

# SCP

TRANSPORT PLANNING  
INFRASTRUCTURE DESIGN

an **RSK** company

**Bury Council**

# Ash Grove Alternative Provision (AP) Academy

Transport Assessment

260351

**OCTOBER 2026**



## SCP GENERAL NOTES

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| <b>Author</b> | <u>Abbie Moore</u> | <b>Technical Reviewer</b> | <u>Mark Devenish</u> |
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|                        |                      |
|------------------------|----------------------|
| <b>Project Manager</b> | <u>Mark Devenish</u> |
| Date:                  | <u>13.10.2026</u>    |

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# 1 INTRODUCTION

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- 1.1 SCP have been instructed by Bury Council to provide transport consultancy services for a full planning application for Ash Grove Alternative Provision (AP) Academy, on land to the north of Milton Road, Radcliffe.
- 1.2 This Transport Assessment (TA) has been prepared to support the planning application and has been developed in accordance with the National Planning Practice Guidance (NPPG), the National Planning Policy Framework (NPPF) and now superseded Department for Transport (DfT's) March 2007 *"Guidance on Transport Assessment"*. The TA provides an assessment of the traffic and transport implications associated with the development proposals to inform Bury Council, as local highway authority, regarding the nature and magnitude of their impact.

## Structure of This Report

- 1.3 The structure of this report is as follows:-
- Chapter 2 - summarises the vision for the site;
  - Chapter 3 - describes in detail the site location, local highway network, existing use of the site and road safety record;
  - Chapter 4 – sets out the relevant policy context for the site, including the applicable planning policies, guidance, and other policy considerations that inform the assessment.
  - Chapter 5 – defines the development proposals including the proposed access and parking arrangements;
  - Chapter 6 - considers the location of the site with regard to the existing local sustainable transport infrastructure;
  - Chapter 7 - describes the future baseline traffic conditions on the local highway network in relation traffic growth;
  - Chapter 8 - estimates the number of trips generated by the development.
  - Chapter 9 - distributes and assigns the vehicular trips on the local highway network;
  - Chapter 10 - presents an assessment of the impact of the development on the operational performance of the local highway network
  - Chapter 11 - provides summary and conclusions to this TA derived from the analysis presented in the above chapters

## 2 VISION STATEMENT

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- 2.1 Since the release of the revised National Planning Policy Framework (NPPF) in December 2024 and revised more recently in August 2026, a vision-led approach is required to identify transport solutions that deliver well-designed, sustainable, inclusive and popular places.
- 2.2 Bury Council's vision for the site is to create a high quality, sustainable and permeable development with a strong sense of place to create a socially and physically well-connected environment, encouraging sustainable travel and promoting active and healthy lifestyles.
- 2.3 In addition, the vision is to make it safe and easy for people to get around and maximise the opportunity for people to walk, cycle, and travel via public transport to access the site.
- 2.4 This Transport Assessment (TA) and the Travel Plan for the site demonstrate how the vision for the site will be delivered and considers the site location, existing infrastructure, layout design, opportunities to promote non-car modes of transport and impacts on the transport network.

## 3 EXISTING CONDITIONS

### General

- 3.1 This chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

### Site Location

- 3.2 The application site is located to the north of Milton Road, approximately 1.7km north west of Radcliffe Town Centre. **Figure 3.1** below shows the site location in relation to the wider highway network.

**Figure 3.1 – Site Location Plan – Wider View**



- 3.3 The approximate site boundary is shown in relation to the local highway network in red on **Figure 3.2** below, with a more detailed site boundary shown on the site layout plan presented in **Appendix A**.

**Figure 3.2 – Site Location Plan – Local View**



## Local Highway Network

### *Milton Road*

- 3.4 Milton Road is primarily a residential road, located on the southern site boundary and provides a connection between Wordsworth Avenue to the east and the Countess Lane/ Bolton Road/ Milton Road/ Stopes Road mini roundabout junction to the west. It has a carriageway width of approximately 7m, is subject to a 20mph speed limit, and benefits from a footway on both sides of the carriageway in the vicinity of the site.

### *The Countess Lane/ Bolton Road/ Milton Road/ Stopes Road mini roundabout junction*

- 3.5 The Countess Lane/ Bolton Road/ Milton Road/ Stopes Road mini roundabout junction is located to the west of the site. All of the arms are subject to a 30mph speed limit, apart from Milton Road which is subject to a 20mph speed limit. Footways are provided on all arms of the junction. Dropped kerbs and tactile paving crossings with pedestrian refuge island are located on the Stopes Road arm and Bolton Road arm. The junction is subject to traffic regulation orders (TROs) in the forms of double yellow lines.

*Milton Road/ Wordsworth Avenue priority-controlled junction*

- 3.6 Milton Road/ Wordsworth Avenue is a three-arm priority-controlled junction, with Milton Road forming the minor arm and Wordsworth Avenue forming the main north–south route, located to the east of the site. The junction comprises a central traffic island with traffic operating under priority control at three give-way points. Footways are present on all arms of the junction. This priority junction is subject to a 20mph speed limit.

*Wordsworth Avenue/ Coronation Road mini roundabout junction*

- 3.7 The Wordsworth Avenue/ Coronation Road mini roundabout junction is located to the east of the site. It is subject to a 20mph speed limit and footways are provided on all arms of the junction.

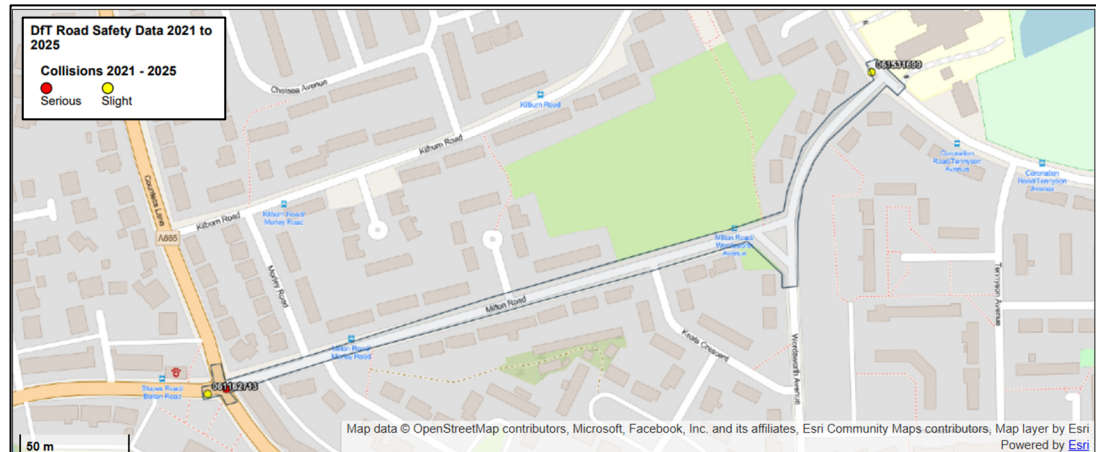
**Traffic Flow Data**

- 3.8 The study area for this TA includes the following junctions:
- Milton Road / Site Access
  - Countess Lane / Bolton Road / Stopes Road / Milton Road
  - Wordsworth Avenue / Milton Road
  - Coronation Road / Wordsworth Avenue
- 3.9 In order to establish the existing traffic demand at these junctions, surveys were carried out on Thursday 18th June 2026 between the hours of 07:30-09:30 and 14:00-18:00.
- 3.10 The traffic survey data is presented in **Appendix B** with the peak hour surveyed traffic flows shown diagrammatically on **Traffic Flow Figure 1**. The network peak hours were 07:30-08:30 and 16:30-17:30.

**Road Safety Record**

- 3.11 A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Milton Road, Countess Lane / Bolton Road / Stopes Road / Milton Road mini roundabout junction and Wordsworth Avenue / Milton Road junction and Coronation Road / Wordsworth Avenue mini roundabout junction. The location and severity of any accidents within the study area during this period is presented in **Figure 3.3** below and the full accident report is presented in **Appendix C**.

**Figure 3.3 – 5-Year Accident Record**



- 3.12 As can be seen from the above, only three collisions were recorded in the study area during the 5-year study period with one classified as 'serious' and the other two as 'slight'. One of the 'slight' collisions occurred at the Coronation Road / Wordsworth Avenue mini roundabout junction in 2024. The accident occurred on the eastern side of the existing school and did not involve any pedestrians. The other 'slight' and 'serious' collisions occurred at the Countess Lane / Bolton Road / Stopes Road / Milton Road mini roundabout junction in 2022 and 2024.
- 3.13 Overall, the recorded accident data does not demonstrate any pattern of incidents or trends that would suggest any underlying concerns relating to the operation of the highway that could be affected by the development proposals.

## 4 POLICY CONTEXT

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### Introduction

- 4.1 This chapter provides a summary of relevant national, regional and local transport policies and provides a brief analysis of how the proposed development will contribute towards their aims and objectives.

### National Planning Policy Framework (NPPF)

- 4.2 NPPF is published by the Ministry for Communities and Local Government to set the framework under which local transport, parking and accessibility plans and policies are set. The NPPF has been revised most recently in August 2026.
- 4.3 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, with the relevant policies outlined below:-

#### Plan-making Policies

##### **TR1: Vision-led approach to planning for transport**

1. *Sustainable transport should be considered from the earliest stages of plan-making, so that it is reflected in the vision for the plan area and its specific proposals, and forms an integral part of a plan's strategy for creating well-designed, sustainable, inclusive and popular places. This should be done by:*
  - a. *Making sustainable transport considerations part of early engagement with local communities, highway and transport authorities, transport infrastructure providers, operators, land promoters and neighbouring councils. This is so that proposals reflect local views, evidence relating to accessibility, capacity and transport service provision, and take opportunities for prioritising and maximising sustainable movement across the area. Plans should align land use policies and allocations with wider strategies (such as Local Transport Plans, Local Cycling and Walking Infrastructure Plans and Rights of Way Improvement Plans) and investments in transport to ensure that the potential impacts of development on transport networks are understood and addressed;*
  - b. *Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;*
  - c. *Supporting an appropriate mix of uses across the plan area, and within strategic sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;*

- d. *Identifying and protecting sites and routes which will widen transport choice and are essential to facilitate sustainable development, including networks for walking, wheeling and cycling, and public transport infrastructure; and*
- e. *Providing for any transport facilities that need to be located in the area, or for their necessary expansion or adaptation, and the infrastructure and wider development required to support them. This includes uses such as ports, airports, lorry parking facilities, freight interchanges, public transport hubs, roadside services, electric vehicle charging and bus and rail depots. In doing so plan-makers should consider whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements, and the importance of maintaining a national network of aviation airfields.*

## **TR2: Local parking standards**

1. *Development plans should set local parking standards for residential and non-residential development, across the plan area or for specific sites or sub-areas, in a way which aligns with the transport vision for the plan and opportunities to promote sustainable transport.*
2. *Maximum standards for car parking should be set where they will support efforts to encourage the use of sustainable transport modes and shared transport, optimise the density of development in well-connected locations, or where they are necessary for managing the local road network.*
3. *Parking standards should take into account:*
  - a. *The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;*
  - b. *Opportunities for improvements in walking, wheeling, cycling and public transport;*
  - c. *Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;*
  - d. *Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and*
  - e. *The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable.*

## **National Decision Making Policies**

### **TR3: Locating development in sustainable locations**

1. *So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*
  - a. *Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;*
  - b. *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;*
  - c. *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;*
  - d. *The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and*
  - e. *In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.*
2. *The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.*

### **TR4: Street design, access and parking**

1. *To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:*
  - a. *Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*

- b. Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*
  - c. Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:
 
    - i. Minimise the scope for conflict between pedestrians, cyclists and vehicles;*
    - ii. Meet the needs of disabled people, older people and children in relation to all modes of transport, and*
    - iii. Avoid unnecessary street clutter.**
  - d. Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and*
  - e. Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.*
- 2. The principles set out in national design guidance should be used to inform how this policy is applied.*

#### **TR6: Assessing transport impacts**

- 1. Development proposals that are likely to generate significant amounts of movement should be supported by:
 
  - a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*
  - b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.**

2. *Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).*
3. *In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).*
4. *Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.*

**TR8: Public rights of way**

5. *Development proposals should:*
  - a. *Protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and*
  - b. *Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:*
    - i. *Improved access to green spaces and the countryside;*
    - ii. *New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;*
    - iii. *The provision of accessible, safe and convenient links to services and facilities; and*
    - iv. *Improved connections with public transport stops and interchanges*

**National Planning Practice Guidance (NPPG)**

- 4.4 The Government has produced the National Planning Practice Guidance to supplement the NPPF. Within the guidance, there is a specific section clarifying the overarching principles on Travel Plans, Transport Assessments and Transport Statements.

- 4.5 The guidance advises that in determining whether a Transport Assessment or Statement will be needed for a proposed development, local planning authorities should take into account a number of considerations. It is considered that the size and nature of this development requires a full Transport Assessment.
- 4.6 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The guidance has been considered in the production of the accompanying Framework Travel Plan.

## Local policy

- 4.7 The Borough is progressing its Local Plan, which will provide the framework for managing growth and development up to 2043. The Publication Local Plan was subject to an eight-week public consultation between 17 July and 11 September 2026. Following consultation, the Plan will progress to independent examination before it can be adopted.
- 4.8 The Plan sets out the overall Vision, Core Objectives and Spatial Strategy, which together establish the broad direction for future development, including the distribution of new development and areas where development will be resisted.
- 4.9 The Vision for the Bury Local Plan is as follows:

*‘By 2043 the Borough will have embraced sustainable growth in a managed way and responded to the climate emergency in the delivery of new development.*

*Underpinned by the transformational Northern Gateway (Heywood/Pilsworth) site and the diverse independent business and tourism sectors, the Borough will have a strong local economy that provides good quality and accessible jobs and makes a significant contribution towards boosting the economic output from the north of Greater Manchester.*

*The Borough will be home to the townships of Bury, Ramsbottom, Tottington, Radcliffe, Whitefield and Prestwich that have built on their unique characters and distinctive roles, supported by thriving and diverse centres that act as the focal points for their surrounding communities. Neighbourhoods in East Bury and Inner Radcliffe will have seen successful physical and social regeneration efforts which have led to reduced deprivation and inequality.*

*It will be home to strong, vibrant and healthy communities with access to good quality and affordable housing that meets all needs and has been delivered on a combination of previously developed land and strategic housing sites at Walshaw, Elton Reservoir, Castle Road and Simister. All residents will have good access to open space, education and other community facilities.*

*The Borough will have responded to the biodiversity emergency having taken bold action to reverse the decline in our natural heritage. It will be home to a high-quality natural environment centred on strategic assets, including the river valleys and West Pennine Moors.*

*It will also have a high-quality and diverse built environment that reflects local heritage, culture and character and which incorporates well-designed places that are safe and resilient to the effects of climate change, and which contribute to a carbon neutral Greater Manchester with all new development being net zero carbon.*

*It will have good connections to surrounding areas and beyond with increased use of sustainable modes of transport and less reliance on fossil-fuelled private motor vehicles which will have helped the Borough achieve higher standards of air quality.'*

#### 4.10 The Strategic Objectives for the Local Plan to:

- 1) *Ensure that the Borough is resilient and adaptive to the cause and effects of climate change and support ambitions for Greater Manchester to be carbon neutral by 2038 and for all new development to be net zero carbon by 2028;*
- 2) *Make efficient use of land by promoting the redevelopment of available brownfield sites;*
- 3) *Deliver an appropriate supply of well-designed housing to meet needs;*
- 4) *Deliver a competitive and diverse local economy and accessible high-quality jobs throughout the Borough;*
- 5) *Support a hierarchy of vital and viable town, district and local centres;*
- 6) *Safeguard existing and promote new tourism and cultural development in appropriate locations;*
- 7) *Make a positive contribution towards addressing issues associated with deprivation and health and wellbeing across all the Borough's communities;*
- 8) *Ensure that the Borough's residents have access to good quality education and other community facilities;*
- 9) *Encourage sustainable transport choices and reduce the number and length of journeys, particularly by private motor vehicles;*
- 10) *Ensure that all new development displays high standards of design and layout;*
- 11) *Positively manage the conservation and enjoyment of the Borough's heritage assets;*
- 12) *Assist in the process of achieving nature recovery and ecological network connectivity by conserving and enhancing the Borough's natural environment and supporting a net gain in Bury's biodiversity;*
- 13) *Ensure that the Borough's residents have access to enough good quality green and blue infrastructure, open space, sport and recreation facilities;*
- 14) *Protect the Green Belt from inappropriate development and support beneficial uses within it;*
- 15) *Ensure that new development is safe from flooding and does not contribute to increased flood risk elsewhere and to promote improvements to the Borough's water courses;*
- 16) *Ensure the sustainable management of water, both in terms of sustainable drainage and the protection and efficient use of public water supply resources;*
- 17) *Prevent both new and existing development from contributing to, or being adversely affected by, poor air quality, unacceptable levels of pollution or hazards; and*
- 18) *Ensure and that new and existing development is supported by necessary infrastructure.*

## **Analysis and Conclusions**

- 4.11 In general, the relevant transport policies set out above follow similar themes and promote common aims in respect of accessibility by non-car modes. These are to provide sustainable development with good access to encourage non-car modes of transport, to ensure that the highways impact of new development is acceptable or mitigated against and to promote good site design with appropriate parking levels.

## 5 PROPOSED DEVELOPMENT

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- 5.1 The development proposals consist of an education facility for an Alternative Provision Unit, on land to the north of Milton Road. The proposed site layout plan is contained in [Appendix A](#).

### Proposed Access Arrangement

- 5.2 Vehicular access to the proposed development will be provided via two new simple priority-controlled junctions off Milton Road. The western access measures approximately 5.5m and is anticipated to serve 21 staff parking spaces plus a materials drop and the KS4 drop-off area.
- 5.3 The eastern access serves 20 additional staff parking spaces to the west of the access road, with a separate one-way drop-off and pick-up facility for KS3 located to the east. Therefore, this arrangement separates the staff parking movements from the pupil drop-off/pick-up activity. A one-way circulation system is proposed to facilitate the efficient movement of vehicles through the KS3 area. The drop-off area will also incorporate dedicated provision for 3no. taxis and 4no. minibuses, together with 3 accessible spaces.
- 5.4 As shown on drawing number SCP/260351/D01, presented in [Appendix D](#), 2.4m x 25m visibility splays, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 20mph road, are achievable in both directions from both of the proposed site accesses.

### Servicing Arrangement

- 5.5 The proposed KS3 drop-off area has been designed to ensure the movements of a mini bus vehicle can be accommodated. Swept path analysis has been undertaken of the site access and internal road layout for the drop off systems, as shown on drawing SCP/260351/ATR02/B presented in [Appendix E](#), which demonstrates that a mini bus vehicle can access the site and exit in a forward gear.
- 5.6 Furthermore, swept path analysis has been undertaken of a 7.5t box van at the turning head of the staff car park from the western access, showing the proposed arrangements for deliveries, as demonstrated in SCP/260351/ATR03/B in [Appendix E](#).

### Parking

- 5.7 Bury Council's parking standards are set out in the Supplementary Planning Document 11- Parking Standards in Bury. The parking standards for a Special Education Needs (SEN) Schools state that '*Parking provision for proposals for Special Education Needs (SEN) Schools will be assessed on a case-by-case basis*'.
- 5.8 The proposals include a total of 41 staff car parking spaces. Of the staff parking provision, 4 spaces will be equipped with electric vehicle charging (EVC) points.
- 5.9 In addition, 4 minibus parking spaces are proposed, 2 of which will be equipped with EVC charging points, together with 3 dedicated taxi bays. The proposals also include 3 additional accessible parking spaces. The site proposes 9 cycle stands.

5.10 Therefore, the proposed provision is considered acceptable for the following reasons:

- As detailed later, the site benefits from good levels of accessibility, being within easy access of Radcliffe Town Centre (less than 1.7km walk) and associated facilities, amenities and numerous transport links, including bus stops and Radcliffe Tram Stop (2km walk distance). Therefore, prospective site users will not be reliant on the private car to travel to/from the site;
- The general thrust of National and Local planning policy is also to reduce car borne trips and encourage travel by sustainable modes such as public transport, walking and cycling. In particular, policy advocates locating developments where there is high-quality infrastructure and sustainable transport modes can be maximised. The proposed development takes full advantage of this accessible location and, by providing a level of parking in accordance with staff levels, will help to reduce the reliance on the use of the private car and meet these policy objectives.
- Staff numbers are anticipated to be approximately 50-60. However, it is anticipated that not all staff will travel by car. Mode Split for the Nomis Area for how people travel to this area for work have been applied to the proposed staff numbers and show that approximately 41 could use private car, with 8 on foot, 6 via public transport, 1 on a bicycle and 3 as car passengers.

| Mode of Transport         | Percentage | Staff Number Estimates |
|---------------------------|------------|------------------------|
| Public Transport          | 11%        | 6                      |
| Taxi                      | 1%         | 0                      |
| Walking                   | 13%        | 8                      |
| Cycling                   | 2%         | 1                      |
| Driving a car or van      | 68%        | 41                     |
| Passenger in a car or van | 6%         | 4                      |

- In addition to the above, it is recognised that the journey-to-work data reflects general employment patterns within the local area and is not specific to the proposed SEN school. Given the specialist nature of the school and its likely wider catchment, it is anticipated that opportunities for staff car sharing will arise.
- It is anticipated that the majority of staff parking spaces will be allocated and managed to prioritise staff parking and minimise the potential for overspill parking onto the surrounding highway network.
- The Applicant has confirmed that specialist transport arrangements are anticipated for pupils. Pupils are expected to travel to the school independently by walking or cycling, be dropped off by parents using the designated circular drop-off/pick-up areas, arrive by taxi, or be transported in the school's 9-seater vehicles. On this basis, the provision of four minibus/9-seater vehicle parking spaces and three taxi parking spaces is considered appropriate to accommodate the anticipated specialist transport requirements.

## 6 ACCESSIBILITY

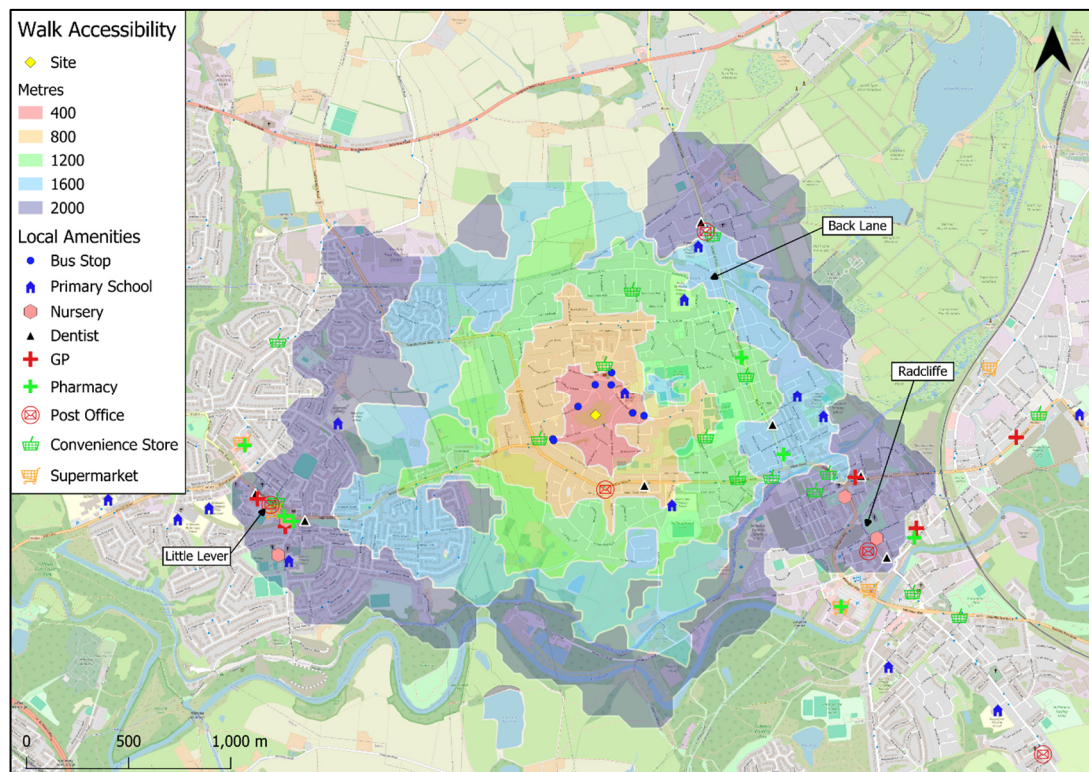
### General

- 6.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.
- 6.2 Given that the proposals are for an Alternative Provision Unit, many students will not arrive at the site independently and the majority are expected to access the site using a minibus service or taxi/parent drop/off & pick-up, therefore most of the accessibility section applies primarily to the staff who will be commuting every day.

### Pedestrian Accessibility

- 6.3 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 site users 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.
- 6.4 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 6.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

**Figure 6.1 – 2km Walking Accessibility Isochrone**



Source: Basemap TRACC

6.5 The site is within an acceptable walking distance of Radcliffe , Back Lane and Little Lever, as well as several amenities on offer in the area. The site is also within an acceptable walk distance of numerous bus stops to encourage staff and pupils to travel via sustainable modes. As detailed later in this Chapter, there are bus stops located on Coronation Road within 400m to the north/east of the site.

6.6 **Table 6.1** identifies some of the local facilities within an acceptable 2km walking distance of the centre site. This list is not exhaustive but is intended to give an indication of key everyday facilities close to the site.

**Table 6.1 - Facilities Within 2km of the Site**

| Facility          | Name                                         | Approx. Distance from Centre of Site (m) |
|-------------------|----------------------------------------------|------------------------------------------|
| Convenience Store | Premier, Countess Lane                       | 250m                                     |
| Bus Stop          | Tennyson Avenue Bus Stop, Coronation Road    | 250m                                     |
| Primary School    | Radcliffe Primary School, Coronation Road    | 275m                                     |
| Bus Stop          | Westminster Avenue Bus Stop, Coronation Road | 300m                                     |
| Post Office       | Bolton Road Post Office, Bolton Road         | 400m                                     |
| Dentist           | Bolton Road Dental Practice, Bolton Road     | 550m                                     |
| Supermarket       | Tesco Express, Water Street                  | 1100m                                    |
| Pharmacy          | Manor Pharmacy, Ainsworth Road               | 1100m                                    |
| GP                | Tower Family Healthcare, Spring Lane         | 1500m                                    |
| Nursery           | Bank House Day Nursery, Blackburn Street     | 1600m                                    |

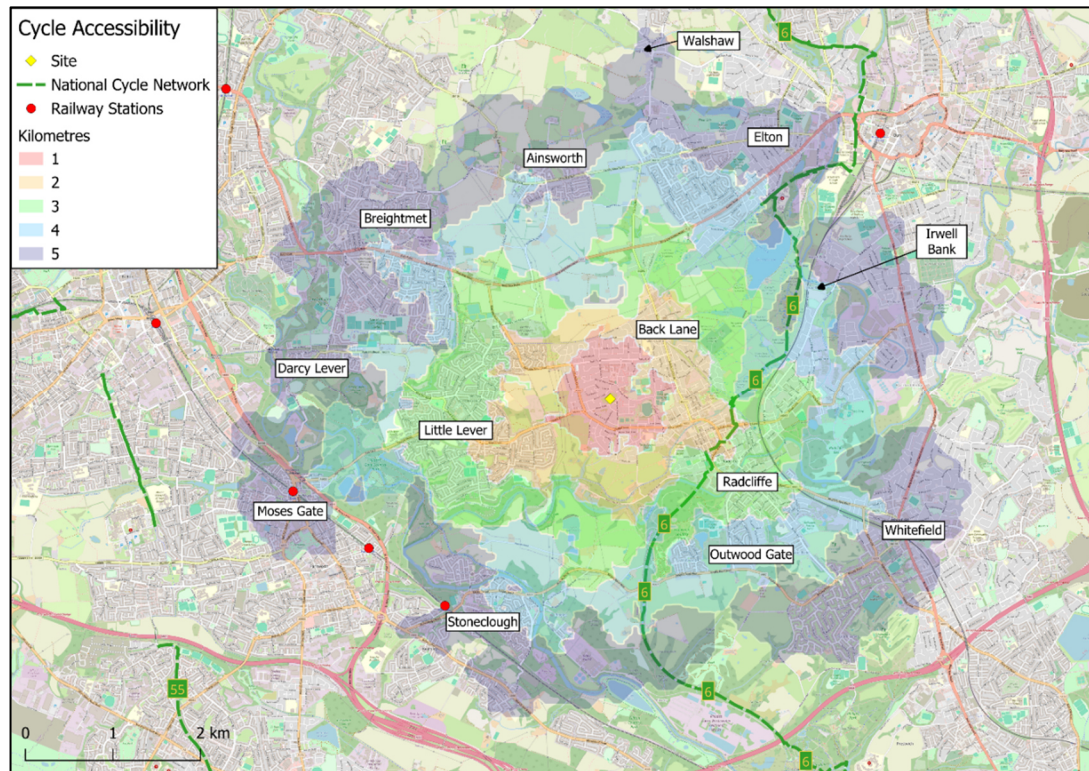
6.7 Overall, the site benefits from good levels of accessibility by foot, large proportions of Radcliffe, Little Lever and Back Lane accessible on foot, providing a catchment for students and staff members, as well as transport connections. This allows walking to be a viable alternative to private car use for prospective staff and some students at the school.

### **Cycle Accessibility**

6.8 Transport policy identifies that 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.

6.9 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 6.2** below.

**Figure 6.2 – 5km Cycling Accessibility Isochrone**



Source: Basemap TRACC

- 6.10 The plan demonstrates that the whole of Back Lane and Radcliffe, as well as the nearby areas of Little Lever, Whitefield and Elton, amongst others, are all located within the 5km catchment area from the development site. Milton Road is subject to a 20mph speed limit so the site is therefore well located to encourage travel via bicycle.
- 6.11 Approximately 2km east of the site, National Cycle Network (NCN) Route 6 can be accessed from along the Manchester, Bolton and Bury Canal Tow Path. NCN Route 6 is a long-distance cycle route that connects London to the Lake District.
- 6.12 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 travel to at the school.

## Public Transport

### Bus Accessibility

- 6.13 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."

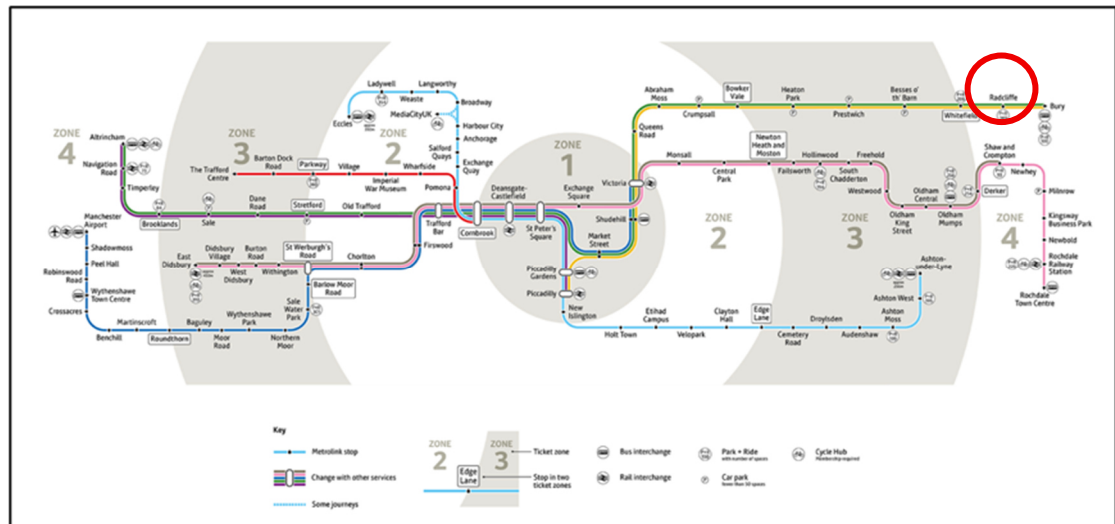
- 6.14 The nearest bus stop to the site is 'Tennyson Avenue', which is located 250m east of the site along Coronation Road. This bus stop is served by the 98 and 512 bus services as well as a number of school bus services. The 896 is an additional school bus service that can be accessed from the Westminster Avenue bus stop 300m north of the site
- 6.15 **Table 6.2** 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 6.2 – Bus Service Summary**

| Table 6.2 – Bus Service Summary |                                        |             |               |             |               |             |               |
|---------------------------------|----------------------------------------|-------------|---------------|-------------|---------------|-------------|---------------|
| No.                             | Route                                  | Mon-Fri     |               | Sat         |               | Sun         |               |
|                                 |                                        | Start-End   | Average Freq. | Start-End   | Average Freq. | Start-End   | Average Freq. |
| Tennyson Avenue Bus Stop        |                                        |             |               |             |               |             |               |
| 98                              | Manchester - Bury                      | 06:02-00:14 | 30 mins       | 07:37-00:14 | 30 mins       | 08:43-00:14 | 30 mins       |
| 512                             | Bury - Farnworth                       | 06:40-21:34 | 60 mins       | 08:55-23:15 | 30 mins       | 09:24-19:31 | 120 mins      |
| 886                             | Redvales - Tottington High School      | 07:44/15:29 | 2 services    | -           | -             | -           | -             |
| 888                             | Bradley Fold - Bury C of E High School | 07:48/15:47 | 2 services    | -           | -             | -           | -             |
| 890                             | Bradley Fold - Unsworth Academy        | 07:36/15:42 | 2 services    | -           | -             | -           | -             |
| 899                             | Starling - The Derby High School       | 07:43/15:37 | 2 services    | -           | -             | -           | -             |
| Westminster Avenue Bus Stop     |                                        |             |               |             |               |             |               |
| 896                             | Radcliffe - Elton High School          | 07:37/15:51 | 2 services    | -           | -             | -           | -             |

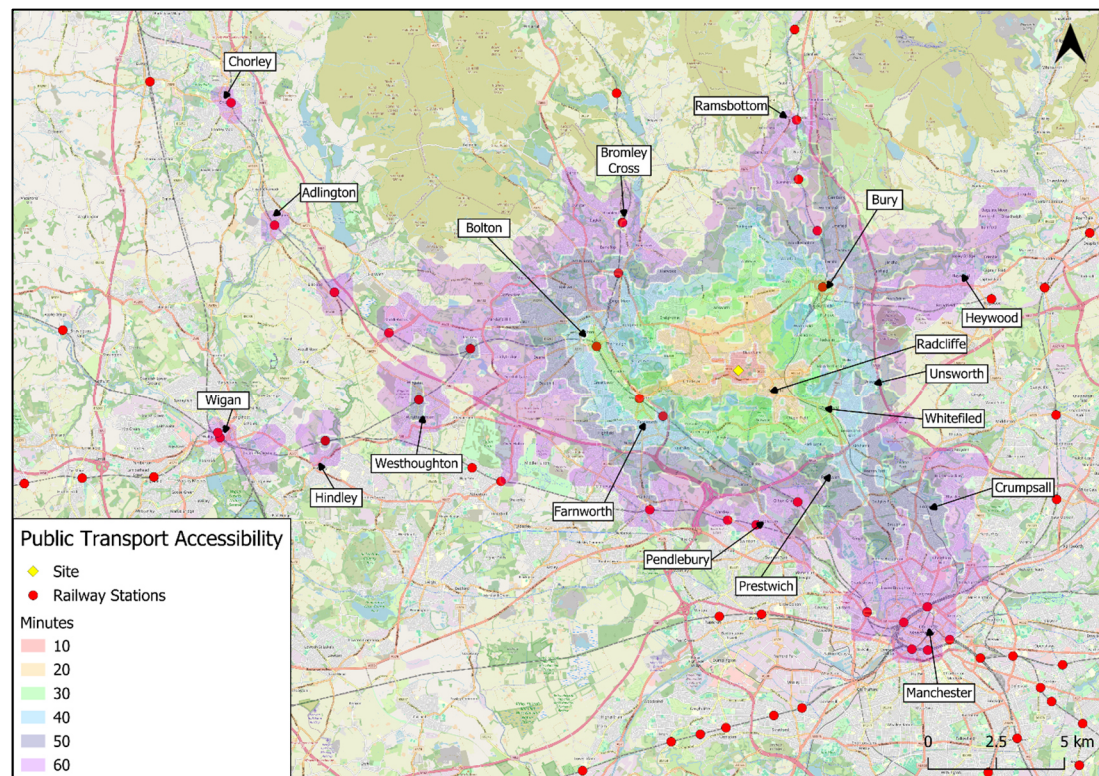
- 6.16 As shown in **Table 6.2**, there are two key services that journey to Manchester, Farnworth and Bury providing a network of bus routes.
- 6.17 In terms of tram services, Radcliffe tram stop is the closest to the site. It is located approximately 2km or a 27-minute walk distance. Users can access here a variety of destinations across Greater Manchester including regular services to Piccadilly, Bury and Altrincham. Radcliffe tram stop is part of the Greater Manchester Tram Network, located on the green, and yellow line within zone 4, as shown in **Figure 6.3** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00, to destinations including Altrincham, Rochdale, Manchester Airport, Bury, and Piccadilly.

Figure 6.3: Greater Manchester Tram Network Map



- 6.18 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 6.4** 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 stops.

Figure 6.4 – 60-minute Public Transport Accessibility Isochrone



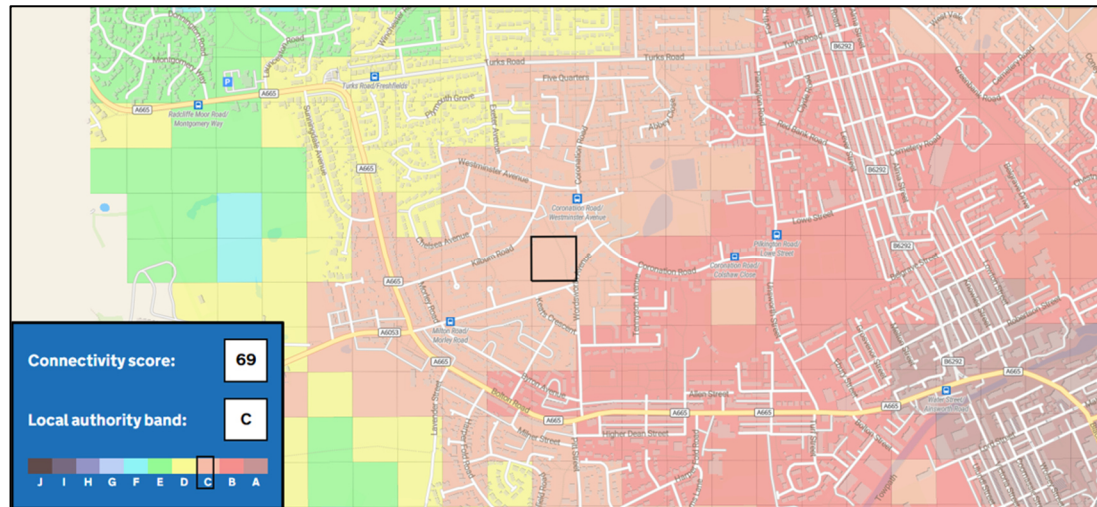
Source: Basemap TRACC

- 6.19 The above demonstrates that the site is within close proximity to a number of public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of Bury, Bolton and Manchester, amongst others, are in an acceptable 60-minute commute time.

## Site Connectivity

- 6.20 In line with the NPPF update, alongside the detailed accessibility review provided above, reference has also been made to the Department for Transport's (DfT's) Connectivity Tool. The tool generates a national measure of connectivity to key destinations and services, providing an additional piece of information in the accessibility review.
- 6.21 The national connectivity scores are expressed as a percentage of the most connected location nationally and can also be compared against local authority bandings, enabling an assessment of how the site's accessibility performs both in a national context and relative to other locations within the local area.
- 6.22 The site has an overall connectivity score of 69. The site lies within an 'Urban Major Conurbation' area for the purposes of the Connectivity Matrix although in practice, this is not considered to be suitably representative of the site location which is not a built up urban area but more akin to an 'Urban City and Town' area.
- 6.23 Taking the Connectivity Matrix for 'Urban City and Town' areas, a score of 69 is approximately the 65<sup>th</sup> percentile.
- 6.24 When assessed against local authority bandings, the site achieves a band 'C' rating, indicating that it is comparatively well-connected relative to other locations within the local authority areas. This is contextualised in **Figure 6.5** below.

**Figure 6.5- Site Connectivity Score (Local Context)**



Source: DfT Connectivity Tool (Square ID: 377150\_407750)

- 6.25 Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 6.26 The GMAL measure reflects:
- Walking time from the point-of interest to the public transport access points;
  - The number of services (bus, Metrolink and Rail) available within the catchment;
  - The level of service at the public transport access points - i.e. average waiting time; and
  - The operating areas of Local Link (flexible transport) services
- 6.27 The site postcode achieves a GMAL score of 4.33, indicating a moderate level of public transport accessibility for Greater Manchester.

## Summary

- 6.28 It is considered that the site benefits from a good walking and cycling network alongside good public transport links. Milton Road operates at a low-speed limit and is well suited to staff and pupils making trips to the school on foot from local residential areas.
- 6.29 For staff who live further afield, there are two key bus services within walking distance of the site, providing frequent services to a variety of destinations. The proposed Alternative Provision Unit is therefore considered to be accessible via sustainable modes with an attractive environment for active travel.

## 7 FUTURE BASELINE TRAFFIC FLOWS

### Introduction

- 7.1 This chapter describes the future baseline traffic conditions on the local highway network in relation to traffic growth and committed developments.

### Future Baseline Traffic Flows

- 7.2 A future assessment year of 2031 has been adopted for this TA (based on the year of application + 5 years for developments outside of the strategic road network).
- 7.3 In order to quantify the level of background traffic growth that could occur on the local network between the date of the traffic surveys and the future assessment year, National Traffic Model (NTM) growth factors, modified by TEMPRO local growth factors, have been used, as summarised in **Table 7.1** below:-

**Table 7.1 – Traffic Growth Factors**

| Period       | AM Peak | PM Peak |
|--------------|---------|---------|
| 2026 to 2031 | 1.0606  | 1.0599  |

- 7.4 The above growth factors have been applied to the surveyed traffic flows to obtain the 2031 growthed traffic flows, as shown in **Traffic Flow Figure 2**.

## 8 TRIP GENERATION

### General

- 8.1 This chapter provides an estimate of the trips generated by the proposed development during the school AM and PM peak hours using a first principles approach.

### Trip Generation – Proposed Development

- 8.2 The applicant has provided information regarding the anticipated AM and PM peak-hour activities associated with the proposed SEN school, including the expected arrival and departure patterns of pupils and staff. During the AM peak period, it is anticipated that 130 pupils will arrive at the school between 08:45 and 09:45, and during the PM peak period it is anticipated pupils will depart between 13:30 and 14:30.
- 8.3 Of the 130 pupils, 18 pupils are anticipated to arrive in the school's two 9-seater vehicles, with each vehicle accommodating up to nine pupils. This represents two vehicle arrivals during the AM peak period.
- 8.4 In addition, it is anticipated that 10 taxis will transport pupils to the school during the AM peak period. This has been assessed as generating 20 two-way vehicle movements during the peak hour, on the assumption that taxis will not park or wait within the designated spaces following drop-off. This represents a robust assessment of the potential traffic impact, as it assumes a vehicle occupancy of one student per car and that all vehicles would leave the site after drop-off rather than remain parked on site beyond the end of the peak hour.
- 8.5 The National Travel Survey 2024 found that, among children aged 11–16, 37% of trips to and from school were made on foot, 30% by car, 18% by local bus, 9% by private bus, 3% by other transport, 2% by pedal cycle and 1% by surface rail.
- 8.6 Having regard to the nature of the proposed SEN school, it is considered appropriate to apply a reduced proportion of trips by sustainable modes compared with the National Travel Survey 2024. The Survey indicates that 61% of trips to and from school by children aged 11–16 are made by sustainable modes, comprising walking, cycling, local bus, surface rail and other modes. Given the specific characteristics of an SEN school and the anticipated travel requirements of its pupils, it is assumed that approximately 50% of this proportion would be applicable, resulting in an estimated sustainable travel mode share of approximately 31%.
- 8.7 Applied to the proposed school student numbers of 130 pupils, this equates to approximately 40 pupils travelling by sustainable modes (the 31%). Based on the anticipated travel arrangements, approximately 14% of pupils (18 pupils) are expected to travel by private bus using the school's two 9-seater vehicles, while approximately 8% (10 pupils) are expected to travel by taxi. The remaining approximately 62 pupils (47%) are therefore anticipated to travel by car, primarily through parent or carer drop-off and pick-up arrangements. This provides an overall assumed pupil travel distribution of approximately 31% sustainable modes, 14% private bus, 8% taxi and 47% car.

- 8.8 It should also be noted that student arrivals are expected to be staggered throughout the peak hour, rather than occurring simultaneously at the start of the school day. This would help to distribute vehicle and pedestrian movements over the peak period and reduce the potential for concentrated traffic flows at the school entrance. All pupil trips have been assumed to occur in the assessment peak hour which will not be the case in practice and therefore provides a robust assessment.
- 8.9 For staff, based on the NOMIS journey-to-work mode split identified for the local area earlier, it is anticipated that approximately 41 of the potential 50–60 staff members would travel to the school by private car. As detailed earlier, over half of the staff parking spaces are served via a separate access from the pupil drop-off and pick-up areas. This arrangement would help to reduce the concentration of two-way vehicle movements through a single access during the peak periods. However, during the school peak hour periods, staff would typically arrive before and depart after pupils. Therefore, it has been assumed that 50% of staff trips occur within the peak hour periods, which is considered to represent further robustness to the assessment.
- 8.10 Based on the above, the estimated trip generation is presented in **Table 8.1** below.

**Table 8.1: Estimated Trip generation during school peak hours.**

| Mode                  | AM Peak Hour<br>(08:45-09:45) |           | PM Peak Hour<br>(13:30-14:30) |           |
|-----------------------|-------------------------------|-----------|-------------------------------|-----------|
|                       | IN                            | OUT       | IN                            | OUT       |
| <b>Staff Vehicles</b> | 21                            | 0         | 0                             | 21        |
| <b>Taxis</b>          | 10                            | 10        | 10                            | 10        |
| <b>9 Seater Bus</b>   | 2                             | 0         | 0                             | 2         |
| <b>Parent vehicle</b> | 62                            | 62        | 62                            | 62        |
| <b>Total Vehicles</b> | <b>95</b>                     | <b>72</b> | <b>72</b>                     | <b>95</b> |

- 8.11 As detailed above, it is estimated that the scheme will generate 167 two-way vehicle movements in both the AM peak hour and in the PM peak hour. Volumetrically, this equates to around 3 additional vehicle movement two-way every minute or so in both the AM and PM peak hours

## 9 TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

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### Trip Distribution

- 9.1 Vehicular trips generated by the proposed development have been distributed across the local highway network in accordance with the existing surveyed turning proportions.
- 9.2 The trip distribution percentages on the local highway network are presented diagrammatically in **Traffic Flow Figure 3**.

### Traffic Assignment

- 9.3 The traffic assignments for the proposed development has been obtained by applying the trip distribution proportions to the estimated traffic generation figures detailed earlier.
- 9.4 The peak hour trip generation associated with the school has been assessed against the network peak hours. Whilst it is acknowledged that the school's peak arrival and departure periods do not directly coincide with the highway network peak hours, this approach represents a robust worst-case assessment of the potential traffic impact.
- 9.5 The site benefits from two access points, one serving the staff parking area and the other primarily accommodating drop-off and pick-up activity. However, to provide a robust assessment, both access points have been modelled as a single junction, with all traffic assigned to one access point to represent a worst-case scenario.
- 9.6 Additionally, the Milton Road / Wordsworth Avenue junction has been modelled as a single priority junction. Although the existing arrangement comprises three priority-controlled give-way locations around a central triangular island, all traffic has been assigned to a single entry and exit route to represent a robust, worst-case scenario.
- 9.7 The traffic assignment is shown on **Traffic Flow Figure 4a**.
- 9.7.1 The Countess Lane / Bolton Road / Milton Road / Stopes Road mini-roundabout junction has been modelled for the future 2031 assessment year based only on staff trip generation in order to assess the most sensitive network peak hour. As detailed previously, staff are anticipated to arrive at the school before the students and depart the site after the students have left. Furthermore, as discussed earlier, the school's peak hours do not coincide with the surveyed network peak hours. Therefore, for the purposes of this junction assessment, based on the network peak hours, only 100% of the staff trips have been assigned to the junction. This represents a worst-case scenario, as some staff trips are expected to occur outside of the typical network peak hours, and is therefore considered to be a robust assessment. The traffic assignment for the staff trips is shown on **Traffic Flow Figure 4b**.

## 10 ANTICIPATED HIGHWAY IMPACT

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### General

- 10.1 This chapter describes the impact of the additional trips generated by the proposed development on the operation of the local highway network. As stated earlier, the study area for the TA includes the following:
- Milton Road / Site Access
  - Countess Lane / Bolton Road / Stopes Road / Milton Road
  - Wordsworth Avenue / Milton Road
  - Coronation Road / Wordsworth Avenue

### Assessment Methodology

- 10.2 Assessment of the priority-controlled junctions within the study area has been undertaken using Junctions 11 (PICADY) software.
- 10.3 With the Junctions 11 models the results generated provide a Ratio to Flow capacity (RFC) along with an estimate of the likely traffic queues. RFC values between 0.00 and 0.85 are generally accepted as representing stable and acceptable operating conditions. Values between 0.85 and 1 represents variable operation (i.e. possible queues building up at the junction during the period under consideration and increases in vehicular delay moving through the junction). RFC values in excess of 1 represents overloaded conditions (i.e. congested conditions).
- 10.4 Capacity assessments have been undertaken in the future assessment year of 2031. The 2031 'with development' assessment traffic flows are the sum of the 2031 'without development' baseline traffic flows and the proposed development traffic flows, as shown on **Traffic Flow Figure 5a** and **Traffic Flow Figure 5b**.

### Milton Road / Site Access Priority Controlled Junction

- 10.5 PICADY software has been used in the assessment of the Milton Road / Site Access Priority Controlled Junction. The PICADY results are presented in **Appendix F** with the results summarised in **Table 9.1** below.

**Table 9.1 – Milton Road / Site Access Priority Controlled Junction PICADY Results**

| Approach                                             | AM PEAK |     | PM PEAK |     |
|------------------------------------------------------|---------|-----|---------|-----|
|                                                      | RFC     | MMQ | RFC     | MMQ |
| <b>2031 With Development</b>                         |         |     |         |     |
| Main Site Access- Milton Road West/ Milton Road East | 0.13    | 0.2 | 0.18    | 0.2 |
| Milton Road East- Main Site Access/ Milton Road West | 0.06    | 0.1 | 0.05    | 0.1 |

- 10.6 The above results demonstrate that the junction will operate well within practical capacity in the future assessment year of 2031, without material queuing.

### **Countess Lane / Bolton Road / Stopes Road / Milton Road Mini Roundabout Junction**

- 10.7 ARCADY software has been used in the assessment of the Countess Lane / Bolton Road / Stopes Road / Milton Road Mini Roundabout junction. Whilst modelling the junction, ARCADY identified that the mini-roundabout exhibited lower queues than recorded on site on the Bolton Road approach and may therefore behave more like a priority junction. The ARCADY User Guide states that, in such circumstances, a suitable intercept correction should be applied to the relevant arms, as otherwise the capacity of these arms may be underestimated by the model.
- 10.8 Intercept adjustments are used to represent changes in the maximum flow that could pass across the give-way line in the absence of circulating traffic. The User Guide states that intercept adjustments can be calculated from entry and circulating flows at each arm and applied to the relevant arms individually.
- 10.9 When reviewing the 2026 queue survey results, it was identified that the PM peak hour modelling results for the '2026 without development' scenario, were not representative of the recorded queues at the junction during the survey periods. Therefore, an intercept adjustment factor was applied to Bolton Road to increase the amount of traffic that could pass through the entry, with the intercept for the other arms being reduced to comparatively reflect the surveyed queues. This ensured that the queues within the '2026 without development' scenario more accurately reflected the observed conditions.
- 10.10 The ARCADY results are presented in **Appendix G** with the results summarised in **Table 9.2** below shows the AM peak hour without any intercept adjustment, and **Table 9.3** presents the PM peak-period results following the intercept adjustment application.

**Table 9.2 – Countess Lane / Bolton Road / Stopes Road / Milton Road Mini Roundabout junction ARCADY Results- AM Peak**

| Approach                        | AM PEAK |      |
|---------------------------------|---------|------|
|                                 | RFC     | MMQ  |
| <b>2026 Without Development</b> |         |      |
| Bolton Road South               | 0.73    | 2.6  |
| Stopes Road                     | 0.60    | 1.5  |
| Countess Lane                   | 0.86    | 5.3  |
| Milton Road                     | 0.25    | 0.3  |
| <b>2031 Without Development</b> |         |      |
| Bolton Road South               | 0.78    | 3.3  |
| Stopes Road                     | 0.64    | 1.7  |
| Countess Lane                   | 0.93    | 9.0  |
| Milton Road                     | 0.29    | 0.4  |
| <b>2031 With Development</b>    |         |      |
| Bolton Road South               | 0.78    | 3.4  |
| Stopes Road                     | 0.67    | 2.0  |
| Countess Lane                   | 0.96    | 11.7 |
| Milton Road                     | 0.29    | 0.4  |

**Table 9.3 – Countess Lane / Bolton Road / Stopes Road / Milton Road Mini Roundabout junction ARCADY Results- PM Peak Intercept Adjustment**

| Approach                        | PM PEAK |      |
|---------------------------------|---------|------|
|                                 | RFC     | MMQ  |
| <b>2026 Without Development</b> |         |      |
| Bolton Road South               | 0.93    | 9.7  |
| Stopes Road                     | 0.92    | 8.2  |
| Countess Lane                   | 0.86    | 5.1  |
| Milton Road                     | 0.19    | 0.2  |
| <b>2031 Without Development</b> |         |      |
| Bolton Road South               | 0.99    | 18.9 |
| Stopes Road                     | 0.99    | 15.6 |
| Countess Lane                   | 0.93    | 8.1  |
| Milton Road                     | 0.21    | 0.3  |
| <b>2031 With Development</b>    |         |      |
| Bolton Road South               | 1.00    | 21.7 |
| Stopes Road                     | 0.99    | 15.7 |
| Countess Lane                   | 0.93    | 8.1  |
| Milton Road                     | 0.29    | 0.4  |

- 10.11 The above results demonstrate that each arm of the junction will operate within practical capacity in the future assessment year of 2031, in the AM peak hour, with the exception of Countess Lane approach. This is shown to operate at capacity but would not be significantly affected by the addition of traffic generated by the proposed development.
- 10.12 The above results also demonstrate that each arm of the junction will operate at theoretical capacity in the base year of 2031, in the PM peak hour. With the additional development traffic ('2031 With Development' scenario), the highest increase in queues predicted to result from the development is 3 PCUs on Bolton Road with no material increases on other arms, which does not represent a severe impact and is therefore acceptable. The RFC would only increase by 0.01 with the development traffic which; cannot be classed as severe.

- 10.13 The development will generate an average of only 1 additional two-way vehicle movement every minute or so, during the typical network peak hours, which cannot be classed as material or 'severe' and the predicted increase in queues is considered to be a robust overestimation.

## Wordsworth Avenue / Milton Road Priority Controlled Junction

- 10.14 PICADY software has been used in the assessment of the Wordsworth Avenue / Milton Road Priority Controlled Junction. The PICADY results are presented in [Appendix H](#) with the results summarised in [Table 9.4](#) below.

**Table 9.4 – Wordsworth Avenue / Milton Road Priority Controlled Junction PICADY Results**

| Approach                                              | AM PEAK |     | PM PEAK |     |
|-------------------------------------------------------|---------|-----|---------|-----|
|                                                       | RFC     | MMQ | RFC     | MMQ |
| <b>2031 With Development</b>                          |         |     |         |     |
| Milton Road- Wordsworth Avenue S/ Wordsworth Avenue N | 0.21    | 0.3 | 0.17    | 0.2 |
| Wordsworth Avenue N- Wordsworth Avenue S/ Milton Road | 0.10    | 0.1 | 0.11    | 0.1 |

- 10.15 The above results demonstrate that the junction will operate well within practical capacity in the future assessment year of 2031, without significant queuing.

## Coronation Road / Wordsworth Avenue Mini Roundabout Junction

- 10.16 ARCADY software has been used in the assessment of the Coronation Road / Wordsworth Avenue Mini Roundabout Junction. The ARCADY results are presented in [Appendix I](#) with the results summarised in [Table 9.5](#) below.

**Table 9.5 – Milton Road / Site Access Mini Roundabout Junction ARCADY Results**

| Approach                     | AM PEAK |     | PM PEAK |     |
|------------------------------|---------|-----|---------|-----|
|                              | RFC     | MMQ | RFC     | MMQ |
| <b>2031 With Development</b> |         |     |         |     |
| Coronation Road S            | 0.13    | 0.2 | 0.23    | 0.3 |
| Wordsworth Avenue            | 0.20    | 0.3 | 0.18    | 0.2 |
| Coronation Road N            | 0.16    | 0.2 | 0.15    | 0.2 |

- 10.17 The above results demonstrate that the junction will operate well within practical capacity in the future assessment year of 2031, without significant queuing.

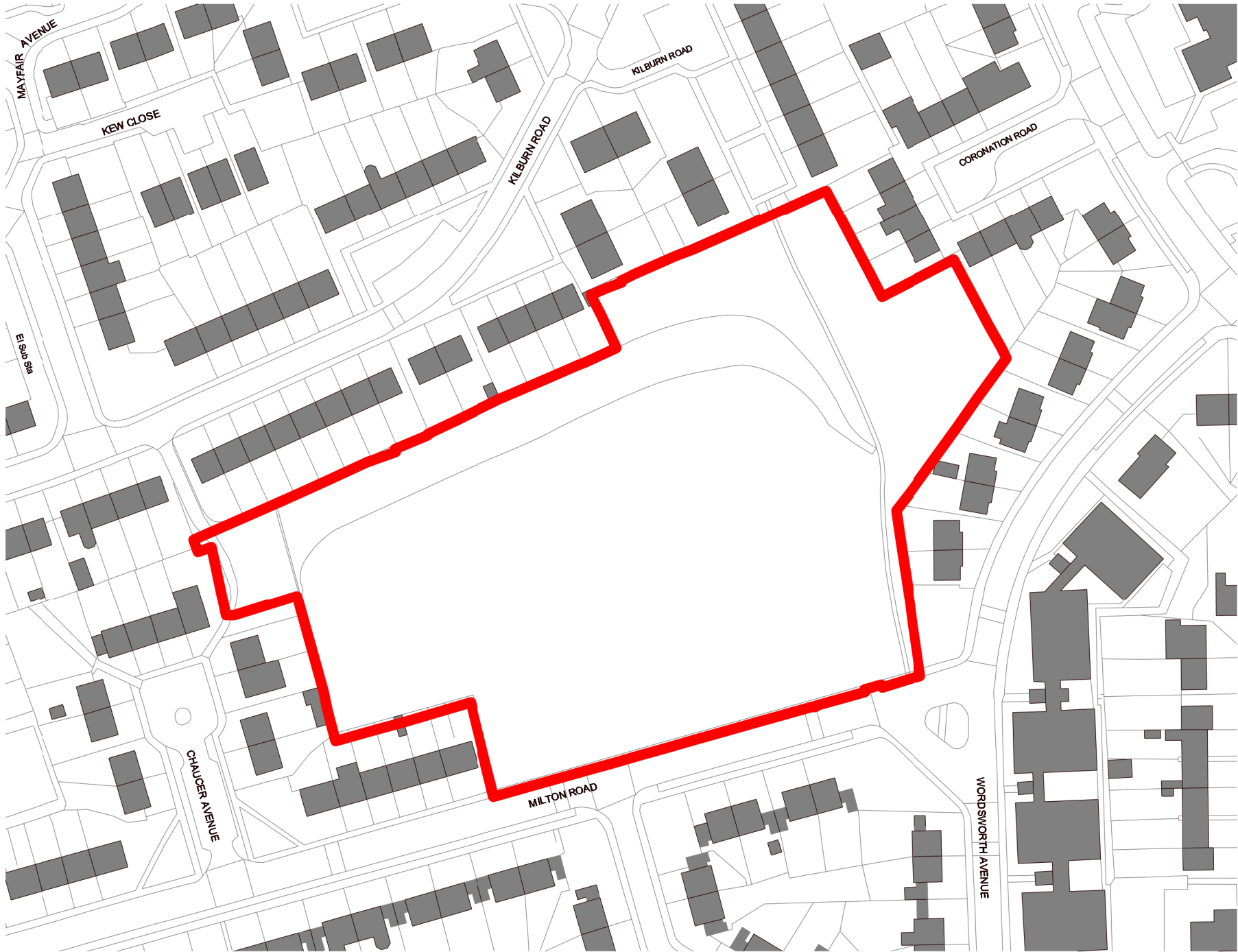
## 11 SUMMARY AND CONCLUSIONS

---

- 11.1 SCP have been instructed by Bury Council to produce a Transport Assessment (TA) in support of a planning application for a Ash Grove Alternative Provision (AP) Academy, , on land to the north of Milton Road, Radcliffe.
- 11.2 Vehicular access to the proposed development will be provided via two new simple priority-controlled junctions off Milton Road. Vehicular access to the proposed development will be provided via two new simple priority-controlled junctions off Milton Road.
- 11.3 The proposals include a total of 41 staff car parking spaces. Of the staff parking provision, 4 spaces will be equipped with electric vehicle charging (EVC) points. In addition, 4 minibus parking spaces are proposed, 2 of which will be equipped with EVC charging points, together with 3 dedicated taxi bays. The proposals also include 3 additional accessible parking spaces. The site proposes 9 cycle stands.
- 11.4 It is estimated that the scheme will generate 167 two-way vehicle movements in both the AM peak hour and in the PM peak hour. Volumetrically, this equates to around 3 additional vehicle movement two-way every minute or so in both the AM and PM peak hours
- 11.5 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.
- 11.6 It has been demonstrated that the development is accessible by sustainable modes and has a range of local amenities within walking distance. These findings demonstrate that prospective site users will not be reliant on the private car.
- 11.7 The impact of the traffic arising from the scheme has been tested in detail and the assessments show that the local highway network within the study area has sufficient capacity to accommodate the proposed development. For the Countess Lane / Bolton Road / Stopes Road / Milton Road Mini Roundabout Junction, the increase in queues predicted to result from the development is 3 PCUs which does not represent a severe impact and is therefore acceptable.
- 11.8 It is therefore concluded that the application proposals are acceptable with regards to transport.

**S|C|P**

**APPENDIX A**

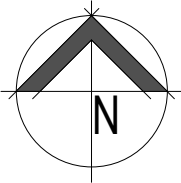


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0m25m50m75m100m

Drawing Scale 1:1250 @ A3

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1

LOCATION PLAN

Scale: 1 : 1250

|     |             |    |          |
|-----|-------------|----|----------|
| P1  | FIRST ISSUE | PD | 25.06.26 |
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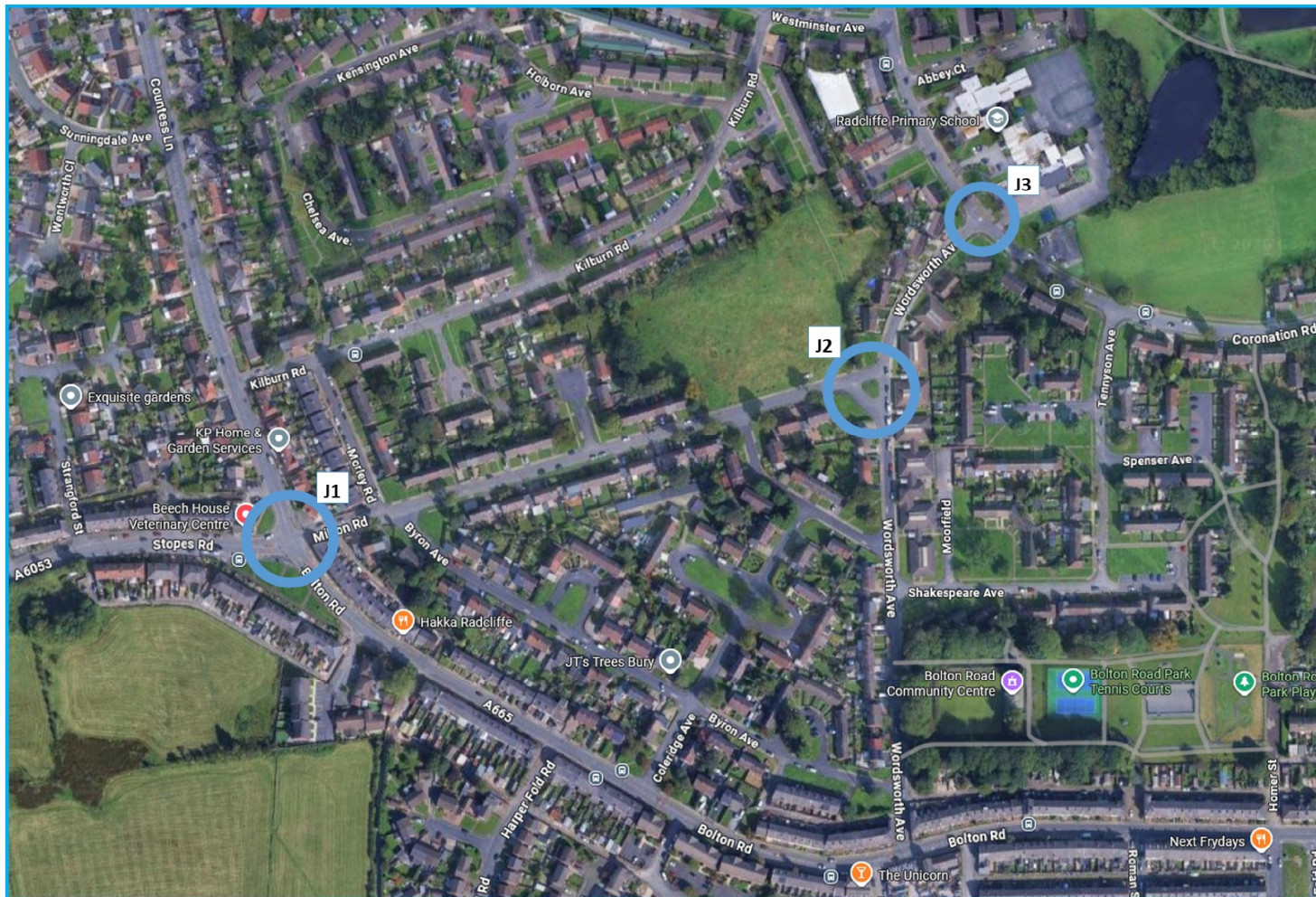
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C+A

|                                           |  |               |                                                         |                     |
|-------------------------------------------|--|---------------|---------------------------------------------------------|---------------------|
| Client                                    |  | Drawing Title |                                                         |                     |
| BURY COUNCIL                              |  | LOCATION PLAN |                                                         |                     |
| Project                                   |  | Drawn by      | Checked by                                              | Date                |
| NEW PRU_AP UNIT<br>MILTON ROAD, RADCLIFFE |  | PD            | DP                                                      | 25.06.26            |
|                                           |  | Suitability   | S3                                                      | Scale @ A3 1 : 1250 |
|                                           |  | 13921         | PRU-CAA-ZZ-ZZ-D-A-1001                                  | P1                  |
|                                           |  | C+A JOB NO.   | CODE - ORIGIN. - FUNC. - SPACE. - FORM - DISC. - NUMBER |                     |
|                                           |  |               |                                                         | REV.                |

**S|C|P**

**APPENDIX B**



Radcliffe  
Thursday 18th June 2026  
Junction: 1  
Approach: A665 Countess Lane

|               | Left to Milton Road |         |     |     |      |      |     |       |      |       | Ahead to A665 Bolton Road |     |     |      |      |     |       |       | Right to A6053 Stopes Road |         |     |     |      |      |     |       |       |
|---------------|---------------------|---------|-----|-----|------|------|-----|-------|------|-------|---------------------------|-----|-----|------|------|-----|-------|-------|----------------------------|---------|-----|-----|------|------|-----|-------|-------|
| TIME          | CYCLE               | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE | M/CYCLE                   | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs  | CYCLE                      | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs  |
| 07:30 - 07:45 | 0                   | 0       | 0   | 1   | 0    | 0    | 0   | 1     | 1.0  | 0     | 1                         | 68  | 13  | 1    | 0    | 1   | 84    | 84.9  | 0                          | 0       | 43  | 4   | 1    | 0    | 0   | 48    | 48.5  |
| 07:45 - 08:00 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0     | 0                         | 50  | 14  | 1    | 1    | 0   | 66    | 67.8  | 0                          | 0       | 38  | 9   | 0    | 0    | 2   | 49    | 51.0  |
| Hourly Total  | 0                   | 0       | 0   | 1   | 0    | 0    | 0   | 1     | 1.0  | 0     | 1                         | 118 | 27  | 2    | 1    | 1   | 150   | 152.7 | 0                          | 0       | 81  | 13  | 1    | 0    | 2   | 97    | 99.5  |
| 08:00 - 08:15 | 0                   | 1       | 2   | 1   | 0    | 0    | 0   | 4     | 3.4  | 0     | 0                         | 41  | 13  | 2    | 0    | 1   | 57    | 59.0  | 0                          | 0       | 48  | 7   | 0    | 0    | 0   | 55    | 55.0  |
| 08:15 - 08:30 | 0                   | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  | 0     | 0                         | 43  | 11  | 6    | 0    | 0   | 60    | 63.0  | 0                          | 0       | 36  | 6   | 0    | 0    | 0   | 42    | 42.0  |
| 08:30 - 08:45 | 0                   | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 0     | 0                         | 52  | 6   | 4    | 1    | 1   | 64    | 68.3  | 0                          | 0       | 34  | 8   | 1    | 0    | 0   | 43    | 43.5  |
| 08:45 - 09:00 | 0                   | 0       | 4   | 1   | 0    | 0    | 0   | 5     | 5.0  | 0     | 0                         | 44  | 12  | 1    | 0    | 0   | 57    | 57.5  | 0                          | 0       | 24  | 5   | 1    | 0    | 1   | 31    | 32.5  |
| Hourly Total  | 0                   | 1       | 9   | 2   | 0    | 0    | 0   | 12    | 11.4 | 0     | 0                         | 180 | 42  | 13   | 1    | 2   | 238   | 247.8 | 0                          | 0       | 142 | 26  | 2    | 0    | 1   | 171   | 173.0 |
| 09:00 - 09:15 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0     | 0                         | 19  | 4   | 0    | 0    | 0   | 23    | 23.0  | 0                          | 0       | 30  | 3   | 0    | 0    | 0   | 33    | 33.0  |
| 09:15 - 09:30 | 0                   | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  | 0     | 0                         | 50  | 5   | 1    | 0    | 0   | 56    | 56.5  | 0                          | 0       | 19  | 3   | 0    | 0    | 1   | 23    | 24.0  |
| Hourly Total  | 0                   | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  | 0     | 0                         | 69  | 9   | 1    | 0    | 0   | 79    | 79.5  | 0                          | 0       | 49  | 6   | 0    | 0    | 1   | 56    | 57.0  |
| TOTAL         | 0                   | 1       | 12  | 3   | 0    | 0    | 0   | 16    | 15.4 | 0     | 1                         | 367 | 78  | 16   | 2    | 3   | 467   | 480.0 | 0                          | 0       | 272 | 45  | 3    | 0    | 4   | 324   | 329.5 |
| 14:00 - 14:15 | 0                   | 0       | 4   | 2   | 0    | 0    | 0   | 6     | 6.0  | 0     | 1                         | 48  | 12  | 4    | 0    | 1   | 66    | 68.4  | 0                          | 3       | 40  | 5   | 1    | 1    | 0   | 50    | 50.0  |
| 14:15 - 14:30 | 0                   | 0       | 1   | 2   | 0    | 0    | 0   | 3     | 3.0  | 0     | 0                         | 37  | 11  | 2    | 0    | 0   | 50    | 51.0  | 0                          | 6       | 18  | 2   | 0    | 0    | 0   | 26    | 22.4  |
| 14:30 - 14:45 | 0                   | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  | 0     | 0                         | 45  | 12  | 3    | 0    | 0   | 60    | 61.5  | 0                          | 0       | 23  | 3   | 0    | 0    | 0   | 26    | 26.0  |
| 14:45 - 15:00 | 0                   | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  | 0     | 0                         | 51  | 7   | 2    | 0    | 0   | 60    | 61.0  | 0                          | 0       | 29  | 2   | 4    | 0    | 0   | 35    | 37.0  |
| Hourly Total  | 0                   | 0       | 9   | 4   | 0    | 0    | 0   | 13    | 13.0 | 0     | 1                         | 181 | 42  | 11   | 0    | 1   | 236   | 241.9 | 0                          | 9       | 110 | 12  | 5    | 1    | 0   | 137   | 135.4 |
| 15:00 - 15:15 | 0                   | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  | 0     | 0                         | 48  | 7   | 2    | 0    | 0   | 57    | 58.0  | 0                          | 0       | 37  | 3   | 1    | 0    | 0   | 41    | 41.5  |
| 15:15 - 15:30 | 0                   | 0       | 7   | 0   | 0    | 0    | 0   | 7     | 7.0  | 1     | 0                         | 47  | 6   | 3    | 0    | 1   | 58    | 59.7  | 0                          | 0       | 30  | 5   | 0    | 0    | 1   | 36    | 37.0  |
| 15:30 - 15:45 | 0                   | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  | 0     | 0                         | 37  | 9   | 1    | 0    | 2   | 49    | 51.5  | 0                          | 0       | 32  | 7   | 0    | 0    | 1   | 40    | 41.0  |
| 15:45 - 16:00 | 0                   | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  | 0     | 0                         | 37  | 6   | 1    | 0    | 0   | 44    | 44.5  | 0                          | 0       | 37  | 8   | 0    | 0    | 1   | 46    | 47.0  |
| Hourly Total  | 0                   | 0       | 17  | 2   | 0    | 0    | 0   | 19    | 19.0 | 1     | 0                         | 169 | 28  | 7    | 0    | 3   | 208   | 213.7 | 0                          | 0       | 136 | 23  | 1    | 0    | 3   | 163   | 166.5 |
| 16:00 - 16:15 | 0                   | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  | 0     | 0                         | 46  | 8   | 1    | 0    | 0   | 55    | 55.5  | 0                          | 0       | 26  | 3   | 0    | 0    | 2   | 31    | 33.0  |
| 16:15 - 16:30 | 0                   | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  | 0     | 0                         | 57  | 9   | 0    | 0    | 0   | 66    | 66.0  | 0                          | 0       | 41  | 6   | 1    | 0    | 0   | 48    | 48.5  |
| 16:30 - 16:45 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0     | 0                         | 57  | 5   | 0    | 0    | 0   | 62    | 62.0  | 0                          | 0       | 36  | 6   | 1    | 1    | 0   | 44    | 45.8  |
| 16:45 - 17:00 | 0                   | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  | 0     | 0                         | 47  | 1   | 1    | 0    | 0   | 49    | 49.5  | 0                          | 0       | 28  | 2   | 0    | 0    | 0   | 30    | 30.0  |
| Hourly Total  | 0                   | 0       | 8   | 0   | 0    | 0    | 0   | 8     | 8.0  | 0     | 0                         | 207 | 23  | 2    | 0    | 0   | 232   | 233.0 | 0                          | 0       | 131 | 17  | 2    | 1    | 2   | 153   | 157.3 |
| 17:00 - 17:15 | 0                   | 0       | 7   | 1   | 0    | 0    | 0   | 8     | 8.0  | 0     | 0                         | 47  | 7   | 0    | 0    | 0   | 54    | 54.0  | 0                          | 0       | 26  | 8   | 0    | 0    | 0   | 34    | 34.0  |
| 17:15 - 17:30 | 0                   | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 1     | 0                         | 50  | 4   | 0    | 0    | 0   | 55    | 54.2  | 0                          | 0       | 39  | 7   | 0    | 0    | 0   | 46    | 46.0  |
| 17:30 - 17:45 | 0                   | 0       | 4   | 1   | 0    | 0    | 0   | 5     | 5.0  | 1     | 0                         | 56  | 3   | 0    | 0    | 0   | 60    | 59.2  | 0                          | 0       | 42  | 1   | 0    | 0    | 0   | 43    | 43.0  |
| 17:45 - 18:00 | 0                   | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 0     | 0                         | 55  | 2   | 0    | 0    | 0   | 57    | 57.0  | 0                          | 1       | 32  | 3   | 0    | 0    | 0   | 36    | 35.4  |
| Hourly Total  | 0                   | 0       | 15  | 2   | 0    | 0    | 0   | 17    | 17.0 | 2     | 0                         | 208 | 16  | 0    | 0    | 0   | 226   | 224.4 | 0                          | 1       | 139 | 19  | 0    | 0    | 0   | 159   | 158.4 |
| TOTAL         | 0                   | 0       | 49  | 8   | 0    | 0    | 0   | 57    | 57.0 | 3     | 1                         | 765 | 109 | 20   | 0    | 4   | 902   | 913.0 | 0                          | 10      | 516 | 71  | 8    | 2    | 5   | 612   | 617.6 |

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe  
Thursday 18th June 2026  
Junction: 1  
Approach: Milton Road

| TIME          | Left to A665 Bolton Road |         |     |     |      |      |     |       |      | Ahead to A6053 Stopes Road |         |     |     |      |      |     | Right to A665 Countess Lane |       |       |         |     |     |      |      |     |       |      |
|---------------|--------------------------|---------|-----|-----|------|------|-----|-------|------|----------------------------|---------|-----|-----|------|------|-----|-----------------------------|-------|-------|---------|-----|-----|------|------|-----|-------|------|
|               | CYCLE                    | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE                      | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL                       | PCUs  | CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:30 - 07:45 | 0                        | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 0                          | 0       | 2   | 1   | 0    | 0    | 0   | 3                           | 3.0   | 0     | 0       | 2   | 2   | 0    | 0    | 1   | 5     | 6.0  |
| 07:45 - 08:00 | 0                        | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 0                          | 0       | 4   | 0   | 0    | 0    | 0   | 4                           | 4.0   | 0     | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| Hourly Total  | 0                        | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  | 0                          | 0       | 6   | 1   | 0    | 0    | 0   | 7                           | 7.0   | 0     | 0       | 3   | 2   | 0    | 0    | 1   | 6     | 7.0  |
| 08:00 - 08:15 | 0                        | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  | 0                          | 0       | 13  | 0   | 0    | 0    | 0   | 13                          | 13.0  | 0     | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 08:15 - 08:30 | 0                        | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  | 0                          | 0       | 10  | 1   | 0    | 0    | 0   | 11                          | 11.0  | 0     | 0       | 2   | 2   | 0    | 0    | 1   | 5     | 6.0  |
| 08:30 - 08:45 | 0                        | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 0                          | 0       | 12  | 0   | 0    | 0    | 0   | 12                          | 12.0  | 0     | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 08:45 - 09:00 | 0                        | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  | 0                          | 0       | 25  | 1   | 0    | 0    | 0   | 26                          | 26.0  | 0     | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  |
| Hourly Total  | 0                        | 0       | 11  | 2   | 0    | 0    | 0   | 13    | 13.0 | 0                          | 0       | 60  | 2   | 0    | 0    | 0   | 62                          | 62.0  | 0     | 0       | 7   | 2   | 0    | 0    | 1   | 10    | 11.0 |
| 09:00 - 09:15 | 0                        | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  | 0                          | 0       | 8   | 1   | 0    | 0    | 0   | 9                           | 9.0   | 0     | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 09:15 - 09:30 | 0                        | 0       | 0   | 1   | 0    | 0    | 0   | 1     | 1.0  | 0                          | 0       | 4   | 1   | 0    | 0    | 0   | 5                           | 5.0   | 0     | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| Hourly Total  | 0                        | 0       | 1   | 2   | 0    | 0    | 0   | 3     | 3.0  | 0                          | 0       | 12  | 2   | 0    | 0    | 0   | 14                          | 14.0  | 0     | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| TOTAL         | 0                        | 0       | 16  | 4   | 0    | 0    | 0   | 20    | 20.0 | 0                          | 0       | 78  | 5   | 0    | 0    | 0   | 83                          | 83.0  | 0     | 0       | 11  | 4   | 0    | 0    | 2   | 17    | 19.0 |
| 14:00 - 14:15 | 0                        | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  | 0                          | 0       | 3   | 0   | 0    | 0    | 0   | 3                           | 3.0   | 0     | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| 14:15 - 14:30 | 0                        | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                          | 0       | 9   | 2   | 0    | 0    | 0   | 11                          | 11.0  | 0     | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 14:30 - 14:45 | 0                        | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  | 0                          | 0       | 4   | 2   | 0    | 0    | 0   | 6                           | 6.0   | 0     | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 14:45 - 15:00 | 0                        | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 0                          | 0       | 8   | 1   | 0    | 0    | 0   | 9                           | 9.0   | 0     | 0       | 2   | 1   | 0    | 0    | 0   | 3     | 3.0  |
| Hourly Total  | 0                        | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  | 0                          | 0       | 24  | 5   | 0    | 0    | 0   | 29                          | 29.0  | 0     | 0       | 5   | 1   | 0    | 0    | 0   | 6     | 6.0  |
| 15:00 - 15:15 | 0                        | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 0                          | 0       | 4   | 1   | 0    | 0    | 0   | 5                           | 5.0   | 0     | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| 15:15 - 15:30 | 0                        | 0       | 0   | 1   | 0    | 0    | 0   | 1     | 1.0  | 0                          | 0       | 2   | 2   | 0    | 0    | 0   | 4                           | 4.0   | 0     | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 15:30 - 15:45 | 0                        | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  | 0                          | 0       | 5   | 0   | 0    | 0    | 0   | 5                           | 5.0   | 0     | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 15:45 - 16:00 | 0                        | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  | 0                          | 0       | 5   | 0   | 1    | 0    | 0   | 6                           | 6.5   | 0     | 0       | 0   | 0   | 1    | 0    | 0   | 1     | 1.5  |
| Hourly Total  | 0                        | 0       | 9   | 1   | 0    | 0    | 0   | 10    | 10.0 | 0                          | 0       | 16  | 3   | 1    | 0    | 0   | 20                          | 20.5  | 0     | 0       | 3   | 0   | 1    | 0    | 0   | 4     | 4.5  |
| 16:00 - 16:15 | 0                        | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                          | 0       | 9   | 2   | 0    | 0    | 0   | 11                          | 11.0  | 0     | 0       | 2   | 1   | 0    | 0    | 0   | 3     | 3.0  |
| 16:15 - 16:30 | 0                        | 0       | 7   | 0   | 0    | 0    | 0   | 7     | 7.0  | 0                          | 1       | 9   | 2   | 0    | 0    | 0   | 12                          | 11.4  | 0     | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  |
| 16:30 - 16:45 | 0                        | 0       | 5   | 1   | 0    | 0    | 0   | 6     | 6.0  | 0                          | 0       | 8   | 0   | 0    | 0    | 0   | 8                           | 8.0   | 0     | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| 16:45 - 17:00 | 0                        | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  | 0                          | 0       | 6   | 0   | 0    | 0    | 0   | 6                           | 6.0   | 0     | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| Hourly Total  | 0                        | 0       | 13  | 2   | 0    | 0    | 0   | 15    | 15.0 | 0                          | 1       | 32  | 4   | 0    | 0    | 0   | 37                          | 36.4  | 0     | 0       | 9   | 1   | 0    | 0    | 0   | 10    | 10.0 |
| 17:00 - 17:15 | 0                        | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  | 0                          | 0       | 5   | 0   | 0    | 0    | 0   | 5                           | 5.0   | 0     | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 17:15 - 17:30 | 0                        | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  | 0                          | 0       | 13  | 3   | 0    | 0    | 0   | 16                          | 16.0  | 0     | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| 17:30 - 17:45 | 0                        | 0       | 5   | 0   | 0    | 0    | 0   | 5     | 5.0  | 0                          | 0       | 7   | 0   | 0    | 0    | 0   | 7                           | 7.0   | 0     | 0       | 0   | 1   | 0    | 0    | 0   | 1     | 1.0  |
| 17:45 - 18:00 | 0                        | 0       | 4   | 1   | 0    | 0    | 0   | 5     | 5.0  | 0                          | 0       | 8   | 1   | 0    | 0    | 0   | 9                           | 9.0   | 0     | 0       | 4   | 2   | 0    | 0    | 0   | 6     | 6.0  |
| Hourly Total  | 0                        | 0       | 13  | 2   | 0    | 0    | 0   | 15    | 15.0 | 0                          | 0       | 33  | 4   | 0    | 0    | 0   | 37                          | 37.0  | 0     | 0       | 6   | 3   | 0    | 0    | 0   | 9     | 9.0  |
| TOTAL         | 0                        | 0       | 39  | 5   | 0    | 0    | 0   | 44    | 44.0 | 0                          | 1       | 105 | 16  | 1    | 0    | 0   | 123                         | 122.9 | 0     | 0       | 23  | 5   | 1    | 0    | 0   | 29    | 29.5 |

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe  
Thursday 18th June 2026  
Junction: 1  
Approach: A665 Bolton Road

|               | Left to A6053 Stopes Road |         |      |     |      |      |     |       |        | Ahead to A665 Countess Lane |         |     |     |      |      |     |       |        | Right to Milton Road |         |     |     |      |      |     |       |      |
|---------------|---------------------------|---------|------|-----|------|------|-----|-------|--------|-----------------------------|---------|-----|-----|------|------|-----|-------|--------|----------------------|---------|-----|-----|------|------|-----|-------|------|
| TIME          | CYCLE                     | M/CYCLE | CAR  | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs   | CYCLE                       | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs   | CYCLE                | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:30 - 07:45 | 0                         | 0       | 69   | 8   | 1    | 0    | 1   | 79    | 80.5   | 0                           | 1       | 42  | 7   | 3    | 1    | 0   | 54    | 56.2   | 0                    | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 07:45 - 08:00 | 0                         | 0       | 47   | 3   | 3    | 0    | 1   | 54    | 56.5   | 1                           | 0       | 32  | 7   | 2    | 0    | 1   | 43    | 44.2   | 0                    | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| Hourly Total  | 0                         | 0       | 116  | 11  | 4    | 0    | 2   | 133   | 137.0  | 1                           | 1       | 74  | 14  | 5    | 1    | 1   | 97    | 100.4  | 0                    | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 08:00 - 08:15 | 0                         | 0       | 52   | 6   | 0    | 1    | 2   | 61    | 64.3   | 0                           | 0       | 44  | 9   | 2    | 2    | 0   | 57    | 60.6   | 0                    | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| 08:15 - 08:30 | 0                         | 0       | 52   | 14  | 1    | 0    | 2   | 69    | 71.5   | 0                           | 0       | 34  | 4   | 4    | 0    | 0   | 42    | 44.0   | 0                    | 0       | 2   | 1   | 0    | 0    | 0   | 3     | 3.0  |
| 08:30 - 08:45 | 0                         | 1       | 54   | 6   | 1    | 1    | 2   | 65    | 68.2   | 0                           | 0       | 31  | 9   | 1    | 0    | 0   | 41    | 41.5   | 0                    | 0       | 5   | 0   | 0    | 0    | 0   | 5     | 5.0  |
| 08:45 - 09:00 | 0                         | 0       | 36   | 10  | 7    | 2    | 2   | 57    | 65.1   | 0                           | 0       | 32  | 15  | 5    | 0    | 0   | 52    | 54.5   | 0                    | 0       | 2   | 1   | 0    | 0    | 0   | 3     | 3.0  |
| Hourly Total  | 0                         | 1       | 194  | 36  | 9    | 4    | 8   | 252   | 269.1  | 0                           | 0       | 141 | 37  | 12   | 2    | 0   | 192   | 200.6  | 0                    | 0       | 11  | 2   | 0    | 0    | 0   | 13    | 13.0 |
| 09:00 - 09:15 | 0                         | 0       | 49   | 10  | 5    | 0    | 2   | 66    | 70.5   | 0                           | 0       | 37  | 7   | 1    | 0    | 0   | 45    | 45.5   | 0                    | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 09:15 - 09:30 | 0                         | 0       | 30   | 6   | 3    | 1    | 2   | 42    | 46.8   | 0                           | 0       | 32  | 7   | 1    | 0    | 1   | 41    | 42.5   | 0                    | 0       | 2   | 0   | 1    | 0    | 0   | 3     | 3.5  |
| Hourly Total  | 0                         | 0       | 79   | 16  | 8    | 1    | 4   | 108   | 117.3  | 0                           | 0       | 69  | 14  | 2    | 0    | 1   | 86    | 88.0   | 0                    | 0       | 2   | 0   | 1    | 0    | 0   | 3     | 3.5  |
| TOTAL         | 0                         | 1       | 389  | 63  | 21   | 5    | 14  | 493   | 523.4  | 1                           | 1       | 284 | 65  | 19   | 3    | 2   | 375   | 389.0  | 0                    | 0       | 14  | 2   | 1    | 0    | 0   | 17    | 17.5 |
| 14:00 - 14:15 | 0                         | 1       | 69   | 9   | 2    | 0    | 2   | 83    | 85.4   | 0                           | 0       | 42  | 13  | 5    | 0    | 0   | 60    | 62.5   | 0                    | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 14:15 - 14:30 | 0                         | 0       | 55   | 11  | 4    | 0    | 2   | 72    | 76.0   | 0                           | 0       | 42  | 9   | 3    | 0    | 0   | 54    | 55.5   | 0                    | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  |
| 14:30 - 14:45 | 0                         | 1       | 58   | 8   | 2    | 0    | 1   | 70    | 71.4   | 0                           | 0       | 53  | 10  | 0    | 0    | 0   | 63    | 63.0   | 0                    | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 14:45 - 15:00 | 0                         | 0       | 53   | 10  | 1    | 0    | 1   | 65    | 66.5   | 0                           | 1       | 43  | 11  | 2    | 0    | 0   | 57    | 57.4   | 0                    | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| Hourly Total  | 0                         | 2       | 235  | 38  | 9    | 0    | 6   | 290   | 299.3  | 0                           | 1       | 180 | 43  | 10   | 0    | 0   | 234   | 238.4  | 0                    | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  |
| 15:00 - 15:15 | 1                         | 1       | 53   | 9   | 2    | 1    | 2   | 69    | 71.9   | 0                           | 0       | 51  | 8   | 2    | 0    | 1   | 62    | 64.0   | 0                    | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  |
| 15:15 - 15:30 | 0                         | 0       | 66   | 12  | 1    | 0    | 1   | 80    | 81.5   | 0                           | 1       | 58  | 9   | 3    | 0    | 1   | 72    | 73.9   | 0                    | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  |
| 15:30 - 15:45 | 0                         | 0       | 72   | 9   | 0    | 0    | 3   | 84    | 87.0   | 0                           | 1       | 67  | 11  | 1    | 0    | 0   | 80    | 79.9   | 0                    | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| 15:45 - 16:00 | 0                         | 0       | 69   | 17  | 1    | 0    | 2   | 89    | 91.5   | 0                           | 0       | 63  | 10  | 2    | 0    | 1   | 76    | 78.0   | 0                    | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| Hourly Total  | 1                         | 1       | 260  | 47  | 4    | 1    | 8   | 322   | 331.9  | 0                           | 2       | 239 | 38  | 8    | 0    | 3   | 290   | 295.8  | 0                    | 0       | 10  | 1   | 0    | 0    | 0   | 11    | 11.0 |
| 16:00 - 16:15 | 0                         | 1       | 85   | 14  | 3    | 0    | 2   | 105   | 107.9  | 0                           | 1       | 70  | 16  | 0    | 0    | 0   | 87    | 86.4   | 0                    | 0       | 0   | 2   | 0    | 0    | 0   | 2     | 2.0  |
| 16:15 - 16:30 | 0                         | 0       | 61   | 11  | 2    | 0    | 1   | 75    | 77.0   | 0                           | 0       | 61  | 8   | 2    | 0    | 1   | 72    | 74.0   | 0                    | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  |
| 16:30 - 16:45 | 0                         | 0       | 92   | 9   | 0    | 0    | 1   | 102   | 103.0  | 0                           | 1       | 84  | 12  | 0    | 0    | 0   | 97    | 96.4   | 0                    | 0       | 2   | 2   | 0    | 0    | 0   | 4     | 4.0  |
| 16:45 - 17:00 | 1                         | 0       | 73   | 11  | 1    | 0    | 3   | 89    | 91.7   | 0                           | 0       | 90  | 13  | 0    | 0    | 0   | 103   | 103.0  | 0                    | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  |
| Hourly Total  | 1                         | 1       | 311  | 45  | 6    | 0    | 7   | 371   | 379.6  | 0                           | 2       | 305 | 49  | 2    | 0    | 1   | 359   | 359.8  | 0                    | 0       | 6   | 5   | 0    | 0    | 0   | 11    | 11.0 |
| 17:00 - 17:15 | 0                         | 1       | 82   | 11  | 2    | 1    | 0   | 97    | 98.7   | 3                           | 3       | 70  | 10  | 0    | 0    | 1   | 87    | 83.8   | 0                    | 0       | 5   | 0   | 0    | 0    | 0   | 5     | 5.0  |
| 17:15 - 17:30 | 0                         | 1       | 102  | 9   | 0    | 0    | 4   | 116   | 119.4  | 0                           | 0       | 62  | 10  | 0    | 1    | 1   | 74    | 76.3   | 0                    | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| 17:30 - 17:45 | 0                         | 0       | 62   | 5   | 0    | 1    | 1   | 69    | 71.3   | 0                           | 0       | 70  | 7   | 0    | 1    | 0   | 78    | 79.3   | 0                    | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  |
| 17:45 - 18:00 | 0                         | 1       | 70   | 4   | 0    | 0    | 2   | 77    | 78.4   | 0                           | 0       | 57  | 6   | 0    | 0    | 0   | 63    | 63.0   | 0                    | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| Hourly Total  | 0                         | 3       | 316  | 29  | 2    | 2    | 7   | 359   | 367.8  | 3                           | 3       | 259 | 33  | 0    | 2    | 2   | 302   | 302.4  | 0                    | 0       | 12  | 0   | 0    | 0    | 0   | 12    | 12.0 |
| TOTAL         | 2                         | 7       | 1122 | 159 | 21   | 3    | 28  | 1342  | 1378.6 | 3                           | 8       | 983 | 163 | 20   | 2    | 6   | 1185  | 1196.4 | 0                    | 0       | 29  | 7   | 0    | 0    | 0   | 36    | 36.0 |

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe

Thursday 18th June 2026

Junction: 2

Approach: Wordsworth Avenue North

| TIME          | Ahead to Wordsworth Avenue (S) |         |     |     |      |      |     |       |      | Right to Milton Road |         |     |     |      |      |     |       |      |
|---------------|--------------------------------|---------|-----|-----|------|------|-----|-------|------|----------------------|---------|-----|-----|------|------|-----|-------|------|
|               | CYCLE                          | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE                | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:30 - 07:45 | 0                              | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  | 0                    | 0       | 3   | 3   | 0    | 0    | 1   | 7     | 8.0  |
| 07:45 - 08:00 | 0                              | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  | 0                    | 0       | 7   | 0   | 0    | 0    | 0   | 7     | 7.0  |
| Hourly Total  | 0                              | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  | 0                    | 0       | 10  | 3   | 0    | 0    | 1   | 14    | 15.0 |
| 08:00 - 08:15 | 0                              | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  | 0                    | 0       | 8   | 0   | 0    | 0    | 0   | 8     | 8.0  |
| 08:15 - 08:30 | 0                              | 0       | 4   | 2   | 0    | 0    | 0   | 6     | 6.0  | 0                    | 0       | 8   | 0   | 0    | 0    | 0   | 8     | 8.0  |
| 08:30 - 08:45 | 0                              | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  | 0                    | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  |
| 08:45 - 09:00 | 0                              | 0       | 10  | 2   | 0    | 0    | 0   | 12    | 12.0 | 0                    | 0       | 9   | 1   | 0    | 0    | 0   | 10    | 10.0 |
| Hourly Total  | 0                              | 0       | 19  | 5   | 0    | 0    | 0   | 24    | 24.0 | 0                    | 0       | 29  | 1   | 0    | 0    | 0   | 30    | 30.0 |
| 09:00 - 09:15 | 0                              | 0       | 4   | 0   | 0    | 0    | 0   | 4     | 4.0  | 0                    | 0       | 9   | 1   | 0    | 0    | 0   | 10    | 10.0 |
| 09:15 - 09:30 | 0                              | 0       | 3   | 0   | 1    | 0    | 0   | 4     | 4.5  | 0                    | 0       | 4   | 1   | 0    | 0    | 0   | 5     | 5.0  |
| Hourly Total  | 0                              | 0       | 7   | 0   | 1    | 0    | 0   | 8     | 8.5  | 0                    | 0       | 13  | 2   | 0    | 0    | 0   | 15    | 15.0 |

|       |   |   |    |   |   |   |   |    |      |   |   |    |   |   |   |   |    |      |
|-------|---|---|----|---|---|---|---|----|------|---|---|----|---|---|---|---|----|------|
| TOTAL | 0 | 0 | 28 | 5 | 1 | 0 | 0 | 34 | 34.5 | 0 | 0 | 52 | 6 | 0 | 0 | 1 | 59 | 60.0 |
|-------|---|---|----|---|---|---|---|----|------|---|---|----|---|---|---|---|----|------|

|               |   |   |    |   |   |   |   |    |      |   |   |    |   |   |   |   |    |      |
|---------------|---|---|----|---|---|---|---|----|------|---|---|----|---|---|---|---|----|------|
| 14:00 - 14:15 | 0 | 0 | 3  | 1 | 1 | 0 | 0 | 5  | 5.5  | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 5  | 5.0  |
| 14:15 - 14:30 | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 3  | 3.0  | 0 | 1 | 8  | 2 | 0 | 0 | 0 | 11 | 10.4 |
| 14:30 - 14:45 | 0 | 0 | 3  | 2 | 0 | 0 | 0 | 5  | 5.0  | 0 | 0 | 6  | 1 | 0 | 0 | 0 | 7  | 7.0  |
| 14:45 - 15:00 | 0 | 0 | 4  | 1 | 1 | 0 | 0 | 6  | 6.5  | 0 | 0 | 6  | 3 | 0 | 0 | 0 | 9  | 9.0  |
| Hourly Total  | 0 | 0 | 13 | 4 | 2 | 0 | 0 | 19 | 20.0 | 0 | 1 | 25 | 6 | 0 | 0 | 0 | 32 | 31.4 |
| 15:00 - 15:15 | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 5  | 5.0  | 0 | 0 | 3  | 2 | 0 | 0 | 0 | 5  | 5.0  |
| 15:15 - 15:30 | 0 | 0 | 5  | 2 | 0 | 0 | 0 | 7  | 7.0  | 0 | 0 | 9  | 1 | 0 | 0 | 0 | 10 | 10.0 |
| 15:30 - 15:45 | 0 | 0 | 8  | 0 | 0 | 0 | 0 | 8  | 8.0  | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10.0 |
| 15:45 - 16:00 | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 3  | 3.0  | 1 | 0 | 4  | 0 | 0 | 0 | 0 | 5  | 4.2  |
| Hourly Total  | 0 | 0 | 21 | 2 | 0 | 0 | 0 | 23 | 23.0 | 1 | 0 | 26 | 3 | 0 | 0 | 0 | 30 | 29.2 |
| 16:00 - 16:15 | 0 | 0 | 4  | 0 | 0 | 0 | 0 | 4  | 4.0  | 0 | 0 | 13 | 3 | 0 | 0 | 0 | 16 | 16.0 |
| 16:15 - 16:30 | 0 | 0 | 6  | 2 | 0 | 0 | 0 | 8  | 8.0  | 0 | 1 | 17 | 0 | 0 | 0 | 0 | 18 | 17.4 |
| 16:30 - 16:45 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 12 | 12.0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10.0 |
| 16:45 - 17:00 | 0 | 0 | 8  | 0 | 0 | 0 | 0 | 8  | 8.0  | 0 | 0 | 6  | 0 | 0 | 0 | 0 | 6  | 6.0  |
| Hourly Total  | 0 | 0 | 28 | 4 | 0 | 0 | 0 | 32 | 32.0 | 0 | 1 | 46 | 3 | 0 | 0 | 0 | 50 | 49.4 |
| 17:00 - 17:15 | 1 | 0 | 4  | 1 | 0 | 0 | 0 | 6  | 5.2  | 0 | 0 | 9  | 2 | 0 | 0 | 0 | 11 | 11.0 |
| 17:15 - 17:30 | 0 | 0 | 6  | 2 | 0 | 0 | 0 | 8  | 8.0  | 0 | 1 | 13 | 2 | 0 | 0 | 0 | 16 | 15.4 |
| 17:30 - 17:45 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 12.0 | 0 | 0 | 9  | 0 | 0 | 0 | 0 | 9  | 9.0  |
| 17:45 - 18:00 | 1 | 0 | 3  | 0 | 0 | 0 | 0 | 4  | 3.2  | 1 | 0 | 10 | 1 | 0 | 0 | 0 | 12 | 11.2 |
| Hourly Total  | 2 | 0 | 25 | 3 | 0 | 0 | 0 | 30 | 28.4 | 1 | 1 | 41 | 5 | 0 | 0 | 0 | 48 | 46.6 |

|       |   |   |    |    |   |   |   |     |       |   |   |     |    |   |   |   |     |       |
|-------|---|---|----|----|---|---|---|-----|-------|---|---|-----|----|---|---|---|-----|-------|
| TOTAL | 2 | 0 | 87 | 13 | 2 | 0 | 0 | 104 | 103.4 | 2 | 3 | 138 | 17 | 0 | 0 | 0 | 160 | 156.6 |
|-------|---|---|----|----|---|---|---|-----|-------|---|---|-----|----|---|---|---|-----|-------|

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe

Thursday 18th June 2026

Junction: 2

Approach: Wordsworth Avenue South

|               | Left to Milton Road |         |     |     |      |      |     |       |      | Ahead to Wordsworth Avenue (N) |         |     |     |      |      |     |       |      |
|---------------|---------------------|---------|-----|-----|------|------|-----|-------|------|--------------------------------|---------|-----|-----|------|------|-----|-------|------|
| TIME          | CYCLE               | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE                          | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:30 - 07:45 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 5   | 1   | 0    | 0    | 0   | 6     | 6.0  |
| 07:45 - 08:00 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 10  | 1   | 1    | 0    | 0   | 12    | 12.5 |
| Hourly Total  | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 15  | 2   | 1    | 0    | 0   | 18    | 18.5 |
| 08:00 - 08:15 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 08:15 - 08:30 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| 08:30 - 08:45 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 7   | 0   | 0    | 0    | 0   | 7     | 7.0  |
| 08:45 - 09:00 | 0                   | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  | 0                              | 0       | 15  | 0   | 0    | 0    | 0   | 15    | 15.0 |
| Hourly Total  | 0                   | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  | 0                              | 0       | 25  | 0   | 0    | 0    | 0   | 25    | 25.0 |
| 09:00 - 09:15 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  |
| 09:15 - 09:30 | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 1   | 1   | 1    | 0    | 0   | 3     | 3.5  |
| Hourly Total  | 0                   | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  | 0                              | 0       | 4   | 1   | 1    | 0    | 0   | 6     | 6.5  |

|       |   |   |   |   |   |   |   |   |     |   |   |    |   |   |   |   |    |      |
|-------|---|---|---|---|---|---|---|---|-----|---|---|----|---|---|---|---|----|------|
| TOTAL | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 44 | 3 | 2 | 0 | 0 | 49 | 50.0 |
|-------|---|---|---|---|---|---|---|---|-----|---|---|----|---|---|---|---|----|------|

|               |   |   |   |   |   |   |   |   |     |   |   |    |   |   |   |   |    |      |
|---------------|---|---|---|---|---|---|---|---|-----|---|---|----|---|---|---|---|----|------|
| 14:00 - 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 5  | 5.0  |
| 14:15 - 14:30 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3.0 | 0 | 0 | 6  | 0 | 0 | 0 | 0 | 6  | 6.0  |
| 14:30 - 14:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 4  | 1 | 0 | 0 | 0 | 5  | 5.0  |
| 14:45 - 15:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 4  | 2 | 0 | 0 | 0 | 6  | 6.0  |
| Hourly Total  | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 5.0 | 0 | 0 | 19 | 3 | 0 | 0 | 0 | 22 | 22.0 |
| 15:00 - 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 5  | 1 | 0 | 0 | 0 | 6  | 6.0  |
| 15:15 - 15:30 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 4  | 0 | 0 | 0 | 0 | 4  | 4.0  |
| 15:30 - 15:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 3  | 3.0  |
| 15:45 - 16:00 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1.5 | 0 | 0 | 4  | 1 | 1 | 0 | 1 | 7  | 8.5  |
| Hourly Total  | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 3.5 | 0 | 0 | 16 | 2 | 1 | 0 | 1 | 20 | 21.5 |
| 16:00 - 16:15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 6  | 1 | 0 | 0 | 0 | 7  | 7.0  |
| 16:15 - 16:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 5  | 1 | 0 | 0 | 0 | 6  | 6.0  |
| 16:30 - 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 9  | 0 | 0 | 0 | 0 | 9  | 9.0  |
| 16:45 - 17:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 2  | 2.0  |
| Hourly Total  | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 4 | 4.0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 24 | 24.0 |
| 17:00 - 17:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 3  | 3.0  |
| 17:15 - 17:30 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 7  | 7.0  |
| 17:30 - 17:45 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 | 1 | 4 | 4  | 0 | 0 | 0 | 0 | 9  | 5.8  |
| 17:45 - 18:00 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 3 | 3.0 | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 3  | 3.0  |
| Hourly Total  | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 7 | 7.0 | 1 | 4 | 17 | 0 | 0 | 0 | 0 | 22 | 18.8 |

|       |   |   |    |   |   |   |   |    |      |   |   |    |   |   |   |   |    |      |
|-------|---|---|----|---|---|---|---|----|------|---|---|----|---|---|---|---|----|------|
| TOTAL | 0 | 0 | 15 | 3 | 1 | 0 | 0 | 19 | 19.5 | 1 | 4 | 74 | 7 | 1 | 0 | 1 | 88 | 86.3 |
|-------|---|---|----|---|---|---|---|----|------|---|---|----|---|---|---|---|----|------|

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe

Thursday 18th June 2026

Junction: 2

Approach: Milton Road

| TIME          | Left to Wordsworth Avenue (N) |         |     |     |      |      |     |       |      | Right to Wordsworth Avenue (S) |         |     |     |      |      |     |       |      |
|---------------|-------------------------------|---------|-----|-----|------|------|-----|-------|------|--------------------------------|---------|-----|-----|------|------|-----|-------|------|
|               | CYCLE                         | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE                          | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:30 - 07:45 | 0                             | 0       | 7   | 2   | 0    | 0    | 0   | 9     | 9.0  | 0                              | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 07:45 - 08:00 | 0                             | 0       | 16  | 3   | 2    | 0    | 0   | 21    | 22.0 | 0                              | 0       | 0   | 1   | 0    | 0    | 0   | 1     | 1.0  |
| Hourly Total  | 0                             | 0       | 23  | 5   | 2    | 0    | 0   | 30    | 31.0 | 0                              | 0       | 1   | 1   | 0    | 0    | 0   | 2     | 2.0  |
| 08:00 - 08:15 | 0                             | 0       | 13  | 4   | 0    | 0    | 0   | 17    | 17.0 | 0                              | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| 08:15 - 08:30 | 0                             | 0       | 19  | 3   | 0    | 0    | 0   | 22    | 22.0 | 0                              | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 08:30 - 08:45 | 0                             | 0       | 12  | 3   | 0    | 0    | 0   | 15    | 15.0 | 0                              | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 08:45 - 09:00 | 0                             | 0       | 13  | 2   | 0    | 0    | 0   | 15    | 15.0 | 0                              | 0       | 1   | 2   | 0    | 0    | 0   | 3     | 3.0  |
| Hourly Total  | 0                             | 0       | 57  | 12  | 0    | 0    | 0   | 69    | 69.0 | 0                              | 0       | 2   | 2   | 0    | 0    | 0   | 4     | 4.0  |
| 09:00 - 09:15 | 0                             | 0       | 4   | 1   | 0    | 0    | 0   | 5     | 5.0  | 0                              | 0       | 0   | 0   | 0    | 0    | 0   | 0     | 0.0  |
| 09:15 - 09:30 | 0                             | 0       | 9   | 1   | 1    | 0    | 0   | 11    | 11.5 | 0                              | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |
| Hourly Total  | 0                             | 0       | 13  | 2   | 1    | 0    | 0   | 16    | 16.5 | 0                              | 0       | 2   | 0   | 0    | 0    | 0   | 2     | 2.0  |

|       |   |   |    |    |   |   |   |     |       |   |   |   |   |   |   |   |   |     |
|-------|---|---|----|----|---|---|---|-----|-------|---|---|---|---|---|---|---|---|-----|
| TOTAL | 0 | 0 | 93 | 19 | 3 | 0 | 0 | 115 | 116.5 | 0 | 0 | 5 | 3 | 0 | 0 | 0 | 8 | 8.0 |
|-------|---|---|----|----|---|---|---|-----|-------|---|---|---|---|---|---|---|---|-----|

|               |   |   |    |   |   |   |   |    |      |   |   |   |   |   |   |   |   |     |
|---------------|---|---|----|---|---|---|---|----|------|---|---|---|---|---|---|---|---|-----|
| 14:00 - 14:15 | 0 | 0 | 7  | 0 | 1 | 0 | 0 | 8  | 8.5  | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.0 |
| 14:15 - 14:30 | 0 | 0 | 4  | 3 | 0 | 0 | 0 | 7  | 7.0  | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2.0 |
| 14:30 - 14:45 | 0 | 0 | 1  | 0 | 0 | 0 | 0 | 1  | 1.0  | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 3.5 |
| 14:45 - 15:00 | 0 | 0 | 9  | 0 | 0 | 0 | 0 | 9  | 9.0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Hourly Total  | 0 | 0 | 21 | 3 | 1 | 0 | 0 | 25 | 25.5 | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 6 | 6.5 |
| 15:00 - 15:15 | 1 | 0 | 7  | 1 | 0 | 0 | 0 | 9  | 8.2  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 15:15 - 15:30 | 0 | 1 | 16 | 1 | 0 | 0 | 0 | 18 | 17.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 15:30 - 15:45 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 13 | 13.0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 3.0 |
| 15:45 - 16:00 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 14 | 14.5 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 |
| Hourly Total  | 1 | 1 | 48 | 3 | 1 | 0 | 0 | 54 | 53.1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 5 | 5.0 |
| 16:00 - 16:15 | 0 | 0 | 8  | 2 | 0 | 0 | 0 | 10 | 10.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.0 |
| 16:15 - 16:30 | 0 | 0 | 7  | 1 | 0 | 0 | 0 | 8  | 8.0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 16:30 - 16:45 | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 11 | 11.0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2.0 |
| 16:45 - 17:00 | 0 | 0 | 6  | 0 | 0 | 0 | 0 | 6  | 6.0  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| Hourly Total  | 0 | 0 | 31 | 4 | 0 | 0 | 0 | 35 | 35.0 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 5.0 |
| 17:00 - 17:15 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 7  | 7.0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17:15 - 17:30 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 19 | 19.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| 17:30 - 17:45 | 0 | 0 | 14 | 2 | 0 | 0 | 0 | 16 | 16.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 17:45 - 18:00 | 0 | 0 | 19 | 1 | 0 | 0 | 0 | 20 | 20.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1.0 |
| Hourly Total  | 0 | 0 | 58 | 4 | 0 | 0 | 0 | 62 | 62.0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 2.0 |

|       |   |   |     |    |   |   |   |     |       |   |   |    |   |   |   |   |    |      |
|-------|---|---|-----|----|---|---|---|-----|-------|---|---|----|---|---|---|---|----|------|
| TOTAL | 1 | 1 | 158 | 14 | 2 | 0 | 0 | 176 | 175.6 | 0 | 0 | 11 | 6 | 1 | 0 | 0 | 18 | 18.5 |
|-------|---|---|-----|----|---|---|---|-----|-------|---|---|----|---|---|---|---|----|------|

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe  
Thursday 18th June 2026  
Junction: 1  
Approach: A6053 Stopes Road

|               | Left to A665 Countess Lane |         |     |     |      |      |     |       |       | Ahead to Milton Road |         |     |     |      |      |     | Right to A665 Bolton Road |       |       |         |     |     |      |      |     |       |       |
|---------------|----------------------------|---------|-----|-----|------|------|-----|-------|-------|----------------------|---------|-----|-----|------|------|-----|---------------------------|-------|-------|---------|-----|-----|------|------|-----|-------|-------|
| TIME          | CYCLE                      | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs  | CYCLE                | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL                     | PCUs  | CYCLE | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs  |
| 07:30 - 07:45 | 0                          | 0       | 29  | 3   | 2    | 0    | 3   | 37    | 41.0  | 0                    | 0       | 8   | 0   | 0    | 0    | 0   | 8                         | 8.0   | 0     | 0       | 74  | 10  | 1    | 0    | 2   | 87    | 89.5  |
| 07:45 - 08:00 | 0                          | 0       | 19  | 6   | 1    | 0    | 0   | 26    | 26.5  | 0                    | 0       | 14  | 4   | 2    | 0    | 0   | 20                        | 21.0  | 0     | 1       | 47  | 13  | 2    | 0    | 2   | 65    | 67.4  |
| Hourly Total  | 0                          | 0       | 48  | 9   | 3    | 0    | 3   | 63    | 67.5  | 0                    | 0       | 22  | 4   | 2    | 0    | 0   | 28                        | 29.0  | 0     | 1       | 121 | 23  | 3    | 0    | 4   | 152   | 156.9 |
| 08:00 - 08:15 | 0                          | 1       | 22  | 6   | 0    | 1    | 0   | 30    | 30.7  | 0                    | 0       | 8   | 4   | 0    | 0    | 0   | 12                        | 12.0  | 1     | 1       | 56  | 4   | 4    | 0    | 1   | 67    | 68.6  |
| 08:15 - 08:30 | 0                          | 0       | 30  | 1   | 0    | 1    | 0   | 32    | 33.3  | 0                    | 0       | 14  | 2   | 0    | 0    | 0   | 16                        | 16.0  | 0     | 0       | 51  | 9   | 0    | 1    | 1   | 62    | 64.3  |
| 08:30 - 08:45 | 0                          | 0       | 28  | 5   | 0    | 0    | 0   | 33    | 33.0  | 0                    | 0       | 6   | 1   | 0    | 0    | 0   | 7                         | 7.0   | 0     | 1       | 53  | 4   | 3    | 0    | 1   | 62    | 63.9  |
| 08:45 - 09:00 | 0                          | 0       | 35  | 4   | 0    | 0    | 0   | 39    | 39.0  | 0                    | 0       | 8   | 2   | 0    | 0    | 0   | 10                        | 10.0  | 0     | 0       | 48  | 13  | 0    | 0    | 1   | 62    | 63.0  |
| Hourly Total  | 0                          | 1       | 115 | 16  | 0    | 2    | 0   | 134   | 136.0 | 0                    | 0       | 36  | 9   | 0    | 0    | 0   | 45                        | 45.0  | 1     | 2       | 208 | 30  | 7    | 1    | 4   | 253   | 259.8 |
| 09:00 - 09:15 | 0                          | 0       | 26  | 6   | 3    | 2    | 0   | 37    | 41.1  | 0                    | 0       | 4   | 1   | 0    | 0    | 0   | 5                         | 5.0   | 1     | 0       | 40  | 4   | 3    | 0    | 2   | 50    | 52.7  |
| 09:15 - 09:30 | 0                          | 0       | 26  | 3   | 0    | 0    | 0   | 29    | 29.0  | 0                    | 0       | 9   | 0   | 0    | 0    | 0   | 9                         | 9.0   | 0     | 0       | 57  | 5   | 0    | 0    | 1   | 63    | 64.0  |
| Hourly Total  | 0                          | 0       | 52  | 9   | 3    | 2    | 0   | 66    | 70.1  | 0                    | 0       | 13  | 1   | 0    | 0    | 0   | 14                        | 14.0  | 1     | 0       | 97  | 9   | 3    | 0    | 3   | 113   | 116.7 |
| TOTAL         | 0                          | 1       | 215 | 34  | 6    | 4    | 3   | 263   | 273.6 | 0                    | 0       | 71  | 14  | 2    | 0    | 0   | 87                        | 88.0  | 2     | 3       | 426 | 62  | 13   | 1    | 11  | 518   | 533.4 |
| 14:00 - 14:15 | 0                          | 0       | 29  | 5   | 1    | 0    | 0   | 35    | 35.5  | 0                    | 0       | 6   | 0   | 0    | 0    | 0   | 6                         | 6.0   | 0     | 1       | 47  | 8   | 2    | 1    | 2   | 61    | 64.7  |
| 14:15 - 14:30 | 0                          | 0       | 23  | 2   | 0    | 0    | 0   | 25    | 25.0  | 0                    | 0       | 2   | 2   | 0    | 0    | 0   | 4                         | 4.0   | 0     | 0       | 32  | 9   | 1    | 2    | 1   | 45    | 49.1  |
| 14:30 - 14:45 | 0                          | 0       | 30  | 9   | 2    | 0    | 0   | 41    | 42.0  | 0                    | 0       | 2   | 1   | 0    | 0    | 0   | 3                         | 3.0   | 1     | 2       | 38  | 11  | 2    | 1    | 1   | 56    | 57.3  |
| 14:45 - 15:00 | 0                          | 0       | 38  | 4   | 0    | 0    | 0   | 42    | 42.0  | 0                    | 0       | 9   | 0   | 0    | 0    | 0   | 9                         | 9.0   | 0     | 1       | 44  | 7   | 6    | 0    | 2   | 60    | 64.4  |
| Hourly Total  | 0                          | 0       | 120 | 20  | 3    | 0    | 0   | 143   | 144.5 | 0                    | 0       | 19  | 3   | 0    | 0    | 0   | 22                        | 22.0  | 1     | 4       | 161 | 35  | 11   | 4    | 6   | 222   | 235.5 |
| 15:00 - 15:15 | 0                          | 0       | 34  | 8   | 1    | 0    | 0   | 43    | 43.5  | 0                    | 0       | 10  | 1   | 0    | 0    | 0   | 11                        | 11.0  | 0     | 0       | 60  | 3   | 1    | 0    | 1   | 65    | 66.5  |
| 15:15 - 15:30 | 0                          | 0       | 45  | 8   | 0    | 0    | 0   | 53    | 53.0  | 0                    | 0       | 9   | 1   | 0    | 0    | 0   | 10                        | 10.0  | 0     | 0       | 39  | 5   | 0    | 0    | 1   | 45    | 46.0  |
| 15:30 - 15:45 | 0                          | 1       | 51  | 5   | 0    | 0    | 0   | 57    | 56.4  | 0                    | 0       | 7   | 1   | 0    | 0    | 0   | 8                         | 8.0   | 0     | 0       | 43  | 4   | 0    | 0    | 2   | 49    | 51.0  |
| 15:45 - 16:00 | 0                          | 0       | 36  | 9   | 0    | 0    | 2   | 47    | 49.0  | 0                    | 0       | 11  | 0   | 1    | 0    | 0   | 12                        | 12.5  | 0     | 1       | 42  | 5   | 0    | 0    | 0   | 48    | 47.4  |
| Hourly Total  | 0                          | 1       | 166 | 30  | 1    | 0    | 2   | 200   | 201.9 | 0                    | 0       | 37  | 3   | 1    | 0    | 0   | 41                        | 41.5  | 0     | 1       | 184 | 17  | 1    | 0    | 4   | 207   | 210.9 |
| 16:00 - 16:15 | 0                          | 0       | 56  | 8   | 1    | 0    | 0   | 65    | 65.5  | 0                    | 0       | 5   | 5   | 0    | 0    | 0   | 10                        | 10.0  | 1     | 0       | 34  | 5   | 1    | 1    | 2   | 44    | 47.0  |
| 16:15 - 16:30 | 0                          | 0       | 40  | 10  | 2    | 1    | 0   | 53    | 55.3  | 0                    | 0       | 7   | 1   | 0    | 0    | 0   | 8                         | 8.0   | 1     | 0       | 51  | 7   | 1    | 0    | 1   | 61    | 61.7  |
| 16:30 - 16:45 | 0                          | 0       | 56  | 7   | 0    | 0    | 0   | 63    | 63.0  | 0                    | 0       | 13  | 5   | 0    | 0    | 0   | 18                        | 18.0  | 0     | 1       | 51  | 15  | 2    | 0    | 1   | 70    | 71.4  |
| 16:45 - 17:00 | 0                          | 0       | 47  | 5   | 0    | 0    | 0   | 52    | 52.0  | 0                    | 0       | 5   | 0   | 0    | 0    | 0   | 5                         | 5.0   | 0     | 0       | 60  | 4   | 0    | 0    | 2   | 66    | 68.0  |
| Hourly Total  | 0                          | 0       | 199 | 30  | 3    | 1    | 0   | 233   | 235.8 | 0                    | 0       | 30  | 11  | 0    | 0    | 0   | 41                        | 41.0  | 2     | 1       | 196 | 31  | 4    | 1    | 6   | 241   | 248.1 |
| 17:00 - 17:15 | 1                          | 0       | 50  | 8   | 0    | 0    | 0   | 59    | 58.2  | 0                    | 0       | 6   | 0   | 0    | 0    | 0   | 6                         | 6.0   | 0     | 1       | 63  | 4   | 1    | 0    | 2   | 71    | 72.9  |
| 17:15 - 17:30 | 0                          | 1       | 37  | 9   | 0    | 0    | 0   | 47    | 46.4  | 0                    | 0       | 16  | 1   | 0    | 0    | 0   | 17                        | 17.0  | 0     | 0       | 62  | 4   | 1    | 0    | 2   | 69    | 71.5  |
| 17:30 - 17:45 | 0                          | 0       | 46  | 5   | 0    | 0    | 0   | 51    | 51.0  | 0                    | 0       | 9   | 3   | 0    | 0    | 0   | 12                        | 12.0  | 0     | 0       | 71  | 8   | 1    | 0    | 2   | 82    | 84.5  |
| 17:45 - 18:00 | 0                          | 0       | 52  | 9   | 0    | 0    | 0   | 61    | 61.0  | 0                    | 0       | 17  | 1   | 0    | 0    | 0   | 18                        | 18.0  | 0     | 0       | 50  | 6   | 0    | 0    | 0   | 56    | 56.0  |
| Hourly Total  | 1                          | 1       | 185 | 31  | 0    | 0    | 0   | 218   | 216.6 | 0                    | 0       | 48  | 5   | 0    | 0    | 0   | 53                        | 53.0  | 0     | 1       | 246 | 22  | 3    | 0    | 6   | 278   | 284.9 |
| TOTAL         | 1                          | 2       | 670 | 111 | 7    | 1    | 2   | 794   | 798.8 | 0                    | 0       | 134 | 22  | 1    | 0    | 0   | 157                       | 157.5 | 3     | 7       | 787 | 105 | 19   | 5    | 22  | 948   | 979.4 |

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe

Thursday 18th June 2026

Junction: 2

Approach: Coronation Road North

| TIME          | Ahead to Coronation Road (S) |         |     |     |      |      |     |       |      | Right to Wordsworth Avenue |         |     |     |      |      |     |       |      |
|---------------|------------------------------|---------|-----|-----|------|------|-----|-------|------|----------------------------|---------|-----|-----|------|------|-----|-------|------|
|               | CYCLE                        | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE                      | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:30 - 07:45 | 0                            | 0       | 18  | 5   | 0    | 0    | 4   | 27    | 31.0 | 0                          | 0       | 2   | 1   | 0    | 0    | 1   | 4     | 5.0  |
| 07:45 - 08:00 | 0                            | 1       | 20  | 5   | 1    | 0    | 1   | 28    | 28.9 | 0                          | 0       | 1   | 0   | 0    | 0    | 0   | 1     | 1.0  |
| Hourly Total  | 0                            | 1       | 38  | 10  | 1    | 0    | 5   | 55    | 59.9 | 0                          | 0       | 3   | 1   | 0    | 0    | 1   | 5     | 6.0  |
| 08:00 - 08:15 | 0                            | 0       | 16  | 0   | 1    | 0    | 2   | 19    | 21.5 | 0                          | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  |
| 08:15 - 08:30 | 0                            | 0       | 20  | 4   | 1    | 0    | 0   | 25    | 25.5 | 0                          | 0       | 5   | 1   | 0    | 0    | 0   | 6     | 6.0  |
| 08:30 - 08:45 | 0                            | 0       | 18  | 2   | 0    | 0    | 1   | 21    | 22.0 | 0                          | 0       | 2   | 1   | 0    | 0    | 0   | 3     | 3.0  |
| 08:45 - 09:00 | 0                            | 0       | 13  | 2   | 0    | 0    | 1   | 16    | 17.0 | 0                          | 0       | 10  | 1   | 0    | 0    | 0   | 11    | 11.0 |
| Hourly Total  | 0                            | 0       | 67  | 8   | 2    | 0    | 4   | 81    | 86.0 | 0                          | 0       | 20  | 4   | 0    | 0    | 0   | 24    | 24.0 |
| 09:00 - 09:15 | 0                            | 0       | 12  | 4   | 0    | 0    | 1   | 17    | 18.0 | 0                          | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  |
| 09:15 - 09:30 | 0                            | 0       | 10  | 2   | 0    | 0    | 0   | 12    | 12.0 | 0                          | 0       | 5   | 1   | 0    | 0    | 0   | 6     | 6.0  |
| Hourly Total  | 0                            | 0       | 22  | 6   | 0    | 0    | 1   | 29    | 30.0 | 0                          | 0       | 8   | 2   | 0    | 0    | 0   | 10    | 10.0 |

|       |   |   |     |    |   |   |    |     |       |   |   |    |   |   |   |   |    |      |
|-------|---|---|-----|----|---|---|----|-----|-------|---|---|----|---|---|---|---|----|------|
| TOTAL | 0 | 1 | 127 | 24 | 3 | 0 | 10 | 165 | 175.9 | 0 | 0 | 31 | 7 | 0 | 0 | 1 | 39 | 40.0 |
|-------|---|---|-----|----|---|---|----|-----|-------|---|---|----|---|---|---|---|----|------|

|               |   |   |    |   |   |   |   |    |      |   |   |    |   |   |   |   |    |      |
|---------------|---|---|----|---|---|---|---|----|------|---|---|----|---|---|---|---|----|------|
| 14:00 - 14:15 | 0 | 0 | 18 | 0 | 1 | 0 | 0 | 19 | 19.5 | 0 | 0 | 4  | 1 | 1 | 0 | 0 | 6  | 6.5  |
| 14:15 - 14:30 | 0 | 0 | 11 | 2 | 1 | 0 | 1 | 15 | 16.5 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 7  | 7.0  |
| 14:30 - 14:45 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 13 | 13.0 | 0 | 0 | 2  | 2 | 0 | 0 | 0 | 4  | 4.0  |
| 14:45 - 15:00 | 0 | 0 | 11 | 2 | 0 | 0 | 2 | 15 | 17.0 | 0 | 0 | 5  | 1 | 1 | 0 | 0 | 7  | 7.5  |
| Hourly Total  | 0 | 0 | 52 | 5 | 2 | 0 | 3 | 62 | 66.0 | 0 | 0 | 18 | 4 | 2 | 0 | 0 | 24 | 25.0 |
| 15:00 - 15:15 | 0 | 0 | 11 | 2 | 0 | 0 | 0 | 13 | 13.0 | 0 | 0 | 2  | 1 | 0 | 0 | 0 | 3  | 3.0  |
| 15:15 - 15:30 | 0 | 0 | 21 | 1 | 0 | 0 | 1 | 23 | 24.0 | 1 | 0 | 5  | 1 | 0 | 0 | 0 | 7  | 6.2  |
| 15:30 - 15:45 | 0 | 0 | 20 | 1 | 0 | 0 | 1 | 22 | 23.0 | 1 | 0 | 9  | 0 | 0 | 0 | 0 | 10 | 9.2  |
| 15:45 - 16:00 | 0 | 0 | 19 | 3 | 0 | 0 | 1 | 23 | 24.0 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 7  | 7.0  |
| Hourly Total  | 0 | 0 | 71 | 7 | 0 | 0 | 3 | 81 | 84.0 | 2 | 0 | 23 | 2 | 0 | 0 | 0 | 27 | 25.4 |
| 16:00 - 16:15 | 0 | 0 | 16 | 3 | 0 | 0 | 2 | 21 | 23.0 | 0 | 0 | 6  | 1 | 0 | 0 | 0 | 7  | 7.0  |
| 16:15 - 16:30 | 0 | 0 | 13 | 1 | 0 | 0 | 1 | 15 | 16.0 | 0 | 0 | 8  | 0 | 0 | 0 | 0 | 8  | 8.0  |
| 16:30 - 16:45 | 0 | 0 | 17 | 3 | 0 | 0 | 0 | 20 | 20.0 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 14 | 14.0 |
| 16:45 - 17:00 | 1 | 0 | 17 | 0 | 0 | 0 | 1 | 19 | 19.2 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 7  | 7.0  |
| Hourly Total  | 1 | 0 | 63 | 7 | 0 | 0 | 4 | 75 | 78.2 | 0 | 0 | 34 | 2 | 0 | 0 | 0 | 36 | 36.0 |
| 17:00 - 17:15 | 0 | 0 | 20 | 1 | 0 | 0 | 0 | 21 | 21.0 | 0 | 0 | 5  | 2 | 0 | 0 | 0 | 7  | 7.0  |
| 17:15 - 17:30 | 0 | 0 | 17 | 2 | 0 | 0 | 1 | 20 | 21.0 | 0 | 0 | 7  | 2 | 0 | 0 | 0 | 9  | 9.0  |
| 17:30 - 17:45 | 0 | 0 | 18 | 1 | 0 | 0 | 1 | 20 | 21.0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 13.0 |
| 17:45 - 18:00 | 2 | 0 | 11 | 1 | 0 | 0 | 1 | 15 | 14.4 | 0 | 0 | 4  | 1 | 0 | 0 | 0 | 5  | 5.0  |
| Hourly Total  | 2 | 0 | 66 | 5 | 0 | 0 | 3 | 76 | 77.4 | 0 | 0 | 29 | 5 | 0 | 0 | 0 | 34 | 34.0 |

|       |   |   |     |    |   |   |    |     |       |   |   |     |    |   |   |   |     |       |
|-------|---|---|-----|----|---|---|----|-----|-------|---|---|-----|----|---|---|---|-----|-------|
| TOTAL | 3 | 0 | 252 | 24 | 2 | 0 | 13 | 294 | 305.6 | 2 | 0 | 104 | 13 | 2 | 0 | 0 | 121 | 120.4 |
|-------|---|---|-----|----|---|---|----|-----|-------|---|---|-----|----|---|---|---|-----|-------|

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe

Thursday 18th June 2026

Junction: 2

Approach: Coronation Road South

| TIME          | Left to Wordsworth Avenue |         |     |     |      |      |     |       |      | Ahead to Coronation Road (N) |         |     |     |      |      |     |       |      |
|---------------|---------------------------|---------|-----|-----|------|------|-----|-------|------|------------------------------|---------|-----|-----|------|------|-----|-------|------|
|               | CYCLE                     | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE                        | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:30 - 07:45 | 0                         | 0       | 2   | 2   | 0    | 0    | 0   | 4     | 4.0  | 0                            | 0       | 9   | 2   | 0    | 0    | 2   | 13    | 15.0 |
| 07:45 - 08:00 | 0                         | 0       | 7   | 0   | 0    | 0    | 0   | 7     | 7.0  | 0                            | 0       | 9   | 1   | 1    | 0    | 0   | 11    | 11.5 |
| Hourly Total  | 0                         | 0       | 9   | 2   | 0    | 0    | 0   | 11    | 11.0 | 0                            | 0       | 18  | 3   | 1    | 0    | 2   | 24    | 26.5 |
| 08:00 - 08:15 | 0                         | 0       | 8   | 0   | 0    | 0    | 0   | 8     | 8.0  | 0                            | 0       | 6   | 5   | 0    | 0    | 1   | 12    | 13.0 |
| 08:15 - 08:30 | 0                         | 0       | 8   | 0   | 0    | 0    | 0   | 8     | 8.0  | 0                            | 0       | 13  | 2   | 0    | 0    | 0   | 15    | 15.0 |
| 08:30 - 08:45 | 0                         | 0       | 3   | 0   | 0    | 0    | 0   | 3     | 3.0  | 0                            | 0       | 8   | 1   | 0    | 0    | 1   | 10    | 11.0 |
| 08:45 - 09:00 | 0                         | 0       | 12  | 2   | 0    | 0    | 0   | 14    | 14.0 | 0                            | 0       | 19  | 0   | 0    | 0    | 1   | 20    | 21.0 |
| Hourly Total  | 0                         | 0       | 31  | 2   | 0    | 0    | 0   | 33    | 33.0 | 0                            | 0       | 46  | 8   | 0    | 0    | 3   | 57    | 60.0 |
| 09:00 - 09:15 | 0                         | 0       | 9   | 0   | 0    | 0    | 0   | 9     | 9.0  | 0                            | 0       | 21  | 1   | 0    | 0    | 0   | 22    | 22.0 |
| 09:15 - 09:30 | 0                         | 0       | 5   | 1   | 1    | 0    | 0   | 7     | 7.5  | 0                            | 0       | 10  | 1   | 1    | 0    | 1   | 13    | 14.5 |
| Hourly Total  | 0                         | 0       | 14  | 1   | 1    | 0    | 0   | 16    | 16.5 | 0                            | 0       | 31  | 2   | 1    | 0    | 1   | 35    | 36.5 |

|       |   |   |    |   |   |   |   |    |      |   |   |    |    |   |   |   |     |       |
|-------|---|---|----|---|---|---|---|----|------|---|---|----|----|---|---|---|-----|-------|
| TOTAL | 0 | 0 | 54 | 5 | 1 | 0 | 0 | 60 | 60.5 | 0 | 0 | 95 | 13 | 2 | 0 | 6 | 116 | 123.0 |
|-------|---|---|----|---|---|---|---|----|------|---|---|----|----|---|---|---|-----|-------|

|               |   |   |    |   |   |   |   |    |      |   |   |    |    |   |   |   |     |       |
|---------------|---|---|----|---|---|---|---|----|------|---|---|----|----|---|---|---|-----|-------|
| 14:00 - 14:15 | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 5  | 5.0  | 0 | 0 | 17 | 1  | 2 | 0 | 0 | 20  | 21.0  |
| 14:15 - 14:30 | 0 | 1 | 6  | 2 | 0 | 0 | 0 | 9  | 8.4  | 0 | 0 | 15 | 2  | 0 | 0 | 1 | 18  | 19.0  |
| 14:30 - 14:45 | 0 | 0 | 5  | 1 | 0 | 0 | 0 | 6  | 6.0  | 0 | 0 | 9  | 1  | 0 | 0 | 2 | 12  | 14.0  |
| 14:45 - 15:00 | 0 | 0 | 8  | 3 | 0 | 0 | 0 | 11 | 11.0 | 0 | 0 | 14 | 1  | 1 | 0 | 0 | 16  | 16.5  |
| Hourly Total  | 0 | 1 | 24 | 6 | 0 | 0 | 0 | 31 | 30.4 | 0 | 0 | 55 | 5  | 3 | 0 | 3 | 66  | 70.5  |
| 15:00 - 15:15 | 0 | 0 | 5  | 1 | 0 | 0 | 0 | 6  | 6.0  | 0 | 0 | 15 | 2  | 1 | 0 | 0 | 18  | 18.5  |
| 15:15 - 15:30 | 0 | 0 | 9  | 2 | 0 | 0 | 0 | 11 | 11.0 | 0 | 0 | 19 | 7  | 0 | 0 | 1 | 27  | 28.0  |
| 15:30 - 15:45 | 0 | 0 | 8  | 1 | 0 | 0 | 0 | 9  | 9.0  | 1 | 0 | 27 | 2  | 0 | 0 | 4 | 34  | 37.2  |
| 15:45 - 16:00 | 1 | 0 | 2  | 0 | 0 | 0 | 0 | 3  | 2.2  | 0 | 0 | 19 | 1  | 1 | 0 | 1 | 22  | 23.5  |
| Hourly Total  | 1 | 0 | 24 | 4 | 0 | 0 | 0 | 29 | 28.2 | 1 | 0 | 80 | 12 | 2 | 0 | 6 | 101 | 107.2 |
| 16:00 - 16:15 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 12 | 12.0 | 1 | 0 | 13 | 2  | 0 | 0 | 0 | 16  | 15.2  |
| 16:15 - 16:30 | 0 | 1 | 15 | 2 | 0 | 0 | 0 | 18 | 17.4 | 0 | 0 | 24 | 3  | 0 | 0 | 0 | 27  | 27.0  |
| 16:30 - 16:45 | 0 | 0 | 7  | 1 | 0 | 0 | 0 | 8  | 8.0  | 0 | 0 | 26 | 3  | 0 | 0 | 0 | 29  | 29.0  |
| 16:45 - 17:00 | 0 | 0 | 8  | 0 | 0 | 0 | 0 | 8  | 8.0  | 0 | 0 | 16 | 2  | 0 | 0 | 2 | 20  | 22.0  |
| Hourly Total  | 0 | 1 | 40 | 5 | 0 | 0 | 0 | 46 | 45.4 | 1 | 0 | 79 | 10 | 0 | 0 | 2 | 92  | 93.2  |
| 17:00 - 17:15 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 13 | 12.4 | 0 | 0 | 26 | 4  | 0 | 0 | 1 | 31  | 32.0  |
| 17:15 - 17:30 | 1 | 0 | 12 | 1 | 0 | 0 | 0 | 14 | 13.2 | 0 | 0 | 28 | 0  | 0 | 0 | 1 | 29  | 30.0  |
| 17:30 - 17:45 | 0 | 0 | 9  | 0 | 0 | 0 | 0 | 9  | 9.0  | 0 | 0 | 15 | 1  | 0 | 0 | 0 | 16  | 16.0  |
| 17:45 - 18:00 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 7  | 7.0  | 0 | 0 | 18 | 0  | 1 | 0 | 0 | 19  | 19.5  |
| Hourly Total  | 1 | 1 | 39 | 2 | 0 | 0 | 0 | 43 | 41.6 | 0 | 0 | 87 | 5  | 1 | 0 | 2 | 95  | 97.5  |

|       |   |   |     |    |   |   |   |     |       |   |   |     |    |   |   |    |     |       |
|-------|---|---|-----|----|---|---|---|-----|-------|---|---|-----|----|---|---|----|-----|-------|
| TOTAL | 2 | 3 | 127 | 17 | 0 | 0 | 0 | 149 | 145.6 | 2 | 0 | 301 | 32 | 6 | 0 | 13 | 354 | 368.4 |
|-------|---|---|-----|----|---|---|---|-----|-------|---|---|-----|----|---|---|----|-----|-------|

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

Radcliffe

Thursday 18th June 2026

Junction: 2

Approach: Wordsworth Avenue

|               | Left to Coronation Road (N) |         |     |     |      |      |     |       |      | Right to Coronation Road (S) |         |     |     |      |      |     |       |      |
|---------------|-----------------------------|---------|-----|-----|------|------|-----|-------|------|------------------------------|---------|-----|-----|------|------|-----|-------|------|
| TIME          | CYCLE                       | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs | CYCLE                        | M/CYCLE | CAR | LGV | OGV1 | OGV2 | BUS | TOTAL | PCUs |
| 07:30 - 07:45 | 0                           | 0       | 3   | 3   | 0    | 0    | 0   | 6     | 6.0  | 0                            | 0       | 12  | 0   | 0    | 0    | 0   | 12    | 12.0 |
| 07:45 - 08:00 | 0                           | 0       | 2   | 1   | 0    | 0    | 0   | 3     | 3.0  | 0                            | 0       | 22  | 3   | 3    | 0    | 0   | 28    | 29.5 |
| Hourly Total  | 0                           | 0       | 5   | 4   | 0    | 0    | 0   | 9     | 9.0  | 0                            | 0       | 34  | 3   | 3    | 0    | 0   | 40    | 41.5 |
| 08:00 - 08:15 | 0                           | 0       | 11  | 0   | 0    | 0    | 0   | 11    | 11.0 | 0                            | 0       | 4   | 4   | 0    | 0    | 0   | 8     | 8.0  |
| 08:15 - 08:30 | 0                           | 0       | 7   | 2   | 0    | 0    | 0   | 9     | 9.0  | 0                            | 0       | 9   | 1   | 0    | 0    | 0   | 10    | 10.0 |
| 08:30 - 08:45 | 0                           | 0       | 9   | 0   | 0    | 0    | 0   | 9     | 9.0  | 0                            | 0       | 7   | 2   | 0    | 0    | 0   | 9     | 9.0  |
| 08:45 - 09:00 | 0                           | 0       | 18  | 2   | 0    | 0    | 0   | 20    | 20.0 | 0                            | 0       | 10  | 1   | 0    | 0    | 0   | 11    | 11.0 |
| Hourly Total  | 0                           | 0       | 45  | 4   | 0    | 0    | 0   | 49    | 49.0 | 0                            | 0       | 30  | 8   | 0    | 0    | 0   | 38    | 38.0 |
| 09:00 - 09:15 | 0                           | 0       | 5   | 0   | 0    | 0    | 0   | 5     | 5.0  | 0                            | 0       | 3   | 1   | 0    | 0    | 0   | 4     | 4.0  |
| 09:15 - 09:30 | 0                           | 0       | 6   | 0   | 1    | 0    | 0   | 7     | 7.5  | 0                            | 0       | 4   | 2   | 1    | 0    | 0   | 7     | 7.5  |
| Hourly Total  | 0                           | 0       | 11  | 0   | 1    | 0    | 0   | 12    | 12.5 | 0                            | 0       | 7   | 3   | 1    | 0    | 0   | 11    | 11.5 |

|       |   |   |    |   |   |   |   |    |      |   |   |    |    |   |   |   |    |      |
|-------|---|---|----|---|---|---|---|----|------|---|---|----|----|---|---|---|----|------|
| TOTAL | 0 | 0 | 61 | 8 | 1 | 0 | 0 | 70 | 70.5 | 0 | 0 | 71 | 14 | 4 | 0 | 0 | 89 | 91.0 |
|-------|---|---|----|---|---|---|---|----|------|---|---|----|----|---|---|---|----|------|

|               |   |   |    |   |   |   |   |    |      |   |   |    |   |   |   |   |    |      |
|---------------|---|---|----|---|---|---|---|----|------|---|---|----|---|---|---|---|----|------|
| 14:00 - 14:15 | 0 | 0 | 4  | 0 | 0 | 0 | 0 | 4  | 4.0  | 0 | 0 | 8  | 0 | 1 | 0 | 0 | 9  | 9.5  |
| 14:15 - 14:30 | 0 | 0 | 7  | 1 | 0 | 0 | 0 | 8  | 8.0  | 0 | 0 | 3  | 2 | 0 | 0 | 0 | 5  | 5.0  |
| 14:30 - 14:45 | 0 | 0 | 4  | 0 | 0 | 0 | 0 | 4  | 4.0  | 0 | 0 | 2  | 1 | 0 | 0 | 0 | 3  | 3.0  |
| 14:45 - 15:00 | 0 | 0 | 7  | 1 | 0 | 0 | 0 | 8  | 8.0  | 0 | 0 | 4  | 1 | 0 | 0 | 0 | 5  | 5.0  |
| Hourly Total  | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 24 | 24.0 | 0 | 0 | 17 | 4 | 1 | 0 | 0 | 22 | 22.5 |
| 15:00 - 15:15 | 0 | 0 | 8  | 1 | 0 | 0 | 0 | 9  | 9.0  | 1 | 0 | 5  | 2 | 0 | 0 | 0 | 8  | 7.2  |
| 15:15 - 15:30 | 0 | 1 | 9  | 0 | 0 | 0 | 0 | 10 | 9.4  | 0 | 0 | 10 | 1 | 0 | 0 | 0 | 11 | 11.0 |
| 15:30 - 15:45 | 0 | 0 | 7  | 0 | 1 | 0 | 0 | 8  | 8.5  | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 14 | 14.0 |
| 15:45 - 16:00 | 0 | 0 | 6  | 0 | 0 | 0 | 1 | 7  | 8.0  | 0 | 0 | 4  | 1 | 0 | 0 | 0 | 5  | 5.0  |
| Hourly Total  | 0 | 1 | 30 | 1 | 1 | 0 | 1 | 34 | 34.9 | 1 | 0 | 32 | 5 | 0 | 0 | 0 | 38 | 37.2 |
| 16:00 - 16:15 | 0 | 0 | 14 | 1 | 0 | 0 | 0 | 15 | 15.0 | 0 | 0 | 2  | 2 | 0 | 0 | 0 | 4  | 4.0  |
| 16:15 - 16:30 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 7  | 7.0  | 0 | 0 | 5  | 2 | 0 | 0 | 0 | 7  | 7.0  |
| 16:30 - 16:45 | 0 | 0 | 10 | 1 | 1 | 0 | 0 | 12 | 12.5 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 10 | 10.0 |
| 16:45 - 17:00 | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 5  | 5.0  | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 3  | 3.0  |
| Hourly Total  | 0 | 0 | 36 | 2 | 1 | 0 | 0 | 39 | 39.5 | 0 | 0 | 20 | 4 | 0 | 0 | 0 | 24 | 24.0 |
| 17:00 - 17:15 | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 5  | 5.0  | 0 | 0 | 5  | 0 | 0 | 0 | 0 | 5  | 5.0  |
| 17:15 - 17:30 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 13.0 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 13 | 13.0 |
| 17:30 - 17:45 | 1 | 0 | 5  | 0 | 0 | 0 | 0 | 6  | 5.2  | 0 | 0 | 9  | 2 | 0 | 0 | 0 | 11 | 11.0 |
| 17:45 - 18:00 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 13 | 13.0 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 16 | 16.0 |
| Hourly Total  | 1 | 0 | 36 | 0 | 0 | 0 | 0 | 37 | 36.2 | 0 | 0 | 41 | 4 | 0 | 0 | 0 | 45 | 45.0 |

|       |   |   |     |   |   |   |   |     |       |   |   |     |    |   |   |   |     |       |
|-------|---|---|-----|---|---|---|---|-----|-------|---|---|-----|----|---|---|---|-----|-------|
| TOTAL | 1 | 1 | 124 | 5 | 2 | 0 | 1 | 134 | 134.6 | 1 | 0 | 110 | 17 | 1 | 0 | 0 | 129 | 128.7 |
|-------|---|---|-----|---|---|---|---|-----|-------|---|---|-----|----|---|---|---|-----|-------|

| PCU Factors: |     |
|--------------|-----|
| CYCLE        | 0.2 |
| M/CYCLE      | 0.4 |
| CAR          | 1.0 |
| LGV          | 1.0 |
| OGV1         | 1.5 |
| OGV2         | 2.3 |
| BUS          | 2.0 |

# Radcliffe Queues, Thursday 18th June 2026

Produced by Road Data Services Ltd.

|      |   |      | Countess Lane | Milton Road | Bolton Road | Stopes Road |
|------|---|------|---------------|-------------|-------------|-------------|
| Time |   |      | Lane 1        | Lane 1      | Lane 1      | Lane 1      |
| 7:30 | - | 7:35 | 5             | 2           | 3           | 3           |
| 7:35 | - | 7:40 | 5             | 1           | 3           | 9           |
| 7:40 | - | 7:45 | 7             | 2           | 5           | 9           |
| 7:45 | - | 7:50 | 12            | 0           | 5           | 7           |
| 7:50 | - | 7:55 | 7             | 1           | 5           | 1           |
| 7:55 | - | 8:00 | 9             | 1           | 3           | 3           |
| 8:00 | - | 8:05 | 5             | 1           | 4           | 7           |
| 8:05 | - | 8:10 | 9             | 2           | 4           | 3           |
| 8:10 | - | 8:15 | 4             | 1           | 4           | 4           |
| 8:15 | - | 8:20 | 3             | 1           | 4           | 3           |
| 8:20 | - | 8:25 | 3             | 1           | 3           | 3           |
| 8:25 | - | 8:30 | 5             | 0           | 3           | 1           |
| 8:30 | - | 8:35 | 8             | 0           | 4           | 5           |
| 8:35 | - | 8:40 | 3             | 1           | 1           | 5           |
| 8:40 | - | 8:45 | 4             | 0           | 2           | 2           |
| 8:45 | - | 8:50 | 4             | 1           | 6           | 10          |
| 8:50 | - | 8:55 | 6             | 2           | 4           | 4           |
| 8:55 | - | 9:00 | 8             | 1           | 11          | 3           |
| 9:00 | - | 9:05 | 3             | 1           | 2           | 4           |
| 9:05 | - | 9:10 | 2             | 1           | 3           | 1           |
| 9:10 | - | 9:15 | 3             | 2           | 4           | 5           |
| 9:15 | - | 9:20 | 3             | 1           | 2           | 4           |
| 9:20 | - | 9:25 | 3             | 1           | 4           | 2           |
| 9:25 | - | 9:30 | 6             | 1           | 5           | 3           |

|       |   |       |   |   |    |    |
|-------|---|-------|---|---|----|----|
| 14:00 | - | 14:05 | 3 | 1 | 3  | 4  |
| 14:05 | - | 14:10 | 4 | 1 | 3  | 10 |
| 14:10 | - | 14:15 | 0 | 0 | 4  | 4  |
| 14:15 | - | 14:20 | 6 | 1 | 6  | 3  |
| 14:20 | - | 14:25 | 2 | 0 | 4  | 4  |
| 14:25 | - | 14:30 | 4 | 0 | 5  | 4  |
| 14:30 | - | 14:35 | 2 | 0 | 3  | 4  |
| 14:35 | - | 14:40 | 3 | 0 | 2  | 3  |
| 14:40 | - | 14:45 | 5 | 0 | 3  | 6  |
| 14:45 | - | 14:50 | 5 | 1 | 4  | 3  |
| 14:50 | - | 14:55 | 3 | 0 | 3  | 4  |
| 14:55 | - | 15:00 | 4 | 0 | 7  | 15 |
| 15:00 | - | 15:05 | 5 | 0 | 3  | 6  |
| 15:05 | - | 15:10 | 2 | 0 | 3  | 2  |
| 15:10 | - | 15:15 | 7 | 0 | 4  | 4  |
| 15:15 | - | 15:20 | 4 | 0 | 4  | 5  |
| 15:20 | - | 15:25 | 5 | 2 | 9  | 6  |
| 15:25 | - | 15:30 | 4 | 0 | 6  | 6  |
| 15:30 | - | 15:35 | 1 | 1 | 8  | 2  |
| 15:35 | - | 15:40 | 3 | 1 | 0  | 4  |
| 15:40 | - | 15:45 | 4 | 1 | 4  | 3  |
| 15:45 | - | 15:50 | 2 | 2 | 0  | 4  |
| 15:50 | - | 15:55 | 3 | 0 | 3  | 7  |
| 15:55 | - | 16:00 | 3 | 0 | 5  | 1  |
| 16:00 | - | 16:05 | 6 | 0 | 3  | 2  |
| 16:05 | - | 16:10 | 3 | 1 | 4  | 5  |
| 16:10 | - | 16:15 | 3 | 2 | 4  | 9  |
| 16:15 | - | 16:20 | 5 | 0 | 6  | 10 |
| 16:20 | - | 16:25 | 4 | 2 | 5  | 9  |
| 16:25 | - | 16:30 | 3 | 1 | 9  | 10 |
| 16:30 | - | 16:35 | 4 | 1 | 5  | 9  |
| 16:35 | - | 16:40 | 4 | 1 | 7  | 19 |
| 16:40 | - | 16:45 | 4 | 2 | 10 | 8  |
| 16:45 | - | 16:50 | 3 | 0 | 7  | 2  |
| 16:50 | - | 16:55 | 5 | 0 | 7  | 3  |
| 16:55 | - | 17:00 | 4 | 1 | 4  | 7  |
| 17:00 | - | 17:05 | 3 | 0 | 6  | 5  |
| 17:05 | - | 17:10 | 3 | 0 | 4  | 0  |
| 17:10 | - | 17:15 | 5 | 0 | 5  | 0  |
| 17:15 | - | 17:20 | 3 | 0 | 4  | 0  |
| 17:20 | - | 17:25 | 4 | 2 | 5  | 3  |
| 17:25 | - | 17:30 | 4 | 0 | 8  | 8  |
| 17:30 | - | 17:35 | 3 | 0 | 9  | 5  |
| 17:35 | - | 17:40 | 3 | 0 | 6  | 4  |
| 17:40 | - | 17:45 | 3 | 0 | 5  | 0  |
| 17:45 | - | 17:50 | 5 | 0 | 0  | 3  |
| 17:50 | - | 17:55 | 4 | 0 | 0  | 0  |
| 17:55 | - | 18:00 | 2 | 0 | 3  | 0  |

Queues are maximum queues each 5 minutes

# Radcliffe Queues, Thursday 18th June 2026

Produced by Road Data Services Ltd.

|      |   |      | Wordsworth Avenue (N) | Milton Road |
|------|---|------|-----------------------|-------------|
| Time |   |      | Right Turn            | Lane 1      |
| 7:30 | - | 7:35 | 0                     | 0           |
| 7:35 | - | 7:40 | 0                     | 0           |
| 7:40 | - | 7:45 | 0                     | 0           |
| 7:45 | - | 7:50 | 0                     | 0           |
| 7:50 | - | 7:55 | 1                     | 0           |
| 7:55 | - | 8:00 | 0                     | 0           |
| 8:00 | - | 8:05 | 1                     | 0           |
| 8:05 | - | 8:10 | 0                     | 0           |
| 8:10 | - | 8:15 | 0                     | 0           |
| 8:15 | - | 8:20 | 0                     | 0           |
| 8:20 | - | 8:25 | 1                     | 0           |
| 8:25 | - | 8:30 | 1                     | 0           |
| 8:30 | - | 8:35 | 0                     | 0           |
| 8:35 | - | 8:40 | 0                     | 0           |
| 8:40 | - | 8:45 | 1                     | 0           |
| 8:45 | - | 8:50 | 0                     | 0           |
| 8:50 | - | 8:55 | 0                     | 0           |
| 8:55 | - | 9:00 | 0                     | 0           |
| 9:00 | - | 9:05 | 0                     | 0           |
| 9:05 | - | 9:10 | 0                     | 0           |
| 9:10 | - | 9:15 | 0                     | 0           |
| 9:15 | - | 9:20 | 0                     | 0           |
| 9:20 | - | 9:25 | 0                     | 0           |
| 9:25 | - | 9:30 | 0                     | 0           |

|       |   |       |   |   |
|-------|---|-------|---|---|
| 14:00 | - | 14:05 | 1 | 0 |
| 14:05 | - | 14:10 | 0 | 0 |
| 14:10 | - | 14:15 | 0 | 0 |
| 14:15 | - | 14:20 | 0 | 0 |
| 14:20 | - | 14:25 | 0 | 0 |
| 14:25 | - | 14:30 | 0 | 0 |
| 14:30 | - | 14:35 | 0 | 0 |
| 14:35 | - | 14:40 | 0 | 0 |
| 14:40 | - | 14:45 | 0 | 0 |
| 14:45 | - | 14:50 | 0 | 0 |
| 14:50 | - | 14:55 | 0 | 0 |
| 14:55 | - | 15:00 | 0 | 0 |
| 15:00 | - | 15:05 | 0 | 0 |
| 15:05 | - | 15:10 | 0 | 0 |
| 15:10 | - | 15:15 | 0 | 0 |
| 15:15 | - | 15:20 | 0 | 0 |
| 15:20 | - | 15:25 | 0 | 0 |
| 15:25 | - | 15:30 | 0 | 0 |
| 15:30 | - | 15:35 | 1 | 0 |
| 15:35 | - | 15:40 | 0 | 0 |
| 15:40 | - | 15:45 | 0 | 0 |
| 15:45 | - | 15:50 | 0 | 0 |
| 15:50 | - | 15:55 | 0 | 0 |
| 15:55 | - | 16:00 | 0 | 0 |
| 16:00 | - | 16:05 | 0 | 0 |
| 16:05 | - | 16:10 | 0 | 0 |
| 16:10 | - | 16:15 | 0 | 0 |
| 16:15 | - | 16:20 | 0 | 0 |
| 16:20 | - | 16:25 | 0 | 0 |
| 16:25 | - | 16:30 | 0 | 0 |
| 16:30 | - | 16:35 | 0 | 0 |
| 16:35 | - | 16:40 | 0 | 0 |
| 16:40 | - | 16:45 | 0 | 0 |
| 16:45 | - | 16:50 | 0 | 0 |
| 16:50 | - | 16:55 | 0 | 0 |
| 16:55 | - | 17:00 | 0 | 0 |
| 17:00 | - | 17:05 | 0 | 0 |
| 17:05 | - | 17:10 | 0 | 0 |
| 17:10 | - | 17:15 | 1 | 0 |
| 17:15 | - | 17:20 | 1 | 0 |
| 17:20 | - | 17:25 | 1 | 0 |
| 17:25 | - | 17:30 | 0 | 0 |
| 17:30 | - | 17:35 | 0 | 0 |
| 17:35 | - | 17:40 | 0 | 0 |
| 17:40 | - | 17:45 | 2 | 0 |
| 17:45 | - | 17:50 | 2 | 0 |
| 17:50 | - | 17:55 | 2 | 0 |
| 17:55 | - | 18:00 | 0 | 0 |

Queues are maximum queues each 5 minutes

# Radcliffe Queues, Thursday 18th June 2026

Produced by Road Data Services Ltd.

|      |   |      | Coronation<br>Road (N) | Coronation<br>Road (S) | Wordsworth<br>Avenue |
|------|---|------|------------------------|------------------------|----------------------|
| Time |   |      | Lane 1                 | Lane 1                 | Lane 1               |
| 7:30 | - | 7:35 | 0                      | 0                      | 0                    |
| 7:35 | - | 7:40 | 3                      | 0                      | 0                    |
| 7:40 | - | 7:45 | 0                      | 0                      | 1                    |
| 7:45 | - | 7:50 | 0                      | 1                      | 2                    |
| 7:50 | - | 7:55 | 1                      | 1                      | 2                    |
| 7:55 | - | 8:00 | 2                      | 0                      | 3                    |
| 8:00 | - | 8:05 | 0                      | 0                      | 0                    |
| 8:05 | - | 8:10 | 0                      | 0                      | 0                    |
| 8:10 | - | 8:15 | 0                      | 0                      | 0                    |
| 8:15 | - | 8:20 | 1                      | 0                      | 0                    |
| 8:20 | - | 8:25 | 1                      | 0                      | 0                    |
| 8:25 | - | 8:30 | 0                      | 0                      | 1                    |
| 8:30 | - | 8:35 | 1                      | 0                      | 0                    |
| 8:35 | - | 8:40 | 0                      | 0                      | 1                    |
| 8:40 | - | 8:45 | 1                      | 0                      | 1                    |
| 8:45 | - | 8:50 | 1                      | 0                      | 1                    |
| 8:50 | - | 8:55 | 0                      | 0                      | 0                    |
| 8:55 | - | 9:00 | 2                      | 0                      | 0                    |
| 9:00 | - | 9:05 | 0                      | 0                      | 0                    |
| 9:05 | - | 9:10 | 0                      | 0                      | 0                    |
| 9:10 | - | 9:15 | 0                      | 0                      | 0                    |
| 9:15 | - | 9:20 | 0                      | 0                      | 0                    |
| 9:20 | - | 9:25 | 2                      | 0                      | 0                    |
| 9:25 | - | 9:30 | 0                      | 0                      | 0                    |

|       |   |       |   |   |   |
|-------|---|-------|---|---|---|
| 14:00 | - | 14:05 | 0 | 1 | 1 |
| 14:05 | - | 14:10 | 0 | 1 | 1 |
| 14:10 | - | 14:15 | 2 | 0 | 1 |
| 14:15 | - | 14:20 | 2 | 0 | 1 |
| 14:20 | - | 14:25 | 1 | 0 | 0 |
| 14:25 | - | 14:30 | 1 | 0 | 1 |
| 14:30 | - | 14:35 | 0 | 0 | 0 |
| 14:35 | - | 14:40 | 0 | 0 | 0 |
| 14:40 | - | 14:45 | 0 | 0 | 0 |
| 14:45 | - | 14:50 | 3 | 0 | 1 |
| 14:50 | - | 14:55 | 0 | 0 | 0 |
| 14:55 | - | 15:00 | 0 | 0 | 1 |
| 15:00 | - | 15:05 | 0 | 0 | 0 |
| 15:05 | - | 15:10 | 0 | 0 | 0 |
| 15:10 | - | 15:15 | 0 | 0 | 2 |
| 15:15 | - | 15:20 | 1 | 0 | 1 |
| 15:20 | - | 15:25 | 3 | 3 | 3 |
| 15:25 | - | 15:30 | 1 | 1 | 1 |
| 15:30 | - | 15:35 | 2 | 1 | 1 |
| 15:35 | - | 15:40 | 2 | 0 | 1 |
| 15:40 | - | 15:45 | 1 | 0 | 1 |
| 15:45 | - | 15:50 | 1 | 1 | 1 |
| 15:50 | - | 15:55 | 0 | 0 | 0 |
| 15:55 | - | 16:00 | 2 | 0 | 1 |
| 16:00 | - | 16:05 | 0 | 0 | 0 |
| 16:05 | - | 16:10 | 0 | 0 | 1 |
| 16:10 | - | 16:15 | 0 | 0 | 1 |
| 16:15 | - | 16:20 | 0 | 2 | 1 |
| 16:20 | - | 16:25 | 0 | 0 | 0 |
| 16:25 | - | 16:30 | 2 | 1 | 1 |
| 16:30 | - | 16:35 | 0 | 2 | 1 |
| 16:35 | - | 16:40 | 1 | 3 | 1 |
| 16:40 | - | 16:45 | 0 | 0 | 0 |
| 16:45 | - | 16:50 | 2 | 0 | 0 |
| 16:50 | - | 16:55 | 0 | 0 | 0 |
| 16:55 | - | 17:00 | 0 | 0 | 1 |
| 17:00 | - | 17:05 | 0 | 0 | 1 |
| 17:05 | - | 17:10 | 1 | 0 | 1 |
| 17:10 | - | 17:15 | 1 | 1 | 1 |
| 17:15 | - | 17:20 | 1 | 0 | 1 |
| 17:20 | - | 17:25 | 1 | 0 | 2 |
| 17:25 | - | 17:30 | 0 | 0 | 1 |
| 17:30 | - | 17:35 | 0 | 1 | 1 |
| 17:35 | - | 17:40 | 0 | 0 | 0 |
| 17:40 | - | 17:45 | 0 | 1 | 1 |
| 17:45 | - | 17:50 | 1 | 0 | 1 |
| 17:50 | - | 17:55 | 1 | 0 | 2 |
| 17:55 | - | 18:00 | 2 | 0 | 2 |

Queues are maximum queues each 5 minutes

**S|C|P**

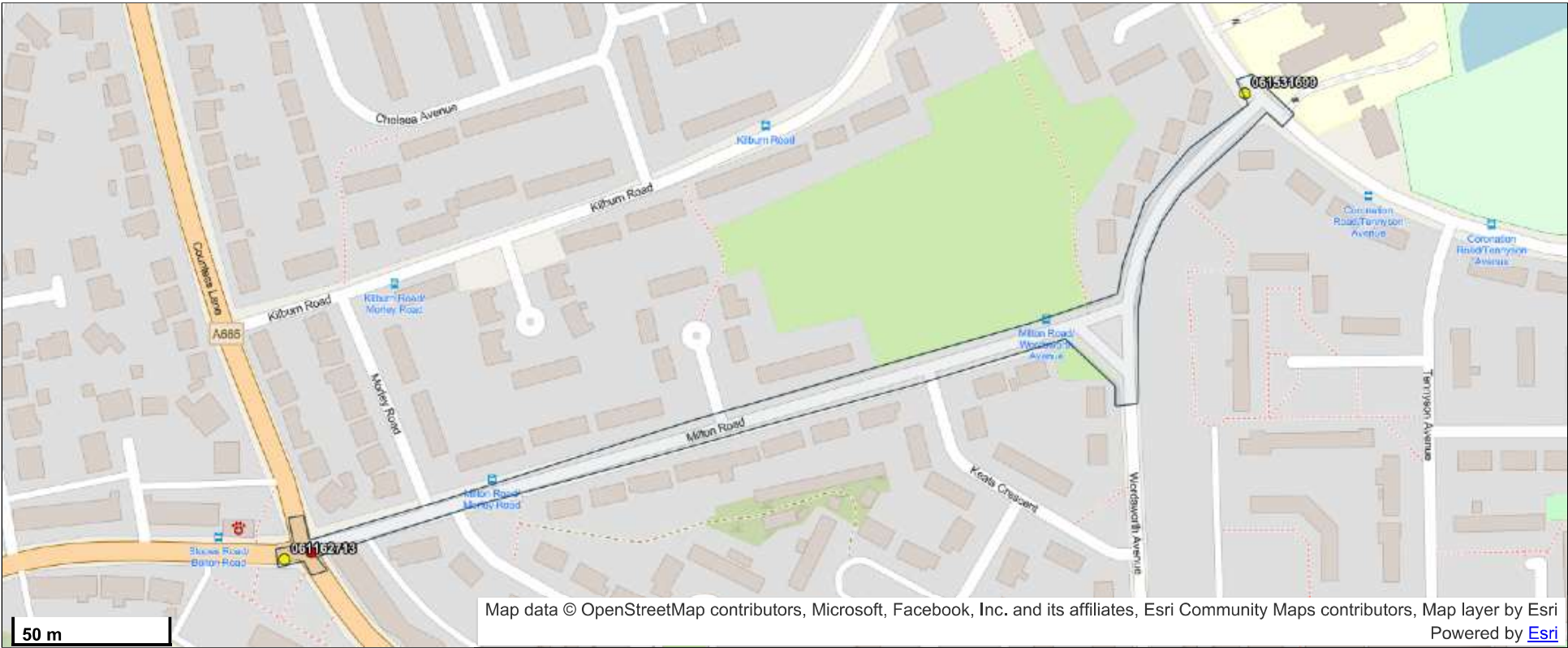
**APPENDIX C**

# Accident Report

## Area of Interest (AOI) Information

Area:

Date: Tue Sep 15 2026 14:49:18 GMT+0100 (British Summer Time)



DfT Road Safety Data 2021 to 2025

### Collisions 2021 - 2025

- Serious
- Slight

Collisions 2021 - 2025 | Total count: 3

| # | Collision index | Collision year | Collision reference |
|---|-----------------|----------------|---------------------|
| 1 | 2024061531699   | 2024           | 061531699           |
| 2 | 2022061162713   | 2022           | 061162713           |
| 3 | 2024061424403   | 2024           | 061424403           |

| # | Collision severity | Number of vehicles | Number of casualties |
|---|--------------------|--------------------|----------------------|
| 1 | Slight             | 2                  | 1                    |
| 2 | Slight             | 2                  | 1                    |
| 3 | Serious            | 2                  | 1                    |

| # | Day of the week | First road class | Road type          |
|---|-----------------|------------------|--------------------|
| 1 | Wednesday       | Unclassified     | Single carriageway |
| 2 | Wednesday       | A                | Roundabout         |
| 3 | Saturday        | A                | Roundabout         |

| # | Speed limit | Junction detail (historic)   | Junction detail                     |
|---|-------------|------------------------------|-------------------------------------|
| 1 | 30.000000   | Data missing or out of range | Data missing or out of range        |
| 2 | 30.000000   | Roundabout                   | Not at junction or within 20 metres |
| 3 | 30.000000   | Data missing or out of range | Data missing or out of range        |

| # | Junction control             | Pedestrian crossing physical facilities (historic) | Pedestrian crossing                      |
|---|------------------------------|----------------------------------------------------|------------------------------------------|
| 1 | Give way or uncontrolled     | Data missing or out of range                       | No physical crossing facility within 50m |
| 2 | Data missing or out of range | Data missing or out of range                       | Data missing or out of range             |
| 3 | Data missing or out of range | Data missing or out of range                       | Data missing or out of range             |

| # | Light conditions      | Weather conditions    | Road surface conditions      |
|---|-----------------------|-----------------------|------------------------------|
| 1 | Daylight              | Raining no high winds | Wet or damp                  |
| 2 | Daylight              | Unknown               | Data missing or out of range |
| 3 | Darkness - lights lit | Fine no high winds    | Wet or damp                  |

| # | Enhanced severity collision | Collision injury based         | Collision adjusted severity serious |
|---|-----------------------------|--------------------------------|-------------------------------------|
| 1 | Slight                      | Based on Injury code reporting | 0.000000                            |
| 2 | Slight                      | Based on Injury code reporting | 0.000000                            |
| 3 | Less Serious                | Based on Injury code reporting | 1.000000                            |

| # | Collision adjusted severity slight | Date and time        | Pedestrian crossing human control (historic) |
|---|------------------------------------|----------------------|----------------------------------------------|
| 1 | 1.000000                           | 18/12/2024, 07:50 am | Data missing or out of range                 |
| 2 | 1.000000                           | 16/02/2022, 04:25 pm | Data missing or out of range                 |
| 3 | 0.000000                           | 23/03/2024, 11:05 pm | Data missing or out of range                 |

### Vehicles 2021 - 2025 | Total count: 6

| # | Collision index | Collision year | Collision reference |
|---|-----------------|----------------|---------------------|
| 1 | 2024061424403   | 2024           | 061424403           |
| 2 | 2022061162713   | 2022           | 061162713           |
| 3 | 2024061424403   | 2024           | 061424403           |
| 4 | 2024061531699   | 2024           | 061531699           |
| 5 | 2024061531699   | 2024           | 061531699           |
| 6 | 2022061162713   | 2022           | 061162713           |

| # | Vehicle reference | Vehicle type                        | Vehicle manoeuvre (historic) |
|---|-------------------|-------------------------------------|------------------------------|
| 1 | 1                 | Car                                 | Data missing or out of range |
| 2 | 2                 | Car                                 | Going ahead other            |
| 3 | 2                 | Van / Goods 3.5 tonnes mgw or under | Data missing or out of range |
| 4 | 2                 | Car                                 | Data missing or out of range |
| 5 | 1                 | Car                                 | Data missing or out of range |
| 6 | 1                 | Car                                 | Going ahead other            |

| # | Vehicle manoeuvre            | Vehicle direction from       | Vehicle direction to         |
|---|------------------------------|------------------------------|------------------------------|
| 1 | Data missing or out of range | Data missing or out of range | Data missing or out of range |
| 2 | Going ahead                  | West                         | East                         |
| 3 | Data missing or out of range | Data missing or out of range | Data missing or out of range |
| 4 | Going ahead                  | South                        | North                        |
| 5 | Going ahead                  | East                         | West                         |
| 6 | Going ahead                  | North                        | South East                   |

| # | Vehicle location restricted lane (historic) | Vehicle location restricted lane             | Junction location                                           |
|---|---------------------------------------------|----------------------------------------------|-------------------------------------------------------------|
| 1 | Data missing or out of range                | Data missing or out of range                 | Data missing or out of range                                |
| 2 | On main c'way - not in restricted lane      | On main carriageway (not in restricted lane) | Entering roundabout                                         |
| 3 | Data missing or out of range                | Data missing or out of range                 | Data missing or out of range                                |
| 4 | Data missing or out of range                | On main carriageway (not in restricted lane) | Approaching junction or waiting/parked at junction approach |
| 5 | Data missing or out of range                | On main carriageway (not in restricted lane) | Entering roundabout                                         |
| 6 | On main c'way - not in restricted lane      | On main carriageway (not in restricted lane) | Entering roundabout                                         |

| # | Skidding and overturning     | Hit object in carriageway    | Vehicle leaving carriageway  |
|---|------------------------------|------------------------------|------------------------------|
| 1 | Data missing or out of range | Data missing or out of range | Data missing or out of range |
| 2 | None                         | None                         | Did not leave carriageway    |
| 3 | Data missing or out of range | Data missing or out of range | Data missing or out of range |
| 4 | None                         | None                         | Did not leave carriageway    |
| 5 | None                         | None                         | Did not leave carriageway    |
| 6 | None                         | None                         | Did not leave carriageway    |

| # | Hit object off carriageway | First point of impact        | Vehicle left hand drive |
|---|----------------------------|------------------------------|-------------------------|
| 1 | None                       | Data missing or out of range | No                      |
| 2 | None                       | Nearside                     | No                      |
| 3 | None                       | Data missing or out of range | No                      |
| 4 | None                       | Front                        | No                      |
| 5 | None                       | Nearside                     | No                      |
| 6 | None                       | Data missing or out of range | No                      |

| # | Journey purpose of driver (historic) | Journey purpose of driver        | Generic make model            | Driver distance banding                                | Collision severity |
|---|--------------------------------------|----------------------------------|-------------------------------|--------------------------------------------------------|--------------------|
| 1 | Data missing or out of range         | Not known or not requested       | FORD FIESTA                   | Collision occurred within 5km of drivers home postcode | Serious            |
| 2 | Not known                            | Not known or not requested       | NISSAN JUKE                   | Data missing or out of range                           | Slight             |
| 3 | Data missing or out of range         | Not known or not requested       | VOLKSWAGEN CADDY              | Data missing or out of range                           | Serious            |
| 4 | Data missing or out of range         | Not known or not requested       | LAND ROVER RANGE ROVER EVOQUE | Collision occurred within 5km of drivers home postcode | Slight             |
| 5 | Data missing or out of range         | Education and educational escort | TOYOTA YARIS                  | Collision occurred within 5km of drivers home postcode | Slight             |
| 6 | Not known                            | Not known or not requested       | -1                            | Data missing or out of range                           | Slight             |

Casualties 2021 - 2025 | Total count: 3

| # | Collision index | Collision year | Collision reference |
|---|-----------------|----------------|---------------------|
| 1 | 2022061162713   | 2022           | 061162713           |
| 2 | 2024061424403   | 2024           | 061424403           |
| 3 | 2024061531699   | 2024           | 061531699           |

| # | Vehicle reference | Casualty reference | Casualty class  |
|---|-------------------|--------------------|-----------------|
| 1 | 2                 | 1                  | Driver or rider |
| 2 | 1                 | 1                  | Driver or rider |
| 3 | 1                 | 1                  | Driver or rider |

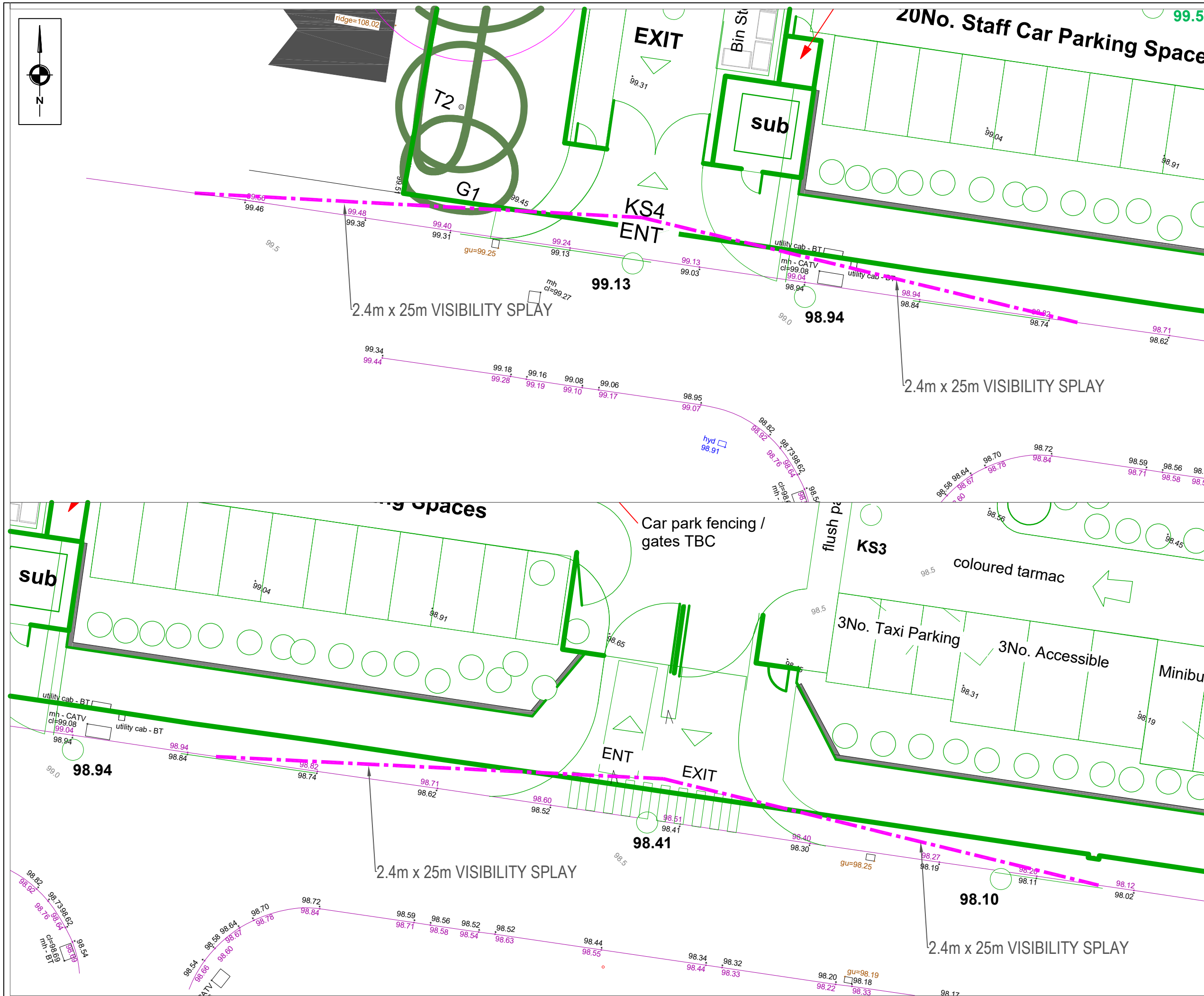
| # | Casualty severity | Pedestrian location | Pedestrian movement |
|---|-------------------|---------------------|---------------------|
| 1 | Slight            | Not a Pedestrian    | Not a Pedestrian    |
| 2 | Serious           | Not a Pedestrian    | Not a Pedestrian    |
| 3 | Slight            | Not a Pedestrian    | Not a Pedestrian    |

| # | Car passenger     | Bus or coach passenger       | Casualty type |
|---|-------------------|------------------------------|---------------|
| 1 | Not car passenger | Not a bus or coach passenger | Car occupant  |
| 2 | Not car passenger | Not a bus or coach passenger | Car occupant  |
| 3 | Not car passenger | Not a bus or coach passenger | Car occupant  |

| # | Enhanced casualty severity | Casualty injury based          | Casualty adjusted severity serious | Casualty adjusted severity slight | Casualty distance banding                                 |
|---|----------------------------|--------------------------------|------------------------------------|-----------------------------------|-----------------------------------------------------------|
| 1 | Slight                     | Based on Injury code reporting | 0.000000                           | 1.000000                          | Data missing or out of range                              |
| 2 | Less Serious               | Based on Injury code reporting | 1.000000                           | 0.000000                          | Collision occurred within 5km of casualties home postcode |
| 3 | Slight                     | Based on Injury code reporting | 0.000000                           | 1.000000                          | Collision occurred within 5km of casualties home postcode |

**S|C|P**

## **APPENDIX D**



|                                                                                                                                                            |             |            |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------|------|
| NOTES                                                                                                                                                      |             |            |      |
|                                                                                                                                                            |             |            |      |
| -                                                                                                                                                          | -           | -          | -    |
| REV                                                                                                                                                        | DESCRIPTION | DATE       | BY   |
| REVISIONS                                                                                                                                                  |             |            |      |
| <div><div>SCP</div><div>an RSK company</div><div>Office of Origin: Manchester Tel: 0161 832 4400<br/>www.scptransport.co.uk - www.rskgroup.com</div></div> |             |            |      |
| Client Name:                                                                                                                                               |             |            |      |
| BURY COUNCIL                                                                                                                                               |             |            |      |
| Project Title:                                                                                                                                             |             |            |      |
| ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY                                                                                                               |             |            |      |
| Drawing Title:                                                                                                                                             |             |            |      |
| VISIBILITY SPLAYS                                                                                                                                          |             |            |      |
| Drawn By:                                                                                                                                                  |             | Date:      |      |
| AM                                                                                                                                                         |             | 24.09.2026 |      |
| Checked:                                                                                                                                                   |             | Scale@A3:  |      |
| MD                                                                                                                                                         |             | A3 @ 1:200 |      |
| Approved:                                                                                                                                                  |             | Status:    |      |
| MD                                                                                                                                                         |             | -          |      |
| Drawing No.                                                                                                                                                |             |            | Rev. |
| SCP/260351/D01                                                                                                                                             |             |            | -    |

**S|C|P**

**APPENDIX E**





**S|C|P**

## **APPENDIX F**

| Junctions 11                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |  |
| Version: 11.1.0.2307<br>© Copyright TRL Software Limited, 2024                                                                                                   |  |  |  |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL Software:<br>+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:** Milton Road\_ Site Access.j11

**Path:** C:\Users\Abbie.Moore.RSKHELSEBY\RSK Group\SCP Job Library 2026 - Documents\260351 - Milton Road, Radcliffe, Bury\03 Data\Traffic modelling\Modelling\Milton Road\_ Site Access

**Report generation date:** 07/10/2026 15:44:37

»D3 - 2031 | Assessment | AM

»D4 - 2031 | Assessment | PM

### Summary of junction performance

|             | AM                |             |           |      |     | PM     |             |           |      |     |
|-------------|-------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|             | Set ID            | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS |
|             | 2031 - Assessment |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D3                | 0.2         | 7.04      | 0.13 | A   | D4     | 0.2         | 7.55      | 0.18 | A   |
| Stream C-AB |                   | 0.1         | 6.30      | 0.06 | A   |        | 0.1         | 6.04      | 0.05 | A   |

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

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

## File summary

### File Description

|             |                          |
|-------------|--------------------------|
| Title       | Milton Road/ Site Access |
| Location    |                          |
| Site number |                          |
| Date        | 15/09/2026               |
| Version     |                          |
| Status      | (new file)               |
| Identifier  |                          |
| Client      |                          |
| Jobnumber   |                          |
| Enumerator  | RSKHELSEBY\abbie.moore   |
| Description |                          |

## Units

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

## Analysis Options

| PICADY short flare model | Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | 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 |
|----|------|------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2031 | Assessment | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |
| D4 | 2031 | Assessment | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

## Analysis Set Details

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

# D3 - 2031 | Assessment | AM

## Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name                     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|--------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Milton 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           |

## Arms

### Arms

| Arm | Name             | Description | Arm type |
|-----|------------------|-------------|----------|
| A   | Milton Road West |             | Major    |
| B   | Main Site Access |             | Minor    |
| C   | Milton Road East |             | 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   | 7.20                     |                            |                        | 75.0                          | ✓       | 0.00                 |

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

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----|----------------|----------------|------------------------|-------------------------|
| B   | One lane       | 3.60           | 32                     | 64                      |

## 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    | 551                | 0.095         | 0.240         | 0.151         | 0.343         |
| B-C    | 704                | 0.102         | 0.259         | -             | -             |
| C-B    | 617                | 0.227         | 0.227         | -             | -             |

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 |
|----|------|------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2031 | Assessment | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 142                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 72                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 63                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |    |
|------|----|----|----|----|
|      |    | A  | B  | C  |
| From | A  | 0  | 65 | 77 |
|      | B  | 31 | 0  | 41 |
|      | C  | 33 | 30 | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|  | To |   |   |   |
|--|----|---|---|---|
|  |    | A | B | C |
|  | A  | 0 | 0 | 0 |
|  | B  | 0 | 0 | 0 |
|  | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.13    | 7.04          | 0.2             | A       | 66                      | 99                            |
| C-AB   | 0.06    | 6.30          | 0.1             | A       | 29                      | 44                            |
| C-A    |         |               |                 |         | 29                      | 43                            |
| A-B    |         |               |                 |         | 60                      | 89                            |
| A-C    |         |               |                 |         | 71                      | 106                           |

### Main Results for each time segment

#### 07:15 - 07:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 54                    | 14                      | 0.00                       | 603               | 0.090 | 54                  | 0.0               | 0.1             | 6.556     | A                             |
| C-AB   | 24                    | 6                       | 0.00                       | 610               | 0.039 | 23                  | 0.0               | 0.0             | 6.137     | A                             |
| C-A    | 24                    | 6                       | 0.00                       |                   |       | 24                  |                   |                 |           |                               |
| A-B    | 49                    | 12                      | 0.00                       |                   |       | 49                  |                   |                 |           |                               |
| A-C    | 58                    | 14                      | 0.00                       |                   |       | 58                  |                   |                 |           |                               |

**07:30 - 07:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 65                    | 16                      | 0.00                       | 597               | 0.108 | 65                  | 0.1               | 0.1             | 6.756     | A                             |
| C-AB   | 28                    | 7                       | 0.00                       | 608               | 0.047 | 28                  | 0.0               | 0.1             | 6.205     | A                             |
| C-A    | 28                    | 7                       | 0.00                       |                   |       | 28                  |                   |                 |           |                               |
| A-B    | 58                    | 15                      | 0.00                       |                   |       | 58                  |                   |                 |           |                               |
| A-C    | 69                    | 17                      | 0.00                       |                   |       | 69                  |                   |                 |           |                               |

**07:45 - 08:00**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 79                    | 20                      | 0.00                       | 590               | 0.134 | 79                  | 0.1               | 0.2             | 7.039     | A                             |
| C-AB   | 35                    | 9                       | 0.00                       | 607               | 0.058 | 35                  | 0.1               | 0.1             | 6.299     | A                             |
| C-A    | 34                    | 9                       | 0.00                       |                   |       | 34                  |                   |                 |           |                               |
| A-B    | 72                    | 18                      | 0.00                       |                   |       | 72                  |                   |                 |           |                               |
| A-C    | 85                    | 21                      | 0.00                       |                   |       | 85                  |                   |                 |           |                               |

**08:00 - 08:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 79                    | 20                      | 0.00                       | 590               | 0.134 | 79                  | 0.2               | 0.2             | 7.042     | A                             |
| C-AB   | 35                    | 9                       | 0.00                       | 607               | 0.058 | 35                  | 0.1               | 0.1             | 6.302     | A                             |
| C-A    | 34                    | 9                       | 0.00                       |                   |       | 34                  |                   |                 |           |                               |
| A-B    | 72                    | 18                      | 0.00                       |                   |       | 72                  |                   |                 |           |                               |
| A-C    | 85                    | 21                      | 0.00                       |                   |       | 85                  |                   |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 65                    | 16                      | 0.00                       | 597               | 0.108 | 65                  | 0.2               | 0.1             | 6.762     | A                             |
| C-AB   | 28                    | 7                       | 0.00                       | 608               | 0.047 | 28                  | 0.1               | 0.1             | 6.209     | A                             |
| C-A    | 28                    | 7                       | 0.00                       |                   |       | 28                  |                   |                 |           |                               |
| A-B    | 58                    | 15                      | 0.00                       |                   |       | 58                  |                   |                 |           |                               |
| A-C    | 69                    | 17                      | 0.00                       |                   |       | 69                  |                   |                 |           |                               |

08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 54                    | 14                      | 0.00                       | 603               | 0.090 | 54                  | 0.1               | 0.1             | 6.566     | A                             |
| C-AB   | 24                    | 6                       | 0.00                       | 610               | 0.039 | 24                  | 0.1               | 0.0             | 6.143     | A                             |
| C-A    | 24                    | 6                       | 0.00                       |                   |       | 24                  |                   |                 |           |                               |
| A-B    | 49                    | 12                      | 0.00                       |                   |       | 49                  |                   |                 |           |                               |
| A-C    | 58                    | 14                      | 0.00                       |                   |       | 58                  |                   |                 |           |                               |

# D4 - 2031 | Assessment | PM

## Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name                     | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|--------------------------|---------------|-----------------|-----------------|-----------------|-----------------------|--------------------|--------------|
| 1        | Milton Road/ Site Access | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 3.38               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 3.38              | A           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario   | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|------|------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2031 | Assessment | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 94                      | 100.000            |
| B   |            | ONE HOUR     | ✓            | 95                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 77                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |    |
|------|----|----|----|----|
|      |    | A  | B  | C  |
| From | A  | 0  | 44 | 50 |
|      | B  | 51 | 0  | 44 |
|      | C  | 49 | 28 | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.18    | 7.55          | 0.2             | A       | 87                      | 131                           |
| C-AB   | 0.05    | 6.04          | 0.1             | A       | 28                      | 42                            |
| C-A    |         |               |                 |         | 43                      | 64                            |
| A-B    |         |               |                 |         | 40                      | 61                            |
| A-C    |         |               |                 |         | 46                      | 69                            |

## Main Results for each time segment

### 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-AC   | 72                    | 18                      | 0.00                       | 591               | 0.121 | 71                  | 0.0               | 0.1             | 6.913     | A                             |
| C-AB   | 22                    | 6                       | 0.00                       | 626               | 0.036 | 22                  | 0.0               | 0.0             | 5.962     | A                             |
| C-A    | 36                    | 9                       | 0.00                       |                   |       | 36                  |                   |                 |           |                               |
| A-B    | 33                    | 8                       | 0.00                       |                   |       | 33                  |                   |                 |           |                               |
| A-C    | 38                    | 9                       | 0.00                       |                   |       | 38                  |                   |                 |           |                               |

### 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-AC   | 85                    | 21                      | 0.00                       | 587               | 0.146 | 85                  | 0.1               | 0.2             | 7.173     | A                             |
| C-AB   | 27                    | 7                       | 0.00                       | 628               | 0.043 | 27                  | 0.0               | 0.1             | 5.993     | A                             |
| C-A    | 42                    | 11                      | 0.00                       |                   |       | 42                  |                   |                 |           |                               |
| A-B    | 40                    | 10                      | 0.00                       |                   |       | 40                  |                   |                 |           |                               |
| A-C    | 45                    | 11                      | 0.00                       |                   |       | 45                  |                   |                 |           |                               |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 105                   | 26                      | 0.00                       | 581               | 0.180 | 104                 | 0.2               | 0.2             | 7.546     | A                             |
| C-AB   | 34                    | 8                       | 0.00                       | 630               | 0.054 | 34                  | 0.1               | 0.1             | 6.035     | A                             |
| C-A    | 51                    | 13                      | 0.00                       |                   |       | 51                  |                   |                 |           |                               |
| A-B    | 48                    | 12                      | 0.00                       |                   |       | 48                  |                   |                 |           |                               |
| A-C    | 55                    | 14                      | 0.00                       |                   |       | 55                  |                   |                 |           |                               |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 105                   | 26                      | 0.00                       | 581               | 0.180 | 105                 | 0.2               | 0.2             | 7.552     | A                             |
| C-AB   | 34                    | 8                       | 0.00                       | 630               | 0.054 | 34                  | 0.1               | 0.1             | 6.036     | A                             |
| C-A    | 51                    | 13                      | 0.00                       |                   |       | 51                  |                   |                 |           |                               |
| A-B    | 48                    | 12                      | 0.00                       |                   |       | 48                  |                   |                 |           |                               |
| A-C    | 55                    | 14                      | 0.00                       |                   |       | 55                  |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 85                    | 21                      | 0.00                       | 587               | 0.146 | 86                  | 0.2               | 0.2             | 7.185     | A                             |
| C-AB   | 27                    | 7                       | 0.00                       | 628               | 0.043 | 27                  | 0.1               | 0.1             | 5.997     | A                             |
| C-A    | 42                    | 11                      | 0.00                       |                   |       | 42                  |                   |                 |           |                               |
| A-B    | 40                    | 10                      | 0.00                       |                   |       | 40                  |                   |                 |           |                               |
| A-C    | 45                    | 11                      | 0.00                       |                   |       | 45                  |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 72                    | 18                      | 0.00                       | 591               | 0.121 | 72                  | 0.2               | 0.1             | 6.933     | A                             |
| C-AB   | 22                    | 6                       | 0.00                       | 626               | 0.036 | 22                  | 0.1               | 0.0             | 5.967     | A                             |
| C-A    | 36                    | 9                       | 0.00                       |                   |       | 36                  |                   |                 |           |                               |
| A-B    | 33                    | 8                       | 0.00                       |                   |       | 33                  |                   |                 |           |                               |
| A-C    | 38                    | 9                       | 0.00                       |                   |       | 38                  |                   |                 |           |                               |

**S|C|P**

## **APPENDIX G**

| Junctions 11                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ARCADY 11 - Roundabout Module                                                                                                                                    |
| Version: 11.1.0.2307<br>© Copyright TRL Software Limited, 2024                                                                                                   |
| For sales and distribution information, program advice and maintenance, contact TRL Software:<br>+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:** Stopes Road\_ Countess Lane\_ Bolton Ro - Staff AM.j11

**Path:** C:\Users\Abbie.Moore.RSKHELSEBY\RSK Group\SCP Job Library 2026 - Documents\260351 - Milton Road, Radcliffe, Bury\03 Data\Traffic modelling\Modelling\Stopes Road\_ Countess Lane\_ Bolton Road\_ Milton Road

**Report generation date:** 14/10/2026 11:49:08

»D1 - 2031 | BASE | AM

»D3 - 2031 | Assessment | AM

»D5 - 2026 | BASE | AM

## Summary of junction performance

|       | AM                |             |           |      |     |
|-------|-------------------|-------------|-----------|------|-----|
|       | Set ID            | Queue (PCU) | Delay (s) | RFC  | LOS |
|       | 2031 - BASE       |             |           |      |     |
| Arm 1 | D1                | 3.3         | 22.09     | 0.78 | C   |
| Arm 2 |                   | 1.7         | 11.39     | 0.64 | B   |
| Arm 3 |                   | 9.0         | 62.21     | 0.93 | F   |
| Arm 4 |                   | 0.4         | 22.73     | 0.29 | C   |
|       | 2031 - Assessment |             |           |      |     |
| Arm 1 | D3                | 3.4         | 22.37     | 0.78 | C   |
| Arm 2 |                   | 2.0         | 12.51     | 0.67 | B   |
| Arm 3 |                   | 11.7        | 79.52     | 0.96 | F   |
| Arm 4 |                   | 0.4         | 22.36     | 0.29 | C   |
|       | 2026 - BASE       |             |           |      |     |
| Arm 1 | D5                | 2.6         | 17.89     | 0.73 | C   |
| Arm 2 |                   | 1.5         | 10.13     | 0.60 | B   |
| Arm 3 |                   | 5.3         | 38.90     | 0.86 | E   |
| Arm 4 |                   | 0.3         | 19.00     | 0.25 | C   |

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

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

## File summary

### File Description

|             |                                                      |
|-------------|------------------------------------------------------|
| Title       |                                                      |
| Location    | Stopes Road_ Countess Lane_ Bolton Road_ Milton Road |
| Site number |                                                      |
| Date        | 15/09/2026                                           |
| Version     |                                                      |
| Status      | (new file)                                           |
| Identifier  |                                                      |
| Client      |                                                      |
| Jobnumber   |                                                      |
| Enumerator  | RSKHELBY\abbie.moore                                 |
| Description |                                                      |

## Units

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

## Analysis Options

| Mini-roundabout 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 9           | 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 | 2031 | BASE       | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |
| D3 | 2031 | Assessment | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |
| D5 | 2026 | BASE       | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |

## Analysis Set Details

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

# D1 - 2031 | BASE | AM

## Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name                                                 | Junction type   | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------------------------------|-----------------|-----------------------|------------|--------------------|--------------|
| 1        | Stopes Road_ Countess Lane_ Bolton Road_ Milton Road | Mini-roundabout |                       | 1, 2, 3, 4 | 31.49              | D            |

### Junction Network

| Driving side | Lighting       | Road surface   | In London | Network delay (s) | Network LOS |
|--------------|----------------|----------------|-----------|-------------------|-------------|
| Left         | Normal/unknown | Normal/unknown |           | 31.49             | D           |

## Arms

### Arms

| Arm | Name              | Description |
|-----|-------------------|-------------|
| 1   | Bolton Road South |             |
| 2   | Stopes Road       |             |
| 3   | Countess Lane     |             |
| 4   | Milton Road       |             |

### Mini Roundabout Geometry

| Arm | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-----|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1   | 3.76                         | 3.71                                 | 3.87            | 0.9                        | 15.47                    | 12.59                               | 0.0                   |                       |
| 2   | 5.17                         | 4.38                                 | 8.02            | 2.4                        | 14.17                    | 9.11                                | 0.0                   |                       |
| 3   | 3.00                         | 3.00                                 | 3.00            | 0.0                        | 13.51                    | 10.25                               | 0.0                   |                       |
| 4   | 4.24                         | 3.01                                 | 4.87            | 1.9                        | 11.49                    | 6.87                                | 0.0                   |                       |

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|-----|-------------|--------------------------|
| 1   | 0.628       | 900                      |
| 2   | 0.668       | 1048                     |
| 3   | 0.592       | 842                      |
| 4   | 0.608       | 760                      |

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

## 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 | 2031 | BASE     | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1   |            | ONE HOUR     | ✓            | 512                     | 100.000            |
| 2   |            | ONE HOUR     | ✓            | 506                     | 100.000            |
| 3   |            | ONE HOUR     | ✓            | 505                     | 100.000            |
| 4   |            | ONE HOUR     | ✓            | 60                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |     |     |    |
|------|----|-----|-----|-----|----|
|      |    | 1   | 2   | 3   | 4  |
| From | 1  | 0   | 289 | 217 | 6  |
|      | 2  | 307 | 0   | 139 | 60 |
|      | 3  | 291 | 208 | 0   | 6  |
|      | 4  | 12  | 33  | 15  | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |   |
|------|----|---|---|---|---|
|      | 1  | 2 | 3 | 4 |   |
| From | 1  | 0 | 0 | 0 | 0 |
|      | 2  | 0 | 0 | 0 | 0 |
|      | 3  | 0 | 0 | 0 | 0 |
|      | 4  | 0 | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1   | 0.78    | 22.09         | 3.3             | C       | 470                     | 705                           |
| 2   | 0.64    | 11.39         | 1.7             | B       | 464                     | 696                           |
| 3   | 0.93    | 62.21         | 9.0             | F       | 463                     | 695                           |
| 4   | 0.29    | 22.73         | 0.4             | C       | 55                      | 83                            |

### Main Results for each time segment

#### 07:15 - 07:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 385                   | 96                      | 190                       | 780               | 0.494 | 382                 | 455                             | 0.0               | 1.0             | 8.953     | A                             |
| 2   | 381                   | 95                      | 177                       | 929               | 0.410 | 378                 | 395                             | 0.0               | 0.7             | 6.502     | A                             |
| 3   | 380                   | 95                      | 279                       | 676               | 0.562 | 375                 | 277                             | 0.0               | 1.2             | 11.767    | B                             |
| 4   | 45                    | 11                      | 600                       | 395               | 0.114 | 45                  | 54                              | 0.0               | 0.1             | 10.264    | B                             |

### 07:30 - 07:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 460                   | 115                     | 228                       | 756               | 0.609 | 458                 | 545                             | 1.0               | 1.5             | 11.985    | B                             |
| 2   | 455                   | 114                     | 213                       | 905               | 0.502 | 454                 | 473                             | 0.7               | 1.0             | 7.946     | A                             |
| 3   | 454                   | 113                     | 334                       | 643               | 0.706 | 450                 | 332                             | 1.2               | 2.2             | 18.220    | C                             |
| 4   | 54                    | 13                      | 720                       | 322               | 0.167 | 54                  | 65                              | 0.1               | 0.2             | 13.393    | B                             |

### 07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 564                   | 141                     | 273                       | 728               | 0.774 | 557                 | 658                             | 1.5               | 3.1             | 20.307    | C                             |
| 2   | 557                   | 139                     | 259                       | 875               | 0.637 | 554                 | 571                             | 1.0               | 1.7             | 11.138    | B                             |
| 3   | 556                   | 139                     | 409                       | 600               | 0.927 | 535                 | 405                             | 2.2               | 7.4             | 45.811    | E                             |
| 4   | 66                    | 17                      | 865                       | 234               | 0.283 | 65                  | 79                              | 0.2               | 0.4             | 21.275    | C                             |

### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 564                   | 141                     | 279                       | 724               | 0.778 | 563                 | 668                             | 3.1               | 3.3             | 22.091    | C                             |
| 2   | 557                   | 139                     | 262                       | 873               | 0.638 | 557                 | 580                             | 1.7               | 1.7             | 11.385    | B                             |
| 3   | 556                   | 139                     | 411                       | 598               | 0.929 | 550                 | 408                             | 7.4               | 9.0             | 62.214    | F                             |
| 4   | 66                    | 17                      | 881                       | 224               | 0.295 | 66                  | 79                              | 0.4               | 0.4             | 22.728    | C                             |

### 08:15 - 08:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 460                   | 115                     | 241                       | 748               | 0.615 | 467                 | 565                             | 3.3               | 1.7             | 13.091    | B                             |
| 2   | 455                   | 114                     | 217                       | 903               | 0.504 | 458                 | 491                             | 1.7               | 1.0             | 8.141     | A                             |
| 3   | 454                   | 113                     | 337                       | 642               | 0.707 | 479                 | 337                             | 9.0               | 2.6             | 25.049    | D                             |
| 4   | 54                    | 13                      | 751                       | 303               | 0.178 | 55                  | 65                              | 0.4               | 0.2             | 14.541    | B                             |

### 08:30 - 08:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 385                   | 96                      | 195                       | 777               | 0.496 | 388                 | 463                             | 1.7               | 1.0             | 9.317     | A                             |
| 2   | 381                   | 95                      | 180                       | 927               | 0.411 | 382                 | 403                             | 1.0               | 0.7             | 6.624     | A                             |
| 3   | 380                   | 95                      | 282                       | 675               | 0.564 | 385                 | 281                             | 2.6               | 1.3             | 12.647    | B                             |
| 4   | 45                    | 11                      | 613                       | 387               | 0.117 | 46                  | 54                              | 0.2               | 0.1             | 10.540    | B                             |

## D3 - 2031 | Assessment | AM

### Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name                                                 | Junction type   | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------------------------------|-----------------|-----------------------|------------|--------------------|--------------|
| 1        | Stopes Road_ Countess Lane_ Bolton Road_ Milton Road | Mini-roundabout |                       | 1, 2, 3, 4 | 37.10              | E            |

### Junction Network

| Driving side | Lighting       | Road surface   | In London | Network delay (s) | Network LOS |
|--------------|----------------|----------------|-----------|-------------------|-------------|
| Left         | Normal/unknown | Normal/unknown |           | 37.10             | E           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario   | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|------|------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D3 | 2031 | Assessment | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1   |            | ONE HOUR     | ✓            | 515                     | 100.000            |
| 2   |            | ONE HOUR     | ✓            | 530                     | 100.000            |
| 3   |            | ONE HOUR     | ✓            | 507                     | 100.000            |
| 4   |            | ONE HOUR     | ✓            | 60                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |     |     |    |
|------|----|-----|-----|-----|----|
|      |    | 1   | 2   | 3   | 4  |
| From | 1  | 0   | 289 | 217 | 9  |
|      | 2  | 307 | 0   | 139 | 84 |
|      | 3  | 291 | 208 | 0   | 8  |
|      | 4  | 12  | 33  | 15  | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |   |
|------|----|---|---|---|---|
|      |    | 1 | 2 | 3 | 4 |
| From | 1  | 0 | 0 | 0 | 0 |
|      | 2  | 0 | 0 | 0 | 0 |
|      | 3  | 0 | 0 | 0 | 0 |
|      | 4  | 0 | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1   | 0.78    | 22.37         | 3.4             | C       | 473                     | 709                           |
| 2   | 0.67    | 12.51         | 2.0             | B       | 486                     | 730                           |
| 3   | 0.96    | 79.52         | 11.7            | F       | 465                     | 698                           |
| 4   | 0.29    | 22.36         | 0.4             | C       | 55                      | 83                            |

## Main Results for each time segment

### 07:15 - 07:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 388                   | 97                      | 190                       | 780               | 0.497 | 384                 | 454                             | 0.0               | 1.0             | 9.000     | A                             |
| 2   | 399                   | 100                     | 180                       | 928               | 0.430 | 396                 | 394                             | 0.0               | 0.7             | 6.734     | A                             |
| 3   | 382                   | 95                      | 299                       | 665               | 0.574 | 376                 | 277                             | 0.0               | 1.3             | 12.287    | B                             |
| 4   | 45                    | 11                      | 600                       | 395               | 0.114 | 45                  | 75                              | 0.0               | 0.1             | 10.259    | B                             |

### 07:30 - 07:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 463                   | 116                     | 228                       | 756               | 0.612 | 461                 | 545                             | 1.0               | 1.5             | 12.084    | B                             |
| 2   | 476                   | 119                     | 216                       | 904               | 0.527 | 475                 | 473                             | 0.7               | 1.1             | 8.373     | A                             |
| 3   | 456                   | 114                     | 359                       | 629               | 0.724 | 451                 | 332                             | 1.3               | 2.4             | 19.723    | C                             |
| 4   | 54                    | 13                      | 719                       | 323               | 0.167 | 54                  | 90                              | 0.1               | 0.2             | 13.375    | B                             |

### 07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 567                   | 142                     | 270                       | 730               | 0.777 | 560                 | 654                             | 1.5               | 3.2             | 20.496    | C                             |
| 2   | 584                   | 146                     | 262                       | 872               | 0.669 | 580                 | 569                             | 1.1               | 1.9             | 12.172    | B                             |
| 3   | 558                   | 140                     | 438                       | 582               | 0.959 | 532                 | 405                             | 2.4               | 9.0             | 54.128    | F                             |
| 4   | 66                    | 17                      | 859                       | 237               | 0.278 | 65                  | 110                             | 0.2               | 0.4             | 20.846    | C                             |

### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 567                   | 142                     | 277                       | 725               | 0.782 | 566                 | 665                             | 3.2               | 3.4             | 22.371    | C                             |
| 2   | 584                   | 146                     | 265                       | 871               | 0.670 | 583                 | 579                             | 1.9               | 2.0             | 12.510    | B                             |
| 3   | 558                   | 140                     | 440                       | 581               | 0.961 | 548                 | 408                             | 9.0               | 11.7            | 79.518    | F                             |
| 4   | 66                    | 17                      | 877                       | 227               | 0.291 | 66                  | 111                             | 0.4               | 0.4             | 22.355    | C                             |

**08:15 - 08:30**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 463                   | 116                     | 245                       | 746               | 0.621 | 470                 | 571                             | 3.4               | 1.7             | 13.348    | B                             |
| 2   | 476                   | 119                     | 220                       | 901               | 0.529 | 480                 | 495                             | 2.0               | 1.1             | 8.619     | A                             |
| 3   | 456                   | 114                     | 362                       | 627               | 0.727 | 491                 | 337                             | 11.7              | 2.9             | 31.679    | D                             |
| 4   | 54                    | 13                      | 761                       | 297               | 0.182 | 55                  | 92                              | 0.4               | 0.2             | 14.890    | B                             |

**08:30 - 08:45**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 388                   | 97                      | 195                       | 777               | 0.499 | 390                 | 464                             | 1.7               | 1.0             | 9.384     | A                             |
| 2   | 399                   | 100                     | 183                       | 926               | 0.431 | 401                 | 403                             | 1.1               | 0.8             | 6.877     | A                             |
| 3   | 382                   | 95                      | 302                       | 662               | 0.576 | 388                 | 281                             | 2.9               | 1.4             | 13.373    | B                             |
| 4   | 45                    | 11                      | 614                       | 387               | 0.117 | 46                  | 76                              | 0.2               | 0.1             | 10.562    | B                             |

## D5 - 2026 | BASE | AM

### Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name                                                 | Junction type   | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------------------------------|-----------------|-----------------------|------------|--------------------|--------------|
| 1        | Stopes Road_ Countess Lane_ Bolton Road_ Milton Road | Mini-roundabout |                       | 1, 2, 3, 4 | 22.15              | C            |

### Junction Network

| Driving side | Lighting       | Road surface   | In London | Network delay (s) | Network LOS |
|--------------|----------------|----------------|-----------|-------------------|-------------|
| Left         | Normal/unknown | Normal/unknown |           | 22.15             | C           |

## 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 | 2026 | BASE     | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1   |            | ONE HOUR     | ✓            | 484                     | 100.000            |
| 2   |            | ONE HOUR     | ✓            | 479                     | 100.000            |
| 3   |            | ONE HOUR     | ✓            | 477                     | 100.000            |
| 4   |            | ONE HOUR     | ✓            | 56                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |     |     |    |
|------|----|-----|-----|-----|----|
|      |    | 1   | 2   | 3   | 4  |
| From | 1  | 0   | 273 | 205 | 6  |
|      | 2  | 290 | 0   | 132 | 57 |
|      | 3  | 275 | 197 | 0   | 5  |
|      | 4  | 11  | 31  | 14  | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |   |
|------|----|---|---|---|---|
|      |    | 1 | 2 | 3 | 4 |
| From | 1  | 0 | 0 | 0 | 0 |
|      | 2  | 0 | 0 | 0 | 0 |
|      | 3  | 0 | 0 | 0 | 0 |
|      | 4  | 0 | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1   | 0.73    | 17.89         | 2.6             | C       | 444                     | 666                           |
| 2   | 0.60    | 10.13         | 1.5             | B       | 440                     | 659                           |
| 3   | 0.86    | 38.90         | 5.3             | E       | 438                     | 657                           |
| 4   | 0.25    | 19.00         | 0.3             | C       | 51                      | 77                            |

## Main Results for each time segment

### 07:15 - 07:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 364                   | 91                      | 180                       | 786               | 0.463 | 361                 | 430                             | 0.0               | 0.8             | 8.397     | A                             |
| 2   | 361                   | 90                      | 168                       | 936               | 0.385 | 358                 | 373                             | 0.0               | 0.6             | 6.209     | A                             |
| 3   | 359                   | 90                      | 264                       | 685               | 0.524 | 355                 | 262                             | 0.0               | 1.1             | 10.762    | B                             |
| 4   | 42                    | 11                      | 568                       | 415               | 0.102 | 42                  | 51                              | 0.0               | 0.1             | 9.644     | A                             |

### 07:30 - 07:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 435                   | 109                     | 216                       | 764               | 0.570 | 433                 | 515                             | 0.8               | 1.3             | 10.834    | B                             |
| 2   | 431                   | 108                     | 201                       | 913               | 0.472 | 430                 | 448                             | 0.6               | 0.9             | 7.428     | A                             |
| 3   | 429                   | 107                     | 317                       | 654               | 0.656 | 426                 | 314                             | 1.1               | 1.8             | 15.566    | C                             |
| 4   | 50                    | 13                      | 681                       | 346               | 0.146 | 50                  | 61                              | 0.1               | 0.2             | 12.177    | B                             |

### 07:45 - 08:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 533                   | 133                     | 261                       | 736               | 0.724 | 528                 | 626                             | 1.3               | 2.5             | 16.972    | C                             |
| 2   | 527                   | 132                     | 246                       | 884               | 0.597 | 525                 | 544                             | 0.9               | 1.4             | 9.978     | A                             |
| 3   | 525                   | 131                     | 387                       | 612               | 0.858 | 513                 | 384                             | 1.8               | 4.8             | 32.909    | D                             |
| 4   | 62                    | 15                      | 826                       | 258               | 0.239 | 61                  | 74                              | 0.2               | 0.3             | 18.247    | C                             |

### 08:00 - 08:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 533                   | 133                     | 266                       | 733               | 0.727 | 532                 | 633                             | 2.5               | 2.6             | 17.890    | C                             |
| 2   | 527                   | 132                     | 248                       | 882               | 0.598 | 527                 | 551                             | 1.4               | 1.5             | 10.135    | B                             |
| 3   | 525                   | 131                     | 389                       | 611               | 0.859 | 523                 | 386                             | 4.8               | 5.3             | 38.895    | E                             |
| 4   | 62                    | 15                      | 837                       | 251               | 0.246 | 62                  | 75                              | 0.3               | 0.3             | 18.999    | C                             |

**08:15 - 08:30**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 435                   | 109                     | 223                       | 759               | 0.573 | 440                 | 527                             | 2.6               | 1.4             | 11.433    | B                             |
| 2   | 431                   | 108                     | 204                       | 911               | 0.473 | 433                 | 459                             | 1.5               | 0.9             | 7.564     | A                             |
| 3   | 429                   | 107                     | 319                       | 653               | 0.657 | 442                 | 318                             | 5.3               | 2.0             | 18.051    | C                             |
| 4   | 50                    | 13                      | 699                       | 335               | 0.150 | 51                  | 62                              | 0.3               | 0.2             | 12.715    | B                             |

**08:30 - 08:45**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 364                   | 91                      | 184                       | 784               | 0.465 | 366                 | 436                             | 1.4               | 0.9             | 8.660     | A                             |
| 2   | 361                   | 90                      | 170                       | 934               | 0.386 | 362                 | 380                             | 0.9               | 0.6             | 6.306     | A                             |
| 3   | 359                   | 90                      | 267                       | 684               | 0.525 | 363                 | 265                             | 2.0               | 1.1             | 11.332    | B                             |
| 4   | 42                    | 11                      | 578                       | 409               | 0.103 | 42                  | 51                              | 0.2               | 0.1             | 9.841     | A                             |

| Junctions 11                                                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ARCADY 11 - Roundabout Module                                                                                                                                    |
| Version: 11.1.0.2307<br>© Copyright TRL Software Limited, 2024                                                                                                   |
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| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |

**Filename:** Stopes,Countess,Bolton,PM Adjust adjust all arms.j11

**Path:** C:\Users\Abbie.Moore.RSKHELSEBY\RSK Group\SCP Job Library 2026 - Documents\260351 - Milton Road, Radcliffe, Bury\03 Data\Traffic modelling\Modelling\Stopes Road\_ Countess Lane\_ Bolton Road\_ Milton Road

**Report generation date:** 14/10/2026 11:29:37

- 
- »D2 - 2026 | Base | PM
  - »D4 - 2031 | Base | PM
  - »D6 - 2031 | Assessment | PM

## Summary of junction performance

|       | PM                |             |           |      |     |
|-------|-------------------|-------------|-----------|------|-----|
|       | Set ID            | Queue (PCU) | Delay (s) | RFC  | LOS |
|       | 2026 - Base       |             |           |      |     |
| Arm 1 | D2                | 9.7         | 43.29     | 0.93 | E   |
| Arm 2 |                   | 8.2         | 52.25     | 0.92 | F   |
| Arm 3 |                   | 5.1         | 45.95     | 0.86 | E   |
| Arm 4 |                   | 0.2         | 13.74     | 0.19 | B   |
|       | 2031 - Base       |             |           |      |     |
| Arm 1 | D4                | 18.9        | 75.64     | 0.99 | F   |
| Arm 2 |                   | 15.6        | 89.64     | 0.99 | F   |
| Arm 3 |                   | 8.1         | 69.14     | 0.93 | F   |
| Arm 4 |                   | 0.3         | 15.07     | 0.21 | C   |
|       | 2031 - Assessment |             |           |      |     |
| Arm 1 | D6                | 21.7        | 85.35     | 1.00 | F   |
| Arm 2 |                   | 15.7        | 90.24     | 0.99 | F   |
| Arm 3 |                   | 8.1         | 69.03     | 0.93 | F   |
| Arm 4 |                   | 0.4         | 16.76     | 0.29 | C   |

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

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

## File summary

### File Description

|             |                                                      |
|-------------|------------------------------------------------------|
| Title       |                                                      |
| Location    | Stopes Road_ Countess Lane_ Bolton Road_ Milton Road |
| Site number |                                                      |
| Date        | 15/09/2026                                           |
| Version     |                                                      |
| Status      | (new file)                                           |
| Identifier  |                                                      |
| Client      |                                                      |
| Jobnumber   |                                                      |
| Enumerator  | RSKHELBY\abbie.moore                                 |
| Description |                                                      |

## Units

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

## Analysis Options

| Mini-roundabout 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 9           | 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 |
|----|------|------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2026 | Base       | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |
| D4 | 2031 | Base       | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |
| D6 | 2031 | Assessment | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

## Analysis Set Details

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

## D2 - 2026 | Base | PM

### Data Errors and Warnings

| Severity | Area            | Item | Description                                                                                                                                                                                                                                 |
|----------|-----------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Mini-roundabout |      | Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 75% of the total flow for the roundabout for one or more time segments] |
| Warning  | Vehicle Mix     |      | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.                                                |

## Junction Network

### Junctions

| Junction | Name                                                 | Junction type   | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------------------------------|-----------------|-----------------------|------------|--------------------|--------------|
| 1        | Stopes Road_ Countess Lane_ Bolton Road_ Milton Road | Mini-roundabout |                       | 1, 2, 3, 4 | 45.75              | E            |

### Junction Network

| Driving side | Lighting       | Road surface   | In London | Network delay (s) | Network LOS |
|--------------|----------------|----------------|-----------|-------------------|-------------|
| Left         | Normal/unknown | Normal/unknown |           | 45.75             | E           |

## Arms

### Arms

| Arm | Name              | Description |
|-----|-------------------|-------------|
| 1   | Bolton Road South |             |
| 2   | Stopes Road       |             |
| 3   | Countess Lane     |             |
| 4   | Milton Road       |             |

### Mini Roundabout Geometry

| Arm | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-----|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| 1   | 3.76                         | 3.71                                 | 3.87            | 0.9                        | 15.47                    | 12.59                               | 0.0                   |                       |
| 2   | 5.17                         | 4.38                                 | 8.02            | 2.4                        | 14.17                    | 9.11                                | 0.0                   |                       |
| 3   | 3.00                         | 3.00                                 | 3.00            | 0.0                        | 13.51                    | 10.25                               | 0.0                   |                       |
| 4   | 4.24                         | 3.01                                 | 4.87            | 1.9                        | 11.49                    | 6.87                                | 0.0                   |                       |

## Slope / Intercept / Capacity

### Arm Intercept Adjustments

| Arm | Type   | Reason | Direct intercept adjustment (PCU/hr) |
|-----|--------|--------|--------------------------------------|
| 1   | Direct |        | 170                                  |
| 2   | Direct |        | -110                                 |
| 3   | Direct |        | -120                                 |
| 4   | Direct |        | 0                                    |

### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|-----|-------------|--------------------------|
| 1   | 0.628       | 1070                     |
| 2   | 0.668       | 938                      |
| 3   | 0.592       | 722                      |
| 4   | 0.608       | 760                      |

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

## 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 | 2026 | Base     | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1   |            | ONE HOUR     | ✓            | 787                     | 100.000            |
| 2   |            | ONE HOUR     | ✓            | 550                     | 100.000            |
| 3   |            | ONE HOUR     | ✓            | 389                     | 100.000            |
| 4   |            | ONE HOUR     | ✓            | 54                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |     |     |    |
|------|----|-----|-----|-----|----|
|      |    | 1   | 2   | 3   | 4  |
| From | 1  | 0   | 413 | 360 | 14 |
|      | 2  | 284 | 0   | 220 | 46 |
|      | 3  | 220 | 156 | 0   | 13 |
|      | 4  | 13  | 35  | 6   | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |   |
|------|----|---|---|---|---|
|      |    | 1 | 2 | 3 | 4 |
| From | 1  | 0 | 0 | 0 | 0 |
|      | 2  | 0 | 0 | 0 | 0 |
|      | 3  | 0 | 0 | 0 | 0 |
|      | 4  | 0 | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1   | 0.93    | 43.29         | 9.7             | E       | 722                     | 1083                          |
| 2   | 0.92    | 52.25         | 8.2             | F       | 505                     | 757                           |
| 3   | 0.86    | 45.95         | 5.1             | E       | 357                     | 535                           |
| 4   | 0.19    | 13.74         | 0.2             | B       | 50                      | 74                            |

## Main Results for each time segment

### 16:15 - 16:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 592                   | 148                     | 146                       | 978               | 0.606 | 586                 | 384                             | 0.0               | 1.5             | 9.071     | A                             |
| 2   | 414                   | 104                     | 283                       | 748               | 0.553 | 409                 | 450                             | 0.0               | 1.2             | 10.469    | B                             |
| 3   | 293                   | 73                      | 256                       | 570               | 0.514 | 289                 | 436                             | 0.0               | 1.0             | 12.629    | B                             |
| 4   | 41                    | 10                      | 490                       | 462               | 0.088 | 40                  | 54                              | 0.0               | 0.1             | 8.536     | A                             |

### 16:30 - 16:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 707                   | 177                     | 176                       | 959               | 0.738 | 703                 | 461                             | 1.5               | 2.7             | 13.791    | B                             |
| 2   | 494                   | 124                     | 339                       | 711               | 0.695 | 491                 | 539                             | 1.2               | 2.2             | 16.053    | C                             |
| 3   | 350                   | 87                      | 307                       | 540               | 0.648 | 347                 | 523                             | 1.0               | 1.7             | 18.376    | C                             |
| 4   | 49                    | 12                      | 589                       | 402               | 0.121 | 48                  | 65                              | 0.1               | 0.1             | 10.177    | B                             |

### 16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 867                   | 217                     | 212                       | 936               | 0.926 | 844                 | 553                             | 2.7               | 8.3             | 33.009    | D                             |
| 2   | 606                   | 151                     | 408                       | 665               | 0.910 | 587                 | 649                             | 2.2               | 6.8             | 39.036    | E                             |
| 3   | 428                   | 107                     | 367                       | 504               | 0.850 | 417                 | 628                             | 1.7               | 4.5             | 37.562    | E                             |
| 4   | 59                    | 15                      | 707                       | 330               | 0.180 | 59                  | 78                              | 0.1               | 0.2             | 13.263    | B                             |

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 867                   | 217                     | 216                       | 934               | 0.928 | 861                 | 565                             | 8.3               | 9.7             | 43.290    | E                             |
| 2   | 606                   | 151                     | 416                       | 660               | 0.917 | 600                 | 661                             | 6.8               | 8.2             | 52.254    | F                             |
| 3   | 428                   | 107                     | 375                       | 499               | 0.858 | 426                 | 640                             | 4.5               | 5.1             | 45.952    | E                             |
| 4   | 59                    | 15                      | 721                       | 321               | 0.185 | 59                  | 80                              | 0.2               | 0.2             | 13.743    | B                             |

**17:15 - 17:30**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 707                   | 177                     | 182                       | 955               | 0.741 | 734                 | 483                             | 9.7               | 3.0             | 18.005    | C                             |
| 2   | 494                   | 124                     | 354                       | 701               | 0.705 | 517                 | 562                             | 8.2               | 2.6             | 21.604    | C                             |
| 3   | 350                   | 87                      | 323                       | 530               | 0.660 | 362                 | 548                             | 5.1               | 2.1             | 22.731    | C                             |
| 4   | 49                    | 12                      | 617                       | 385               | 0.126 | 49                  | 68                              | 0.2               | 0.1             | 10.725    | B                             |

**17:30 - 17:45**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 592                   | 148                     | 150                       | 975               | 0.607 | 598                 | 394                             | 3.0               | 1.6             | 9.687     | A                             |
| 2   | 414                   | 104                     | 289                       | 745               | 0.556 | 419                 | 459                             | 2.6               | 1.3             | 11.221    | B                             |
| 3   | 293                   | 73                      | 262                       | 566               | 0.517 | 297                 | 446                             | 2.1               | 1.1             | 13.533    | B                             |
| 4   | 41                    | 10                      | 503                       | 454               | 0.090 | 41                  | 56                              | 0.1               | 0.1             | 8.721     | A                             |

# D4 - 2031 | Base | PM

## Data Errors and Warnings

| Severity | Area            | Item | Description                                                                                                                                                                                                                                 |
|----------|-----------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Mini-roundabout |      | Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 75% of the total flow for the roundabout for one or more time segments] |
| Warning  | Vehicle Mix     |      | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.                                                |

## Junction Network

### Junctions

| Junction | Name                                                 | Junction type   | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------------------------------|-----------------|-----------------------|------------|--------------------|--------------|
| 1        | Stopes Road_ Countess Lane_ Bolton Road_ Milton Road | Mini-roundabout |                       | 1, 2, 3, 4 | 76.72              | F            |

### Junction Network

| Driving side | Lighting       | Road surface   | In London | Network delay (s) | Network LOS |
|--------------|----------------|----------------|-----------|-------------------|-------------|
| Left         | Normal/unknown | Normal/unknown |           | 76.72             | F           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|------|----------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D4 | 2031 | Base     | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1   |            | ONE HOUR     | ✓            | 834                     | 100.000            |
| 2   |            | ONE HOUR     | ✓            | 583                     | 100.000            |
| 3   |            | ONE HOUR     | ✓            | 412                     | 100.000            |
| 4   |            | ONE HOUR     | ✓            | 57                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |     |     |    |
|------|----|-----|-----|-----|----|
|      |    | 1   | 2   | 3   | 4  |
| From | 1  | 0   | 438 | 381 | 15 |
|      | 2  | 301 | 0   | 233 | 49 |
|      | 3  | 233 | 165 | 0   | 14 |
|      | 4  | 14  | 37  | 6   | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |   |
|------|----|---|---|---|---|
|      |    | 1 | 2 | 3 | 4 |
| From | 1  | 0 | 0 | 0 | 0 |
|      | 2  | 0 | 0 | 0 | 0 |
|      | 3  | 0 | 0 | 0 | 0 |
|      | 4  | 0 | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1   | 0.99    | 75.64         | 18.9            | F       | 765                     | 1148                          |
| 2   | 0.99    | 89.64         | 15.6            | F       | 535                     | 802                           |
| 3   | 0.93    | 69.14         | 8.1             | F       | 378                     | 567                           |
| 4   | 0.21    | 15.07         | 0.3             | C       | 52                      | 78                            |

## Main Results for each time segment

### 16:15 - 16:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 628                   | 157                     | 154                       | 973               | 0.646 | 621                 | 407                             | 0.0               | 1.8             | 10.044    | B                             |
| 2   | 439                   | 110                     | 299                       | 738               | 0.595 | 433                 | 476                             | 0.0               | 1.4             | 11.617    | B                             |
| 3   | 310                   | 78                      | 271                       | 561               | 0.553 | 305                 | 461                             | 0.0               | 1.2             | 13.847    | B                             |
| 4   | 43                    | 11                      | 519                       | 444               | 0.097 | 42                  | 58                              | 0.0               | 0.1             | 8.947     | A                             |

### 16:30 - 16:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 750                   | 187                     | 185                       | 953               | 0.787 | 743                 | 488                             | 1.8               | 3.4             | 16.626    | C                             |
| 2   | 524                   | 131                     | 358                       | 698               | 0.750 | 519                 | 570                             | 1.4               | 2.8             | 19.453    | C                             |
| 3   | 370                   | 93                      | 325                       | 529               | 0.700 | 366                 | 552                             | 1.2               | 2.2             | 21.602    | C                             |
| 4   | 51                    | 13                      | 622                       | 382               | 0.134 | 51                  | 69                              | 0.1               | 0.2             | 10.881    | B                             |

### 16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 918                   | 230                     | 222                       | 930               | 0.987 | 877                 | 576                             | 3.4               | 13.7            | 47.739    | E                             |
| 2   | 642                   | 160                     | 423                       | 655               | 0.980 | 609                 | 676                             | 2.8               | 11.0            | 55.925    | F                             |
| 3   | 454                   | 113                     | 381                       | 496               | 0.915 | 436                 | 651                             | 2.2               | 6.5             | 50.083    | F                             |
| 4   | 63                    | 16                      | 736                       | 312               | 0.201 | 62                  | 82                              | 0.2               | 0.2             | 14.374    | B                             |

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 918                   | 230                     | 226                       | 927               | 0.990 | 897                 | 590                             | 13.7              | 18.9            | 75.639    | F                             |
| 2   | 642                   | 160                     | 433                       | 649               | 0.990 | 624                 | 691                             | 11.0              | 15.6            | 89.636    | F                             |
| 3   | 454                   | 113                     | 390                       | 490               | 0.925 | 447                 | 666                             | 6.5               | 8.1             | 69.143    | F                             |
| 4   | 63                    | 16                      | 754                       | 302               | 0.208 | 63                  | 84                              | 0.2               | 0.3             | 15.068    | C                             |

**17:15 - 17:30**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 750                   | 187                     | 196                       | 947               | 0.792 | 808                 | 529                             | 18.9              | 4.2             | 33.343    | D                             |
| 2   | 524                   | 131                     | 389                       | 678               | 0.773 | 571                 | 615                             | 15.6              | 3.9             | 42.522    | E                             |
| 3   | 370                   | 93                      | 357                       | 510               | 0.726 | 391                 | 603                             | 8.1               | 2.9             | 34.208    | D                             |
| 4   | 51                    | 13                      | 673                       | 351               | 0.146 | 52                  | 76                              | 0.3               | 0.2             | 12.043    | B                             |

**17:30 - 17:45**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 628                   | 157                     | 159                       | 969               | 0.648 | 637                 | 421                             | 4.2               | 1.9             | 11.122    | B                             |
| 2   | 439                   | 110                     | 307                       | 733               | 0.599 | 448                 | 489                             | 3.9               | 1.5             | 13.046    | B                             |
| 3   | 310                   | 78                      | 281                       | 555               | 0.558 | 317                 | 475                             | 2.9               | 1.3             | 15.457    | C                             |
| 4   | 43                    | 11                      | 537                       | 433               | 0.099 | 43                  | 60                              | 0.2               | 0.1             | 9.236     | A                             |

# D6 - 2031 | Assessment | PM

## Data Errors and Warnings

| Severity | Area            | Item | Description                                                                                                                                                                                                                                 |
|----------|-----------------|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Mini-roundabout |      | Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 2 have 74% of the total flow for the roundabout for one or more time segments] |
| Warning  | Vehicle Mix     |      | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.                                                |

## Junction Network

### Junctions

| Junction | Name                                                 | Junction type   | Use circulating lanes | Arm order  | Junction Delay (s) | Junction LOS |
|----------|------------------------------------------------------|-----------------|-----------------------|------------|--------------------|--------------|
| 1        | Stopes Road_ Countess Lane_ Bolton Road_ Milton Road | Mini-roundabout |                       | 1, 2, 3, 4 | 80.48              | F            |

### Junction Network

| Driving side | Lighting       | Road surface   | In London | Network delay (s) | Network LOS |
|--------------|----------------|----------------|-----------|-------------------|-------------|
| Left         | Normal/unknown | Normal/unknown |           | 80.48             | F           |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario   | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|------|------------|-------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D6 | 2031 | Assessment | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| 1   |            | ONE HOUR     | ✓            | 834                     | 100.000            |
| 2   |            | ONE HOUR     | ✓            | 583                     | 100.000            |
| 3   |            | ONE HOUR     | ✓            | 412                     | 100.000            |
| 4   |            | ONE HOUR     | ✓            | 79                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |     |     |    |
|------|----|-----|-----|-----|----|
|      |    | 1   | 2   | 3   | 4  |
| From | 1  | 0   | 438 | 381 | 15 |
|      | 2  | 301 | 0   | 233 | 49 |
|      | 3  | 233 | 165 | 0   | 14 |
|      | 4  | 19  | 51  | 9   | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |   |
|------|----|---|---|---|---|
|      |    | 1 | 2 | 3 | 4 |
| From | 1  | 0 | 0 | 0 | 0 |
|      | 2  | 0 | 0 | 0 | 0 |
|      | 3  | 0 | 0 | 0 | 0 |
|      | 4  | 0 | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| 1   | 1.00    | 85.35         | 21.7            | F       | 765                     | 1148                          |
| 2   | 0.99    | 90.24         | 15.7            | F       | 535                     | 802                           |
| 3   | 0.93    | 69.03         | 8.1             | F       | 378                     | 567                           |
| 4   | 0.29    | 16.76         | 0.4             | C       | 72                      | 109                           |

## Main Results for each time segment

### 16:15 - 16:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 628                   | 157                     | 167                       | 965               | 0.651 | 621                 | 411                             | 0.0               | 1.8             | 10.262    | B                             |
| 2   | 439                   | 110                     | 301                       | 736               | 0.596 | 433                 | 486                             | 0.0               | 1.4             | 11.668    | B                             |
| 3   | 310                   | 78                      | 271                       | 561               | 0.553 | 305                 | 463                             | 0.0               | 1.2             | 13.847    | B                             |
| 4   | 59                    | 15                      | 519                       | 444               | 0.134 | 59                  | 58                              | 0.0               | 0.2             | 9.307     | A                             |

### 16:30 - 16:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 750                   | 187                     | 200                       | 944               | 0.795 | 743                 | 492                             | 1.8               | 3.5             | 17.327    | C                             |
| 2   | 524                   | 131                     | 361                       | 697               | 0.752 | 519                 | 583                             | 1.4               | 2.8             | 19.612    | C                             |
| 3   | 370                   | 93                      | 325                       | 529               | 0.700 | 366                 | 555                             | 1.2               | 2.2             | 21.598    | C                             |
| 4   | 71                    | 18                      | 622                       | 382               | 0.186 | 71                  | 69                              | 0.2               | 0.2             | 11.563    | B                             |

### 16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 918                   | 230                     | 240                       | 919               | 1.000 | 872                 | 582                             | 3.5               | 15.1            | 51.759    | F                             |
| 2   | 642                   | 160                     | 424                       | 655               | 0.981 | 609                 | 688                             | 2.8               | 11.1            | 56.231    | F                             |
| 3   | 454                   | 113                     | 381                       | 496               | 0.915 | 436                 | 651                             | 2.2               | 6.5             | 50.031    | F                             |
| 4   | 87                    | 22                      | 736                       | 312               | 0.278 | 86                  | 82                              | 0.2               | 0.4             | 15.877    | C                             |

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 918                   | 230                     | 245                       | 916               | 1.003 | 892                 | 596                             | 15.1              | 21.7            | 85.350    | F                             |
| 2   | 642                   | 160                     | 433                       | 648               | 0.990 | 623                 | 704                             | 11.1              | 15.7            | 90.240    | F                             |
| 3   | 454                   | 113                     | 390                       | 490               | 0.925 | 447                 | 667                             | 6.5               | 8.1             | 69.032    | F                             |
| 4   | 87                    | 22                      | 754                       | 302               | 0.288 | 87                  | 84                              | 0.4               | 0.4             | 16.756    | C                             |

**17:15 - 17:30**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 750                   | 187                     | 211                       | 937               | 0.800 | 818                 | 533                             | 21.7              | 4.5             | 40.243    | E                             |
| 2   | 524                   | 131                     | 397                       | 673               | 0.779 | 571                 | 633                             | 15.7              | 4.0             | 44.388    | E                             |
| 3   | 370                   | 93                      | 357                       | 510               | 0.727 | 391                 | 610                             | 8.1               | 2.9             | 34.191    | D                             |
| 4   | 71                    | 18                      | 673                       | 351               | 0.202 | 72                  | 76                              | 0.4               | 0.3             | 12.915    | B                             |

**17:30 - 17:45**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| 1   | 628                   | 157                     | 172                       | 961               | 0.653 | 638                 | 425                             | 4.5               | 1.9             | 11.476    | B                             |
| 2   | 439                   | 110                     | 310                       | 731               | 0.601 | 449                 | 501                             | 4.0               | 1.6             | 13.185    | B                             |
| 3   | 310                   | 78                      | 281                       | 555               | 0.559 | 317                 | 478                             | 2.9               | 1.3             | 15.470    | C                             |
| 4   | 59                    | 15                      | 538                       | 433               | 0.137 | 60                  | 60                              | 0.3               | 0.2             | 9.658     | A                             |

**S|C|P**

**APPENDIX H**

| Junctions 11                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| PICADY 11 - Priority Intersection Module                                                                                                                         |  |  |  |  |  |  |  |  |  |  |
| Version: 11.1.0.2307<br>© Copyright TRL Software Limited, 2024                                                                                                   |  |  |  |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL Software:<br>+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:** Milton Road\_ Wordsworth Avenue.j11

**Path:** C:\Users\Abbie.Moore.RSKHELSEBY\RSK Group\SCP Job Library 2026 - Documents\260351 - Milton Road, Radcliffe, Bury\03 Data\Traffic modelling\Modelling\Milton Road\_ Wordsworth Avenue

**Report generation date:** 08/10/2026 08:25:12

»D1 - 2031 | Assessment | AM

»D2 - 2031 | Assessment | PM

### Summary of junction performance

|             | AM                |             |           |      |     | PM     |             |           |      |     |
|-------------|-------------------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|             | Set ID            | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS |
|             | 2031 - Assessment |             |           |      |     |        |             |           |      |     |
| Stream B-AC | D1                | 0.3         | 7.41      | 0.21 | A   | D2     | 0.2         | 7.17      | 0.17 | A   |
| Stream C-AB |                   | 0.1         | 5.77      | 0.10 | A   |        | 0.1         | 5.76      | 0.12 | A   |

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

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

## File summary

### File Description

|                    |                                |
|--------------------|--------------------------------|
| <b>Title</b>       |                                |
| <b>Location</b>    | Wordsworth Avenue/ Milton Road |
| <b>Site number</b> |                                |
| <b>Date</b>        | 15/09/2026                     |
| <b>Version</b>     |                                |
| <b>Status</b>      | (new file)                     |
| <b>Identifier</b>  |                                |
| <b>Client</b>      |                                |
| <b>Jobnumber</b>   |                                |
| <b>Enumerator</b>  | RSKHELSEBY\abbie.moore         |
| <b>Description</b> |                                |

## Units

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

## Analysis Options

| PICADY short flare model | Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | 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 | 2031 | Assessment | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |
| D2 | 2031 | Assessment | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

## Analysis Set Details

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

# D1 - 2031 | Assessment | AM

## Data Errors and Warnings

| Severity | Area            | Item                       | Description                                                                                                                                                                                  |
|----------|-----------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | Arm C - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.                                                                         |
| Warning  | Vehicle Mix     |                            | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## 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        | Wordsworth Avenue/ Milton Road | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 5.73               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 5.73              | A           |

## Arms

### Arms

| Arm | Name                | Description | Arm type |
|-----|---------------------|-------------|----------|
| A   | Wordsworth Avenue S |             | Major    |
| B   | Milton Road         |             | Minor    |
| C   | Wordsworth Avenue N |             | 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   | 5.27                     |                            |                        | 205.8                         | ✓       | 0.00                 |

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

## Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----|----------------|----------------|------------------------|-------------------------|
| B   | One lane       | 2.66           | 38                     | 47                      |

## 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    | 495                | 0.094         | 0.238         | 0.150         | 0.340         |
| B-C    | 631                | 0.099         | 0.249         | -             | -             |
| C-B    | 693                | 0.277         | 0.277         | -             | -             |

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 | 2031 | Assessment | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 23                      | 100.000            |
| B   |            | ONE HOUR     | ✓            | 118                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 76                      | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |     |
|------|----|----|----|-----|
|      |    | A  | B  | C   |
| From | A  | 0  | 0  | 23  |
|      | B  | 5  | 0  | 113 |
|      | C  | 13 | 63 | 0   |

## Vehicle Mix

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

### Heavy Vehicle %

| From | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
|      | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.21    | 7.41          | 0.3             | A       | 108                     | 162                           |
| C-AB   | 0.10    | 5.77          | 0.1             | A       | 59                      | 88                            |
| C-A    |         |               |                 |         | 11                      | 16                            |
| A-B    |         |               |                 |         | 0                       | 0                             |
| A-C    |         |               |                 |         | 21                      | 32                            |

## Main Results for each time segment

### 07:15 - 07:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 89                    | 22                      | 0.00                       | 618               | 0.144 | 88                  | 0.0               | 0.2             | 6.782     | A                             |
| C-AB   | 48                    | 12                      | 0.00                       | 694               | 0.069 | 48                  | 0.0               | 0.1             | 5.565     | A                             |
| C-A    | 9                     | 2                       | 0.00                       |                   |       | 9                   |                   |                 |           |                               |
| A-B    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 17                    | 4                       | 0.00                       |                   |       | 17                  |                   |                 |           |                               |

### 07:30 - 07:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 106                   | 27                      | 0.00                       | 617               | 0.172 | 106                 | 0.2               | 0.2             | 7.039     | A                             |
| C-AB   | 58                    | 14                      | 0.00                       | 695               | 0.083 | 58                  | 0.1               | 0.1             | 5.650     | A                             |
| C-A    | 11                    | 3                       | 0.00                       |                   |       | 11                  |                   |                 |           |                               |
| A-B    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 21                    | 5                       | 0.00                       |                   |       | 21                  |                   |                 |           |                               |

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 130                   | 32                      | 0.00                       | 616               | 0.211 | 130                 | 0.2               | 0.3             | 7.403     | A                             |
| C-AB   | 71                    | 18                      | 0.00                       | 695               | 0.102 | 71                  | 0.1               | 0.1             | 5.766     | A                             |
| C-A    | 13                    | 3                       | 0.00                       |                   |       | 13                  |                   |                 |           |                               |
| A-B    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 25                    | 6                       | 0.00                       |                   |       | 25                  |                   |                 |           |                               |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 130                   | 32                      | 0.00                       | 616               | 0.211 | 130                 | 0.3               | 0.3             | 7.409     | A                             |
| C-AB   | 71                    | 18                      | 0.00                       | 695               | 0.102 | 71                  | 0.1               | 0.1             | 5.769     | A                             |
| C-A    | 13                    | 3                       | 0.00                       |                   |       | 13                  |                   |                 |           |                               |
| A-B    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 25                    | 6                       | 0.00                       |                   |       | 25                  |                   |                 |           |                               |

**08:15 - 08:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 106                   | 27                      | 0.00                       | 617               | 0.172 | 106                 | 0.3               | 0.2             | 7.051     | A                             |
| C-AB   | 58                    | 14                      | 0.00                       | 695               | 0.083 | 58                  | 0.1               | 0.1             | 5.654     | A                             |
| C-A    | 11                    | 3                       | 0.00                       |                   |       | 11                  |                   |                 |           |                               |
| A-B    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 21                    | 5                       | 0.00                       |                   |       | 21                  |                   |                 |           |                               |

**08:30 - 08:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 89                    | 22                      | 0.00                       | 618               | 0.144 | 89                  | 0.2               | 0.2             | 6.802     | A                             |
| C-AB   | 48                    | 12                      | 0.00                       | 694               | 0.069 | 48                  | 0.1               | 0.1             | 5.572     | A                             |
| C-A    | 9                     | 2                       | 0.00                       |                   |       | 9                   |                   |                 |           |                               |
| A-B    | 0                     | 0                       | 0.00                       |                   |       | 0                   |                   |                 |           |                               |
| A-C    | 17                    | 4                       | 0.00                       |                   |       | 17                  |                   |                 |           |                               |

## D2 - 2031 | Assessment | PM

### Data Errors and Warnings

| Severity | Area            | Item                       | Description                                                                                                                                                                                  |
|----------|-----------------|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Major arm width | Arm C - Major arm geometry | For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.                                                                         |
| Warning  | Vehicle Mix     |                            | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## 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        | Wordsworth Avenue/ Milton Road | T-Junction    | Two-way         | Two-way         | Two-way         |                       | 4.82               | A            |

### Junction Network

| Driving side | Lighting       | Network delay (s) | Network LOS |
|--------------|----------------|-------------------|-------------|
| Left         | Normal/unknown | 4.82              | 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 | 2031 | Assessment | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 29                      | 100.000            |
| B   |            | ONE HOUR     | ✓            | 94                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 106                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |    |
|------|----|----|----|----|
|      |    | A  | B  | C  |
| From | A  | 0  | 7  | 22 |
|      | B  | 8  | 0  | 86 |
|      | C  | 35 | 71 | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.17    | 7.17          | 0.2             | A       | 86                      | 129                           |
| C-AB   | 0.12    | 5.76          | 0.1             | A       | 68                      | 103                           |
| C-A    |         |               |                 |         | 29                      | 43                            |
| A-B    |         |               |                 |         | 6                       | 10                            |
| A-C    |         |               |                 |         | 20                      | 30                            |

## Main Results for each time segment

### 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-AC   | 71                    | 18                      | 0.00                       | 609               | 0.116 | 70                  | 0.0               | 0.1             | 6.676     | A                             |
| C-AB   | 56                    | 14                      | 0.00                       | 703               | 0.079 | 55                  | 0.0               | 0.1             | 5.551     | A                             |
| C-A    | 24                    | 6                       | 0.00                       |                   |       | 24                  |                   |                 |           |                               |
| A-B    | 5                     | 1                       | 0.00                       |                   |       | 5                   |                   |                 |           |                               |
| A-C    | 17                    | 4                       | 0.00                       |                   |       | 17                  |                   |                 |           |                               |

### 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-AC   | 85                    | 21                      | 0.00                       | 607               | 0.139 | 84                  | 0.1               | 0.2             | 6.880     | A                             |
| C-AB   | 67                    | 17                      | 0.00                       | 705               | 0.095 | 67                  | 0.1               | 0.1             | 5.636     | A                             |
| C-A    | 28                    | 7                       | 0.00                       |                   |       | 28                  |                   |                 |           |                               |
| A-B    | 6                     | 2                       | 0.00                       |                   |       | 6                   |                   |                 |           |                               |
| A-C    | 20                    | 5                       | 0.00                       |                   |       | 20                  |                   |                 |           |                               |

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 103                   | 26                      | 0.00                       | 605               | 0.171 | 103                 | 0.2               | 0.2             | 7.169     | A                             |
| C-AB   | 83                    | 21                      | 0.00                       | 708               | 0.117 | 83                  | 0.1               | 0.1             | 5.754     | A                             |
| C-A    | 34                    | 9                       | 0.00                       |                   |       | 34                  |                   |                 |           |                               |
| A-B    | 8                     | 2                       | 0.00                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 24                    | 6                       | 0.00                       |                   |       | 24                  |                   |                 |           |                               |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 103                   | 26                      | 0.00                       | 605               | 0.171 | 103                 | 0.2               | 0.2             | 7.172     | A                             |
| C-AB   | 83                    | 21                      | 0.00                       | 708               | 0.117 | 83                  | 0.1               | 0.1             | 5.757     | A                             |
| C-A    | 34                    | 9                       | 0.00                       |                   |       | 34                  |                   |                 |           |                               |
| A-B    | 8                     | 2                       | 0.00                       |                   |       | 8                   |                   |                 |           |                               |
| A-C    | 24                    | 6                       | 0.00                       |                   |       | 24                  |                   |                 |           |                               |

**17:15 - 17:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 85                    | 21                      | 0.00                       | 607               | 0.139 | 85                  | 0.2               | 0.2             | 6.887     | A                             |
| C-AB   | 67                    | 17                      | 0.00                       | 705               | 0.095 | 67                  | 0.1               | 0.1             | 5.639     | A                             |
| C-A    | 28                    | 7                       | 0.00                       |                   |       | 28                  |                   |                 |           |                               |
| A-B    | 6                     | 2                       | 0.00                       |                   |       | 6                   |                   |                 |           |                               |
| A-C    | 20                    | 5                       | 0.00                       |                   |       | 20                  |                   |                 |           |                               |

**17:30 - 17:45**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|----------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 71                    | 18                      | 0.00                       | 609               | 0.116 | 71                  | 0.2               | 0.1             | 6.693     | A                             |
| C-AB   | 56                    | 14                      | 0.00                       | 703               | 0.079 | 56                  | 0.1               | 0.1             | 5.559     | A                             |
| C-A    | 24                    | 6                       | 0.00                       |                   |       | 24                  |                   |                 |           |                               |
| A-B    | 5                     | 1                       | 0.00                       |                   |       | 5                   |                   |                 |           |                               |
| A-C    | 17                    | 4                       | 0.00                       |                   |       | 17                  |                   |                 |           |                               |

**S|C|P**

**APPENDIX I**

| Junctions 11                                                                                                                                                     |  |  |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| ARCADY 11 - Roundabout Module                                                                                                                                    |  |  |  |  |  |  |  |  |  |
| Version: 11.1.0.2307<br>© Copyright TRL Software Limited, 2024                                                                                                   |  |  |  |  |  |  |  |  |  |
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| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |  |  |  |  |  |  |

**Filename:** Mini roundabout.J11

**Path:** C:\Users\Abbie.Moore.RSKHELSEBY\RSK Group\SCP Job Library 2026 - Documents\260351 - Milton Road, Radcliffe, Bury\03 Data\Traffic modelling\Modelling\Wordsworth Avenue\_ Coronation Road mini roundabout junction

**Report generation date:** 08/10/2026 08:26:39

»D1 - 2031 | Assessment | AM

»D2 - 2031 | Assessment | PM

### Summary of junction performance

|                   | AM     |             |           |      |     | PM     |             |           |      |     |
|-------------------|--------|-------------|-----------|------|-----|--------|-------------|-----------|------|-----|
|                   | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS | Set ID | Queue (PCU) | Delay (s) | RFC  | LOS |
| 2031 - Assessment |        |             |           |      |     |        |             |           |      |     |
| Arm A             | D1     | 0.2         | 4.70      | 0.13 | A   | D2     | 0.3         | 5.36      | 0.23 | A   |
| Arm B             |        | 0.3         | 6.22      | 0.20 | A   |        | 0.2         | 6.41      | 0.18 | A   |
| Arm C             |        | 0.2         | 4.48      | 0.16 | A   |        | 0.2         | 4.32      | 0.15 | A   |

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

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

## File summary

### File Description

|             |                                                             |
|-------------|-------------------------------------------------------------|
| Title       | Wordsworth Avenue_ Coronation Road mini roundabout junction |
| Location    |                                                             |
| Site number |                                                             |
| Date        | 15/09/2026                                                  |
| Version     |                                                             |
| Status      | (new file)                                                  |
| Identifier  |                                                             |
| Client      |                                                             |
| Jobnumber   |                                                             |
| Enumerator  | RSKHELSEBY\abbie.moore                                      |
| Description |                                                             |

## Units

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

## Analysis Options

| Mini-roundabout 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 9           | 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 | 2031 | Assessment | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |
| D2 | 2031 | Assessment | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

## Analysis Set Details

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

# D1 - 2031 | Assessment | AM

## Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name                                                        | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------------------------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | Wordsworth Avenue_ Coronation Road mini roundabout junction | Mini-roundabout |                       | A, B, C   | 5.15               | A            |

### Junction Network

| Driving side | Lighting       | Road surface   | In London | Network delay (s) | Network LOS |
|--------------|----------------|----------------|-----------|-------------------|-------------|
| Left         | Normal/unknown | Normal/unknown |           | 5.15              | A           |

## Arms

### Arms

| Arm | Name              | Description |
|-----|-------------------|-------------|
| A   | Coronation Road S |             |
| B   | Wordsworth Avenue |             |
| C   | Coronation Road N |             |

### Mini Roundabout Geometry

| Arm | Approach road half-width (m) | Minimum approach road half-width (m) | Entry width (m) | Effective flare length (m) | Distance to next arm (m) | Entry corner kerb line distance (m) | Gradient over 50m (%) | Kerbed central island |
|-----|------------------------------|--------------------------------------|-----------------|----------------------------|--------------------------|-------------------------------------|-----------------------|-----------------------|
| A   | 2.89                         | 2.75                                 | 3.17            | 0.7                        | 8.43                     | 5.84                                | 0.0                   |                       |
| B   | 2.66                         | 2.52                                 | 4.95            | 1.6                        | 8.18                     | 5.80                                | 0.0                   |                       |
| C   | 3.35                         | 3.25                                 | 3.53            | 12.0                       | 15.19                    | 14.75                               | 0.0                   |                       |

## Slope / Intercept / Capacity

### Roundabout Slope and Intercept used in model

| Arm | Final slope | Final intercept (PCU/hr) |
|-----|-------------|--------------------------|
| A   | 0.586       | 900                      |
| B   | 0.588       | 761                      |
| C   | 0.631       | 1021                     |

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

## 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 | 2031 | Assessment | AM          | ONE HOUR             | 07:15              | 08:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 105                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 132                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 141                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|  | To |     |    |    |
|--|----|-----|----|----|
|  |    | A   | B  | C  |
|  | A  | 0   | 47 | 58 |
|  | B  | 89  | 0  | 43 |
|  | C  | 113 | 28 | 0  |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |
|------|----|---|---|---|
| From |    | A | B | C |
|      | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| A   | 0.13    | 4.70          | 0.2             | A       | 96                      | 145                           |
| B   | 0.20    | 6.22          | 0.3             | A       | 121                     | 182                           |
| C   | 0.16    | 4.48          | 0.2             | A       | 129                     | 194                           |

### Main Results for each time segment

#### 07:15 - 07:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 79                    | 20                      | 21                        | 888               | 0.089 | 79                  | 151                             | 0.0               | 0.1             | 4.448     | A                             |
| B   | 99                    | 25                      | 43                        | 736               | 0.135 | 99                  | 56                              | 0.0               | 0.2             | 5.649     | A                             |
| C   | 106                   | 27                      | 67                        | 979               | 0.108 | 106                 | 76                              | 0.0               | 0.1             | 4.120     | A                             |

#### 07:30 - 07:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 94                    | 24                      | 25                        | 885               | 0.107 | 94                  | 181                             | 0.1               | 0.1             | 4.552     | A                             |
| B   | 119                   | 30                      | 52                        | 730               | 0.162 | 119                 | 67                              | 0.2               | 0.2             | 5.881     | A                             |
| C   | 127                   | 32                      | 80                        | 971               | 0.131 | 127                 | 91                              | 0.1               | 0.1             | 4.265     | A                             |

**07:45 - 08:00**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 116                   | 29                      | 31                        | 882               | 0.131 | 115                 | 222                             | 0.1               | 0.2             | 4.698     | A                             |
| B   | 145                   | 36                      | 64                        | 724               | 0.201 | 145                 | 82                              | 0.2               | 0.2             | 6.219     | A                             |
| C   | 155                   | 39                      | 98                        | 959               | 0.162 | 155                 | 111                             | 0.1               | 0.2             | 4.475     | A                             |

**08:00 - 08:15**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 116                   | 29                      | 31                        | 882               | 0.131 | 116                 | 222                             | 0.2               | 0.2             | 4.698     | A                             |
| B   | 145                   | 36                      | 64                        | 724               | 0.201 | 145                 | 83                              | 0.2               | 0.3             | 6.225     | A                             |
| C   | 155                   | 39                      | 98                        | 959               | 0.162 | 155                 | 111                             | 0.2               | 0.2             | 4.477     | A                             |

**08:15 - 08:30**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 94                    | 24                      | 25                        | 885               | 0.107 | 95                  | 182                             | 0.2               | 0.1             | 4.555     | A                             |
| B   | 119                   | 30                      | 52                        | 730               | 0.162 | 119                 | 68                              | 0.3               | 0.2             | 5.888     | A                             |
| C   | 127                   | 32                      | 80                        | 970               | 0.131 | 127                 | 91                              | 0.2               | 0.2             | 4.269     | A                             |

**08:30 - 08:45**

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 79                    | 20                      | 21                        | 888               | 0.089 | 79                  | 152                             | 0.1               | 0.1             | 4.453     | A                             |
| B   | 99                    | 25                      | 44                        | 735               | 0.135 | 100                 | 57                              | 0.2               | 0.2             | 5.662     | A                             |
| C   | 106                   | 27                      | 67                        | 979               | 0.108 | 106                 | 76                              | 0.2               | 0.1             | 4.126     | A                             |

## D2 - 2031 | Assessment | PM

### Data Errors and Warnings

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

## Junction Network

### Junctions

| Junction | Name                                                        | Junction type   | Use circulating lanes | Arm order | Junction Delay (s) | Junction LOS |
|----------|-------------------------------------------------------------|-----------------|-----------------------|-----------|--------------------|--------------|
| 1        | Wordsworth Avenue_ Coronation Road mini roundabout junction | Mini-roundabout |                       | A, B, C   | 5.30               | A            |

### Junction Network

| Driving side | Lighting       | Road surface   | In London | Network delay (s) | Network LOS |
|--------------|----------------|----------------|-----------|-------------------|-------------|
| Left         | Normal/unknown | Normal/unknown |           | 5.30              | 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 | 2031 | Assessment | PM          | ONE HOUR             | 16:15              | 17:45               | 15                        | ✓                 |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 178                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 111                     | 100.000            |
| C   |            | ONE HOUR     | ✓            | 137                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |    |    |     |
|------|----|----|----|-----|
|      |    | A  | B  | C   |
| From | A  | 0  | 58 | 120 |
|      | B  | 52 | 0  | 59  |
|      | C  | 86 | 51 | 0   |

## Vehicle Mix

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

### Heavy Vehicle %

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Arm | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|-----|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| A   | 0.23    | 5.36          | 0.3             | A       | 163                     | 245                           |
| B   | 0.18    | 6.41          | 0.2             | A       | 102                     | 153                           |
| C   | 0.15    | 4.32          | 0.2             | A       | 126                     | 189                           |

## Main Results for each time segment

### 16:15 - 16:30

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 134                   | 34                      | 38                        | 877               | 0.153 | 133                 | 103                             | 0.0               | 0.2             | 4.834     | A                             |
| B   | 84                    | 21                      | 90                        | 708               | 0.118 | 83                  | 82                              | 0.0               | 0.1             | 5.752     | A                             |
| C   | 103                   | 26                      | 39                        | 997               | 0.104 | 103                 | 134                             | 0.0               | 0.1             | 4.026     | A                             |

### 16:30 - 16:45

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 160                   | 40                      | 46                        | 873               | 0.183 | 160                 | 124                             | 0.2               | 0.2             | 5.046     | A                             |
| B   | 100                   | 25                      | 108                       | 698               | 0.143 | 100                 | 98                              | 0.1               | 0.2             | 6.017     | A                             |
| C   | 123                   | 31                      | 47                        | 992               | 0.124 | 123                 | 161                             | 0.1               | 0.1             | 4.145     | A                             |

### 16:45 - 17:00

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 196                   | 49                      | 56                        | 867               | 0.226 | 196                 | 152                             | 0.2               | 0.3             | 5.360     | A                             |
| B   | 122                   | 31                      | 132                       | 684               | 0.179 | 122                 | 120                             | 0.2               | 0.2             | 6.409     | A                             |
| C   | 151                   | 38                      | 57                        | 985               | 0.153 | 151                 | 197                             | 0.1               | 0.2             | 4.315     | A                             |

### 17:00 - 17:15

| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 196                   | 49                      | 56                        | 867               | 0.226 | 196                 | 152                             | 0.3               | 0.3             | 5.364     | A                             |
| B   | 122                   | 31                      | 132                       | 683               | 0.179 | 122                 | 120                             | 0.2               | 0.2             | 6.413     | A                             |
| C   | 151                   | 38                      | 57                        | 985               | 0.153 | 151                 | 197                             | 0.2               | 0.2             | 4.315     | A                             |

### 17:15 - 17:30

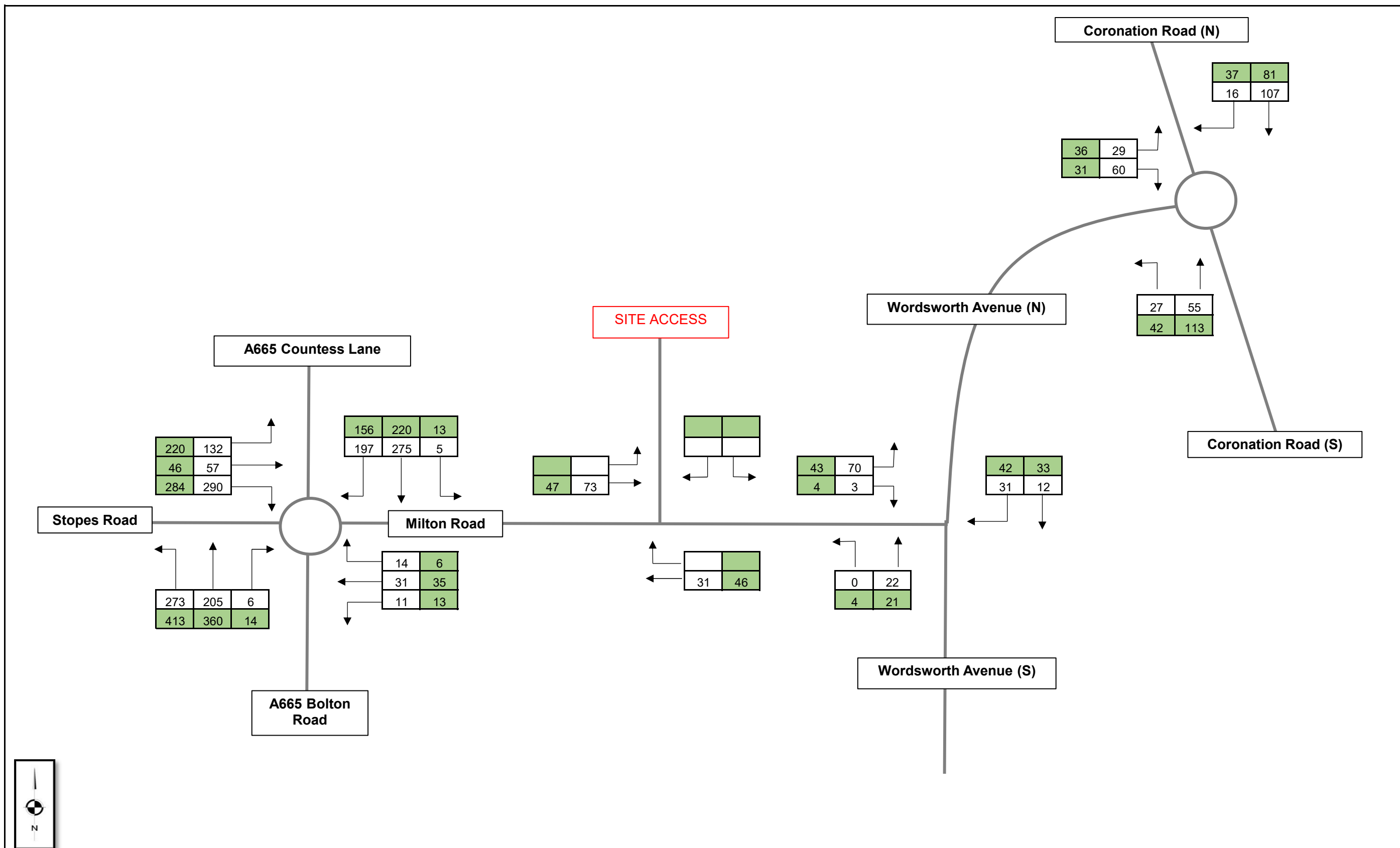
| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 160                   | 40                      | 46                        | 873               | 0.183 | 160                 | 124                             | 0.3               | 0.2             | 5.052     | A                             |
| B   | 100                   | 25                      | 108                       | 698               | 0.143 | 100                 | 98                              | 0.2               | 0.2             | 6.025     | A                             |
| C   | 123                   | 31                      | 47                        | 991               | 0.124 | 123                 | 161                             | 0.2               | 0.1             | 4.147     | A                             |

17:30 - 17:45

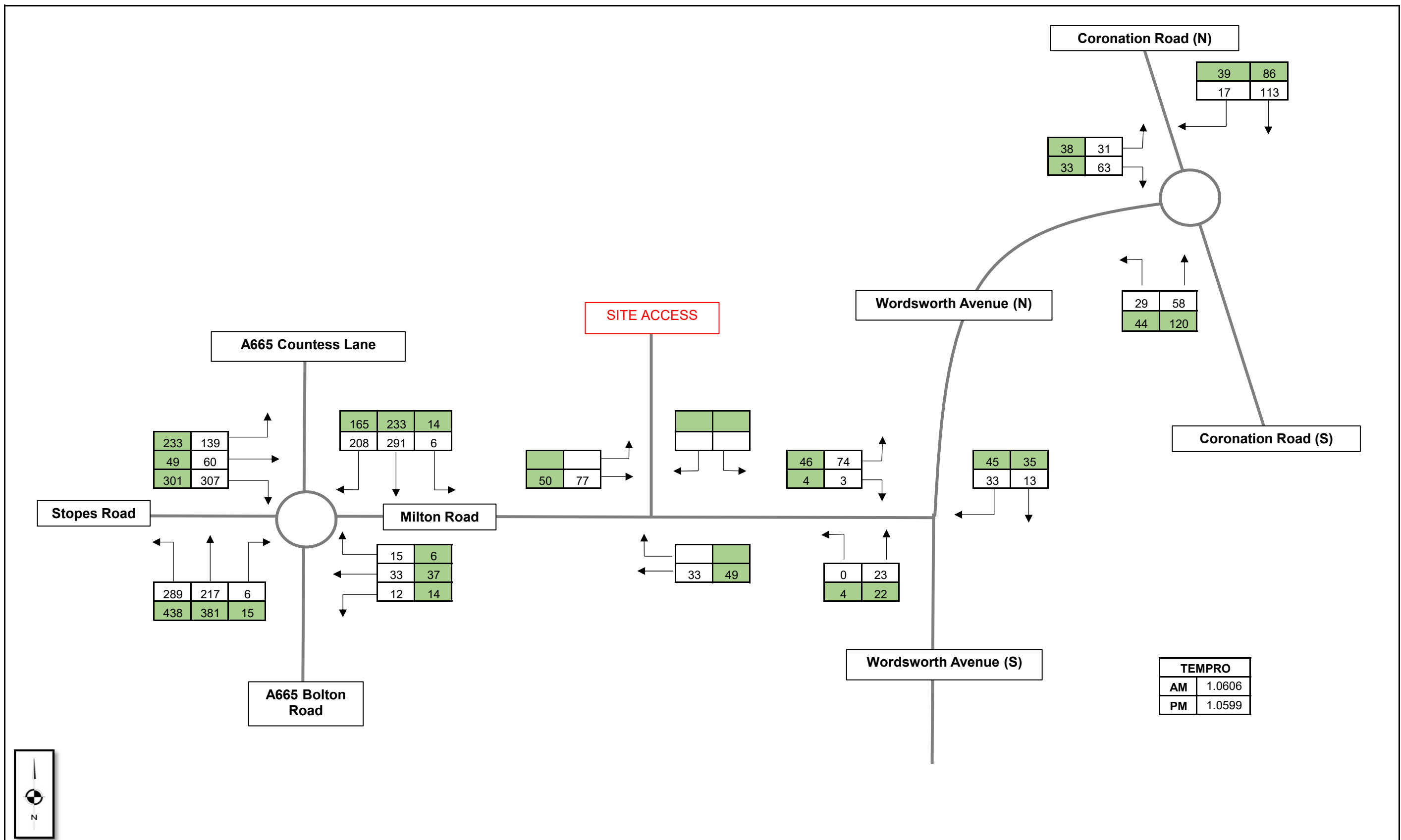
| Arm | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Circulating flow (PCU/hr) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Throughput (exit side) (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|-----|-----------------------|-------------------------|---------------------------|-------------------|-------|---------------------|---------------------------------|-------------------|-----------------|-----------|-------------------------------|
| A   | 134                   | 34                      | 38                        | 877               | 0.153 | 134                 | 104                             | 0.2               | 0.2             | 4.844     | A                             |
| B   | 84                    | 21                      | 90                        | 708               | 0.118 | 84                  | 82                              | 0.2               | 0.1             | 5.769     | A                             |
| C   | 103                   | 26                      | 39                        | 996               | 0.104 | 103                 | 135                             | 0.1               | 0.1             | 4.032     | A                             |

**S|C|P**

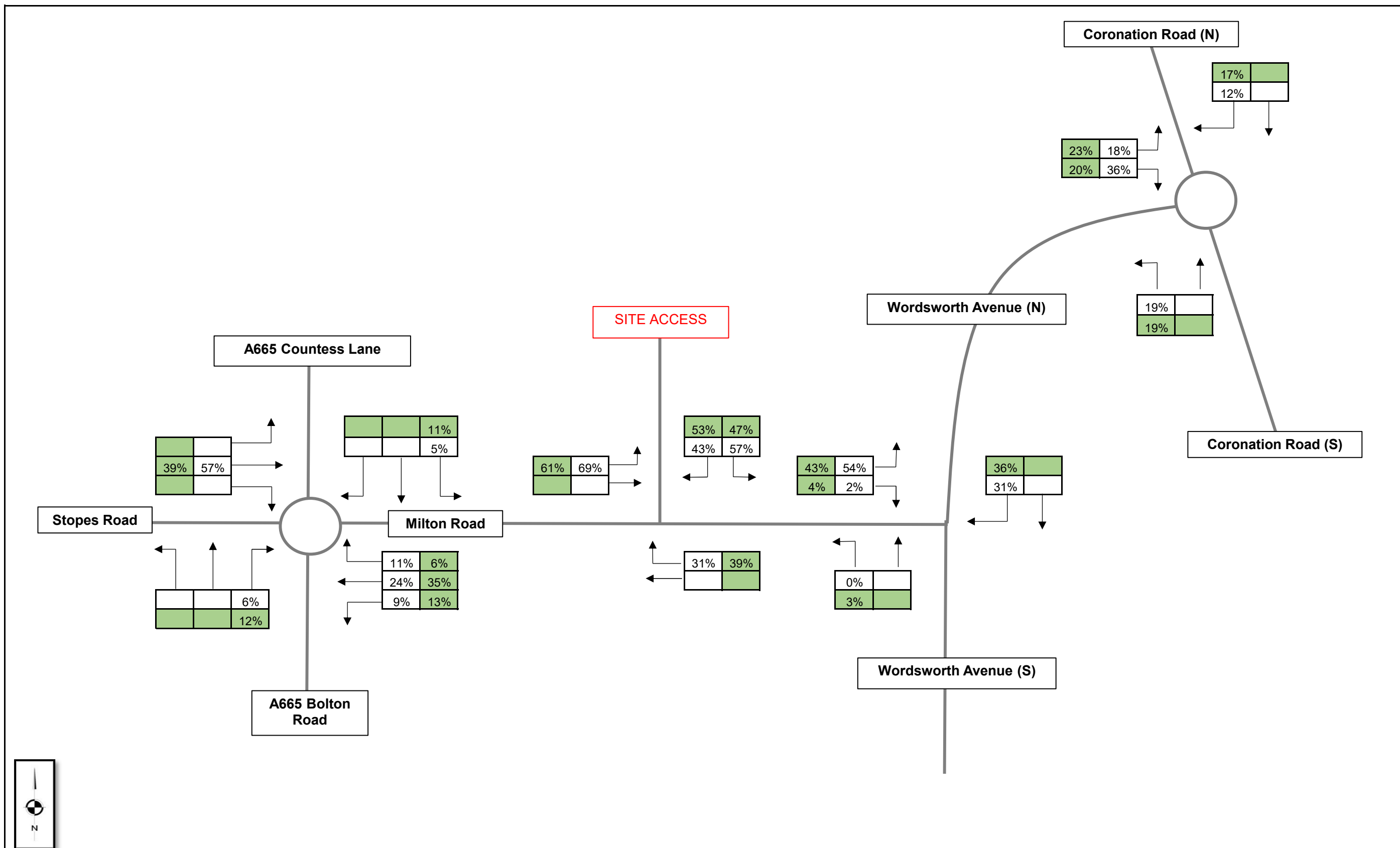
# **TRAFFIC FLOW FIGURES**



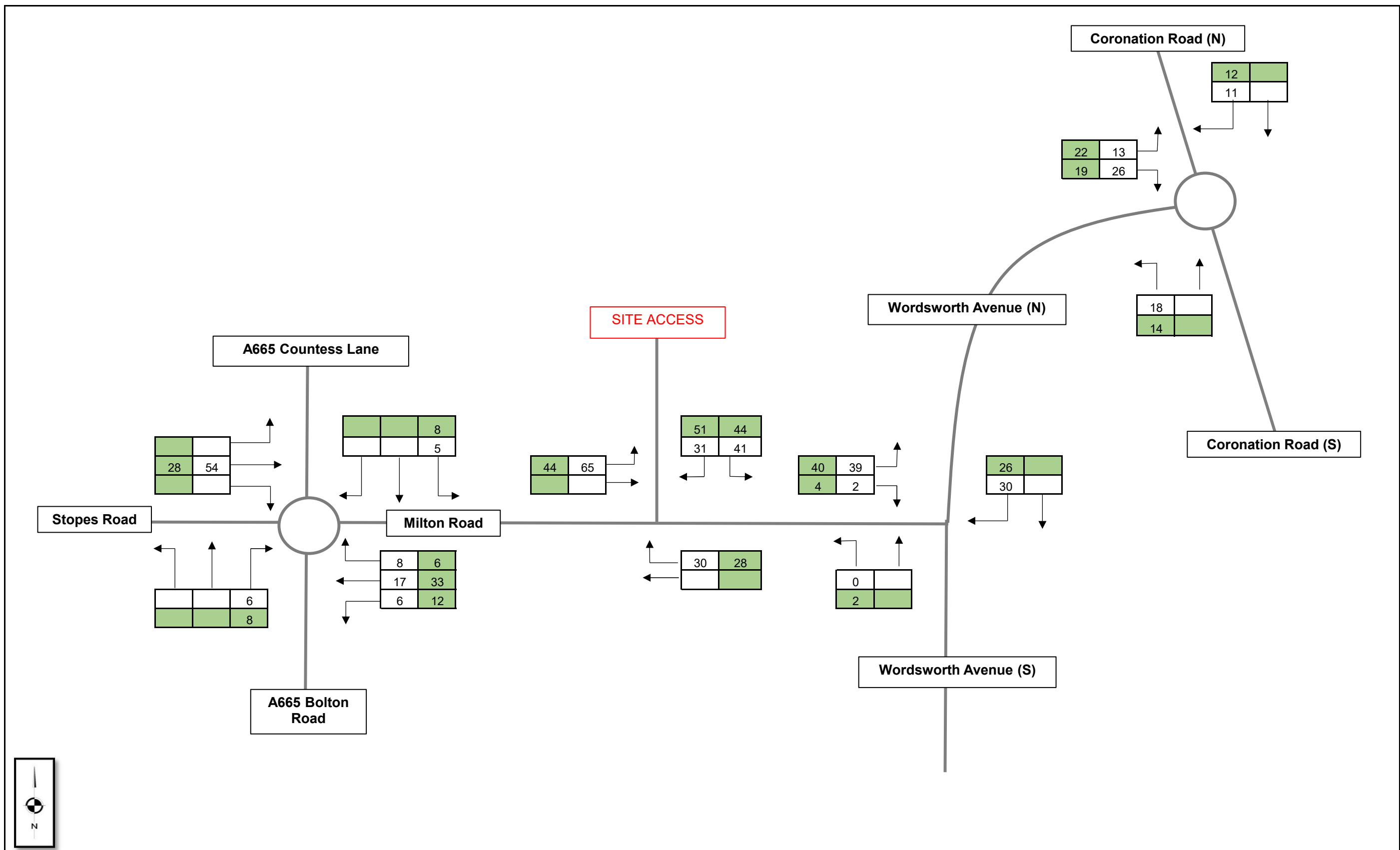
|                                                                                        |                                                                                              |                         |
|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-------------------------|
| <div> <div>SCP</div> <div>Transportation Planning : Infrastructure Design</div> </div> | Base 2026                                                                                    | 14 October 2026         |
|                                                                                        |                                                                                              | Job Number - SCP/260351 |
|                                                                                        | Proposed Ash Grove Alternative Provision (AP) Academy Development,<br>Milton Road, Radcliffe | Traffic Figure 1        |



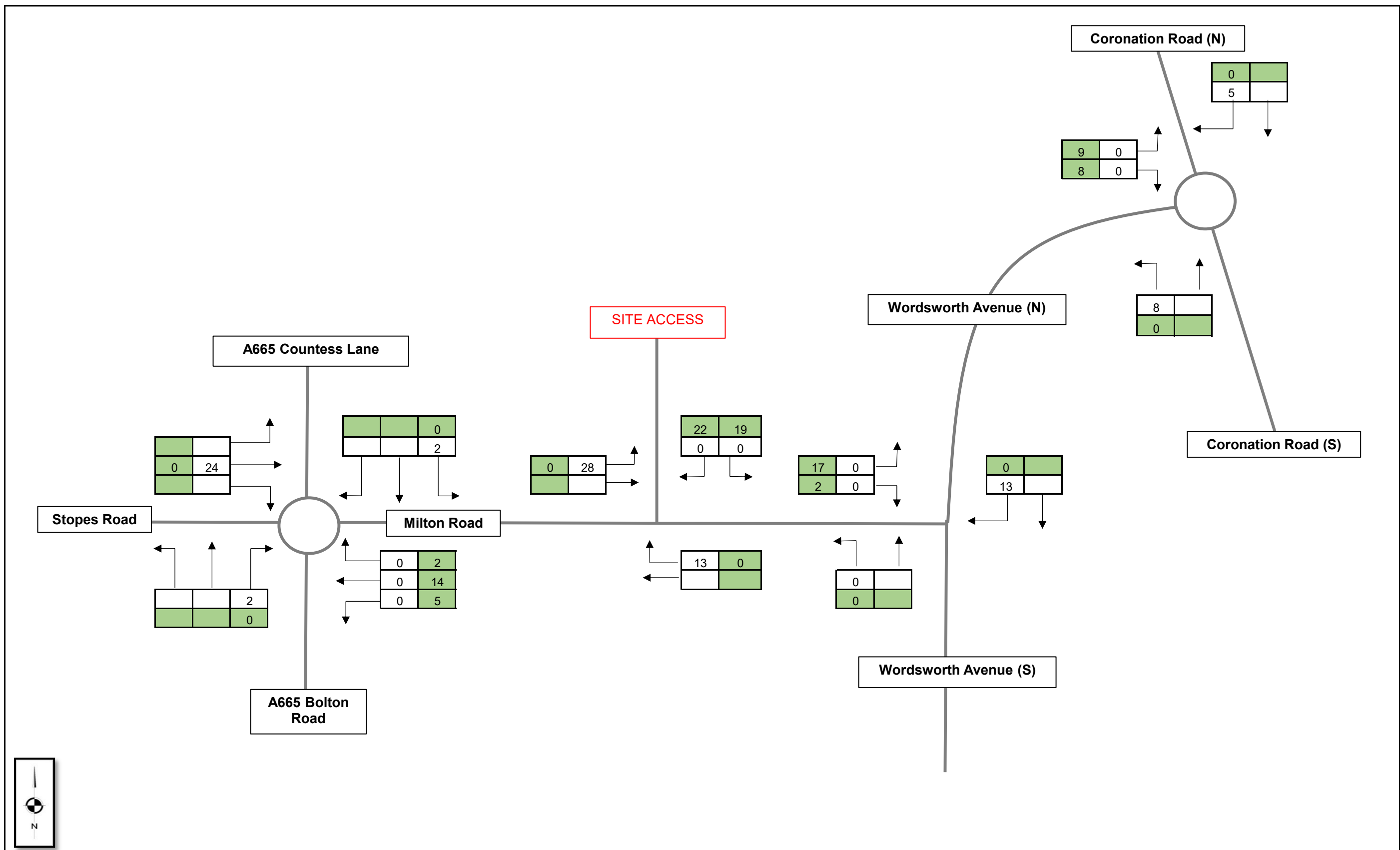
|                                                                                                                                        |                                                                                              |  |                         |
|----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--|-------------------------|
| <br>Transportation Planning : Infrastructure Design | Growthed 2031                                                                                |  | 14 October 2026         |
|                                                                                                                                        | Proposed Ash Grove Alternative Provision (AP) Academy Development,<br>Milton Road, Radcliffe |  | Job Number - SCP/260351 |
|                                                                                                                                        |                                                                                              |  | Traffic Figure 2        |



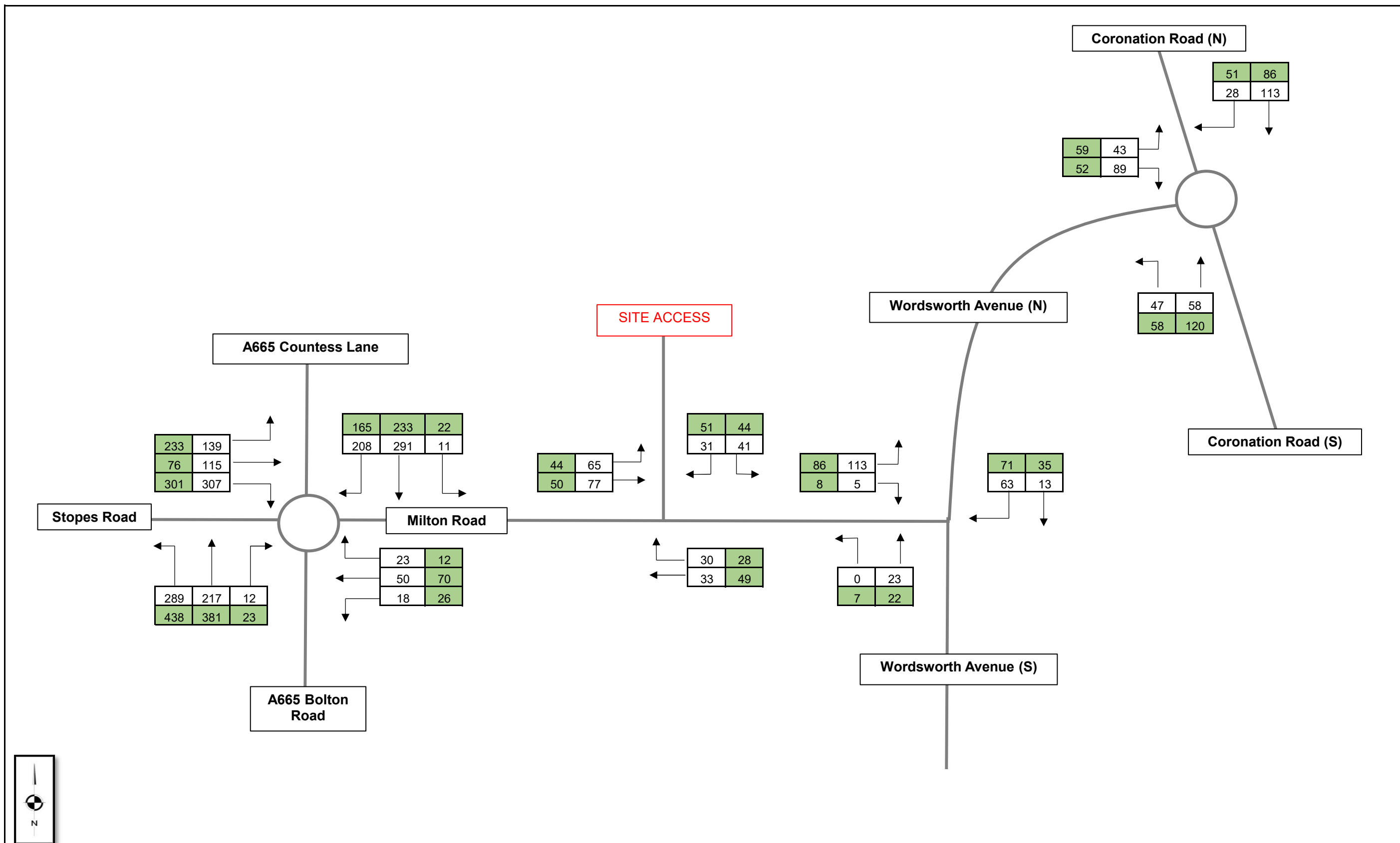
|                                                                                                                                            |                                                                                              |  |                         |
|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|--|-------------------------|
|  <p>Transportation Planning : Infrastructure Design</p> | Proposed Distribution                                                                        |  | 14 October 2026         |
|                                                                                                                                            | Proposed Ash Grove Alternative Provision (AP) Academy Development,<br>Milton Road, Radcliffe |  | Job Number - SCP/260351 |
|                                                                                                                                            |                                                                                              |  | Traffic Figure 3        |



|                                                                                                                                        |                                                                                           |  |                         |
|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|--|-------------------------|
| <br>Transportation Planning : Infrastructure Design | Proposed Assignment                                                                       |  | 14 October 2026         |
|                                                                                                                                        | Proposed Ash Grove Alternative Provision (AP) Academy Development, Milton Road, Radcliffe |  | Job Number - SCP/260351 |
|                                                                                                                                        |                                                                                           |  | Traffic Figure 4        |



|                                                               |                                                                                                  |  |                          |
|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--|--------------------------|
| <b>SCP</b><br>Transportation Planning : Infrastructure Design | <b>Proposed Assignment (Staff Only)</b>                                                          |  | <b>14 October 2026</b>   |
|                                                               | <b>Proposed Ash Grove Alternative Provision (AP) Academy Development, Milton Road, Radcliffe</b> |  | Job Number - SCP/260351  |
|                                                               |                                                                                                  |  | <b>Traffic Figure 4a</b> |



|                                                                                                                                        |                                                                                           |  |                         |
|----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|--|-------------------------|
| <br>Transportation Planning : Infrastructure Design | Proposed Assessment 2031                                                                  |  | 14 October 2026         |
|                                                                                                                                        | Proposed Ash Grove Alternative Provision (AP) Academy Development, Milton Road, Radcliffe |  | Job Number - SCP/260351 |
|                                                                                                                                        |                                                                                           |  | Traffic Figure 5        |

