



CGG MLI (REIT) PropCO1 Limited

Birch Business Park, Heywood

Transport Assessment Addendum

February 2026



CGG MLI (REIT) PropCO1 Limited

Birch Business Park, Heywood

Transport Assessment

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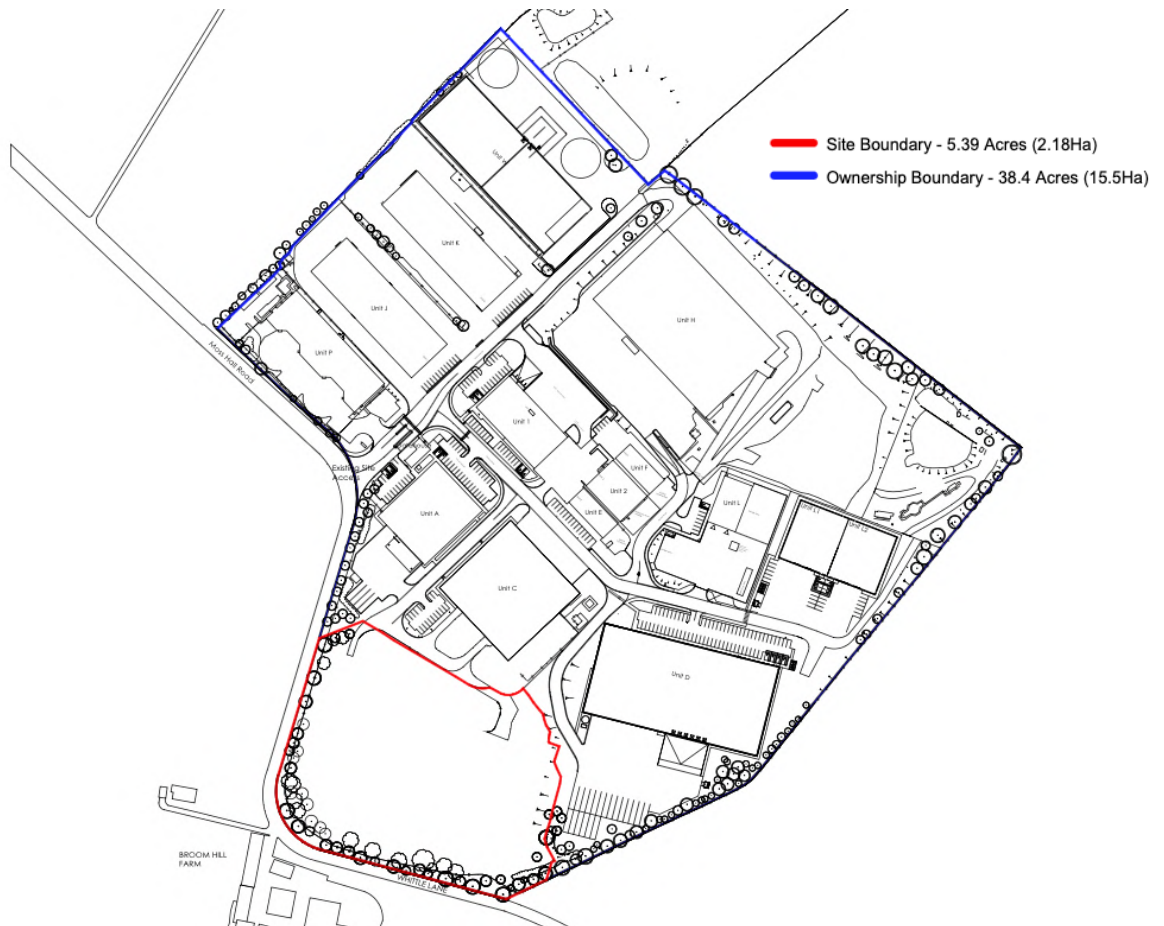
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1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by CGG MLI (REIT) PropCO1 Limited (the 'Applicant') to provide transport planning and highway advice in relation to a s.73 application for an industrial development at Birch Business Park on Whittle Lane in Heywood, Rochdale.
- 1.1.2 The site has planning consent (with conditions) for an 8,153 sqm unit (Use Class B2 / B8) under App Ref: 22/01148/FUL, which was varied by App Ref: 24/00453/VRCON. A Transport Assessment, dated September 2021, was produced by Axis in support of the consented scheme.
- 1.1.3 The revised scheme will result in an increase in floor area to 9,348 sqm (+1,195 sqm). There will also be amendments to the proposed level of on-site car parking provision, dock levellers and level access doors. Access to the site will continue to be served as consented from the wider Birch Business Park from Moss Hall Road.
- 1.1.4 The indicative development site redline boundary, in the context of the wider business park, is shown in [Figure 1.1](#).

Figure 1.1 : Indicative Development Site Redline Boundary (source: Fletcher Rae Architects)



1.2 Methodology

- 1.2.1 The Transport Assessment Addendum (TAA) has been prepared to assess the revised development proposals, with consideration to vehicular and pedestrian access, expected trip generation and traffic impact, accessibility by sustainable modes of travel, parking provision and servicing arrangements.
- 1.2.2 The methodology for the TAA adopts the guidance set out within the Ministry of Housing, Communities & Local Government document, '*Transport Evidence Bases in Plan Making and Decision Taking*' (2014), which superseded the Department for Transport's (DfT) '*Guidance on Transport Assessment*' (2007). Whilst the 2007 guidance has been superseded, it nonetheless remains instructive and has been used to inform the overall structure of the TAA.
- 1.2.3 Mode has undertaken scoping discussions with the Local Highway Authority, Rochdale Metropolitan Borough Council (RMBC). The scoping response from RMBC Highways is attached in [Appendix A](#).
- 1.2.4 A separate Framework Travel Plan (FTP) has also been produced to accompany the planning application, which sets out a framework to encourage sustainable travel and reduce single-occupancy car trips.

1.3 BREEAM Sustainable Assessment

- 1.3.1 The scheme is intended to be a BREEAM rated development that will create a more sustainable environment and will enhance the well-being of the people who work and visit the development site. Accordingly, this TAA will assess the development proposals in accordance with 'BREEAM v.6.1'.

1.4 Relevant Planning History

- 1.4.1 The site has planning consent (with conditions) for an 8,153sqm unit (Use Class B2 / B8) under App Ref: 22/01148/FUL, which was varied by App Ref: 24/00453/VRCON. A Transport Assessment dated September 2021 was produced by Axis in support of the consented scheme.

2. Policy Consideration

2.1 Introduction

2.1.1 This chapter of the TA considers key current national and local transport policy as they relate to the development proposals. The following policy documents have been reviewed:

- National Planning Policy Framework (2024);
- Places for Everyone 2022 to 2039 – Greater Manchester Joint Development Plan (2021);
- Rochdale Adopted Core Strategy (2016); and
- Greater Manchester Transport Strategy 2040

2.1.2 Legislation and policy play an important role in shaping and guiding a new development. As such, the purpose of this chapter is to outline the relevant transport related policies which influence the proposed development from a national and local level.

2.2 National Transport Planning Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF), updated in February 2025, sets out the Government's planning policies for England and how these are expected to be applied.

2.2.2 Chapter 9 of the NPPF, 'Promoting Sustainable Transport', sets out the important role that transport issues and policies have in facilitating sustainable development. Paragraph 110 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.2.3 Specifically, Paragraph 115 states that when assessing applications for development, *"it should be ensured that:*

- *Sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Code and the National Model Design Code; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision led approach."*

2.2.4 In terms of highways impact and safety, Paragraph 116 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.2.5 Within this context, Paragraph 117 goes on to state that *"applications for development should:*

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclist and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.3 Regional Transport Planning Policy

Places for Everyone 2022 to 2039 – Greater Manchester Joint Development Plan (2021)

2.3.1 The latest Places for Everyone spatial strategy, which covers 9no. authorities across Greater Manchester (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan), was adopted on 21st March 2024, and covers the period of 2022 to 2039.

2.3.2 The Places for Everyone strategy has various ambitions, including to create *'a green city-region; ... to be a good place to grow older and to be a place where everyone is connected – socially, digitally and by a clean, integrated and accessible transport system'.*

2.3.3 Places for Everyone plays a crucial role in addressing climate change concerns, aiming to contribute to efforts to become carbon neutral by 2038. It is also underpinned by expectations for new development to be net zero carbon by 2028.

2.3.4 Policy JP-C1, 'An Integrated Network', states they will support a range of measures to deliver an accessible and low-carbon region, including:

- *'Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure'*
- *'Locating and designing development to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport'*
- *'Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):'*
 - a. *Pedestrians (and people using mobility aids);*
 - b. *Cyclists, powered two-wheelers, and public transport users;*
 - c. *People doing business or providing services (such as taxis/private hire, deliveries or waste collection)*
 - d. *People in personal motorised vehicles'*

2.3.5 Policy JP-C6 relates specifically to 'Walking and Cycling'. To support this, the following measures will be supported:

1. *'Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance'*
2. *'Ensuring routes are direct, easily navigable and integrated with the street and public transport network'*
3. *'Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle'*
4. *'Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings'*
5. *'Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed'*
6. *'Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling'*

2.3.6 Policy JP-Strat 14, 'A Sustainable and Integrated Transport Network', states that *'the transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods'*.

- 2.3.7 Specific policies are also provided relating to the transport requirements of applications for new developments. This is discussed in detail in Policy JP-C8, in which they state: *'We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.'*
- 2.3.8 It is noted that *'new development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport'*.

2.4 Local Transport Planning Policy

Rochdale Adopted Core Strategy (October 2016)

- 2.4.1 The Rochdale Core Strategy sets out the long-term strategy for future development of Rochdale Borough. Rochdale has big aspirations, and the Core Strategy seeks to address the community's key priorities.
- 2.4.2 Policies within the Core Strategy which are relevant to the proposed development have been considered below:
- 2.4.3 SD1 – Delivering Sustainable Development “when considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.”
- 2.4.4 T1 – ‘Delivering Sustainable Transport’ states - ‘Reducing the need to travel and make best use of the existing transport infrastructure by:
- *Making best use of the borough's transport assets (roads, footways / cycleways, structures, drainage and verges etc);*
 - *Ensuring the transport network continues to become safer and more secure for all users...*
 - *Capitalising on opportunities to provide bus priority measures, including where possible utilising existing or providing additional capacity to enhance bus journey reliability and patronage."*
- 2.4.5 T2 – ‘Improving Accessibility’ states - ‘we will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development will be appropriately located to minimise the need to travel by car and the number and length of car trips made to access local amenities.’

Greater Manchester Transport Strategy 2040

2.4.6 The Local Transport Plan is a statutory document prepared by Transport for Greater Manchester (TfGM), Greater Manchester's ten local councils, key partners and stakeholders. The 2040 Transport Strategy focuses on creating an integrated, sustainable, and well-coordinated transport system that supports a wide range of different travel needs.

2.4.7 The four key elements of TfGM's vision, which represent the goals of the strategy, include:

- Supporting sustainable economic growth;
- Protecting our environment;
- Improving quality of life for all; and
- Developing an innovative city-region.

2.4.8 To deliver TfGM's goals and vision by 2040, the strategy details the long-term transport policies to be implemented across Greater Manchester. These include policy aimed at reducing the need to travel by car and maximising travel by sustainable modes, as set out in Policy 4:

"Policy 4: We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impact on the highway network."

2.5 Summary

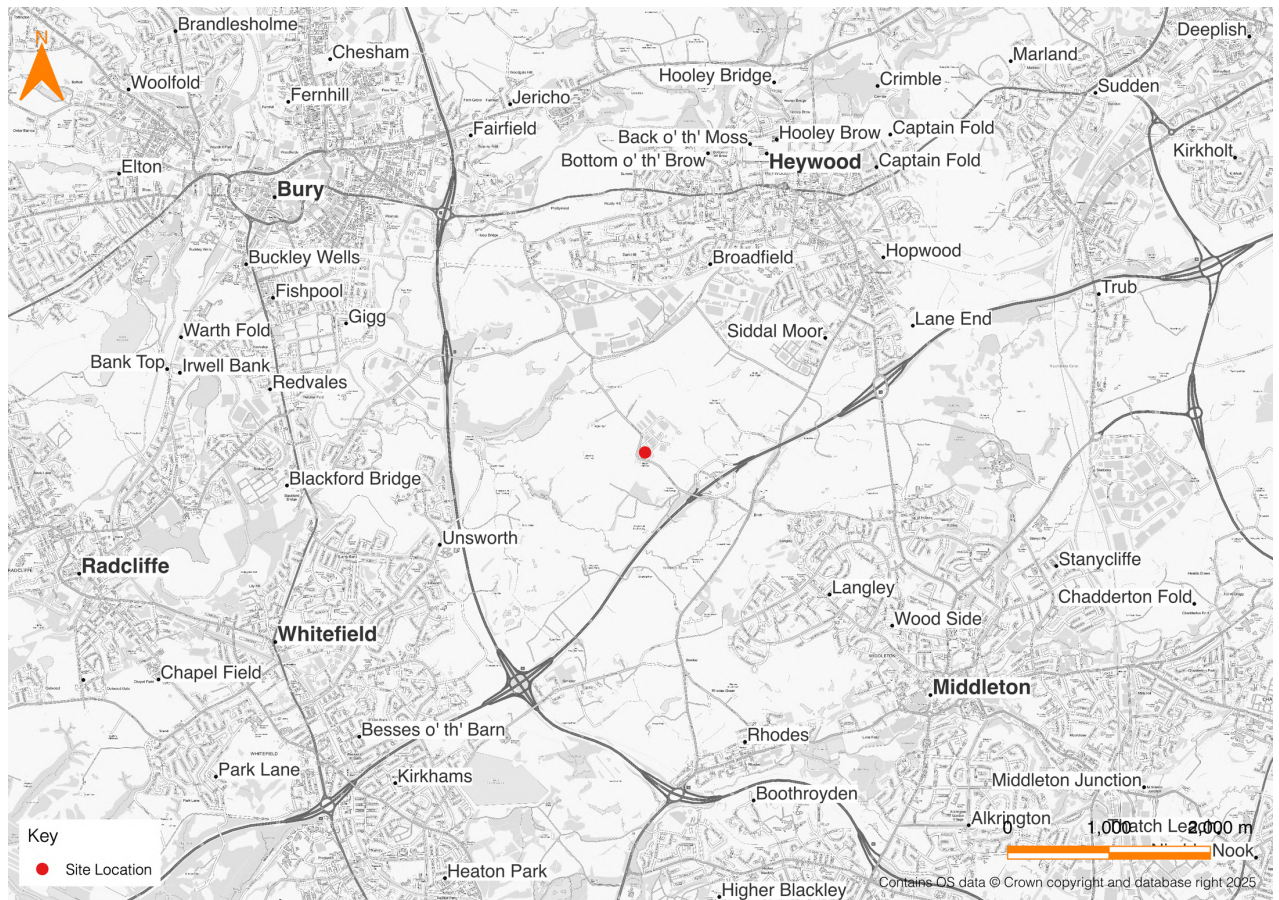
2.5.1 In accordance with the national and local policy, this planning application is supported by a TA which details the site's accessibility by sustainable modes of travel ([Chapter 5](#)) and assesses the impact of the proposed development of the local highway network ([Chapter 7](#)).

3. Existing Conditions

3.1 Site Location

- 3.1.1 The site is located within Birch Business Park on Moss Hall Road, c.2.7km southwest of Heywood, c.4.5km southeast of Bury and c.5.5km east of Radcliffe. The strategic site location is shown in Figure 2.1.

Figure 3.1 : Site Location Plan



3.2 Local Highway Network

- 3.2.1 The development site is bound by Moss Hall Road / Whittle Lane to the south and west, and by existing areas of Birch Business Park to the north and east.
- 3.2.2 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 3.2 : Local Highway Network



- 3.2.3 Access to the site will be taken from Moss Hall Road, which currently provides access to the wider Birch Business Park. Moss Hall Road continues south as Whittle Lane, where is provided access between Pilsworth Road to the north and Heywood Old Road (A6045) to the south.
- 3.2.4 Heading north from the existing access to Birch Business Park, footways are available on both sides of the carriageway. parking restrictions are not in place, except for the provision of double yellow lines on the Birch Business Park access radii to restrict inappropriate on-street parking.
- 3.2.5 Heading south from the access, towards Whittle Lane, vehicles over 18t are not permitted via this route, except for access to off-street premises.
- 3.2.6 The existing conditions along Moss Hall Road in the vicinity of the site are summarised in [Table 2.1](#).

Table 3.1 : Moss Hall Road / Whittle Lane – Existing Conditions

Road Classification	C-road	Footway Width	c.1.5m to north of access
Road Type	Two-way single carriageway	Pedestrian Facilities	Footways to north of access
Speed Limit	40 mph	Cycle Facilities	No
Carriageway Width	c.7.1m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

3.3 Road Safety

3.3.1 Personal Injury Collision (PIC) data in vicinity of the development site has been obtained from the CrashMap database (crashmap.co.uk) for the most recently available five-year period between 2020 and 2024.

3.3.2 **Figure 3.3** shows the extent of the study area and **Table 3.4** provides a summary of the PICs recorded.

Figure 3.3 : Personal Injury Collisions Map (source : CrashMap)

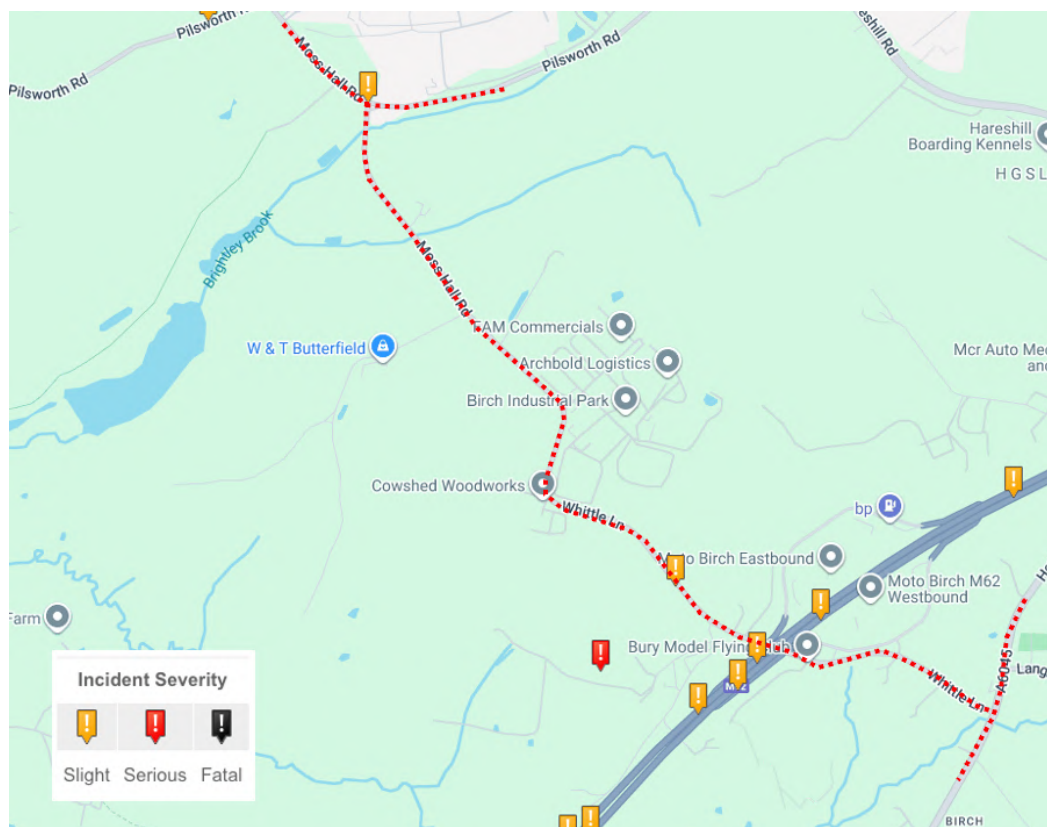


Table 3.2 : Road Safety Data Analysis

Date	Location	Severity	Description
December 2024	Moss Hall Lane / Pilsworth Road	Slight	Collision between 2no. cars, including one in the act of turning right.
February 2022	Whittle Lane	Slight	Collision between 2no. cars.

3.3.3 As shown in [Figure 3.3](#), 2no. PICs were recorded in the study area between 2020 and 2024, both of which were 'slight' in severity involving cars.

3.3.4 Analysis of the PIC data demonstrates that there are no significant collision clusters within proximity of the development site. Based on the frequency and severity of collisions recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records in the vicinity of the site.

3.4 Public Rights of Way

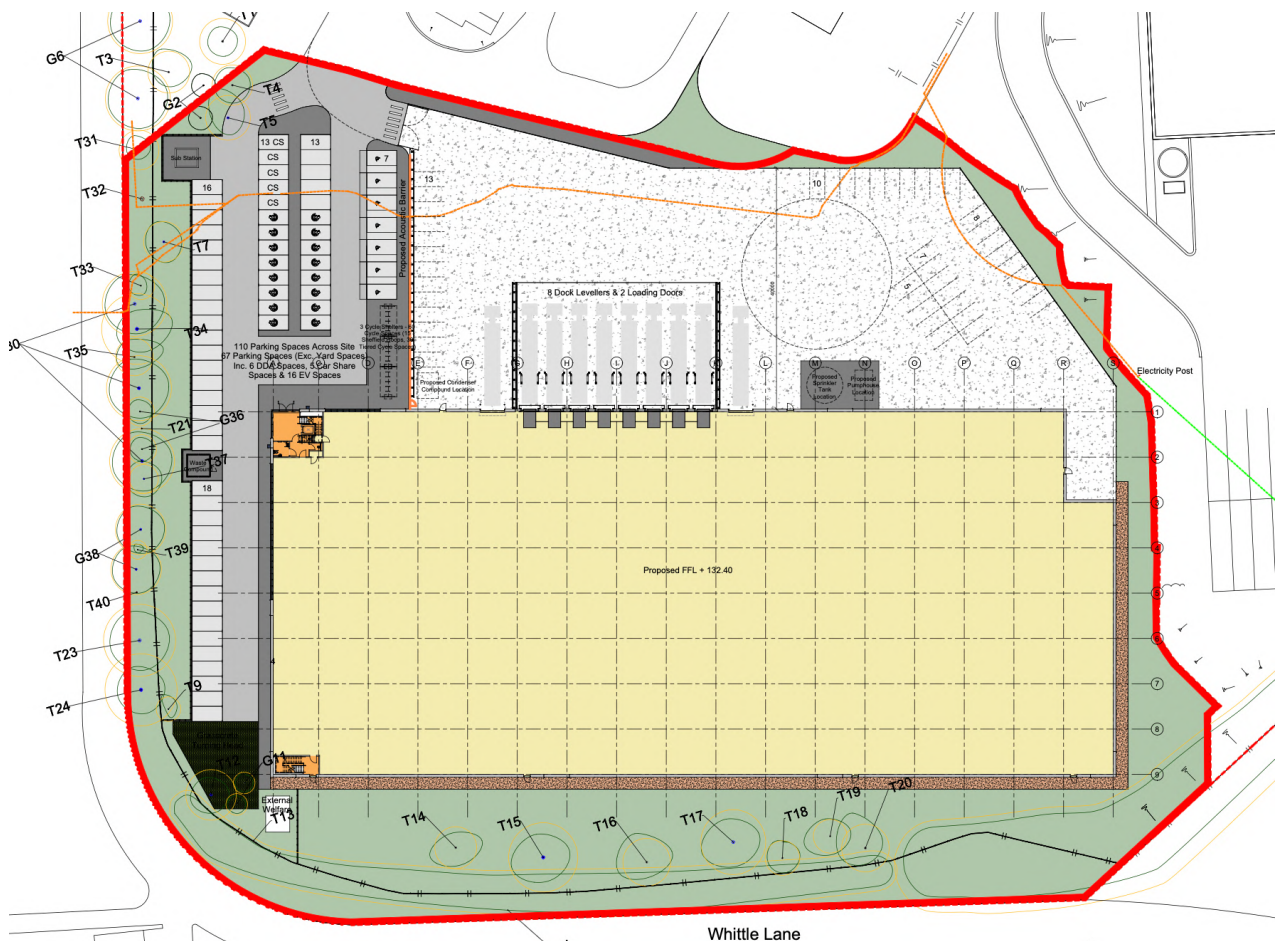
3.4.1 There are no Public Rights of Way (PRoW) along or within the site boundary.

4. Development Proposals

4.1 Proposed Use

- 4.1.1 The site has planning consent (with conditions) for an 8,153 sqm unit (Use Class B2 / B8) under App Ref: 22/01148/FUL, which was varied by App Ref: 24/00453/VRCON.
- 4.1.2 The revised scheme will result in an increase in floor area to 9,348 sqm (+1,195 sqm). There will also be amendments to the proposed level of on-site car parking provision, dock levellers and level access doors.
- 4.1.3 The proposed site layout is shown in [Figure 4.1](#), and attached in [Appendix B](#).

Figure 4.1 : Proposed Development Site Layout (source : Fletcher Rae Architects)



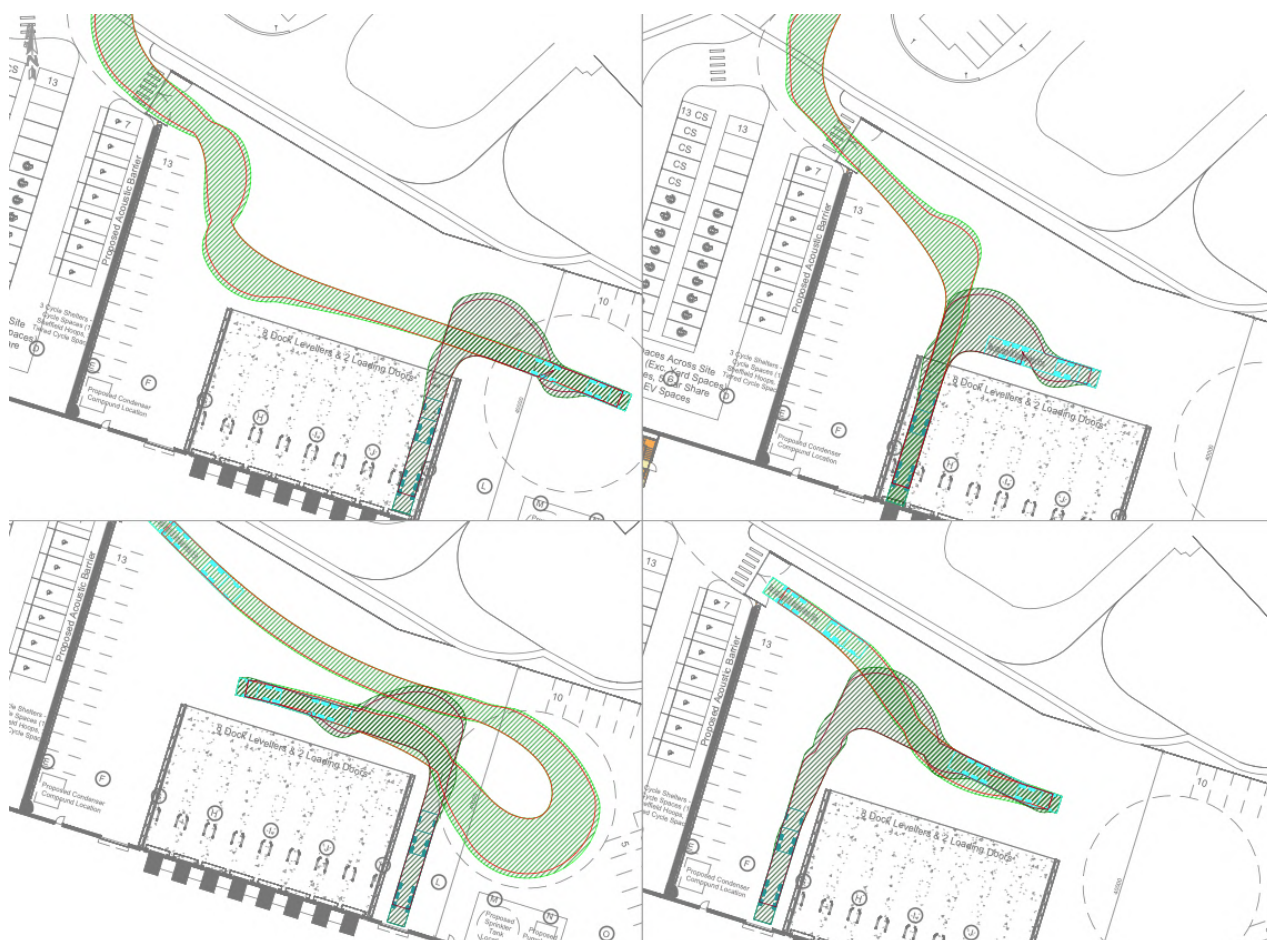
4.2 Site Access Arrangement

- 4.2.1 Access to the site will continue to be taken as consented from within Birch Business Park on to Moss Hall Road.

4.3 Servicing and Delivery Arrangements

- 4.3.1 Swept path analysis has been undertaken for a 16.5m articulated HGV, which is the largest vehicle expected to access the unit.
- 4.3.2 The swept path analysis for a 16.5m articulated HGV is shown in [Figure 4.2](#), with the full drawing ([Drawing J32-9220-PS-001](#)) attached in [Appendix C](#).

Figure 4.2 : Swept Path Analysis – 16.5m Articulated HGV



- 4.3.3 The swept path analysis shows that a 16.5 articulated HGV can access and egress the site in a forward gear and access each loading bay and dock leveller independently whilst manoeuvring safely within the service yard.

4.4 Proposed Parking Provision

- 4.4.1 Across the site, 110no. parking bays are proposed, inclusive of 7no. accessible bays (c.6%), 5no. car sharing spaces (c.5%) and 16no. EV bays (c.15%).

4.4.2 3no. cycle shelters are also proposed, providing a total of 60no. cycle parking spaces. This comprises 15no. Sheffield loops providing 2no. cycle parking spaces each, as well as 30no. tiered spaces. They will be located adjacent to the main car parking area.

4.4.3 RMBC outline their parking standards in Appendix 5 of their adopted Core Strategy, adopted in October 2016. The car parking standards for the relevant land uses are summarised in **Table 4.1**.

Table 4.1 : RMBC Car Parking Standards (source: Rochdale Core Strategy)

Land Use	Maximum Car Parking	Minimum Accessible Parking	Minimum Cycle Parking
B2 – General Industry	1 / 60 sqm	3 bays or 6% of total capacity (whichever is greater)	1 / 700sqm (min 2)
B8 – Storage and Distribution	1 / 100 sqm	3 bays or 6% of total capacity (whichever is greater)	1 / 850sqm (min 2)

4.4.4 Based on the proposed floor area of 9,348 sqm, parking is proposed at approximately 1 space per 85 sqm. This falls between the maximum standard of 1 space per 60 sqm for a B2 and 1 space per 100 sqm for a B8 use.

4.4.5 Accessible and cycle parking is proposed in line with RMBC's minimum standards.

5. Sustainable Accessibility and Active Travel

5.1 Introduction

- 5.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.
- 5.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Chapter 9 of the NPPF, '*Promoting Sustainable Transport*', sets out the important role that transport issues and policies have in facilitating sustainable development.
- 5.1.3 Paragraph 110 states that: "*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be considered in both plan-making and decision-making.*"
- 5.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

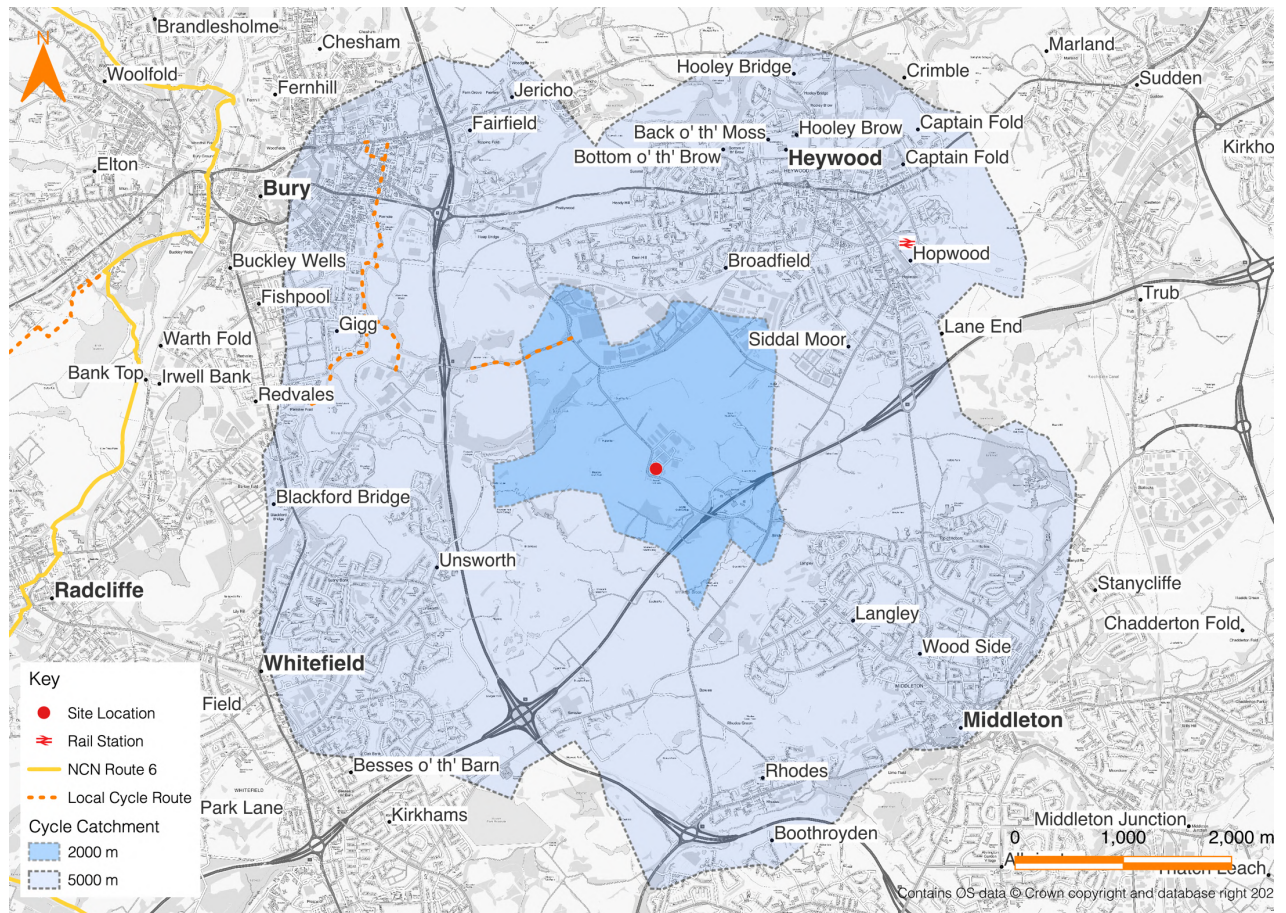
5.2 Pedestrian Accessibility

- 5.2.1 The development site is located within the existing Birch Business Park. As stated previously, an internal pedestrian network links to footways heading north from the site to / from Pilsworth Road.
- 5.2.2 The footway to the west of Moss Hall Road provides a continuous pedestrian route from the site access to the Moss Hall Road / Pilsworth Road priority junction.

5.3 Cycle Accessibility

- 5.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.
- 5.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that '*two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people*'.
- 5.3.3 **Figure 4.2** indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 5.1 : Cycle Catchment Plan



5.3.4 As shown in Figure 5.2, Heywood, Bury and Whitfield are accessible within the 5km cycle catchment.

5.3.5 A shared footway/cycleway is available to the south of Pilsworth Road, towards Junction 3 of the M66.

5.4 Promoting Sustainable Travel via Travel Plans

5.4.1 It should be noted that this TA has been produced in parallel with a Framework Travel Plan report, which outlines initial strategies and measures for encouraging employees and visitors to travel by sustainable modes, rather than single occupancy car trips.

5.5 BREEAM Accessibility Index

5.5.1 There are no compliant nodes (any bus service with a stop within 650m and any railway / tram station within 1000m of the assessed building's main entrance, measured via a safe pedestrian route).

5.5.2 Therefore, the 'AI' calculator tool provides local bus, rail and tram services in the local area with an 'AI' of 0.00.

5.6 Summary

5.6.1 In summary, whilst access via sustainable modes is limited, the site is located within an established, operational business park. Alternatives to single-occupancy car trips are available within the local area of the site, including walking routes, cycling routes.

5.6.2 The site is therefore compliant with the NPPF in paragraph 115 which states that: *'in assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that: a) sustainable transport modes are prioritised taking account the vision for the site, given the type of development and its location'*.

6. Trip Generation and Distribution

6.1 Introduction

6.1.1 To quantify the traffic impact of the development on the local highway network, a trip generation exercise has been undertaken for the proposed industrial development using the approved trip rates from the Transport Assessment which accompanied App Ref 22/01148/FUL.

6.2 Proposed Trip Generation

6.2.1 The TRICS trip rates and expected trip generation for the weekday AM and PM peak hours are shown in [Table 6.1](#).

Table 6.1 : TRICS Trip Rates – Proposed Development (9,348 sqm GIA)

Land Use	AM Peak Hour (07:30 - 08:30)			PM Peak Hour (17:00 - 18:00)		
	Arrivals	Depart.	Total	Arrivals	Depart.	Total
All Vehicles						
'Industrial Estate' (per 100sqm)	0.495	0.192	0.687	0.207	0.429	0.636
Proposed Development	43	16	59	17	37	54
HGVs						
'Industrial Estate' (per 100sqm)	0.035	0.025	0.060	0.025	0.035	0.060
Proposed Development	3	3	6	3	3	6
LGVs						
'Industrial Estate' (per 100sqm)	0.425	0.142	0.567	0.157	0.359	0.516
Proposed Development	40	13	53	14	34	38

6.2.2 As shown in [Table 6.1](#), the proposed development is expected to generate **59 two-way trips** (including 6 HGVs) during the AM peak hour and **54 two-way trips** (including 6 HGVs) during the PM peak hour.

6.3 Approved Trip Generation

6.3.1 App Ref 22/01148/FUL utilised a net trip generation assessment to understand the impact of the proposed development in comparison to the existing Units B and G on the development site.

6.3.2 App Ref 22/01148/FUL utilised the TRICS trip rates from [Table 6.1](#) to estimate the existing trip generation. Slight updates have been made to the figures shown in App Ref 22/01148/FUL to ensure the total arrivals and departures are correct.

6.3.3 The expected trip generation for the weekday AM and PM peak hours for the existing development are shown in [Table 6.2](#).

Table 6.2 : Trip Generation – Existing Units B and G

Land Use	AM Peak Hour (07:30 - 08:30)			PM Peak Hour (17:00 - 18:00)		
	Arrivals	Depart.	Total	Arrivals	Depart.	Total
All Vehicles						
Existing Units B and G	22	9	31	9	19	28
HGVs						
Existing Units B and G	2	1	3	1	2	3
LGVs						
Existing Units B and G	20	8	28	8	17	25

6.3.4 As shown in [Table 6.2](#), the existing development is expected to generate **31 two-way trips** (including 3 HGVs) during the AM peak hour and **28 two-way trips** (including 3 HGVs) during the PM peak hour.

6.4 Net Trip Generation

6.4.1 Based on [Table 6.1](#) and [Table 6.2](#), the expected new trip generation is summarised in [Table 6.3](#).

Table 6.3 : Trip Generation – Existing Units B and G

Land Use	AM Peak Hour (07:30 - 08:30)			PM Peak Hour (17:00 - 18:00)		
	Arrivals	Depart.	Total	Arrivals	Depart.	Total
All Vehicles						
Net Trip Generation	21	7	28	8	18	26
HGVs						
Net Trip Generation	1	2	3	2	1	3
LGVs						
Net Trip Generation	20	5	25	6	17	23

6.4.2 As shown in [Table 6.3](#), the proposed development is expected to generate **28 two-way trips** (including 3 HGVs) during the AM peak hour and **26 two-way trips** (including 3 HGVs) during the PM peak hour.

6.5 Trip Distribution

- 6.5.1 The approved trip distribution used as part of the Transport Assessment which accompanied App Ref 22/01148/FUL has been used as part of this assessment for consistency.
- 6.5.2 The trip distribution is shown in the network diagrams in [Appendix D](#).

7. Traffic Impact Assessment

7.1 Introduction

7.1.1 As per App Ref 22/01148/FUL, capacity analysis has been undertaken at the Moss Hall Road / Birch Business Park access junction.

7.2 Base Traffic Flows

7.2.1 2022 baseline data used as part of App Ref 22/01148/FUL have also been used as part of this assessment.

7.2.2 The 2022 base traffic flow data is shown in the network diagrams attached in [Appendix D](#).

7.3 Assessment Scenarios

7.3.1 The junction capacity assessments were undertaken for the following scenarios during the weekday AM and PM peak hours:

- 2021 Base
- 2026 Base + Committed
- 2031 Base + Committed
- 2031 Base + Committed + Development

7.3.2 The 2026 + committed future year scenario is intended to replicate traffic conditions on the local highway network in the planning applications' submission year.

7.3.3 The 2031 future year scenario is intended to replicate traffic conditions on the local highway network 5-years post application of the planning submission.

7.4 Committed Developments

7.4.1 The following committed development site has been considered as part of this exercise, as per App Ref 22/01148/FUL:

- **South Heywood (16/01399/HYBR)** – A mixed use development of circa 1.5 million sq. ft B2/B8 units, 1,000 residential units, ancillary retail, primary school, public open space, and an associated link road between the M62 J19 and Pilsworth Road.

7.4.2 Committed development flows have been extracted the Transport Assessment which accompanied App Ref 22/01148/FUL.

7.5 Future Year Traffic Growth

- 7.5.1 To robustly represent future traffic conditions on the highway networks, traffic growth factors were derived for the weekday AM and PM peak periods from TEMPro v8.1, using the NRTP 2022 Core dataset, based on the development site's Middle Super Output Area (MSOA), 'Rochdale 020'.
- 7.5.2 Future year growth factors were applied to the 2021 base flows to generate future baseline flows for 2026 and 2031. A summary of the AM and PM peak period TEMPro growth factors is shown in [Table 7.1](#).

Table 7.1 : TEMPro Growth Factors ('Rochdale 020' MSOA)

Day / Time Period	2022 - 2026	2021 - 2031
Weekday AM Period	1.0256	1.0872
Weekday PM Period	1.0255	1.0877

- 7.5.3 Traffic flow network diagrams for the 2021 base year and 2026 / 2031 future years are attached in [Appendix D](#).

7.6 Capacity Assessment Tools

Junctions 11 – PICADY

- 7.6.1 The industry standard traffic software package Junctions 11 (PICADY) has been used to model the Moss Hall Road / Birch Business Park access junction.
- 7.6.2 As an assessment tool, PICADY results are typically reported for the following performance statistics:
- Ratio of Flow to Capacity (RFC):
 - Max Queue in PCUs; and
 - Delay in seconds per PCU
- 7.6.3 A Ratio of Flow to Capacity (RFC) value of 0.85 or less typically demonstrates that a junction arm or turning movement is operating within practical capacity and is therefore unlikely to experience regular queuing. However, junctions that are operating between 0.85 and 1.00 are considered to be operating within theoretical capacity. Any junction operating over 1.00 is considered to be operating outside of typically acceptable thresholds of capacity.
- 7.6.4 The queue results are measured in Passenger Car Units (PCU) and the delay results are measured in seconds per vehicle.

7.7 Moss Hall Road / Birch Business Park Access Junction

7.7.1 A summary of the junction capacity results at the Moss Hall Road / Birch Business Park access junction are summarised in [Table 7.2](#), with the full PICADY outputs included in [Appendix E](#).

7.7.2 The modelled was created using Junctions 11, based on the Junctions 10 model approved as part of App Ref 22/01148/FUL. The 2022 base scenarios are provided to show that the model is consistent with App Ref 22/01148/FUL.

Table 7.2 : Moss Hall Road / Birch Business Park Access Junction - Capacity Modelling Results

Arm	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2022 Base						
Access – Moss Hall Road S	0.0	5.94	0.01	0.1	6.08	0.07
Access – Moss Hall Road N	0.1	7.40	0.06	0.1	8.43	0.09
Moss Hall Road S	0.1	5.27	0.07	0.0	5.39	0.01
2026 Base + Committed						
Access – Moss Hall Road S	0.0	5.97	0.01	0.1	6.16	0.07
Access – Moss Hall Road N	0.1	7.49	0.06	0.1	8.51	0.10
Moss Hall Road S	0.1	5.25	0.08	0.0	5.38	0.01
2031 Base + Committed						
Access – Moss Hall Road S	0.0	6.02	0.01	0.1	6.25	0.07
Access – Moss Hall Road N	0.1	7.64	0.06	0.1	8.82	0.10
Moss Hall Road S	0.2	5.22	0.08	0.0	5.34	0.01
2031 Base + Committed + Development						
Access – Moss Hall Road S	0.0	6.04	0.01	0.1	6.43	0.09
Access – Moss Hall Road N	0.1	7.89	0.08	0.1	9.10	0.13
Moss Hall Road S	0.2	5.32	0.11	0.0	5.37	0.02

7.7.3 The analysis in [Table 7.2](#) shows that the proposed Moss Hall Road / Birch Business Park access junction is expected to operate comfortably within capacity and with low levels of queuing and delay in the 2031 Base + Committed + Development scenarios.

7.8 Summary

- 7.8.1 The junction capacity analysis shows that the proposed development is expected to have a low impact on RFC and DoS the local highway network, which is expected considering the relatively low number of development trips when distributed across the network.
- 7.8.2 Overall, the analysis shows that the proposed development will not have a “*severe*” impact on the local highway network, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

8. Summary and Conclusion

8.1 Summary

- 8.1.1 Mode Transport Planning has been appointed by CGG MLI (REIT) PropCO1 Limited to provide transport planning and highway advice in relation to a s.73 application for an industrial development at Birch Business Park on Whittle Lane in Heywood, Rochdale.
- 8.1.2 The site has planning consent (with conditions) for an 8,153 sqm unit (Use Class B2 / B8) under App Ref: 22/01148/FUL, which was varied by App Ref: 24/00453/VRCON. A Transport Assessment, dated September 2021, was produced by Axis in support of the consented scheme.
- 8.1.3 The revised scheme will result in an increase in floor area to 9,348 sqm (+1,195 sqm). There will also be amendments to the proposed level of on-site car parking provision, dock levellers and level access doors. Access to the site will continue to be served as consented from the wider Birch Business Park from Moss Hall Road.
- 8.1.4 The analysis in this report has been carried out in accordance with current policy, guidance and best practice. The results of the analysis within this report demonstrate that:
- The site is located within an established business park.
 - Following a review of the most recent personal injury collision records, there is no evidence to show the proposed development will have a detrimental impact on highway safety.
 - The proposed on-site car parking falls between RMBC's maximum parking standards for both B2 and B8 uses at 1 space per 85 sqm and is also similar to the level of parking approved under App Ref 22/01148/FUL.
 - Swept path analysis demonstrates that a 16.5m articulated HGV can enter and exit the site in a forward gear, and manoeuvre safely within the development site.
 - The proposed development is expected to generate 59 two-way trips (including 6 HGVs) during the AM peak hour and 54 two-way trips (including 6 HGVs) during the PM peak hour.
 - Junction capacity analysis demonstrates that the development's impact on the Moss Hall Road / Birch Business Park access junction is expected to be low, operating within capacity in the 2031 'with development' scenarios.
 - Overall, it can be concluded that the proposed development will not have a "*severe*" impact, which is the threshold stated by NPPF (Paragraph 116) under which development should not be refused on highways grounds.

8.2 Conclusion

- 8.2.1 In conclusion, based on the evidence and analysis within this Transport Assessment Addendum, there should be no highways or transport planning reasons that prevents this planning application from being approved.

APPENDICES

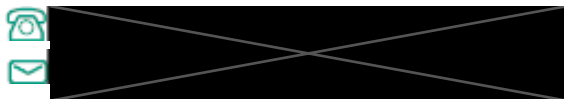
APPENDIX A Scoping Correspondence with RMBC Highways

Subject: RE: Birch Business Park, Heywood
Date: Friday, 16 January 2026 at 09:40:50 Greenwich Mean Time
From: John Gillighan WN
To: Luke Jones
Attachments: [Redacted]

Luke,

I can confirm the scope of the study you have outlined is acceptable.

John Gillighan WN
Senior Engineer (Highways)
Network Improvement & Development

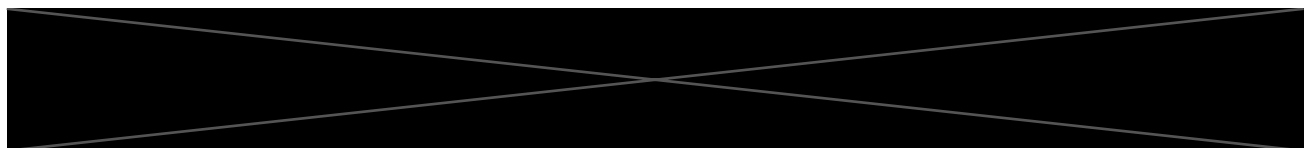


Rochdale Borough Council
Floor 2, Number One Riverside
Smith Street, Rochdale, OL16 1XU

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For news, events and social media updates go to www.rochdale.gov.uk/newsandevents

Please consider the environment before printing this email.

From: Luke Jones [Redacted]
Sent: 15 January 2026 : [Redacted]
To: John Gillighan WN [Redacted]
Subject: Birch Business Park, Heywood



Hi John,

I hope all is well.

Mode Transport Planning has been appointed to provide transport planning and highways advice in relation to a s.73 application for a proposed industrial unit (B2/B8) at Birch Business Park in Heywood.

The site has planning consent (with conditions) for an 8,153 sqm unit (Use Class B2 / B8) under App Ref 22/01148/FUL. A Transport Assessment, dated September 2021, was produced by Axis in support of the consented scheme.

The revised scheme will result in an increase in floor area to 9,331 sqm (+1,178 sqm). There will also be amendments to the proposed level of on-site car parking provision (c.112 spaces proposed), dock levellers and level access doors. Access to the site will continue to be served as consented from the

wider Birch Business Park from Moss Hall Road.

It is proposed to submit a Transport Assessment Addendum with the planning application. The scope of which is set out below for your comment / approval:

Policy – review the proposals in line with national policy and local guidance.

Existing Conditions - Provide a review of the existing transport and roads operation in the vicinity of the site.

Sustainable accessibility – review the existing access options via public transport, cycling and walking routes and prepare catchment plans.

Servicing / delivery arrangements – undertake swept path analysis within service yards for the largest regular service / delivery vehicle (16.5m HGV)

Parking - review of car and cycle parking provision in line with local adopted standards

Trip Generation & Distribution - Calculate trip generation for the development based on approved TRICS trip rates and provide an overview of highway traffic impact in comparison to the approved scheme. Estimate the trip distribution on the local highway network (based on consented TA) and produce traffic network diagrams.

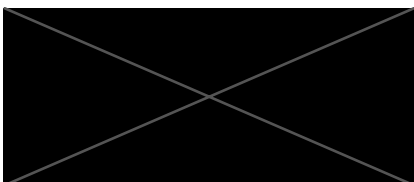
Traffic Impact Assessment - Calculate future year (5-year post application) growth factors using TEMPRO. Undertake junction capacity assessment to assess the development impact at the Moss Hall Road / Birch Business Park junction using PICADY.

I would be grateful if you could confirm whether the proposed scope is acceptable.

Kind regards

Luke

Luke Jones MSc MTPS
Associate



keep up with mode:



Mode Transport Planning (Manchester) Limited | Registered in England number 10228306

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APPENDIX B

Proposed Site Layout

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- Site Boundary - 5.39 Acres (2.18Ha)
- Below Ground Electricity Line
- Above Ground Electricity Line
- Concrete Service Yard
- Tarmac Parking Spaces
- Tarmac Road
- Feature Paving
- Building Perimeter Paving
- Gravel
- Grass
- Grasscrete

P01 Issued for planning JB 02.02.26

Rev. Revision Details Drawn Date Check'd

Project No. 25026-HFR-UB-XX-DR-A-9002 P01

Subsidiary So WORK IN PROGRESS

Status

Client: Chancerygate

Project: Birch Business Park

Sheet Name: Proposed Site Plan

Drawing No. 25026-HFR-UB-XX-DR-A-9002 P01

Drawn by JB Scale As indicated @ A0

Created

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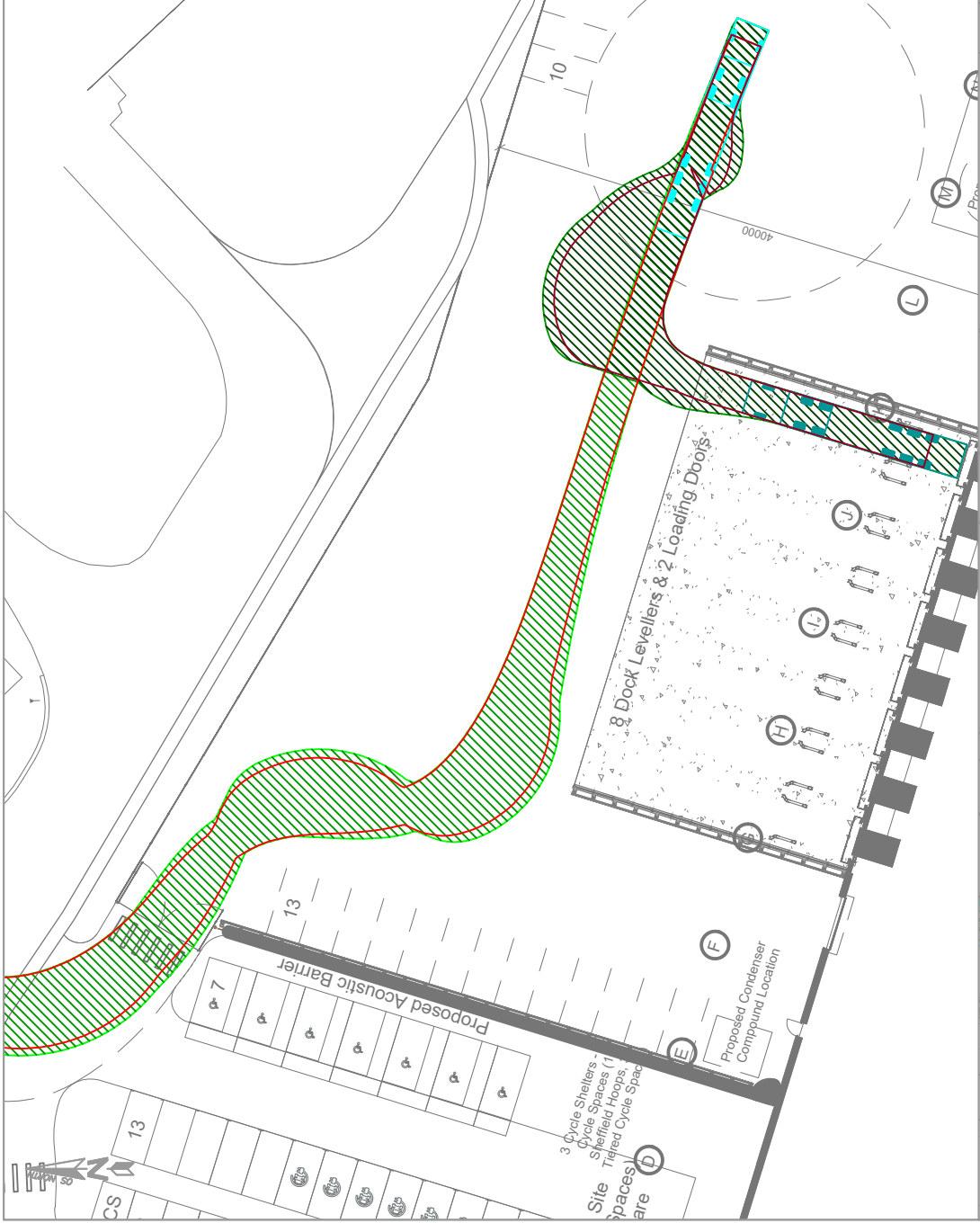
W www.fletcher-rae.com

E info@fletcher-rae.com



APPENDIX C

Swept Path Analysis



APPENDIX D Network Diagrams

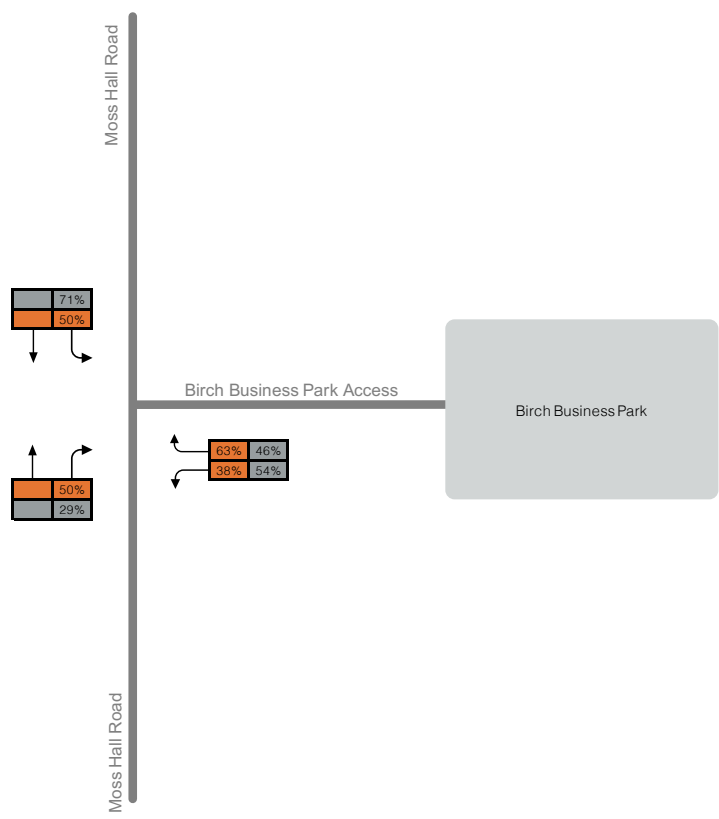


NOTES

AM Network Peak Hour (07:30 - 08:30)
PM Network Peak Hour (17:00 - 18:00)
All Flows are in PCUs

LEGEND

	AM
	PM



CGG MLI (REIT) PropCO1 Limited
Birch Business Park, Heywood
J329220

LGV Trip Distribution

January 2026

PREPARED
RW

CHECKED
LJ



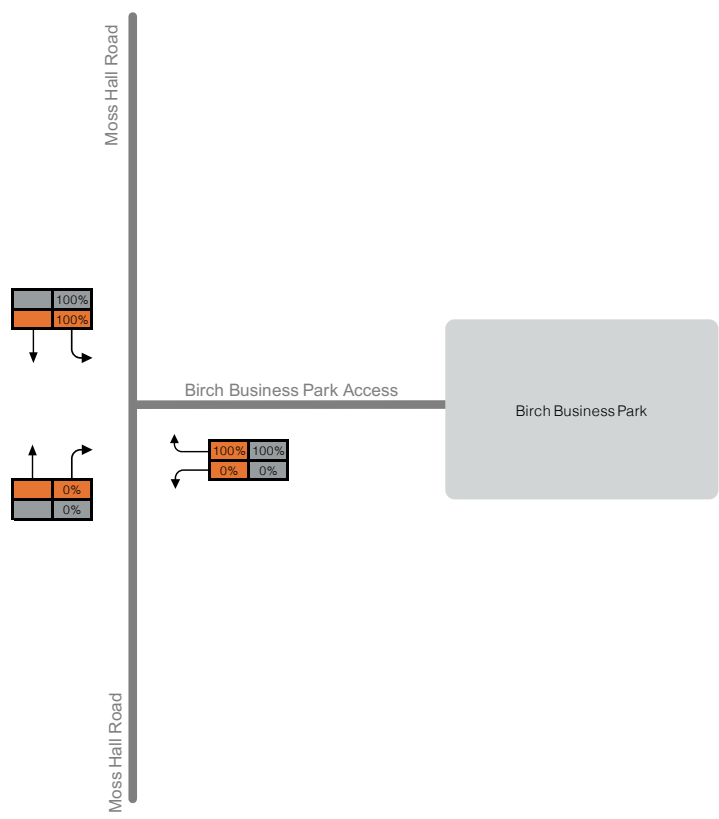


NOTES

AM Network Peak Hour (07:30 - 08:30)
PM Network Peak Hour (17:00 - 18:00)
All Flows are in PCUs

LEGEND

	AM
	PM



CGG MLI (REIT) PropCO1 Limited
Birch Business Park, Heywood
J329220

HGV Trip Distribution
January 2026

PREPARED	CHECKED
RW	LJ



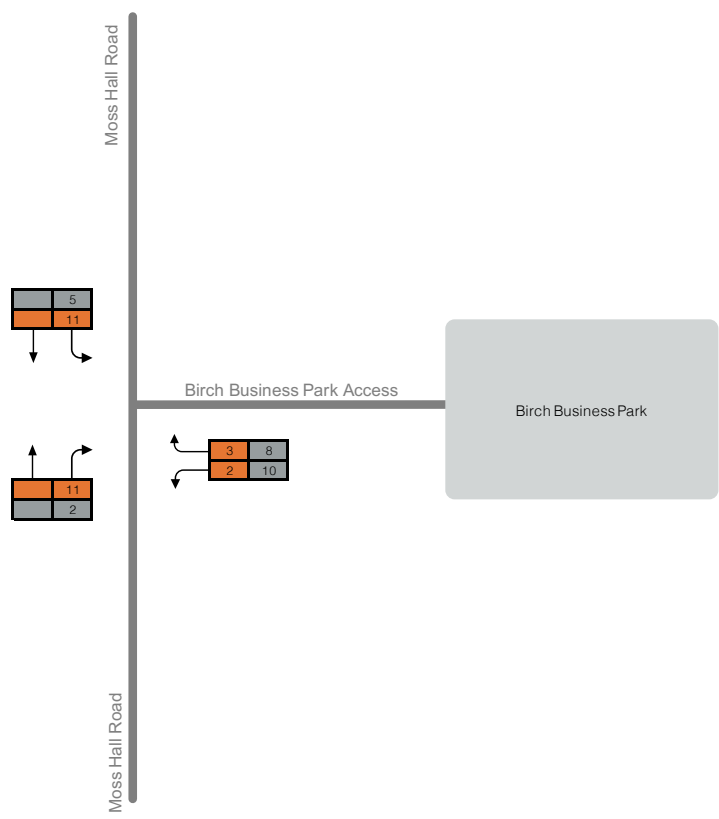


NOTES

AM Network Peak Hour (07:30 - 08:30)
PM Network Peak Hour (17:00 - 18:00)
All Flows are in PCUs

LEGEND

Orange box	AM
Grey box	PM



CGG MLI (REIT) PropCO1 Limited
Birch Business Park, Heywood
J329220

LGV Development Trips

January 2026

PREPARED	CHECKED
RW	LJ

mode
transport planning

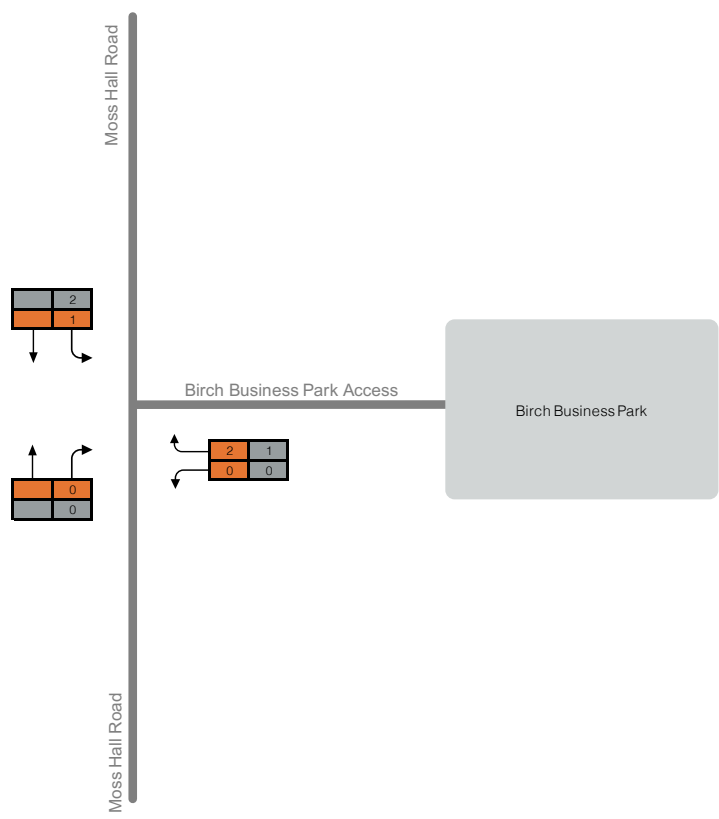


NOTES

AM Network Peak Hour (07:30 - 08:30)
PM Network Peak Hour (17:00 - 18:00)
All Flows are in PCUs

LEGEND

Orange box	AM
Grey box	PM



CGG MLI (REIT) PropCO1 Limited
Birch Business Park, Heywood
J329220

HGV Development Trips
January 2026

PREPARED RW	CHECKED LJ
----------------	---------------

mode
transport planning



NOTES

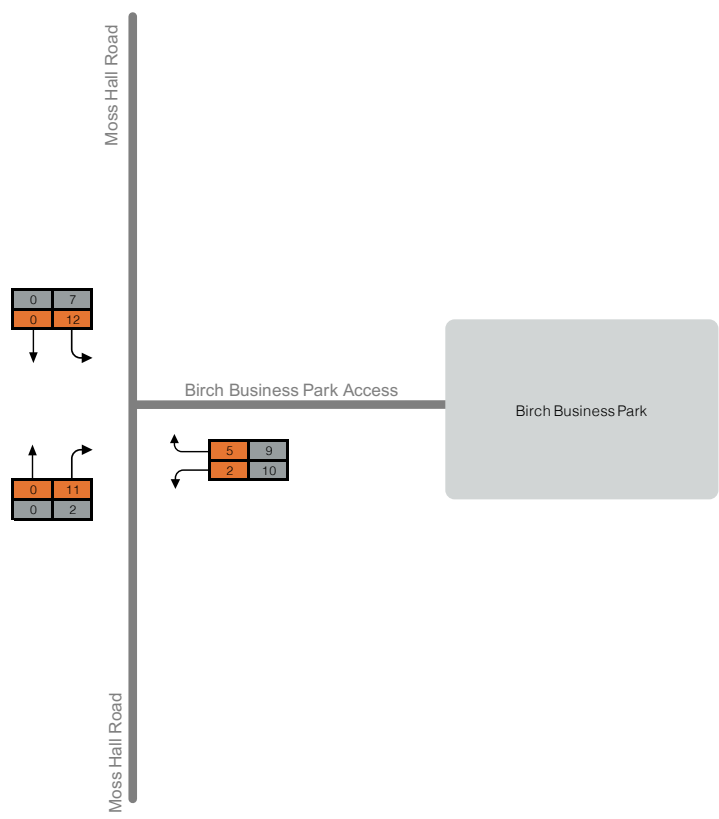
AM Network Peak Hour (07:30 - 08:30)

PM Network Peak Hour (17:00 - 18:00)

All Flows are in PCUs

LEGEND

	AM
	PM



CGG MLI (REIT) PropCO1 Limited

Birch Business Park, Heywood

J329220

Total Development Trips

January 2026

PREPARED	CHECKED
RW	LJ

mode

transport planning



NOTES

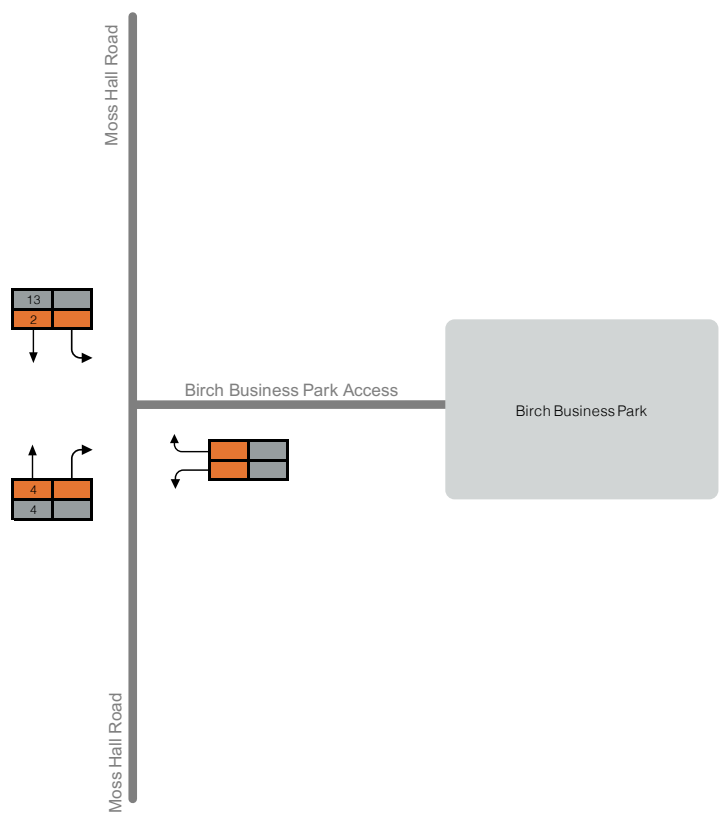
AM Network Peak Hour (07:30 - 08:30)

PM Network Peak Hour (17:00 - 18:00)

All Flows are in PCUs

LEGEND

	AM
	PM



CGG MLI (REIT) PropCO1 Limited

Birch Business Park, Heywood

J329220

Committed Development Flows

January 2026

PREPARED
RW

CHECKED
LJ

mode

transport planning

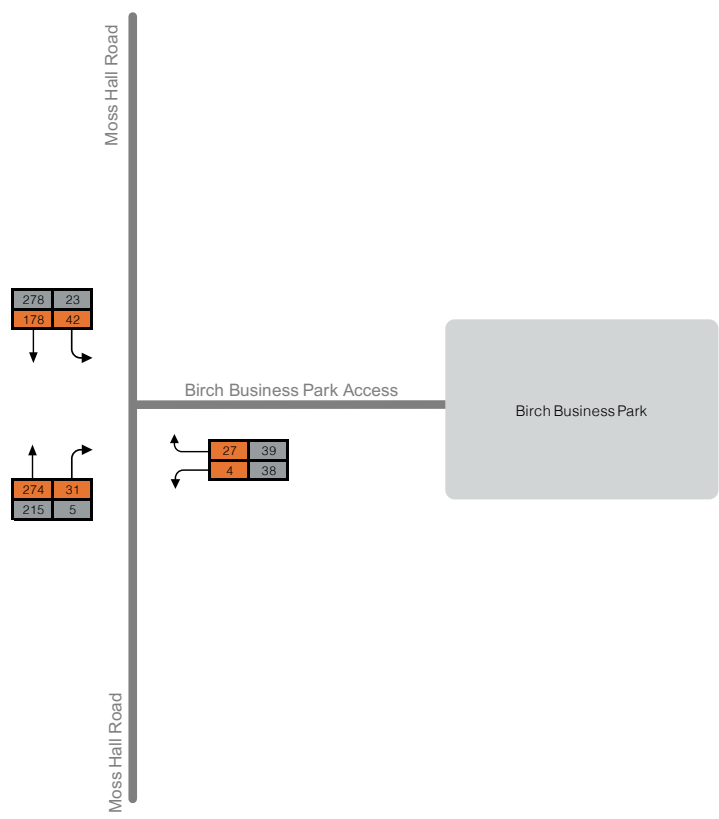


NOTES

AM Network Peak Hour (07:30 - 08:30)
PM Network Peak Hour (17:00 - 18:00)
All Flows are in PCUs

LEGEND

	AM
	PM



CGG MLI (REIT) PropCO1 Limited
Birch Business Park, Heywood
J329220

2022 Base
January 2026

PREPARED	CHECKED
RW	LJ

mode

transport planning

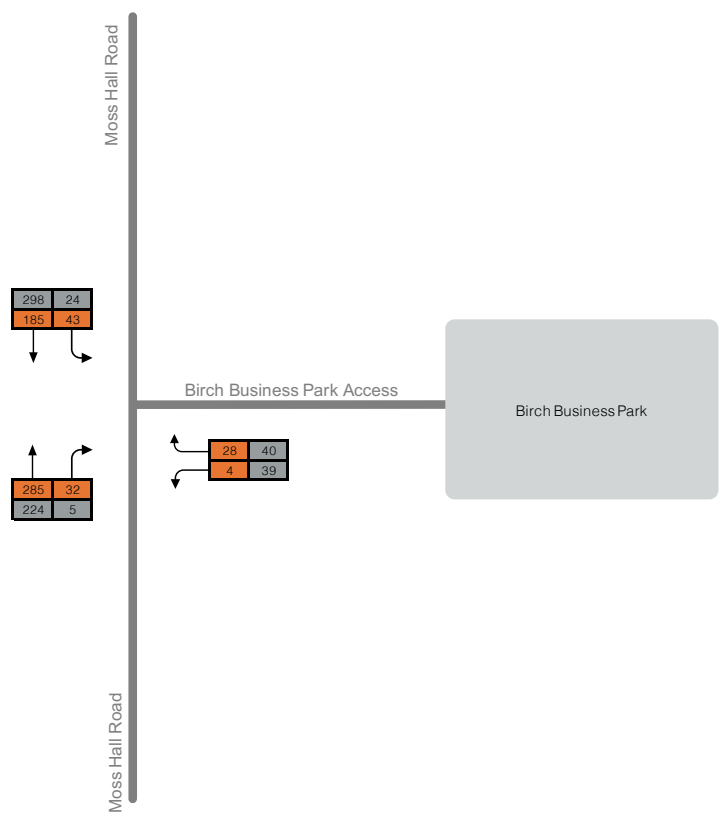


NOTES

AM Network Peak Hour (07:30 - 08:30)
PM Network Peak Hour (17:00 - 18:00)
All Flows are in PCUs

LEGEND

	AM
	PM



CGG MLI (REIT) PropCO1 Limited
Birch Business Park, Heywood
J329220

2026 Base + Committed Development
January 2026

PREPARED
RW

CHECKED
LJ





NOTES

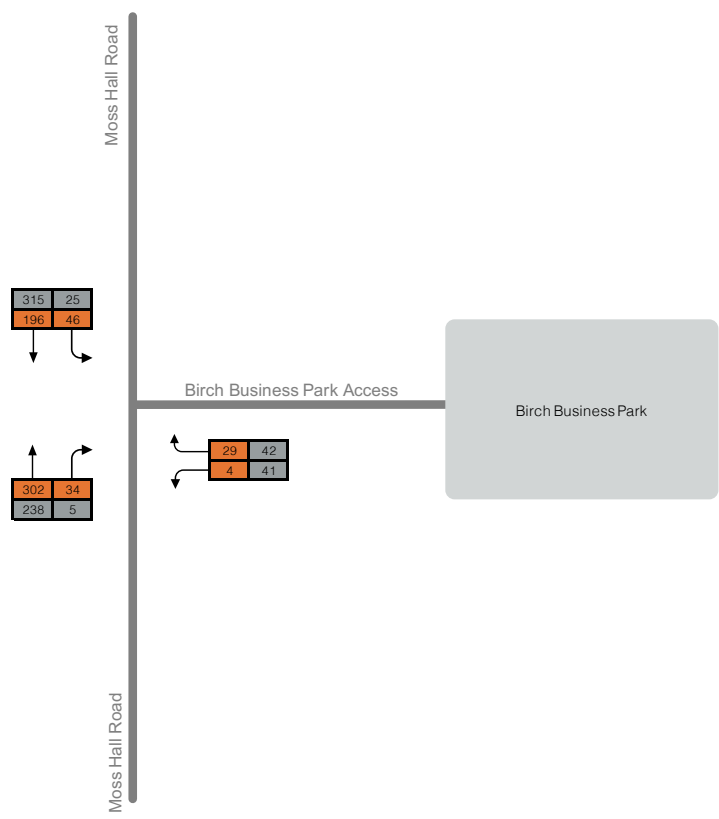
AM Network Peak Hour (07:30 - 08:30)

PM Network Peak Hour (17:00 - 18:00)

All Flows are in PCUs

LEGEND

	AM
	PM



CGG MLI (REIT) PropCO1 Limited

Birch Business Park, Heywood

J329220

2031 Base + Committed Development

January 2026

PREPARED	CHECKED
RW	LJ



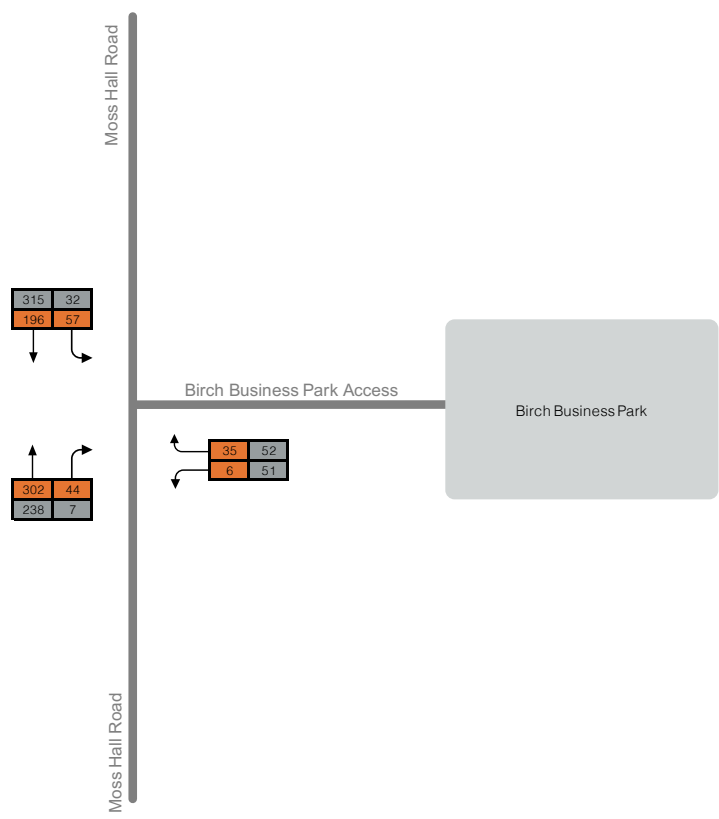


NOTES

AM Network Peak Hour (07:30 - 08:30)
PM Network Peak Hour (17:00 - 18:00)
All Flows are in PCUs

LEGEND

	AM
	PM



CGG MLI (REIT) PropCO1 Limited
Birch Business Park, Heywood
J329220

2031 Base + Committed
Development + Proposed
Development
January 2026

PREPARED	CHECKED
RW	LJ



APPENDIX E

Moss Hall Lane / Birch Business Park Access
Junction – PICADY Outputs

Junctions 11											
PICADY 11 - Priority Intersection Module											
Version: 11.1.0.2307											
© Copyright TRL Software Limited, 2024											
For sales and distribution information, program advice and maintenance, contact TRL Software:											
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com											
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution											

Filename: Access_Moss Hall lane.j11

Path: C:\Users\Windows\mode Dropbox\Project\Manchester\2. Projects\J329220_Birch Business Park, Heywood\4. Data\6. Junction Capacity Assessments

Report generation date: 07/01/2026 15:06:38

- »D1 - 2022 | Base | AM
- »D2 - 2022 | Base | PM
- »D3 - 2026 | Base + Committed | AM
- »D4 - 2026 | Base + Committed | PM
- »D5 - 2031 | Base + Committed | PM
- »D6 - 2031 | Base + Committed | AM
- »D7 - 2031 | Base + Committed + Development | AM
- »D8 - 2031 | Base + Committed + Development | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2022 - Base											
Stream B-C	D1	0.0	5.94	0.01	A	236 %	D2	0.1	6.08	0.07	A	191 %
Stream B-A		0.1	7.40	0.06	A			0.1	8.43	0.09	A	
Stream C-AB		0.1	5.27	0.07	A	[Stream B-A]		0.0	5.39	0.01	A	[Stream B-A]
	2026 - Base + Committed											
Stream B-C	D3	0.0	5.97	0.01	A	224 %	D4	0.1	6.16	0.07	A	177 %
Stream B-A		0.1	7.49	0.06	A			0.1	8.61	0.10	A	
Stream C-AB		0.1	5.25	0.08	A	[Stream B-A]		0.0	5.38	0.01	A	[Stream B-A]
	2031 - Base + Committed											
Stream B-C	D6	0.0	6.02	0.01	A	207 %	D5	0.1	6.25	0.07	A	162 %
Stream B-A		0.1	7.64	0.06	A			0.1	8.82	0.10	A	
Stream C-AB		0.2	5.22	0.08	A	[Stream B-A]		0.0	5.34	0.01	A	[Stream B-A]
	2031 - Base + Committed + Development											
Stream B-C	D7	0.0	6.04	0.01	A	186 %	D8	0.1	6.43	0.09	A	145 %
Stream B-A		0.1	7.89	0.08	A			0.1	9.10	0.13	A	
Stream C-AB		0.2	5.32	0.11	A	[Stream B-A]		0.0	5.37	0.02	A	[Stream B-A]

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	07/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	DESKTOP-P980MS0\Windows
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

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2026	Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D4	2026	Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓
D6	2031	Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓
D7	2031	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2031	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Analysis Set Details

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

D1 - 2022 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.85	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	236	Stream B-A	0.85	A

Arms

Arms

Arm	Name	Description	Arm type
A	Moss Hall Road N		Major
B	Birch Business Park Access		Minor
C	Moss Hall Road S		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.50			70.0	✓	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	One lane plus flare	10.00	6.40	4.50	4.20	4.10	✓	2.00	83	142

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	648	0.115	0.292	0.184	0.417
B-C	674	0.101	0.255	-	-
C-B	615	0.233	0.233	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2022	Base	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	220	100.000
B		ONE HOUR	✓	31	100.000
C		ONE HOUR	✓	305	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	42	178
	B	27	0	4
	C	274	31	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.94	0.0	A	4	6
B-A	0.06	7.40	0.1	A	25	37
C-AB	0.07	5.27	0.1	A	44	66
C-A					236	354
A-B					39	58
A-C					163	245

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	0.00	631	0.005	3	0.0	0.0	5.735	A
B-A	20	5	0.00	558	0.036	20	0.0	0.0	6.695	A
C-AB	33	8	0.00	716	0.046	33	0.0	0.1	5.265	A
C-A	197	49	0.00			197				
A-B	32	8	0.00			32				
A-C	134	34	0.00			134				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	0.00	622	0.006	4	0.0	0.0	5.820	A
B-A	24	6	0.00	540	0.045	24	0.0	0.0	6.977	A
C-AB	42	10	0.00	737	0.057	42	0.1	0.1	5.179	A
C-A	232	58	0.00			232				
A-B	38	9	0.00			38				
A-C	160	40	0.00			160				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	0.00	610	0.007	4	0.0	0.0	5.943	A
B-A	30	7	0.00	516	0.058	30	0.0	0.1	7.404	A
C-AB	56	14	0.00	766	0.074	56	0.1	0.1	5.073	A
C-A	279	70	0.00			279				
A-B	46	12	0.00			46				
A-C	196	49	0.00			196				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	0.00	610	0.007	4	0.0	0.0	5.943	A
B-A	30	7	0.00	516	0.058	30	0.1	0.1	7.405	A
C-AB	57	14	0.00	766	0.074	57	0.1	0.1	5.073	A
C-A	279	70	0.00			279				
A-B	46	12	0.00			46				
A-C	196	49	0.00			196				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	0.00	622	0.006	4	0.0	0.0	5.823	A
B-A	24	6	0.00	540	0.045	24	0.1	0.0	6.982	A
C-AB	42	11	0.00	737	0.057	42	0.1	0.1	5.184	A
C-A	232	58	0.00			232				
A-B	38	9	0.00			38				
A-C	160	40	0.00			160				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	0.00	630	0.005	3	0.0	0.0	5.736	A
B-A	20	5	0.00	558	0.036	20	0.0	0.0	6.699	A
C-AB	33	8	0.00	716	0.046	33	0.1	0.1	5.269	A
C-A	197	49	0.00			197				
A-B	32	8	0.00			32				
A-C	134	34	0.00			134				

D2 - 2022 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	191	Stream B-A	1.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2022	Base	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	301	100.000
B		ONE HOUR	✓	77	100.000
C		ONE HOUR	✓	220	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	23	278
	B	39	0	38
	C	215	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.08	0.1	A	35	52
B-A	0.09	8.43	0.1	A	36	54
C-AB	0.01	5.39	0.0	A	7	10
C-A					195	293
A-B					21	32
A-C					255	383

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	667	0.043	28	0.0	0.0	5.637	A
B-A	29	7	0.00	510	0.058	29	0.0	0.1	7.480	A
C-AB	5	1	0.00	673	0.007	5	0.0	0.0	5.387	A
C-A	161	40	0.00			161				
A-B	17	4	0.00			17				
A-C	209	52	0.00			209				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	653	0.052	34	0.0	0.1	5.817	A
B-A	35	9	0.00	493	0.071	35	0.1	0.1	7.853	A
C-AB	6	2	0.00	686	0.009	6	0.0	0.0	5.299	A
C-A	192	48	0.00			192				
A-B	21	5	0.00			21				
A-C	250	62	0.00			250				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	0.00	634	0.066	42	0.1	0.1	6.082	A
B-A	43	11	0.00	470	0.091	43	0.1	0.1	8.426	A
C-AB	8	2	0.00	703	0.012	8	0.0	0.0	5.178	A
C-A	234	58	0.00			234				
A-B	25	6	0.00			25				
A-C	306	77	0.00			306				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	0.00	634	0.066	42	0.1	0.1	6.082	A
B-A	43	11	0.00	470	0.091	43	0.1	0.1	8.429	A
C-AB	8	2	0.00	703	0.012	8	0.0	0.0	5.178	A
C-A	234	58	0.00			234				
A-B	25	6	0.00			25				
A-C	306	77	0.00			306				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	653	0.052	34	0.1	0.1	5.819	A
B-A	35	9	0.00	493	0.071	35	0.1	0.1	7.859	A
C-AB	6	2	0.00	686	0.009	6	0.0	0.0	5.299	A
C-A	192	48	0.00			192				
A-B	21	5	0.00			21				
A-C	250	62	0.00			250				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	667	0.043	29	0.1	0.0	5.642	A
B-A	29	7	0.00	510	0.058	29	0.1	0.1	7.490	A
C-AB	5	1	0.00	673	0.007	5	0.0	0.0	5.387	A
C-A	161	40	0.00			161				
A-B	17	4	0.00			17				
A-C	209	52	0.00			209				

D3 - 2026 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.86	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	224	Stream B-A	0.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2026	Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	228	100.000
B		ONE HOUR	✓	32	100.000
C		ONE HOUR	✓	317	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	43	185
	B	28	0	4
From	C	285	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	5.97	0.0	A	4	6
B-A	0.06	7.49	0.1	A	26	39
C-AB	0.08	5.25	0.1	A	46	69
C-A					245	367
A-B					39	59
A-C					170	255

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	0.00	628	0.005	3	0.0	0.0	5.756	A
B-A	21	5	0.00	555	0.038	21	0.0	0.0	6.741	A
C-AB	34	9	0.00	721	0.048	34	0.0	0.1	5.242	A
C-A	204	51	0.00			204				
A-B	32	8	0.00			32				
A-C	139	35	0.00			139				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	0.00	619	0.006	4	0.0	0.0	5.845	A
B-A	25	6	0.00	536	0.047	25	0.0	0.0	7.040	A
C-AB	44	11	0.00	742	0.059	44	0.1	0.1	5.155	A
C-A	241	60	0.00			241				
A-B	39	10	0.00			39				
A-C	166	42	0.00			166				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	0.00	607	0.007	4	0.0	0.0	5.973	A
B-A	31	8	0.00	511	0.060	31	0.0	0.1	7.492	A
C-AB	59	15	0.00	773	0.077	59	0.1	0.1	5.047	A
C-A	290	72	0.00			290				
A-B	47	12	0.00			47				
A-C	204	51	0.00			204				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	0.00	607	0.007	4	0.0	0.0	5.973	A
B-A	31	8	0.00	511	0.060	31	0.1	0.1	7.493	A
C-AB	60	15	0.00	773	0.077	60	0.1	0.1	5.050	A
C-A	289	72	0.00			289				
A-B	47	12	0.00			47				
A-C	204	51	0.00			204				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	0.00	619	0.006	4	0.0	0.0	5.848	A
B-A	25	6	0.00	536	0.047	25	0.1	0.0	7.042	A
C-AB	44	11	0.00	742	0.059	44	0.1	0.1	5.159	A
C-A	241	60	0.00			241				
A-B	39	10	0.00			39				
A-C	166	42	0.00			166				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	0.00	628	0.005	3	0.0	0.0	5.757	A
B-A	21	5	0.00	555	0.038	21	0.0	0.0	6.746	A
C-AB	34	9	0.00	721	0.048	35	0.1	0.1	5.248	A
C-A	204	51	0.00			204				
A-B	32	8	0.00			32				
A-C	139	35	0.00			139				

D4 - 2026 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.99	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	177	Stream B-A	0.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2026	Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	322	100.000
B		ONE HOUR	✓	79	100.000
C		ONE HOUR	✓	229	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	24	298
	B	40	0	39
From	C	224	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.16	0.1	A	36	54
B-A	0.10	8.61	0.1	A	37	55
C-AB	0.01	5.38	0.0	A	7	10
C-A					204	305
A-B					22	33
A-C					273	410

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	662	0.044	29	0.0	0.0	5.684	A
B-A	30	8	0.00	505	0.060	30	0.0	0.1	7.575	A
C-AB	5	1	0.00	674	0.007	5	0.0	0.0	5.377	A
C-A	167	42	0.00			167				
A-B	18	5	0.00			18				
A-C	224	56	0.00			224				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	647	0.054	35	0.0	0.1	5.878	A
B-A	36	9	0.00	487	0.074	36	0.1	0.1	7.979	A
C-AB	6	2	0.00	687	0.009	6	0.0	0.0	5.286	A
C-A	199	50	0.00			199				
A-B	22	5	0.00			22				
A-C	268	67	0.00			268				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	627	0.069	43	0.1	0.1	6.164	A
B-A	44	11	0.00	462	0.095	44	0.1	0.1	8.604	A
C-AB	8	2	0.00	706	0.012	8	0.0	0.0	5.162	A
C-A	244	61	0.00			244				
A-B	26	7	0.00			26				
A-C	328	82	0.00			328				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	0.00	627	0.069	43	0.1	0.1	6.164	A
B-A	44	11	0.00	462	0.095	44	0.1	0.1	8.607	A
C-AB	8	2	0.00	706	0.012	8	0.0	0.0	5.163	A
C-A	244	61	0.00			244				
A-B	26	7	0.00			26				
A-C	328	82	0.00			328				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	647	0.054	35	0.1	0.1	5.882	A
B-A	36	9	0.00	487	0.074	36	0.1	0.1	7.984	A
C-AB	6	2	0.00	687	0.009	6	0.0	0.0	5.288	A
C-A	199	50	0.00			199				
A-B	22	5	0.00			22				
A-C	268	67	0.00			268				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	662	0.044	29	0.1	0.0	5.692	A
B-A	30	8	0.00	505	0.060	30	0.1	0.1	7.582	A
C-AB	5	1	0.00	674	0.007	5	0.0	0.0	5.377	A
C-A	167	42	0.00			167				
A-B	18	5	0.00			18				
A-C	224	56	0.00			224				

D5 - 2031 | Base + Committed | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.00	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	162	Stream B-A	1.00	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031	Base + Committed	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	340	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	243	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	25	315
	B	42	0	41
	C	238	5	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.25	0.1	A	38	56
B-A	0.10	8.82	0.1	A	39	58
C-AB	0.01	5.34	0.0	A	7	10
C-A					216	324
A-B					23	34
A-C					289	434

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	658	0.047	31	0.0	0.0	5.736	A
B-A	32	8	0.00	500	0.063	31	0.0	0.1	7.686	A
C-AB	5	1	0.00	679	0.008	5	0.0	0.0	5.342	A
C-A	178	44	0.00			178				
A-B	19	5	0.00			19				
A-C	237	59	0.00			237				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	0.00	642	0.057	37	0.0	0.1	5.944	A
B-A	38	9	0.00	481	0.079	38	0.1	0.1	8.126	A
C-AB	7	2	0.00	693	0.009	7	0.0	0.0	5.245	A
C-A	212	53	0.00			212				
A-B	22	6	0.00			22				
A-C	283	71	0.00			283				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	621	0.073	45	0.1	0.1	6.254	A
B-A	46	12	0.00	454	0.102	46	0.1	0.1	8.815	A
C-AB	9	2	0.00	713	0.012	9	0.0	0.0	5.114	A
C-A	259	65	0.00			259				
A-B	28	7	0.00			28				
A-C	347	87	0.00			347				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	45	11	0.00	621	0.073	45	0.1	0.1	6.255	A
B-A	46	12	0.00	454	0.102	46	0.1	0.1	8.818	A
C-AB	9	2	0.00	713	0.012	9	0.0	0.0	5.114	A
C-A	259	65	0.00			259				
A-B	28	7	0.00			28				
A-C	347	87	0.00			347				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	37	9	0.00	642	0.057	37	0.1	0.1	5.946	A
B-A	38	9	0.00	481	0.079	38	0.1	0.1	8.133	A
C-AB	7	2	0.00	693	0.009	7	0.0	0.0	5.248	A
C-A	212	53	0.00			212				
A-B	22	6	0.00			22				
A-C	283	71	0.00			283				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	0.00	658	0.047	31	0.1	0.0	5.743	A
B-A	32	8	0.00	500	0.063	32	0.1	0.1	7.694	A
C-AB	5	1	0.00	679	0.008	5	0.0	0.0	5.345	A
C-A	178	44	0.00			178				
A-B	19	5	0.00			19				
A-C	237	59	0.00			237				

D6 - 2031 | Base + Committed | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	207	Stream B-A	0.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031	Base + Committed	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	242	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	336	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	46	196
	B	29	0	4
	C	302	34	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.02	0.0	A	4	6
B-A	0.06	7.64	0.1	A	27	40
C-AB	0.08	5.22	0.2	A	50	75
C-A					258	387
A-B					42	63
A-C					180	270

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	0.00	625	0.005	3	0.0	0.0	5.786	A
B-A	22	5	0.00	550	0.040	22	0.0	0.0	6.818	A
C-AB	37	9	0.00	727	0.051	37	0.0	0.1	5.215	A
C-A	216	54	0.00			216				
A-B	35	9	0.00			35				
A-C	148	37	0.00			148				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	0.00	616	0.006	4	0.0	0.0	5.881	A
B-A	26	7	0.00	530	0.049	26	0.0	0.1	7.141	A
C-AB	48	12	0.00	750	0.064	48	0.1	0.1	5.127	A
C-A	254	64	0.00			254				
A-B	41	10	0.00			41				
A-C	176	44	0.00			176				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	0.00	603	0.007	4	0.0	0.0	6.018	A
B-A	32	8	0.00	503	0.063	32	0.1	0.1	7.635	A
C-AB	65	16	0.00	783	0.083	65	0.1	0.2	5.016	A
C-A	305	76	0.00			305				
A-B	51	13	0.00			51				
A-C	216	54	0.00			216				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	1	0.00	603	0.007	4	0.0	0.0	6.018	A
B-A	32	8	0.00	503	0.063	32	0.1	0.1	7.636	A
C-AB	65	16	0.00	783	0.083	65	0.2	0.2	5.020	A
C-A	305	76	0.00			305				
A-B	51	13	0.00			51				
A-C	216	54	0.00			216				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	4	0.90	0.00	616	0.006	4	0.0	0.0	5.881	A
B-A	26	7	0.00	530	0.049	26	0.1	0.1	7.143	A
C-AB	48	12	0.00	750	0.064	48	0.2	0.1	5.130	A
C-A	254	63	0.00			254				
A-B	41	10	0.00			41				
A-C	176	44	0.00			176				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	3	0.75	0.00	625	0.005	3	0.0	0.0	5.787	A
B-A	22	5	0.00	549	0.040	22	0.1	0.0	6.823	A
C-AB	37	9	0.00	727	0.051	37	0.1	0.1	5.220	A
C-A	216	54	0.00			216				
A-B	35	9	0.00			35				
A-C	148	37	0.00			148				

D7 - 2031 | Base + Committed + Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.08	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	186	Stream B-A	1.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2031	Base + Committed + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	253	100.000
B		ONE HOUR	✓	41	100.000
C		ONE HOUR	✓	346	100.000

Origin-Destination Data

Demand (PCU/hr)

	To		
	A	B	C
From	A	0	57
	B	35	0
	C	302	44

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.01	6.04	0.0	A	6	8
B-A	0.08	7.89	0.1	A	32	48
C-AB	0.11	5.32	0.2	A	65	98
C-A					252	379
A-B					52	78
A-C					180	270

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	627	0.007	4	0.0	0.0	5.783	A
B-A	26	7	0.00	543	0.049	26	0.0	0.1	6.972	A
C-AB	48	12	0.00	725	0.067	48	0.0	0.1	5.311	A
C-A	212	53	0.00			212				
A-B	43	11	0.00			43				
A-C	148	37	0.00			148				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	617	0.009	5	0.0	0.0	5.886	A
B-A	31	8	0.00	522	0.060	31	0.1	0.1	7.332	A
C-AB	62	16	0.00	748	0.083	62	0.1	0.2	5.247	A
C-A	249	62	0.00			249				
A-B	51	13	0.00			51				
A-C	176	44	0.00			176				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	603	0.011	7	0.0	0.0	6.035	A
B-A	39	10	0.00	495	0.078	38	0.1	0.1	7.891	A
C-AB	85	21	0.00	781	0.108	84	0.2	0.2	5.175	A
C-A	296	74	0.00			296				
A-B	63	16	0.00			63				
A-C	216	54	0.00			216				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	7	2	0.00	603	0.011	7	0.0	0.0	6.036	A
B-A	39	10	0.00	495	0.078	39	0.1	0.1	7.894	A
C-AB	85	21	0.00	781	0.109	85	0.2	0.2	5.178	A
C-A	296	74	0.00			296				
A-B	63	16	0.00			63				
A-C	216	54	0.00			216				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	617	0.009	5	0.0	0.0	5.889	A
B-A	31	8	0.00	522	0.060	32	0.1	0.1	7.339	A
C-AB	62	16	0.00	749	0.083	63	0.2	0.2	5.253	A
C-A	249	62	0.00			249				
A-B	51	13	0.00			51				
A-C	176	44	0.00			176				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	5	1	0.00	627	0.007	5	0.0	0.0	5.784	A
B-A	26	7	0.00	542	0.049	26	0.1	0.1	6.980	A
C-AB	48	12	0.00	726	0.067	49	0.2	0.1	5.322	A
C-A	212	53	0.00			212				
A-B	43	11	0.00			43				
A-C	148	37	0.00			148				

D8 - 2031 | Base + Committed + Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	Arm B - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.
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	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	145	Stream B-A	1.23	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2031	Base + Committed + Development	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	347	100.000
B		ONE HOUR	✓	103	100.000
C		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A	B	C
	A	0	32	315
	B	52	0	51
	C	238	7	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To		
	A	B	C
	0	0	0
	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.43	0.1	A	47	70
B-A	0.13	9.10	0.1	A	48	72
C-AB	0.02	5.37	0.0	A	10	14
C-A					215	323
A-B					29	44
A-C					289	434

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	0.00	655	0.059	38	0.0	0.1	5.830	A
B-A	39	10	0.00	498	0.079	39	0.0	0.1	7.830	A
C-AB	7	2	0.00	678	0.011	7	0.0	0.0	5.368	A
C-A	177	44	0.00			177				
A-B	24	6	0.00			24				
A-C	237	59	0.00			237				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	0.00	639	0.072	46	0.1	0.1	6.071	A
B-A	47	12	0.00	479	0.098	47	0.1	0.1	8.322	A
C-AB	9	2	0.00	691	0.013	9	0.0	0.0	5.275	A
C-A	211	53	0.00			211				
A-B	29	7	0.00			29				
A-C	283	71	0.00			283				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	616	0.091	56	0.1	0.1	6.429	A
B-A	57	14	0.00	453	0.126	57	0.1	0.1	9.099	A
C-AB	12	3	0.00	711	0.017	12	0.0	0.0	5.150	A
C-A	258	64	0.00			258				
A-B	35	9	0.00			35				
A-C	347	87	0.00			347				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	0.00	616	0.091	56	0.1	0.1	6.430	A
B-A	57	14	0.00	453	0.126	57	0.1	0.1	9.104	A
C-AB	12	3	0.00	711	0.017	12	0.0	0.0	5.153	A
C-A	258	64	0.00			258				
A-B	35	9	0.00			35				
A-C	347	87	0.00			347				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	0.00	639	0.072	46	0.1	0.1	6.076	A
B-A	47	12	0.00	479	0.098	47	0.1	0.1	8.331	A
C-AB	9	2	0.00	691	0.013	9	0.0	0.0	5.276	A
C-A	211	53	0.00			211				
A-B	29	7	0.00			29				
A-C	283	71	0.00			283				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	38	10	0.00	655	0.059	38	0.1	0.1	5.842	A
B-A	39	10	0.00	498	0.079	39	0.1	0.1	7.843	A
C-AB	7	2	0.00	678	0.011	7	0.0	0.0	5.368	A
C-A	177	44	0.00			177				
A-B	24	6	0.00			24				
A-C	237	59	0.00			237				



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