



Rochdale Borough Council

Mayfield Street, Rochdale

Transport Assessment

March 2026



Rochdale Borough Council

Mayfield Street, Rochdale

Transport Assessment

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1. Introduction

1.1 Preamble

- 1.1.1 Mode Transport Planning ('Mode') has been appointed by Rochdale Borough Council (RBC) to provide transport planning and highways advice in relation to a planning application for a special educational needs (SEN) school at Mayfield Street in Rochdale.
- 1.1.2 The planning application seeks approval for a new satellite SEN Hub for Brownhill School, including an on-site car park and drop-off/pick-up zone. The facility will provide up to 64no. pupil places for children with behavioural, emotional and social difficulties. Vehicular and pedestrian access is proposed via Mayfield Street, which also serves a small number of business / industrial units.
- 1.1.3 The development site boundary is indicatively shown in [Figure 1.1](#).

Figure 1.1 : Development Site Boundary (source: Seven Architecture)



1.1.4 This Transport Assessment (TA) has been prepared to assess the development proposals, with consideration to vehicular and pedestrian access, accessibility by sustainable modes of travel, parking provision, servicing arrangements, expected trip generation and traffic impact.

1.2 Methodology

1.2.1 The methodology for the TA 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Communities & Local Government document, *'Transport Evidence Bases in Plan Making and Decision Taking'* (2014), which superseded the Department for Transport's (DfT) *'Guidance on Transport Assessment'* (2007).

1.2.2 Whilst the 2014 guidance places a focus on agreeing a scope of works with the Local Highway Authority, the 2007 guidance remains instructive and has been used to inform the overall structure of the TA.

1.2.3 The TA has been produced following pre-application advice and scoping discussions with the Local Highway Authority, RBC Highways. The pre-application advice and scoping correspondence with RBC Highways is attached in [Appendix A](#).

1.3 Report Structure

1.3.1 Following this introduction, this TA will be structured as follows:

- [Chapter 2](#) sets out the relevant national and local transport policy context;
- [Chapter 3](#) describes the site location, local highway network and collision data;
- [Chapter 4](#) outlines the development proposals, vehicular access, servicing and parking;
- [Chapter 5](#) details accessibility by non-car modes, including public transport, cycle and on foot;
- [Chapter 6](#) details the expected trip generation and parking demand;
- [Chapter 7](#) assesses the traffic impact of the development proposals; and
- [Chapter 8](#) summarise and concludes the findings of the report.

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);
- 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 December 2024, 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 Local Transport Planning Policy

Rochdale Adopted Core Strategy (October 2016)

2.3.1 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.

2.3.2 Policies within the Core Strategy which are relevant to the proposed development have been considered below:

2.3.3 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."*

2.3.4 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."*

2.3.5 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

2.3.6 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.

2.3.7 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.

2.3.8 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."

2.4 Summary

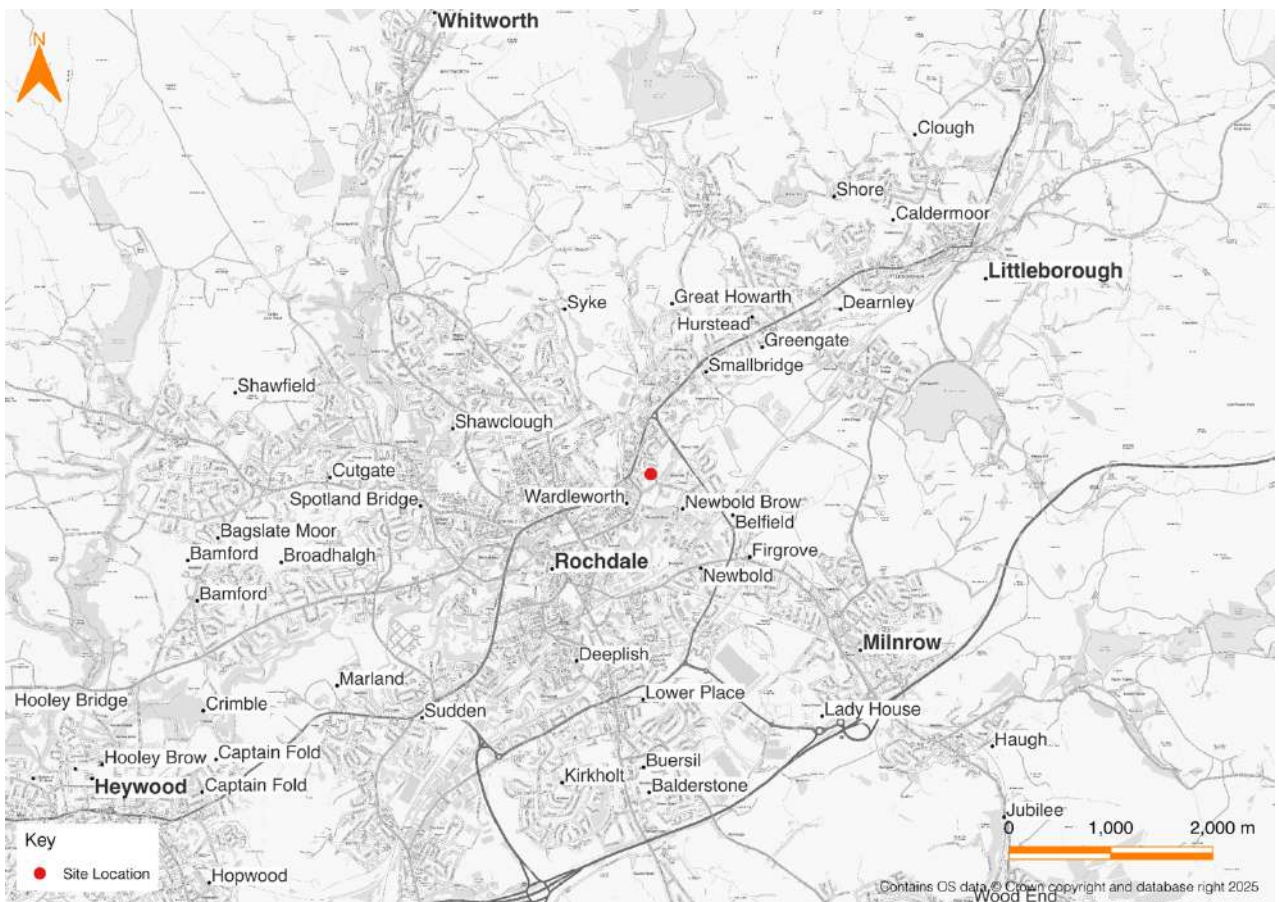
2.4.1 In accordance with the national and local policy, this planning application is supported by a TA which details the site's accessibility by sustainable modes of travel ([Chapter 5](#)) and assesses the impact of the proposed development of the local highway network ([Chapter 7](#)).

3. Existing Conditions

3.1 Site Location and Existing Site Use

- 3.1.1 The development site is located c.1.5km northeast of Rochdale Town Centre, c.2.0km northwest of Milnrow and c.2.5km southwest of Littleborough, as shown in [Figure 3.1](#).

Figure 3.1 : Strategic Site Location



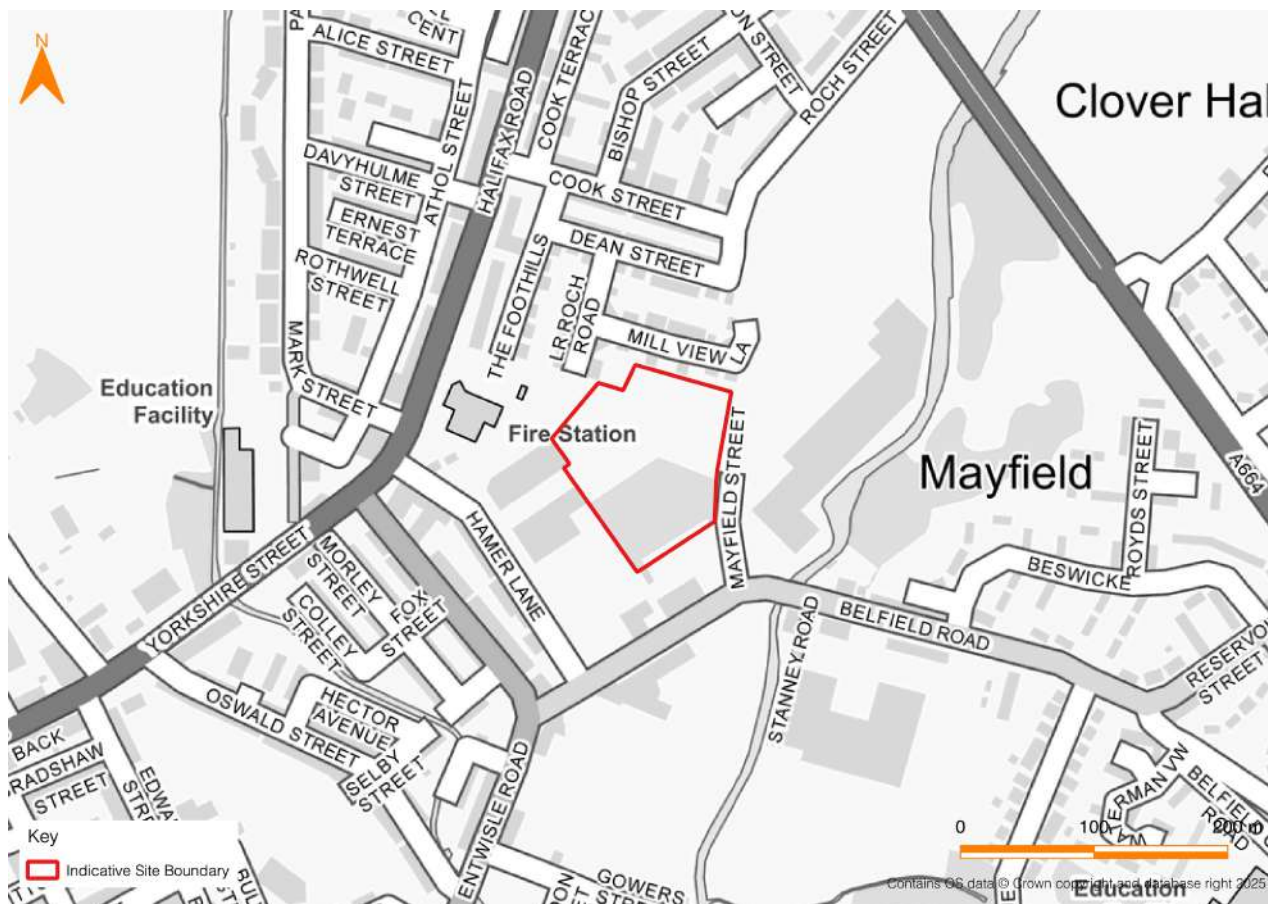
- 3.1.2 The development site currently comprises an undeveloped area of land, bound by Mayfield Street to the east, Millview Lane and residential properties to the north and a fire station / industrial units / office building to the west and south.

3.2 Local Highway Network

- 3.2.1 Mayfield Street follows a broadly north-south alignment and abuts the eastern boundary of the development site. To the south, Mayfield Street forms the minor arm of a priority junction with Belfield Road. To the north, Mayfield Street is closed to vehicles, and forms a pedestrian/cycle route to Dean Street.
- 3.2.2 Mayfield Street currently provides vehicular access to an office building (Enterprise Centre) car park and industrial unit (Richard Whittaker Limited).

3.2.3 The location of the development site in the context of the local highway network is shown in [Figure 3.2](#).

Figure 3.2 : Local Highway Network



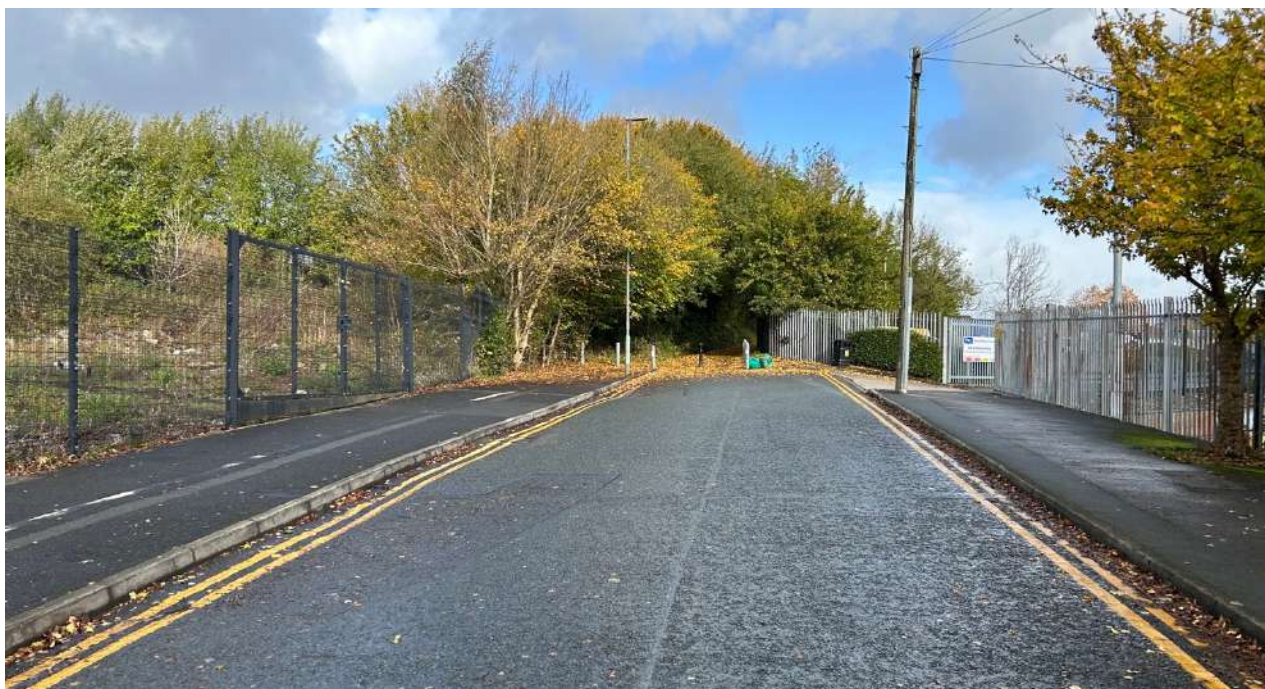
3.2.4 The existing conditions along Mayfield Street in the vicinity of the development site are summarised in [Table 3.1](#) and are shown in [Photograph 3.1](#) and [Photograph 3.2](#).

Table 3.1 : Mayfield Street – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2m footway / c.3m footway/cycleway
Road Type	Two-way single carriageway	Pedestrian Crossing Facilities	Dropped kerb/ tactile paving along shared-use footway
Speed Limit	30 mph	Cycle Facilities	Shared-use footway
Carriageway Width	c.6.0m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

- 3.2.5 Adjacent to the development site, Mayfield Street comprises a c.6.0m wide two-way single carriageway, with a c.2.0m wide footway on the eastern side and a c.3.0m wide shared-use footway/cycleway on the western side – as shown in [Photograph 3.1](#) and [Photograph 3.2](#).
- 3.2.6 Mayfield Street is subject to a 20mph speed limit and benefits from a network of street lighting columns. The road is also subject to double-yellow line waiting restrictions.

Photograph 3.1 : Mayfield Street – Northbound



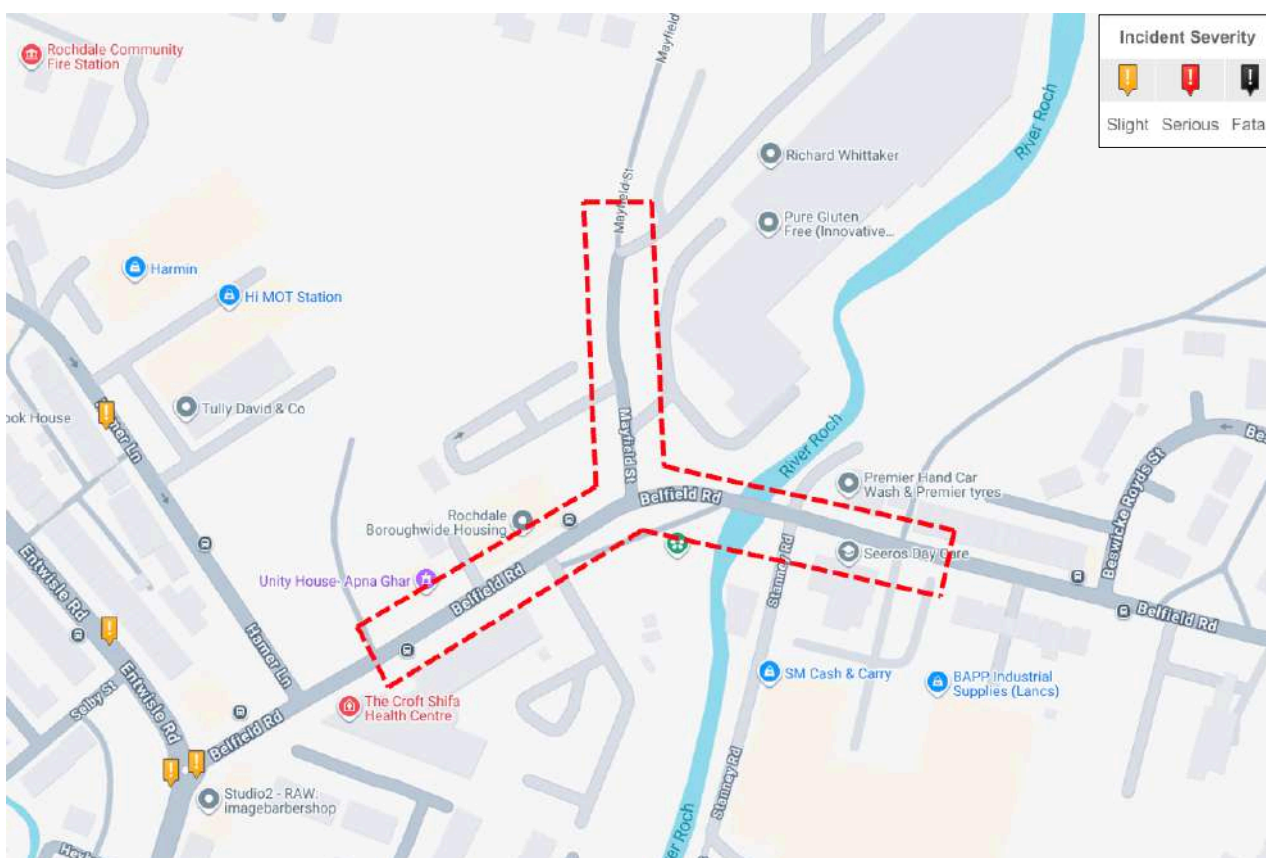
Photograph 3.2 : Mayfield Street – Southbound



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 on the local highway network, which includes Mayfield Street and a c.200m section of Belfield Road.

Figure 3.3 : Personal Injury Collision Map (source: Crashmap)



- 3.3.3 As shown in Figure 3.3, there have been no PICs reported in the study area between 2020 and 2024. The nearest PICs occurred on Entwistle Road, c.180m from Mayfield Street / Belfield Road junction.
- 3.3.4 Based on the location, frequency and severity of PICs recorded, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.

4. Development Proposals

4.1 Proposed Use

- 4.1.1 The development proposals comprise a new SEN school at Mayfield Street in Rochdale, which will serve as a satellite SEN Hub for Brownhill School. The proposals include an on-site car park and drop-off/pick-up zone, cycle storage, outdoor sports pitch and recreation spaces.
- 4.1.2 The facility will provide up to 64no. pupil places for children with behavioural, emotional and social difficulties, and employ 30no. full time and part-time staff.
- 4.1.3 The proposed site layout for the new SEN school and grounds is shown in [Figure 4.1](#), with the full site masterplan drawing attached in [Appendix B](#).

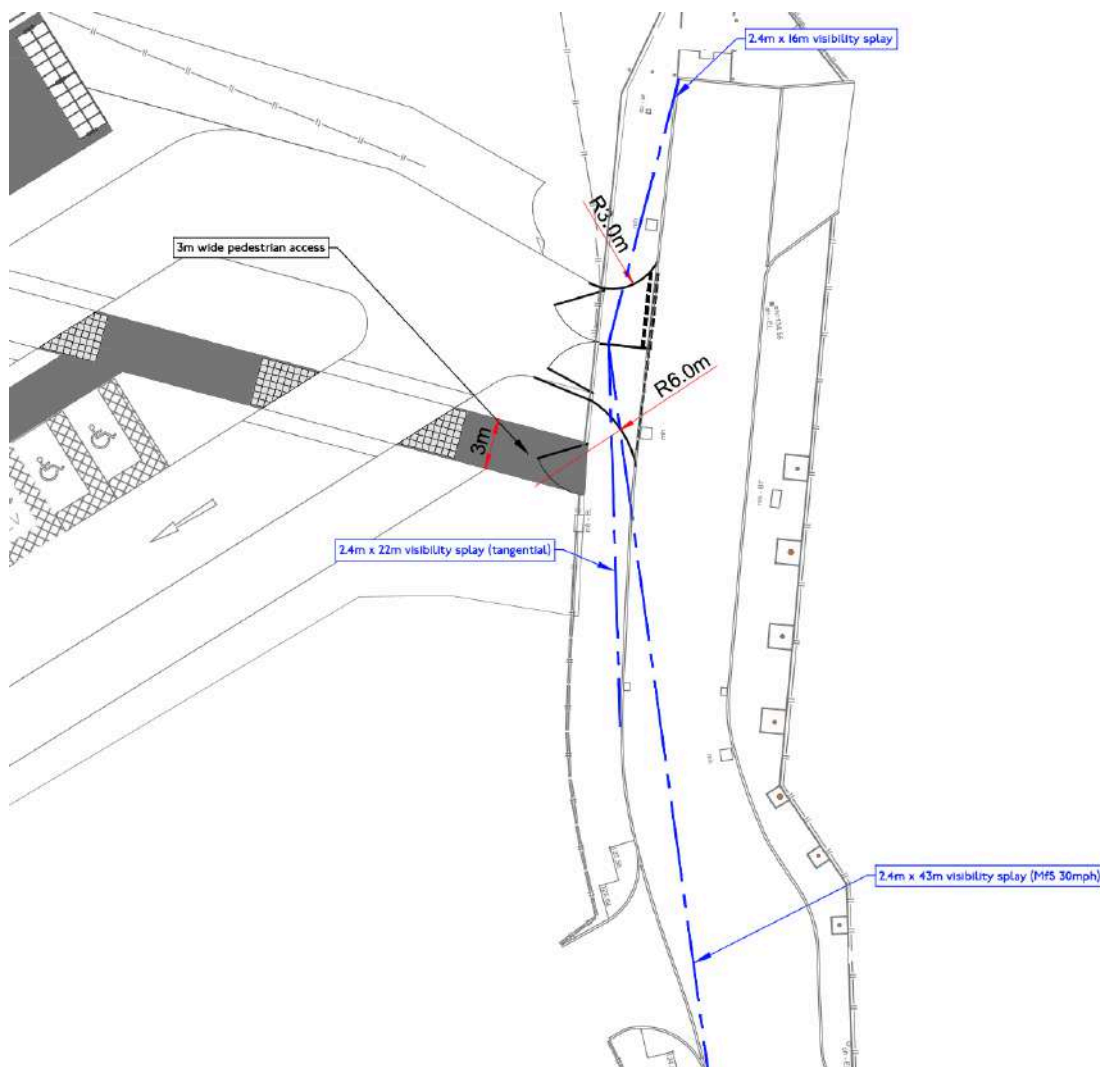
Figure 4.1 : Proposed Site Layout Masterplan (source: CW Studio)



4.2 Site Access Arrangement

- 4.2.1 The main vehicular and pedestrian access is proposed via Mayfield Street. The proposed vehicular access junction on Mayfield Street comprises a 6.5m wide access road, 6m kerb radii on the southern side and 3m kerb radii on the northern side - with double-vehicular gates along the site boundary.
- 4.2.2 In accordance with Manual for Streets (MfS) standards and the speed limit on the local highway network, a horizontal visibility splay of 2.4m x 43m is achievable southbound along Mayfield Street. The proposed access junction on Mayfield Street is shown in **Figure 4.2**, and **Drawing J32-9211-PS-001** attached in **Appendix C**.

Figure 4.2 : Proposed Site Access Junction – Mayfield Street



- 4.2.3 Dropped-kerbs and tactile paving will be provided at the junction bell-mouth to retain the existing shared-use footway / cycleway along the site frontage.
- 4.2.4 Within the development site, a one-way access arrangement is proposed which provides access to the car parking spaces, drop-off/pick-up layby and bin store.

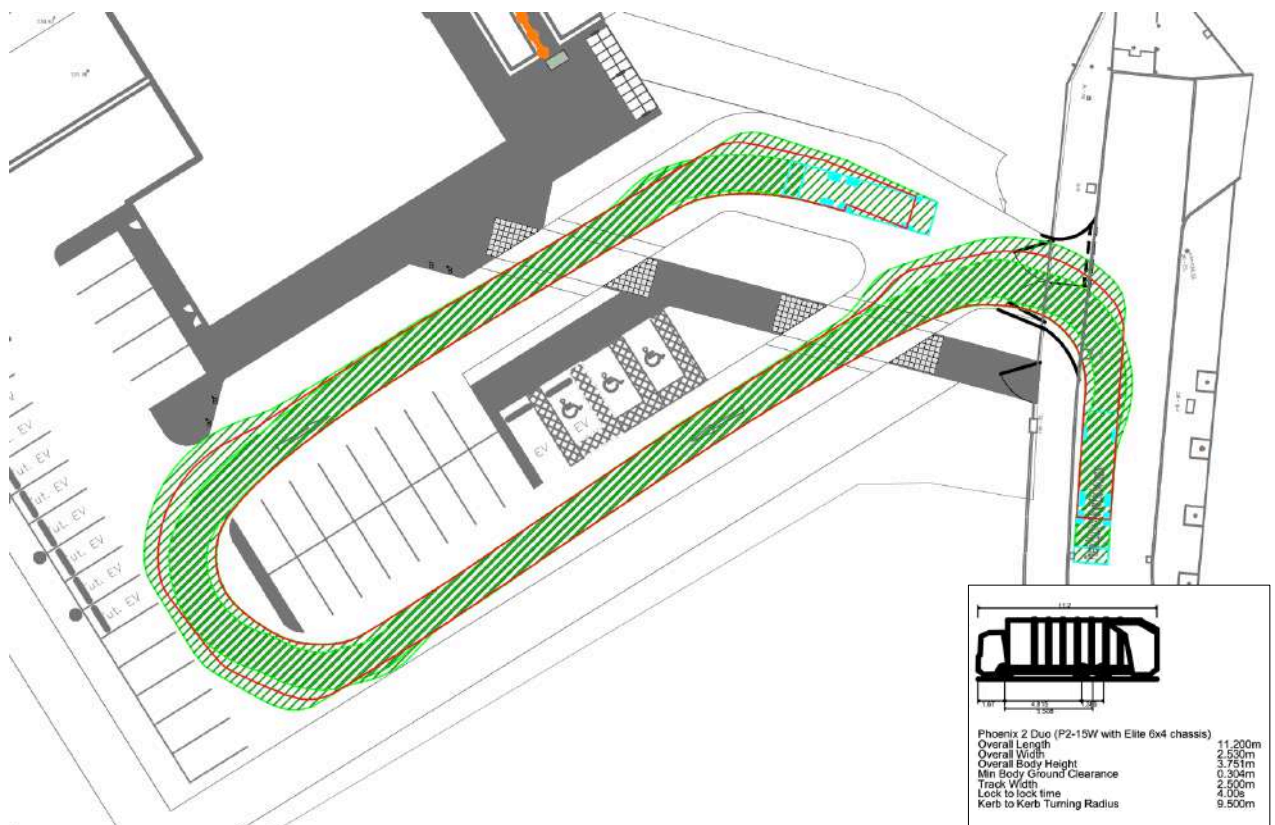
- 4.2.5 A separate 3m wide pedestrian access is proposed from Mayfield Street, providing a direct route to the main entrance to the building.
- 4.2.6 An emergency vehicular access is also proposed along the northern boundary of the site with Millview Lane. The emergency access comprises a 3.7m wide access and double-vehicular gates along the site boundary.

4.3 Servicing, Minibus, and Emergency Access Arrangement

Refuse Collection

- 4.3.1 The proposed school layout includes a dedicated bin store, located adjacent to the minibus parking spaces.
- 4.3.2 Swept path analysis has been undertaken which demonstrates that an 11.2m refuse collection vehicle can access and egress the school site in a forward gear via Mayfield Street, and manoeuvre safely via the one-way system within the car park. The refuse collection vehicle can stop within c.10m of the bin store in accordance with BS 5906.
- 4.3.3 Swept path analysis for an 11.2m refuse collection vehicle is shown in [Figure 4.3](#), with the full drawing (Drawing No. J32-9211-PS-002) attached in [Appendix D](#).

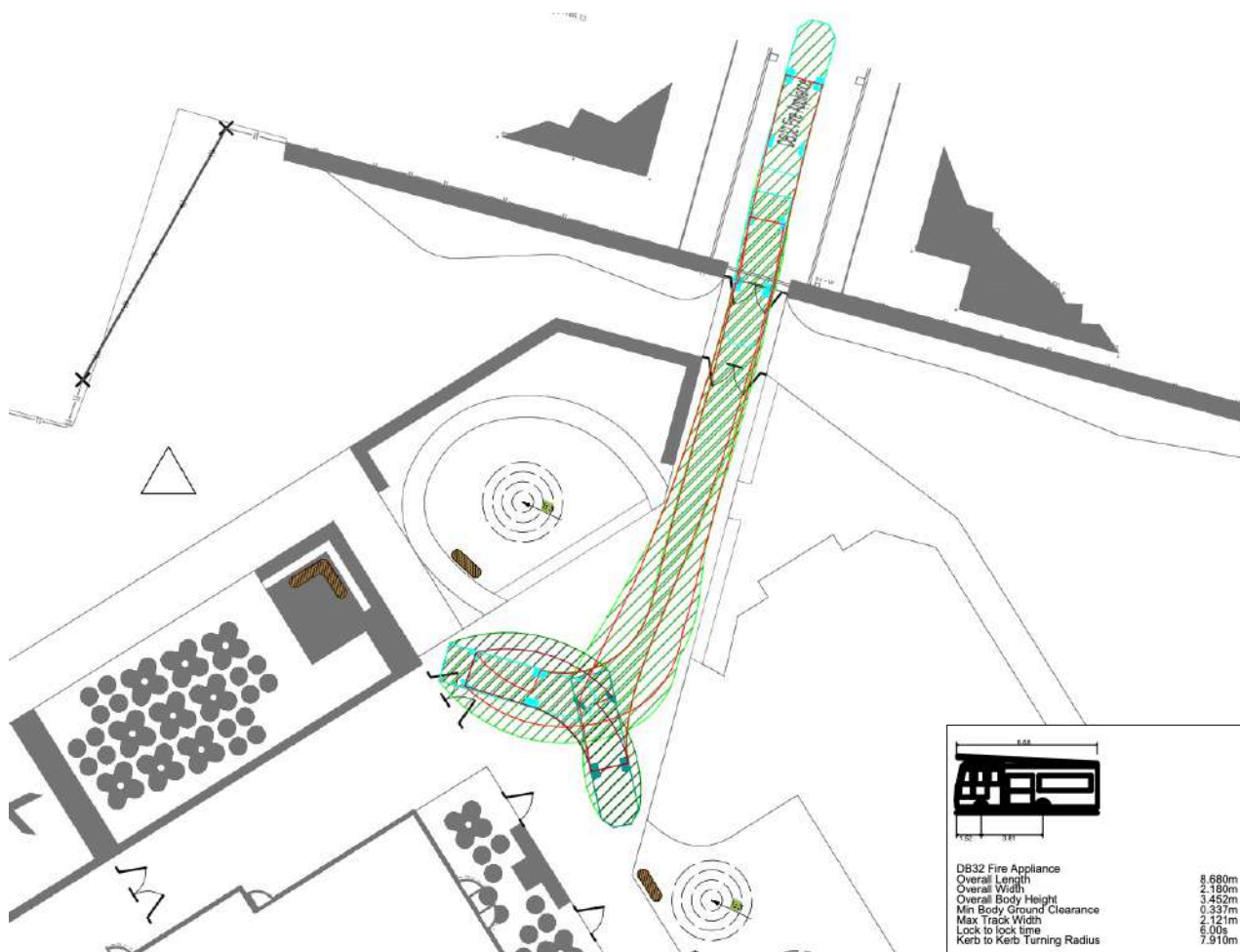
Figure 4.3 : Swept Path Analysis – Refuse Collection Vehicle (11.2m)



Emergency Access

- 4.3.4 Swept path analysis has also been undertaken for an 8.6m Fire Appliance, which demonstrates that the emergency vehicle can access the school site via Millview Lane and turn within the site.
- 4.3.5 Swept path analysis for an 8.6m Fire Appliance is shown in **Figure 4.4**, with the full drawing (Drawing No. J32-9211-PS-003) attached in **Appendix D**.

Figure 4.4 : Swept Path Analysis – Fire Appliance (8.6m)



Minibus Access

- 4.3.6 Swept path analysis has been undertaken which demonstrates that a 6.3m minibus can access and egress the school site in a forward gear via Mayfield Street, and manoeuvre safely via the one-way system and access the dedicated minibus parking spaces.
- 4.3.7 Swept path analysis for a minibus is shown in **Figure 4.5**, with the full drawing (Drawing No. J32-9211-PS-002) attached in **Appendix D**.

Figure 4.5 : Swept Path Analysis – Fire Appliance (8.6m)



4.4 Parking Provision

- 4.4.1 The proposed on-site car park will provide a total of 40no. car parking spaces, including 3no. accessible bays (7.5% provision) and 2no. minibus spaces. The car park also provides 2no. full Electric Vehicle Charging Point (EVCP) spaces (including 1no. disabled space), and 8no. cable-enabled spaces.
- 4.4.2 The standard car parking spaces are 2.4m x 5.0m and the disabled spaces are 3.6m x 6.2m, including 1.2m wide hatched area to the sides and to the rear of each space. The aisle width between car parking spaces is a minimum of c.6.0m.
- 4.4.3 The proposals also include a drop-off/pick-up layby located adjacent to the main school entrance. The layby is c.16m in length, providing parking capacity for approximately 3no. cars or 2no. minibuses.
- 4.4.4 As set out in RBC's Local Plan, the local car parking standards for schools require a maximum of 1.5 spaces per classroom. The proposed SEN school includes 10no. classroom spaces, therefore, to comply with RBC's standards, a maximum of 15no. car parking spaces can be provided.
- 4.4.5 It is acknowledged that the proposed car parking provision (40no. spaces) exceeds RBC's maximum standard. However, as this will be a SEN school, it is considered appropriate to assess the levels of parking provision based on the requirements of the staff and students, rather than applying RBC's parking standards for conventional schools. This is justified on the basis that:

- SEN schools have a higher staff to student ratio.
- SEN students are more likely to travel by vehicle rather than non-car modes (walking, cycling or public transport).
- SEN schools employ specialist staff that commute greater distances and therefore more likely to travel by car.

4.4.6 As such, a first-principles approach has been undertaken to estimate parking demand, using operational information provided by the school. The parking demand analysis, included in [Chapter 6](#), demonstrates that the proposed levels of on-site parking provision will adequately accommodate student and staff parking demand during the peak periods.

4.4.7 The proposed level of disabled spaces (3no. spaces) complies with RBC's parking standards.

4.4.8 As set out in RBC's Local Plan, the local cycle parking standards for schools require a minimum of 1 space per 10 full time equivalent staff plus 1 space per 10no. pupils. As this is a SEN school, pupils are not expected to cycle, therefore the proposed cycle parking provision is focused on staff requirements.

4.4.9 The proposals include a covered and secure cycle store located adjacent to the main entrance to the building. This will provide 8no. cycle parking spaces which exceeds RBC's minimum cycle parking standards for staff at schools.

5. Sustainable Accessibility

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 As detailed in [Chapter 2](#), NPPF and local policy documents outlines the important role that transport policies have in facilitating sustainable development.
- 5.1.3 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access on foot, cycling and by public transport.

5.2 Pedestrian Accessibility

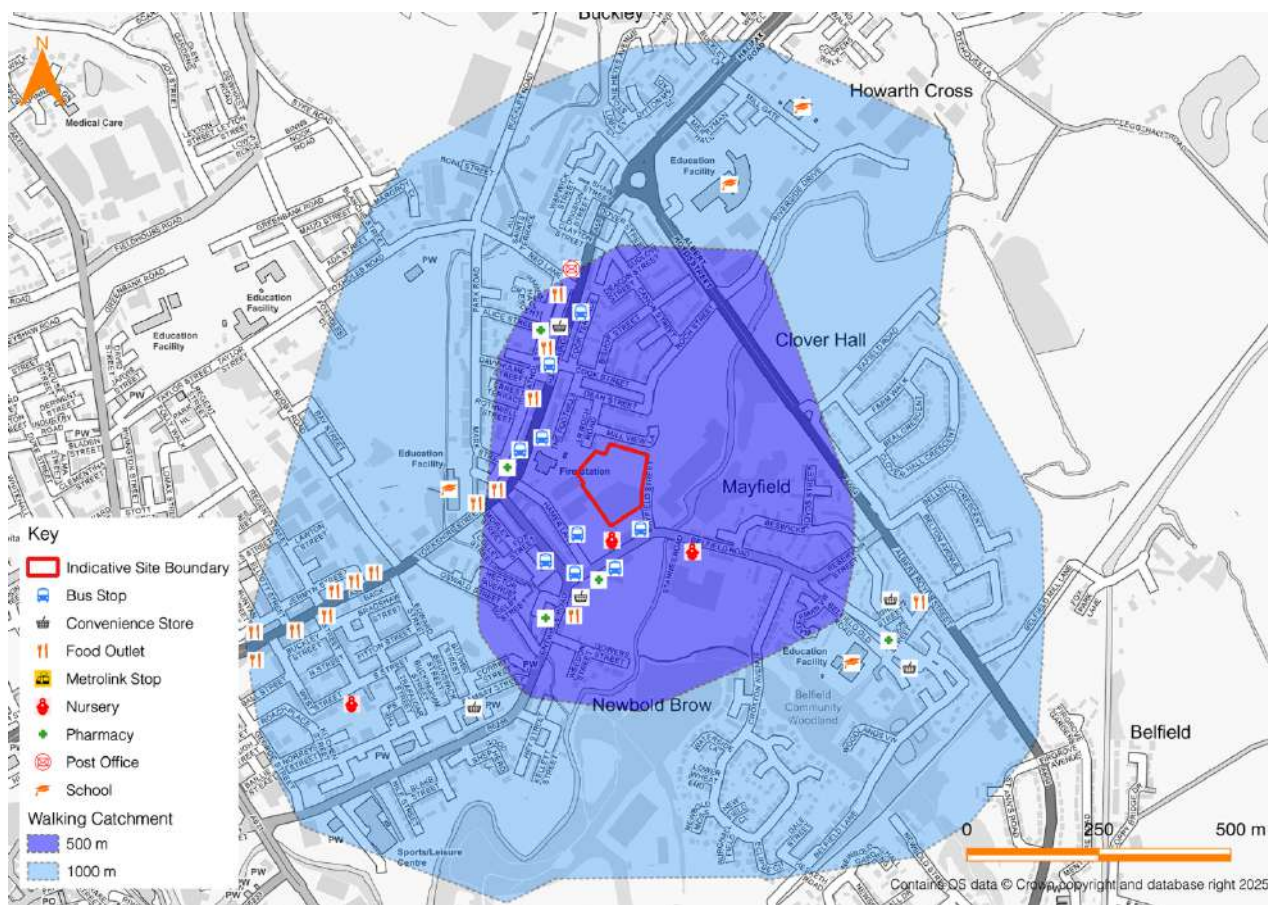
- 5.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*' are shown in [Table 5.1](#).

Table 5.1 : CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting/Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

- 5.2.2 The CIHT guidelines shown in [Table 5.1](#) suggest that, for commuting purposes, up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.
- 5.2.3 Appropriate walking distances are dependent upon the location of the specific development; in more remote locations, people will be more likely to be prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways and crossings.
- 5.2.4 [Figure 5.1](#) presents the local amenities accessible within 500m and 1,000m walking catchments from the centre of the development site, as specified in CIHT guidance for commuting purposes.

Figure 5.1 : Walking Catchment Area



5.2.5 Table 5.2 provides an indication of the distances and approximate walking times to a selection of local amenities. The distances have been measured from the centre of the site; the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 5.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stop on Belfield Road (eastbound)	120m	1.5 minutes
Children's Nursery	150m	2 minutes
Bus Stop on Belfield Road (westbound)	190m	2.5 minutes
Croft Shifa Health Centre & Pharmacy	240m	3 minutes
Convenience Store on Entwisle Road	280m	3.5 minutes

5.2.6 As summarised in Table 5.2, existing bus stops are located within a reasonable walking distance from the development site, including two bus stops on Belfield Road located within c.190m (2.5-minute walk) from the centre of the development site.

5.2.7 Overall, the analysis demonstrates that the development site is well-located in terms of pedestrian connectivity and accessible to local amenities, with walking representing a realistic alternative to car trips.

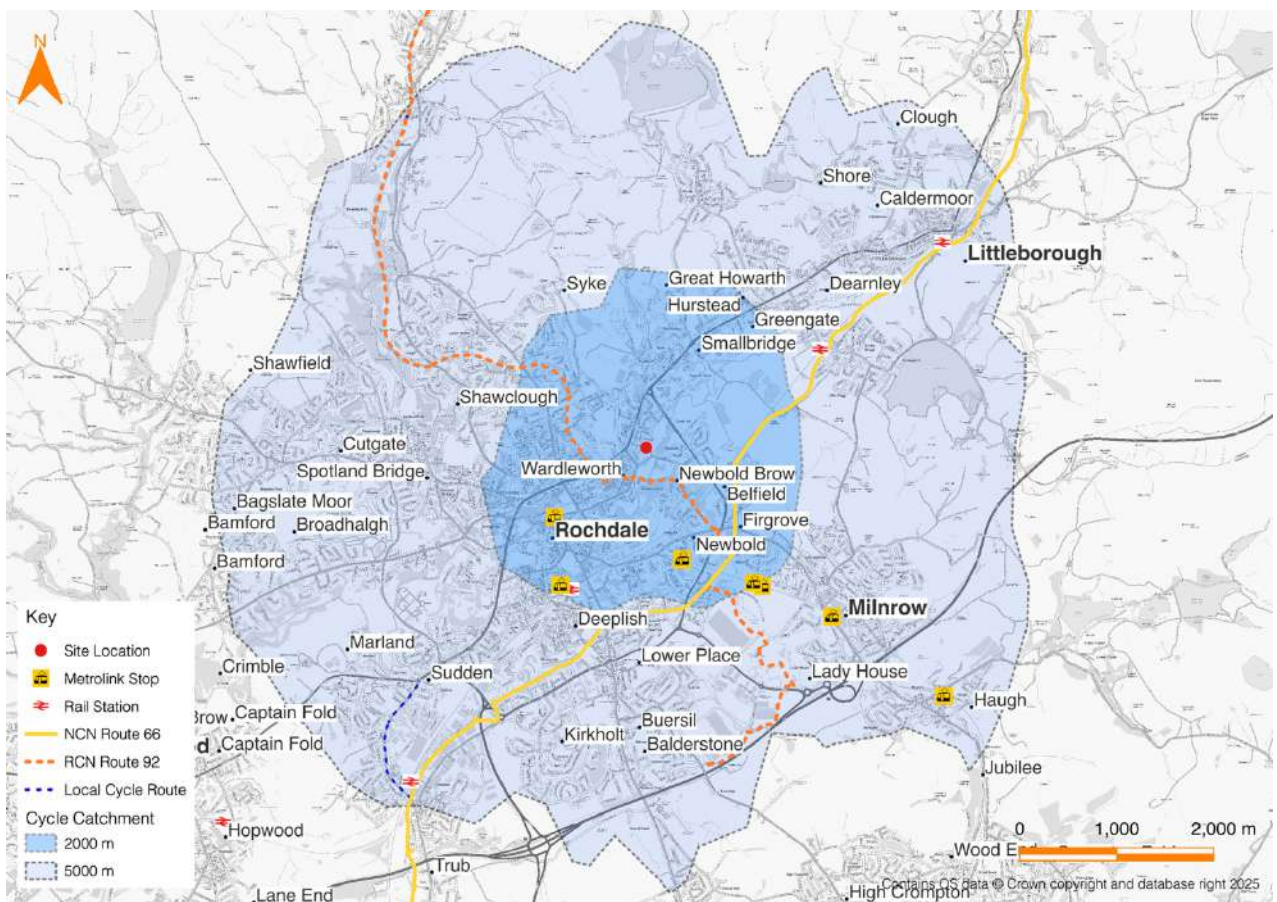
5.3 Cycle Accessibility

5.3.1 As with pedestrian accessibility, the level of a development 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 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 5.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

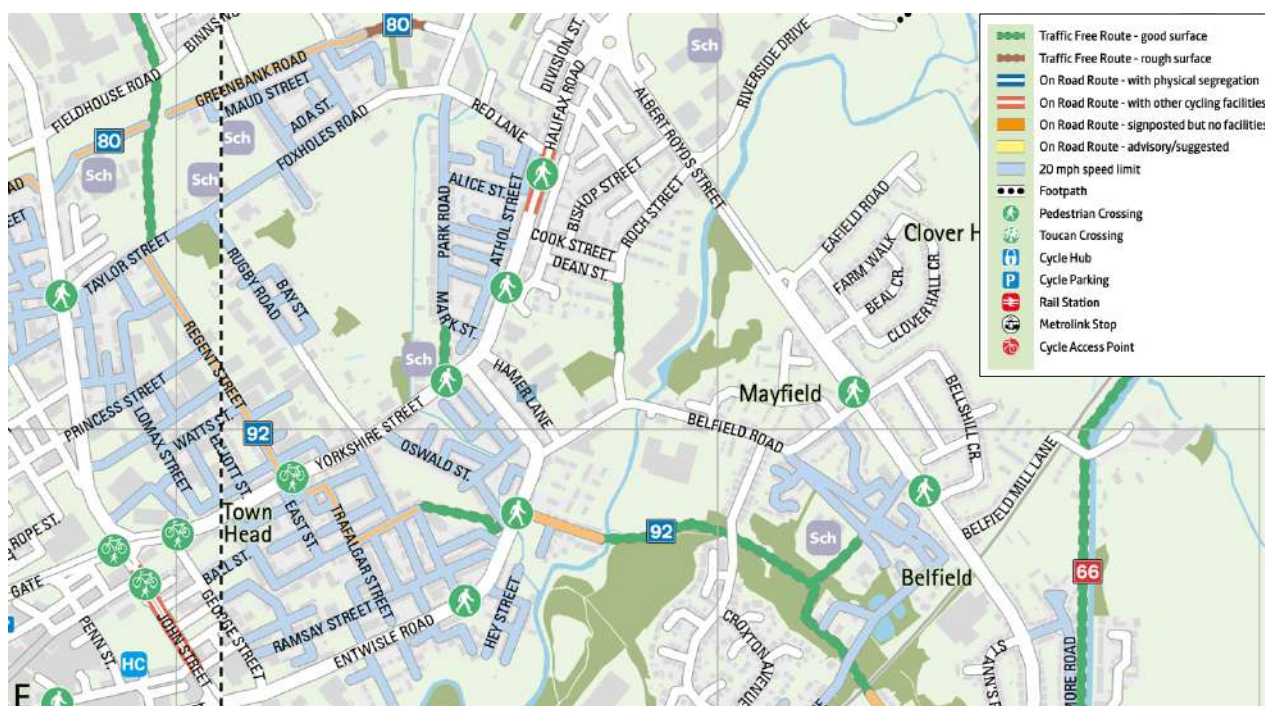
Figure 5.2 : Cycling Catchment Area



5.3.4 As shown in Figure 5.2, Rochdale Town Centre, several Metrolink stops and Rochdale Railway Station are located within the 2km cycle catchment. Littleborough, Milnrow and residential areas surrounding Rochdale are located within the 5km cycle catchment area.

5.3.5 National Cycle Network (NCN) Route 66 and Regional Cycle Network (RCN) Route 92 are also located within a 2km cycle catchment from the development site. In addition, to national and regional cycle routes, the development site also benefits from local cycle routes, including traffic-free routes and sign-posted routes as shown in Figure 5.3.

Figure 5.3 : Local Cycle Routes and Infrastructure (source: TfGM)



5.3.6 The availability of existing cycle routes and proximity of local amenities and surrounding residential areas, means that cycling is a viable method travel to and from the site, particularly as an alternative to private car trips.

5.4 Public Transport Services

Local Bus Services

5.4.1 As shown in Figure 5.1, the closest existing bus stops are located on Belfield Road, c.190m (2.5-minute walk) from the centre of the development site. These nearest bus stops on Belfield Road comprise a flagpole and bus stop cage road markings. These bus stops are served by Service No. 434.

5.4.2 Table 5.3 provides a summary of routes and times of local bus services accessible from Belfield Road.

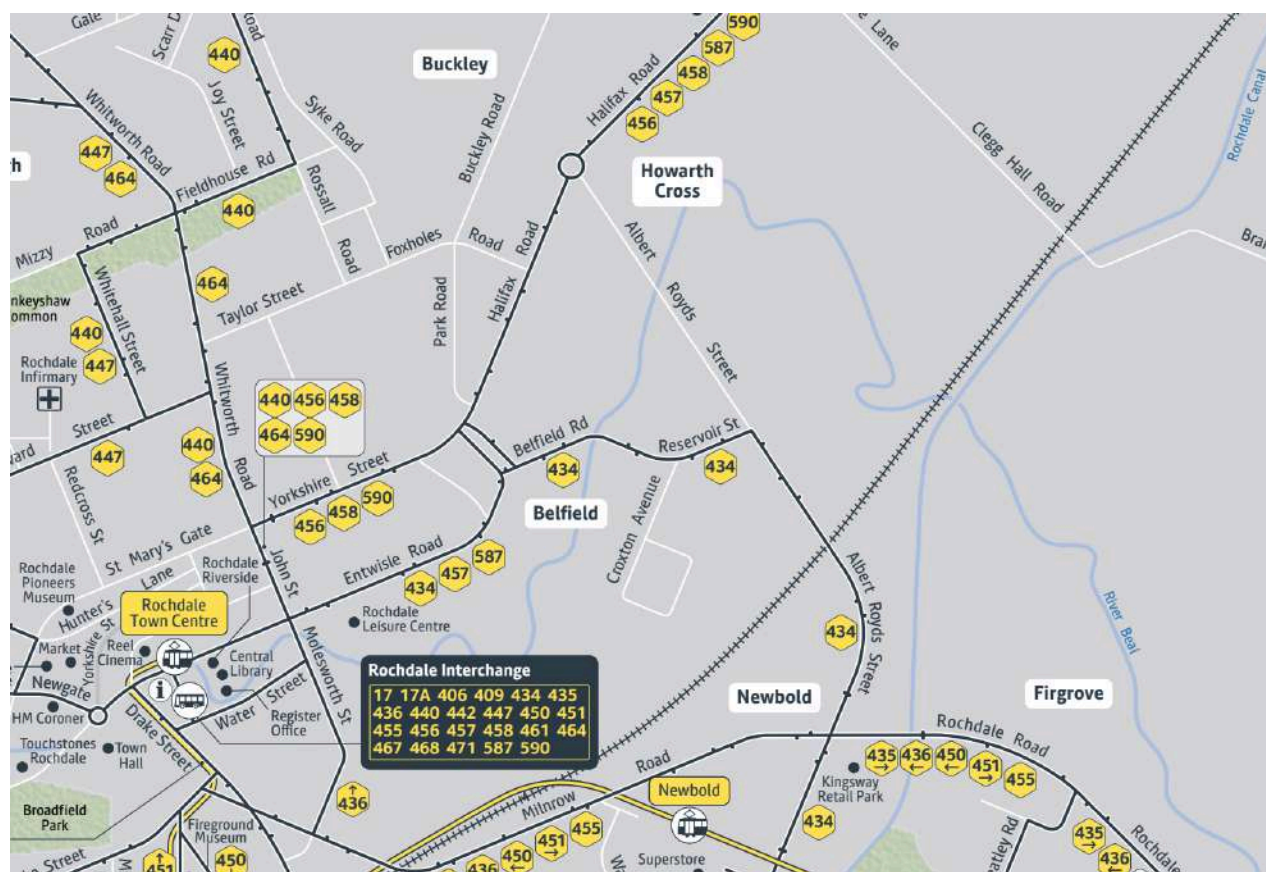
Table 5.3 : Local Bus Services – Prescott Road (B5197)

Service No.	Route	Approximate Frequency (two-way)				
		AM	Off-Peak	PM	Sat	Sun
434	Middleton – Castleton – Belfield - Rochdale	1 service / hour	1 service / hour	1 service / hour	1 service / hour	1 service / hour

5.4.3 As shown in Table 5.3, Route No. 434 provides a regular hourly service between Middleton and Rochdale on weekdays and weekends.

5.4.4 As shown in Figure 5.4. Transport for Greater Manchester's (TfGM) online mapping shows the location of bus routes in the local area surrounding the development site.

Figure 5.4 : Local Bus Routes (source : TfGM)



5.4.5 Given the location of bus stops and availability of existing bus services, travelling by bus is a realistic method of travel, particularly as an alternative to private car trips.

5.5 Summary

5.5.1 In summary, it has been shown that the development site is accessible via sustainable modes of travel, including walking, cycling and public transport - thereby offering a realistic and convenient alternative to single occupancy car trips. This includes the following:

- Existing footways are available on the local highway network providing safe walking routes to local amenities and public transport provision.
- Existing bus stops are located on Belfield Road, with a c.2-minute walk from the centre of the development site.
- Access to national, regional and local cycle routes in the local area, including NCN Route 66 and RCN Route 92.
- The hourly bus service (No.434) provides a route between Middleton and Rochdale on weekdays and weekends, with further bus services available in the local area.

5.5.2 Overall, alternatives to single-occupancy car trips are available within the local area of the development site, including walking routes, cycling routes and public transport services, in accordance with NPPF (paragraph 115 and 117) and Rochdale Core Strategy (Policy SD1 and T2) .

6. Trip Generation and Parking Demand

6.1 Trip Generation

- 6.1.1 The trips generated by the proposed SEN school have been estimated using a first-principles approach, based on expected staff and pupil travel behaviour.
- 6.1.2 The proposed SEN school is expected to employ 30no. staff and provide up to 64no. pupil places
- 6.1.3 As described previously, this is a higher staff to student ratio than a conventional school and given the specialistic staff requirements of a SEN school, commuting distances can be greater and therefore it is more likely that staff will travel by car.
- 6.1.4 Although some staff will travel by non-car modes or will car-share, to provide a robust estimate of staff trip generate, it has been assumed that all staff will drive individually to the school. On this basis, staff are expected to generate 30 arrival trips in the AM peak and 30 departure trips in the PM peak. Staff are expected to park and remain on the school site all day.
- 6.1.5 Pupil trip generation has been estimated based on the travel information provided by the Applicant, as summarised below:
- 4 x minibus (10 pupils per vehicle) – 40 pupils
 - 5 x people-carriers (4 per vehicle) – 20 pupils
 - 4 x private cars / taxi – 4 pupils
- 6.1.6 Based on the expected travel modes, pupils are expected to generate 13no. arrival/departure trips in the AM and PM peaks
- 6.1.7 It is expected that the majority of pupils will travel by minibus, people-carrier or private car / taxi, although there may be a small number of pupils that walk with parents.
- 6.1.8 The staff and pupil trip generation at the proposed SEN school is summarised in [Table 6.1](#).

Table 6.1 : Trip Generation – SEN School (Staff and Pupils)

Trip Type	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Staff Trips	30	0	30	0	30	30
Pupil Trips	13	13	26	13	13	26
Total Trips	43	13	56	13	43	56

6.1.9 As shown in Table 6.1, the proposed SEN school is expected to generate a total of **56 two-way trips** during the AM and PM peak hours. The estimated trip generation is considered robust as it assumes that:

- All staff will drive and park at the site – however, some may use non-car modes or car share;
- All staff will arrive / depart within the same peak hour as pupils – however, staff may arrive earlier and work later; and
- All pupil vehicles will leave the site during the school day – however, some pupil vehicles may park on site during the day.

6.2 Parking Demand

6.2.1 The proposed on-site car park will provide a total of 40no. car parking spaces, including 3no. accessible bays. The proposals also include a drop-off/pick-up layby located adjacent to the main school entrance, which has capacity for approximately 3no. cars or 2no. minibuses.

6.2.2 The SEN school is expected to employ 30no. staff. Given the specialistic staff requirements and greater commuting distances, it is expected that the majority of staff will travel by car – generating a maximum staff parking demand for 30no. spaces.

6.2.3 The majority of pupils will travel to/from the school by minibus, people-carrier type car or private car or taxi. Based on the operational information provided by the Applicant, pupils are expected to generate parking demand for 13no. vehicles during the peak periods.

6.2.4 Based on the SEN generating a peak parking demand for 43no. vehicles during the drop-off and pick-up periods, it can be concluded that the parking provision (40no. spaces plus layby spaces) will be sufficient to accommodate staff and pupil parking demand. This is a robust assessment of total parking demand, as pupil drop-offs/pick-up may be more staggered and therefore these vehicles may not all be parked at the site at the same time.

7. Traffic Impact Assessment

7.1 Introduction

- 7.1.1 As the proposed SEN school is expected to generate more than 30 two-way trips during the AM and PM peak hours, traffic impact capacity analysis has been undertaken on the local highway network.
- 7.1.2 As agreed with RBC Highways during pre-application scoping discussions, junction capacity modelling has been undertaken at Mayfield Street / Belfield Road priority junction.

7.2 Base Traffic Flows

- 7.2.1 Manual classified count (MCC) and queue length surveys were undertaken at the junctions listed above on Tuesday 18th November 2025. All raw traffic survey data is attached in [Appendix E](#).
- 7.2.2 The 2025 base traffic flow data is shown in the network diagrams attached in [Appendix F](#).

7.3 Trip Distribution

- 7.3.1 As agreed with RBC Highways during pre-application scoping discussions, the development trips have been distributed onto the local highway network based on existing directional traffic flow along Belfield Road.

7.4 Assessment Scenarios

- 7.4.1 The junction capacity assessment has undertaken for the following scenarios during the weekday AM and PM peak hours:
- 2025 Base
 - 2031 Base + Development
- 7.4.2 The 2031 future year scenario is intended to replicate traffic conditions 5-years post application submission. The AM and PM network peak hours have been derived based on the traffic survey data. As agreed with RBC Highways during pre-application scoping discussions, no committed development sites have been included in the assessment.
- 7.4.3 To robustly represent future traffic conditions on the local highway network, TEMPRO has been used to derive locally adjusted background traffic growth factors for the weekday AM and PM peak periods.
- 7.4.4 TEMPRO v8.0 calibrated with the Regional Transport Model (RTM 18) dataset has been used to generate traffic growth factors specific to the site's Middle Super Output Area (MSOA), 'Rochdale 008'.

7.4.5 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 008' MSOA)

Day / Time Period	2025 - 2031
Weekday AM Period	1.0784
Weekday PM Period	1.0780

7.5 Capacity Assessment Tools

7.5.1 The industry standard traffic software package Junctions 9 (PICADY) has been used to model the priority junction. 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.

7.5.2 An 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. 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.

7.5.3 The queue results are measured in Passenger Car Units (PCU) and the delay results are measured in seconds per vehicle.

7.6 Mayfield Street / Belfield Road Priority Junction

7.6.1 A summary of the junction capacity results at the Mayfield Street / Belfield Road priority junction are summarised in [Table 7.2](#), [Table 7.3](#) and [Table 7.4](#), with the full PICADY outputs included in [Appendix G](#).

Table 7.2 : Mayfield Street / Belfield Road Junction – Modelling Results (2025 Base)

Arm	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
Mayfield Street	0.1	8.90	0.08	0.1	8.58	0.09
Belfield Road RT	0.2	5.29	0.08	0.0	5.10	0.01

Table 7.3 : Mayfield Street / Belfield Road Junction – Modelling Results (2031 Base)

Arm	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 Base + Development						
Mayfield Street	0.1	9.16	0.09	0.1	8.86	0.10
Belfield Road RT	0.2	5.26	0.09	0.0	5.05	0.01

Table 7.4 : Mayfield Street / Belfield Road Junction – Modelling Results (2031 + Development)

Arm	Weekday AM Peak			Weekday PM Peak		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2031 Base + Development						
Mayfield Street	0.1	9.60	0.13	0.3	10.37	0.21
Belfield Road RT	0.3	5.50	0.15	0.0	5.10	0.02

7.6.2 The analysis shows that the Mayfield Street / Belfield Road priority junction is expected to operate comfortably within capacity and with negligible levels of queuing in the 2031 Base + Development scenario.

7.7 Summary

7.7.1 Overall, the junction capacity analysis shows that the proposed development is expected to have a low impact on the local highway network, with low increases in queuing, delay and impact on capacity.

7.7.2 The analysis shows that the proposed development will not have a 'severe' impact on the local highway network, which is the threshold stated by NFFP (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 Rochdale Borough Council (RBC) to provide transport planning and highways advice in relation to a planning application for a special educational needs (SEN) school at Mayfield Street in Rochdale.
- 8.1.2 The planning application seeks approval for a new satellite SEN Hub for Brownhill School, including an on-site car park and drop-off/pick-up zone. The facility will provide up to 64no. pupil places for children with behavioural, emotional and social difficulties. Vehicular and pedestrian access is proposed via Mayfield Street, which also serves a small number of business / industrial units.
- 8.1.3 The analysis in this report has been carried out in accordance with current policy, guidance, and pre-application advice from RBC Highways. The results demonstrate that:
- In accordance with local and national policy, the site is accessible by a range of sustainable modes of transport, including walking, cycling and public transport. These travel options provide a realistic alternative to single occupancy car travel, particularly for commuting trips.
 - Following a review of the most recent Personal Injury Collision records, there is no evidence to suggest that the highway layout, design or condition are significant factors in PIC records on the local highway network.
 - The proposed site access arrangement on Mayfield Street complies with the relevant highway design standards, including horizontal visibility splays.
 - Swept path analysis demonstrates that a refuse collection vehicle, fire appliance and minibus can enter and exit the site in a forward gear, and manoeuvre safely within the site.
 - The proposed parking provision (40no. spaces) will be adequate to accommodate expected parking demand.
 - The proposal is expected to generate a total of **56** two-way trips during the AM and PM peak hours. The junction capacity analysis demonstrates that the proposed development is expected to have a low impact Mayfield Street / Belfield Road priority junction in the 2031 future year scenario.

8.2 Conclusion

- 8.2.1 Overall, the evidence and analysis within this report shows the proposed development will have a low traffic impact on the local highway network – and will not have an '*unacceptable impact on highway safety*' or 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.
- 8.2.2 Therefore, in conclusion, there should be no highways or transport planning reasons that prevent this planning application from being approved.

APPENDICES

APPENDIX A

RBC Highway Pre-Application Advice & Scoping Correspondence

ECONOMY DIRECTORATE

PLANNING AND DEVELOPMENT

Melanie Hale
Head of Planning Services

Number One Riverside, Smith Street,
Rochdale, OL16 1XU

Telephone: 0300 303 8873

Email:
development.management@rochdale.gov.uk

Our Ref: PREAPP/00001/25

Enquiries to: Rachel Carney
Direct Line: 01706 924342
Date: 13 March 2025

Mark Platt C/O Simon Parker

By Email Only

Simon.parker@sevenarchitecture.co.uk

Dear Mr Platt,

Application No:	PREAPP/00001/25
Application	Pre-Application
Proposal:	Re-develop site to create 64 SEN hubs for Brownhill School Pupils
Location:	Plot of land located off Mayfield Street, Rochdale, OL16 2UZ

Introduction

I am writing to provide pre-application advice with regards to the above proposal. I will contact you separately to arrange a meeting.

The Development Plan

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications are determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for Rochdale consists of the Rochdale Core Strategy [CS] and saved Unitary Development Plan [UDP] policies.

Other material considerations include:

- Supplementary Planning Documents [SPDs];
- National Planning Policy Framework [NPPF];
- National Planning Practice Guidance [NPPG]; and,
- National Design Guide [NDS].
- Greater Manchester Places for Everyone (PfE)

The Site and its Surroundings

The site is existing open space that is located in a mixed employment and residential area, with the site itself allocated as part of a mixed employment zone. Historic photographs demonstrate that some of the site was previously developed, but it is now absent of development apart from a fence which separates the site, north and south. Some areas of hardstanding are also visible on the southern part of the site, but it is predominantly vegetated, including areas of mature trees, and is considered to comprise a green field site.

Surrounding development includes residential dwellings to the north and business uses to the east, south and west, including various business uses in Mayfield Mill and Unique Enterprise Centre, a car repair garage, tyre repair garage, furniture shop and fire station.

Principle of development

The Council's Strategic Land Housing Availability Assessment allocates the site as suitable for housing for 65 dwellings and this allocation is recognised under GM Places for Everyone's existing supply of housing sites. The site is also allocated as a mixed employment zone under the Council's Saved UDP policies.

Notwithstanding the allocation of the site, The National Planning Policy Framework (NPPF) acknowledges under paragraph 100, the importance of providing a sufficient choice of school places and requires that great weight should be given to the need to create expand or alter schools. Paragraph 128 of the NPPF also requires local planning authorities to take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified needs, such as the provision of schools.

Similarly, the Rochdale Core Strategy (CS Policy C7) sets out aspirations to ensure that educational facilities are provided in appropriate and accessible locations within the Borough in order to raise levels of educational achievement. I am aware of the overarching driving factors behind the requirement to increase specialist school place provision capacity within the Borough and the Council's Children Services have confirmed that the development is required to meet the need of Children in the brought. I understand that an office block is currently being leased for the education of young people, but a permanent school is required to meet the need. Any future planning application should include a Planning statement detailing supporting information (likely already available from the Schools Service) to demonstrate the need for the development.

Design, Appearance and Layout

Policies P1 and P3 require high quality design in new development. The requirements for high quality design is also clearly set out in the NPPF. Paragraphs 131 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 goes onto state that planning policies and decisions should ensure that developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change. Additionally, Paragraph 139 states

development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design. The newly adopted Greater Manchester Places for Everyone also requires a high standards of design and establishes that development should be place-led, respecting the local character, heritage and positive local design features of the area.

I refer you to appendix 1 below which includes detailed comments from the Council's Urban Design Officer. These are largely positive about the proposal with some suggestions over how improvements could be made through measures such as high quality materials, an improved entrance and the improvement of soft landscaping. I would encourage you to give these comments full consideration and if you wish, further discussion on design can take place in a pre-application meeting.

Impact on Residential Amenity

Residential properties on Mill View Lane and Lower Roch Road back onto the site; these are likely to be directly affected by noise from outdoor activities including sports and also as a result of any external lighting, including any flood lighting of the external sports and social areas. On this basis a Noise Impact Assessment and Lighting Assessment (if external lighting is proposed) are required.

It is considered that the school building would be sufficiently distanced from the shared boundaries of the residential properties on Cedar Avenue such that it would not adversely impact on the amenity of the occupiers of the neighbouring dwellings by way of overbearing impact, overshadowing, loss of outlook or loss of privacy and would therefore meet the relevant requirements of Policy DM1 of the Core Strategy. Sufficient screening should however be provided between the school grounds and the neighbouring residential properties, to prevent any undue loss of privacy through use of the external areas.

Highways, Access and Parking

Consultation with the Highways Authority has been undertaken and they have advised no in principle objections to the proposals. The site is in a semi sustainable location, not far from the town centre and the A58 and as such, it is anticipated that the indicated parking provision will be suitable. The proposed car parking layout, which incorporates drop off zones, is also recommended for a proposal of this use. Highway Services have also advised that the proposed site access is likely acceptable and that there are likely no new highway safety concerns associated with the proposal.

Any application will however need to assess traffic generation associated with the proposal and this will need to be included as part of a Transport Study. Once Trip Generation is established it will then be possible to establish whether junction capacity assessment will be required.

Arboricultural & Ecological Impacts

Since demolition of the former industrial development, the site has become largely vegetated and includes areas of tree cover, as indicated on your existing site plan.

Policy G6 of the Council's Core Strategy requires that development protects and improves green infrastructure and where trees are to be removed, these should be replaced on a 2:1

ratio. Policy G7 also requires that site and features of biodiversity are given full and appropriate recognition and protection and the NPPF under chapter 15 requires that planning decisions contribute to and enhance the natural environment.

Any future application will require an ecological assessment that should include all necessary protected species surveys and mitigation measures. An Arboricultural Impact Assessment including Tree Survey and Tree Protection Plan should also be submitted.

The development will also be subject to mandatory 10% biodiversity net gain (BNG) and any application should meet both national and Greater Manchester information requirements ([Biodiversity net gain - GOV.UK](https://www.gov.uk/guidance/biodiversity-net-gain) https://www.greatermanchester-ca.gov.uk/media/9280/gmeu_lpa_guidance-note_final_1402_issue.pdf) demonstrating how this 10% gain can be achieved. A Biodiversity Statement including biodiversity net gain metric calculations and a biodiversity enhancement plan will be required with any application submitted.

Flood Risk & Drainage

The application site is located within Flood Zone 1; however the scheme comprises 'major' development and is over 1 hectare in size. Therefore, the application should be accompanied by a Flood Risk Assessment, Sustainable Drainage Assessment and Sustainable Urban Drainage (SuDS) pro-forma.

For greenfield sites rainfall runoff should be attenuated such that any rainfall discharges from the developed site are not increased. Greenfield runoff rate of 5 l/s/ha shall be applied, unless an assessment conclusively demonstrates greenfield runoff to be greater than this. The minimum practical flow control value that can be applied using a vortex flow control is 5 l/s so that the outlet diameter of the flow control does not block.

In respect of surface water drainage proposals, the site should be drained in the most sustainable method in accordance with the hierarchy set out within the National Planning Practice Guidance. Additional advice on Sustainable Urban Drainage for major development is available on the council's website, and guidance is provided by United Utilities on their respective website.

United Utilities need to minimise surface water flows entering the foul sewerage network to avoid a detrimental impact on the public sewer network. Before planning to discharge surface water to public sewer, the applicant will need to demonstrate that infiltration is not feasible by carrying out permeability tests on site in accordance with BRE 365 Guidance.

For the building, a foul water discharge consent agreement from United Utilities will be required. Early engagement with United Utilities is recommended.

Rochdale Core Strategy policy G8 and saved UDP policies EM/7 and EM/8 are relevant.

Ground Conditions

The application should be accompanied by at least a Phase I Site Investigation or Preliminary Risk Assessment to provide an initial assessment of potential land contamination within/adjacent to the site. It is likely that the initial assessment will identify a need for further

intrusive investigations to be carried out with potential for a remediation strategy to be required. To reduce any delays to the overall project timescale, it is recommended that these are submitted as part of the planning application.

Air Quality Rochdale

Core Strategy Policy G9 seeks to reduce all forms of pollution and contamination in the borough by amongst other things, focusing on measures that reduce air pollution in Air Quality Management Areas (AQMA).

The site does not lie within an AQMA but the development would likely lead to increased vehicle traffic along the A58 which contains a number of AQMAs. An Air Quality Assessment should therefore be submitted as part of the planning application to ensure that the potential impacts on air quality are satisfactorily addressed. The AQA should assess impacts of both NO₂ and PM₁₀ emissions including on surrounding sensitive land uses including adjacent residential areas. The assessment methodology should be consistent with the IAQM Guidance on Land-Use Planning & Development Control – Planning for Air Quality (2017) and Guidance on the Assessment of Dust from Demolition and Construction (2014). In accordance with the Greater Manchester Clean Air Action Plan it is expected that electric vehicle charging point infrastructure is provided within the development.

Crime Impacts

A Crime Impact Statement is a validation requirement on the basis that the development would provide over 500m² of non-residential floorspace. The report should be completed by a suitably qualified security assessor, and identify, predict, evaluate and mitigate the site-specific crime and disorder effects of a development and should be produced by a professional individual/organization independent of the design process. The CIS can then be submitted as part of the planning application, indicating that the proposed development has been designed to avoid/reduce the adverse effects of crime and disorder and enabling the planning process to run more smoothly.

Public and Stakeholder Consultation

The Council has an adopted Statement of Community Involvement that we would encourage developers to consider when preparing engagement plans. Applications for new or expanded school sites can prove contentious with local residents as a result of the potential impacts from highways and amenity perspectives. We encourage that developers seek to engage with surrounding residents and, where appropriate, undertake consultation with ward councilors - the site lies within Central Rochdale ward.

The method of consultation undertaken by yourselves, detail of where any consultation event was held and details of how the development has been presented to the local community should be outlined within a Statement of Community Involvement to be submitted with any application for planning permission. This statement should also include details of the feedback received, including if any amendments have been made as a result of comments received.

Planning Performance Agreements

Central government encourages the use of Planning Performance Agreements (PPA). A PPA

is an agreement between the Local Planning Authority and an applicant to provide a project management framework for handling a major planning application. The agreement sets out the standard of service and target decision programme that can be expected. In recognition of the additional burden of work and activity which the agreed programme is likely to require of the LPA, an additional fee contribution will be required and agreed between the LPA and the applicant prior to the submission of the planning application. Please let me know if you wish to discuss this further.

Summary

The principle of developing the site with an SEN school is acceptable. It is considered that some improvements to design can be made prior to submission of an application and we would encourage continued dialogue on this matter.

Should you wish to progress to a formal application, I would recommend that the following supporting information be provided:

- **Completed application form and fee**
- **Full plans and elevations and site sections**
- **Proposed landscaping plan / planting plan**
- **Transport Study including trip generation to establish requirement for a Junction Capacity Assessment**
- **Arboricultural Impact Assessment including Tree Survey and Tree Protection Plan**
- **Biodiversity Statement including biodiversity net gain metric calculations and a biodiversity enhancement plan**
- **Preliminary Ecological Appraisal**
- **Phase I Contaminated Land Report and possibly a Phase II Report (depending on the results of the Phase I)**
- **Flood Risk Assessment**
- **Sustainable Drainage Assessment and Sustainable Urban Drainage (SuDS) Pro-Forma**
- **Crime Impact Statement**
- **Air Quality Assessment**
- **Design and Access Statement**
- **Planning/Supporting Statement**

Please also see the Council's Local List for the Validation of Planning Applications [Validation of Planning Applications – Local List \(rochdale.gov.uk\)](https://www.rochdale.gov.uk/validating-planning-applications). This provides additional information on the validation process and requirements.

Please note that any advice provided above is an informal opinion only and is made without prejudice to any formal determination which may be given in the event of an application being submitted. In particular, it does not constitute a formal decision of the Council with regard to any future planning applications, which will be subject to wider consultation and publicity, and provides no guarantee of a future decision.

I hope this is of assistance, however, if you have any questions please do not hesitate to contact me using the details above.



ROCHDALE
BOROUGH COUNCIL

Yours Sincerely

Rachel Carney
Principal Planning Officer



URBAN DESIGN CONSULTATION RESPONSE

Design Officer	Azhar Kapadi
Date	11.03.25
Application Reference	PREAPP/00001/25
Address	Mayfield Street, Rochdale, OL16 2UZ
Proposal	New satellite SEN Hub for Brownhill School providing up to 64 pupil places

Introduction

The [National Design Guide](#) sets out the ten characteristics of a well-designed place. Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the [National Planning Policy Framework](#).



Figure: The ten characteristics of a well-designed place

Source: National Design Guide, 2021
Reproduced under the Open Government Licence

Reason(s) for Consultation

Building / Urban design

Scheme Image(s)



Source: Application submission

Assessment

When a full planning application comes forth, the application will be made against:

National Guidance:

- The National Planning Policy Framework
- The ten characteristics of a well-designed place contained within the National Design Guide
- National Model Design Code
- Building for a Healthy Life design toolkit

Local Policy

This list is not exhaustive of the local & national policies and Supplementary Planning Documents that are relevant to the consideration of the planning application.

- Rochdale Borough Unitary Development Plan
- Rochdale Core Strategy policies

- Supplementary Planning Documents:
 - Oldham and Rochdale Urban Design Guide
 - Oldham and Rochdale Residential Design Guide

Places for Everyone (PfE) Joint Development Plan

SUMMARY

I would like to be consulted as this scheme develops into a full planning application. The design shows great promise, with a thoughtful analysis of the site. There is significant potential for the development to enhance the design standards of the surrounding area. However, there are a few points that the architect should further explore as part of the development process leading to the full application. With these considerations addressed, the scheme has the potential to set an improved standard in architectural and design excellence for educational developments across the borough.

Overall Design Approach

The pre-application design statement has been particularly helpful in understanding how the architect is tackling the site, with a clear objective to tackle the design and massing at an early stage.

Layout and Site Utilisation:

The approach to the site analysis is logical. The area is characterised by a mix of developments, without a definitive, clear urban pattern. There is therefore, scope to test out different layouts independently. The 2000 map shows a development in a similar orientation / position to what is proposed, and this is likely to be the best way to utilise the site.

Design

The architecture of surrounding area is quite haphazard and mismatched. As a result, the visual amenity in this area is quite poor. This should not however give a reason to lower design standards, on the contrary, the proposal has the opportunity to kickstart positive urban development by raising design standards in the area. The Building for a Healthy Life toolkit makes references on not justifying 'more of the same' if nearby development is to a poor standard. There are several developments I would urge the designer to steer away from as using as positive contextual precedents. With the site being 'tucked away' and with poor examples in the built environment nearby, there is opportunity to do something completely different without the concerns of the design being contextually suitable, as long as the massing was appropriate.



There are limited good contextual examples but the form and fenestration of this building is something that could be interpreted as a starting point



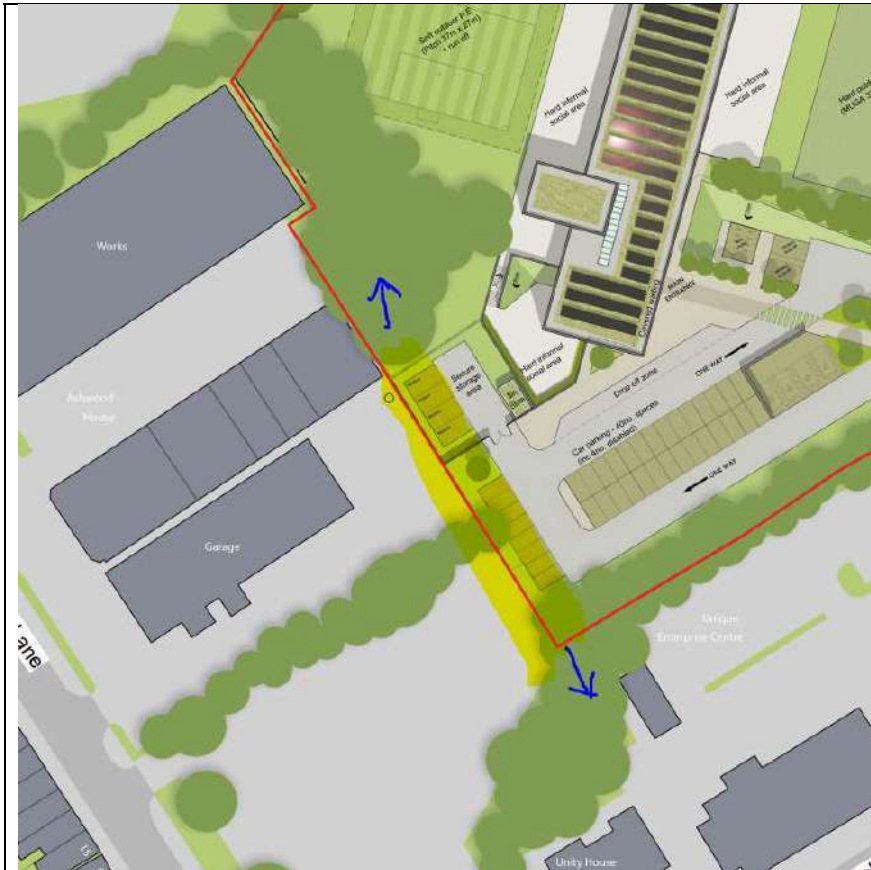
So called 'modern' developments have aged poorly to the detriment of the area. Developments should steer clear from employing simialr design styles and materials.

Proposal

Landscaping / Ecology

The scheme has benefitted from a design process that has analysed the site's features and constraints. Landscape and tree buffers to the boundaries are welcomed –this will be particularly important to the neighbouring housing development to the north. We welcome the preservation of the site's natural habitats where possible and support the maintenance of the existing tree areas. I would recommend adding a buffer of landscaping /trees to the minibus parking area to break up the 'hard surfaces' of the neighbouring site whilst simultaneously allowing the individual parcels of tree cover to be joined up.

Given the space of the site and a commitment to maintain biodiversity, the proposal could integrate more sensory outdoor spaces for students.



The change in levels across the site have been utilised well, and the change in levels comes across successfully in the design. *How is the slope going to be detailed to maintain health and safety, manage water run off etc.?*

I would encourage the applicant to introduce more soft landscaping around the periphery of the building itself as there is a concern this will be dominated by hard landscaping which is unwelcoming e.g. *could there be low level planting to the hard informal social areas? This could also be useful as a partial screen to break up the transition to the MUGA.*

Massing / Form

I have no objections to the massing, although the longitudinal form could be broken up to improve the scheme. There is some evidence of this happening with the sports hall providing a much needed break in the façade. The ground floor would be better recessed along the façade as it has at the entrance area, to give a cantilevered effect of the level above. The façade could also be improved by better articulation of architectural detail. Also consider how the brick wall crossing between the plateaus appear, this is a long stretch of wall so the brick should be an attractive brick opposed to a mundane, engineering brick. Consider patterns in the brickwork to improve visual interest.



Materials

Design intent for brickwork is positive. When a full application comes in, steer clear from wirecut brick options and consider stock /handmade options. This appears to be the design intention of the architect thus far. I have experience of working with equitone but only with the traditional / popular grey tones. Could textured and profiled patterns (e.g. linea Equitone) be introduced to add interest to the facade.

With this being an educational facility, subsidiary colours to compliment the equitone will be necessary. The design appears to show the orange areas as equitone and more information with examples should be provided to support this. The use of colour is acceptable as long as they are not poor quality material alternatives, for example cladding used at the nearby fire station. There is a tendency for schools and hospitals to have bright colours and due to the poor quality of materials these age very poorly, creating eyesore developments. We are particularly keen to avoid such a scenario.



Entrance

The entrance area is underwhelming and this is a shame because the architect appears to have shown strong design principles elsewhere and this has just not manifested through to this area. The signage (if correctly maintained) is an interesting feature – *could this be enlarged and be read over the entrance?* Other than this, it is difficult to associate this as the entrance to the school. At this part of the building, the repeated punched windows appear quite generic and do not help create a welcoming atmosphere. There is a missed opportunity to offer a larger, welcoming glazed entrance area. Could there be a double height feature here, similar to what is being proposed for the dining hall?

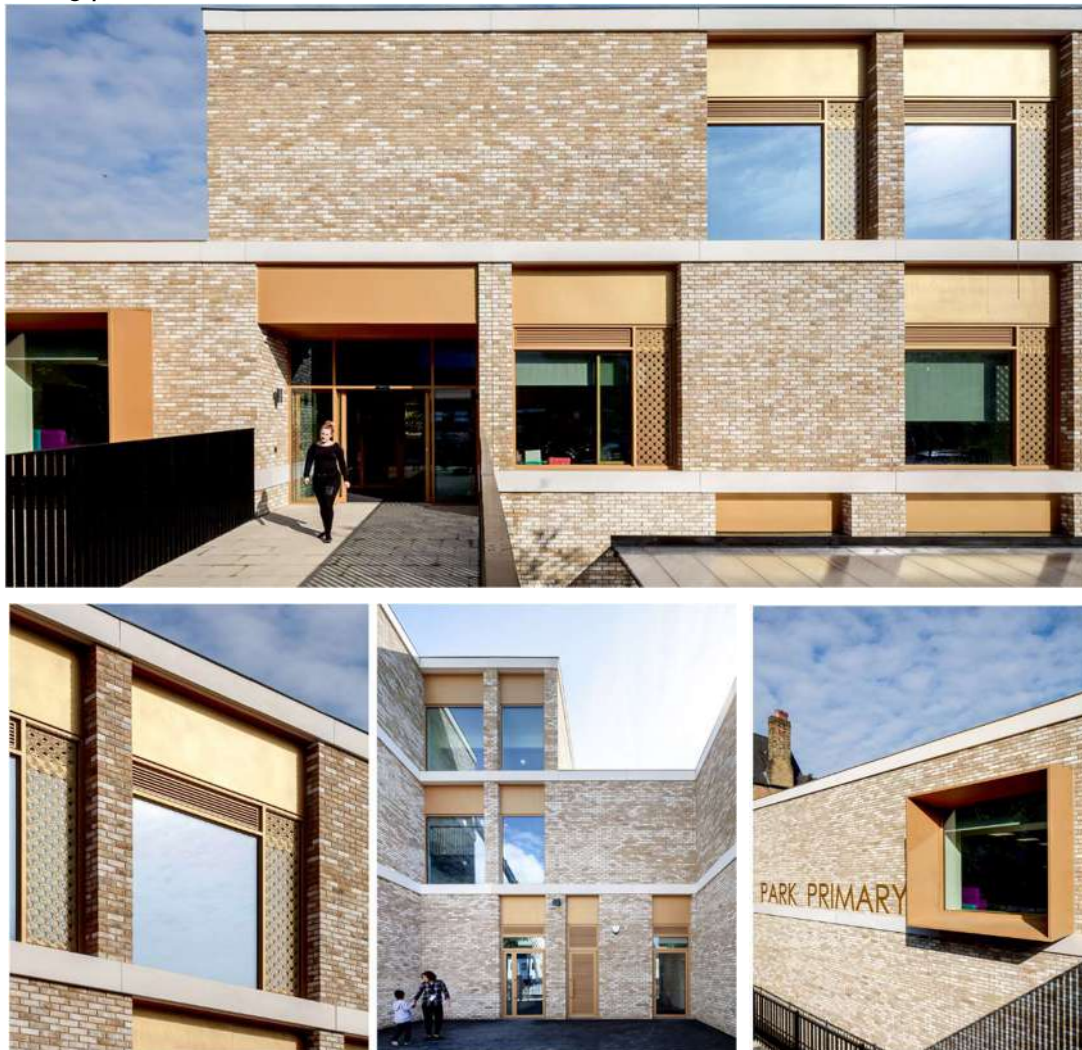
I would continue to collate precedents. The ones selected so far show crisp, neat brick detailing; the more successful ones show deep recesses at brick reveals / returns. Extend these to different elements of the building.

The architect has to demonstrate the façade will not become negatively repetitive as this is often the case with school buildings which require regular positioning of windows across an elevation and are often designed ‘in plan first’. If equitone is pursued, look at how the panels can be split /positioned to add visual interest across the elevations.



School buildings can look monotonous and dull. The example in Halifax shows an uninteresting façade despite a large glazed area – the elevation appears flat.

Tufnell Park Primary school addresses this issue much more effectively breaking down the elevation with a strong palette of materials and articulation across the façade.





Sustainability

PV panels on the roof would be encouraged offering an improved sustainability element to the proposal. I would try to hide this visually within the parapet as this could then negatively dominate the façade and they very rarely look aesthetically pleasing, particularly as this would be at the entrance to the building. The green roof similarly should be encouraged offering not only ecological benefits, but also educational benefits for students to study and manage.

Subject: RE: Mayfield Street, Rochdale
Date: Tuesday, 11 November 2025 at 10:19:24 Greenwich Mean Time
From: John Gillighan WN
To: Michael Anthony
Attachments: image008.png, image009.png, image010.png, image011.png, image012.png, image013.png, image014.png, image015.png, image016.png, image017.gif

Michael,

Thank you for your email.

I will not require any committed developments to be included.

The scope of the assessment is adequate. Please include the data related to the Trip Generation exercise.

Many thanks,

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



 [01706 924607](tel:01706924607)

 john.gillighan@rochdale.gov.uk

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

To access our services go to www.rochdale.gov.uk

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

Please consider the environment before printing this email.

From: Michael Anthony <michaelanthony@modetransport.co.uk>
Sent: 10 November 2025 16:52
To: John Gillighan WN <john.gillighan@rochdale.gov.uk>
Subject: Mayfield Street, Rochdale

:CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi John,

Mode Transport Planning has been appointed to provide transport planning and highways advice in relation to a planning application for a special education needs

(SEN) school at Mayfield Street in Rochdale. Pre-application advice has been received from RBC - attached for reference.

The planning application seeks approval for a new satellite SEN Hub for Brownhill School. The facility will provide up to 64no. pupil places for children with behavioural, emotional and social difficulties. Vehicular and pedestrian access is proposed via Mayfield Street, which also serves a small number of business / industrial units. The latest development site layout is attached (subject to change).

Based on the number of pupils, and relatively high number of staff typically required at SEN schools, it is expected that the proposed school will employ in the region of 30 to 40 staff members. Pupils at SEN schools are typically transported using mini buses/people carriers, taxis and parent vehicles. Based on experience at similar SEN schools, it is expected that the proposed SEN school will generate around 40no. vehicle trips in the peak hours, and therefore traffic capacity modelling at Mayfield Street / Belfield Road is likely to be required.

We intend to produce a Transport Assessment to accompany the planning application. The purpose of this email is to agree the scope and methodology of assessment with the RBC Highways – as summarised below:

- **Existing conditions** - review the existing transport and highways operation in the vicinity of the site.
- **Highway safety** - analysis of personal injury collision data records for the most recent 5-year period on the local highway network.
- **Sustainable accessibility and active travel** - assess sustainable accessibility of the site by walking, cycling and public transport, including catchment plans for walking, cycling and public transport from the site.
- **Vehicle / pedestrian access** – assess the proposed access arrangements from the local highway network.
- **Servicing** – describe servicing arrangements and undertake swept path analysis to demonstrate that a large refuse collection vehicle can access/egress in a forward gear and turn safely.
- **Trip generation** - estimate the trip generation using a first-principles approach based on information from the operator.
- **Trip generation** - distribution trips on the local highway network based on existing directional flows along Belfield Road.
- **Background traffic** - estimate future year background traffic flow (+5 years) by applying TEMPRO growth factors to traffic survey data, plus committed development flows.

- **Traffic impact** - undertake junction capacity assessment at Mayfield Street / Belfield Road using PICADY.
- **Parking** – review car and cycle parking provision against local standards, and provide supporting evidence for level of car parking provision (i.e. parking accumulation assessment), if required.

The above analysis will be set out in a Transport Assessment that will accompany the planning application.

Re. Committed development - if there are any committed development sites that you would like including in this analysis, please advise.

A classified turning count survey and queue length survey at Mayfield Street / Belfield Road junction will be undertaken by a professional survey company.

I would be grateful if you can provide confirmation that the above scope and methodology of assessment is acceptable.

If you have any queries, or require any further information, please let me know.

Kind regards,

Michael.

Michael Anthony MCIHT
Associate Director

☎ 0161 464 9495

📠 07841 572743

✉ michaelanthony@modetransport.co.uk

www.modetransport.co.uk

mode transport planning

106 Albert Mill, 10 Hulme Hall Road, Manchester, M15 4LY

keep up with mode:



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

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APPENDIX B

Proposed Site Layout Drawing



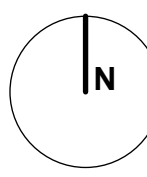
KEY		Proposed Softworks	
	Proposed Building Line		T01 Proposed Welcome Trees - 5no. Clear stem, ornamental species
	Existing Trees & Vegetation to be Retained Existing trees & vegetation to be retained & protected BS5837: 2012 Trees in Relation to Design, Demolition & Construction - Recommendations. Refer to arboricultural report for more details		T02 Proposed Woodland Trees - 30no. Clear stem, mixed native species of varying age and size
	Existing Vegetation Existing ground cover vegetation to be retained & protected BS5837: 2012 Trees in Relation to Design, Demolition & Construction - Recommendations. Refer to arboricultural report for more details		T03 Proposed Amenity Trees - 18no. 9no. multistem & 15no. clear stem, mixed ornamental species of varying size
	Existing Trees & Vegetation to be Removed Existing trees & vegetation to be removed to BS3998: 2010		H01 Proposed Mixed Native Hedge - 75 lin. m Maintained at 0.5m Refer to planting plan and schedule for more details
Proposed Hardworks			H02 Proposed Activity Area Hedge - 75 lin. m Maintained at 1.2m, Evergreen native species
	P01 Proposed Light Buff Tarmac (Vehicular) - 82m² Coloured tarmac Colour: Light Buff Engineer's design & detail		PT01 Proposed Scrub Mix - 790m² Native shrub, climber & herbaceous species
	P02 Proposed Granitic Sett Paving (Pedestrian) - 510m² Block paving, natural aggregate finish Finish: Textured & Smooth Colour: Buff Mix		PT02 Proposed Woodland Understorey Planting - 120m² Native shrub, ferns, grasses & bulb species
	P03 Proposed Granitic Sett Paving Strip - 413 lin. m Block paving, natural aggregate finish, laid end-to-end between P04 & P05 Finish: Textured & Smooth Colour: Buff Mix		PT03 Proposed Slope Mix - 340m² Mix of ornamental & native shrub, groundcover & bulb species
	P04 Proposed Porous Asphalt (Vehicular) - 2457m² Thermoplastic white lining to Engineer's design & detail		PT04 Proposed Welcome Planting Mix - 162m² Ornamental mix of perennials, grasses, & ferns that can tolerate drought or flooded conditions
	P05 Proposed Porous Asphalt (Pedestrian) - 1219m² To Engineer's design & detail with thermoplastic design for road markings and to illustrate the MUGA. MUGA design to be approved by Landscape Architect.		PT05 Proposed Activity Planting Mix - 27m² Robust ornamental mix of ground cover perennials, grasses, ferns & bulbs
	P06 Proposed Safety Surface - 32m² Rubber crumb with thermoplastic lining Colour: Varies		PT06 Proposed Sensory Planting Mix - 15m² Ornamental mix of perennials, grasses, ferns & bulbs with sensory properties
	P07 Proposed Painted Path - 55m² Thermoplastic painted 1200mm path on P03/P04 Porous Asphalt Design & colour to be approved by Landscape Architect		PT07 Proposed Sensory Mix in Planters - 23m² Ornamental mix of perennials, grasses, ferns & bulbs with sensory properties
	P08 Proposed Painted Graphics Thermoplastic painted designs on P04 Porous Asphalt To be designed by Pupils, to be approved by Landscape Architect		PT08 Proposed Wet Meadow - 1002m² Reinstated wet meadow Sun-tolerant wet meadow wildflower species mix
	P08 Proposed Granite Tactile Paving Blister Colour: Grey (Sufficient visual contrast to surrounding material) Finish: Flamed		PT09 Proposed Amenity Grass - 515m² Species rich amenity turf
	P09 Proposed Granite Tactile Paving Corduroy Colour: Grey (Sufficient visual contrast to surrounding material) Finish: Flamed		PT10 Proposed Mound - 3no. Mounds to amenity grass area Max. height 800mm, no steeper than 1:3
	P10 Proposed Granite Step Units Colour: Mist, with demarcation nosing Finish: Flamed		PT11 Mown Path Path mown through amenity grass to connect the painted figure 8 track on the asphalt
	P11 Retaining Wall To Engineer's design & detail	Proposed Secure Boundaries & Gates	
Proposed Furniture			Secure Outer Fence Line - 330 in. m 2400mm high, steel climb resistant fencing
	F01 Bike Storage - 2no. Two tier cycle shelter with 8no. Sheffield Cycle Stands		Acoustic Outer Fence Line - 183 lin.m 2400mm high, solid timber acoustic fencing
	F02 Benches - 5no. Modular timber & powder-coated galvanised steel benches Colour TBC		Secure Inner Fence Line - 511 lin.m 1800mm high, steel climb resistant fencing
	F03 Planters 16no. Modular powder-coated galvanised steel rectangular planters Colour TBC		Vehicular Gate - 5no. Colour and finish to match adjacent fence line
	F04 Proposed Deadwood Hibernacula - 2no. Existing felled trees logs to be used to create deadwood piles in the locations shown. At least 1m high by 2m wide.		Pedestrian Gate - 13no. Colour and finish to match adjacent fence line
	F05 Proposed Bird Nest Boxes - 4no. Approval by Landscape Architect and Ecologist		Magnetic Fire Escape Gate - 1no. Colour and finish to match adjacent fence line
	F06 Proposed Bat Roost Boxes - 3no. Approval by Landscape Architect and Ecologist		
	F07 Proposed EV Charger - 1no. To Engineer's design & detail		
	F08 Proposed Future EV Charger - 4no. Where EV chargers may be installed in the future To Engineer's design & detail		
	F09 Proposed Vehicle Stop - 2no. Colour: Black with yellow reflective stripes To Engineer's design & detail		
	F10 Proposed Future Vehicle Stop - 8no. Colour: Black with yellow reflective stripes To Engineer's design & detail		
	F11 Stainless Steel Bollard 4no. Stainless steel bollard Height: 900mm		

P01	27/03/26	Issue for Planning	JP
Rev	Date	Description of changes	DRWN APP

NOTES:

1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

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APPENDIX C

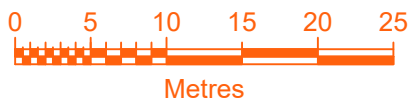
Proposed Access Junction Drawing

1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
2. all dimensions to be checked before commencement of work on site.
3. all dimensions in metres unless otherwise stated.
4. the design is subject to approval of rochdale council.
5. drawing based on os mapping .

drawing number:
J32-92II-PS-00I

APPENDIX D

Swept Path Analysis Drawings



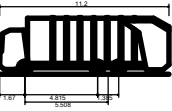
mode

transport planning

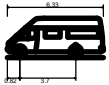
t 0161 464 9495

e info@modetransport.co.uk

w www.modetransport.co.uk



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) 11.200m
Overall Length 2.530m
Overall Width 3.751m
Overall Body Height 0.304m
Min Body Ground Clearance 2.300m
Track Width 4.00s
Lock to lock time 9.500m
Kerb to Kerb Turning Radius



Mini Bus 6.330m
Overall Length 2.192m
Overall Width 2.601m
Overall Body Height 0.374m
Min Body Ground Clearance 2.192m
Track Width 4.00s
Lock to lock time 6.450m
Kerb to Kerb Turning Radius

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of rochdale council.
 5. drawing based on os mapping .

issue/revision		
B	27/03/2026	issued
A	10/12/2025	issued
-	05/12/2025	issued
l/r	date	description

client: rochdale borough council

project: raise rochdale PRU

project number: J3292II

scale: 1:500@A3

drawing title:
swept path analysis
main entrance

drawing number:
J32-92II-PS-002

File name: C:\Users\WINDOWS\OneDrive\Dropbox\PROJECT\MANCHESTER\PROJECTS\J3292\1\PS-001 REV C.DWG
Last saved by: WINDOWS Last Potted: 2026-05-27

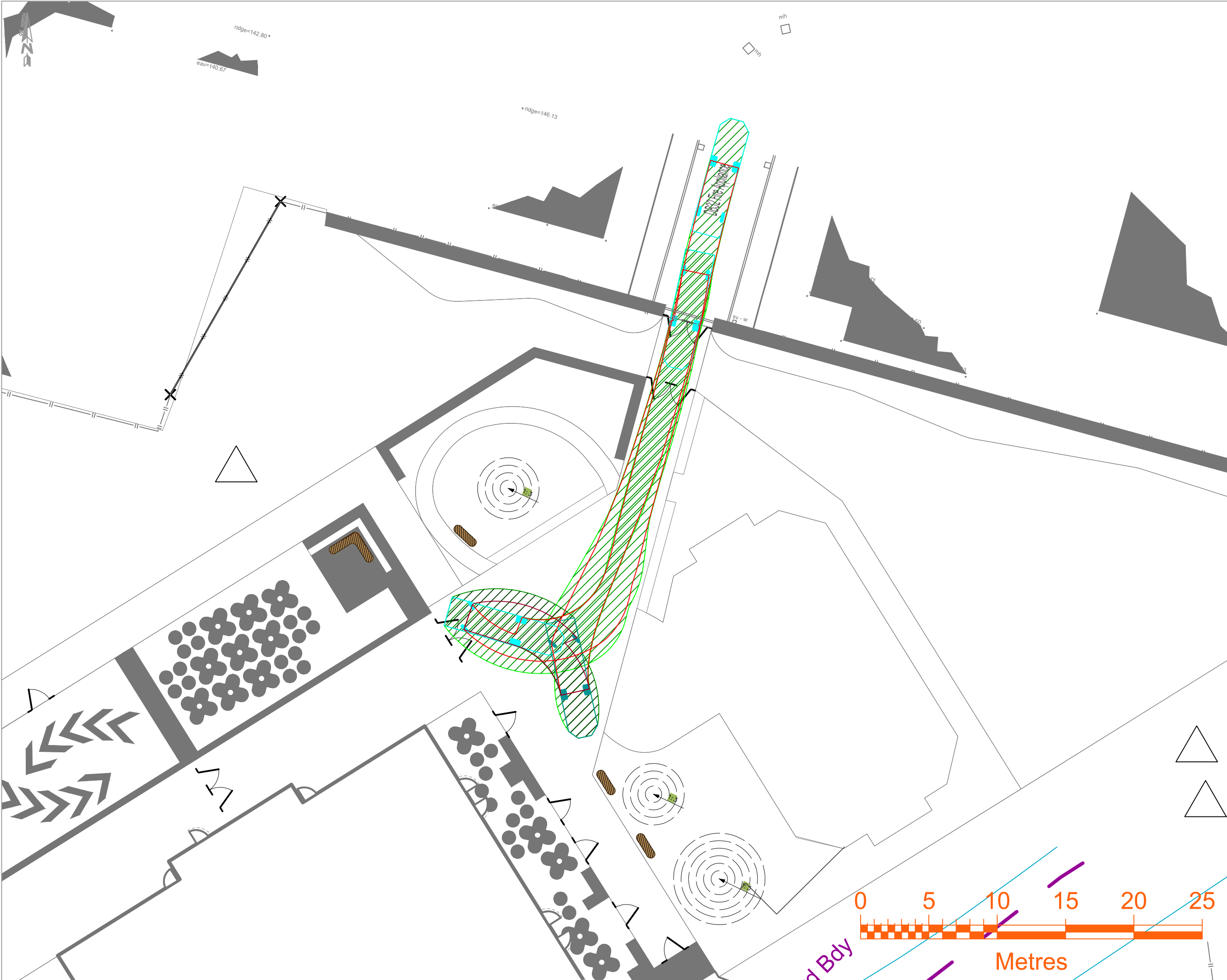
ISO A3 297mm x 420mm

Approved: ME

Checked: MA

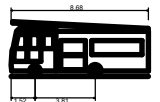
Designer: LCW

Project Management Initials:



transport planning

t 0161 464 9495
e info@modetransport.co.uk
w www.modetransport.co.uk



DB32 Fire Appliance
Overall Length 8.68m
Overall Width 2.15m
Overall Body Height 3.45m
Min Body Ground Clearance 0.33m
Max Track Width 2.12m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.91m

- notes:
1. this drawing is to be read in conjunction with all other relevant drawings, any discrepancies, errors or omissions to be brought to the attention of overseeing organisation.
 2. all dimensions to be checked before commencement of work on site.
 3. all dimensions in metres unless otherwise stated.
 4. the design is subject to approval of rochdale council.
 5. drawing based on os mapping .

issue/revision		
B	27/03/2026	issued
A	10/12/2025	issued
-	05/12/2025	issued
i/r	date	description

client: rochdale borough council

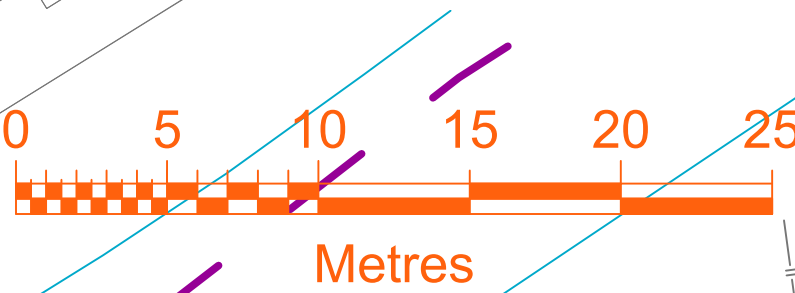
project: raise rochdale PRU

project number: J3292II

scale: 1:250@A3

drawing title:
swept path analysis
emergency access

drawing number:
J32-92II-PS-003



APPENDIX E

Raw Traffic Survey Data

Rochdale
Classified Junction Count

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

Lat/Long
lat 53.622941° lon -2.140201°

Date
Tuesday 18 November 2025

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)

Movement 1.1: Left from Mayfield Street to Belfield Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	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	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	1	0	0	1	0	2	3.30
0845 - 0900	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	3	1	0	0	1	0	5	6.30
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.25	0.00	1.25	1.58
0900 - 0915	0	0	2	0	0	0	0	0	2	2.00
0915 - 0930	0	0	1	0	0	0	1	0	2	3.30
0930 - 0945	0	0	3	0	0	0	0	0	3	3.00
0945 - 1000	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	8	0	0	0	1	0	9	10.30
Hourly Average	0.00	0.00	2.00	0.00	0.00	0.00	0.25	0.00	2.25	2.58
1000 - 1015	0	0	1	0	1	0	0	0	2	2.00
1015 - 1030	0	0	0	0	0	0	1	0	1	2.30
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	1	0	3	4.30
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.25	0.00	0.75	1.08
1100 - 1115	0	0	2	0	0	0	0	0	2	2.00
1115 - 1130	0	0	0	0	1	0	0	0	1	1.00
1130 - 1145	0	0	3	0	0	0	0	0	3	3.00
1145 - 1200	0	0	2	1	0	0	0	0	3	3.00
Hourly Total	0	0	7	1	1	0	0	0	9	9.00
Hourly Average	0.00	0.00	1.75	0.25	0.25	0.00	0.00	0.00	2.25	2.25
1200 - 1215	0	0	3	0	0	0	1	0	4	5.30
1215 - 1230	0	0	1	0	1	0	0	0	2	2.00
1230 - 1245	0	0	4	0	0	0	0	0	4	4.00
1245 - 1300	0	0	2	0	1	1	0	0	4	4.50
Hourly Total	0	0	10	0	2	1	1	0	14	15.80
Hourly Average	0.00	0.00	2.50	0.00	0.50	0.25	0.25	0.00	3.50	3.95
1300 - 1315	0	0	6	0	1	0	0	0	7	7.00
1315 - 1330	0	0	1	0	1	0	0	0	2	2.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	11	0	2	0	0	0	13	13.00
Hourly Average	0.00	0.00	2.75	0.00	0.50	0.00	0.00	0.00	3.25	3.25
1400 - 1415	0	0	0	0	1	0	0	0	1	1.00
1415 - 1430	0	0	1	0	0	0	0	0	1	1.00
1430 - 1445	0	0	4	0	1	0	0	0	5	5.00
1445 - 1500	0	0	13	0	1	0	1	0	15	16.30
Hourly Total	0	0	18	0	3	0	1	0	22	23.30
Hourly Average	0.00	0.00	4.50	0.00	0.75	0.00	0.25	0.00	5.50	5.83
1500 - 1515	0	0	5	0	1	0	0	0	6	6.00
1515 - 1530	0	0	3	0	1	0	0	0	4	4.00
1530 - 1545	0	0	1	0	0	0	0	0	1	1.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	9	0	2	0	0	0	11	11.00
Hourly Average	0.00	0.00	2.25	0.00	0.50	0.00	0.00	0.00	2.75	2.75
1600 - 1615	0	0	3	0	1	1	0	0	5	5.50
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	3	0	0	0	0	0	3	3.00
1645 - 1700	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	10	0	1	1	0	0	12	12.50
Hourly Average	0.00	0.00	2.50	0.00	0.25	0.25	0.00	0.00	3.00	3.13
1700 - 1715	0	0	11	1	0	0	0	0	12	12.00
1715 - 1730	0	0	5	0	0	0	0	0	5	5.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	21	1	0	0	0	0	22	22.00
Hourly Average	0.00	0.00	5.25	0.25	0.00	0.00	0.00	0.00	5.50	5.50
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	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	100	3	13	2	5	0	123	130.50
Session Average	0.00	0.00	2.08	0.06	0.27	0.04	0.10	0.00	2.56	2.72

Rochdale
Classified Junction Count

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

Lat/Long
lat 53.622941° lon -2.140201°

Date
Tuesday 18 November 2025

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)

Movement 1.2: Right from Mayfield Street to Belfield Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	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	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
0800 - 0815	0	0	0	1	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	1	0	1	2.30
0830 - 0845	0	0	2	0	2	0	0	0	4	4.00
0845 - 0900	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	2	2	2	0	1	0	7	8.30
Hourly Average	0.00	0.00	0.50	0.50	0.50	0.00	0.25	0.00	1.75	2.08
0900 - 0915	0	0	2	4	0	0	0	0	6	6.00
0915 - 0930	0	0	6	0	1	0	0	0	7	7.00
0930 - 0945	0	0	8	0	0	0	0	0	8	8.00
0945 - 1000	0	0	8	0	0	0	0	0	8	8.00
Hourly Total	0	0	24	4	1	0	0	0	29	29.00
Hourly Average	0.00	0.00	6.00	1.00	0.25	0.00	0.00	0.00	7.25	7.25
1000 - 1015	0	0	10	1	0	1	1	0	13	14.80
1015 - 1030	0	0	6	0	1	1	0	0	8	8.50
1030 - 1045	0	0	2	0	0	0	0	0	2	2.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	19	1	1	2	1	0	24	26.30
Hourly Average	0.00	0.00	4.75	0.25	0.25	0.50	0.25	0.00	6.00	6.58
1100 - 1115	0	0	1	1	0	0	0	0	2	2.00
1115 - 1130	0	0	2	1	0	0	0	0	3	3.00
1130 - 1145	0	0	2	0	0	0	0	0	2	2.00
1145 - 1200	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	0	0	8	2	0	0	0	0	10	10.00
Hourly Average	0.00	0.00	2.00	0.50	0.00	0.00	0.00	0.00	2.50	2.50
1200 - 1215	0	0	6	1	1	0	0	0	8	8.00
1215 - 1230	0	0	7	0	0	0	0	0	7	7.00
1230 - 1245	0	0	4	0	1	0	0	0	5	5.00
1245 - 1300	0	0	0	1	0	1	0	0	2	2.50
Hourly Total	0	0	17	2	2	1	0	0	22	22.50
Hourly Average	0.00	0.00	4.25	0.50	0.50	0.25	0.00	0.00	5.50	5.63
1300 - 1315	0	0	5	0	0	0	0	0	5	5.00
1315 - 1330	0	0	8	0	0	0	0	0	8	8.00
1330 - 1345	0	0	3	0	0	0	0	0	3	3.00
1345 - 1400	0	0	9	1	0	0	0	0	10	10.00
Hourly Total	0	0	25	1	0	0	0	0	26	26.00
Hourly Average	0.00	0.00	6.25	0.25	0.00	0.00	0.00	0.00	6.50	6.50
1400 - 1415	0	0	2	0	0	1	0	0	3	3.50
1415 - 1430	0	0	2	0	0	0	1	0	3	4.30
1430 - 1445	0	0	6	0	0	0	0	0	6	6.00
1445 - 1500	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	17	0	1	1	1	0	20	21.80
Hourly Average	0.00	0.00	4.25	0.00	0.25	0.25	0.25	0.00	5.00	5.45
1500 - 1515	0	0	2	0	0	0	0	0	2	2.00
1515 - 1530	0	0	5	0	0	0	0	0	5	5.00
1530 - 1545	0	0	4	0	0	0	0	0	4	4.00
1545 - 1600	0	0	2	0	0	0	0	0	2	2.00
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
1600 - 1615	0	0	7	0	0	0	0	0	7	7.00
1615 - 1630	1	0	3	0	0	0	0	0	4	3.20
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	3	0	0	0	0	0	3	3.00
Hourly Total	1	0	17	0	0	0	0	0	18	17.20
Hourly Average	0.25	0.00	4.25	0.00	0.00	0.00	0.00	0.00	4.50	4.30
1700 - 1715	0	0	5	0	0	0	0	0	5	5.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	3	0	0	0	0	0	3	3.00
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	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	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	1	0	154	12	9	4	3	0	183	188.10
Session Average	0.02	0.00	3.21	0.25	0.19	0.08	0.06	0.00	3.81	3.92

Rochdale
Classified Junction Count

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

Lat/Long
lat 53.622941° lon -2.140201°

Date
Tuesday 18 November 2025

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)

Movement 1.3: Westbound from Belfield Road (East) to Belfield Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	1	0	13	3	0	0	0	0	17	16.20
0715 - 0730	0	0	18	0	3	0	0	0	21	21.00
0730 - 0745	0	0	43	0	3	0	0	0	46	46.00
0745 - 0800	1	0	57	6	12	0	0	1	77	77.20
Hourly Total	2	0	131	9	18	0	0	1	161	160.40
Hourly Average	0.50	0.00	32.75	2.25	4.50	0.00	0.00	0.25	40.25	40.10
0800 - 0815	1	0	53	10	8	0	0	0	72	71.20
0815 - 0830	0	0	73	4	7	0	0	0	84	84.00
0830 - 0845	0	0	43	7	4	0	0	0	54	54.00
0845 - 0900	0	0	64	10	5	0	0	0	79	79.00
Hourly Total	1	0	233	31	24	0	0	0	289	288.20
Hourly Average	0.25	0.00	58.25	7.75	6.00	0.00	0.00	0.00	72.25	72.05
0900 - 0915	0	0	60	2	6	0	0	3	71	74.00
0915 - 0930	0	0	52	8	6	0	0	0	66	66.00
0930 - 0945	1	1	32	6	8	1	0	0	49	48.10
0945 - 1000	0	0	36	5	4	2	0	0	47	48.00
Hourly Total	1	1	180	21	24	3	0	3	233	236.10
Hourly Average	0.25	0.25	45.00	5.25	6.00	0.75	0.00	0.75	58.25	59.03
1000 - 1015	0	0	40	8	5	2	0	1	56	58.00
1015 - 1030	0	0	41	7	9	0	0	1	58	59.00
1030 - 1045	0	0	24	10	6	1	0	0	41	41.50
1045 - 1100	0	0	42	4	3	0	0	0	49	49.00
Hourly Total	0	0	147	29	23	3	0	2	204	207.50
Hourly Average	0.00	0.00	36.75	7.25	5.75	0.75	0.00	0.50	51.00	51.88
1100 - 1115	0	0	45	8	6	0	0	2	61	63.00
1115 - 1130	0	0	38	3	7	0	0	0	48	48.00
1130 - 1145	0	0	39	8	6	0	0	0	53	53.00
1145 - 1200	0	0	41	9	4	0	0	0	54	54.00
Hourly Total	0	0	163	28	23	0	0	2	216	218.00
Hourly Average	0.00	0.00	40.75	7.00	5.75	0.00	0.00	0.50	54.00	54.50
1200 - 1215	0	0	43	8	4	0	0	1	56	57.00
1215 - 1230	0	0	34	8	3	0	0	0	45	45.00
1230 - 1245	0	1	41	8	7	0	0	0	57	56.40
1245 - 1300	0	0	49	6	5	1	0	0	61	61.50
Hourly Total	0	1	167	30	19	1	0	1	219	219.90
Hourly Average	0.00	0.25	41.75	7.50	4.75	0.25	0.00	0.25	54.75	54.98
1300 - 1315	0	1	64	8	4	1	0	1	79	79.90
1315 - 1330	0	0	44	5	6	0	0	0	55	55.00
1330 - 1345	0	0	51	2	2	1	0	0	56	56.50
1345 - 1400	0	0	49	5	4	1	1	0	60	61.80
Hourly Total	0	1	208	20	16	3	1	1	250	253.20
Hourly Average	0.00	0.25	52.00	5.00	4.00	0.75	0.25	0.25	62.50	63.30
1400 - 1415	0	0	40	9	4	0	0	1	54	55.00
1415 - 1430	0	0	58	4	7	0	0	1	70	71.00
1430 - 1445	0	1	49	8	1	0	0	0	59	58.40
1445 - 1500	0	0	55	8	6	0	0	1	70	71.00
Hourly Total	0	1	202	29	18	0	0	3	253	255.40
Hourly Average	0.00	0.25	50.50	7.25	4.50	0.00	0.00	0.75	63.25	63.85
1500 - 1515	0	0	59	11	5	1	0	1	77	78.50
1515 - 1530	0	0	72	5	1	0	0	0	78	78.00
1530 - 1545	0	0	57	6	2	0	0	1	66	67.00
1545 - 1600	0	0	64	12	3	0	0	0	79	79.00
Hourly Total	0	0	252	34	11	1	0	2	300	302.50
Hourly Average	0.00	0.00	63.00	8.50	2.75	0.25	0.00	0.50	75.00	75.63
1600 - 1615	0	0	63	9	4	0	0	1	77	78.00
1615 - 1630	0	0	57	3	2	1	0	0	63	63.50
1630 - 1645	0	0	64	0	2	0	0	0	66	66.00
1645 - 1700	0	0	81	1	4	0	0	0	86	86.00
Hourly Total	0	0	265	13	12	1	0	1	292	293.50
Hourly Average	0.00	0.00	66.25	3.25	3.00	0.25	0.00	0.25	73.00	73.38
1700 - 1715	0	0	68	4	4	1	0	0	77	77.50
1715 - 1730	0	1	56	4	2	0	0	1	64	64.40
1730 - 1745	0	0	43	1	3	0	0	0	47	47.00
1745 - 1800	0	0	62	2	0	0	0	0	64	64.00
Hourly Total	0	1	229	11	9	1	0	1	252	252.90
Hourly Average	0.00	0.25	57.25	2.75	2.25	0.25	0.00	0.25	63.00	63.23
1800 - 1815	0	0	55	2	4	0	0	0	61	61.00
1815 - 1830	0	0	48	2	3	0	0	1	54	55.00
1830 - 1845	0	0	53	1	3	0	0	0	57	57.00
1845 - 1900	0	0	49	3	1	0	0	0	53	53.00
Hourly Total	0	0	205	8	11	0	0	1	225	226.00
Hourly Average	0.00	0.00	51.25	2.00	2.75	0.00	0.00	0.25	56.25	56.50
Session Total	4	5	2382	263	208	13	1	18	2894	2913.60
Session Average	0.08	0.10	49.63	5.48	4.33	0.27	0.02	0.38	60.29	60.70

Rochdale
Classified Junction Count

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

Lat/Long
lat 53.622941° lon -2.140201°

Date
Tuesday 18 November 2025

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)

Movement 1.4: Right from Belfield Road (East) to Mayfield Street									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	1	0	2	3.30
0730 - 0745	0	0	2	0	0	0	0	0	2	2.00
0745 - 0800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	5	0	0	0	1	0	6	7.30
Hourly Average	0.00	0.00	1.25	0.00	0.00	0.00	0.25	0.00	1.50	1.83
0800 - 0815	0	0	2	0	1	0	0	0	3	3.00
0815 - 0830	0	0	4	0	0	0	2	0	6	8.60
0830 - 0845	0	0	5	0	0	0	0	0	5	5.00
0845 - 0900	0	0	7	0	1	0	1	0	9	10.30
Hourly Total	0	0	18	0	2	0	3	0	23	26.90
Hourly Average	0.00	0.00	4.50	0.00	0.50	0.00	0.75	0.00	5.75	6.73
0900 - 0915	0	0	8	1	0	0	1	0	10	11.30
0915 - 0930	0	0	6	0	0	0	0	0	6	6.00
0930 - 0945	0	0	7	0	0	0	0	0	7	7.00
0945 - 1000	0	0	4	0	0	1	1	0	6	7.80
Hourly Total	0	0	25	1	0	1	2	0	29	32.10
Hourly Average	0.00	0.00	6.25	0.25	0.00	0.25	0.50	0.00	7.25	8.03
1000 - 1015	0	0	2	0	0	0	0	0	2	2.00
1015 - 1030	0	0	1	0	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	1	0	0	0	1	1.00
1045 - 1100	0	0	2	0	0	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
1100 - 1115	0	0	3	0	1	0	1	0	5	6.30
1115 - 1130	0	0	3	0	0	0	0	0	3	3.00
1130 - 1145	0	0	1	0	0	0	0	0	1	1.00
1145 - 1200	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	11	0	1	0	1	0	13	14.30
Hourly Average	0.00	0.00	2.75	0.00	0.25	0.00	0.25	0.00	3.25	3.58
1200 - 1215	0	0	2	0	0	0	0	0	2	2.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	3	0	0	0	0	0	3	3.00
1245 - 1300	0	0	5	1	0	2	0	0	8	9.00
Hourly Total	0	0	15	1	0	2	0	0	18	19.00
Hourly Average	0.00	0.00	3.75	0.25	0.00	0.50	0.00	0.00	4.50	4.75
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	2	0	3	0	0	0	5	5.00
1330 - 1345	0	0	2	0	0	0	0	0	2	2.00
1345 - 1400	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	6	0	4	0	0	0	10	10.00
Hourly Average	0.00	0.00	1.50	0.00	1.00	0.00	0.00	0.00	2.50	2.50
1400 - 1415	0	0	1	0	0	0	0	0	1	1.00
1415 - 1430	0	0	1	0	1	0	0	0	2	2.00
1430 - 1445	0	0	1	0	0	0	0	0	1	1.00
1445 - 1500	0	0	4	0	0	0	0	0	4	4.00
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
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	2	0	0	0	0	0	2	2.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	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
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	0	0	0	0	0	0	0	0.00
1645 - 1700	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
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	1	0	1	2.30
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	1	0	3	4.30
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.25	0.00	0.75	1.08
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	100	2	9	3	8	0	122	133.90
Session Average	0.00	0.00	2.08	0.04	0.19	0.06	0.17	0.00	2.54	2.79

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

Date
Tuesday 18 November 2025

0700 - 1900 (Tuesday 12H Session)

	Movement 1.5: U-Turn from Belfield Road (East) to Belfield Road (East)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	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
1000 - 1015	0	0	0	0	0	0	0	0	0	0.00
1015 - 1030	0	0	0	0	0	0	0	0	0	0.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	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
1100 - 1115	0	0	0	0	0	0	0	0	0	0.00
1115 - 1130	0	0	0	0	0	0	0	0	0	0.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	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
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	0	0	0	0	0	0	0	0.00
1230 - 1245	0	0	0	0	0	0	0	0	0	0.00
1245 - 1300	0	0	0	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
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	1	0	0	0	0	0	1	1.00
1330 - 1345	0	0	0	0	0	0	0	0	0	0.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	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
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	0	0	0	0	0	0.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	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
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	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
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	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.04	0.04

Rochdale
Classified Junction Count

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

Lat/Long
lat 53.622941° lon -2.140201°

Date
Tuesday 18 November 2025

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)

Movement 1.6: Left from Belfield Road (West) to Mayfield Street									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	5	0	0	0	0	0	5	5.00
0730 - 0745	0	0	0	0	1	0	0	0	1	1.00
0745 - 0800	0	0	3	0	1	0	0	0	4	4.00
Hourly Total	0	0	9	0	3	0	0	0	12	12.00
Hourly Average	0.00	0.00	2.25	0.00	0.75	0.00	0.00	0.00	3.00	3.00
0800 - 0815	0	0	2	1	0	0	0	0	3	3.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	4	1	0	0	0	0	5	5.00
0845 - 0900	0	0	4	1	0	0	0	0	5	5.00
Hourly Total	0	0	11	3	0	0	0	0	14	14.00
Hourly Average	0.00	0.00	2.75	0.75	0.00	0.00	0.00	0.00	3.50	3.50
0900 - 0915	0	0	12	3	1	0	0	0	16	16.00
0915 - 0930	1	0	10	0	0	1	0	0	12	11.70
0930 - 0945	0	0	7	1	0	0	0	0	8	8.00
0945 - 1000	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	1	0	43	4	1	1	0	0	50	49.70
Hourly Average	0.25	0.00	10.75	1.00	0.25	0.25	0.00	0.00	12.50	12.43
1000 - 1015	0	0	11	0	1	0	0	0	12	12.00
1015 - 1030	0	0	6	0	1	0	0	0	7	7.00
1030 - 1045	0	0	1	0	0	0	0	0	1	1.00
1045 - 1100	0	0	4	0	0	0	0	0	4	4.00
Hourly Total	0	0	22	0	2	0	0	0	24	24.00
Hourly Average	0.00	0.00	5.50	0.00	0.50	0.00	0.00	0.00	6.00	6.00
1100 - 1115	0	0	5	1	0	0	0	0	6	6.00
1115 - 1130	0	0	1	1	0	0	0	0	2	2.00
1130 - 1145	0	0	4	1	0	0	0	0	5	5.00
1145 - 1200	0	0	5	0	0	0	0	0	5	5.00
Hourly Total	0	0	15	3	0	0	0	0	18	18.00
Hourly Average	0.00	0.00	3.75	0.75	0.00	0.00	0.00	0.00	4.50	4.50
1200 - 1215	0	0	4	1	0	0	0	0	5	5.00
1215 - 1230	0	0	5	0	0	0	0	0	5	5.00
1230 - 1245	0	0	5	0	1	1	0	0	7	7.50
1245 - 1300	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	0	0	21	1	2	1	0	0	25	25.50
Hourly Average	0.00	0.00	5.25	0.25	0.50	0.25	0.00	0.00	6.25	6.38
1300 - 1315	0	0	2	0	0	0	0	0	2	2.00
1315 - 1330	0	0	5	0	1	0	0	0	6	6.00
1330 - 1345	0	0	4	0	0	0	0	0	4	4.00
1345 - 1400	0	0	4	0	0	0	1	0	5	6.30
Hourly Total	0	0	15	0	1	0	1	0	17	18.30
Hourly Average	0.00	0.00	3.75	0.00	0.25	0.00	0.25	0.00	4.25	4.58
1400 - 1415	0	0	1	0	0	1	0	0	2	2.50
1415 - 1430	0	0	3	0	0	0	1	0	4	5.30
1430 - 1445	0	0	1	0	1	0	0	0	2	2.00
1445 - 1500	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	5	0	2	1	1	0	9	10.80
Hourly Average	0.00	0.00	1.25	0.00	0.50	0.25	0.25	0.00	2.25	2.70
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	2	0	0	0	0	0	2	2.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	1	0	0	1	1.50
Hourly Total	0	0	3	0	0	1	0	0	4	4.50
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.25	0.00	0.00	1.00	1.13
1600 - 1615	0	0	3	0	0	0	0	0	3	3.00
1615 - 1630	0	0	1	0	0	0	0	0	1	1.00
1630 - 1645	0	0	4	0	0	0	0	0	4	4.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
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	0	1	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	2	0	0	0	0	0	2	2.00
Hourly Total	0	0	2	1	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.50	0.25	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	1	0	155	12	11	4	2	0	185	188.80
Session Average	0.02	0.00	3.23	0.25	0.23	0.08	0.04	0.00	3.85	3.93

Rochdale
Classified Junction Count

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

Lat/Long
lat 53.622941° lon -2.140201°

Date
Tuesday 18 November 2025

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)

Movement 1.7: Eastbound from Belfield Road (West) to Belfield Road (East)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	1	0	0	0	13	13.00
0715 - 0730	0	0	24	1	2	0	0	0	27	27.00
0730 - 0745	0	0	25	0	5	0	0	1	31	32.00
0745 - 0800	0	0	37	5	4	0	0	1	47	48.00
Hourly Total	0	0	98	6	12	0	0	2	118	120.00
Hourly Average	0.00	0.00	24.50	1.50	3.00	0.00	0.00	0.50	29.50	30.00
0800 - 0815	0	0	37	6	5	0	0	0	48	48.00
0815 - 0830	0	0	38	6	2	0	0	0	46	46.00
0830 - 0845	0	0	32	2	6	0	0	0	40	40.00
0845 - 0900	0	0	34	7	3	0	0	0	44	44.00
Hourly Total	0	0	141	21	16	0	0	0	178	178.00
Hourly Average	0.00	0.00	35.25	5.25	4.00	0.00	0.00	0.00	44.50	44.50
0900 - 0915	0	0	44	9	5	0	0	1	59	60.00
0915 - 0930	0	0	40	7	4	0	0	0	51	51.00
0930 - 0945	0	0	37	9	6	0	0	0	52	52.00
0945 - 1000	0	0	34	8	2	1	0	0	45	45.50
Hourly Total	0	0	155	33	17	1	0	1	207	208.50
Hourly Average	0.00	0.00	38.75	8.25	4.25	0.25	0.00	0.25	51.75	52.13
1000 - 1015	0	0	35	10	6	0	0	1	52	53.00
1015 - 1030	0	0	23	5	11	0	0	0	39	39.00
1030 - 1045	0	0	28	7	4	0	0	0	39	39.00
1045 - 1100	0	0	34	6	4	0	0	0	44	44.00
Hourly Total	0	0	120	28	25	0	0	1	174	175.00
Hourly Average	0.00	0.00	30.00	7.00	6.25	0.00	0.00	0.25	43.50	43.75
1100 - 1115	0	0	35	8	8	0	0	1	52	53.00
1115 - 1130	0	0	45	5	10	0	0	0	60	60.00
1130 - 1145	0	0	52	6	8	0	0	0	66	66.00
1145 - 1200	1	0	48	13	2	0	0	1	65	65.20
Hourly Total	1	0	180	32	28	0	0	2	243	244.20
Hourly Average	0.25	0.00	45.00	8.00	7.00	0.00	0.00	0.50	60.75	61.05
1200 - 1215	0	0	49	12	5	0	0	0	66	66.00
1215 - 1230	0	0	39	10	6	0	0	0	55	55.00
1230 - 1245	0	0	40	11	7	0	0	0	58	58.00
1245 - 1300	0	0	46	10	6	0	0	0	62	62.00
Hourly Total	0	0	174	43	24	0	0	0	241	241.00
Hourly Average	0.00	0.00	43.50	10.75	6.00	0.00	0.00	0.00	60.25	60.25
1300 - 1315	0	0	48	9	4	2	0	1	64	66.00
1315 - 1330	0	0	49	8	2	0	0	0	59	59.00
1330 - 1345	0	0	55	6	2	2	0	0	65	66.00
1345 - 1400	0	0	45	10	7	0	0	0	62	62.00
Hourly Total	0	0	197	33	15	4	0	1	250	253.00
Hourly Average	0.00	0.00	49.25	8.25	3.75	1.00	0.00	0.25	62.50	63.25
1400 - 1415	0	0	50	10	8	0	1	1	70	72.30
1415 - 1430	0	0	52	2	4	0	0	0	58	58.00
1430 - 1445	0	0	40	8	4	1	0	1	54	55.50
1445 - 1500	0	1	68	7	2	0	0	0	78	77.40
Hourly Total	0	1	210	27	18	1	1	2	260	263.20
Hourly Average	0.00	0.25	52.50	6.75	4.50	0.25	0.25	0.50	65.00	65.80
1500 - 1515	0	0	51	8	6	1	0	1	67	68.50
1515 - 1530	0	0	63	7	6	0	1	0	77	78.30
1530 - 1545	0	0	90	8	9	1	0	0	108	108.50
1545 - 1600	0	0	67	10	6	0	0	0	83	83.00
Hourly Total	0	0	271	33	27	2	1	1	335	338.30
Hourly Average	0.00	0.00	67.75	8.25	6.75	0.50	0.25	0.25	83.75	84.58
1600 - 1615	0	0	56	12	5	1	0	2	76	78.50
1615 - 1630	0	0	61	8	5	0	0	0	74	74.00
1630 - 1645	0	0	79	3	6	0	0	0	88	88.00
1645 - 1700	0	0	102	3	5	0	0	0	110	110.00
Hourly Total	0	0	298	26	21	1	0	2	348	350.50
Hourly Average	0.00	0.00	74.50	6.50	5.25	0.25	0.00	0.50	87.00	87.63
1700 - 1715	0	0	97	1	4	0	0	1	103	104.00
1715 - 1730	0	1	66	4	7	1	0	0	79	78.90
1730 - 1745	1	0	64	1	5	0	0	0	71	70.20
1745 - 1800	0	0	58	3	2	0	0	0	63	63.00
Hourly Total	1	1	285	9	18	1	0	1	316	316.10
Hourly Average	0.25	0.25	71.25	2.25	4.50	0.25	0.00	0.25	79.00	79.03
1800 - 1815	1	0	66	2	2	0	0	0	71	70.20
1815 - 1830	0	0	60	4	4	0	0	1	69	70.00
1830 - 1845	0	0	55	5	1	0	0	0	61	61.00
1845 - 1900	0	0	48	7	2	0	0	0	57	57.00
Hourly Total	1	0	229	18	9	0	0	1	258	258.20
Hourly Average	0.25	0.00	57.25	4.50	2.25	0.00	0.00	0.25	64.50	64.55
Session Total	3	2	2358	309	230	10	2	14	2928	2946.00
Session Average	0.06	0.04	49.13	6.44	4.79	0.21	0.04	0.29	61.00	61.38

Rochdale
Classified Junction Count

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

Lat/Long
lat 53.622941° lon -2.140201°

Date
Tuesday 18 November 2025

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)

Movement 1.8: U-Turn from Belfield Road (West) to Belfield Road (West)									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	1	0	0	0	0	1	1.00
Hourly Total	0	0	1	1	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.50	0.50
1000 - 1015	0	0	2	0	0	0	0	0	2	2.00
1015 - 1030	0	0	0	1	0	0	0	0	1	1.00
1030 - 1045	0	0	0	0	0	0	0	0	0	0.00
1045 - 1100	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
1100 - 1115	0	0	0	2	0	0	0	0	2	2.00
1115 - 1130	0	0	1	0	0	0	0	0	1	1.00
1130 - 1145	0	0	0	0	0	0	0	0	0	0.00
1145 - 1200	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	2	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.50	0.00	0.00	0.00	0.00	0.75	0.75
1200 - 1215	0	0	0	0	0	0	0	0	0	0.00
1215 - 1230	0	0	1	1	0	0	0	0	2	2.00
1230 - 1245	0	0	1	1	0	0	0	0	2	2.00
1245 - 1300	0	0	1	1	0	0	0	0	2	2.00
Hourly Total	0	0	3	3	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.00	1.50	1.50
1300 - 1315	0	0	1	0	0	0	0	0	1	1.00
1315 - 1330	0	0	2	0	0	0	0	0	2	2.00
1330 - 1345	0	0	0	1	0	0	0	0	1	1.00
1345 - 1400	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	1	0	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.25	0.00	0.00	0.00	0.00	1.00	1.00
1400 - 1415	0	0	0	0	0	0	0	0	0	0.00
1415 - 1430	0	0	0	0	1	0	0	0	1	1.00
1430 - 1445	0	0	0	0	0	0	0	0	0	0.00
1445 - 1500	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
1500 - 1515	0	0	1	0	0	0	0	0	1	1.00
1515 - 1530	0	0	1	0	0	0	0	0	1	1.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
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	1	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	1	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.25	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	3	0	0	0	0	0	3	3.00
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	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	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	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	18	9	2	0	0	0	29	29.00
Session Average	0.00	0.00	0.38	0.19	0.04	0.00	0.00	0.00	0.60	0.60

Rochdale
Queue Length Survey

Site 1 of 1
Mayfield Street
Belfield Road (East)
Belfield Road (West)

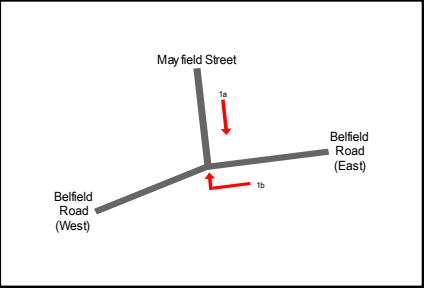
Lat/Long
lat 53.622941° lon -2.140201°

Date
Tuesday 18 November 2025

Weather
Cloudy
Temp: 6°C

0700 - 1900 (Tuesday 12H Session)

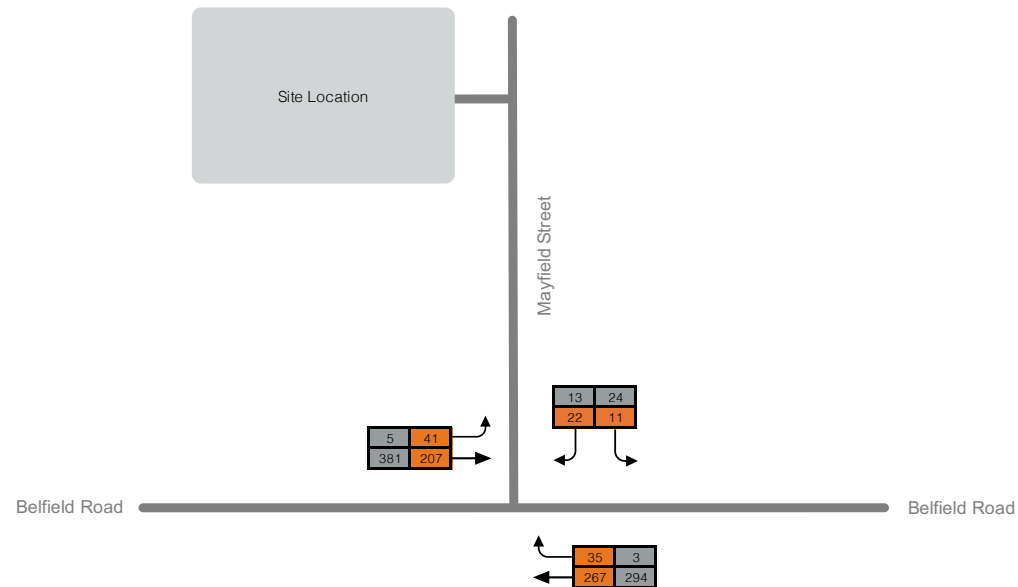
TIME	1a	1b
0700 - 0705	0	0
0705 - 0710	0	0
0710 - 0715	0	0
0715 - 0720	0	0
0720 - 0725	1	0
0725 - 0730	0	0
0730 - 0735	0	0
0735 - 0740	0	0
0740 - 0745	0	1
0745 - 0750	1	0
0750 - 0755	0	0
0755 - 0800	0	0
Hourly Average	0.17	0.08
0800 - 0805	0	1
0805 - 0810	0	0
0810 - 0815	0	0
0815 - 0820	0	0
0820 - 0825	0	0
0825 - 0830	1	1
0830 - 0835	2	0
0835 - 0840	0	0
0840 - 0845	1	0
0845 - 0850	0	0
0850 - 0855	0	0
0855 - 0900	0	2
Hourly Average	0.33	0.33
0900 - 0905	1	1
0905 - 0910	0	1
0910 - 0915	1	0
0915 - 0920	0	0
0920 - 0925	1	0
0925 - 0930	0	2
0930 - 0935	1	1
0935 - 0940	1	0
0940 - 0945	1	0
0945 - 0950	0	0
0950 - 0955	1	1
0955 - 1000	1	1
Hourly Average	0.67	0.58
1000 - 1005	2	0
1005 - 1010	1	1
1010 - 1015	1	0
1015 - 1020	1	0
1020 - 1025	1	0
1025 - 1030	1	0
1030 - 1035	0	0
1035 - 1040	0	0
1040 - 1045	0	0
1045 - 1050	1	0
1050 - 1055	0	0
1055 - 1100	0	0
Hourly Average	0.67	0.08
1100 - 1105	1	0
1105 - 1110	1	0
1110 - 1115	1	0
1115 - 1120	1	0
1120 - 1125	0	0
1125 - 1130	1	0
1130 - 1135	0	0
1135 - 1140	0	0
1140 - 1145	1	0
1145 - 1150	1	0
1150 - 1155	1	1
1155 - 1200	1	0
Hourly Average	0.75	0.08
1200 - 1205	1	0



1205 - 1210	1	0
1210 - 1215	2	0
1215 - 1220	2	0
1220 - 1225	1	1
1225 - 1230	1	0
1230 - 1235	1	0
1235 - 1240	2	0
1240 - 1245	1	0
1245 - 1250	1	1
1250 - 1255	2	1
1255 - 1300	1	1
Hourly Average	1.33	0.33
1300 - 1305	2	0
1305 - 1310	1	0
1310 - 1315	1	0
1315 - 1320	1	0
1320 - 1325	1	0
1325 - 1330	1	0
1330 - 1335	1	0
1335 - 1340	1	0
1340 - 1345	1	0
1345 - 1350	2	0
1350 - 1355	1	0
1355 - 1400	0	0
Hourly Average	1.08	0.00
1400 - 1405	0	0
1405 - 1410	1	0
1410 - 1415	1	0
1415 - 1420	1	0
1420 - 1425	1	1
1425 - 1430	0	0
1430 - 1435	1	0
1435 - 1440	0	0
1440 - 1445	1	0
1445 - 1450	3	0
1450 - 1455	2	1
1455 - 1500	1	1
Hourly Average	1.00	0.25
1500 - 1505	1	0
1505 - 1510	1	0
1510 - 1515	0	0
1515 - 1520	1	0
1520 - 1525	1	0
1525 - 1530	1	0
1530 - 1535	1	0
1535 - 1540	1	1
1540 - 1545	0	0
1545 - 1550	1	0
1550 - 1555	0	0
1555 - 1600	0	0
Hourly Average	0.67	0.08
1600 - 1605	1	1
1605 - 1610	2	0
1610 - 1615	2	0
1615 - 1620	0	0
1620 - 1625	1	0
1625 - 1630	1	1
1630 - 1635	1	0
1635 - 1640	0	0
1640 - 1645	1	0
1645 - 1650	1	0
1650 - 1655	1	0
1655 - 1700	1	0
Hourly Average	1.00	0.17
1700 - 1705	3	1
1705 - 1710	1	0
1710 - 1715	0	0
1715 - 1720	0	1
1720 - 1725	0	0
1725 - 1730	1	0
1730 - 1735	1	0
1735 - 1740	1	0
1740 - 1745	0	0
1745 - 1750	0	0
1750 - 1755	0	0
1755 - 1800	1	0
Hourly Average	0.67	0.17
1800 - 1805	0	0
1805 - 1810	0	0
1810 - 1815	0	0
1815 - 1820	0	0
1820 - 1825	0	0
1825 - 1830	0	0
1830 - 1835	0	0
1835 - 1840	1	0
1840 - 1845	0	0
1845 - 1850	0	0
1850 - 1855	0	0
1855 - 1900	0	0
Hourly Average	0.08	0.00
Session Total	0.70	0.18

APPENDIX F

Traffic Network Diagrams



NOTES

AM Network Peak Hour (08:45 - 09:45)
PM Network Peak Hour (16:30 - 17:30)
All Flows are in PCUs

LEGEND

 AM
 PM

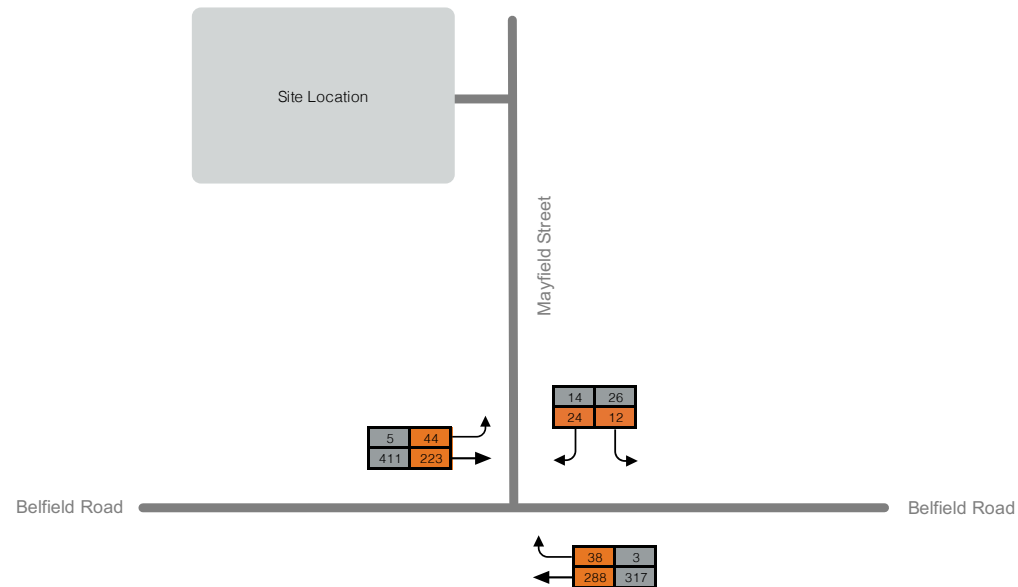
Pickstock Homes
Mayfield Street, Rochdale
J329211

2025 Base
March 2026

PREPARED
RW

CHECKED
ME





NOTES

AM Network Peak Hour (08:45 - 09:45)
PM Network Peak Hour (16:30 - 17:30)
All Flows are in PCUs

LEGEND

 AM
 PM

Pickstock Homes
Mayfield Street, Rochdale
J329211

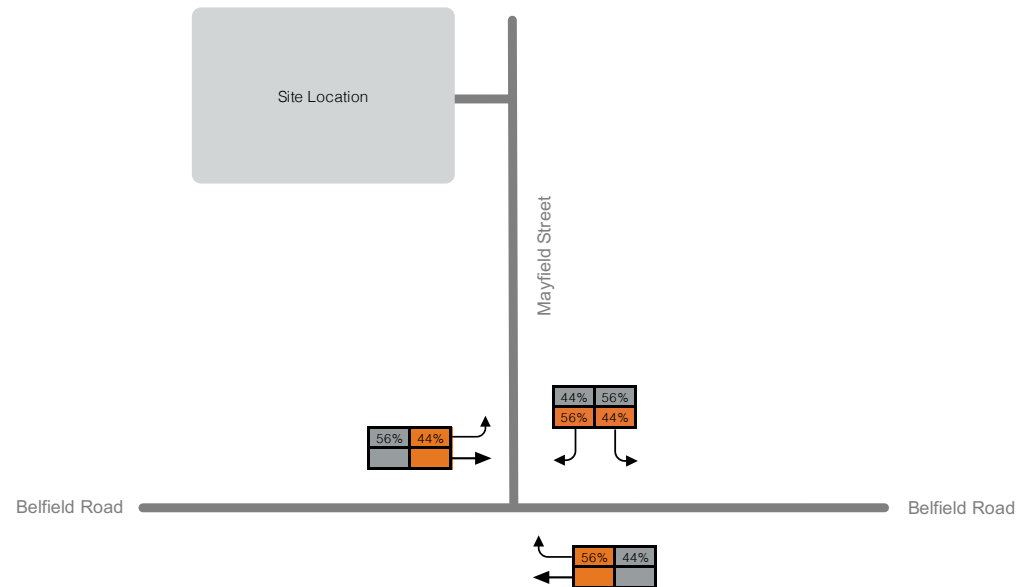
2031 Base

March 2026

PREPARED
RW

CHECKED
ME





NOTES

AM Network Peak Hour (08:45 - 09:45)
PM Network Peak Hour (16:30 - 17:30)
All Flows are in PCUs

LEGEND

	AM
	PM

Pickstock Homes
Mayfield Street, Rochdale
J329211

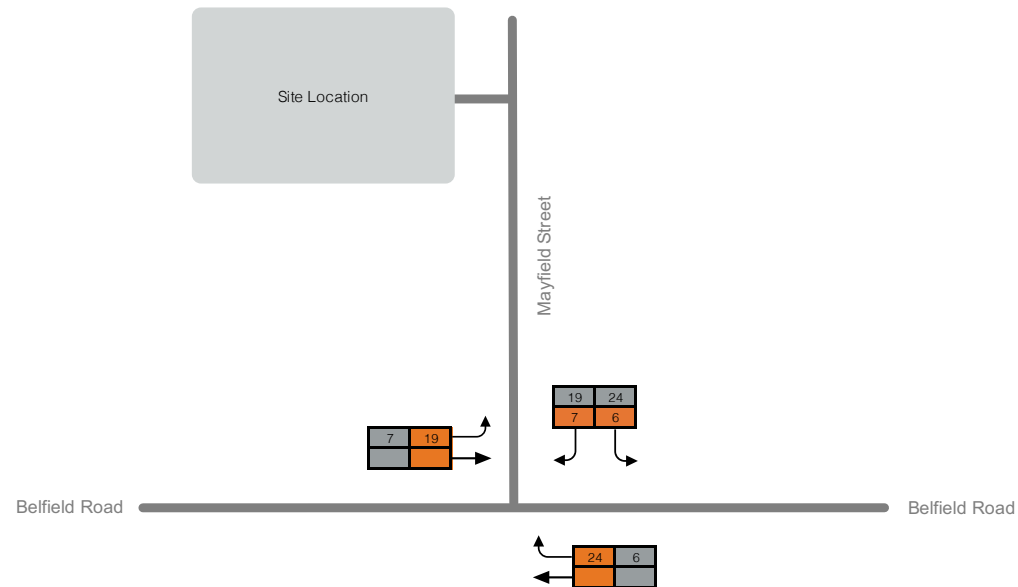
Trip Distribution

March 2026

PREPARED
RW

CHECKED
ME





NOTES

AM Network Peak Hour (08:45 - 09:45)
PM Network Peak Hour (16:30 - 17:30)
All Flows are in PCUs

LEGEND

 AM
 PM

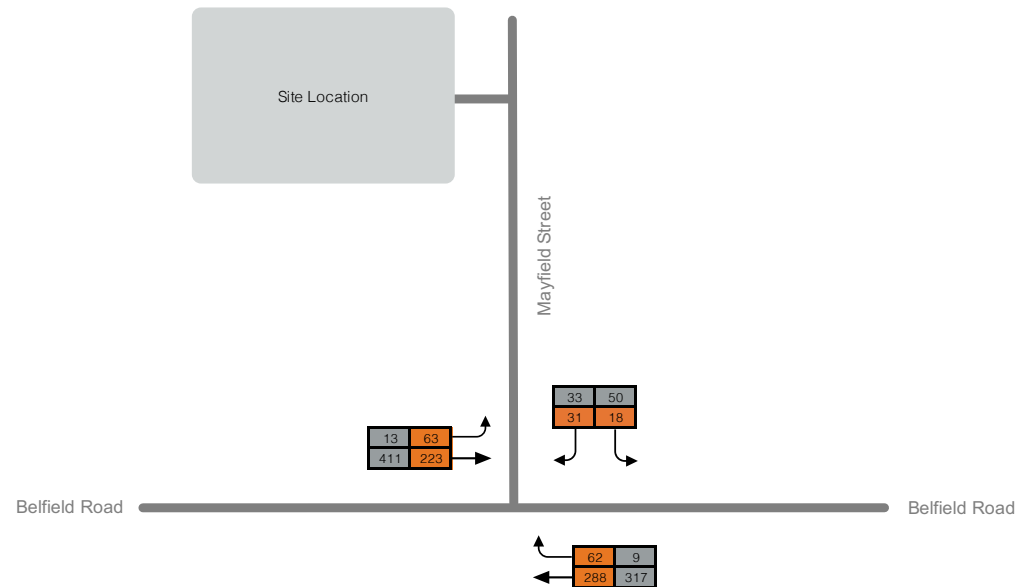
Pickstock Homes
Mayfield Street, Rochdale
J329211

Trip Generation

March 2026

PREPARED CHECKED
RW ME





NOTES

AM Network Peak Hour (08:45 - 09:45)

PM Network Peak Hour (16:30 - 17:30)

All Flows are in PCUs

LEGEND



AM

PM

Pickstock Homes

Mayfield Street, Rochdale

J329211

2031 Base + Development

March 2026

PREPARED
RW

CHECKED
ME

mode
transport planning

APPENDIX G

PICADY Modelling 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: Mayfield Street_Belfield Road.j11

Path: C:\Users\Windows\mode Dropbox\Project\Manchester\2. Projects\J329211_Mayfield Street, Rochdale\4. Data\6. Junction Capacity Assessments

Report generation date: 27/03/2026 12:34:55

- »D1 - 2025 | Base | AM
- »D2 - 2025 | Base | PM
- »D3 - 2031 | Base | AM
- »D4 - 2031 | Base | PM
- »D5 - 2031 | Base + Dev | AM
- »D6 - 2031 | Base + Dev | 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
	2025 - Base											
Stream B-AC	D1	0.1	8.90	0.08	A	204 %	D2	0.1	8.58	0.09	A	169 %
Stream C-AB		0.2	5.29	0.08	A	[Stream B-AC]		0.0	5.10	0.01	A	[Stream B-AC]
	2031 - Base											
Stream B-AC	D3	0.1	9.16	0.09	A	181 %	D4	0.1	8.86	0.10	A	149 %
Stream C-AB		0.2	5.26	0.09	A	[Stream B-AC]		0.0	5.05	0.01	A	[Stream B-AC]
	2031 - Base + Dev											
Stream B-AC	D5	0.1	9.60	0.13	A	147 %	D6	0.3	10.37	0.21	B	100 %
Stream C-AB		0.3	5.50	0.15	A	[Stream B-AC]		0.0	5.10	0.02	A	[Stream B-AC]

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.

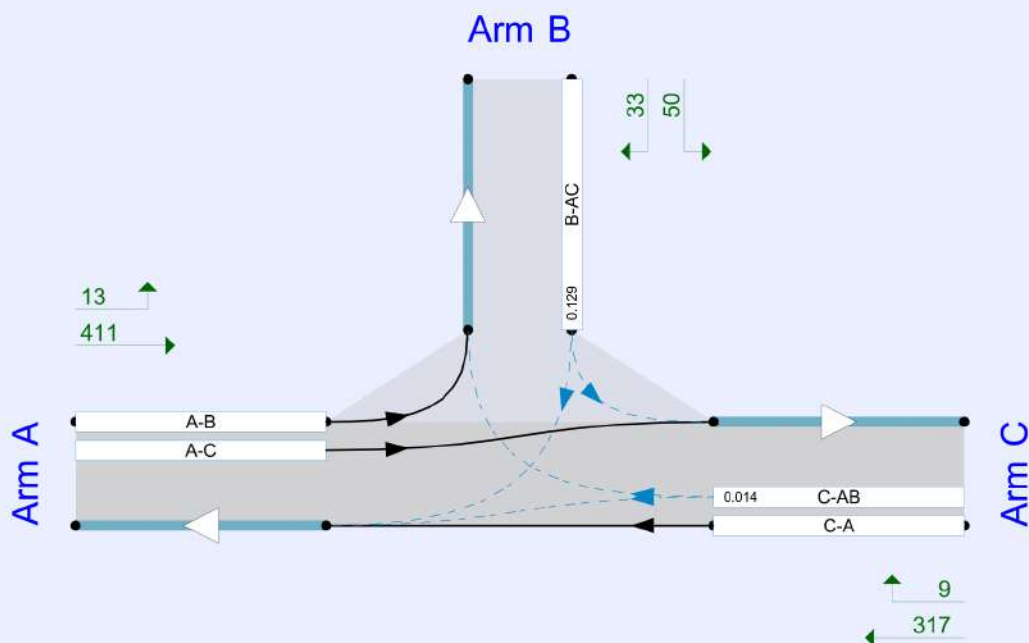
File summary

File Description

Title	
Location	
Site number	
Date	04/12/2025
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



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

The junction diagram reflects the last run of Junctions.

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	2025	Base	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	Base	PM	ONE HOUR	16:45	18:15	15	✓
D3	2031	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2031	Base	PM	ONE HOUR	16:45	18:15	15	✓
D5	2031	Base + Dev	AM	ONE HOUR	07:45	09:15	15	✓
D6	2031	Base + Dev	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 - 2025 | Base | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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	204	Stream B-AC	0.99	A

Arms

Arms

Arm	Name	Description	Arm type
A	Belfield Rd W		Major
B	Mayfield St		Minor
C	Belfield Rd W		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	6.40			90.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.00	25	35

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	0.090	0.227	0.143	0.325
B-C	646	0.097	0.246	-	-
C-B	626	0.238	0.238	-	-

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	2025	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	✓	248	100.000
B		ONE HOUR	✓	33	100.000
C		ONE HOUR	✓	302	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	41	207
	B	22	0	11
	C	267	35	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.08	8.90	0.1	A	30	45
C-AB	0.08	5.29	0.2	A	49	73
C-A					228	343
A-B					38	56
A-C					190	285

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-AC	25	6	0.00	474	0.052	25	0.0	0.1	8.015	A
C-AB	37	9	0.00	718	0.051	36	0.0	0.1	5.283	A
C-A	191	48	0.00			191				
A-B	31	8	0.00			31				
A-C	156	39	0.00			156				

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-AC	30	7	0.00	460	0.065	30	0.1	0.1	8.366	A
C-AB	47	12	0.00	737	0.064	47	0.1	0.1	5.220	A
C-A	225	56	0.00			225				
A-B	37	9	0.00			37				
A-C	186	47	0.00			186				

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-AC	36	9	0.00	441	0.082	36	0.1	0.1	8.897	A
C-AB	63	16	0.00	763	0.082	63	0.1	0.2	5.138	A
C-A	270	67	0.00			270				
A-B	45	11	0.00			45				
A-C	228	57	0.00			228				

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-AC	36	9	0.00	441	0.082	36	0.1	0.1	8.901	A
C-AB	63	16	0.00	764	0.082	63	0.2	0.2	5.143	A
C-A	270	67	0.00			270				
A-B	45	11	0.00			45				
A-C	228	57	0.00			228				

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-AC	30	7	0.00	460	0.065	30	0.1	0.1	8.372	A
C-AB	47	12	0.00	737	0.064	47	0.2	0.1	5.223	A
C-A	225	56	0.00			225				
A-B	37	9	0.00			37				
A-C	186	47	0.00			186				

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-AC	25	6	0.00	474	0.052	25	0.1	0.1	8.025	A
C-AB	37	9	0.00	718	0.051	37	0.1	0.1	5.291	A
C-A	191	48	0.00			191				
A-B	31	8	0.00			31				
A-C	156	39	0.00			156				

D2 - 2025 | Base | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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		0.48	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	169	Stream B-AC	0.48	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	2025	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	✓	386	100.000
B		ONE HOUR	✓	37	100.000
C		ONE HOUR	✓	297	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	5	381
	B	13	0	24
	C	294	3	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	8.58	0.1	A	34	51
C-AB	0.01	5.10	0.0	A	4	7
C-A					268	402
A-B					5	7
A-C					350	524

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-AC	28	7	0.00	501	0.056	28	0.0	0.1	7.600	A
C-AB	3	0.82	0.00	710	0.005	3	0.0	0.0	5.095	A
C-A	220	55	0.00			220				
A-B	4	0.94	0.00			4				
A-C	287	72	0.00			287				

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-AC	33	8	0.00	484	0.069	33	0.1	0.1	7.985	A
C-AB	4	1	0.00	728	0.006	4	0.0	0.0	4.974	A
C-A	263	66	0.00			263				
A-B	4	1	0.00			4				
A-C	343	86	0.00			343				

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-AC	41	10	0.00	460	0.089	41	0.1	0.1	8.580	A
C-AB	6	1	0.00	754	0.008	6	0.0	0.0	4.810	A
C-A	321	80	0.00			321				
A-B	6	1	0.00			6				
A-C	419	105	0.00			419				

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-AC	41	10	0.00	460	0.089	41	0.1	0.1	8.583	A
C-AB	6	1	0.00	754	0.008	6	0.0	0.0	4.810	A
C-A	321	80	0.00			321				
A-B	6	1	0.00			6				
A-C	419	105	0.00			419				

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-AC	33	8	0.00	484	0.069	33	0.1	0.1	7.990	A
C-AB	4	1	0.00	728	0.006	4	0.0	0.0	4.976	A
C-A	263	66	0.00			263				
A-B	4	1	0.00			4				
A-C	343	86	0.00			343				

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-AC	28	7	0.00	501	0.056	28	0.1	0.1	7.608	A
C-AB	3	0.82	0.00	710	0.005	3	0.0	0.0	5.097	A
C-A	220	55	0.00			220				
A-B	4	0.94	0.00			4				
A-C	287	72	0.00			287				

D3 - 2031 | Base | AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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		1.02	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	181	Stream B-AC	1.02	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	2031	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	✓	267	100.000
B		ONE HOUR	✓	36	100.000
C		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	44	223
	B	24	0	12
	C	288	38	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.09	9.16	0.1	A	33	50
C-AB	0.09	5.26	0.2	A	55	82
C-A					244	366
A-B					40	61
A-C					205	307

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-AC	27	7	0.00	468	0.058	27	0.0	0.1	8.155	A
C-AB	41	10	0.00	725	0.056	40	0.0	0.1	5.256	A
C-A	205	51	0.00			205				
A-B	33	8	0.00			33				
A-C	168	42	0.00			168				

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-AC	32	8	0.00	453	0.071	32	0.1	0.1	8.552	A
C-AB	52	13	0.00	746	0.070	52	0.1	0.1	5.192	A
C-A	241	60	0.00			241				
A-B	40	10	0.00			40				
A-C	200	50	0.00			200				

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-AC	40	10	0.00	433	0.092	40	0.1	0.1	9.158	A
C-AB	71	18	0.00	775	0.092	71	0.1	0.2	5.112	A
C-A	288	72	0.00			288				
A-B	48	12	0.00			48				
A-C	246	61	0.00			246				

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-AC	40	10	0.00	432	0.092	40	0.1	0.1	9.163	A
C-AB	71	18	0.00	775	0.092	71	0.2	0.2	5.115	A
C-A	288	72	0.00			288				
A-B	48	12	0.00			48				
A-C	246	61	0.00			246				

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-AC	32	8	0.00	453	0.071	32	0.1	0.1	8.558	A
C-AB	53	13	0.00	746	0.070	53	0.2	0.1	5.197	A
C-A	241	60	0.00			241				
A-B	40	10	0.00			40				
A-C	200	50	0.00			200				

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-AC	27	7	0.00	468	0.058	27	0.1	0.1	8.167	A
C-AB	41	10	0.00	725	0.056	41	0.1	0.1	5.264	A
C-A	204	51	0.00			204				
A-B	33	8	0.00			33				
A-C	168	42	0.00			168				

D4 - 2031 | Base | PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	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		0.49	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	149	Stream B-AC	0.49	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	2031	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	✓	416	100.000
B		ONE HOUR	✓	40	100.000
C		ONE HOUR	✓	320	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	5	411
	B	14	0	26
	C	317	3	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.10	8.86	0.1	A	37	55
C-AB	0.01	5.05	0.0	A	5	7
C-A					289	434
A-B					5	7
A-C					377	566

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-AC	30	8	0.00	494	0.061	30	0.0	0.1	7.744	A
C-AB	3	0.85	0.00	717	0.005	3	0.0	0.0	5.044	A
C-A	238	59	0.00			238				
A-B	4	0.94	0.00			4				
A-C	309	77	0.00			309				

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-AC	36	9	0.00	476	0.076	36	0.1	0.1	8.179	A
C-AB	4	1	0.00	737	0.006	4	0.0	0.0	4.914	A
C-A	283	71	0.00			283				
A-B	4	1	0.00			4				
A-C	369	92	0.00			369				

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-AC	44	11	0.00	450	0.098	44	0.1	0.1	8.860	A
C-AB	6	2	0.00	766	0.008	6	0.0	0.0	4.738	A
C-A	346	87	0.00			346				
A-B	6	1	0.00			6				
A-C	453	113	0.00			453				

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-AC	44	11	0.00	450	0.098	44	0.1	0.1	8.864	A
C-AB	6	2	0.00	766	0.008	6	0.0	0.0	4.738	A
C-A	346	87	0.00			346				
A-B	6	1	0.00			6				
A-C	453	113	0.00			453				

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-AC	36	9	0.00	476	0.076	36	0.1	0.1	8.184	A
C-AB	4	1	0.00	737	0.006	4	0.0	0.0	4.916	A
C-A	283	71	0.00			283				
A-B	4	1	0.00			4				
A-C	369	92	0.00			369				

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-AC	30	8	0.00	494	0.061	30	0.1	0.1	7.756	A
C-AB	3	0.85	0.00	717	0.005	3	0.0	0.0	5.046	A
C-A	238	59	0.00			238				
A-B	4	0.94	0.00			4				
A-C	309	77	0.00			309				

D5 - 2031 | Base + Dev | 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	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		1.47	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	147	Stream B-AC	1.47	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 + Dev	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	✓	286	100.000
B		ONE HOUR	✓	49	100.000
C		ONE HOUR	✓	350	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	63	223
	B	31	0	18
	C	288	62	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.13	9.60	0.1	A	45	67
C-AB	0.15	5.50	0.3	A	90	135
C-A					231	347
A-B					58	87
A-C					205	307

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-AC	37	9	0.00	467	0.079	37	0.0	0.1	8.356	A
C-AB	67	17	0.00	722	0.092	66	0.0	0.2	5.483	A
C-A	197	49	0.00			197				
A-B	47	12	0.00			47				
A-C	168	42	0.00			168				

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-AC	44	11	0.00	451	0.098	44	0.1	0.1	8.834	A
C-AB	86	21	0.00	743	0.116	86	0.2	0.2	5.482	A
C-A	229	57	0.00			229				
A-B	57	14	0.00			57				
A-C	200	50	0.00			200				

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-AC	54	13	0.00	429	0.126	54	0.1	0.1	9.594	A
C-AB	116	29	0.00	771	0.151	116	0.2	0.3	5.497	A
C-A	269	67	0.00			269				
A-B	69	17	0.00			69				
A-C	246	61	0.00			246				

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-AC	54	13	0.00	429	0.126	54	0.1	0.1	9.598	A
C-AB	116	29	0.00	771	0.151	116	0.3	0.3	5.505	A
C-A	269	67	0.00			269				
A-B	69	17	0.00			69				
A-C	246	61	0.00			246				

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-AC	44	11	0.00	451	0.098	44	0.1	0.1	8.848	A
C-AB	86	21	0.00	743	0.116	86	0.3	0.2	5.492	A
C-A	229	57	0.00			229				
A-B	57	14	0.00			57				
A-C	200	50	0.00			200				

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-AC	37	9	0.00	467	0.079	37	0.1	0.1	8.368	A
C-AB	67	17	0.00	723	0.093	67	0.2	0.2	5.499	A
C-A	197	49	0.00			197				
A-B	47	12	0.00			47				
A-C	168	42	0.00			168				

D6 - 2031 | Base + Dev | 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	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		1.13	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	100	Stream B-AC	1.13	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 + Dev	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	✓	424	100.000
B		ONE HOUR	✓	83	100.000
C		ONE HOUR	✓	326	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	13	411
	B	33	0	50
	C	317	9	0

Vehicle Mix

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

Heavy Vehicle %

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.21	10.37	0.3	B	76	114
C-AB	0.02	5.10	0.0	A	14	21
C-A					285	428
A-B					12	18
A-C					377	566

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-AC	62	16	0.00	484	0.129	62	0.0	0.1	8.509	A
C-AB	10	3	0.00	716	0.014	10	0.0	0.0	5.101	A
C-A	235	59	0.00			235				
A-B	10	2	0.00			10				
A-C	309	77	0.00			309				

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-AC	75	19	0.00	465	0.160	74	0.1	0.2	9.208	A
C-AB	13	3	0.00	735	0.018	13	0.0	0.0	4.983	A
C-A	280	70	0.00			280				
A-B	12	3	0.00			12				
A-C	369	92	0.00			369				

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-AC	91	23	0.00	438	0.208	91	0.2	0.3	10.354	B
C-AB	18	5	0.00	764	0.024	18	0.0	0.0	4.826	A
C-A	341	85	0.00			341				
A-B	14	4	0.00			14				
A-C	453	113	0.00			453				

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-AC	91	23	0.00	438	0.208	91	0.3	0.3	10.370	B
C-AB	18	5	0.00	764	0.024	18	0.0	0.0	4.829	A
C-A	341	85	0.00			341				
A-B	14	4	0.00			14				
A-C	453	113	0.00			453				

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-AC	75	19	0.00	465	0.160	75	0.3	0.2	9.231	A
C-AB	13	3	0.00	736	0.018	13	0.0	0.0	4.984	A
C-A	280	70	0.00			280				
A-B	12	3	0.00			12				
A-C	369	92	0.00			369				

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-AC	62	16	0.00	484	0.129	63	0.2	0.1	8.541	A
C-AB	10	3	0.00	716	0.014	10	0.0	0.0	5.104	A
C-A	235	59	0.00			235				
A-B	10	2	0.00			10				
A-C	309	77	0.00			309				



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