

Rochdale Borough Council

Proposed SEN School, Heywood Old Road, Middleton

Transport Assessment

250738

JULY 2026



SCP GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 SCP have been instructed by Rochdale Borough Council to produce a Transport Assessment (TA) in support of a planning application for the development of a new Special Educational Needs (SEN) School to accommodate 60 pupils at land off Heywood Old Road, Middleton, adjacent to the Edgar Wood Academy.
- 1.2 The site is located on greenfield land to the north west of Middleton. The local highway authority (LHA) is Rochdale Borough Council (RBC).
- 1.3 The adjacent secondary school, Edgar Wood Academy, opened in 2021. According to an OFSTED report, the school has grown in terms of student numbers annually and was projected to have a full complement of students in Years 7 to 11 by September 2025. The school also has planning consent (planning reference: 25/01014/FUL) for an extension to provide an SEN unit for 20 additional students.

Purpose and Structure of Report

- 1.4 This TA has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a sustainable transport, highway safety, traffic and accessibility perspective.
- 1.5 The TA has been prepared in accordance with the Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below: -
 - Chapter 2 – describes in detail the site location, local transport network and a highway safety review.
 - Chapter 3 – considers the location of the site with regard to the existing local sustainable transport infrastructure and accessibility by non-car modes.
 - Chapter 4 – describes the development proposals including the proposed access, servicing and car parking arrangements.
 - Chapter 5 – presents estimates of the trip generating potential of the site
 - Chapter 6- presents the impact of the development on the local highway network with results of capacity assessments; and,
 - Chapter 7 – provides the summary and conclusions to the above chapters.

2 EXISTING CONDITIONS

Site Location and Composition

- 2.1 The site is located approximately 2km northwest of the centre of Middleton. The site is bound to the north by Whittle Brook, to the west by A6045 Heywood Old Road, to the south by Edgar Wood Academy and to the east by the rear gardens of residential dwellings on Wrigley Fold.
- 2.2 The location of the application site in relation to the wider highway network is shown on **Figure 2.1** below:

Figure 2.1 – Site Location – Wider Highway Network



Source: Google Maps

- 2.3 The site is within close proximity to a large residential area in Middleton, connected via A6045 Heywood Old Road and Langley Lane. The site is strategically located within close proximity to the M62 via Junction 19.
- 2.4 The location of the site in relation to the local highway network is shown on **Figure 2.2** below.

Figure 2.2 – Site Location and Red Line Boundary



Source: Google Maps

- 2.5 Access by all modes to the site is taken from A6045 Heywood Old Road to the west, which is shared with Edgar Wood Academy. .

Local Transport Network

A6045 Heywood Old Road

- 2.6 The A6045 is a two-way single carriageway which runs in a broadly north to south alignment from the junction with Middleton Road and the A6046 Manchester Road to the south. Locally to the site, the A6045 is Heywood Old Road, to the north of the underpass of the M62 it changes to Manchester Road and continues into the centre of Heywood.
- 2.7 In the vicinity of the site access, A6045 Heywood Old Road has an approximate carriageway width of 9.5m, including cycle lanes of approximately 1.2m width on both sides. There is a footway which runs along the south side of the road of approximately 1.5m width, and there is a footway of approximately 2m width on the north side which runs to the east of the site access junction. The footways are street lit. The nearest pedestrian crossing point to the site is in the form of a signalised crossing at the Langley Lane junction 300m north of the site. The access was formed as a simple priority junction to serve the Edgar Wood Academy, which opened in 2021.
- 2.8 A6045 Heywood Old Road is subject to a 30mph speed limit at the site access. There is a change in speed limit from 30mph to 40mph approximately 75m south west of the site access.

Langley Lane

- 2.9 Langley Lane is a single carriageway road which runs in a west to east alignment from the signalised junction with Heywood Old Road to the priority junction with A6046 Hollin Lane. Langley Lane has an approximate carriageway width of 6.5-7m, with footways provided of approximately 2m width on both sides of the road. Langley Lane has street lighting present along its length and is subject to a 30mph speed limit.

M62

- 2.10 The M62 is the nearest road on the Strategic Road Network (SRN), maintained by National Highways; this can be accessed approximately 2.7km north west of the site via Junction 19. The M62 provides local connections to Rochdale and other areas of Greater Manchester and the wider SRN.

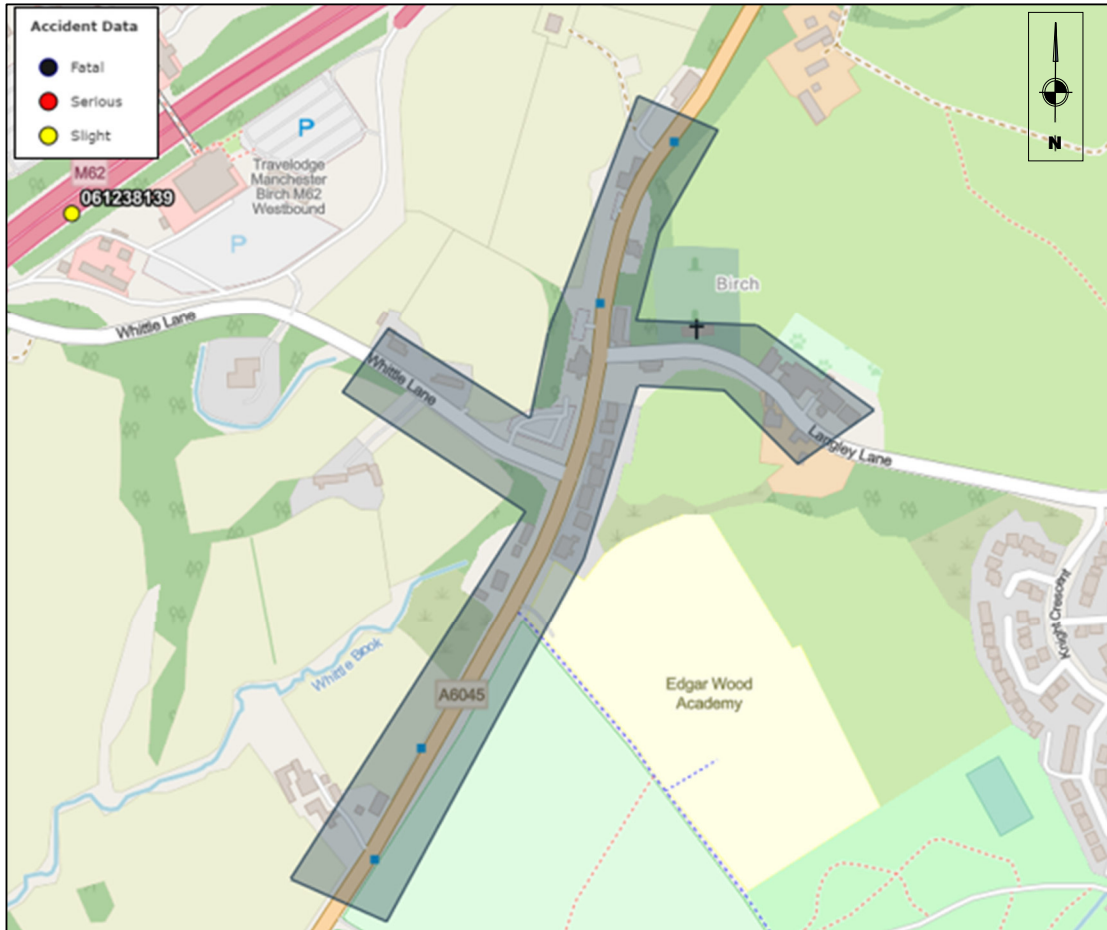
Future Highway Schemes

- 2.11 There are currently options to improve the local highway network in the vicinity of the site, including improvements to pedestrian and cycle facilities. As part of the wider highway improvement schemes for the area, there is a proposal to provide a signalised pedestrian crossing over Heywood Old Road. The exact location of the crossing will be determined by the eventual improvement option taken forward. This will address the lack of pedestrian crossing facilities near the school.
- 2.12 Additionally, as part of wider committed developments in the local area SCP have been made aware that there are proposals to provide improvements to local bus services which will increase the number and frequency of bus services running near to the school.

Road Safety Review

- 2.13 The National Planning Practice Guidance (NPPG) states that, “Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems”.
- 2.14 The Personal Injury Collision data for the local highway network has been obtained from ArcGIS for the most recently available five-year period from 1st January 2020 up to 31st December 2024.
- 2.15 The study area considered encompasses Heywood Old Road and Langley Lane on the northern and western boundaries of the site. The study area and recorded collisions are illustrated in **Figure 2.3** below.

Figure 2.3 – Road Safety Plan



Source: ArcGIS

- 2.16 **Figure 2.3** demonstrates that there have not been any collisions recorded within the study area for the five-year period assessed, including at the site access since the junction was newly created. This would indicate that the area in the vicinity of the site does not have any recurring highway road safety issues that could be exacerbated by the development proposals.

3 SITE ACCESSIBILITY

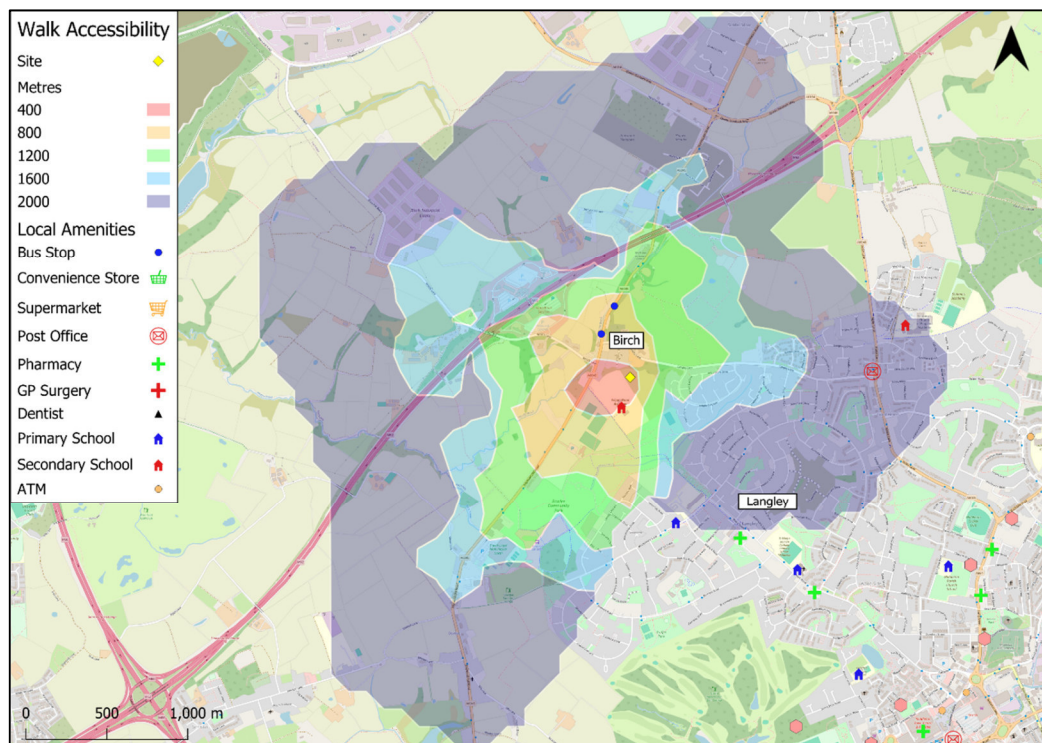
General

- 3.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 3.2 Given that the proposals are for a SEN school, the majority of students are anticipated to travel to school by minibus, taxi or parent/guardian drop/off & pick-up. Therefore, most of the accessibility section applies primarily to the staff who will be commuting in every day.

Pedestrian Accessibility

- 3.3 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.4 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 3.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 3.1 – 2km Walking Accessibility Isochrone



Source: Basemap TRACC

- 3.5 The site is within an acceptable walking distance of the majority of the residential areas located within Birch and Langley. The site is also within an acceptable walk distance of

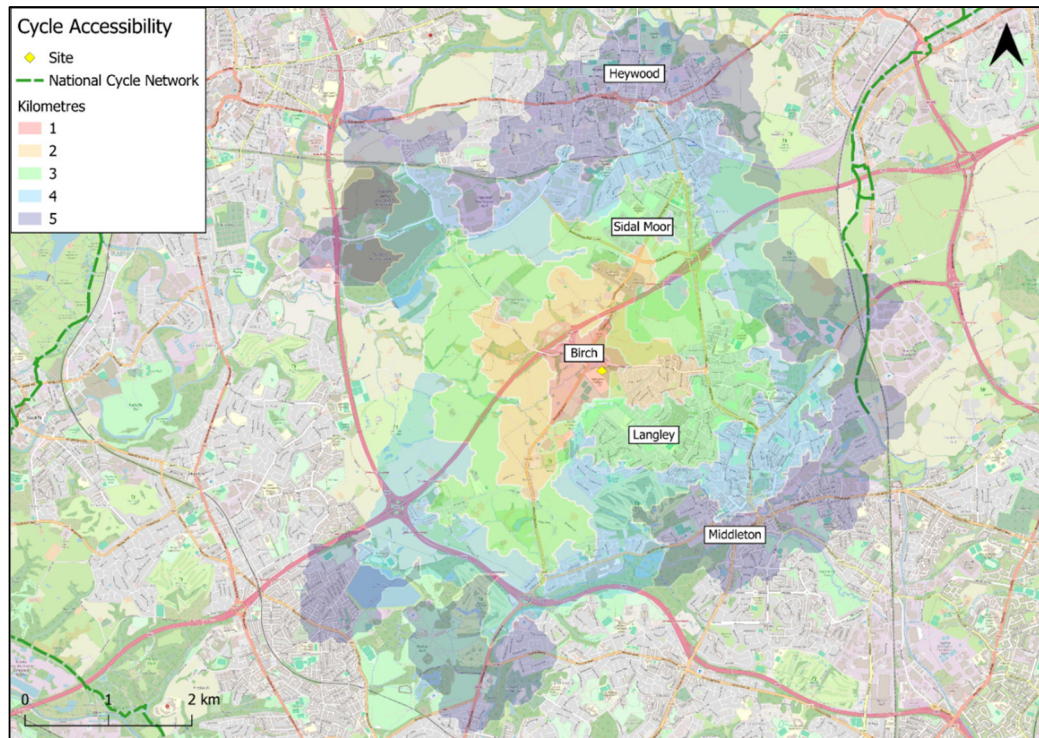
numerous bus stops to encourage staff to travel via sustainable modes as part of a multi-modal journey. As detailed later in this Chapter, there are bus stops located along Heywood Old Road.

- 3.6 Along the A6045 Heywood Old Road, the site benefits from existing pedestrian footways on either side of the carriageway for part of the vicinity of the site. There is a designated signalised pedestrian crossing point 300m north of the site access along Heywood Old Road at the junction with Langley Lane.
- 3.7 Traffic calming is provided in the form of an advisory sign and 30mph speed limit in place in the vicinity of the Edgar Wood School.
- 3.8 Overall, the site benefits from good levels of accessibility by foot, with the majority of Birch and Langley being accessible on foot, providing a catchment for staff members, as well as transport connections. This allows walking to be a viable alternative to private car use for prospective staff at the school.

Cycle Accessibility

- 3.9 Cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.10 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 3.2** below.

Figure 3.2 – 5km Cycling Accessibility Isochrone



Source: Basemap TRACC

- 3.11 The plan demonstrates that all of Middleton, Langley, and Heywood, amongst others, are located within the 5km catchment area from the development site. Additionally, some parts of Manchester such as Prestwich and Blackley are within a 5km catchment area.
- 3.12 Heywood Old Road is subject to a 30mph speed limit within the vicinity of the site and has designated cycle lanes on either side of the carriageway. Therefore, the site is well located to encourage staff to travel via bicycle.
- 3.13 A National Cycle Network Link Route is located along the Rochdale Canal 4.7km east of the site or an approximately 15-minute cycle via Broadshaw Road. This route can be used to access NCR 66 which is a route that consists of long stretches of traffic-free canal-side cycling that travels from Greater Manchester to Yorkshire.
- 3.14 The proposed development includes the provision of changing and shower facilities, as well as 32 sheltered cycle spaces.
- 3.15 As the application site is within an acceptable cycle distance of a range of residential areas and associated facilities, cycling is considered to be a viable alternative to private car use for staff at the school.

Public Transport

Bus Accessibility

- 3.16 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at

section 6.20, that “Bus stops are located to minimise passengers’ walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m.”

- 3.17 The nearest bus stop to the site is ‘Langley Lane (opp) Birch’, which is located 260m north east of the site along Heywood Old Road (A6045).
- 3.18 **Table 3.1** provides an overview of the relevant bus services available at the aforementioned bus stops along with the route and an average frequency for service intervals across the week.

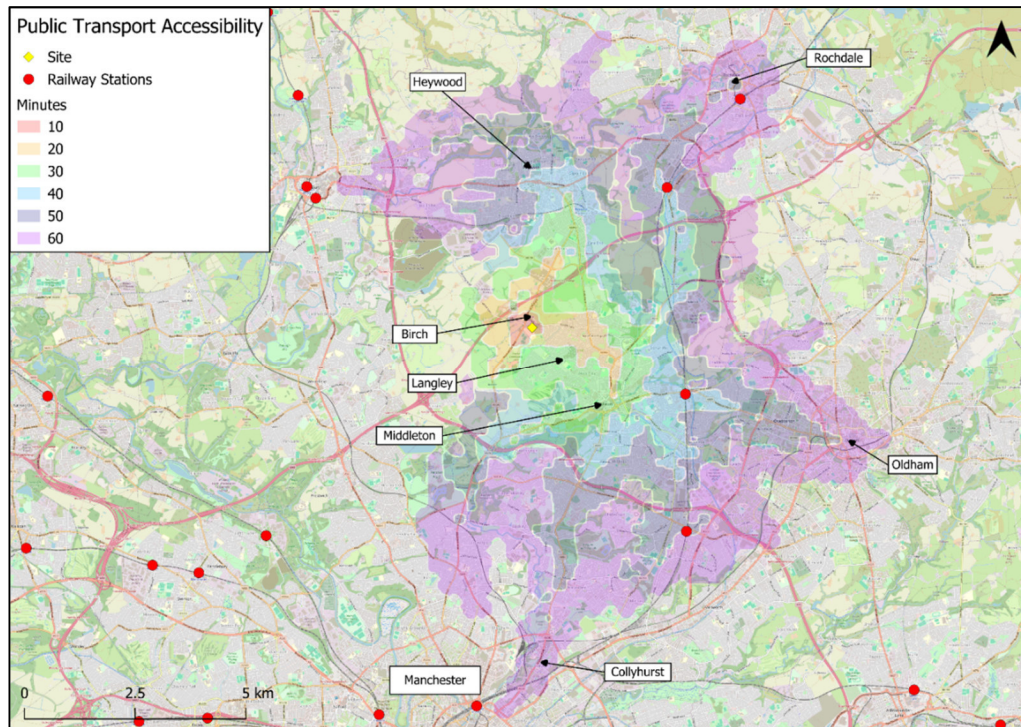
Table 3.1 – Bus Service Summary

No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-end	Average Freq.
‘Langley Lane (opp) Birch’							
125	Middleton - Heywood	07:51-18:11	60 mins	09:11-18:11	60 mins	-	-
781	Cardinal Langley RC High School - Heywood (School Bus)	07:28/14:59	2 services	-	-	-	-

Source: Bus Time Accessed 20/03/2026

- 3.19 As shown in **Table 3.1**, there is a key hourly bus service that journeys between Heywood and Middleton providing staff with access to a good regular bus network. There are plans to increase bus service provision through increased frequencies/additional destinations (to be confirmed).
- 3.20 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 3.3** overleaf. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 3.3 – 60-minute Public Transport Accessibility Isochrone



Source: Basemap TRACC

- 3.21 The above demonstrates that the site is within close proximity to a regular bus service, serving both the local area and other destinations further afield. The figure shows that key areas of Heywood, Middleton, Oldham, Rochdale and northern parts of Manchester, amongst others, are in an acceptable 60-minute commute time.

Summary

- 3.22 It is considered that the site benefits from a good walking and cycling network alongside good public transport links. Heywood Old Road is well suited to staff making trips to the school on foot or bicycle from local residential areas.
- 3.23 For staff who live further afield, there is a key bus service within walking distance of the site, providing hourly services to a variety of destinations between Heywood and Middleton. The bus service provision is expected to further improve in the near future as a result of ongoing development in the wider area. The proposed SEN School is therefore considered to be accessible via sustainable modes with an attractive environment for active travel.

4 PROPOSED DEVELOPMENT

Overview

- 4.1 The development proposals consist of the construction of a 64-place Special Educational Needs (SEN) school with a Gross Internal Floor Area (GIFA) of 1,766m².
- 4.2 The development will comprise of the following:
- A SEN school for up to 64 students with eight classrooms and additional specialist rooms, expected to operate between normal school hours of around 9am and 3pm
 - 45 Full-Time Equivalent (FTE) staff, plus 10 minibus drivers
 - Gated vehicular and pedestrian access
 - Car park, minibus parking and drop off layby
 - Sensory courtyard
 - Nature trail
 - Multi User Games Area (MUGA)
- 4.3 The proposed site layout plan is presented in [Appendix 1](#).

Proposed Site Access Arrangements

- 4.4 Vehicular access to the proposed development will be provided via a priority junction with the existing Edgar Wood Academy access road. The access junction is located approximately 25m southwest of the Heywood Old Road / Edgar Wood Academy access junction and will provide a connection to the existing footway.
- 4.5 The site access road will be 6m wide and the access will enable two-way vehicle movements on the access to the car park. The access road and entry to the car park will be gated to ensure the school site is secure and to discourage anti-social behaviour.
- 4.6 Pedestrian and cycle access will be provided from the vehicular access with a 2m wide footway provided along the south side of the access road.
- 4.7 Within the site there will be dropped kerbs adjacent to each of the pedestrian access points. In addition the paths within the car park will be laid at the appropriate levels to provide a suitable approach to cater for people with wheelchairs or that have various disabilities or impairments.
- 4.8 The minibuses dropping off and picking up students will alight and board pupils in a dedicated bay with a continuous footway on the site side. Once the minibuses are empty in the morning they will be moved to a dedicated parking bay. Taxis and cars will drop off and pick up students from the drop off-layby, which is located adjacent to the main school entrance. This means no pupils will need to cross the car park.

Refuse Collection and Internal Layout

- 4.9 Swept path analysis has been undertaken of the internal arrangement, as shown on Drawing SCP/250738/ATR01 presented in **Appendix 2**, which demonstrates that a refuse collection vehicle can access and exit the site in a forward gear.
- 4.10 Also presented in **Appendix 2**, Drawing SCP/250738/ATR02 demonstrates that minibuses can access and exit the site in a forward gear.

Parking

- 4.11 The local parking standards are set out in Appendix 2 of the draft Rochdale Borough Local Plan November 2025. There is no specific category for SEN schools nor is there a category which is considered to be comparable on the basis that SEN schools have particular operational requirements which require site-specific transport considerations.
- 4.12 The proposed development includes the provision of 53 car parking spaces (including 6 disabled spaces), 12 minibus spaces and 32 cycle spaces.
- 4.13 As set out in Chapter 5, a robust assumption is that 80% of staff will travel to the school by car. To establish a robust assessment of traffic impact, it has been assumed that up to 60 staff could be on site on the busiest day. On this basis, the 70 FTE staff (60 plus 10 minibus drivers), will result in 56 cars parking on site.
- 4.14 It is anticipated that between 10 and 12 minibuses will be provided to the school, therefore 12 minibus spaces is considered appropriate.
- 4.15 The proposed cycle parking provision is considered to be more than sufficient, given that it is the equivalent to approximately half of staff travelling to the school by bike. The high provision of parking is provided to ensure that the facilities are available to encourage staff to travel to school by bike where appropriate.
- 4.16 Given the type and location of school proposed, this level of car parking is considered satisfactory.

Construction Traffic Management

- 4.17 A Construction Traffic Management Plan will be submitted to discharge the relevant condition prior to work starting on site. The Traffic Management Plan will include items such as: the construction programme and methodology, details of construction site layout including compound and welfare facilities, vehicle routing and numbers, management of dust and debris and management of the CTMP.

5 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

General

- 5.1 This Chapter provides an estimation of the trips generated by the proposed development during the weekday AM and PM peak hours.

Trip Generation – Proposed Development

- 5.2 Due to the context of the site being a Special Educational Needs school, the surveys in the TRICS database are unrepresentative of the expected trip generation. Hence, a first principles approach has been taken using information provided from previously approved SEN schools and discussions with the LA.
- 5.3 The trip generators for the school site during the peak periods are students, staff and visitors. The methodology for determining the potential trip generation of each is set out below.

Student Trip Generation

- 5.4 The proposed development is proposed to accommodate 64 SEN students. The majority of students will be transported by minibus, the remaining students will be transported by car (either by taxi or with parents, guardians or carers).
- 5.5 Based on experience at similar SEN schools, approximately 75% of students would typically travel by minibus and the other 25% of students travel by car. Based on this assumption, it is anticipated that approximately 16 students will travel by car and the remaining 48 by minibus.
- 5.6 The Local Highway Authority, RBC, will provide between 10 and 12 minibuses to the school. Assuming that the initial provision is 10 minibuses, this would accommodate 5 students on average per minibus.
- 5.7 The minibuses will remain on site and be used primarily to transport students to and from school in the morning and afternoon. This will require the minibus drivers to arrive on site early in the morning before leaving the site in the mini-buses to collect the students and returning prior to the start of school. The reverse will occur for the afternoon journey from school to home. Assuming all minibus drivers travel between their homes and the site by car, this will therefore result in 10 car arrival, 10 minibus departure and 10 minibus arrival trips (30 vehicle movements) in the morning before school starts and 10 minibus departure, 10 minibus arrival and 10 car departure (30 vehicle movements) in the afternoon after school ends.
- 5.8 Cars dropping off and picking up students will be likely to stay for a short amount of time on site in the majority of instances. Therefore students travelling by car is anticipated to result in 16 car arrivals and 16 car departures in both the morning and afternoon peak hours.
- 5.9 The assumed timings of the vehicle trips outlined above are as follows:

- Minibus drivers are on site by car approximately 2 hours before the start of the school day: 07:00 – 08:00
- Minibus drivers then leave site in a minibus: 07:00 – 08:00
- Minibus drivers return to site in a minibus with students on board before school starts: 08:00 – 09:00
- Cars arrive to drop off students before school starts, the cars then assumed to depart within the same hour: 08:00 – 09:00
- Minibus drivers depart the site with students on board after school ends: 15:00 – 16:00
- Cars arrive to pick up students as school ends, the cars then assumed to depart within the same hour: 15:00 – 16:00
- Minibus drivers arrive back on site with empty minibuses, the drivers then depart in their car: 16:00 – 17:00

5.10 **Table 5.1** provides a summary of the anticipated arrival and departure profiles during the morning and afternoon peak periods.

Table 5.1- Student and mini-bus Arrivals and Departures

	Arrivals		Departures	
	Cars	Mini-bus	Cars	Mini-bus
0700-0800	10	0	0	10
0800-0900	16	10	16	0
1500-1600	16	0	16	10
1600-1700	0	10	10	0
TOTAL	42	20	42	20

Staff Trip Generation

- 5.11 The proposed school will have up to 60 FTE staff on site each day. It has been assumed that 80% of staff will arrive on site in single occupancy cars, with the rest car sharing or using alternative modes. This equates to 48 cars arriving in the morning and 48 cars departing in the afternoon/evening.
- 5.12 It is likely that arrival and departure times will fluctuate slightly on a daily basis. However it is likely that all full-time staff will be on site for the duration of the full school day.
- 5.13 For the purposes of this assessment, it is assumed that approximately half of staff will arrive on site before 08:00, the remaining staff are assumed to arrive between 08:00 and 09:00. Similarly, approximately half of staff will depart between 15:00 and 16:00, the remaining staff will depart after 16:00.
- 5.1 **Table 5.2** provides a summary of the anticipated arrivals and departures profiles of staff during the morning and afternoon peak periods.

Table 5.2- Staff Arrivals and Departures

	Car Arrivals	Car Departures
0700-0800	24	0
0800-0900	24	0
1500-1600	0	24
1600-1700	0	24
TOTAL	48	48

Visitors

- 5.2 The school is likely to have visitors other than those usually attending the site for specific purposes such as parents attending for meetings or events, medical professionals, therapists and entertainment staff.
- 5.3 Visitors are likely to travel to the site on an ad hoc basis and likely to be spread out throughout the day. It is likely that the number of visitors will vary on a daily basis but it is not likely to be a significant number. On this basis, they are not included in the peak hour calculations.

Proposed Development Trip Generation Summary

- 5.4 The combination of the above trips associated with students and staff are summarised in **Table 5.3**.

Table 5.3- Proposed Development Trip Generation

	Arrivals		Departures		Total vehicle movements
	Cars	Mini-bus	Cars	Mini-bus	
0700-0800	34	0	0	10	44
0800-0900	40	10	16	0	66
1500-1600	16	0	40	10	66
1600-1700	0	10	34	0	44
TOTAL	90	20	90	20	220

- 5.5 Table 5.3 indicates that the morning peak hour for the proposed development is likely to be 08:00-09:00 (66 vehicle movements) and the afternoon peak hour is likely to be 15:00-16:00 (66 vehicle movements).
- 5.6 Traffic distribution has been determined using the turning proportions observed in the junction turning count traffic survey undertaken at the Edgar Wood Academy access / Heywood Old Road junction. The traffic diagrams are included in **Appendix 3**.

6 TRAFFIC IMPACT

- 6.1 This section sets out the assessment of the anticipated impact of the proposed development on the local road network.
- 6.2 The extent of the assessment includes the Edgar Wood Academy Access / Heywood Old Road priority T-junction.
- 6.3 A junction turning count traffic survey was undertaken at the junction on Tuesday 11th December 2025. The observed junction peak hours were 08:00 to 09:00 and 16:00 to 17:00.
- 6.4 The morning peak hour is the same for the junction and the proposed development, therefore it is considered appropriate to use 08:00-09:00 as the AM peak hour scenario.
- 6.5 There is deviation in the afternoon peaks of the junction and the proposed development. In the afternoon junction peak hour (16:00-17:00), the proposed development is predicted to generate 2/3 of the number of trips compared to the proposed development PM peak hour (15:00-16:00). Therefore in order to assess the impact of the proposed development, 15:00-16:00 is used as the PM peak scenario.
- 6.6 The peak hour traffic flows are included in the traffic diagrams in **Appendix 3**.

Future year traffic flows

- 6.7 In order to predict the future base traffic flows, the industry standard traffic forecasting tool, the Trip End Model Presentation Programme (TEMPro), has been used to derive growth factors to be applied to base year traffic to the anticipated opening year of the proposed development (2028) and 5 years post-opening year (2033).
- 6.8 The “Core” growth scenario was used for the Middle Super Output Area (MSOA) Rochdale 022. The area type selected was “All” and the road type selected was “All”. **Table 6.1** sets out the resultant traffic growth factors.

Table 6.1- TEMPro Growth Factors (Rochdale 022)

Scenario	AM Peak Hour	PM Peak Hour
2025 - 2028	1.0458	1.0457
2025 - 2033	1.1140	1.1146

- 6.9 The future year traffic flow diagrams are included in **Appendix 3**.
- 6.10 Additionally, the approved SEN extension to the Edgar Wood Academy (planning reference: 25/01014/FUL) has been included in the future year scenarios. The traffic data was extracted from the Highways Report prepared by Amni Transportation.
- 6.11 The proposed development traffic has been added to the future base traffic diagrams to provide the 2028 + Development and 2033 + Development scenarios, these are included in **Appendix 3**.

Junction Model

- 6.12 The Edgar Wood Academy Access / Heywood Old Road priority T-junction has been modelled using the PICADY11 software.
- 6.13 **Table 6.2** provides a summary of the PICADY model results. The full junction model output file is included in **Appendix 4**.

Table 6.2 - Site Access/Heywood Old Road Model Results

Stream	AM Peak Hour			PM Peak Hour		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2025 Base						
B-C	0	9	0.08	0	9	0.04
B-A	1	18	0.37	0	21	0.24
C-AB	0	5	0.09	0	4	0.03
2028 + Development						
B-C	0	10	0.11	0	12	0.10
B-A	1	24	0.48	1	36	0.53
C-AB	0	6	0.13	0	4	0.08
2033 + Development						
B-C	0	12	0.12	0	14	0.11
B-A	1	27	0.53	1	46	0.60
C-AB	0	6	0.14	0	4	0.10

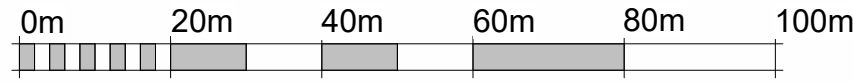
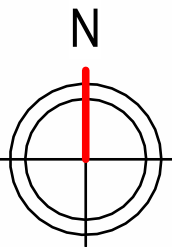
- 6.14 As is shown in Table 6.2, the junction is predicted to be well within capacity with the worst RFC of 0.60 experienced for vehicles turning right out of the school access onto Heywood Old Road in the PM peak, with an average delay of 46 seconds.
- 6.15 Overall, queuing and delays at the junctions are minimal with the addition of development, the committed SEN extension to Edgar Wood Academy plus baseline traffic growth to 2033.
- 6.16 On this basis, it is concluded that the proposed development can be readily accommodated during the peak hours and no severe impacts are anticipated.
- 6.17 Additionally, vehicle movements to and from the site are concentrated to the main school peak hours of 0700-0900 and 1500-1700 on weekdays. Outside of these hours there will be very few vehicle movements associated with the development. Having regard to this, the proposed development is not anticipated to result in a material impact on the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.

7 SUMMARY AND CONCLUSION

- 7.1 SCP have been instructed by Rochdale Borough Council to produce a Transport Assessment (TA) in support of a planning application for the development of a new Special Educational Needs (SEN) School to accommodate 64 pupils at land off Heywood Old Road, Middleton., adjacent to the Edgar Wood Academy.
- 7.2 Vehicular access to the proposed development will be provided via a priority junction with the existing Edgar Wood Academy access road. The access junction is located approximately 25m southwest of the Heywood Old Road / Edgar Wood Academy access junction and will provide a connection to the existing footway.
- 7.3 The site will contain adequate space for car parking, safe minibus drop-off, cycle parking and servicing.
- 7.4 The personal injury accident data for the most recently available five-year period has been reviewed and does not represent a material concern in the context of the proposed development.
- 7.5 It is considered that the site has a good level of accessibility by sustainable modes and is within an acceptable walk and cycle distance of residential areas. There is also a regular bus service within a short walk of the site. These findings demonstrate that staff will not be wholly reliant on the private car.
- 7.6 It is estimated that the scheme will generate 66 two-way vehicle movements in both the AM and PM peak hours. Vehicle movements to and from the site are concentrated to the main school peak hours of 0700-0900 and 1500-1700 on weekdays. Outside of these hours there will be very few vehicle movements associated with the development. Capacity assessment have revealed that the junction will operate with spare capacity even with the addition of further development at the Edgar Wood Academy. Having regard to this, the proposed development is not anticipated to result in a material impact on the local highway network and no further detailed assessment is required. The traffic impact of the scheme is therefore acceptable in planning terms.
- 7.7 Having regard to the analysis presented in this TS, it is considered that there should be no highway related reason to withhold planning permission and the scheme is therefore commended to the LPA for approval.

Appendix 1

Proposed Site Layout



VISUAL SCALE 1:1000 @ A1

SITE LAYOUT
1:1000

NOTES:

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Do not scale from this drawing.

All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

This drawing is to be read in conjunction with all relevant Architectural, Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialists drawings and specifications.

As with all construction projects the CDM 2015 regulations apply and the work on this project may require both the issue of a notification to the HSE (because of the duration of the works on site) and the client may also need to appoint a Principal Designer because there may be more than one contractor working on site.

The Principal Designer will be able to coordinate the pre-construction information and also ensure that all duty holders under CDM comply with their relevant duties.

The building owner is to serve a Party Wall Act Notice as applicable to adjoining property owners as outlined in The Party Wall Act 1996. The Building Contractor is to verify the thickness of the party walls prior to commencement of the proposed works.

DRAWING STATUS:			
Rev	Description	Check	Date
H	Increased classroom sizes		08.07.26
J	Revised floor plan to allow for larger classroom sizes		12.07.26

CLIENT:
Redwood SEN Hub

PROJECT:
Rochdale Borough Council

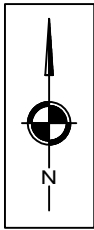
DRAWING:
Site Layout - Consultation

SCALE @ A1: 1 : 1000	DATE: 05/07/2024	DRAWN: KS	CHECKED: RS
DRAWING NO: ED0064-22	CAD REFERENCE NO:	REVISION: J	



Appendix 2

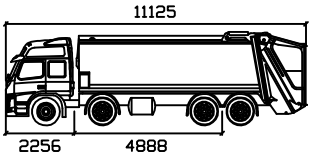
Swept Path Analysis



LARGE REFUSE VEHICLE INBOUND MANOEUVRE



NOTES



Volvo FM 12 Phoenix 2 (2006)
Width : 2530 mm
Track : 2500
Lock to Lock Time : 6.0
Steering Angle : 32.4

B	NEW SITE LAYOUT AND SWEEP PATHS	02.06.26	EK
A	NEW SITE LAYOUT AND SWEEP PATHS	07.05.26	EK
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

EQUILIBRIUM ARCHITECTS LTD

Project Title:

HEYWOOD OLD ROAD, MIDDLETON

Drawing Title:

SWEPT PATH ANALYSIS -
LARGE REFUSE VEHICLE

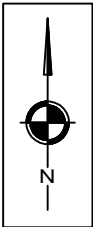
Drawn By:	LD	Date:	10.12.2025
Checked:	GW	Scale@A3:	1;1000
Approved:	GW	Status:	PLANNING

Drawing No.	SCP/250738/ATR01	Rev.	B
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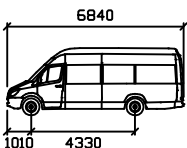
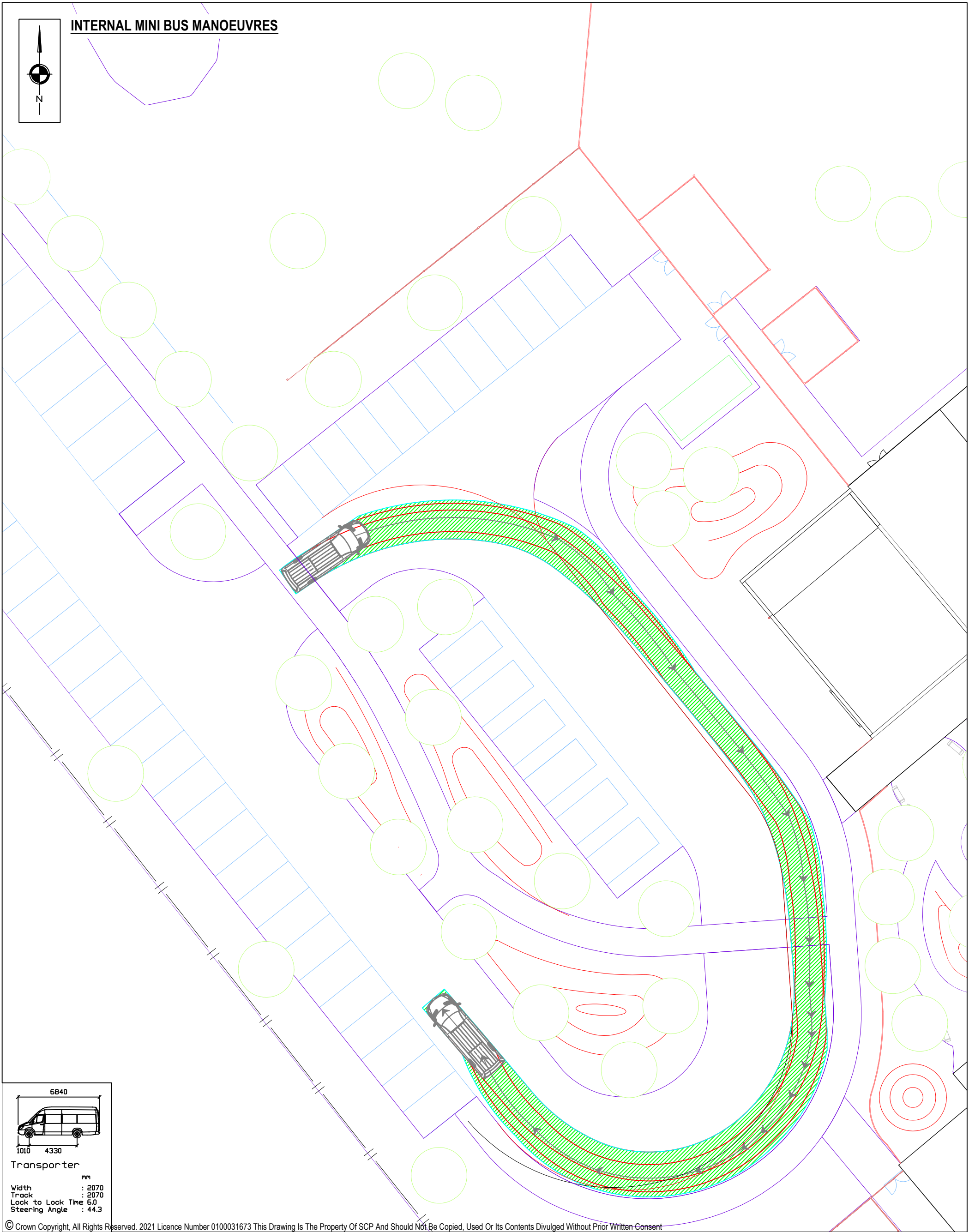
LARGE REFUSE VEHICLE OUTBOUND MANOEUVRE



C:\Users\keen\RSK Group\SCP Job Library 2025 - 250738 - Heywood Old Road, Middleton\03 Data\Drawings



INTERNAL MINI BUS MANOEUVRES



Transporter

Width	: 2070
Track	: 2070
Lock to Lock Time	: 6.0
Steering Angle	: 44.3

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-	-	-	-
-	-	-	-
B	NEW SITE LAYOUT AND SWEPT PATHS	02.06.26	EK
A	NEW SITE LAYOUT AND SWEPT PATHS	07.05.26	EK
Rev	Description	Date	By

REVISIONS

Client Name:		EQUILIBRIUM ARCHITECTS LTD	
Drawn By:	LD	Date:	10.12.2025
Checked:	GW	Scale@A3:	1:1:250
Approved:	GW	Status:	PLANNING

Project Title:		HEYWOOD OLD ROAD, MIDDLETON	
Drawing Title:		SWEPT PATH ANALYSIS - MINI-BUS	
Drawing No.	SCP/250738/ATR02	Rev.	B

SCP

an RSK company

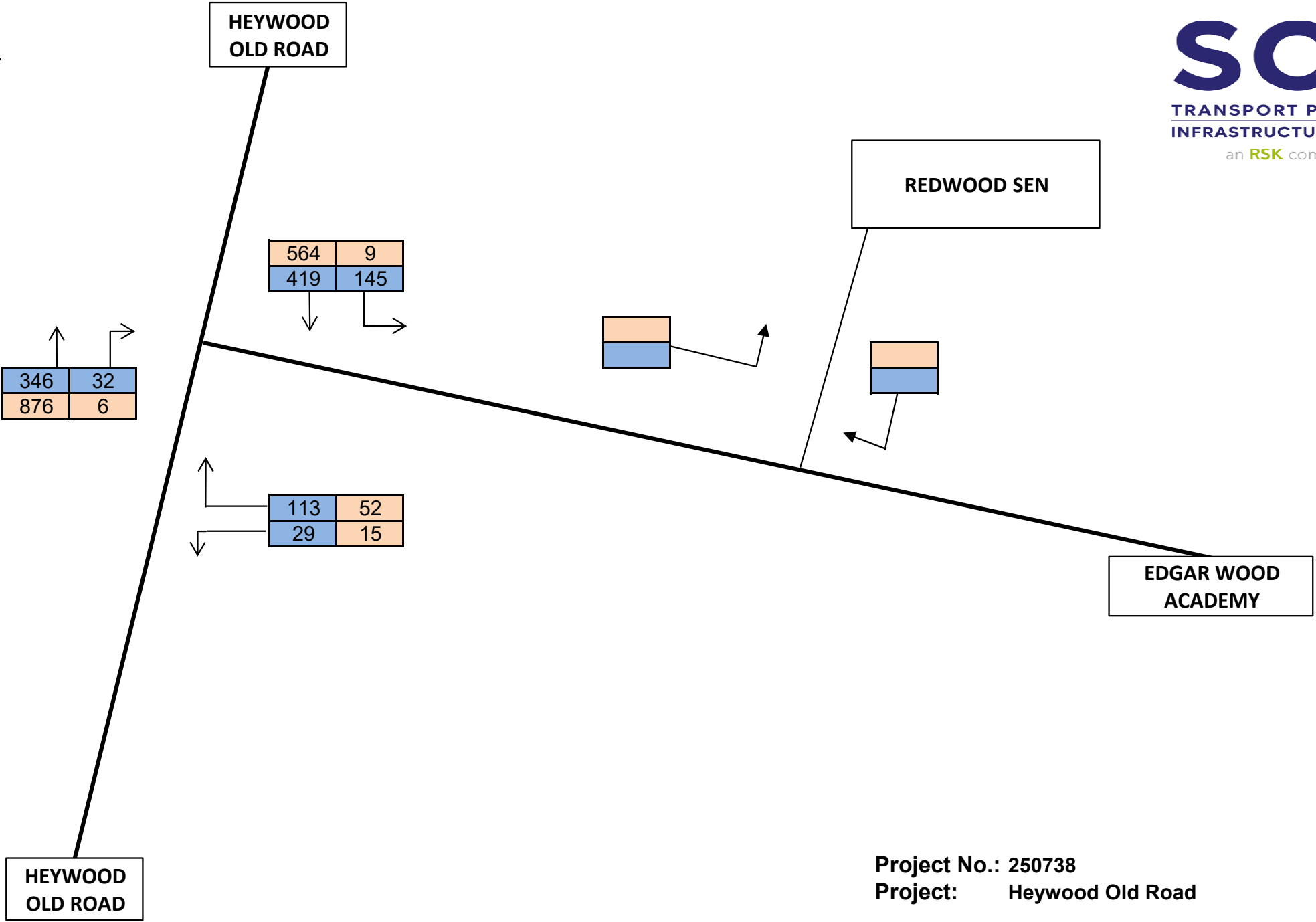
Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Appendix 3

Traffic Flow Diagrams

Surveyed Traffic Flows (2025)
Traffic Figure 1

AM	08:00-09:00
PM	15:00-16:00

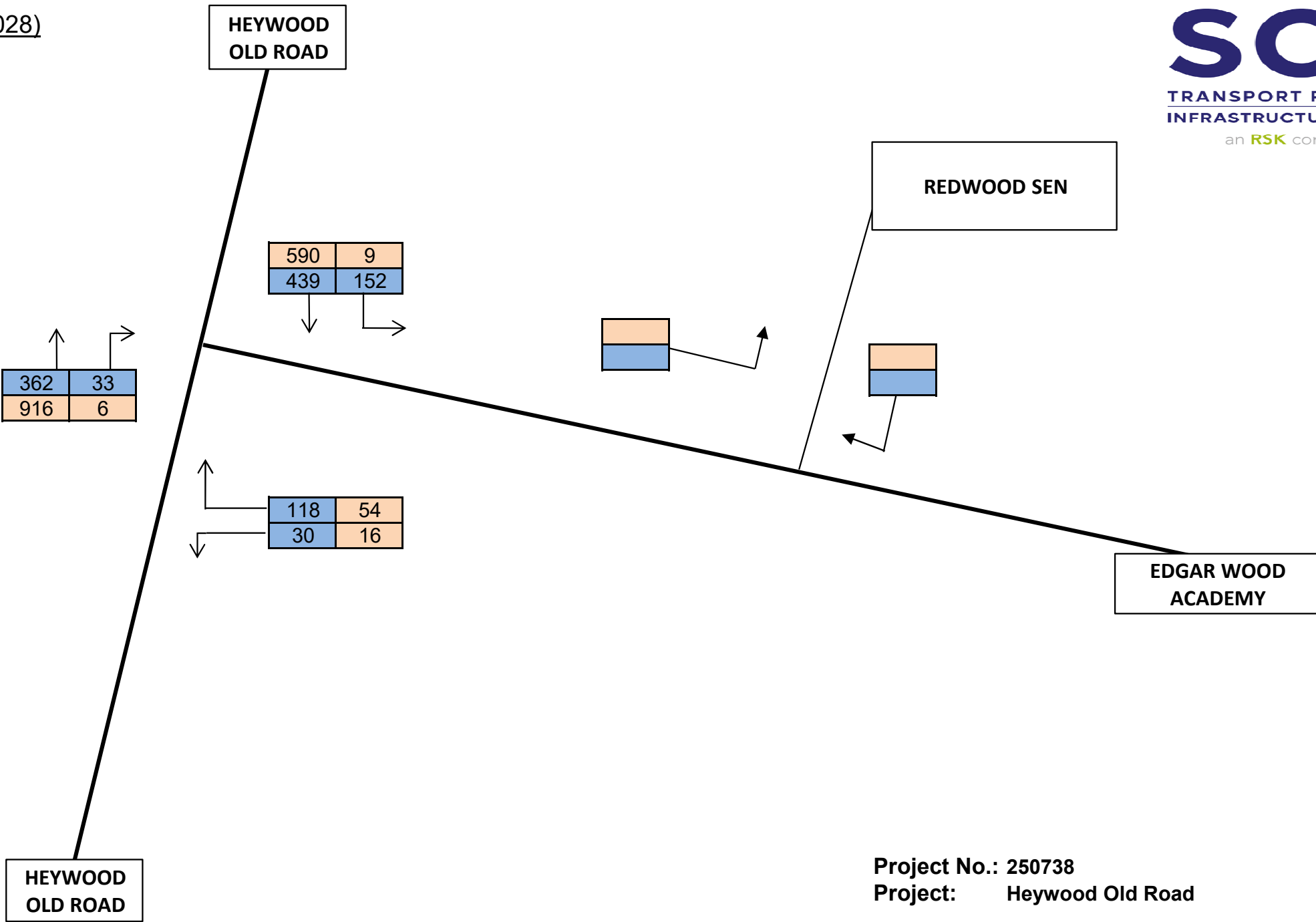


Opening Year Base Traffic (2028)
Traffic Figure 2

AM	08:00-09:00
PM	15:00-16:00

TEMPro Growth Factors

AM	1.046
PM	1.046

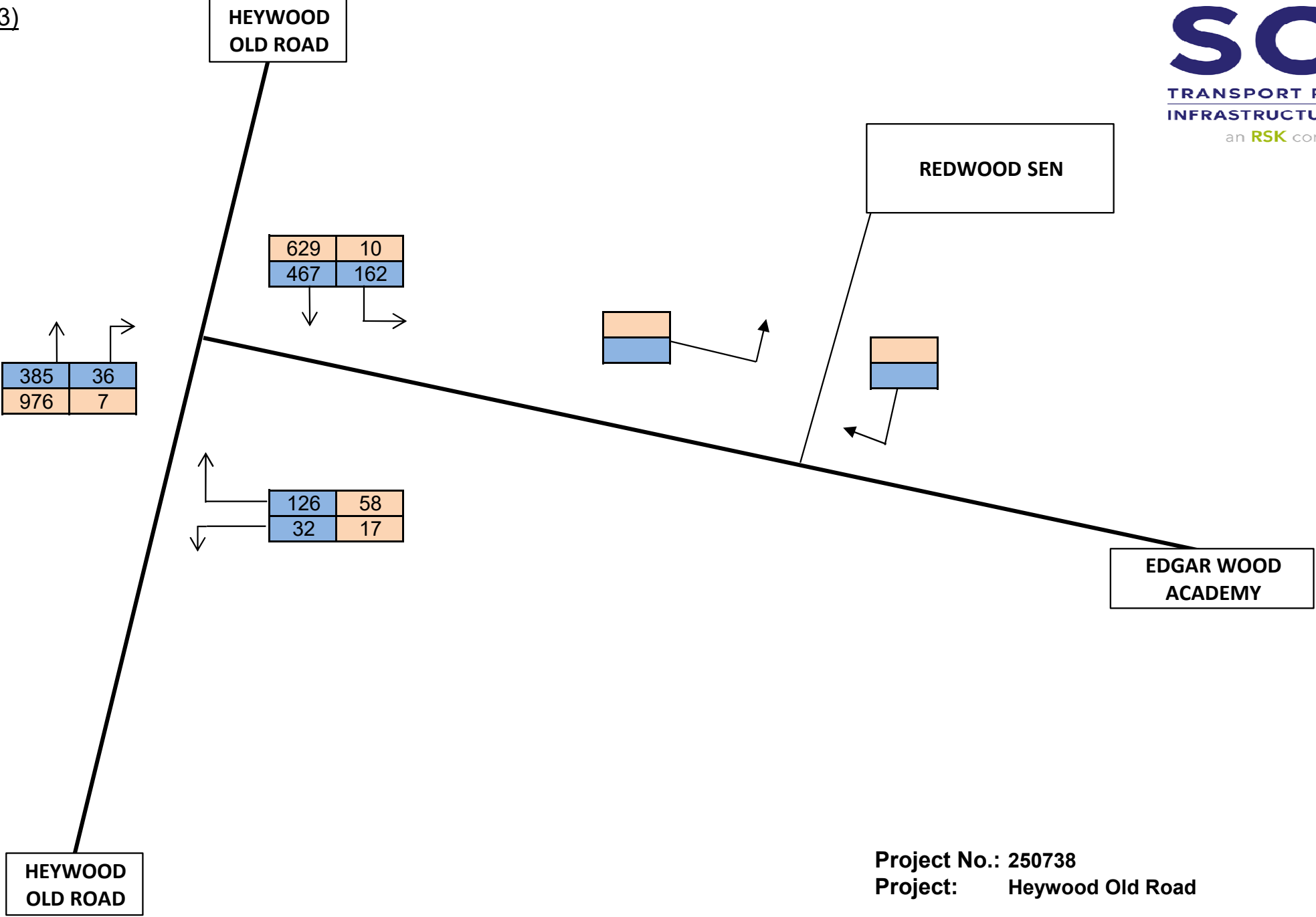


Future Year Base Traffic (2033)
Traffic Figure 3

AM	08:00-09:00
PM	15:00-16:00

TEMPro Growth Factors

AM	1.114
PM	1.115

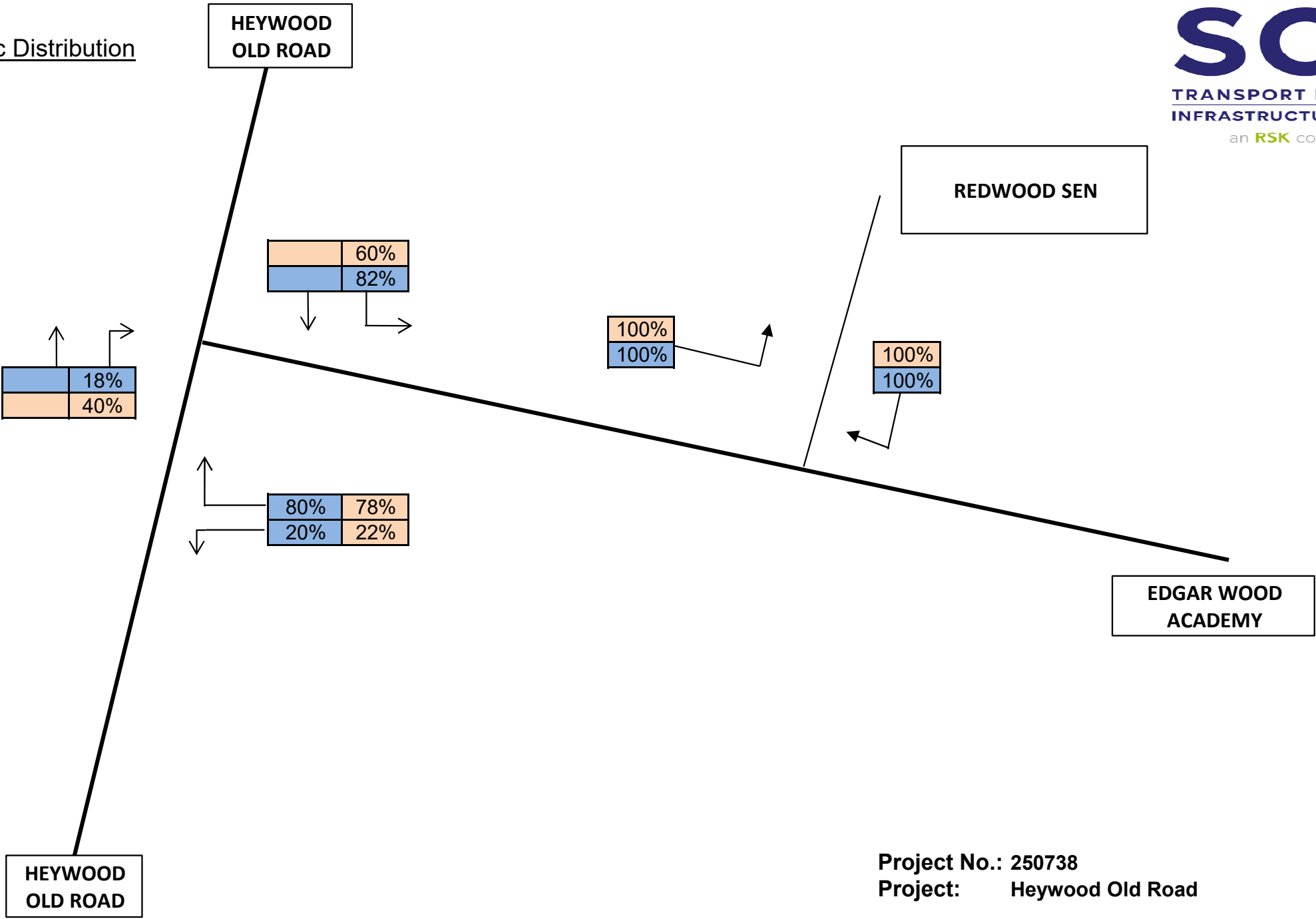


Project No.: 250738
Project: Heywood Old Road

Proposed Development Traffic Distribution
 Traffic Figure 4

AM	08:00-09:00
PM	15:00-16:00

Note:
 The traffic distribution is calculated based on existing turning proportions into and out of the Edgar Wood Academy Access, as shown in Traffic Figure 1.



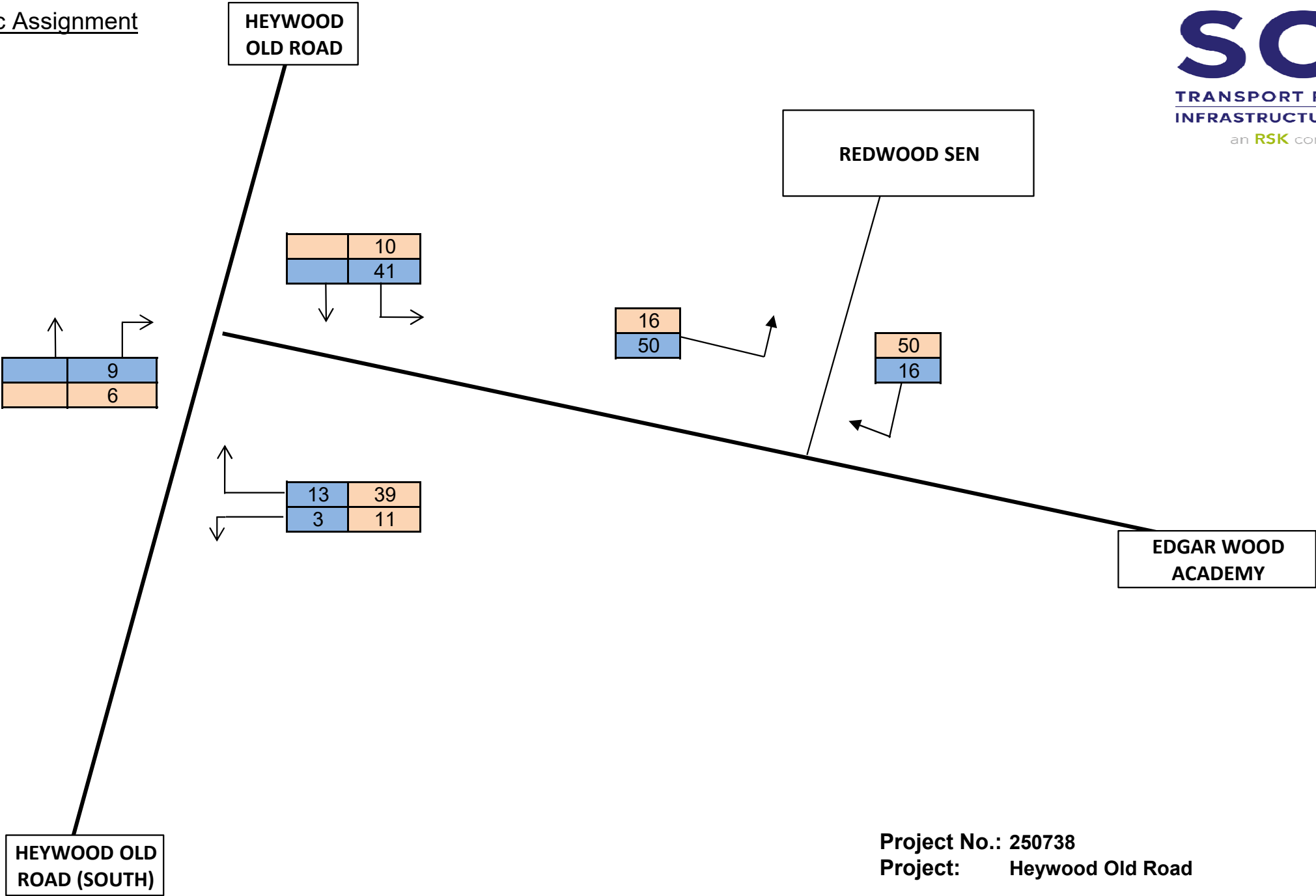
Project No.: 250738
 Project: Heywood Old Road

Proposed Development Traffic Assignment
Traffic Figure 5

AM	08:00-09:00
PM	15:00-16:00

Trip Generation

	Arr	Dep
AM	50	16
PM	16	50



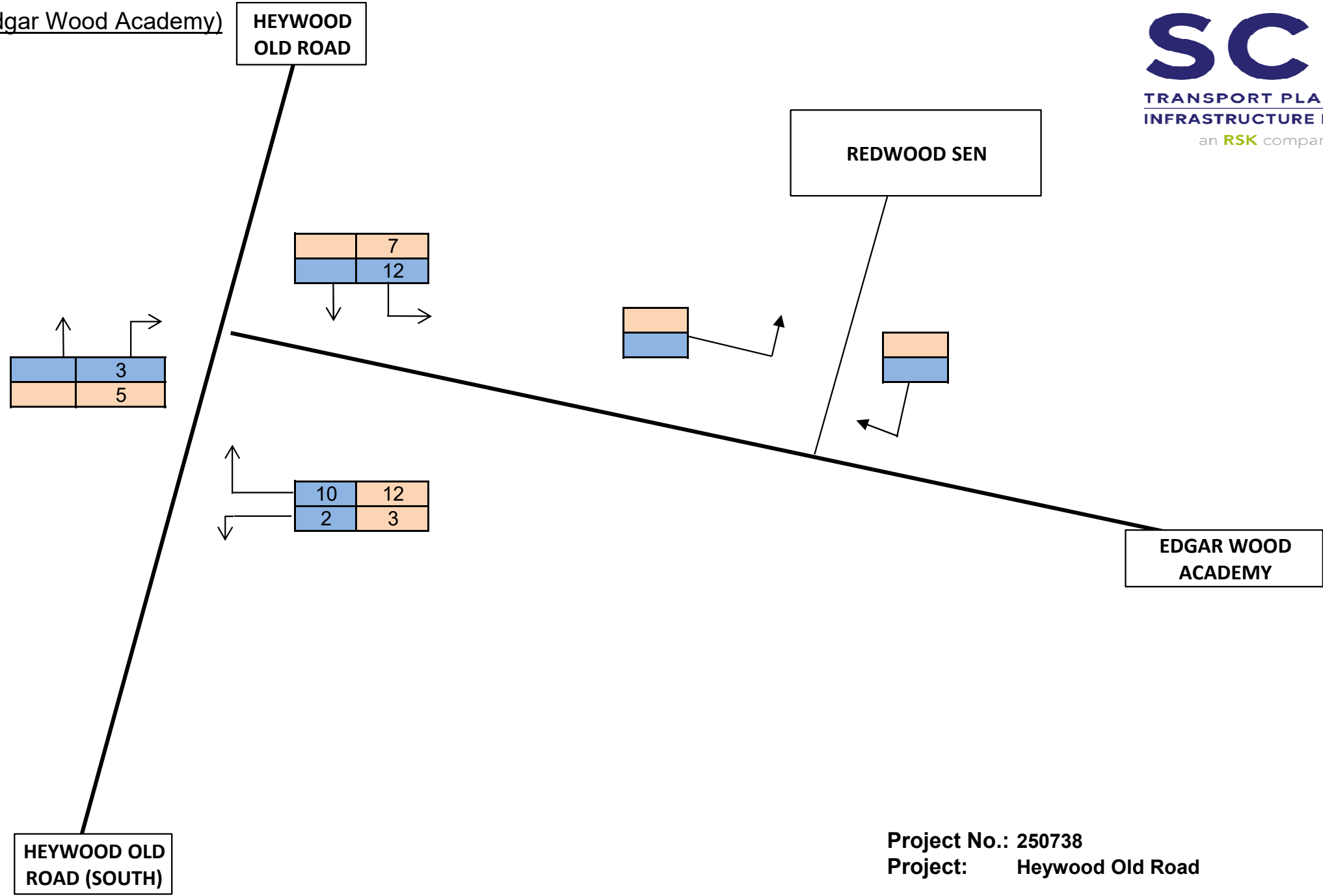
Approved SEN Extension (Edgar Wood Academy)
Traffic Figure 6

AM	08:00-09:00
PM	15:00-16:00

Trip Generation

	Arr	Dep
AM	15	12
PM	12	15

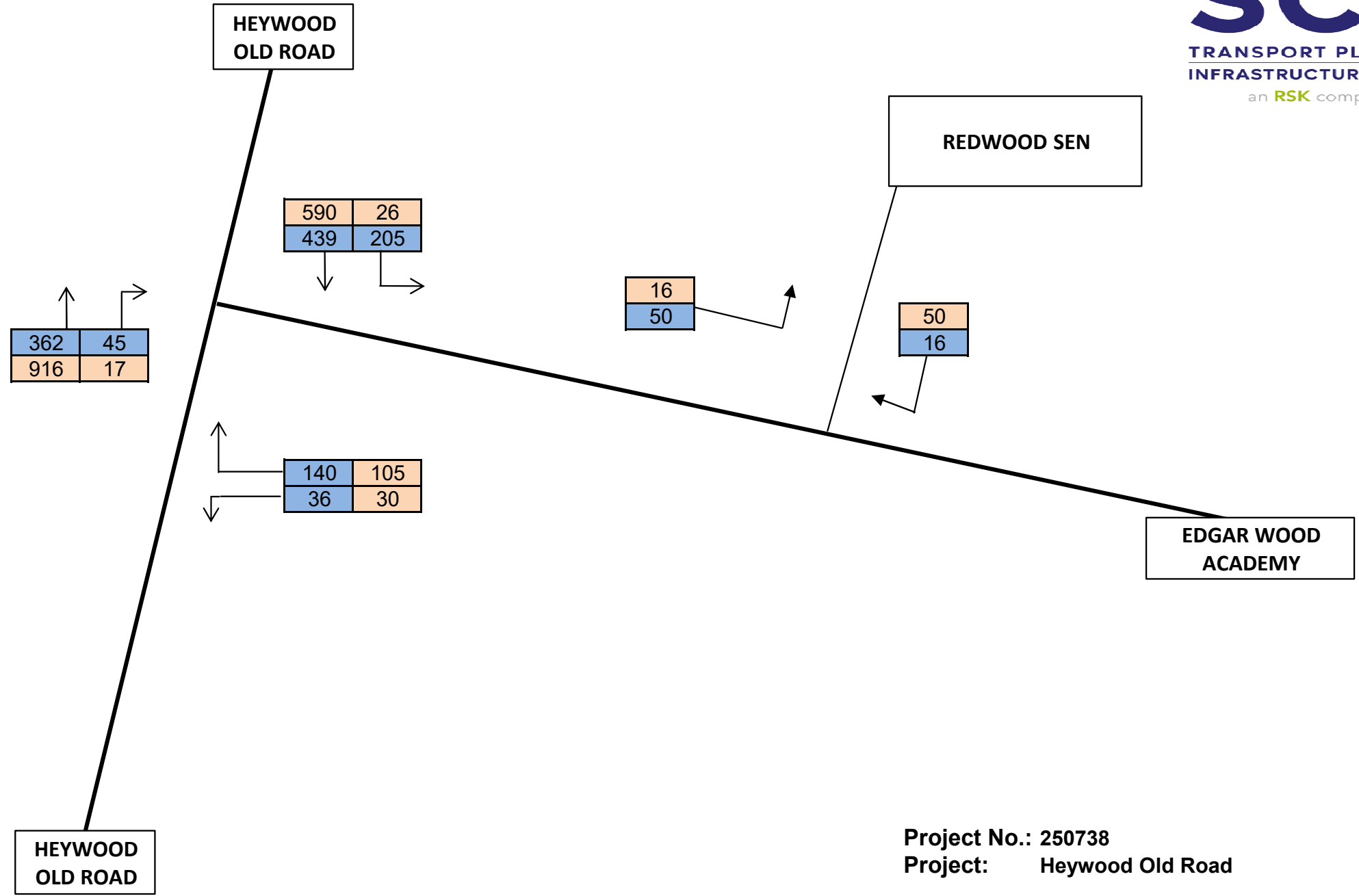
Note:
Trip generation extracted from "Table 3 - Traffic Generation First Principles" of "Highways Report" for Propsoed SEN Extension at Edgar Wood Academy (Planning Reference: 25/01014/FUL)
The same distribution is used as for the Proposed Development as no distribution was included in the Highways Report.



Project No.: 250738
Project: Heywood Old Road

2028 Base + Proposed Development + Approved SEN
Traffic Figure 8

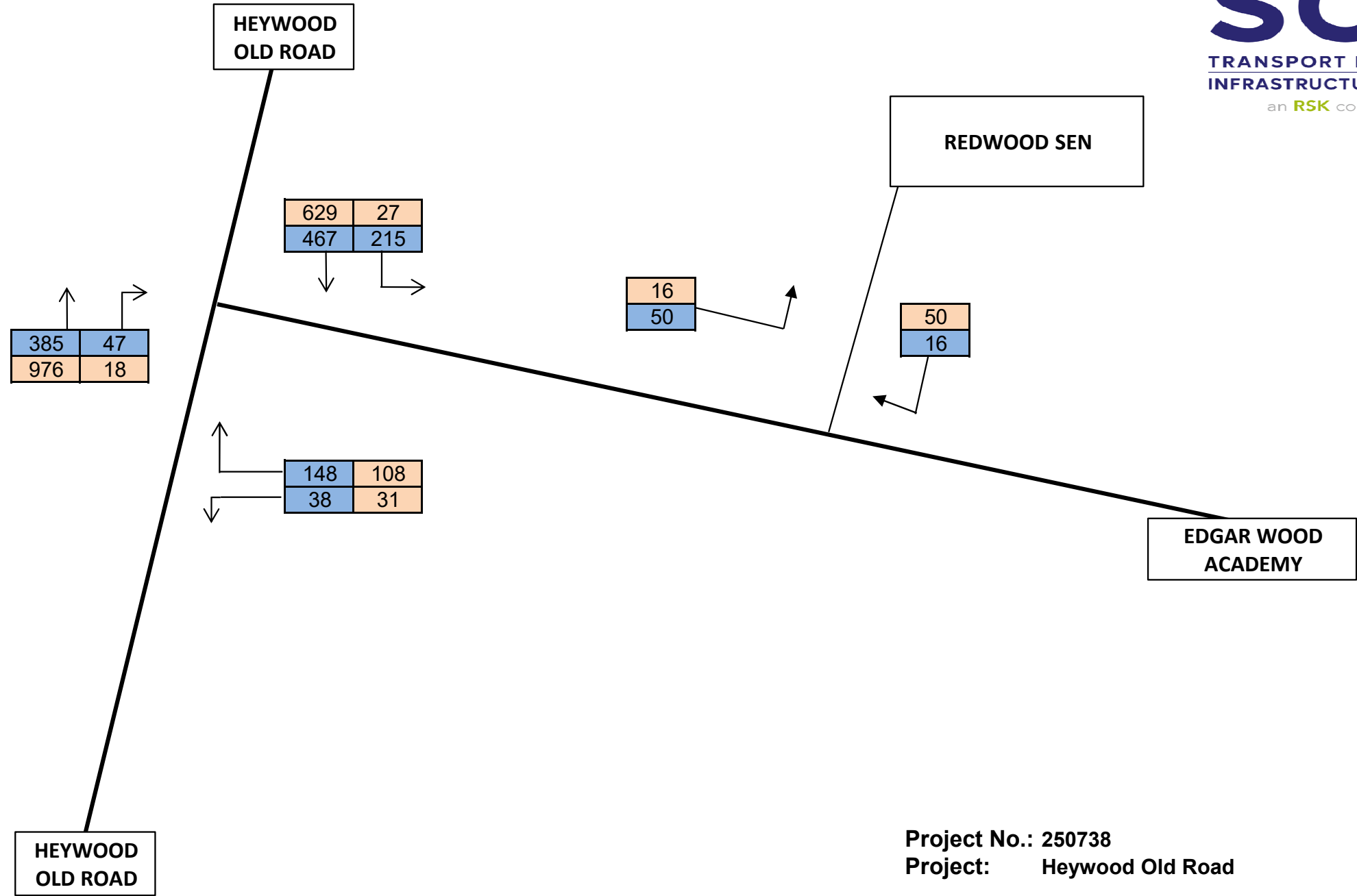
AM	08:00-09:00
PM	15:00-16:00



Project No.: 250738
Project: Heywood Old Road

2033 Base + Proposed Development + Approved SEN
Traffic Figure 8

AM	08:00-09:00
PM	15:00-16:00



Project No.: 250738
Project: Heywood Old Road

Appendix 4

PICADY Model Output File

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: Site Access_Heywood Old Road_ST.j11

Path: C:\Users\Ryan.Leach\OneDrive - RSK Group\SCP Job Library 2025 - 250738 - Heywood Old Road, Middleton\03 Data\Traffic modelling\PICADY

Report generation date: 15/07/2026 15:57:58

»D1 - 2025 | Base | AM
 »D2 - 2025 | Base | PM
 »D3 - 2028 | Base | AM
 »D4 - 2028 | Base | PM
 »D5 - 2033 | Base | AM
 »D6 - 2033 | Base | PM
 »D7 - 2028 | Base + Development | AM
 »D8 - 2028 | Base + Development | PM
 »D9 - 2033 | Base + Development | AM
 »D10 - 2033 | Base + Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2025 - Base									
Stream B-C	D1	0.1	9.16	0.08	A	D2	0.0	8.58	0.04	A
Stream B-A		0.6	18.07	0.37	C		0.3	20.52	0.24	C
Stream C-AB		0.2	5.39	0.09	A		0.0	3.65	0.03	A
	2028 - Base									
Stream B-C	D3	0.1	9.50	0.08	A	D4	0.0	8.82	0.04	A
Stream B-A		0.7	19.35	0.39	C		0.4	22.42	0.26	C
Stream C-AB		0.2	5.39	0.09	A		0.0	3.59	0.03	A
	2033 - Base									
Stream B-C	D5	0.1	10.12	0.09	B	D6	0.0	9.29	0.05	A
Stream B-A		0.8	21.73	0.44	C		0.5	26.26	0.31	D
Stream C-AB		0.2	5.41	0.10	A		0.1	3.51	0.04	A
	2028 - Base + Development									
Stream B-C	D7	0.1	10.67	0.11	B	D8	0.1	11.66	0.10	B
Stream B-A		1.0	23.39	0.48	C		1.1	35.62	0.53	E
Stream C-AB		0.3	5.69	0.13	A		0.2	3.68	0.08	A
	2033 - Base + Development									
Stream B-C	D9	0.1	11.67	0.12	B	D10	0.1	13.55	0.11	B
Stream B-A		1.2	26.89	0.53	D		1.4	45.71	0.60	E
Stream C-AB		0.4	5.71	0.14	A		0.2	3.61	0.10	A

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

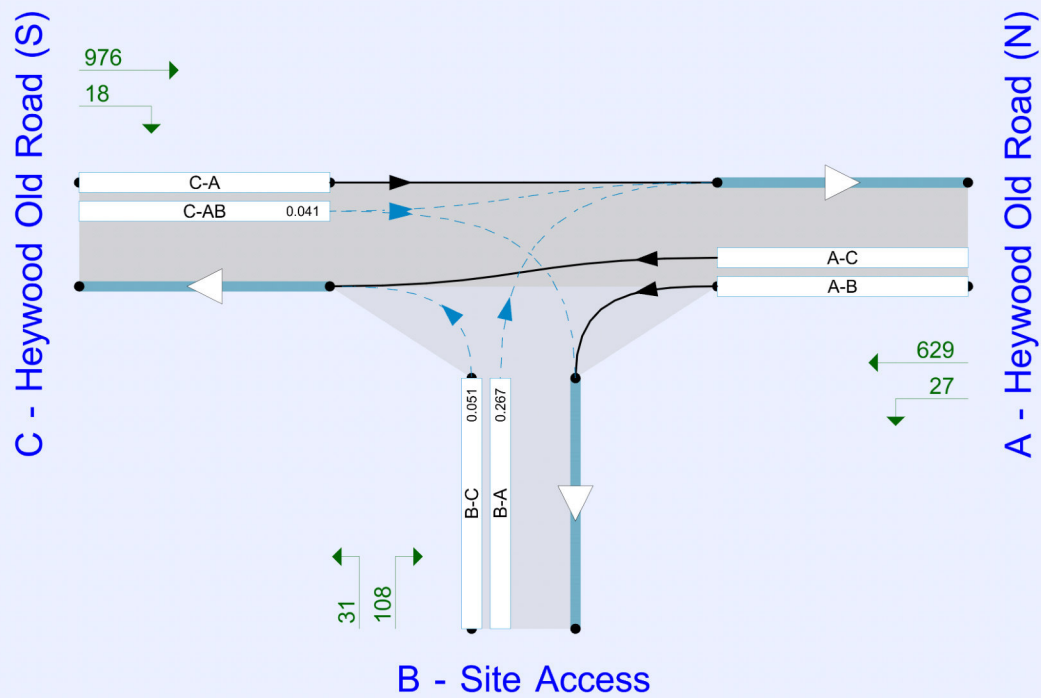
File summary

File Description

Title	
Location	
Site number	
Date	19/01/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	RSKHELSEBY\Esme.Walker
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 (s)

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	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75						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	15:45	17:15	15	✓
D3	2028	Base	AM	ONE HOUR	07:45	09:15	15	✓
D4	2028	Base	PM	ONE HOUR	15:45	17:15	15	✓
D5	2033	Base	AM	ONE HOUR	07:45	09:15	15	✓
D6	2033	Base	PM	ONE HOUR	15:45	17:15	15	✓
D7	2028	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D8	2028	Base + Development	PM	ONE HOUR	15:45	17:15	15	✓
D9	2033	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓
D10	2033	Base + Development	PM	ONE HOUR	15:45	17:15	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

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		2.41	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.41	A

Arms

Arms

Arm	Name	Description	Arm type
A	Heywood Old Road (N)		Major
B	Site Access		Minor
C	Heywood Old Road (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Heywood Old Road (S)	7.00			180.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	7.00	3.90	3.70	3.30	3.30		1.00	25	43

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	530	0.092	0.234	0.147	0.334
B-C	610	0.089	0.226	-	-
C-B	678	0.251	0.251	-	-

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 - Heywood Old Road (N)		ONE HOUR	✓	564	100.000
B - Site Access		ONE HOUR	✓	142	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	378	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	145	419
	B - Site Access	113	0	29
	C - Heywood Old Road (S)	346	32	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.26	0.74
	B - Site Access	0.80	0.00	0.20
	C - Heywood Old Road (S)	0.92	0.08	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	5	15
	B - Site Access	8	0	0
	C - Heywood Old Road (S)	18	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.050	1.150
	B - Site Access	1.080	1.000	1.000
	C - Heywood Old Road (S)	1.180	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Heywood Old Road (N)	425	425
	B - Site Access	107	107
	C - Heywood Old Road (S)	285	285
08:00-08:15	A - Heywood Old Road (N)	507	507
	B - Site Access	128	128
	C - Heywood Old Road (S)	340	340
08:15-08:30	A - Heywood Old Road (N)	621	621
	B - Site Access	156	156
	C - Heywood Old Road (S)	416	416
08:30-08:45	A - Heywood Old Road (N)	621	621
	B - Site Access	156	156
	C - Heywood Old Road (S)	416	416
08:45-09:00	A - Heywood Old Road (N)	507	507
	B - Site Access	128	128
	C - Heywood Old Road (S)	340	340
09:00-09:15	A - Heywood Old Road (N)	425	425
	B - Site Access	107	107
	C - Heywood Old Road (S)	285	285

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	9.16	0.1	A	27	40
B-A	0.37	18.07	0.6	C	104	156
C-AB	0.09	5.39	0.2	A	51	77
C-A					296	443
A-B					133	200
A-C					384	577

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	0.00	497	0.044	22	0.0	0.0	7.575	A
B-A	85	21	0.00	400	0.213	84	0.0	0.3	12.252	B
C-AB	37	9	0.00	749	0.049	37	0.0	0.1	5.334	A
C-A	248	62	0.00			248				
A-B	109	27	0.00			109				
A-C	315	79	0.00			315				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	469	0.056	26	0.0	0.1	8.116	A
B-A	102	25	0.00	375	0.271	101	0.3	0.4	14.188	B
C-AB	49	12	0.00	767	0.063	48	0.1	0.1	5.323	A
C-A	291	73	0.00			291				
A-B	130	33	0.00			130				
A-C	377	94	0.00			377				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	426	0.075	32	0.1	0.1	9.134	A
B-A	124	31	0.00	339	0.366	124	0.4	0.6	17.931	C
C-AB	68	17	0.00	793	0.086	68	0.1	0.2	5.335	A
C-A	348	87	0.00			348				
A-B	160	40	0.00			160				
A-C	461	115	0.00			461				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	425	0.075	32	0.1	0.1	9.155	A
B-A	124	31	0.00	339	0.367	124	0.6	0.6	18.068	C
C-AB	68	17	0.00	793	0.086	68	0.2	0.2	5.366	A
C-A	348	87	0.00			348				
A-B	160	40	0.00			160				
A-C	461	115	0.00			461				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	0.00	469	0.056	26	0.1	0.1	8.138	A
B-A	102	25	0.00	375	0.271	102	0.6	0.4	14.319	B
C-AB	49	12	0.00	767	0.063	49	0.2	0.1	5.394	A
C-A	291	73	0.00			291				
A-B	130	33	0.00			130				
A-C	377	94	0.00			377				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22	5	0.00	496	0.044	22	0.1	0.0	7.594	A
B-A	85	21	0.00	400	0.213	86	0.4	0.3	12.378	B
C-AB	37	9	0.00	749	0.049	37	0.1	0.1	5.374	A
C-A	247	62	0.00			247				
A-B	109	27	0.00			109				
A-C	315	79	0.00			315				

D2 - 2025 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.84	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	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Heywood Old Road (N)		ONE HOUR	✓	573	100.000
B - Site Access		ONE HOUR	✓	67	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	882	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	9	564
	B - Site Access	52	0	15
	C - Heywood Old Road (S)	876	6	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.02	0.98
	B - Site Access	0.78	0.00	0.22
	C - Heywood Old Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	11	17
	B - Site Access	4	0	0
	C - Heywood Old Road (S)	3	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.110	1.170
	B - Site Access	1.040	1.000	1.000
	C - Heywood Old Road (S)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A - Heywood Old Road (N)	431	431
	B - Site Access	50	50
	C - Heywood Old Road (S)	664	664
16:00-16:15	A - Heywood Old Road (N)	515	515
	B - Site Access	60	60
	C - Heywood Old Road (S)	793	793
16:15-16:30	A - Heywood Old Road (N)	631	631
	B - Site Access	74	74
	C - Heywood Old Road (S)	971	971
16:30-16:45	A - Heywood Old Road (N)	631	631
	B - Site Access	74	74
	C - Heywood Old Road (S)	971	971
16:45-17:00	A - Heywood Old Road (N)	515	515
	B - Site Access	60	60
	C - Heywood Old Road (S)	793	793
17:00-17:15	A - Heywood Old Road (N)	431	431
	B - Site Access	50	50
	C - Heywood Old Road (S)	664	664

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	8.58	0.0	A	14	21
B-A	0.24	20.52	0.3	C	48	72
C-AB	0.03	3.65	0.0	A	22	33
C-A					788	1181
A-B					8	12
A-C					518	776

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	500	0.023	11	0.0	0.0	7.370	A
B-A	39	10	0.00	331	0.118	39	0.0	0.1	12.782	B
C-AB	13	3	0.00	1021	0.013	13	0.0	0.0	3.639	A
C-A	651	163	0.00			651				
A-B	7	2	0.00			7				
A-C	425	106	0.00			425				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	0.00	475	0.028	13	0.0	0.0	7.802	A
B-A	47	12	0.00	293	0.160	47	0.1	0.2	15.196	C
C-AB	19	5	0.00	1096	0.018	19	0.0	0.0	3.410	A
C-A	774	193	0.00			774				
A-B	8	2	0.00			8				
A-C	507	127	0.00			507				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	437	0.038	16	0.0	0.0	8.570	A
B-A	57	14	0.00	240	0.239	57	0.2	0.3	20.424	C
C-AB	33	8	0.00	1206	0.027	33	0.0	0.0	3.139	A
C-A	938	234	0.00			938				
A-B	10	2	0.00			10				
A-C	621	155	0.00			621				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	17	4	0.00	436	0.038	17	0.0	0.0	8.580	A
B-A	57	14	0.00	240	0.239	57	0.3	0.3	20.521	C
C-AB	33	8	0.00	1206	0.027	33	0.0	0.0	3.142	A
C-A	938	234	0.00			938				
A-B	10	2	0.00			10				
A-C	621	155	0.00			621				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	0.00	474	0.028	14	0.0	0.0	7.813	A
B-A	47	12	0.00	293	0.160	47	0.3	0.2	15.280	C
C-AB	19	5	0.00	1096	0.018	19	0.0	0.0	3.421	A
C-A	774	193	0.00			774				
A-B	8	2	0.00			8				
A-C	507	127	0.00			507				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11	3	0.00	499	0.023	11	0.0	0.0	7.379	A
B-A	39	10	0.00	331	0.118	39	0.2	0.1	12.845	B
C-AB	13	3	0.00	1021	0.013	13	0.0	0.0	3.647	A
C-A	651	163	0.00			651				
A-B	7	2	0.00			7				
A-C	425	106	0.00			425				

D3 - 2028 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		2.55	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.55	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	2028	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 - Heywood Old Road (N)		ONE HOUR	✓	591	100.000
B - Site Access		ONE HOUR	✓	148	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	395	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	152	439
	B - Site Access	118	0	30
	C - Heywood Old Road (S)	362	33	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.26	0.74
	B - Site Access	0.80	0.00	0.20
	C - Heywood Old Road (S)	0.92	0.08	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	5	15
	B - Site Access	8	0	0
	C - Heywood Old Road (S)	18	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.050	1.150
	B - Site Access	1.080	1.000	1.000
	C - Heywood Old Road (S)	1.180	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Heywood Old Road (N)	445	445
	B - Site Access	111	111
	C - Heywood Old Road (S)	297	297
08:00-08:15	A - Heywood Old Road (N)	531	531
	B - Site Access	133	133
	C - Heywood Old Road (S)	355	355
08:15-08:30	A - Heywood Old Road (N)	651	651
	B - Site Access	163	163
	C - Heywood Old Road (S)	435	435
08:30-08:45	A - Heywood Old Road (N)	651	651
	B - Site Access	163	163
	C - Heywood Old Road (S)	435	435
08:45-09:00	A - Heywood Old Road (N)	531	531
	B - Site Access	133	133
	C - Heywood Old Road (S)	355	355
09:00-09:15	A - Heywood Old Road (N)	445	445
	B - Site Access	111	111
	C - Heywood Old Road (S)	297	297

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.08	9.50	0.1	A	28	41
B-A	0.39	19.35	0.7	C	108	162
C-AB	0.09	5.39	0.2	A	54	82
C-A					308	462
A-B					139	209
A-C					403	604

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	491	0.046	22	0.0	0.0	7.686	A
B-A	89	22	0.00	394	0.225	88	0.0	0.3	12.631	B
C-AB	39	10	0.00	753	0.052	39	0.0	0.1	5.332	A
C-A	258	65	0.00			258				
A-B	114	29	0.00			114				
A-C	331	83	0.00			331				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	0.00	461	0.058	27	0.0	0.1	8.290	A
B-A	106	27	0.00	368	0.289	106	0.3	0.4	14.811	B
C-AB	51	13	0.00	772	0.067	51	0.1	0.1	5.320	A
C-A	304	76	0.00			304				
A-B	137	34	0.00			137				
A-C	395	99	0.00			395				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	413	0.080	33	0.1	0.1	9.468	A
B-A	130	32	0.00	331	0.393	129	0.4	0.7	19.172	C
C-AB	73	18	0.00	799	0.091	72	0.1	0.2	5.335	A
C-A	362	91	0.00			362				
A-B	167	42	0.00			167				
A-C	483	121	0.00			483				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	412	0.080	33	0.1	0.1	9.496	A
B-A	130	32	0.00	331	0.393	130	0.7	0.7	19.354	C
C-AB	73	18	0.00	800	0.091	73	0.2	0.2	5.370	A
C-A	362	91	0.00			362				
A-B	167	42	0.00			167				
A-C	483	121	0.00			483				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	0.00	460	0.059	27	0.1	0.1	8.318	A
B-A	106	27	0.00	368	0.289	107	0.7	0.4	14.979	B
C-AB	52	13	0.00	772	0.067	52	0.2	0.1	5.392	A
C-A	304	76	0.00			304				
A-B	137	34	0.00			137				
A-C	395	99	0.00			395				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	490	0.046	23	0.1	0.0	7.713	A
B-A	89	22	0.00	394	0.225	89	0.4	0.3	12.775	B
C-AB	39	10	0.00	753	0.052	39	0.1	0.1	5.372	A
C-A	258	65	0.00			258				
A-B	114	29	0.00			114				
A-C	331	83	0.00			331				

D4 - 2028 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		0.91	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.91	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	2028	Base	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Heywood Old Road (N)		ONE HOUR	✓	599	100.000
B - Site Access		ONE HOUR	✓	70	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	922	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	9	590
	B - Site Access	54	0	16
	C - Heywood Old Road (S)	916	6	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.02	0.98
	B - Site Access	0.77	0.00	0.23
	C - Heywood Old Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	11	17
	B - Site Access	4	0	0
	C - Heywood Old Road (S)	3	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.110	1.170
	B - Site Access	1.040	1.000	1.000
	C - Heywood Old Road (S)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A - Heywood Old Road (N)	451	451
	B - Site Access	53	53
	C - Heywood Old Road (S)	694	694
16:00-16:15	A - Heywood Old Road (N)	538	538
	B - Site Access	63	63
	C - Heywood Old Road (S)	829	829
16:15-16:30	A - Heywood Old Road (N)	660	660
	B - Site Access	77	77
	C - Heywood Old Road (S)	1015	1015
16:30-16:45	A - Heywood Old Road (N)	660	660
	B - Site Access	77	77
	C - Heywood Old Road (S)	1015	1015
16:45-17:00	A - Heywood Old Road (N)	538	538
	B - Site Access	63	63
	C - Heywood Old Road (S)	829	829
17:00-17:15	A - Heywood Old Road (N)	451	451
	B - Site Access	53	53
	C - Heywood Old Road (S)	694	694

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.04	8.82	0.0	A	15	22
B-A	0.26	22.42	0.4	C	50	74
C-AB	0.03	3.59	0.0	A	23	35
C-A					823	1234
A-B					8	12
A-C					541	812

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	495	0.024	12	0.0	0.0	7.455	A
B-A	41	10	0.00	322	0.126	40	0.0	0.1	13.263	B
C-AB	13	3	0.00	1038	0.013	13	0.0	0.0	3.581	A
C-A	681	170	0.00			681				
A-B	7	2	0.00			7				
A-C	444	111	0.00			444				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	468	0.031	14	0.0	0.0	7.932	A
B-A	49	12	0.00	282	0.172	48	0.1	0.2	16.019	C
C-AB	21	5	0.00	1118	0.018	21	0.0	0.0	3.348	A
C-A	808	202	0.00			808				
A-B	8	2	0.00			8				
A-C	530	133	0.00			530				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	0.00	426	0.041	18	0.0	0.0	8.807	A
B-A	59	15	0.00	226	0.263	59	0.2	0.4	22.278	C
C-AB	36	9	0.00	1234	0.029	36	0.0	0.0	3.075	A
C-A	979	245	0.00			979				
A-B	10	2	0.00			10				
A-C	650	162	0.00			650				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	18	4	0.00	426	0.041	18	0.0	0.0	8.822	A
B-A	59	15	0.00	226	0.263	59	0.4	0.4	22.420	C
C-AB	36	9	0.00	1234	0.029	36	0.0	0.0	3.078	A
C-A	979	245	0.00			979				
A-B	10	2	0.00			10				
A-C	650	162	0.00			650				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14	4	0.00	468	0.031	14	0.0	0.0	7.947	A
B-A	49	12	0.00	282	0.172	49	0.4	0.2	16.127	C
C-AB	21	5	0.00	1118	0.018	21	0.0	0.0	3.359	A
C-A	808	202	0.00			808				
A-B	8	2	0.00			8				
A-C	530	133	0.00			530				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12	3	0.00	494	0.024	12	0.0	0.0	7.468	A
B-A	41	10	0.00	322	0.126	41	0.2	0.2	13.342	B
C-AB	14	3	0.00	1038	0.013	14	0.0	0.0	3.587	A
C-A	681	170	0.00			681				
A-B	7	2	0.00			7				
A-C	444	111	0.00			444				

D5 - 2033 | Base | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		2.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.84	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	2033	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 - Heywood Old Road (N)		ONE HOUR	✓	629	100.000
B - Site Access		ONE HOUR	✓	158	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	421	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	162	467
	B - Site Access	126	0	32
	C - Heywood Old Road (S)	385	36	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.26	0.74
	B - Site Access	0.80	0.00	0.20
	C - Heywood Old Road (S)	0.91	0.09	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	5	15
	B - Site Access	8	0	0
	C - Heywood Old Road (S)	18	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.050	1.150
	B - Site Access	1.080	1.000	1.000
	C - Heywood Old Road (S)	1.180	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Heywood Old Road (N)	474	474
	B - Site Access	119	119
	C - Heywood Old Road (S)	317	317
08:00-08:15	A - Heywood Old Road (N)	565	565
	B - Site Access	142	142
	C - Heywood Old Road (S)	378	378
08:15-08:30	A - Heywood Old Road (N)	693	693
	B - Site Access	174	174
	C - Heywood Old Road (S)	464	464
08:30-08:45	A - Heywood Old Road (N)	693	693
	B - Site Access	174	174
	C - Heywood Old Road (S)	464	464
08:45-09:00	A - Heywood Old Road (N)	565	565
	B - Site Access	142	142
	C - Heywood Old Road (S)	378	378
09:00-09:15	A - Heywood Old Road (N)	474	474
	B - Site Access	119	119
	C - Heywood Old Road (S)	317	317

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	10.12	0.1	B	29	44
B-A	0.44	21.73	0.8	C	116	173
C-AB	0.10	5.41	0.2	A	62	93
C-A					324	486
A-B					149	223
A-C					429	643

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	481	0.050	24	0.0	0.1	7.867	A
B-A	95	24	0.00	385	0.246	93	0.0	0.3	13.264	B
C-AB	44	11	0.00	759	0.058	43	0.0	0.1	5.342	A
C-A	273	68	0.00			273				
A-B	122	30	0.00			122				
A-C	352	88	0.00			352				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	448	0.064	29	0.1	0.1	8.580	A
B-A	113	28	0.00	357	0.317	113	0.3	0.5	15.884	C
C-AB	58	15	0.00	779	0.075	58	0.1	0.1	5.335	A
C-A	320	80	0.00			320				
A-B	146	36	0.00			146				
A-C	420	105	0.00			420				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	392	0.090	35	0.1	0.1	10.076	B
B-A	139	35	0.00	317	0.437	137	0.5	0.8	21.448	C
C-AB	84	21	0.00	809	0.103	83	0.1	0.2	5.359	A
C-A	380	95	0.00			380				
A-B	178	45	0.00			178				
A-C	514	129	0.00			514				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	35	9	0.00	391	0.090	35	0.1	0.1	10.122	B
B-A	139	35	0.00	317	0.437	139	0.8	0.8	21.734	C
C-AB	84	21	0.00	810	0.103	84	0.2	0.2	5.399	A
C-A	380	95	0.00			380				
A-B	178	45	0.00			178				
A-C	514	129	0.00			514				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	447	0.064	29	0.1	0.1	8.619	A
B-A	113	28	0.00	357	0.317	114	0.8	0.5	16.125	C
C-AB	59	15	0.00	779	0.075	59	0.2	0.2	5.414	A
C-A	320	80	0.00			320				
A-B	146	36	0.00			146				
A-C	420	105	0.00			420				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	24	6	0.00	480	0.050	24	0.1	0.1	7.899	A
B-A	95	24	0.00	385	0.246	95	0.5	0.4	13.450	B
C-AB	44	11	0.00	759	0.058	44	0.2	0.1	5.385	A
C-A	273	68	0.00			273				
A-B	122	30	0.00			122				
A-C	352	88	0.00			352				

D6 - 2033 | Base | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		1.06	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.06	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	2033	Base	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Heywood Old Road (N)		ONE HOUR	✓	639	100.000
B - Site Access		ONE HOUR	✓	75	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	983	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	10	629
	B - Site Access	58	0	17
	C - Heywood Old Road (S)	976	7	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.02	0.98
	B - Site Access	0.77	0.00	0.23
	C - Heywood Old Road (S)	0.99	0.01	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	11	17
	B - Site Access	4	0	0
	C - Heywood Old Road (S)	3	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.110	1.170
	B - Site Access	1.040	1.000	1.000
	C - Heywood Old Road (S)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A - Heywood Old Road (N)	481	481
	B - Site Access	56	56
	C - Heywood Old Road (S)	740	740
16:00-16:15	A - Heywood Old Road (N)	574	574
	B - Site Access	67	67
	C - Heywood Old Road (S)	884	884
16:15-16:30	A - Heywood Old Road (N)	704	704
	B - Site Access	83	83
	C - Heywood Old Road (S)	1082	1082
16:30-16:45	A - Heywood Old Road (N)	704	704
	B - Site Access	83	83
	C - Heywood Old Road (S)	1082	1082
16:45-17:00	A - Heywood Old Road (N)	574	574
	B - Site Access	67	67
	C - Heywood Old Road (S)	884	884
17:00-17:15	A - Heywood Old Road (N)	481	481
	B - Site Access	56	56
	C - Heywood Old Road (S)	740	740

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	9.29	0.0	A	16	23
B-A	0.31	26.26	0.5	D	53	80
C-AB	0.04	3.51	0.1	A	31	46
C-A					871	1307
A-B					9	14
A-C					577	866

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	0.00	486	0.026	13	0.0	0.0	7.609	A
B-A	44	11	0.00	308	0.142	43	0.0	0.2	14.088	B
C-AB	17	4	0.00	1065	0.016	17	0.0	0.0	3.506	A
C-A	723	181	0.00			723				
A-B	8	2	0.00			8				
A-C	474	118	0.00			474				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	456	0.033	15	0.0	0.0	8.161	A
B-A	52	13	0.00	265	0.196	52	0.2	0.2	17.503	C
C-AB	27	7	0.00	1151	0.023	27	0.0	0.0	3.270	A
C-A	857	214	0.00			857				
A-B	9	2	0.00			9				
A-C	565	141	0.00			565				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	0.00	407	0.046	19	0.0	0.0	9.267	A
B-A	64	16	0.00	206	0.310	63	0.2	0.4	26.001	D
C-AB	49	12	0.00	1277	0.038	49	0.0	0.1	3.002	A
C-A	1033	258	0.00			1033				
A-B	11	3	0.00			11				
A-C	693	173	0.00			693				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	19	5	0.00	406	0.046	19	0.0	0.0	9.293	A
B-A	64	16	0.00	206	0.310	64	0.4	0.5	26.263	D
C-AB	49	12	0.00	1277	0.038	49	0.1	0.1	3.005	A
C-A	1033	258	0.00			1033				
A-B	11	3	0.00			11				
A-C	693	173	0.00			693				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	15	4	0.00	455	0.034	15	0.0	0.0	8.182	A
B-A	52	13	0.00	265	0.196	53	0.5	0.3	17.677	C
C-AB	27	7	0.00	1151	0.023	27	0.1	0.0	3.279	A
C-A	857	214	0.00			857				
A-B	9	2	0.00			9				
A-C	565	141	0.00			565				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	13	3	0.00	485	0.026	13	0.0	0.0	7.625	A
B-A	44	11	0.00	308	0.142	44	0.3	0.2	14.191	B
C-AB	17	4	0.00	1065	0.016	17	0.0	0.0	3.514	A
C-A	723	181	0.00			723				
A-B	8	2	0.00			8				
A-C	474	118	0.00			474				

D7 - 2028 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		3.36	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.36	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2028	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Heywood Old Road (N)		ONE HOUR	✓	644	100.000
B - Site Access		ONE HOUR	✓	176	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	407	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	205	439
	B - Site Access	140	0	36
	C - Heywood Old Road (S)	362	45	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.32	0.68
	B - Site Access	0.80	0.00	0.20
	C - Heywood Old Road (S)	0.89	0.11	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	5	15
	B - Site Access	8	0	0
	C - Heywood Old Road (S)	18	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.050	1.150
	B - Site Access	1.080	1.000	1.000
	C - Heywood Old Road (S)	1.180	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Heywood Old Road (N)	485	485
	B - Site Access	133	133
	C - Heywood Old Road (S)	306	306
08:00-08:15	A - Heywood Old Road (N)	579	579
	B - Site Access	158	158
	C - Heywood Old Road (S)	366	366
08:15-08:30	A - Heywood Old Road (N)	709	709
	B - Site Access	194	194
	C - Heywood Old Road (S)	448	448
08:30-08:45	A - Heywood Old Road (N)	709	709
	B - Site Access	194	194
	C - Heywood Old Road (S)	448	448
08:45-09:00	A - Heywood Old Road (N)	579	579
	B - Site Access	158	158
	C - Heywood Old Road (S)	366	366
09:00-09:15	A - Heywood Old Road (N)	485	485
	B - Site Access	133	133
	C - Heywood Old Road (S)	306	306

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	10.67	0.1	B	33	50
B-A	0.48	23.39	1.0	C	128	193
C-AB	0.13	5.69	0.3	A	75	113
C-A					298	448
A-B					188	282
A-C					403	604

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	0.00	478	0.057	27	0.0	0.1	7.982	A
B-A	105	26	0.00	387	0.272	104	0.0	0.4	13.645	B
C-AB	53	13	0.00	745	0.072	53	0.0	0.1	5.511	A
C-A	253	63	0.00			253				
A-B	154	39	0.00			154				
A-C	331	83	0.00			331				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	442	0.073	32	0.1	0.1	8.794	A
B-A	126	31	0.00	359	0.350	125	0.4	0.6	16.564	C
C-AB	71	18	0.00	762	0.093	71	0.1	0.2	5.548	A
C-A	295	74	0.00			295				
A-B	184	46	0.00			184				
A-C	395	99	0.00			395				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	379	0.105	39	0.1	0.1	10.603	B
B-A	154	39	0.00	320	0.482	153	0.6	1.0	22.911	C
C-AB	101	25	0.00	788	0.128	100	0.2	0.3	5.644	A
C-A	347	87	0.00			347				
A-B	226	56	0.00			226				
A-C	483	121	0.00			483				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	0.00	377	0.105	40	0.1	0.1	10.672	B
B-A	154	39	0.00	320	0.482	154	1.0	1.0	23.385	C
C-AB	101	25	0.00	788	0.128	101	0.3	0.3	5.688	A
C-A	347	87	0.00			347				
A-B	226	56	0.00			226				
A-C	483	121	0.00			483				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	0.00	440	0.074	33	0.1	0.1	8.846	A
B-A	126	31	0.00	359	0.350	127	1.0	0.6	16.885	C
C-AB	71	18	0.00	762	0.093	72	0.3	0.2	5.635	A
C-A	295	74	0.00			295				
A-B	184	46	0.00			184				
A-C	395	99	0.00			395				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	0.00	476	0.057	27	0.1	0.1	8.022	A
B-A	105	26	0.00	387	0.272	106	0.6	0.4	13.872	B
C-AB	54	13	0.00	745	0.072	54	0.2	0.1	5.562	A
C-A	253	63	0.00			253				
A-B	154	39	0.00			154				
A-C	331	83	0.00			331				

D8 - 2028 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		2.59	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.59	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2028	Base + Development	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Heywood Old Road (N)		ONE HOUR	✓	616	100.000
B - Site Access		ONE HOUR	✓	135	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	933	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	26	590
	B - Site Access	105	0	30
	C - Heywood Old Road (S)	916	17	0

Proportions

	To			
From		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.04	0.96
	B - Site Access	0.78	0.00	0.22
	C - Heywood Old Road (S)	0.98	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	11	17
	B - Site Access	4	0	0
	C - Heywood Old Road (S)	3	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.110	1.170
	B - Site Access	1.040	1.000	1.000
	C - Heywood Old Road (S)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A - Heywood Old Road (N)	464	464
	B - Site Access	102	102
	C - Heywood Old Road (S)	702	702
16:00-16:15	A - Heywood Old Road (N)	554	554
	B - Site Access	121	121
	C - Heywood Old Road (S)	839	839
16:15-16:30	A - Heywood Old Road (N)	678	678
	B - Site Access	149	149
	C - Heywood Old Road (S)	1027	1027
16:30-16:45	A - Heywood Old Road (N)	678	678
	B - Site Access	149	149
	C - Heywood Old Road (S)	1027	1027
16:45-17:00	A - Heywood Old Road (N)	554	554
	B - Site Access	121	121
	C - Heywood Old Road (S)	839	839
17:00-17:15	A - Heywood Old Road (N)	464	464
	B - Site Access	102	102
	C - Heywood Old Road (S)	702	702

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	11.66	0.1	B	28	41
B-A	0.53	35.62	1.1	E	96	145
C-AB	0.08	3.68	0.2	A	67	100
C-A					789	1184
A-B					24	36
A-C					541	812

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	472	0.048	22	0.0	0.0	8.009	A
B-A	79	20	0.00	318	0.249	78	0.0	0.3	15.494	C
C-AB	38	10	0.00	1036	0.037	38	0.0	0.1	3.678	A
C-A	664	166	0.00			664				
A-B	20	5	0.00			20				
A-C	444	111	0.00			444				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	0.00	431	0.063	27	0.0	0.1	8.905	A
B-A	94	24	0.00	277	0.341	94	0.3	0.5	20.329	C
C-AB	59	15	0.00	1116	0.052	58	0.1	0.1	3.475	A
C-A	780	195	0.00			780				
A-B	23	6	0.00			23				
A-C	530	133	0.00			530				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	346	0.095	33	0.1	0.1	11.488	B
B-A	116	29	0.00	220	0.525	113	0.5	1.1	34.372	D
C-AB	104	26	0.00	1232	0.084	103	0.1	0.2	3.264	A
C-A	924	231	0.00			924				
A-B	29	7	0.00			29				
A-C	650	162	0.00			650				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	33	8	0.00	342	0.097	33	0.1	0.1	11.657	B
B-A	116	29	0.00	220	0.525	115	1.1	1.1	35.617	E
C-AB	104	26	0.00	1232	0.084	104	0.2	0.2	3.269	A
C-A	923	231	0.00			923				
A-B	29	7	0.00			29				
A-C	650	162	0.00			650				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	0.00	428	0.063	27	0.1	0.1	8.988	A
B-A	94	24	0.00	277	0.341	97	1.1	0.6	20.971	C
C-AB	59	15	0.00	1116	0.053	59	0.2	0.1	3.489	A
C-A	780	195	0.00			780				
A-B	23	6	0.00			23				
A-C	530	133	0.00			530				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	470	0.048	23	0.1	0.1	8.048	A
B-A	79	20	0.00	318	0.248	80	0.6	0.4	15.765	C
C-AB	38	10	0.00	1036	0.037	39	0.1	0.1	3.684	A
C-A	664	166	0.00			664				
A-B	20	5	0.00			20				
A-C	444	111	0.00			444				

D9 - 2033 | Base + Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		3.80	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.80	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
D9	2033	Base + Development	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Heywood Old Road (N)		ONE HOUR	✓	682	100.000
B - Site Access		ONE HOUR	✓	186	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	432	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	215	467
	B - Site Access	148	0	38
	C - Heywood Old Road (S)	385	47	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.32	0.68
	B - Site Access	0.80	0.00	0.20
	C - Heywood Old Road (S)	0.89	0.11	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	5	15
	B - Site Access	8	0	0
	C - Heywood Old Road (S)	18	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.050	1.150
	B - Site Access	1.080	1.000	1.000
	C - Heywood Old Road (S)	1.180	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Heywood Old Road (N)	513	513
	B - Site Access	140	140
	C - Heywood Old Road (S)	325	325
08:00-08:15	A - Heywood Old Road (N)	613	613
	B - Site Access	167	167
	C - Heywood Old Road (S)	388	388
08:15-08:30	A - Heywood Old Road (N)	751	751
	B - Site Access	205	205
	C - Heywood Old Road (S)	476	476
08:30-08:45	A - Heywood Old Road (N)	751	751
	B - Site Access	205	205
	C - Heywood Old Road (S)	476	476
08:45-09:00	A - Heywood Old Road (N)	613	613
	B - Site Access	167	167
	C - Heywood Old Road (S)	388	388
09:00-09:15	A - Heywood Old Road (N)	513	513
	B - Site Access	140	140
	C - Heywood Old Road (S)	325	325

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	11.67	0.1	B	35	52
B-A	0.53	26.89	1.2	D	136	204
C-AB	0.14	5.71	0.4	A	82	123
C-A					314	472
A-B					197	296
A-C					429	643

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	468	0.061	28	0.0	0.1	8.194	A
B-A	111	28	0.00	379	0.294	110	0.0	0.4	14.369	B
C-AB	58	14	0.00	751	0.077	57	0.0	0.1	5.515	A
C-A	268	67	0.00			268				
A-B	162	40	0.00			162				
A-C	352	88	0.00			352				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	427	0.080	34	0.1	0.1	9.161	A
B-A	133	33	0.00	349	0.382	132	0.4	0.6	17.874	C
C-AB	77	19	0.00	770	0.100	77	0.1	0.2	5.558	A
C-A	311	78	0.00			311				
A-B	193	48	0.00			193				
A-C	420	105	0.00			420				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	0.00	353	0.118	42	0.1	0.1	11.552	B
B-A	163	41	0.00	307	0.531	161	0.6	1.2	26.220	D
C-AB	111	28	0.00	798	0.139	110	0.2	0.3	5.666	A
C-A	365	91	0.00			365				
A-B	237	59	0.00			237				
A-C	514	129	0.00			514				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	42	10	0.00	350	0.119	42	0.1	0.1	11.673	B
B-A	163	41	0.00	307	0.531	163	1.2	1.2	26.889	D
C-AB	111	28	0.00	799	0.139	111	0.3	0.4	5.713	A
C-A	365	91	0.00			365				
A-B	237	59	0.00			237				
A-C	514	129	0.00			514				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	424	0.081	34	0.1	0.1	9.238	A
B-A	133	33	0.00	349	0.382	135	1.2	0.7	18.365	C
C-AB	77	19	0.00	770	0.100	78	0.4	0.2	5.647	A
C-A	311	78	0.00			311				
A-B	193	48	0.00			193				
A-C	420	105	0.00			420				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29	7	0.00	466	0.061	29	0.1	0.1	8.242	A
B-A	111	28	0.00	378	0.294	112	0.7	0.5	14.659	B
C-AB	58	14	0.00	751	0.077	58	0.2	0.2	5.570	A
C-A	267	67	0.00			267				
A-B	162	40	0.00			162				
A-C	352	88	0.00			352				

D10 - 2033 | Base + Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Heywood Old Road / Site Access	T-Junction	Two-way	Two-way	Two-way		3.17	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.17	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
D10	2033	Base + Development	PM	ONE HOUR	15:45	17:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Heywood Old Road (N)		ONE HOUR	✓	656	100.000
B - Site Access		ONE HOUR	✓	139	100.000
C - Heywood Old Road (S)		ONE HOUR	✓	994	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	27	629
	B - Site Access	108	0	31
	C - Heywood Old Road (S)	976	18	0

Proportions

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0.00	0.04	0.96
	B - Site Access	0.78	0.00	0.22
	C - Heywood Old Road (S)	0.98	0.02	0.00

Vehicle Mix

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

Heavy Vehicle %

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	0	11	17
	B - Site Access	4	0	0
	C - Heywood Old Road (S)	3	0	0

Average PCU Per Veh

From	To			
		A - Heywood Old Road (N)	B - Site Access	C - Heywood Old Road (S)
	A - Heywood Old Road (N)	1.000	1.110	1.170
	B - Site Access	1.040	1.000	1.000
	C - Heywood Old Road (S)	1.030	1.000	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
15:45-16:00	A - Heywood Old Road (N)	494	494
	B - Site Access	105	105
	C - Heywood Old Road (S)	748	748
16:00-16:15	A - Heywood Old Road (N)	590	590
	B - Site Access	125	125
	C - Heywood Old Road (S)	894	894
16:15-16:30	A - Heywood Old Road (N)	722	722
	B - Site Access	153	153
	C - Heywood Old Road (S)	1094	1094
16:30-16:45	A - Heywood Old Road (N)	722	722
	B - Site Access	153	153
	C - Heywood Old Road (S)	1094	1094
16:45-17:00	A - Heywood Old Road (N)	590	590
	B - Site Access	125	125
	C - Heywood Old Road (S)	894	894
17:00-17:15	A - Heywood Old Road (N)	494	494
	B - Site Access	105	105
	C - Heywood Old Road (S)	748	748

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	13.55	0.1	B	28	43
B-A	0.60	45.71	1.4	E	99	149
C-AB	0.10	3.61	0.2	A	80	120
C-A					832	1248
A-B					25	37
A-C					577	866

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	462	0.051	23	0.0	0.1	8.206	A
B-A	81	20	0.00	304	0.267	80	0.0	0.4	16.580	C
C-AB	44	11	0.00	1063	0.041	44	0.0	0.1	3.605	A
C-A	704	176	0.00			704				
A-B	20	5	0.00			20				
A-C	474	118	0.00			474				

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	415	0.067	28	0.1	0.1	9.291	A
B-A	97	24	0.00	261	0.373	96	0.4	0.6	22.654	C
C-AB	69	17	0.00	1149	0.060	69	0.1	0.1	3.403	A
C-A	825	206	0.00			825				
A-B	24	6	0.00			24				
A-C	565	141	0.00			565				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	307	0.111	34	0.1	0.1	13.152	B
B-A	119	30	0.00	200	0.595	116	0.6	1.4	43.055	E
C-AB	127	32	0.00	1275	0.099	126	0.1	0.2	3.210	A
C-A	968	242	0.00			968				
A-B	30	7	0.00			30				
A-C	693	173	0.00			693				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	0.00	300	0.114	34	0.1	0.1	13.547	B
B-A	119	30	0.00	200	0.595	119	1.4	1.4	45.705	E
C-AB	127	32	0.00	1275	0.100	127	0.2	0.2	3.215	A
C-A	967	242	0.00			967				
A-B	30	7	0.00			30				
A-C	693	173	0.00			693				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	0.00	410	0.068	28	0.1	0.1	9.428	A
B-A	97	24	0.00	261	0.372	100	1.4	0.6	23.774	C
C-AB	69	17	0.00	1150	0.060	69	0.2	0.1	3.418	A
C-A	825	206	0.00			825				
A-B	24	6	0.00			24				
A-C	565	141	0.00			565				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	0.00	460	0.051	23	0.1	0.1	8.255	A
B-A	81	20	0.00	304	0.267	82	0.6	0.4	16.942	C
C-AB	44	11	0.00	1063	0.042	44	0.1	0.1	3.614	A
C-A	704	176	0.00			704				
A-B	20	5	0.00			20				
A-C	474	118	0.00			474				