A	-	-		-	-	-	-	-	-	85.0%
1/1	Bury & Rochdale Old Road S Left	U	N/A	N/A	H		1	85	-	313	1721	1423	22.0%
1/2	Bury & Rochdale Old Road S Ahead Right	U	N/A	N/A	A		1	36	-	506	2035	724	69.9%
2/2+2/1	Norden Road Right Left Ahead	U	N/A	N/A	C D		1	44:42	-	643	1745:1738	744+13	85.0 : 85.0%
3/1	Bury & Rochdale Old Road N Ahead Left	U	N/A	N/A	B		1	34	-	548	1940	653	83.9%
3/2	Bury & Rochdale Old Road N Right	O	N/A	N/A	B		1	34	-	1	1549	177	0.6%
4/1		U	N/A	N/A	-		-	-	-	1180	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
7/1	Residential Access Left Ahead Right	U	N/A	N/A	G		1	7	-	0	1915	147	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

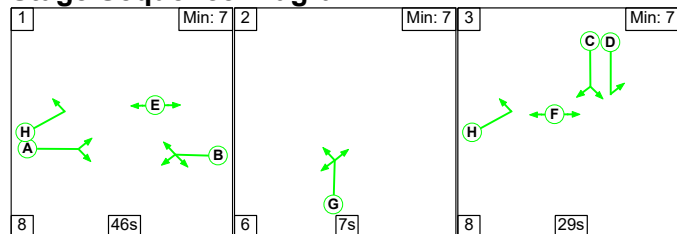
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	1	0	0	13.8	6.5	0.0	20.3	-	-	-	-
Norden Road / Bury && Rochdale Old Road	-	-	1	0	0	13.8	6.5	0.0	20.3	-	-	-	-
1/1	313	313	-	-	-	0.2	0.1	-	0.3	3.5	1.9	0.1	2.1
1/2	506	506	-	-	-	4.0	1.1	-	5.2	36.9	12.5	1.1	13.7
2/2+2/1	643	643	-	-	-	4.7	2.7	-	7.4	41.5	16.6	2.7	19.3
3/1	548	548	-	-	-	4.9	2.5	-	7.4	48.3	14.6	2.5	17.1
3/2	1	1	1	0	0	0.0	0.0	0.0	0.0	48.7	0.0	0.0	0.0
4/1	1180	1180	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1	PRC for Signalled Lanes (%):		5.9		Total Delay for Signalled Lanes (pcuHr):		20.28		Cycle Time (s): 104				
	PRC Over All Lanes (%):		5.9		Total Delay Over All Lanes(pcuHr):		20.28						

Full Input Data And Results

Scenario 4: '2030 Without Development - PM Peak' (FG4: '2030 Without Development - PM Peak', Plan 1: 'Network Control Plan 1')

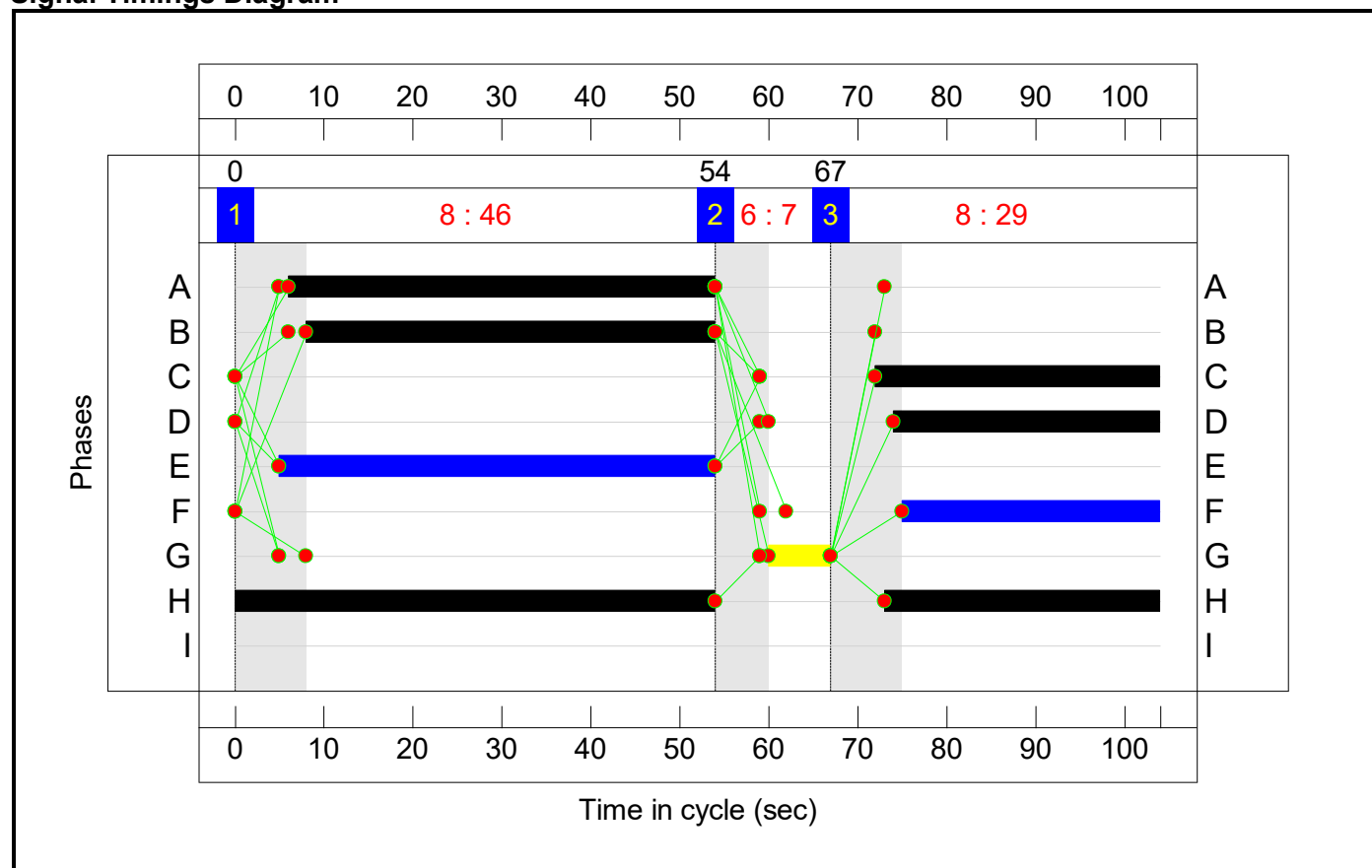
Stage Sequence Diagram



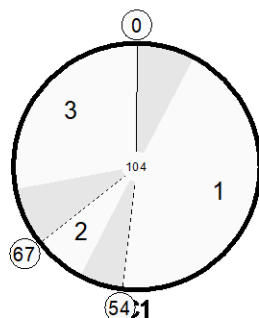
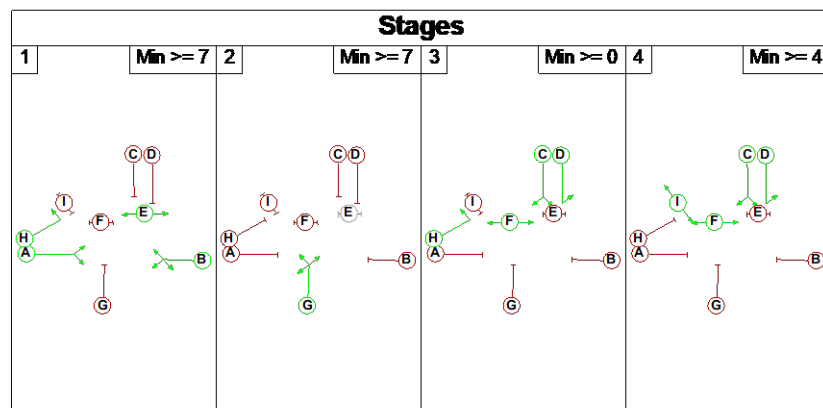
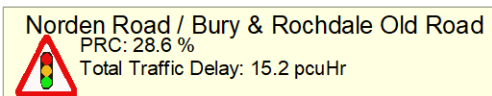
Stage Timings

Stage	1	2	3
Duration	46	7	29
Change Point	0	54	67

Signal Timings Diagram

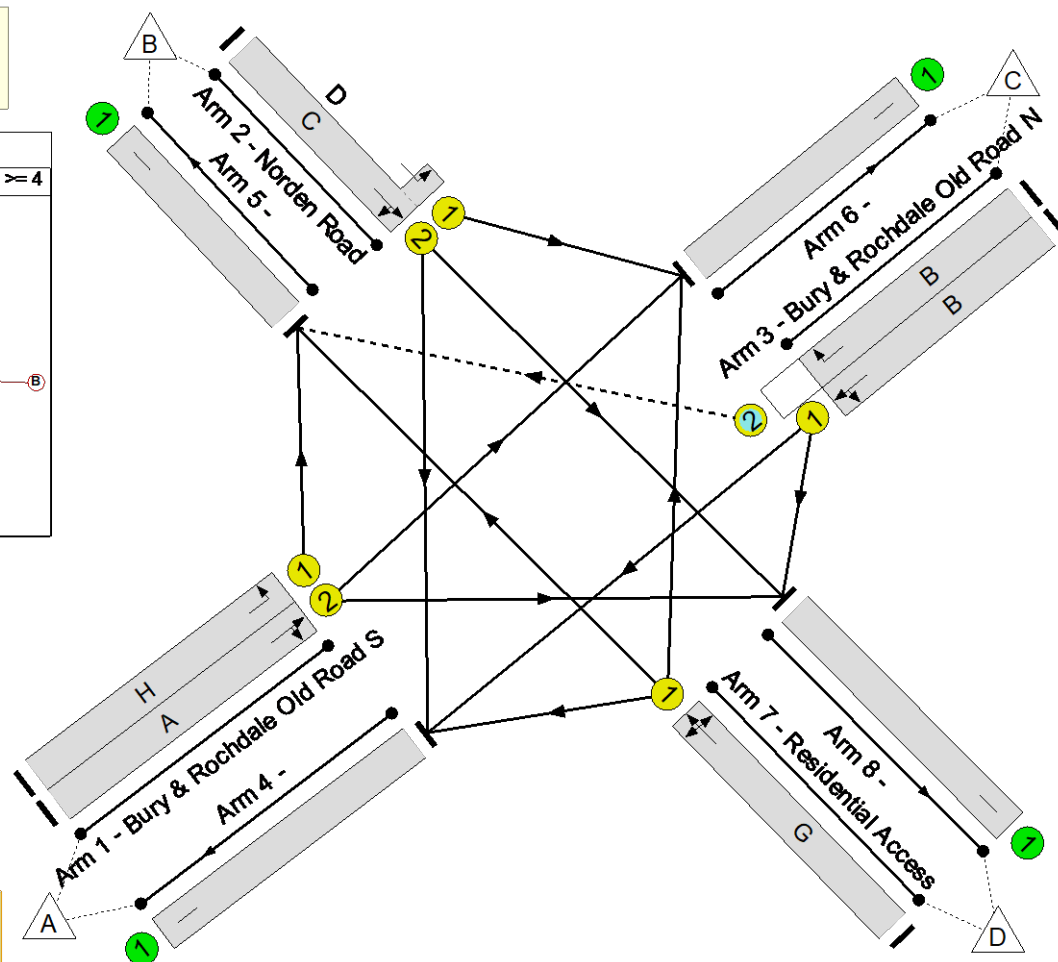


Network Layout Diagram



Stage 3 and Stage 4 are alternated to each other. Stage 4 only appears on demand for the residential access phase. For the proposed development it hasn't been included.

Under scoot control, maximum cycle time for this junction is 104 seconds (refer to signal timing information provided by TfGM)



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
Norden Road / Bury & Rochdale Old Road	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1	Bury & Rochdale Old Road S Left	U	N/A	N/A	H		1	85	-	702	1721	1423	49.3%
1/2	Bury & Rochdale Old Road S Ahead Right	U	N/A	N/A	A		1	48	-	671	2035	959	70.0%
2/2+2/1	Norden Road Right Left Ahead	U	N/A	N/A	C D		1	32:30	-	384	1745:1738	545+10	69.1 : 69.1%
3/1	Bury & Rochdale Old Road N Ahead Left	U	N/A	N/A	B		1	46	-	577	1940	877	65.8%
3/2	Bury & Rochdale Old Road N Right	O	N/A	N/A	B		1	46	-	7	1549	204	3.4%
4/1		U	N/A	N/A	-		-	-	-	954	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
7/1	Residential Access Left Ahead Right	U	N/A	N/A	G		1	7	-	0	1915	147	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

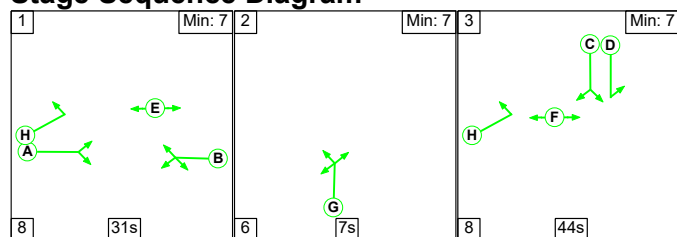
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 5: '2030 With JPA 17 Full Allocation - AM Peak' (FG5: '2030 With JPA 17 Full Allocation - AM Peak', Plan 1: 'Network Control Plan 1')

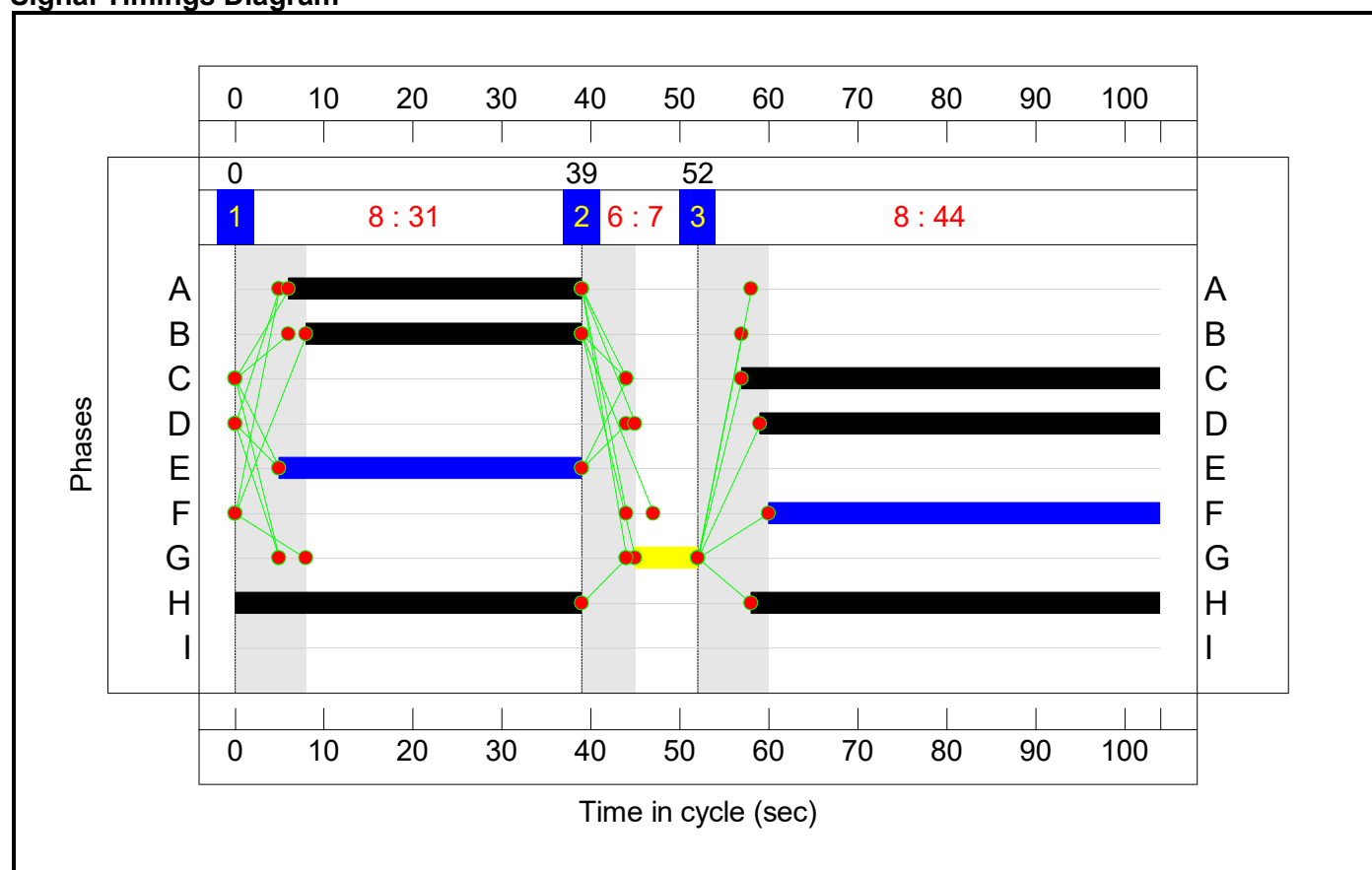
Stage Sequence Diagram



Stage Timings

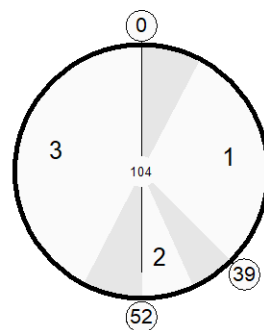
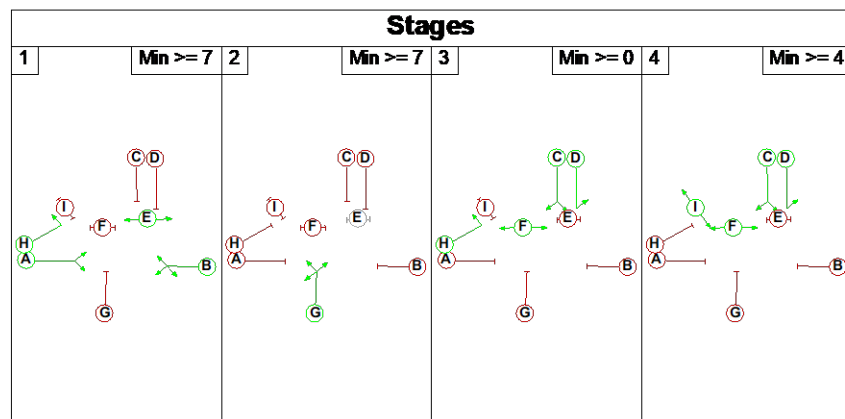
Stage	1	2	3
Duration	31	7	44
Change Point	0	39	52

Signal Timings Diagram



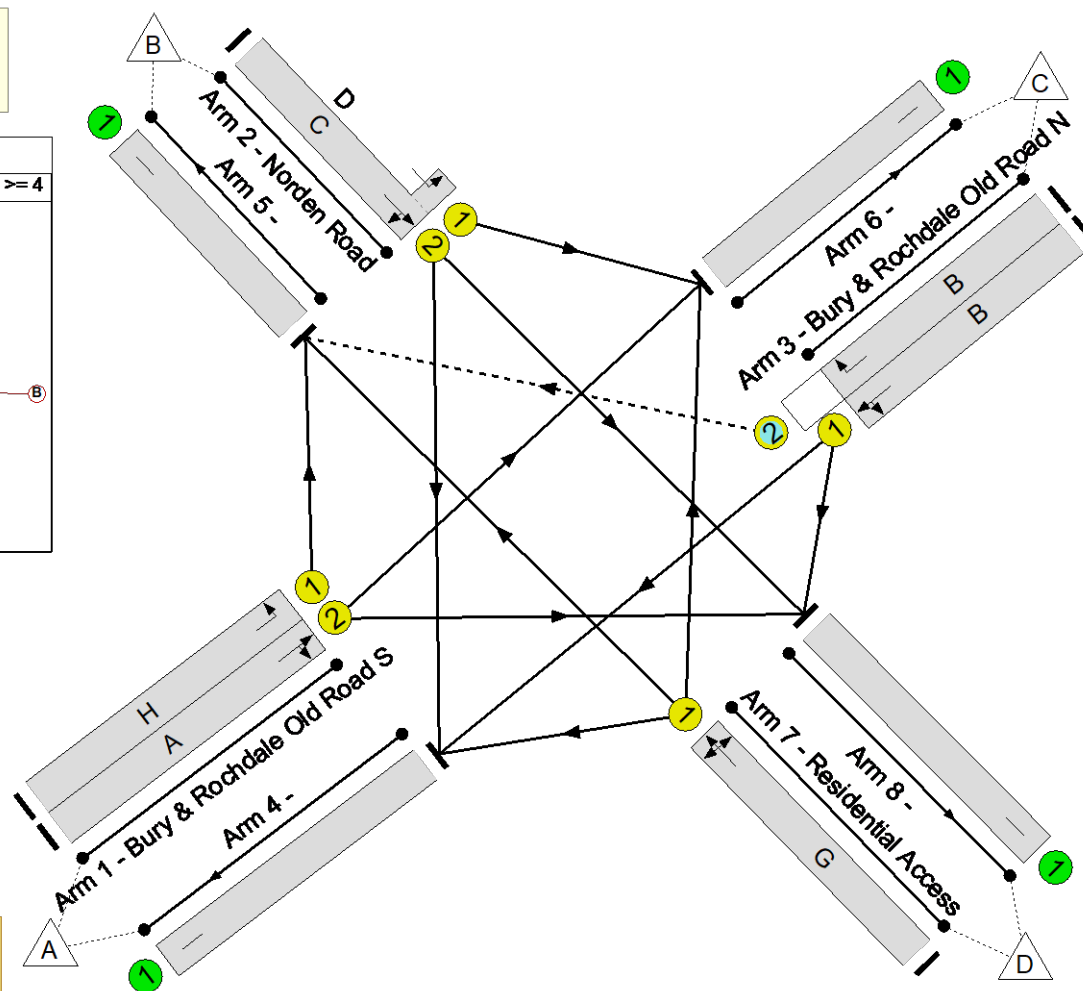
Full Input Data And Results Network Layout Diagram

Norden Road / Bury & Rochdale Old Road
PRC: -2.2 %
Total Traffic Delay: 26.7 pcuHr



Stage 3 and Stage 4 are alternated to each other. Stage 4 only appears on demand for the residential access phase. For the proposed development it hasn't been included.

Under scoot control, maximum cycle time for this junction is 104 seconds (refer to signal timing information provided by TfGM)



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
Norden Road / Bury & Rochdale Old Road	-	-	N/A	-	-		-	-	-	-	-	-	92.0%
1/1	Bury & Rochdale Old Road S Left	U	N/A	N/A	H		1	85	-	342	1721	1423	24.0%
1/2	Bury & Rochdale Old Road S Ahead Right	U	N/A	N/A	A		1	33	-	506	2035	665	76.1%
2/2+2/1	Norden Road Right Left Ahead	U	N/A	N/A	C D		1	47:45	-	742	1745:1738	795+12	92.0 : 92.0%
3/1	Bury & Rochdale Old Road N Ahead Left	U	N/A	N/A	B		1	31	-	548	1940	597	91.8%
3/2	Bury & Rochdale Old Road N Right	O	N/A	N/A	B		1	31	-	1	1549	143	0.7%
4/1		U	N/A	N/A	-		-	-	-	1279	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
7/1	Residential Access Left Ahead Right	U	N/A	N/A	G		1	7	-	0	1915	147	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

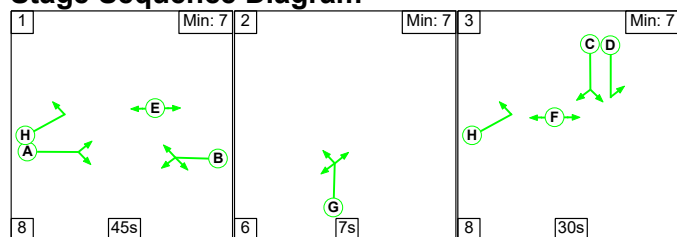
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 6: '2030 With JPA 17 Full Allocation - PM Peak' (FG6: '2030 With JPA 17 Full Allocation - PM Peak', Plan 1: 'Network Control Plan 1')

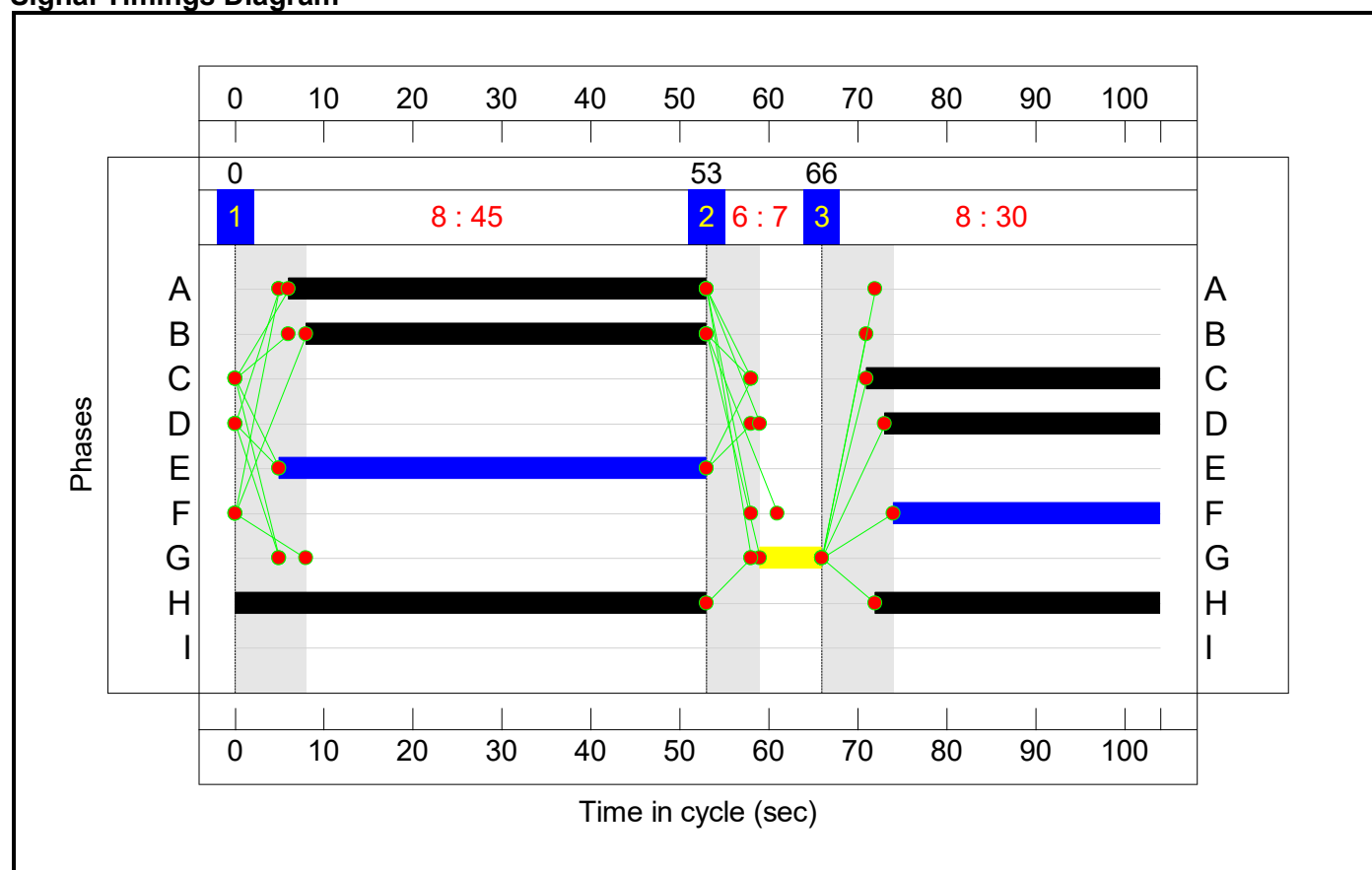
Stage Sequence Diagram



Stage Timings

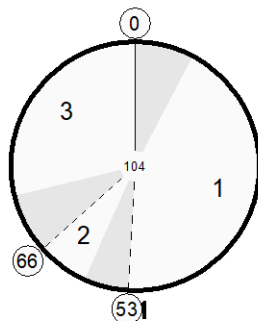
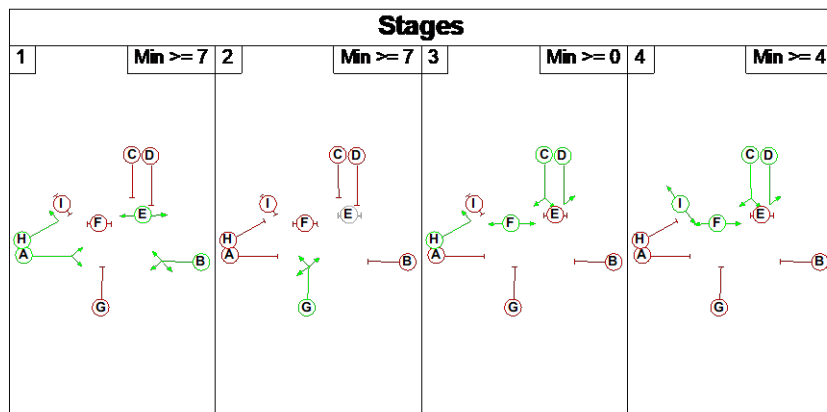
Stage	1	2	3
Duration	45	7	30
Change Point	0	53	66

Signal Timings Diagram



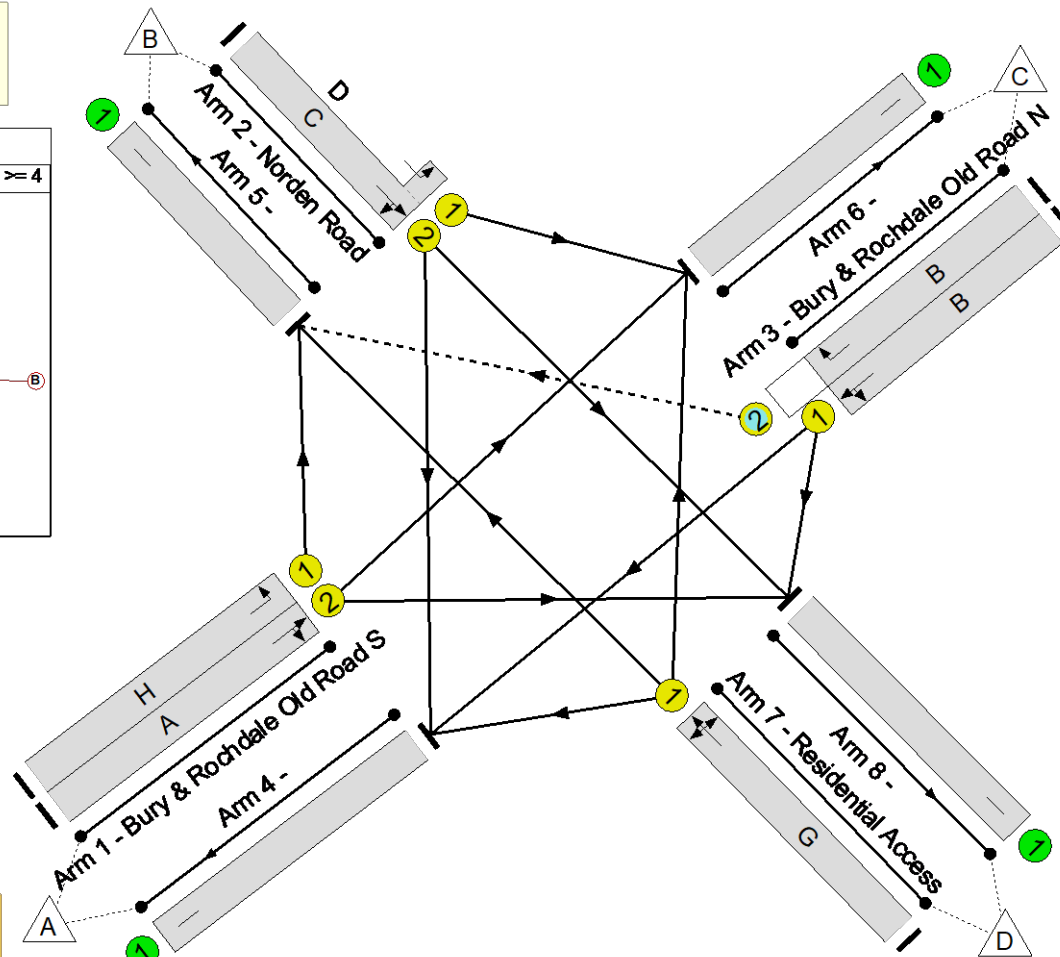
Full Input Data And Results
Network Layout Diagram

Norden Road / Bury & Rochdale Old Road
 PRC: 24.4 %
 Total Traffic Delay: 16.3 pcuHr



Stage 3 and Stage 4 are alternated to each other. Stage 4 only appears on demand for the residential access phase. For the proposed development it hasn't been included.

Under scooter control, maximum cycle time for this junction is 104 seconds (refer to signal timing information provided by TfGM)



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
Norden Road / Bury & Rochdale Old Road	-	-	N/A	-	-		-	-	-	-	-	-	72.4%
1/1	Bury & Rochdale Old Road S Left	U	N/A	N/A	H		1	85	-	796	1721	1423	55.9%
1/2	Bury & Rochdale Old Road S Ahead Right	U	N/A	N/A	A		1	47	-	671	2035	939	71.4%
2/2+2/1	Norden Road Right Left Ahead	U	N/A	N/A	C D		1	33:31	-	414	1745:1738	562+10	72.4 : 72.4%
3/1	Bury & Rochdale Old Road N Ahead Left	U	N/A	N/A	B		1	45	-	577	1940	858	67.2%
3/2	Bury & Rochdale Old Road N Right	O	N/A	N/A	B		1	45	-	7	1549	192	3.7%
4/1		U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	803	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	678	Inf	Inf	0.0%
7/1	Residential Access Left Ahead Right	U	N/A	N/A	G		1	7	-	0	1915	147	0.0%
8/1		U	N/A	N/A	-		-	-	-	0	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	7	0	0	12.1	4.2	0.0	16.3	-	-	-	-
Norden Road / Bury && Rochdale Old Road	-	-	7	0	0	12.1	4.2	0.0	16.3	-	-	-	-
1/1	796	796	-	-	-	0.6	0.6	-	1.3	5.8	7.3	0.6	7.9
1/2	671	671	-	-	-	4.2	1.2	-	5.4	29.1	15.5	1.2	16.7
2/2+2/1	414	414	-	-	-	3.5	1.3	-	4.8	42.0	10.4	1.3	11.7
3/1	577	577	-	-	-	3.7	1.0	-	4.7	29.4	13.1	1.0	14.2
3/2	7	7	7	0	0	0.0	0.0	0.0	0.1	44.1	0.1	0.0	0.1
4/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 24.4 Total Delay for Signalled Lanes (pcuHr): 16.33 Cycle Time (s): 104 PRC Over All Lanes (%): 24.4 Total Delay Over All Lanes(pcuHr): 16.33													

Appendix T: Junctions 9 Output - Bury & Rochdale Old Road / War Office Road (J7)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution			

Filename: J7 - War Office Rd_ B6222.j9

Path: Y:\Projects\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J7 - War Office Road - Bury & Rochdale Old Road

Report generation date: 10/06/2025 18:14:59

«2030 With JPA 17 Full Allocation, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2025 Surveyed Flows							
Stream B-ACD	0.0	0.00	0.00	3.01	0.0	0.00	0.00	2.95
Stream A-D	0.4	10.24	0.27		0.7	13.69	0.41	
Stream D-AB	0.4	11.12	0.30		0.3	10.93	0.23	
Stream D-B-C	0.4	17.70	0.27		0.4	22.24	0.27	
Stream C-B	0.0	0.00	0.00		0.0	8.24	0.00	
	2030 Without Development							
Stream B-ACD	0.0	0.00	0.00	3.08	0.0	0.00	0.00	3.01
Stream A-D	0.4	10.36	0.28		0.7	13.92	0.42	
Stream D-AB	0.5	11.38	0.31		0.3	11.08	0.23	
Stream D-B-C	0.4	18.12	0.28		0.4	22.93	0.28	
Stream C-B	0.0	0.00	0.00		0.0	8.29	0.00	
	2030 With JPA 17 Full Allocation							
Stream B-ACD	0.0	0.00	0.00	3.23	0.0	0.00	0.00	3.23
Stream A-D	0.4	10.50	0.29		0.8	14.67	0.45	
Stream D-AB	0.5	11.79	0.34		0.3	11.21	0.24	
Stream D-B-C	0.4	18.24	0.28		0.4	23.54	0.28	
Stream C-B	0.0	0.00	0.00		0.0	8.37	0.00	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	02/06/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TT\JONATHAN.TUSIIME
Description	

Units

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

Analysis Options

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

Analysis Set Details

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

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15	✓

2030 With JPA 17 Full Allocation, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way		3.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bury & Rochdale Old Road (E)		Major
B	Sandhole Lane		Minor
C	Bury & Rochdale Old Road (W)		Major
D	War Office Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Bury & Rochdale Old Road (E)	7.97		✓	2.63	0.0		-
C - Bury & Rochdale Old Road (W)	7.97				92.0		-

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B - Sandhole Lane	One lane	4.12			35	12
D - War Office Road	Two lanes		2.58	2.58	87	28

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	601	-	-	-	-	-	-	0.213	0.304	0.213	-	-	-
B-A	550	0.092	0.232	0.232	-	-	-	0.146	0.331	-	0.232	0.232	0.116
B-C	702	0.098	0.249	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	550	0.092	0.232	0.232	-	-	-	0.146	0.331	0.146	-	-	-
B-D, offside lane	550	0.092	0.232	0.232	-	-	-	0.146	0.331	0.146	-	-	-
C-B	627	0.222	0.222	0.317	-	-	-	-	-	-	-	-	-
D-A	615	-	-	-	-	-	-	0.218	-	0.086	-	-	-
D-B, nearside lane	498	0.132	0.132	0.299	-	-	-	0.209	0.209	0.083	-	-	-
D-B, offside lane	498	0.132	0.132	0.299	-	-	-	0.209	0.209	0.083	-	-	-
D-C	498	-	0.132	0.299	0.105	0.209	0.209	0.209	0.209	0.083	-	-	-

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

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

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

Traffic Demand

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Bury & Rochdale Old Road (E)		ONE HOUR	✓	720	100.000
B - Sandhole Lane		ONE HOUR	✓	1	100.000
C - Bury & Rochdale Old Road (W)		ONE HOUR	✓	671	100.000
D - War Office Road		ONE HOUR	✓	147	100.000

Origin-Destination Data

Demand (PCU/hr)

	To				
From		A - Bury & Rochdale Old Road (E)	B - Sandhole Lane	C - Bury & Rochdale Old Road (W)	D - War Office Road
	A - Bury & Rochdale Old Road (E)	0	0	540	180
	B - Sandhole Lane	0	0	1	0
	C - Bury & Rochdale Old Road (W)	607	1	0	63
	D - War Office Road	91	2	54	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - Bury & Rochdale Old Road (E)	B - Sandhole Lane	C - Bury & Rochdale Old Road (W)	D - War Office Road
	A - Bury & Rochdale Old Road (E)	0	0	0	0
	B - Sandhole Lane	0	0	0	0
	C - Bury & Rochdale Old Road (W)	0	0	0	0
	D - War Office Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-ACD	0.00	0.00	0.0	A	0	0
A-B					0	0
A-C					496	743
A-D	0.45	14.67	0.8	B	165	248
D-AB	0.24	11.21	0.3	B	85	127
D-BC	0.28	23.54	0.4	C	50	75
C-D					58	87
C-A					557	835
C-B	0.00	8.37	0.0	A	0.92	1

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	387	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	407	102			407				
A-D	136	34	493	0.275	134	0.0	0.4	9.982	A
D-AB	69	17	490	0.142	69	0.0	0.2	8.542	A
D-BC	41	10	304	0.136	41	0.0	0.2	13.655	B
C-D	47	12			47				
C-A	457	114			457				
C-B	0.75	0.19	494	0.002	0.75	0.0	0.0	7.299	A

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	347	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	485	121			485				
A-D	162	40	472	0.343	161	0.4	0.5	11.551	B
D-AB	83	21	463	0.179	83	0.2	0.2	9.465	A
D-BC	49	12	266	0.186	49	0.2	0.2	16.595	C
C-D	57	14			57				
C-A	546	136			546				
C-B	0.90	0.22	468	0.002	0.90	0.0	0.0	7.714	A

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	291	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	595	149			595				
A-D	198	50	443	0.447	197	0.5	0.8	14.543	B
D-AB	102	25	423	0.240	101	0.2	0.3	11.171	B
D-BC	60	15	213	0.282	60	0.2	0.4	23.307	C
C-D	69	17			69				
C-A	668	167			668				
C-B	1	0.28	432	0.003	1	0.0	0.0	8.362	A

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	290	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	595	149			595				
A-D	198	50	443	0.447	198	0.8	0.8	14.666	B
D-AB	102	25	423	0.240	102	0.3	0.3	11.213	B
D-BC	60	15	213	0.283	60	0.4	0.4	23.536	C
C-D	69	17			69				
C-A	668	167			668				
C-B	1	0.28	431	0.003	1	0.0	0.0	8.369	A

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	347	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	485	121			485				
A-D	162	40	472	0.343	163	0.8	0.5	11.674	B
D-AB	83	21	462	0.179	83	0.3	0.2	9.508	A
D-BC	49	12	265	0.186	50	0.4	0.2	16.772	C
C-D	57	14			57				
C-A	546	136			546				
C-B	0.90	0.22	467	0.002	0.90	0.0	0.0	7.723	A

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	0	0	387	0.000	0	0.0	0.0	0.000	A
A-B	0	0			0				
A-C	407	102			407				
A-D	136	34	493	0.275	136	0.5	0.4	10.096	B
D-AB	69	17	489	0.142	70	0.2	0.2	8.587	A
D-BC	41	10	303	0.136	42	0.2	0.2	13.783	B
C-D	47	12			47				
C-A	457	114			457				
C-B	0.75	0.19	493	0.002	0.75	0.0	0.0	7.309	A

Appendix U: LinSig Output - Bury & Rochdale Old Road / Queen's Park Road (J8)

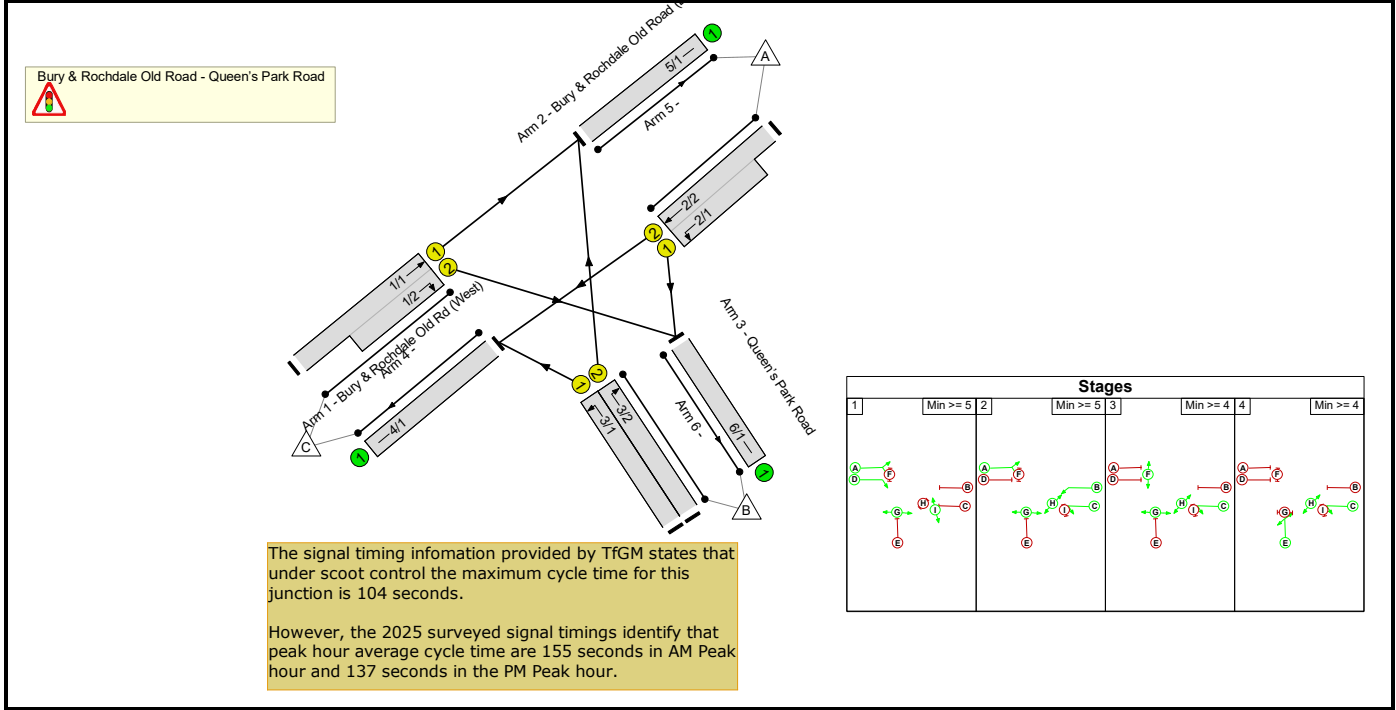
Full Input Data And Results

Full Input Data And Results

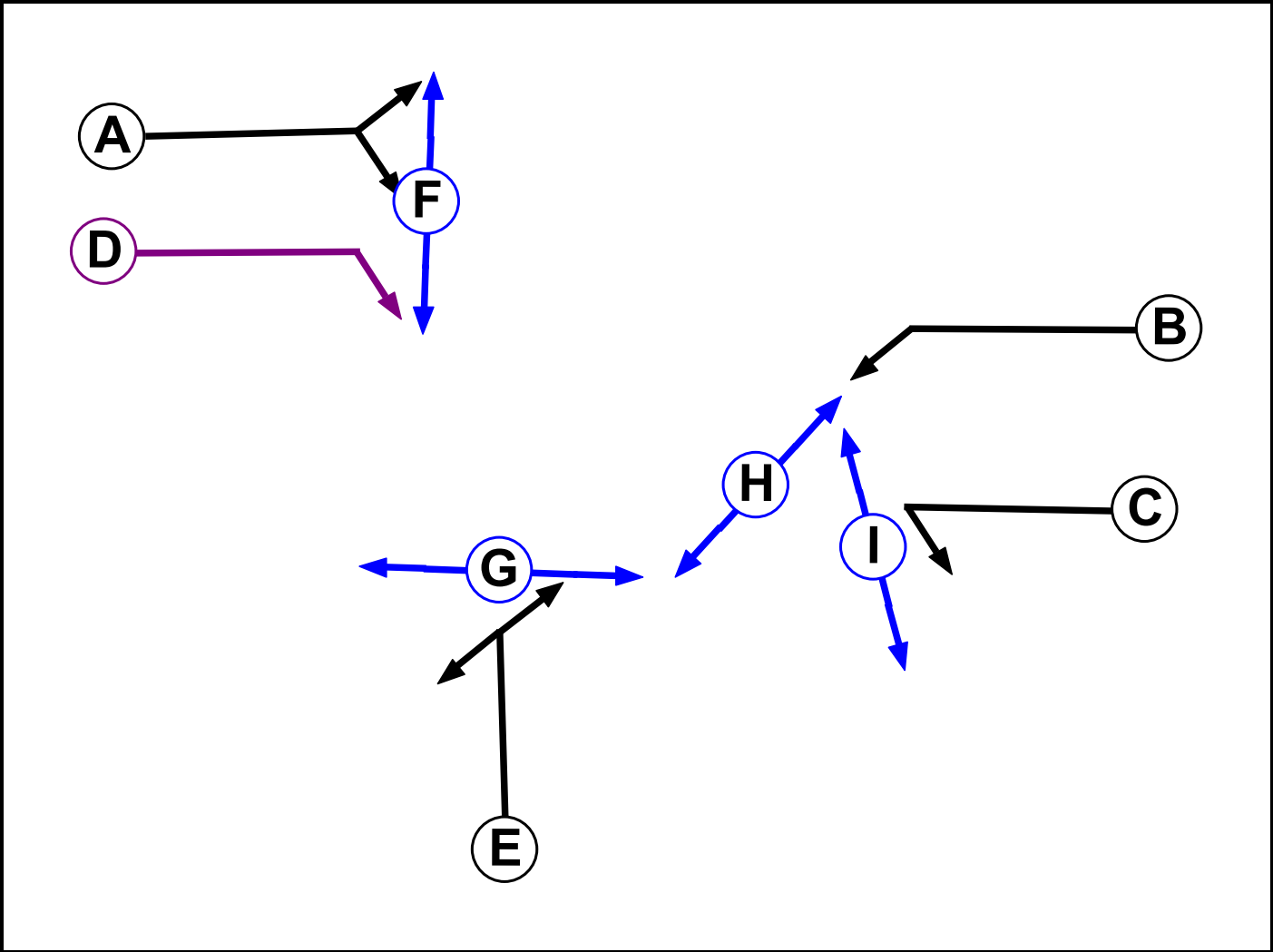
User and Project Details

Project:	784-B068938
Title:	Proposed Residential Development, Land off Greenvale, Bamford, Rochdale
Location:	
Client:	Wain Homes
Site Ref(s):	Bury & Rochdale Old Road Junction / Queen's Park Road
Date Started:	18.03.2025
Model Purpose:	Traffic Impact Assessment
Checked By:	Matt Thompson
Additional detail:	
File name:	J8 - Bury & Rochdale Old Road - Queen's Park Road - Signalised.lsg3x
Author:	Abdulrahman Benotman
Company:	Tetra Tech Ltd
Address:	11 York Street

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	5
D	Ind. Arrow	A	4	4
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	5

Full Input Data And Results

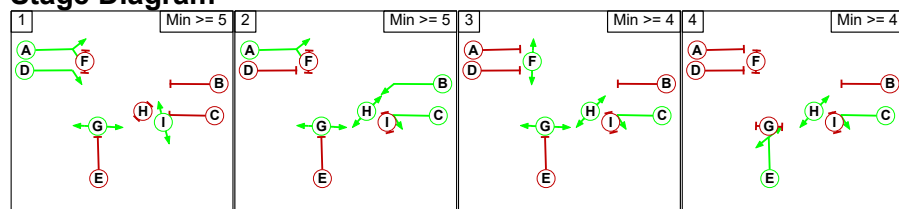
Phase Intergreens Matrix

Terminating Phase	Starting Phase									
		A	B	C	D	E	F	G	H	I
	A		-	-	-	5	5	-	-	-
	B	-		-	5	5	7	-	-	-
	C	-	-		3	-	-	-	-	4
	D	-	6	7		5	5	-	8	-
	E	7	6	-	7		6	5	-	-
	F	7	5	-	6	5		-	-	-
	G	-	-	-	-	7	-		-	-
	H	-	-	-	5	-	-	-		-
	I	-	-	5	-	-	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	I	Losing	2	2
1	3	I	Losing	2	2
1	4	A	Losing	2	2
1	4	I	Losing	2	2
2	1	C	Losing	2	2
2	3	A	Losing	2	2
2	4	A	Losing	2	2
2	4	B	Losing	2	2
3	1	C	Losing	3	3
3	1	H	Losing	1	1
3	4	F	Losing	2	2
4	1	C	Losing	3	3
4	1	H	Losing	2	2

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		8	8	10
	2	6		7	7
	3	x	7		7
	4	7	7	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Bury && Rochdale Old Road - Queen's Park Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Bury && Rochdale Old Road - Queen's Park Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Bury & Rochdale Old Rd (West))	U	A	2	3	7.8	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
1/2 (Bury & Rochdale Old Rd (West))	U	A D	2	3	7.8	Geom	-	3.00	0.00	N	Arm 6 Right	13.00
2/1 (Bury & Rochdale Old Road (East))	U	C	2	3	13.9	Geom	-	5.00	0.00	Y	Arm 6 Left	77.00
2/2 (Bury & Rochdale Old Road (East))	U	B	2	3	60.0	Geom	-	3.45	0.00	N	Arm 4 Ahead	Inf
3/1 (Queen's Park Road)	U	E	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	10.00
3/2 (Queen's Park Road)	U	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm 5 Right	11.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Surveyed Flows - AM Peak'	07:45	08:45	01:00	
2: '2025 Surveyed Flows - PM Peak'	16:15	17:15	01:00	
3: '2030 Without Development - AM Peak'	07:45	08:45	01:00	
4: '2030 Without Development - PM Peak'	16:15	17:15	01:00	
5: '2030 With JPA 17 Full Allocation - AM Peak'	07:45	08:45	01:00	
6: '2030 With JPA 17 Full Allocation - PM Peak'	16:15	17:15	01:00	

Scenario 1: '2025 Surveyed Flows - AM Peak - SCOOT suggested cycle time' (FG1: '2025 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	564	588	1152
	B	279	0	54	333
	C	515	39	0	554
	Tot.	794	603	642	2039

Traffic Lane Flows

Lane	Scenario 1: 2025 Surveyed Flows - AM Peak - SCOOT suggested cycle time
Junction: Bury && Rochdale Old Road - Queen's Park Road	
1/1 (with short)	554(In) 515(Out)
1/2 (short)	39
2/1 (short)	564
2/2 (with short)	1152(In) 588(Out)
3/1	54
3/2	279
4/1	642
5/1	794
6/1	603

Lane Saturation Flows

Junction: Bury && Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2025 Surveyed Flows - PM Peak - SCOOT suggested cycle time' (FG2: '2025 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	412	502	914
	B	568	0	47	615
	C	773	86	0	859
	Tot.	1341	498	549	2388

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Surveyed Flows - PM Peak - SCOOT suggested cycle time
Junction: Bury && Rochdale Old Road - Queen's Park Road	
1/1 (with short)	859(In) 773(Out)
1/2 (short)	86
2/1 (short)	412
2/2 (with short)	914(In) 502(Out)
3/1	47
3/2	568
4/1	549
5/1	1341
6/1	498

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 3: '2030 Without Development - AM Peak - SCOOT suggested cycle time' (FG3: '2030 Without Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	580	599	1179
	B	296	0	54	350
	C	524	40	0	564
	Tot.	820	620	653	2093

Traffic Lane Flows

Lane	Scenario 3: 2030 Without Development - AM Peak - SCOOT suggested cycle time
Junction: Bury && Rochdale Old Road - Queen's Park Road	
1/1 (with short)	564(In) 524(Out)
1/2 (short)	40
2/1 (short)	580
2/2 (with short)	1179(In) 599(Out)
3/1	54
3/2	296
4/1	653
5/1	820
6/1	620

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Without Development - PM Peak - SCOOT suggested cycle time' (FG4: '2030 Without Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	430	509	939
	B	581	0	48	629
	C	785	87	0	872
	Tot.	1366	517	557	2440

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2030 Without Development - PM Peak - SCOOT suggested cycle time
Junction: Bury & Rochdale Old Road - Queen's Park Road	
1/1 (with short)	872(In) 785(Out)
1/2 (short)	87
2/1 (short)	430
2/2 (with short)	939(In) 509(Out)
3/1	48
3/2	581
4/1	557
5/1	1366
6/1	517

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2030 With JPA 17 Full Allocation - AM Peak - SCOOT suggested cycle time' (FG5: '2030 With JPA 17 Full Allocation - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	628	649	1277
	B	306	0	54	360
	C	543	40	0	583
	Tot.	849	668	703	2220

Traffic Lane Flows

Lane	Scenario 5: 2030 With JPA 17 Full Allocation - AM Peak - SCOOT suggested cycle time
Junction: Bury && Rochdale Old Road - Queen's Park Road	
1/1 (with short)	583(In) 543(Out)
1/2 (short)	40
2/1 (short)	628
2/2 (with short)	1277(In) 649(Out)
3/1	54
3/2	306
4/1	703
5/1	849
6/1	668

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2030 With JPA 17 Full Allocation - PM Peak - SCOOT suggested cycle time' (FG6: '2030 With JPA 17 Full Allocation - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	444	526	970
	B	621	0	48	669
	C	840	87	0	927
	Tot.	1461	531	574	2566

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2030 With JPA 17 Full Allocation - PM Peak - SCOOT suggested cycle time
Junction: Bury & Rochdale Old Road - Queen's Park Road	
1/1 (with short)	927(In) 840(Out)
1/2 (short)	87
2/1 (short)	444
2/2 (with short)	970(In) 526(Out)
3/1	48
3/2	621
4/1	574
5/1	1461
6/1	531

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: '2025 Surveyed Flows - AM Peak - Surveyed cycle time' (FG1: '2025 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	564	588	1152
	B	279	0	54	333
	C	515	39	0	554
	Tot.	794	603	642	2039

Traffic Lane Flows

Lane	Scenario 7: 2025 Surveyed Flows - AM Peak - Surveyed cycle time
Junction: Bury & Rochdale Old Road - Queen's Park Road	
1/1 (with short)	554(In) 515(Out)
1/2 (short)	39
2/1 (short)	564
2/2 (with short)	1152(In) 588(Out)
3/1	54
3/2	279
4/1	642
5/1	794
6/1	603

Lane Saturation Flows

Junction: Bury && Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2025 Surveyed Flows - PM Peak - Surveyed cycle time' (FG2: '2025 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	412	502	914
	B	568	0	47	615
	C	773	86	0	859
	Tot.	1341	498	549	2388

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2025 Surveyed Flows - PM Peak - Surveyed cycle time
Junction: Bury & Rochdale Old Road - Queen's Park Road	
1/1 (with short)	859(In) 773(Out)
1/2 (short)	86
2/1 (short)	412
2/2 (with short)	914(In) 502(Out)
3/1	47
3/2	568
4/1	549
5/1	1341
6/1	498

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 9: '2030 Without Development - AM Peak - Surveyed cycle time' (FG3: '2030 Without Development - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	580	599	1179
	B	296	0	54	350
	C	524	40	0	564
	Tot.	820	620	653	2093

Traffic Lane Flows

Lane	Scenario 9: 2030 Without Development - AM Peak - Surveyed cycle time
Junction: Bury && Rochdale Old Road - Queen's Park Road	
1/1 (with short)	564(In) 524(Out)
1/2 (short)	40
2/1 (short)	580
2/2 (with short)	1179(In) 599(Out)
3/1	54
3/2	296
4/1	653
5/1	820
6/1	620

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2030 Without Development - PM Peak - Surveyed cycle time' (FG4: '2030 Without Development - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	430	509	939
	B	581	0	48	629
	C	785	87	0	872
	Tot.	1366	517	557	2440

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2030 Without Development - PM Peak - Surveyed cycle time
Junction: Bury & Rochdale Old Road - Queen's Park Road	
1/1 (with short)	872(In) 785(Out)
1/2 (short)	87
2/1 (short)	430
2/2 (with short)	939(In) 509(Out)
3/1	48
3/2	581
4/1	557
5/1	1366
6/1	517

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 11: '2030 With JPA 17 Full Allocation - AM Peak - Surveyed cycle time' (FG5: '2030 With JPA 17 Full Allocation - AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	628	649	1277
	B	306	0	54	360
	C	543	40	0	583
	Tot.	849	668	703	2220

Traffic Lane Flows

Lane	Scenario 11: 2030 With JPA 17 Full Allocation - AM Peak - Surveyed cycle time
Junction: Bury & Rochdale Old Road - Queen's Park Road	
1/1 (with short)	583(In) 543(Out)
1/2 (short)	40
2/1 (short)	628
2/2 (with short)	1277(In) 649(Out)
3/1	54
3/2	306
4/1	703
5/1	849
6/1	668

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2030 With JPA 17 Full Allocation - PM Peak -Surveyed cycle time' (FG6: '2030 With JPA 17 Full Allocation - PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination				
		A	B	C	Tot.
Origin	A	0	444	526	970
	B	621	0	48	669
	C	840	87	0	927
	Tot.	1461	531	574	2566

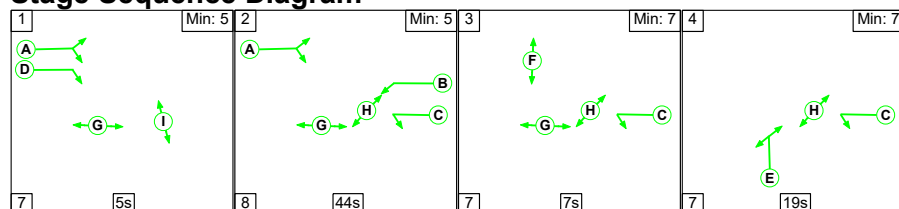
Traffic Lane Flows

Lane	Scenario 12: 2030 With JPA 17 Full Allocation - PM Peak -Surveyed cycle time
Junction: Bury & Rochdale Old Road - Queen's Park Road	
1/1 (with short)	927(In) 840(Out)
1/2 (short)	87
2/1 (short)	444
2/2 (with short)	970(In) 526(Out)
3/1	48
3/2	621
4/1	574
5/1	1461
6/1	531

Lane Saturation Flows

Junction: Bury & Rochdale Old Road - Queen's Park Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Bury & Rochdale Old Rd (West))	3.00	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1915	1915
1/2 (Bury & Rochdale Old Rd (West))	3.00	0.00	N	Arm 6 Right	13.00	100.0 %	1842	1842
2/1 (Bury & Rochdale Old Road (East))	5.00	0.00	Y	Arm 6 Left	77.00	100.0 %	2075	2075
2/2 (Bury & Rochdale Old Road (East))	3.45	0.00	N	Arm 4 Ahead	Inf	100.0 %	2100	2100
3/1 (Queen's Park Road)	3.00	0.00	Y	Arm 4 Left	10.00	100.0 %	1665	1665
3/2 (Queen's Park Road)	3.00	0.00	N	Arm 5 Right	11.00	100.0 %	1808	1808
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf

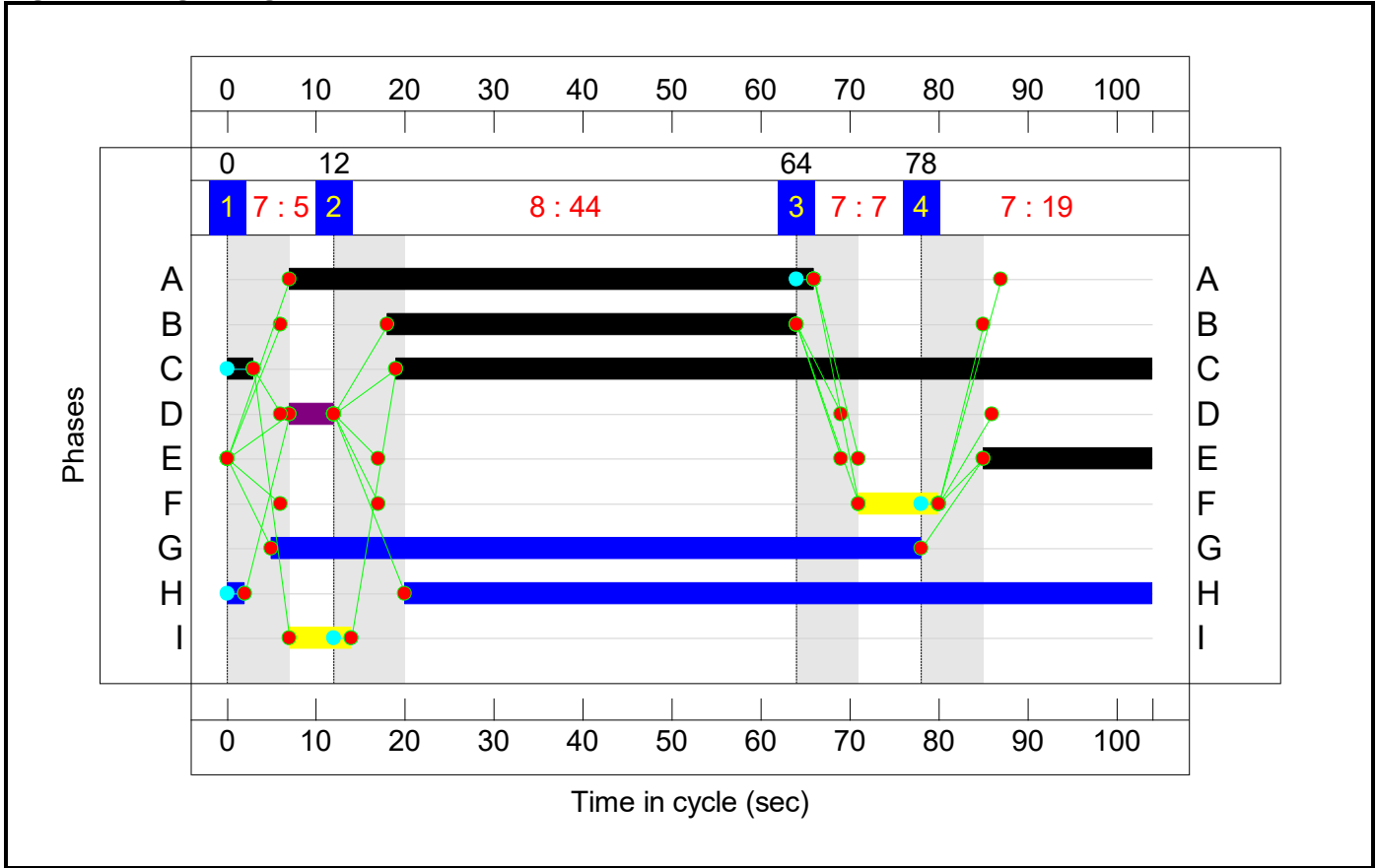
Scenario 1: '2025 Surveyed Flows - AM Peak - SCOOT suggested cycle time' (FG1: '2025 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Timings

Stage	1	2	3	4
Duration	5	44	7	19
Change Point	0	12	64	78

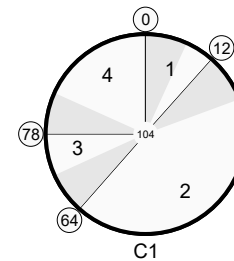
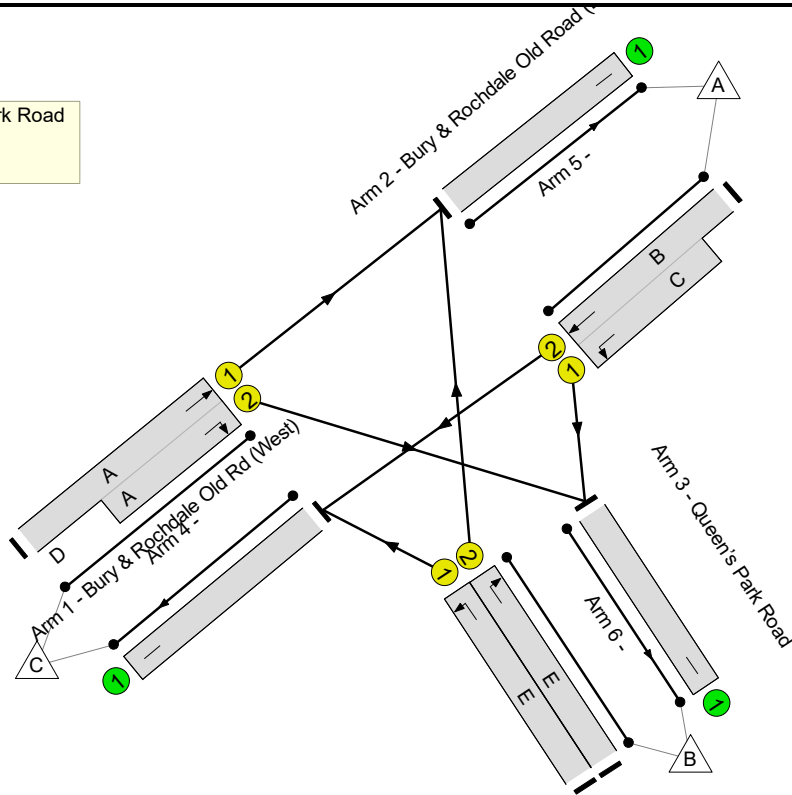
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: 11.6 %
Total Traffic Delay: 13.9 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4

Full Input Data And Results

Network Results

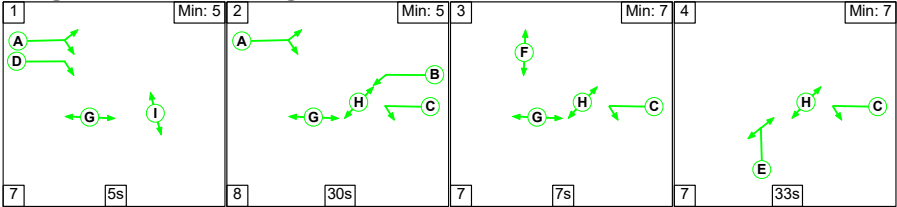
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	80.7%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	59	5	554	1915:1842	1059+80	48.6 : 48.6%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	46:88	-	1152	2100:2075	729+699	80.7 : 80.7%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	19	-	54	1665	320	16.9%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	19	-	279	1808	348	80.2%
4/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Full Input Data And Results
Scenario 2: '2025 Surveyed Flows - PM Peak - SCOOT suggested cycle time' (FG2: '2025 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

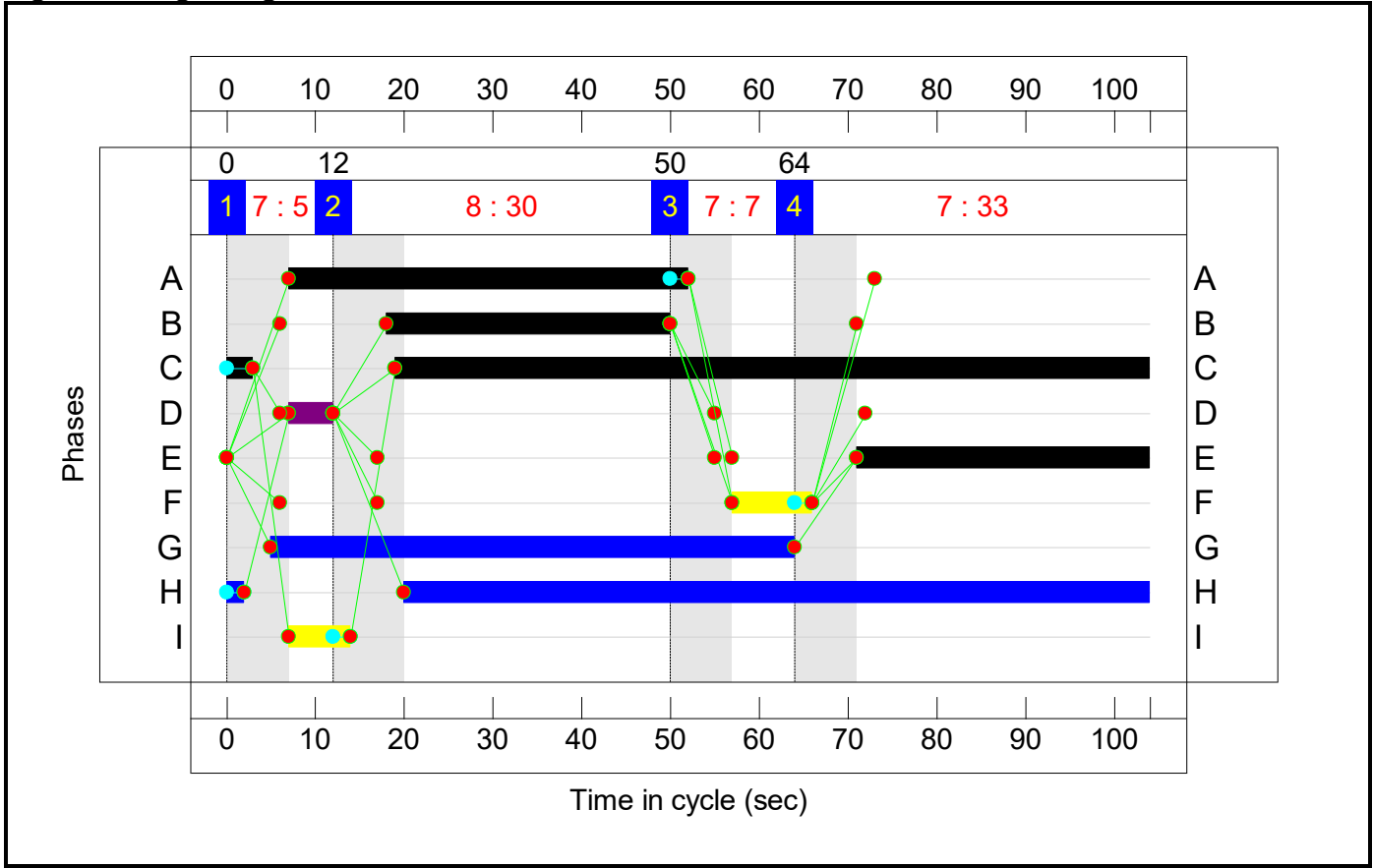
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	30	7	33
Change Point	0	12	50	64

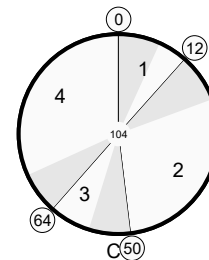
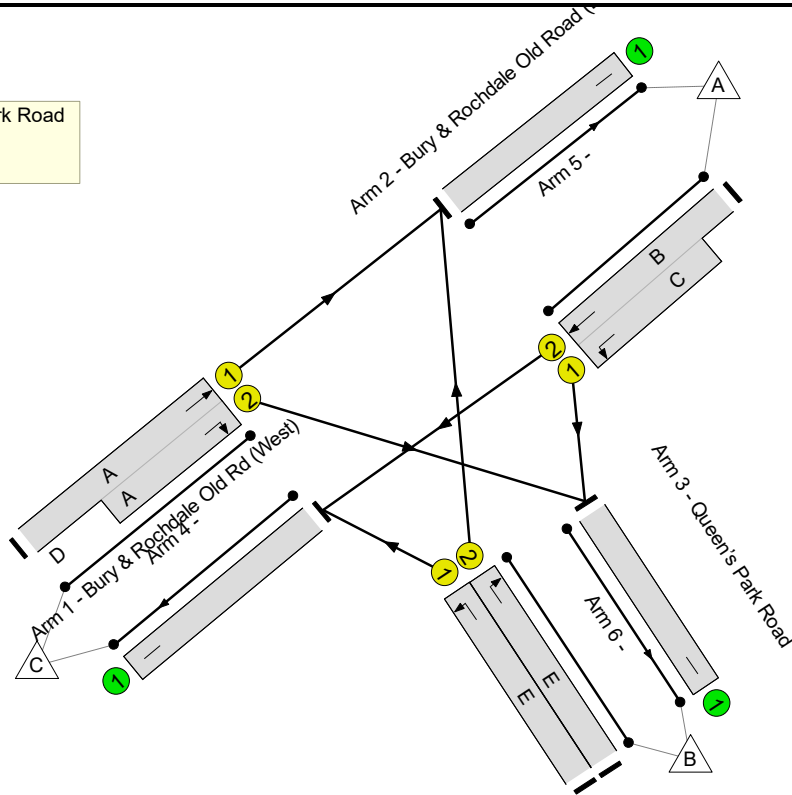
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: -7.1 %
Total Traffic Delay: 35.7 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	96.4%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	96.4%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	45	5	859	1915:1842	802+89	96.4 : 96.4%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	32:88	-	914	2100:2075	593+487	84.6 : 84.6%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	33	-	47	1665	544	8.6%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	33	-	568	1808	591	96.1%
4/1		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1341	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%

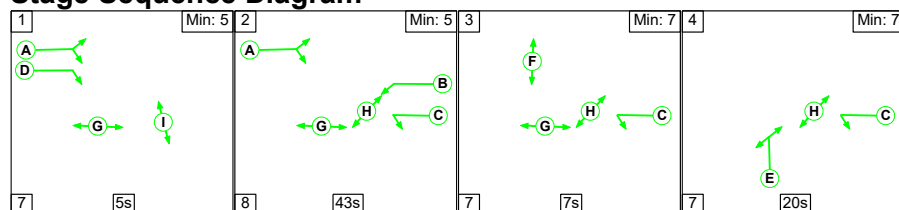
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 3: '2030 Without Development - AM Peak - SCOOT suggested cycle time' (FG3: '2030 Without Development - AM Peak', Plan 1: 'Network Control Plan 1')

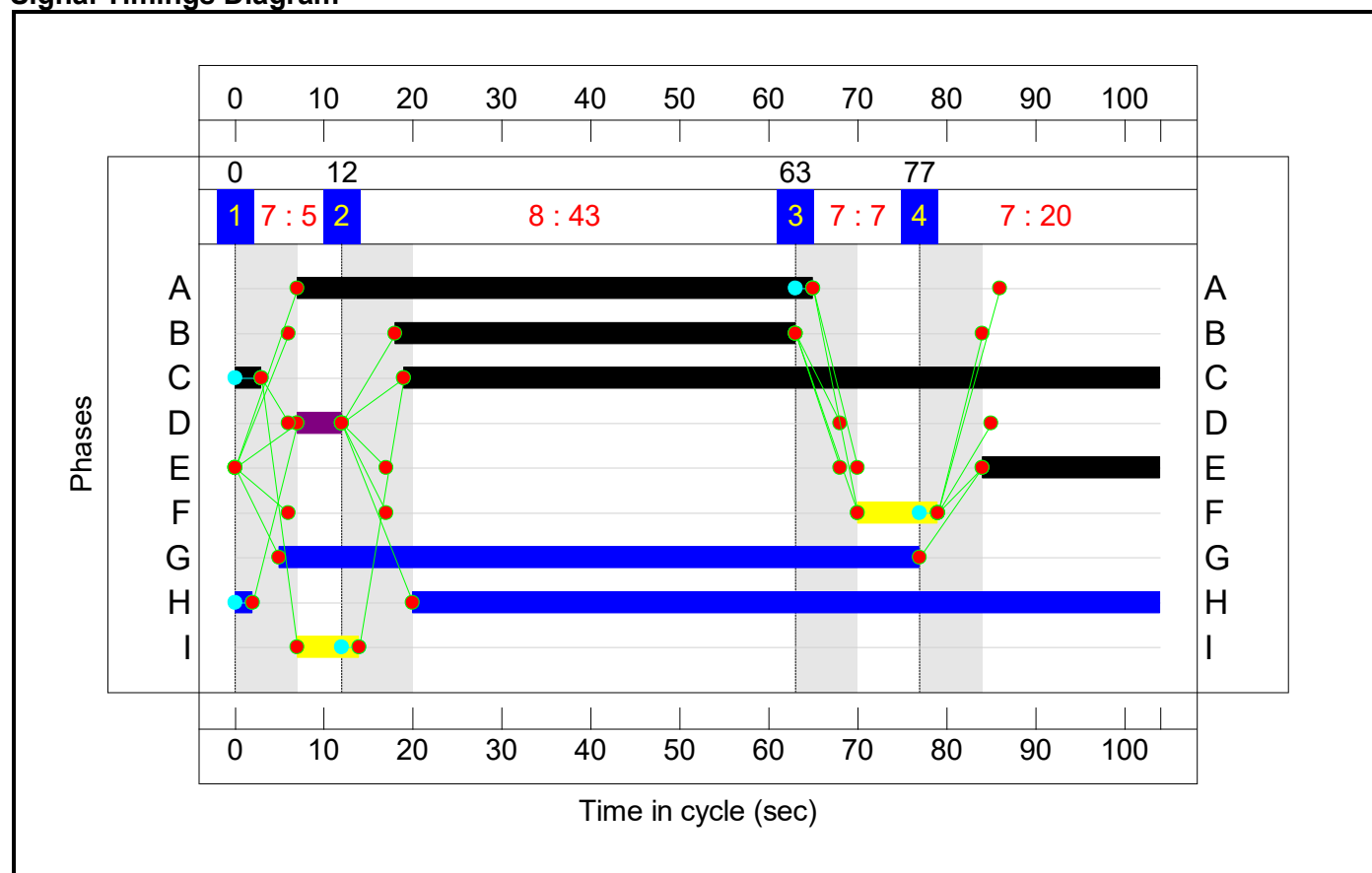
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	43	7	20
Change Point	0	12	63	77

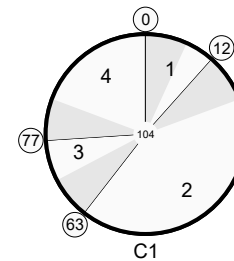
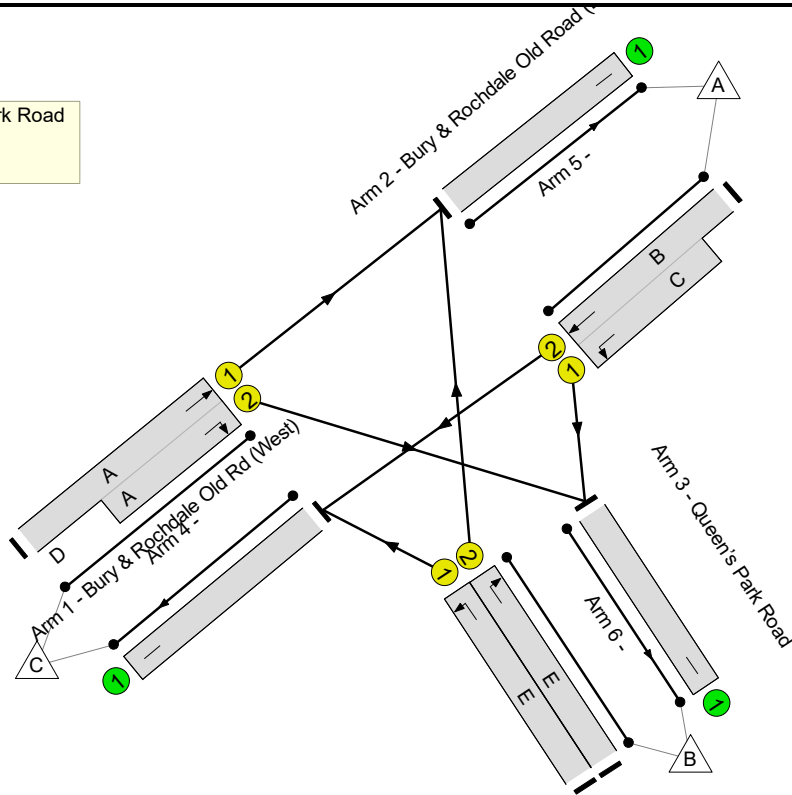
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: 7.8 %
Total Traffic Delay: 14.9 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages					
1	Min >= 5	2	Min >= 5	3	Min >= 4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	83.5%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	83.5%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	58	5	564	1915:1842	1041+79	50.3 : 50.3%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	45:88	-	1179	2100:2075	718+695	83.5 : 83.5%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	20	-	54	1665	336	16.1%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	20	-	296	1808	365	81.1%
4/1		U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%

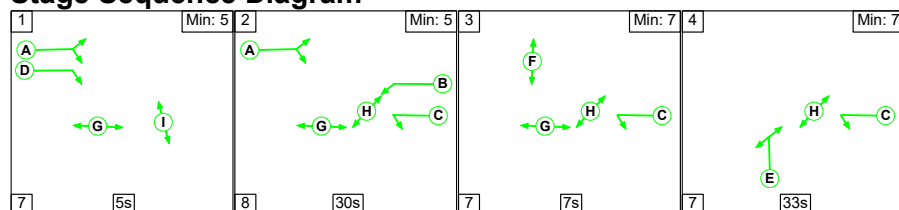
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 4: '2030 Without Development - PM Peak - SCOOT suggested cycle time' (FG4: '2030 Without Development - PM Peak', Plan 1: 'Network Control Plan 1')

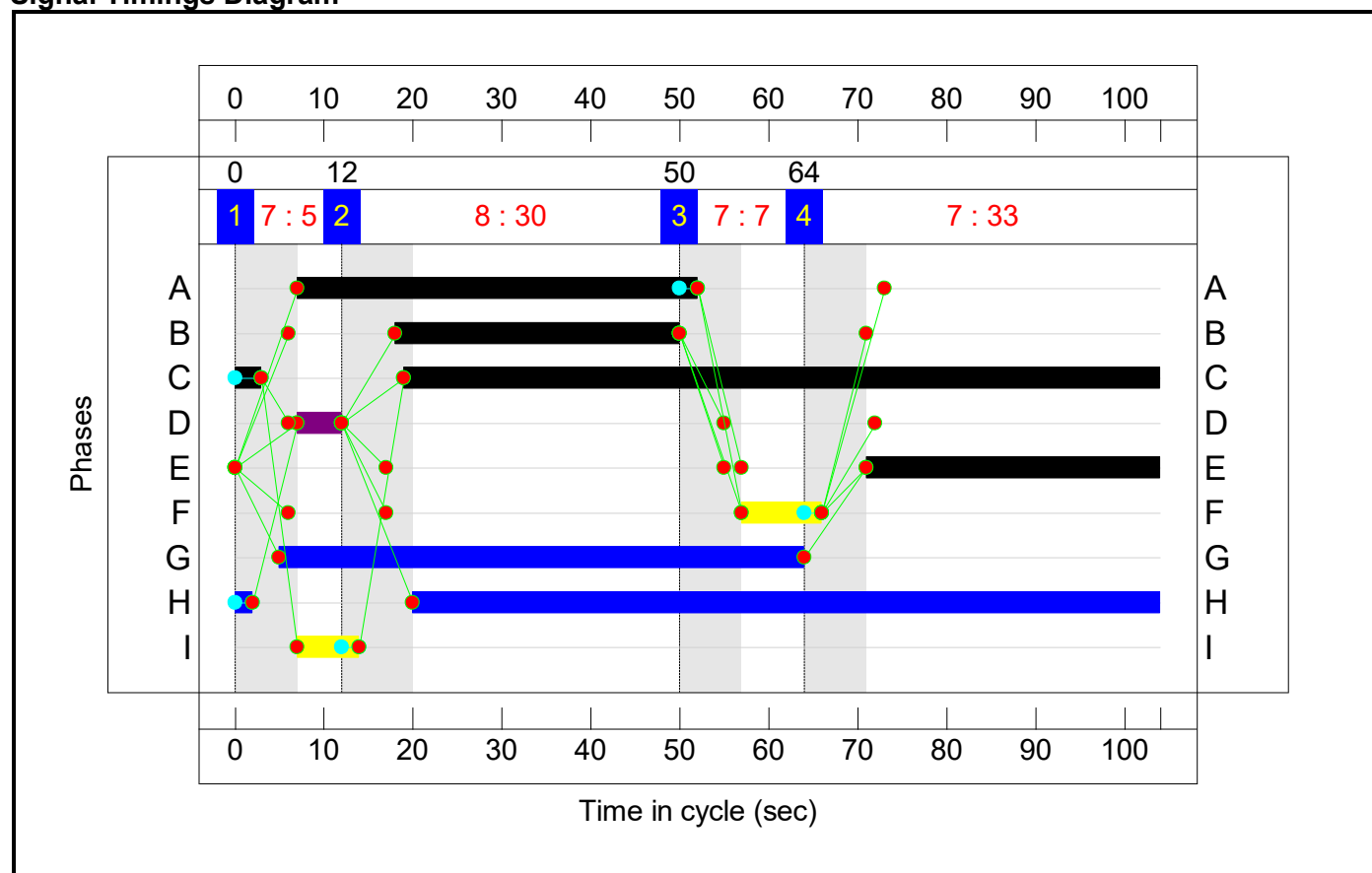
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	30	7	33
Change Point	0	12	50	64

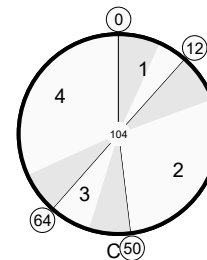
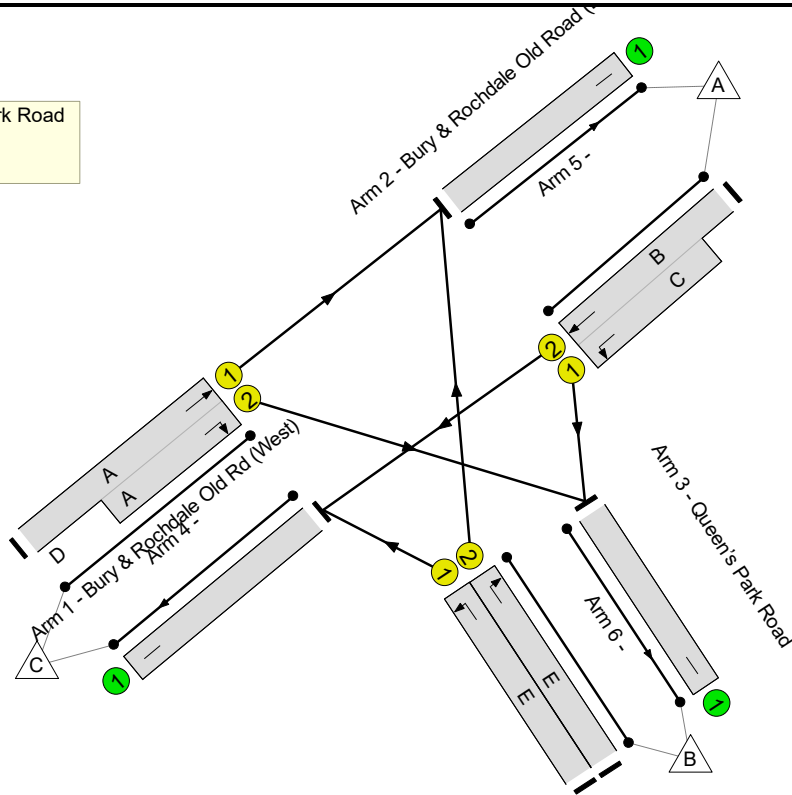
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: -9.2 %
Total Traffic Delay: 40.9 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages											
1	Min >= 5		2	Min >= 5		3	Min >= 4		4	Min >= 4	

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	98.3%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	98.3%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	45	5	872	1915:1842	802+89	97.9 : 97.9%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	32:88	-	939	2100:2075	592+500	86.0 : 86.0%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	33	-	48	1665	544	8.8%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	33	-	581	1808	591	98.3%
4/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1366	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%

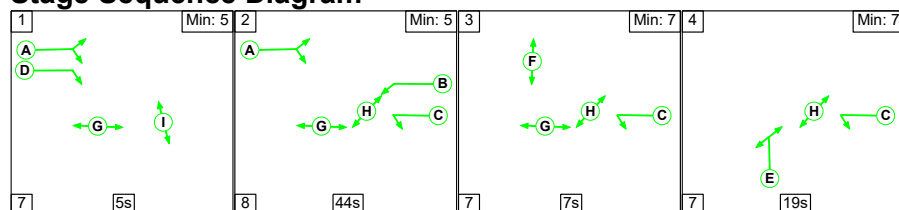
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	0	0	0	17.3	23.6	0.0	40.9	-	-	-	-
Bury && Rochdale Old Road - Queen's Park Road	-	-	0	0	0	17.3	23.6	0.0	40.9	-	-	-	-
1/1+1/2	872	872	-	-	-	6.7	10.8	-	17.5	72.2	23.8	10.8	34.6
2/2+2/1	939	939	-	-	-	4.7	3.0	-	7.6	29.3	13.1	3.0	16.1
3/1	48	48	-	-	-	0.3	0.0	-	0.4	27.9	1.0	0.0	1.0
3/2	581	581	-	-	-	5.6	9.8	-	15.4	95.4	16.6	9.8	26.4
4/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1366	1366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -9.2 Total Delay for Signalled Lanes (pcuHr): 40.90 Cycle Time (s): 104 PRC Over All Lanes (%): -9.2 Total Delay Over All Lanes (pcuHr): 40.90													

Full Input Data And Results

Scenario 5: '2030 With JPA 17 Full Allocation - AM Peak - SCOOT suggested cycle time' (FG5: '2030 With JPA 17 Full Allocation - AM Peak', Plan 1: 'Network Control Plan 1')

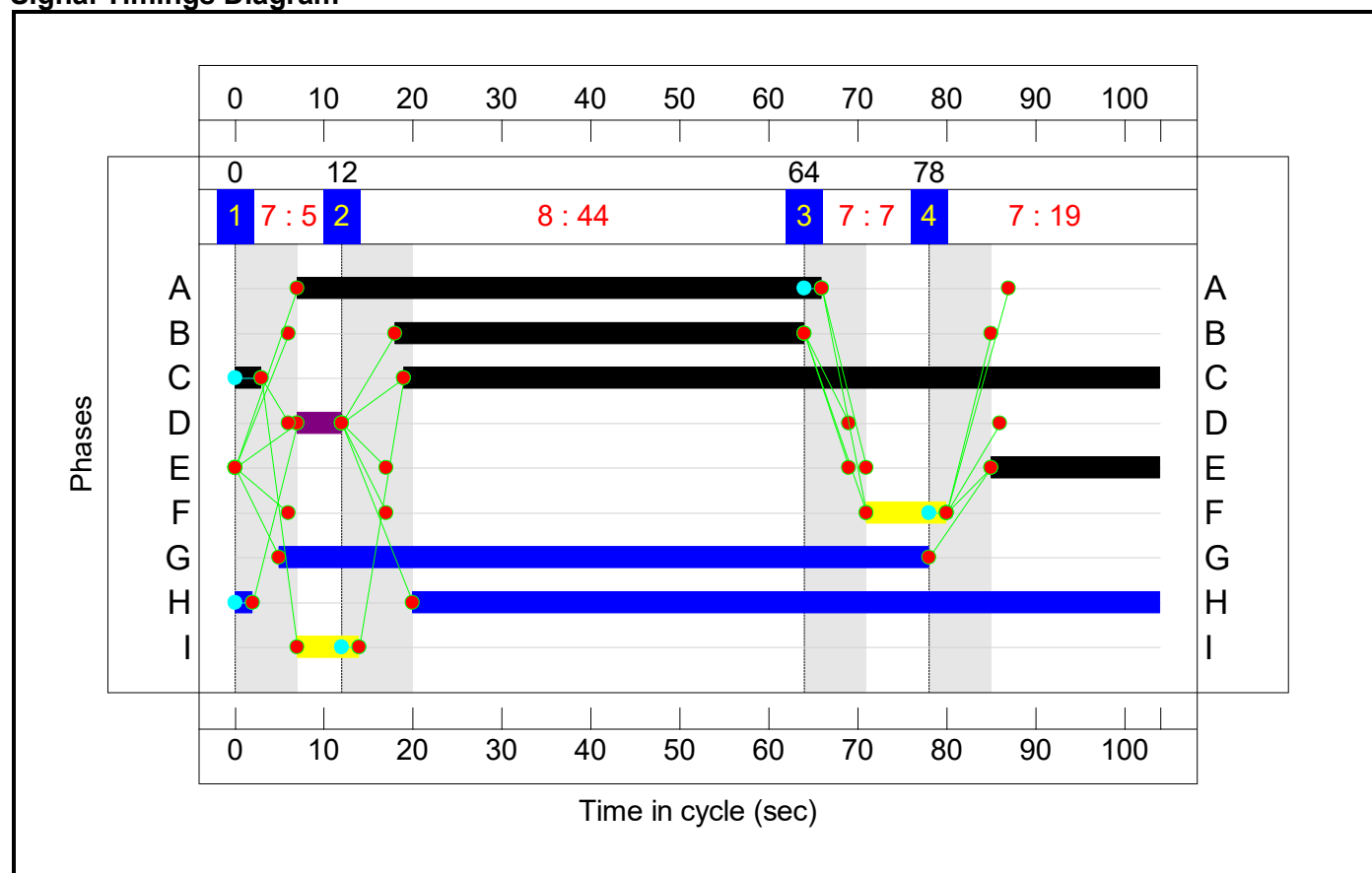
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	44	7	19
Change Point	0	12	64	78

Signal Timings Diagram



Full Input Data And Results

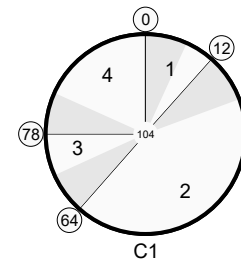
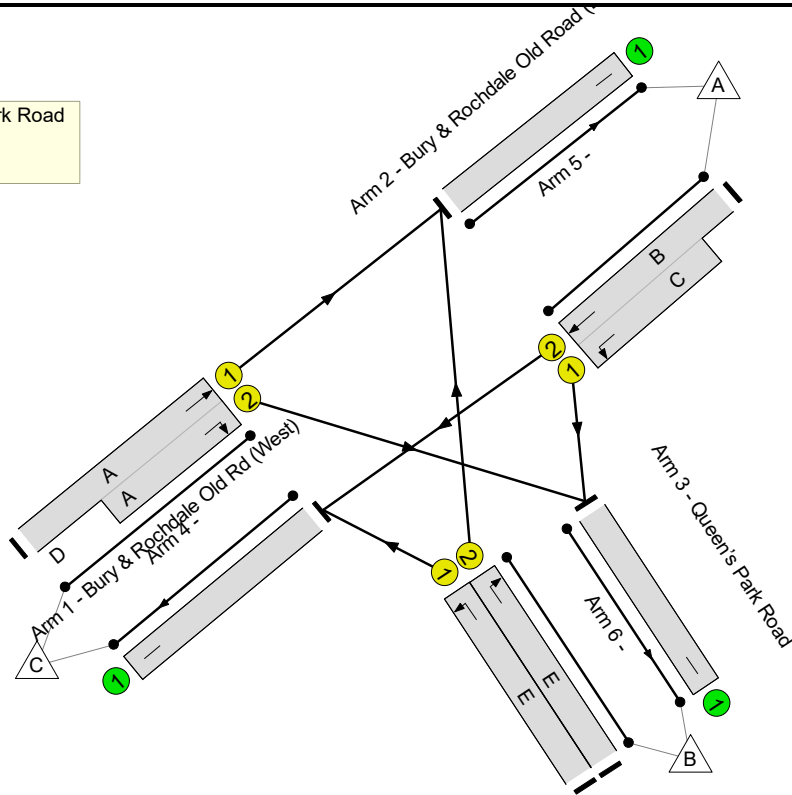
Network Layout Diagram



Bury & Rochdale Old Road - Queen's Park Road

PRC: 0.9 %

Total Traffic Delay: 18.2 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	89.2%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	89.2%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	59	5	583	1915:1842	1060+78	51.2 : 51.2%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	46:88	-	1277	2100:2075	728+704	89.2 : 89.2%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	19	-	54	1665	320	16.9%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	19	-	306	1808	348	88.0%
4/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%

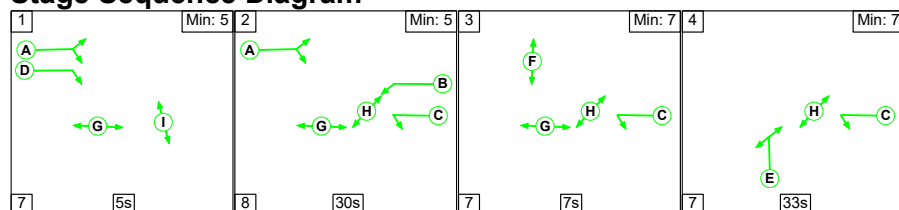
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	0	0	0	10.4	7.7	0.0	18.2	-	-	-	-
Bury && Rochdale Old Road - Queen's Park Road	-	-	0	0	0	10.4	7.7	0.0	18.2	-	-	-	-
1/1+1/2	583	583	-	-	-	2.1	0.5	-	2.6	16.0	9.3	0.5	9.8
2/2+2/1	1277	1277	-	-	-	4.4	3.9	-	8.3	23.3	16.7	3.9	20.7
3/1	54	54	-	-	-	0.5	0.1	-	0.6	41.8	1.3	0.1	1.4
3/2	306	306	-	-	-	3.5	3.2	-	6.7	78.3	8.6	3.2	11.8
4/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 0.9 Total Delay for Signalled Lanes (pcuHr): 18.16 Cycle Time (s): 104 PRC Over All Lanes (%): 0.9 Total Delay Over All Lanes(pcuHr): 18.16													

Full Input Data And Results

Scenario 6: '2030 With JPA 17 Full Allocation - PM Peak - SCOOT suggested cycle time' (FG6: '2030 With JPA 17 Full Allocation - PM Peak', Plan 1: 'Network Control Plan 1')

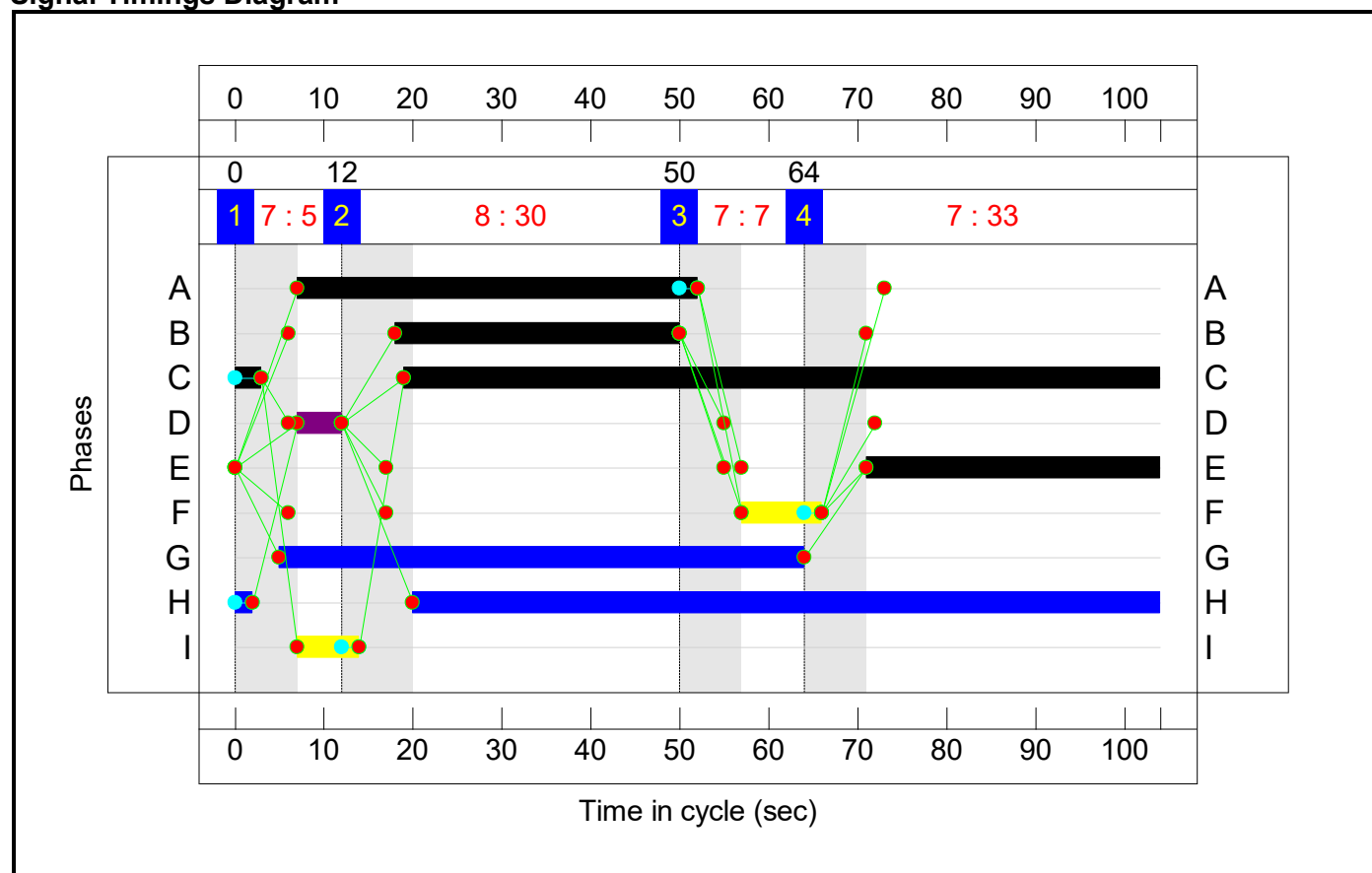
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	30	7	33
Change Point	0	12	50	64

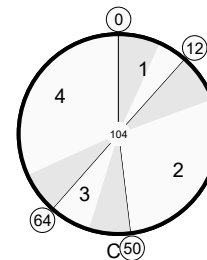
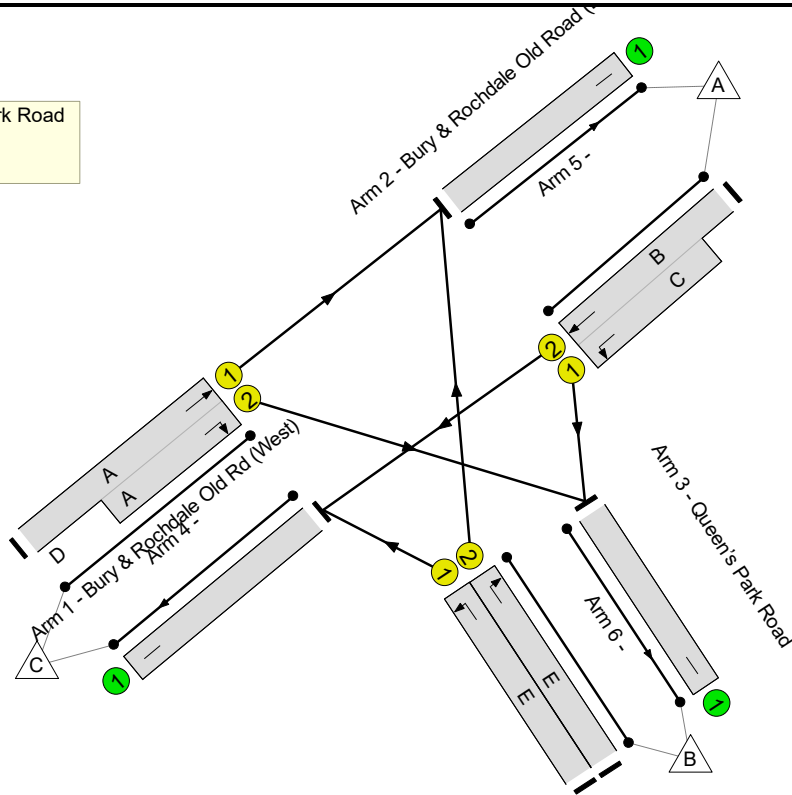
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: -16.7 %
Total Traffic Delay: 75.5 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	105.1%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	105.1%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	45	5	927	1915:1842	806+83	104.3 : 104.3%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	32:88	-	970	2100:2075	592+500	88.9 : 88.9%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	33	-	48	1665	544	8.8%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	33	-	621	1808	591	105.1%
4/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1461	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%

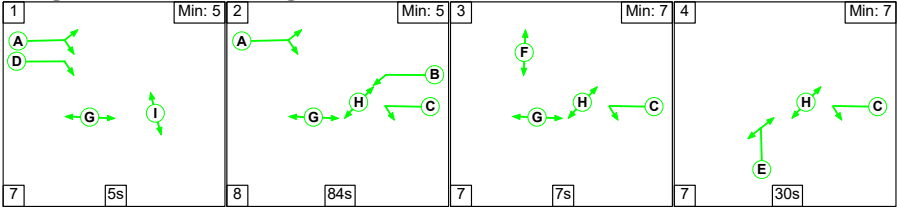
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 7: '2025 Surveyed Flows - AM Peak - Surveyed cycle time' (FG1: '2025 Surveyed Flows - AM Peak', Plan 1: 'Network Control Plan 1')

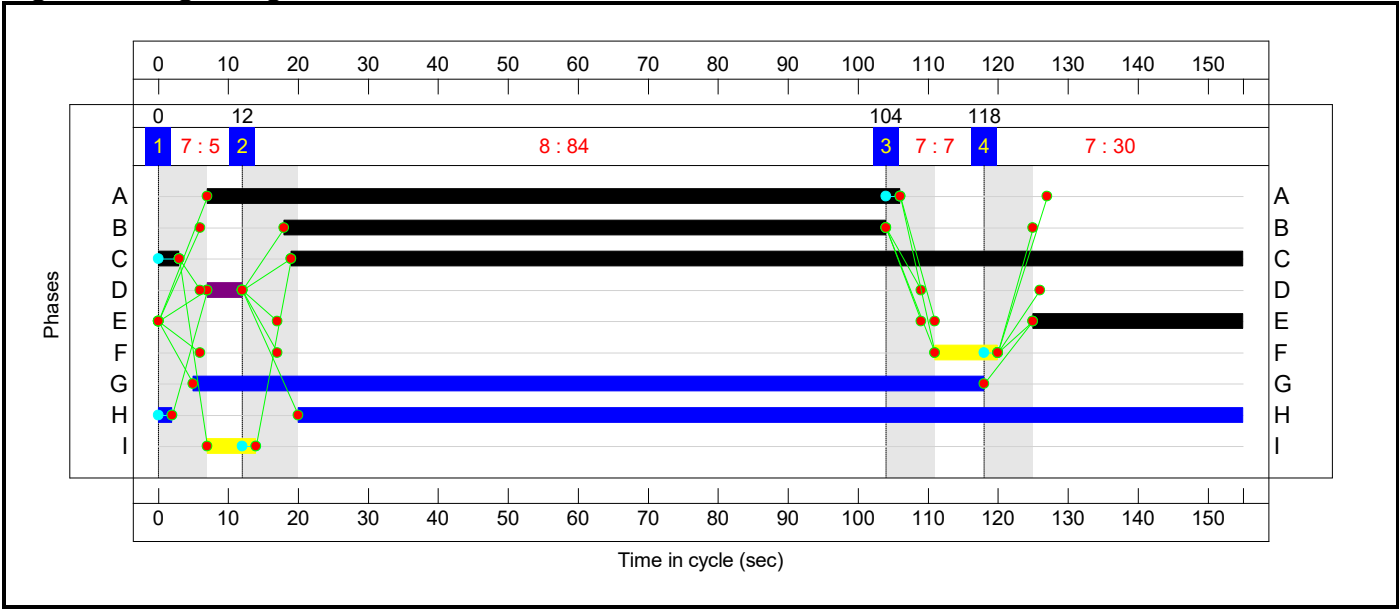
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	84	7	30
Change Point	0	12	104	118

Signal Timings Diagram



Full Input Data And Results

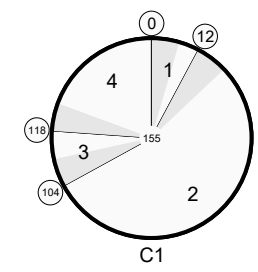
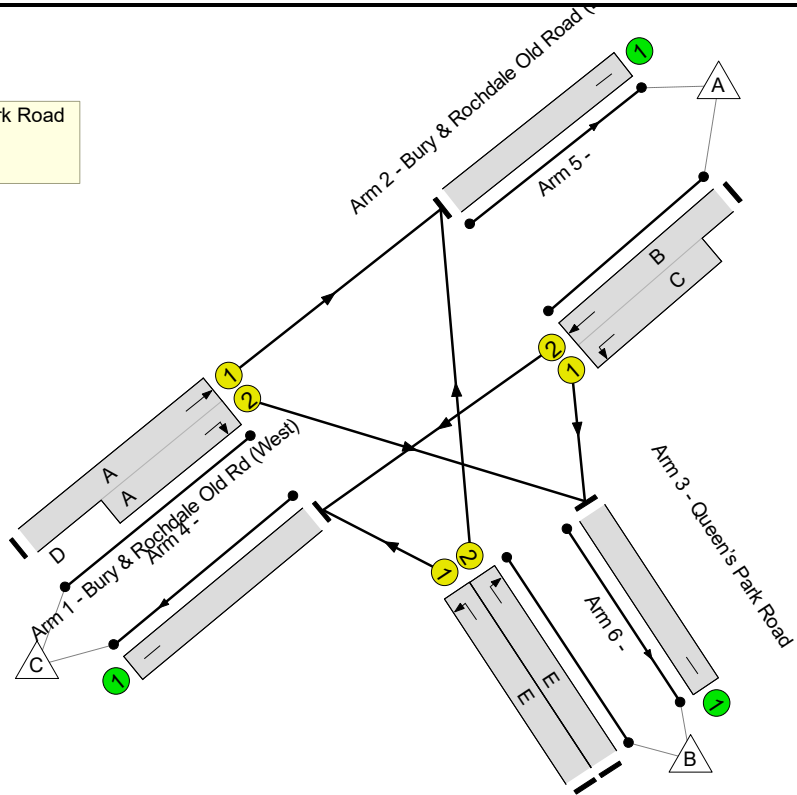
Network Layout Diagram



Bury & Rochdale Old Road - Queen's Park Road

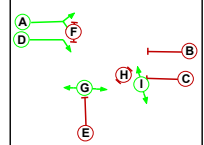
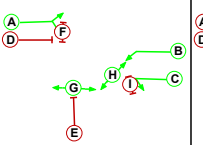
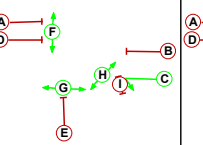
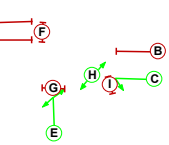
PRC: 16.6 %

Total Traffic Delay: 14.7 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages					
1	Min >= 5	2	Min >= 5	3	Min >= 4
					
					
					
					

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	77.2%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	99	5	554	1915:1842	1169+88	44.1 : 44.1%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	86:139	-	1152	2100:2075	764+733	77.0 : 77.0%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	30	-	54	1665	333	16.2%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	30	-	279	1808	362	77.2%
4/1		U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%

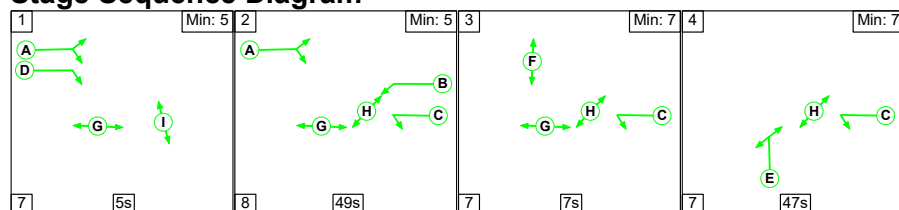
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	0	0	0	10.9	3.8	0.0	14.7	-	-	-	-
Bury && Rochdale Old Road - Queen's Park Road	-	-	0	0	0	10.9	3.8	0.0	14.7	-	-	-	-
1/1+1/2	554	554	-	-	-	2.0	0.4	-	2.4	15.7	10.8	0.4	11.2
2/2+2/1	1152	1152	-	-	-	3.6	1.7	-	5.2	16.4	18.1	1.7	19.7
3/1	54	54	-	-	-	0.8	0.1	-	0.9	57.7	1.9	0.1	2.0
3/2	279	279	-	-	-	4.5	1.6	-	6.2	79.6	11.3	1.6	12.9
4/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 16.6 Total Delay for Signalled Lanes (pcuHr): 14.70 Cycle Time (s): 155 PRC Over All Lanes (%): 16.6 Total Delay Over All Lanes(pcuHr): 14.70													

Full Input Data And Results

Scenario 8: '2025 Surveyed Flows - PM Peak - Surveyed cycle time' (FG2: '2025 Surveyed Flows - PM Peak', Plan 1: 'Network Control Plan 1')

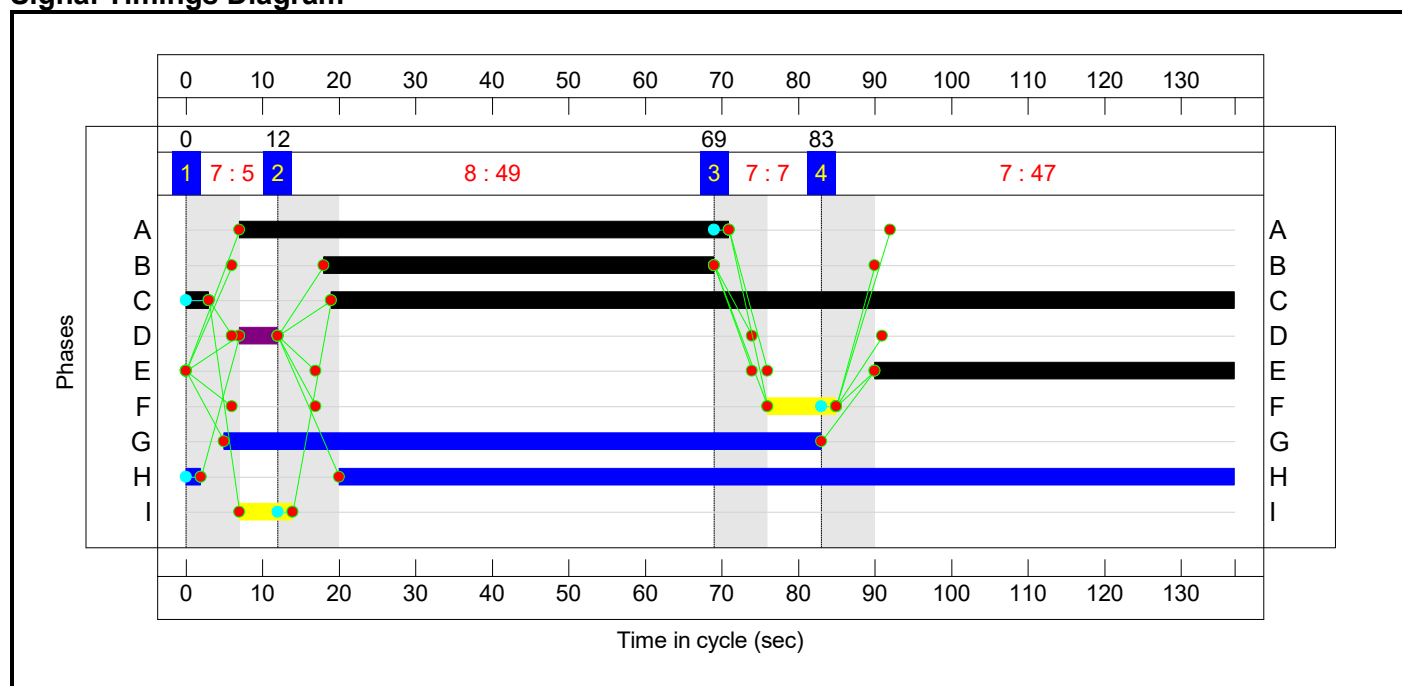
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	49	7	47
Change Point	0	12	69	83

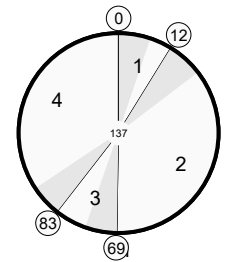
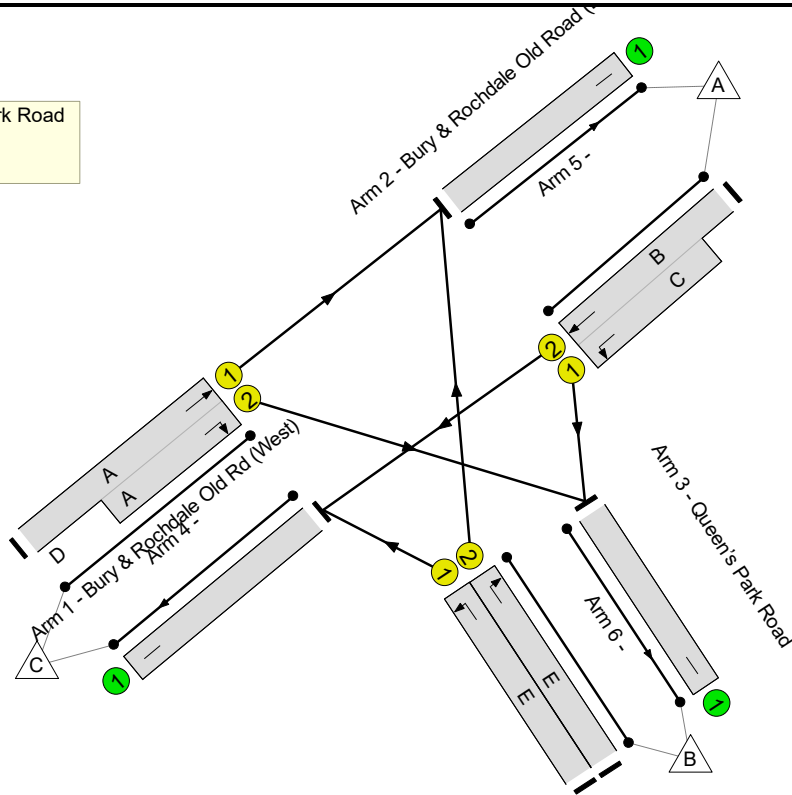
Signal Timings Diagram



Full Input Data And Results

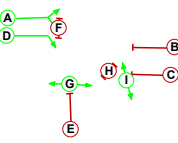
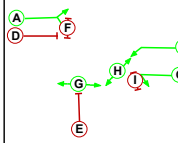
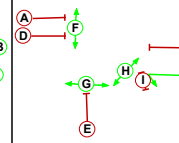
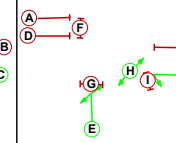
Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: -1.4 %
Total Traffic Delay: 30.7 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4
							

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	91.3%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	64	5	859	1915:1842	847+94	91.3 : 91.3%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	51:121	-	914	2100:2075	610+500	82.4 : 82.4%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	47	-	47	1665	583	8.1%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	47	-	568	1808	633	89.7%
4/1		U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1341	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%

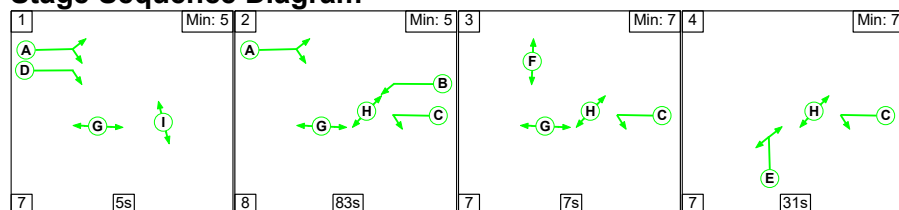
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	0	0	0	19.8	10.9	0.0	30.7	-	-	-	-
Bury && Rochdale Old Road - Queen's Park Road	-	-	0	0	0	19.8	10.9	0.0	30.7	-	-	-	-
1/1+1/2	859	859	-	-	-	7.7	4.7	-	12.4	52.1	29.2	4.7	33.9
2/2+2/1	914	914	-	-	-	5.0	2.3	-	7.3	28.7	17.7	2.3	20.0
3/1	47	47	-	-	-	0.4	0.0	-	0.4	33.1	1.2	0.0	1.2
3/2	568	568	-	-	-	6.7	3.9	-	10.5	66.7	20.4	3.9	24.2
4/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1341	1341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): -1.4 Total Delay for Signalled Lanes (pcuHr): 30.68 Cycle Time (s): 137 PRC Over All Lanes (%): -1.4 Total Delay Over All Lanes(pcuHr): 30.68													

Full Input Data And Results

Scenario 9: '2030 Without Development - AM Peak - Surveyed cycle time' (FG3: '2030 Without Development - AM Peak', Plan 1: 'Network Control Plan 1')

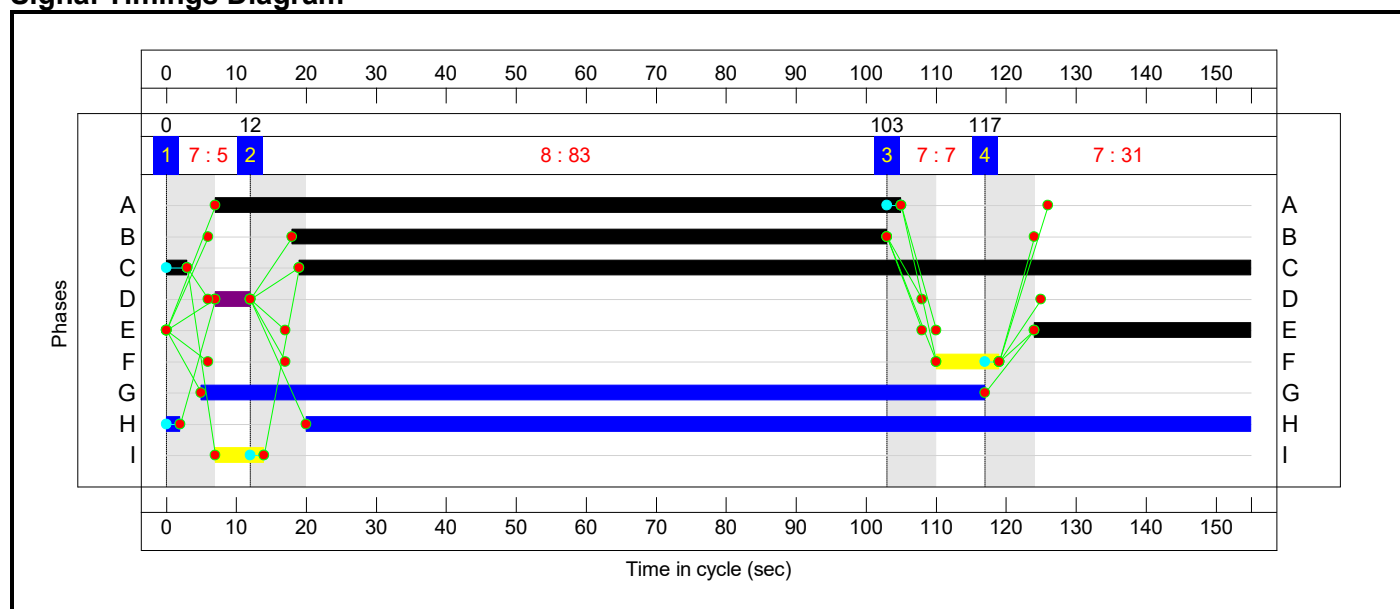
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	83	7	31
Change Point	0	12	103	117

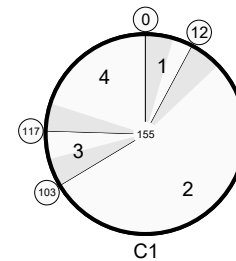
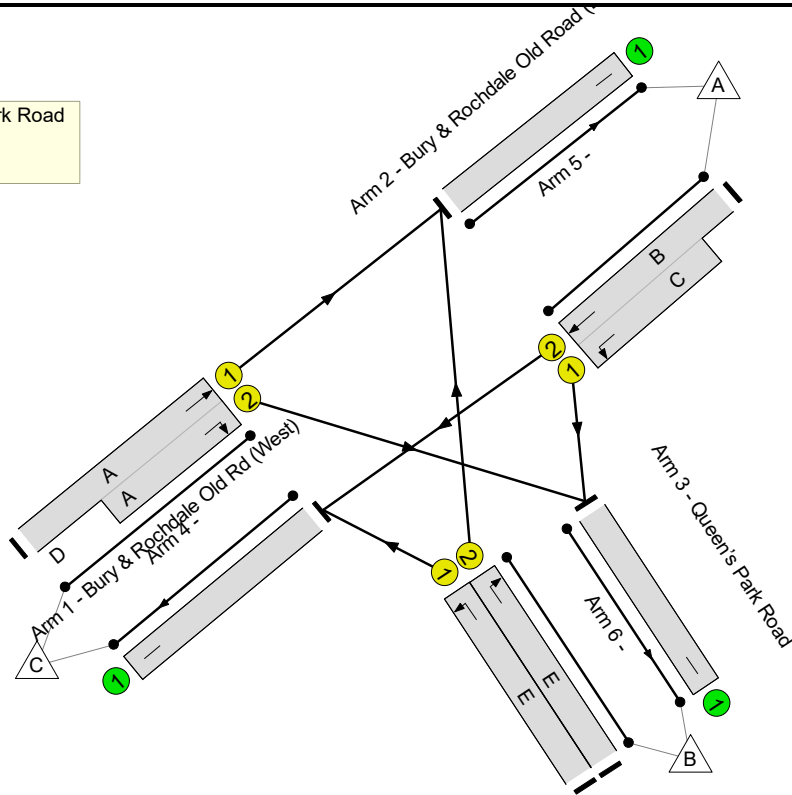
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: 13.5 %
Total Traffic Delay: 15.8 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	79.3%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	98	5	564	1915:1842	1157+88	45.3 : 45.3%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	85:139	-	1179	2100:2075	755+731	79.3 : 79.3%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	31	-	54	1665	344	15.7%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	31	-	296	1808	373	79.3%
4/1		U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	820	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%

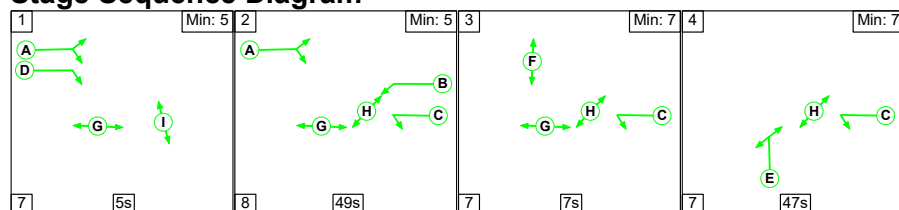
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 10: '2030 Without Development - PM Peak - Surveyed cycle time' (FG4: '2030 Without Development - PM Peak', Plan 1: 'Network Control Plan 1')

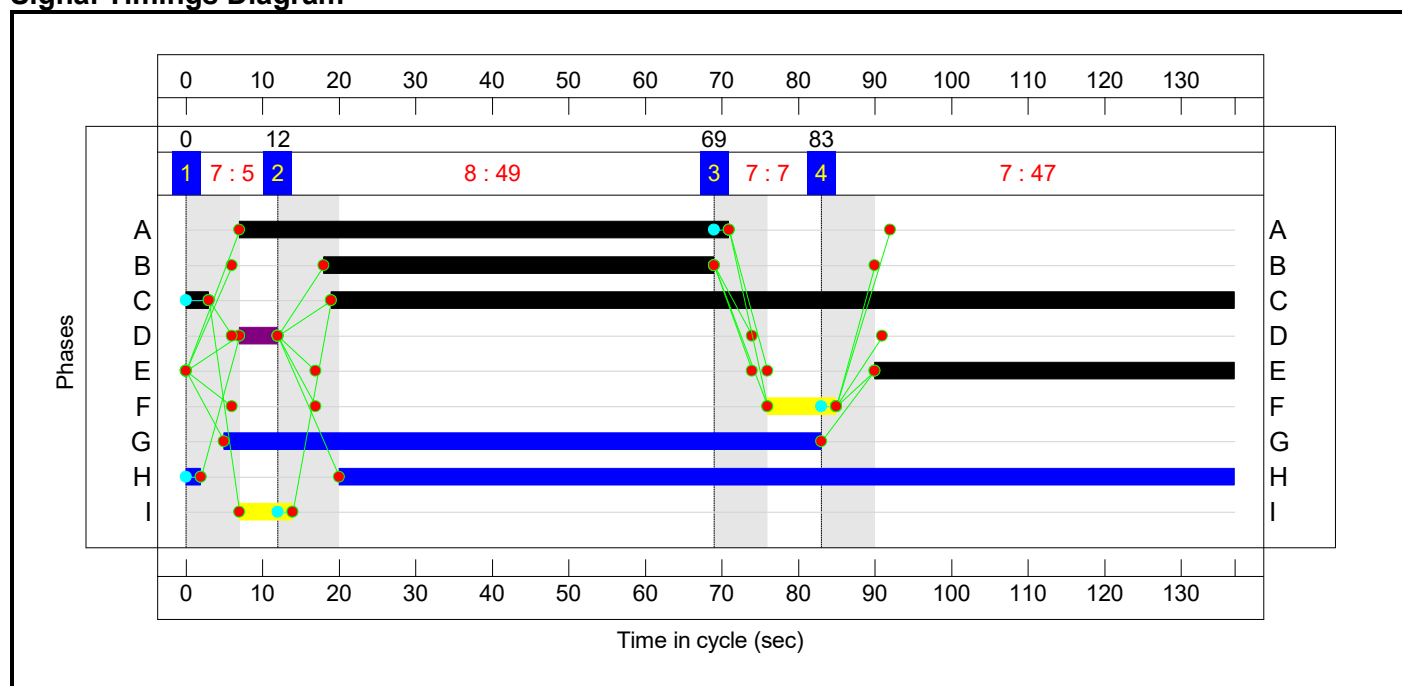
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	49	7	47
Change Point	0	12	69	83

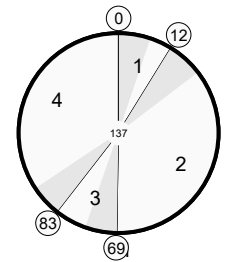
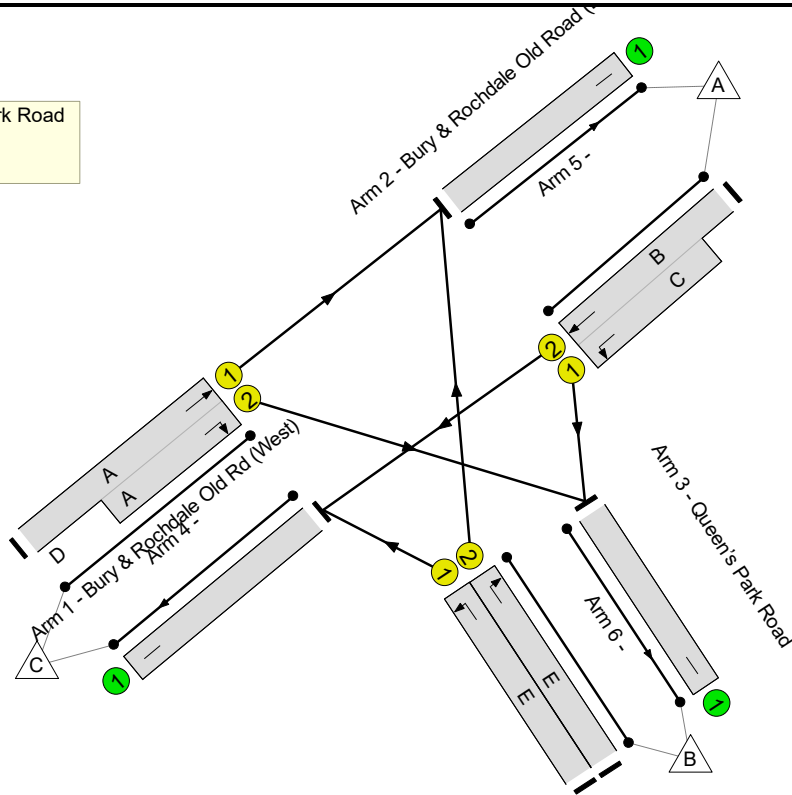
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: -3.0 %
Total Traffic Delay: 33.1 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	92.7%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	64	5	872	1915:1842	847+94	92.7 : 92.7%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	51:121	-	939	2100:2075	606+512	84.0 : 84.0%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	47	-	48	1665	583	8.2%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	47	-	581	1808	633	91.7%
4/1		U	N/A	N/A	-		-	-	-	557	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1366	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%

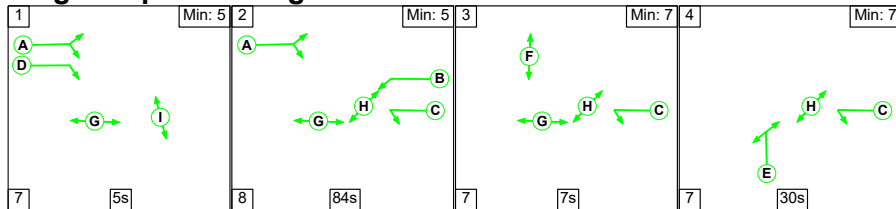
Full Input Data And Results

[illegible]

Full Input Data And Results

Scenario 11: '2030 With JPA 17 Full Allocation - AM Peak - Surveyed cycle time' (FG5: '2030 With JPA 17 Full Allocation - AM Peak', Plan 1: 'Network Control Plan 1')

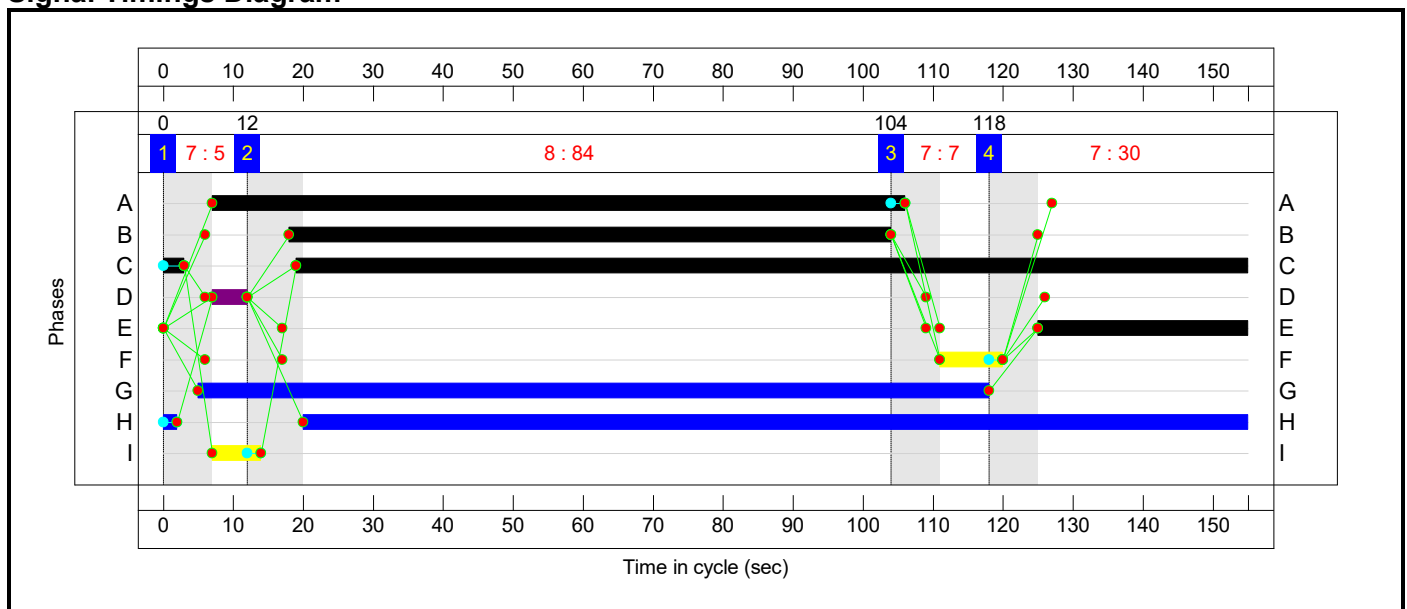
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	84	7	30
Change Point	0	12	104	118

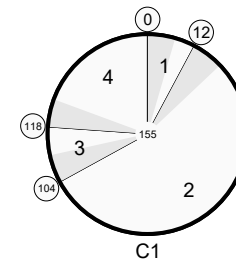
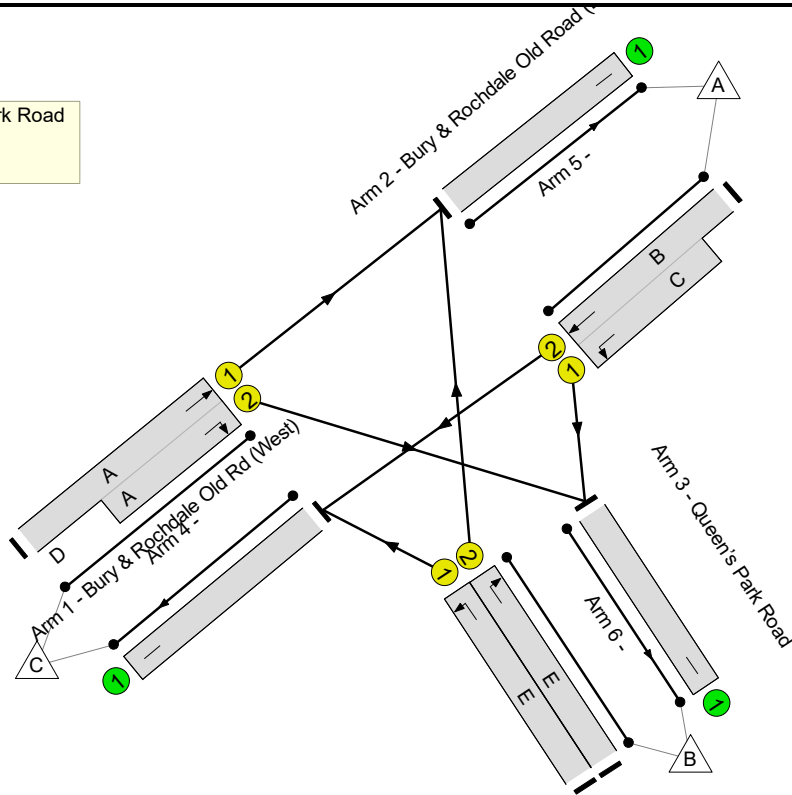
Signal Timings Diagram

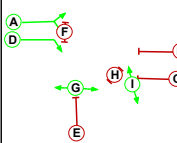


Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: 5.7 %
Total Traffic Delay: 18.3 pcuHr



Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4
							

The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	85.2%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	99	5	583	1915:1842	1171+86	46.4 : 46.4%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	86:139	-	1277	2100:2075	762+737	85.2 : 85.2%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	30	-	54	1665	333	16.2%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	30	-	306	1808	362	84.6%
4/1		U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%

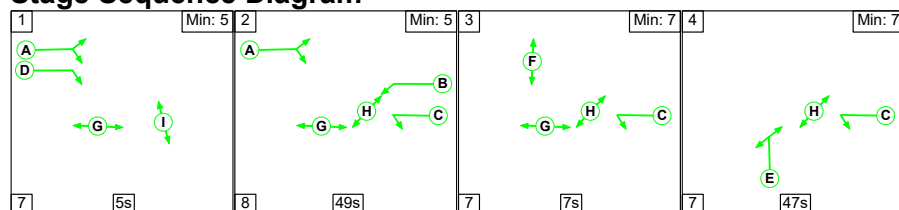
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	0	0	0	12.5	5.8	0.0	18.3	-	-	-	-
Bury && Rochdale Old Road - Queen's Park Road	-	-	0	0	0	12.5	5.8	0.0	18.3	-	-	-	-
1/1+1/2	583	583	-	-	-	2.2	0.4	-	2.6	16.1	11.7	0.4	12.2
2/2+2/1	1277	1277	-	-	-	4.4	2.8	-	7.2	20.4	26.4	2.8	29.2
3/1	54	54	-	-	-	0.8	0.1	-	0.9	57.7	1.9	0.1	2.0
3/2	306	306	-	-	-	5.1	2.5	-	7.6	89.4	12.7	2.5	15.2
4/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
C1 PRC for Signalled Lanes (%): 5.7 Total Delay for Signalled Lanes (pcuHr): 18.32 Cycle Time (s): 155 PRC Over All Lanes (%): 5.7 Total Delay Over All Lanes(pcuHr): 18.32													

Full Input Data And Results

Scenario 12: '2030 With JPA 17 Full Allocation - PM Peak -Surveyed cycle time' (FG6: '2030 With JPA 17 Full Allocation - PM Peak', Plan 1: 'Network Control Plan 1')

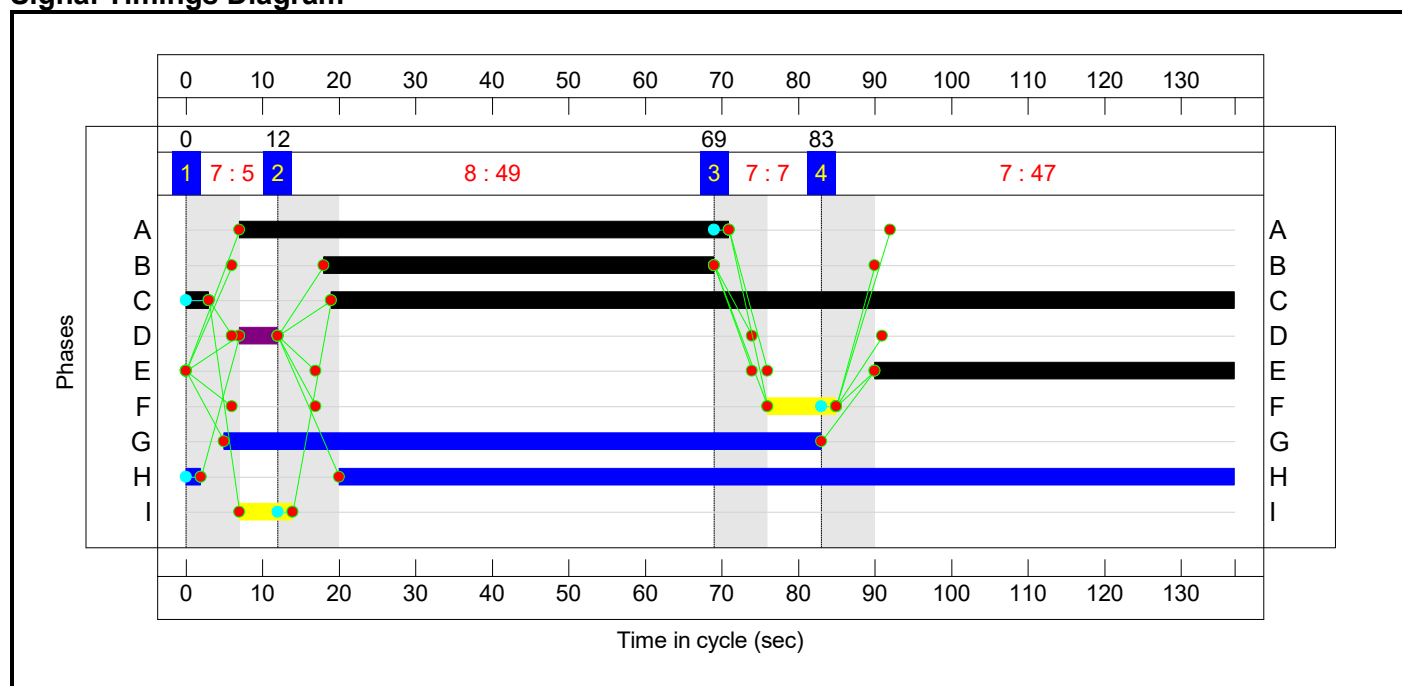
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	49	7	47
Change Point	0	12	69	83

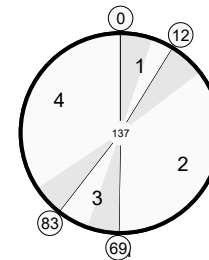
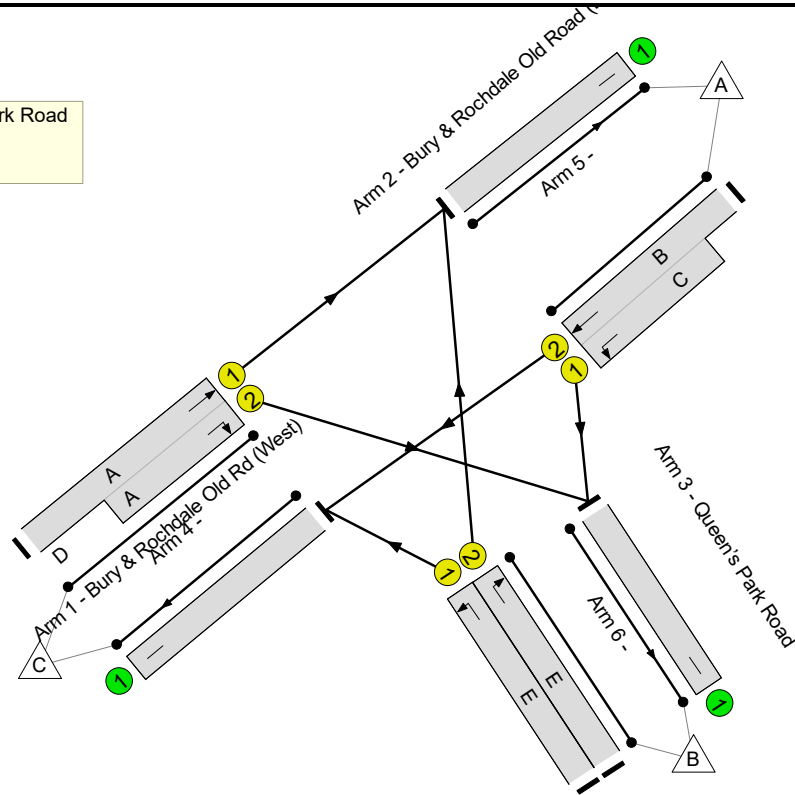
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Bury & Rochdale Old Road - Queen's Park Road
PRC: -9.6 %
Total Traffic Delay: 47.7 pcuHr



The signal timing information provided by TfGM states that under scout control the maximum cycle time for this junction is 104 seconds.

However, the 2025 surveyed signal timings identify that peak hour average cycle time are 155 seconds in AM Peak hour and 137 seconds in the PM Peak hour.

Stages							
1	Min >= 5	2	Min >= 5	3	Min >= 4	4	Min >= 4

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Proposed Residential Development, Land off Greenvale, Bamford, Rochdale	-	-	N/A	-	-		-	-	-	-	-	-	98.7%
Bury && Rochdale Old Road - Queen's Park Road	-	-	N/A	-	-		-	-	-	-	-	-	98.7%
1/1+1/2	Bury & Rochdale Old Rd (West) Ahead Right	U	N/A	N/A	A	D	1	64	5	927	1915:1842	851+88	98.7 : 98.7%
2/2+2/1	Bury & Rochdale Old Road (East) Ahead Left	U	N/A	N/A	B C		1	51:121	-	970	2100:2075	606+512	86.7 : 86.7%
3/1	Queen's Park Road Left	U	N/A	N/A	E		1	47	-	48	1665	583	8.2%
3/2	Queen's Park Road Right	U	N/A	N/A	E		1	47	-	621	1808	633	98.0%
4/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	1461	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%

Full Input Data And Results

[illegible]

Appendix V: Junctions 9 Output - Greenvale / Bramley Road (J9)

Junctions 9			
PICADY 9 - Priority Intersection Module			
Version: 9.5.1.7462 © Copyright TRL Limited, 2019			
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Filename: Greenvale - Bramley Road.j9

Path: Y:\Projects\784-B068938 Greenvale, Bamford\50_Input\52_Generated\5202_Junction_Mods\J9 - Greenvale - Bramley Road

Report generation date: 10/06/2025 18:26:01

«2030 With JPA 17 Full Allocation, PM

- »Junction Network
- »Arms
- »Traffic Demand
- »Origin-Destination Data
- »Vehicle Mix
- »Results

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)	Queue (PCU)	Delay (s)	RFC	Junction Delay (s)
	2025 Surveyed Flows							
Stream B-C	0.1	6.03	0.09	3.96	0.0	5.71	0.04	3.43
Stream B-A	0.0	6.30	0.01		0.0	6.38	0.01	
Stream C-AB	0.0	5.74	0.03		0.1	5.76	0.06	
	2030 Without Development							
Stream B-C	0.1	6.04	0.09	3.99	0.0	5.71	0.04	3.43
Stream B-A	0.0	6.30	0.01		0.0	6.38	0.01	
Stream C-AB	0.0	5.74	0.03		0.1	5.76	0.06	
	2030 With JPA 17 Full Allocation							
Stream B-C	0.1	6.08	0.09	3.51	0.0	5.72	0.04	3.08
Stream B-A	0.0	6.37	0.01		0.0	6.46	0.01	
Stream C-AB	0.0	5.76	0.03		0.1	5.71	0.06	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages.

File summary

File Description

Title	
Location	
Site number	
Date	14/03/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	TTVA.BENOTMAN
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
✓		0.85	36.00	20.00

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030 With JPA 17 Full Allocation	PM	ONE HOUR	16:15	17:45	15

2030 With JPA 17 Full Allocation, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Bramley Road - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Greenvale (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.
Warning	Queue variations	Analysis Options	Queue percentiles may be unreliable if the mean queue in any time segment is very low or very high.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Greenvale / Bramley Road	T-Junction	Two-way		3.08	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Greenvale (West)		Major
B	Bramley Road		Minor
C	Greenvale (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Greenvale (East)	5.34			121.8	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Bramley Road	One lane plus flare	10.00	4.06	2.71	2.71	2.67	✓	1.00	18	20

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	592	0.111	0.280	0.176	0.401
B-C	664	0.105	0.265	-	-
C-B	645	0.257	0.257	-	-

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

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

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

Traffic Demand

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 - Greenvale (West)		✓	18	100.000
B - Bramley Road		✓	32	100.000
C - Greenvale (East)		✓	76	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Greenvale (West)	B - Bramley Road	C - Greenvale (East)
From	A - Greenvale (West)	0	4	14
	B - Bramley Road	6	0	26
	C - Greenvale (East)	43	33	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Greenvale (West)	B - Bramley Road	C - Greenvale (East)
From	A - Greenvale (West)	0	0	0
	B - Bramley Road	0	0	0
	C - Greenvale (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max 95th percentile Queue (PCU)	Max LOS
B-C	0.04	5.72	0.0	0.5	A
B-A	0.01	6.46	0.0	0.5	A
C-AB	0.06	5.71	0.1	0.5	A
C-A					
A-B					
A-C					

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	20	660	0.030	19	0.0	5.624	A
B-A	5	573	0.008	4	0.0	6.330	A
C-AB	26	662	0.039	26	0.0	5.659	A
C-A	31			31			
A-B	3			3			
A-C	11			11			

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-C	23	659	0.035	23	0.0	5.666	A
B-A	5	569	0.009	5	0.0	6.383	A
C-AB	32	665	0.047	31	0.1	5.679	A
C-A	37			37			
A-B	4			4			
A-C	13			13			

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-C	29	657	0.044	29	0.0	5.724	A
B-A	7	564	0.012	7	0.0	6.455	A
C-AB	39	670	0.058	39	0.1	5.706	A
C-A	45			45			
A-B	4			4			
A-C	15			15			

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-C	29	657	0.044	29	0.0	5.724	A
B-A	7	564	0.012	7	0.0	6.455	A
C-AB	39	670	0.058	39	0.1	5.708	A
C-A	45			45			
A-B	4			4			
A-C	15			15			

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-C	23	659	0.035	23	0.0	5.666	A
B-A	5	569	0.009	5	0.0	6.383	A
C-AB	32	665	0.047	32	0.1	5.683	A
C-A	37			37			
A-B	4			4			
A-C	13			13			

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-C	20	660	0.030	20	0.0	5.625	A
B-A	5	573	0.008	5	0.0	6.334	A
C-AB	26	662	0.039	26	0.0	5.665	A
C-A	31			31			
A-B	3			3			
A-C	11			11			

Queue Variation Results for each time segment

16:15 - 16:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A

16:30 - 16:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.03	0.25	0.45	0.48			N/A	N/A
B-A	0.01	0.01	0.25	0.45	0.48			N/A	N/A
C-AB	0.05	0.03	0.25	0.45	0.48			N/A	N/A

16:45 - 17:00

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.03	0.25	0.46	0.48			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.07	0.03	0.26	0.47	0.49			N/A	N/A

17:00 - 17:15

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.05	0.00	0.00	0.05	0.05			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.07	0.00	0.00	0.07	0.07			N/A	N/A

17:15 - 17:30

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.04	0.00	0.00	0.04	0.04			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.05	0.00	0.00	0.05	0.05			N/A	N/A

17:30 - 17:45

Stream	Mean (PCU)	Q05 (PCU)	Q50 (PCU)	Q90 (PCU)	Q95 (PCU)	Percentile message	Marker message	Probability of reaching or exceeding marker	Probability of exactly reaching marker
B-C	0.03	0.00	0.00	0.03	0.03			N/A	N/A
B-A	0.01	0.00	0.00	0.01	0.01			N/A	N/A
C-AB	0.04	0.00	0.00	0.04	0.04			N/A	N/A