

Cassidy⁺Ashton

Architecture + Building Surveying + Town Planning

Ash Grove AP Academy, Milton Road, Radcliffe

Stage 3 Design Report

For **Bury Council**

September 2026

CASSIDY + ASHTON

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Prepared by:	Darren Pickens

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1.0 INTRODUCTION

- 1.1 Cassidy + Ashton have been appointed as Architect and lead designer on This report outlines the developed design for the proposed construction a new alternative provision (AP) educational facility, on land at Milton Road in Radcliffe, Bury.
- 1.2 The development proposes the construction of a two-storey alternative provision (AP) educational facility, alongside the installation of MUGA facilities, parking areas, new access points, external play space, enhanced community open space provision and boundary and landscaping works.
- 1.3 The Oak Learning Partnership currently operates their AP facility, Ash Grove School, from three temporary locations at the New Kershaw Centre on Deal Street, Park House on Chesham Road and modular premises on Whittaker Street. It is considered that the amalgamation of these facilities onto a single site will be hugely beneficial to the operations and efficiency of the facility.
- 1.4 The Local Authority has a statutory requirement to make arrangements to provide suitable education for all children of school age, including where, because of exclusion, illness or other reasons they would not otherwise receive such education. The existing AP sites are not suitable to accommodate this provision long-term nor is it preferable to provide education across three separate sites. Therefore, Bury Council has identified the application site for redevelopment to serve as the location for a new stand-alone AP facility.

2.0 SITE CONTEXT

SITE LOCATION AND DESCRIPTION

- 2.1 This application relates to land located on the northern side of Milton Road in Radcliffe, Bury, as identified in Figure 1. The site extends to **15,284sqm.**



Figure 1 - Site Location (Source: Google Earth)

- 2.2 The site comprises an area of open space with unmaintained grass and substantial trees and hedgerows along its boundaries. The southern boundary of the site is open, with planters, a substation and signage located along it. There are limited instances of littering across the site.
- 2.3 The wider area is predominantly residential, with existing residential properties bounding the site on all sides. The rear of terraced and semi-detached properties on Kilburn Road adjoins the site to the north, whilst to the east bungalows are located along Wordsworth Avenue, with two-storey terraced properties on Coronation Road. To the south are two-storey terraced and semi-detached properties located along Milton Road and to the west are semi-detached properties on Chaucer Avenue.
- 2.4 Land levels within the site appear to rise from west to east towards a formalised pedestrian pathway which runs north-south, linking Milton Road with Kilburn Road. The southern boundary of the site is entirely open for pedestrian access with access also possible from the

west of the site, with a ginnel present outside of the application site boundary connecting Chaucer Avenue to Kilburn Road.

PLANNING DESIGNATIONS

- 2.5 The site is currently designated within the Unitary Development Plan (UDP) under Policy RT1/1 as a site protected for recreation provision in the urban area, as identified in Figure 2 below. This designation is retained in the Publication version of the emerging Bury Local Plan.
- 2.6 The Greater Manchester Places for Everyone Plan does not explicitly designate the site, concentrating on strategic policy objectives.

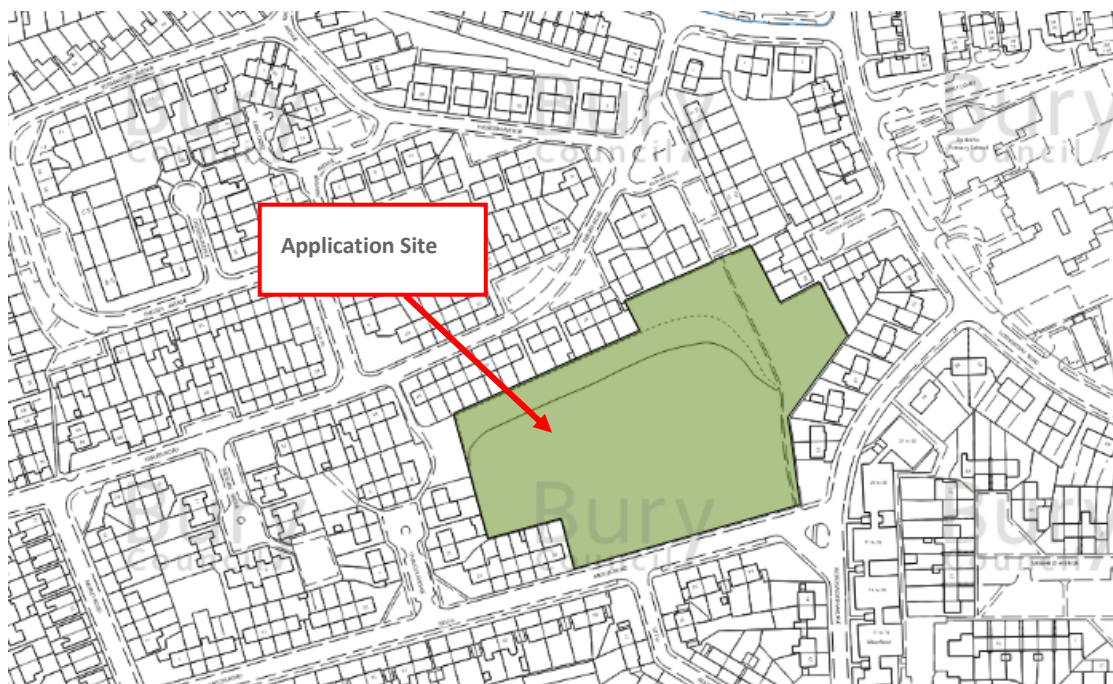


Figure 2 – Planning Policy Designations for the site under the UDP (Source: Bury Council)

- 2.7 The site is located wholly within Flood Zone 1 and there are no heritage assets, nor ecological or landscape designations associated with the site.

PHOTOGRAPHIC APPRAISAL

- 2.8 As existing, the application site comprises a grassed area which appears unmaintained. The photographs provided in Figures 3-5 illustrate this, with a detailed photographic appraisal provided in the accompanying Design and Access Statement.

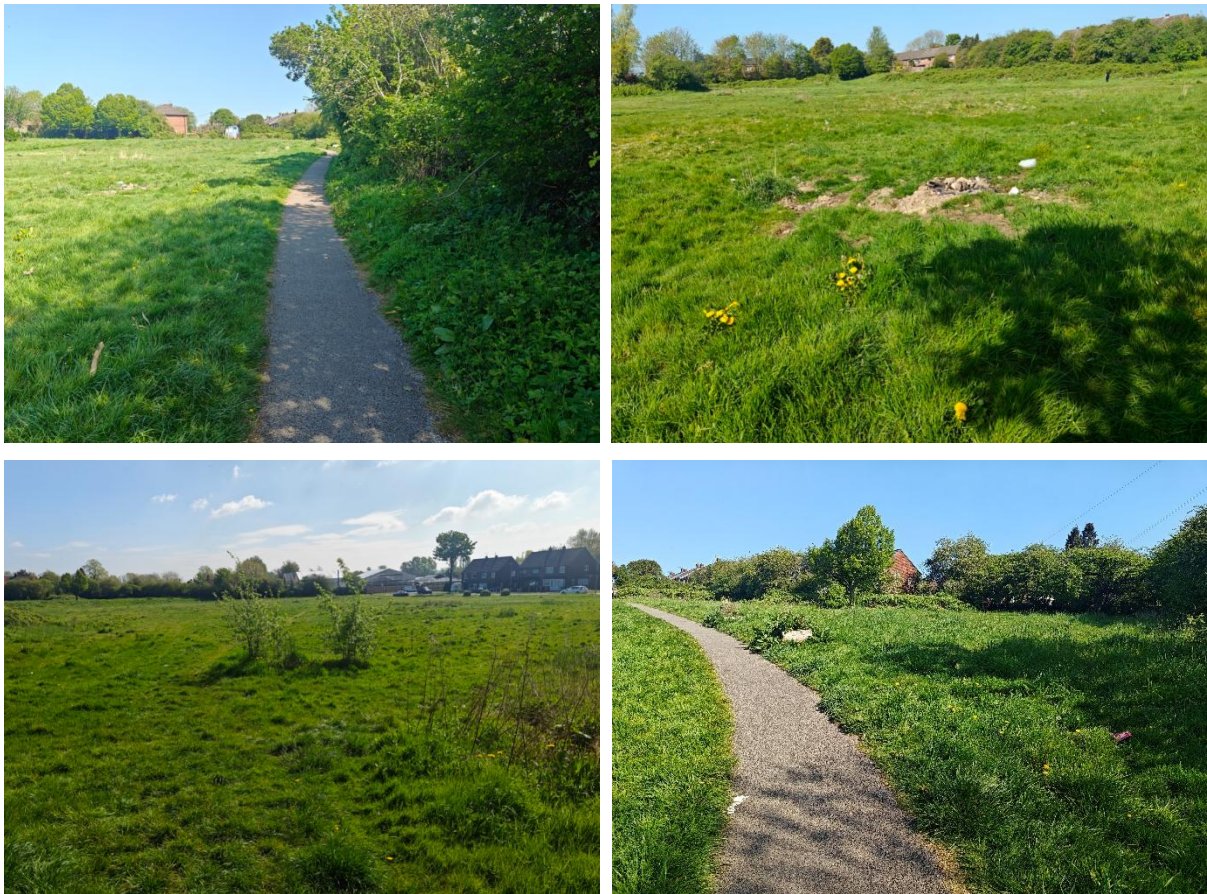


Figure 3 – Photographs of Application Site (Top Left: from within site looking north along footpath on eastern boundary, Top Right: from within site looking north-west, Bottom Left: from within site looking south-east, Bottom Right: from within site looking north-east on footpath)

3.0 STAKEHOLDER ENGAGEMENT

Engagement has been a key part of the design process. Regular meetings have been held with both Bury Council and the Oak Learning Partnership to ensure a full understanding of client and end user requirements. These discussions have directly shaped the developing scheme and its alignment with regulatory frameworks. Design responses have generally been developed in drawing form, documented in the appended general arrangement drawings.

A number of design team reviews have been undertaken with Bury Council + OLP including site visits to the existing premises at New Kershaw and Whittaker Street, where engagement meetings were held directly with vocational leads to ensure spatial and functional compliance.

The design team has maintained active dialogue with sub-consultants and key stakeholders to ensure a coordinated and responsive approach across all design disciplines.

A Public Consultation was carried out with the local community on Tuesday 29 September. Due to the proximity of the consultation to completion of this report, the findings have not been included but will be published separately.

4.0 DESIGN DEVELOPMENT

Stage 3 design work further developed the agreed Stage 2 layouts through client and stakeholder discussions and the developed knowledge of existing site and structural constraints. These documents include:

Key Design / Layout Principles

- The existing building comprises a total Gross Internal Area of 3,028m². 1,805m² at Ground Floor and 1,223m² at first floor.
- The total proposed school site area is 9,723m² including entrance areas and arrival areas, car parking, external play / Multi-Use Games Areas. This includes an area of 1,929m² of community garden space.
- A further 5,562m² of existing land outside of the red edged boundary could potentially form further community / landscaped areas subject to ongoing review with Bury Council in regard to community involvement.
- The main entrance to the building is located on the principal faced to Milton Road and serves as a staff and visitor entrance, with associated parking areas.
- The building is designed with the requirements for Key Stage 3 and Key Stage 4 pupils in mind, to aid learning and ensure shared access to facilities, whilst aiding operational matters in regard to circulation and segregation:
 - Two pupil entrance features within the design. KS3 Pupil entrance is located on the east side of the development, whilst KS4 entrance is focused to the west. This allows sufficient management of arrival / exits points and allows the building to be laid out in a manner which is relevant for the needs of each key stage.
 - KS3 is solely contained with the eastern single storey element of the building with access to centrally located shared spaces such as a gym, main hall and the occasional use of 1st floor classrooms.
 - KS4 is focused over the two-storey element of the building, also with shared use of central spaces. KS4 consists of 9 independent Classrooms and 4 Practical Vocational Spaces each with an associated theory / learning space. Vocational Spaces include:

- Construction – Brickwork – with access to external construction yard + store
 - Construction – Joinery
 - Hair and Beauty
 - Hospitality and Catering
- A further vocation in Horticulture is addressed through a dedicated external space;
- KS3 access to Food Technology spaces is offered at first floor, in close proximity to Hospitality + Catering areas;
- The arrangement of the building footprint is also influenced through operational requirements to provide segregation between KS3 and KS4 areas. The 'L' shaped arrangement permits the positioning of associated external spaces with segregation in mind:
 - Key Stage 3 external spaces are limited to the width of the single storey structure within which KS3 is accommodated; this allows the external spaces to be contained within a zone directly behind the classroom areas and permits clear lines of segregation.
 - KS3 MUGA is accessed primarily from Classrooms via. sensory gardens;
 - The 'L' Shape return leg of the building on a north-south axis allows KS4 spaces to be formed to both the east and west elevations. The eastern space forms garden spaces and covered activity areas whilst the west forms a MUGA and smaller ancillary spaces.

Appearance

The external appearance of the building is considered against the context of the neighbouring residential area, with an emphasis on reducing the perception of building mass. This was developed in consideration of a 'layering' of the building, through a mix of single and two storey elements and two-tone brickwork breaking down the main two storey elements into sensitively contrasting horizontal bands.

The window fenestrations and arrangements, based on 900mm wide variations of one, two and three pane opening widths, give the building an appearance more domestic in scale and appearance which better reflects the adjacent residential areas and minimises the perception of a commercial or corporate feel.

The buildings siting in a green open space necessitates a sensitive touch and the design approach has been to use natural and warm tones in material choice to both soften the appearance of the building, relate better to the retained existing green spaces and to better contribute to a developing landscaping proposal, whilst appearing as a naturalistic and welcoming venue.

Brie soleil is used to the principal south elevation and western return, to assist with protection against overheating.

Brickwork facades are utilised to ensure robustness whilst contributing to natural tones and considered building details to assist in providing visual relief to the façade:

- A two-tone brick is used at low level which steps to add visual interests
- String courses are used to add definition between two-tone and single brick areas of façade
- A lighter brick is proposed to the upper levels of the building to promote a '*lighter*' aesthetic.
- Simple, linear protruding brickwork courses are provided within the upper parapet levels to the principal facade, for visual interest and to visually dissolve the parapet mass.

Windows and doors are intended to be provided in light bronze powder coated aluminium to respond to and compliment the natural brickwork tones.

5.0 STRUCTURE + CIVILS

A comprehensive Stage 3 Report Structural Report has been issued by KODA Ref. 240171-KOD-Z1-ZZ-T-S-0005. Summary points are highlighted below

- **Building design:** Two-storey, steel-framed education facility with a suspended ground floor and coordinated external works.
- **Ground conditions:** Variable made ground, approximately 0.40–2.65 m deep, over natural cohesive soils and weathered bedrock; deeper made ground and softer organic material occur locally in the north-east.
- **Groundwater:** Encountered locally and will need to be managed during excavation, foundation construction and below-ground works.
- **Mining risk:** Historical coal mining creates a residual ground-instability risk. Proof drilling and grouting are recommended beneath buildings and highways in the northern and western areas.
- **Contamination:** Elevated lead and PAHs were found in near-surface made ground, with trace asbestos in one shallow sample. Remediation, clean cover, worker protection and suitable waste management will be required.
- **Ground gas:** Precautionary **CS₂ gas protection measures** are recommended unless further monitoring confirms they are unnecessary.
- **Ground floor:** Proposed as a **250 mm suspended reinforced-concrete slab**, with deeper perimeter and local thickenings, to reduce settlement risks associated with the variable made ground.
- **Foundations:** Pad foundations are proposed in competent natural strata or bedrock. Unsuitable material should be removed and replaced with lean-mix or mass concrete.
- **Structural frame:** Hot-rolled **S355 steel frame**, generally to Execution Class 2, with vertical bracing in both principal directions.
- **Floors and roof:** **200 mm precast hollowcore planks** with a **100 mm structural concrete topping**, designed to act as diaphragms transferring lateral loads to the braced bays.
- **Structural robustness:** The building is classified as **Consequence Class 2b** and will include horizontal and vertical tying to address disproportionate-collapse requirements.
- **Design loads:** Allowances cover teaching, office, circulation and assembly spaces, plant, partitions, ceilings, services, photovoltaic panels, wind, snow and local accumulation effects.

- **Specialist design:** Contractor-designed items will include steel connections, holding-down systems, precast units, temporary works, lightweight framing, curtain walling, masonry supports, balustrades and secondary steelwork.
- **Site levels:** The building platform will be raised where practical to minimise excavation and material removal. External levels will fall away from the building and provide safe exceedance-flow routes.
- **Drainage:** Separate foul-water and surface-water systems are proposed, ultimately connecting to the existing combined public sewer.
- **Surface-water management:** On-site attenuation will combine below-ground storage with permeable construction in parking and MUGA areas. Discharge of up to **8 litres per second** may be acceptable, subject to Lead Local Flood Authority approval.

6.0 MEP, SUSTAINABILITY + ENVIRONMENTAL STRATEGY

Sustainability is embedded within the design through the following factors:

1. Fabric-First Energy Strategy

- Building elements (walls, floors, roofs, glazing, doors) are designed to be approximately 30% more thermally efficient than minimum regulatory standards, reducing energy demand at source.

2. Net Zero Carbon Operational Target

- The scheme aims for low Energy Use Intensity (EUI) and strives to achieve or approach Net Zero Carbon in operational energy, following DfE and local policy targets.

3. Onsite Renewable Energy Generation

- Solar photovoltaic (PV) panels are specified to generate at least 45 kWh/m² annually, covering a minimum of 60% of the building's total energy use.

4. Air Source Heat Pumps (ASHPs) for Heating and Hot Water

- High-efficiency electric ASHPs provide heating and hot water, eliminating the need for gas and reducing carbon emissions.

5. Mechanical Ventilation with Heat Recovery (MVHR)

- Each classroom and key space is equipped with MVHR units, recovering heat from exhaust air to pre-warm incoming air, improving energy efficiency and indoor air quality.

6. Advanced Building Management System (BMS)

- A central BMS monitors and controls energy use, optimizes system performance, and enables real-time energy metering and fault detection for ongoing efficiency.

7. Daylight and Lighting Controls

- Internal lighting is designed for energy efficiency, with daylight dimming, presence/absence detection, and anti-ligature, low-glare luminaires to minimize energy use and support wellbeing.

8. Electric Vehicle (EV) Charging Infrastructure

- Active EV charging points are provided for at least 10% of parking spaces, with passive provision for an additional 10%, supporting the transition to low-carbon transport.

9. Natural and Passive Ventilation Strategies

- Where possible, natural ventilation is used in circulation spaces and perimeter rooms, reducing reliance on mechanical systems and associated energy use.

10. Compliance with Local Policy Standards

- The design targets align with Greater Manchester's carbon neutrality goals for 2038, including whole life cycle emissions consideration.

The above measures collectively ensure the scheme is designed with sustainability as a core principle, addressing energy efficiency, carbon reduction, and future resilience.

7.0 ACCESS + HIGHWAYS

7.1 Principal access is from Milton Road as follows:

A new access is formed to the south-west extremity of the site and allows for the following:

- Access to 21No. Staff Parking Spaces
- Access for pupil related vehicles at drop of times and pick up times
- Access for a small construction supplies vehicle (7.5 tonne)
- The entrance is also provided with a new pedestrian access for KS4 pupils

A further access is formed centrally on the site from Milton Road. This provides access as follows:

- Access to 20No. Staff Parking Spaces
- Access for pupil related vehicles at drop of times and pick up times
- Access to small delivery vehicle
- Access for visitors
- The entrance is also provided with a new pedestrian access for KS3 pupils, staff and visitors

7.2 Milton Road has been confirmed as sufficient width at 7.3m by our Highways Consultant:

"The carriageway width of Milton Road measures 7.3m which is a standard width even when accommodating high proportions of commercial vehicles, which is the not the case with the proposed Academy and is clearly sufficient to serve the proposed development. Notwithstanding this, it is an existing highway which operates without any record of highway safety concerns, which will be fully assessed as part of the Transport Assessment to be submitted with the planning application. The Transport Assessment will also consider the effects of the additional traffic generated, which will be assessed in relation to the policy requirements of NPPF."

7.2 The existing pedestrian footway running along the eastern boundary of the site will be retained and enhanced, with the additions of community gardens and ecological upgrades.

7.3 It is understood that the north-west corner of the site contains an access route from Chaucer Avenue, the feasibility of retaining this access for community use needs to be reviewed.

8.0 INCLUSIVE DESIGN

The proposed design prioritises inclusive access for all users. Three new entrance points have been created with level access. Disabled parking bays are positioned close to the main entrance with appropriate gradients provided to the main entrance.

Internally, circulation has been designed to comply with Approved Document M2 and relevant Building Bulletins, ensuring accessible horizontal and vertical movement. Facilities, including WCs and breakout spaces, are appropriately sized and equipped. Secure cycle storage and clear signage further enhance the accessibility and functionality of the site.

9.0 ECOLOGY + LANDSCAPE DESIGN

9.1 PRELIMINARY ECOLOGICAL ASSESSMENT AND BNG

A preliminary ecological assessment of the site was undertaken by Rachel Hacking Ecology in July 2026. The report Reference is RHE.4805 and the finding of the report are summarised below:

- **Site baseline:** The approximately 1.1 ha site is mainly **poor-condition modified grassland**, with edge scrub, outgrown hedgerows and occasional trees. No irreplaceable habitats were identified.
- **Ecological importance:** Grassland, scrub and trees are of **site-level importance** only. There are no statutory designated sites within 1 km, and no effects on designated sites are expected. Although the site falls within Ashclough SSSI's Impact Risk Zone, Natural England consultation is not required for this proposal.
- **Protected species:** No further species surveys are required. The site has low suitability for bats, amphibians, reptiles, badgers, rare plants and aquatic species. Trees, hedgerows and scrub may support common nesting birds; scrub also provides potential shelter and foraging habitat for hedgehogs.
- **Development impacts:** Construction would remove most modified grassland and minor areas of scrub. Retained trees and hedgerows could be damaged by compaction or machinery unless protected. Scrub removal could affect nesting birds and hedgehogs.
- **BNG position:** The current baseline is **4.69 area units**, while the proposed development provides **3.88 area units**: a net loss of **0.81 units (17.32%)**. The proposal also fails the metric trading rules because it loses medium-distinctiveness scrub. Hedgerow figures remain incomplete in this draft.
- **Key mitigation:** Use a Construction Environmental Management Plan and Habitat Management and Monitoring Plan; protect retained trees and hedgerows through a Tree Protection Plan; and avoid scrub clearance during the March–August bird-breeding season unless an ecologist confirms there are no active nests.
- **Recommended enhancements:** Include **native scrub** in landscaping to reduce the BNG deficit and meet trading rules; consider a small wildlife pond as an educational and

ecological feature; install nesting features for birds, including house sparrows; and incorporate integral bat boxes in the new building.

- **Residual BNG requirement:** If landscaping cannot eliminate the deficit, remaining biodiversity units would need to be purchased from a habitat bank.
- **Overall conclusion:** The scheme is considered ecologically feasible without further surveys, subject to protecting retained habitats, managing vegetation clearance appropriately, and delivering sufficient on-site or off-site BNG compensation.

It should be noted that the above recommendations are being reviewed in light of recent changes to the site plan and red edge boundary drawing which will accompany the planning application. The BNG baseline will therefore be impacted however, it is expected that due to the reduction in site area, this should have a positive impact on the BNG baseline, meaning that off-site contributions may potentially be reduced.

The amended PEA is due for completion on 2 October 2026.

9.2 LANDSCAPE DESIGN

The scheme comprises substantial soft landscaping input in terms of provision within the school grounds, community spaces outside of the school boundary and contributions to the required 10% biodiversity net gain.

TEL Landscape Architects drawing numbered MR26-043/102 Rev. B describes the current inclusions for the landscaping scheme within the site boundary of the school.

Further discussion is ongoing in regard to the development of the community spaces particularly through the public consultation process which was carried out on the evening of 29 September 2026. The proximity of the consultation to the Stage 3 submission date dictates that the findings of the consultation cannot be included within this report.

It is expected that the Landscaping scheme will be updated in due course, in consideration of the developing community needs and the requirements of the amended BNG assessment being prepared by the project ecologist.

10.0 PLANNING CONTEXT AND STATUS

10.1 PRE-APPLICATION DISCUSSIONS

A pre-application advice request was submitted to Bury Council's Planning Department on the 18th August 2026, with a written response issued on the 26th August 2026.

Comments were received from the responding officers regarding the principle of development on this designated site, which is identified in the Local Plan for recreation provision. It was concluded that the proposed specialist educational facility could deliver substantial social and educational benefits which can carry considerable weight in considering the balance against the loss of designated protected open space. However, to support the Council in assessing the proposals they requested that the following information be provided to accompany any planning application:

- A Planning Statement setting out the policy justification for development on protected recreation land
- A demonstration of the benefits arising from and the need for the unit and the consequences of not providing the facility
- An Open Space Assessment demonstrating the recreational value of the site and the effect of its loss, informed by the findings of the Bury Open Space Assessment (March 2026) and the latest NPPF (2026)
- Evidence that alternative suitable sites have been considered, particularly previously developed land and existing educational sites
- Details of any proposed replacement or enhanced open space provision, where appropriate
- A high-quality landscape strategy demonstrating how the development will retain as much green infrastructure as possible and enhance biodiversity
- A Transport Assessment or Statement addressing accessibility by sustainable modes, pupil transport arrangements, parking and highway impacts

Each of the above will be thoroughly evidenced in the full planning application when formulated.

Further comments were raised in respect of technical matters pertaining to the proposals which will be addressed through the provision of supporting documents, drawings and reports which comprise the proposed application.

10.2 FULL PLANNING APPLICATION

A full planning application is prepared and ready for submission upon Client Approval to submit. We understand that a decision on submission of the planning application will be made at Bury Council Cabinet meeting on 14 October 2026.

The submission will be made as soon as reasonably practical following approval and instruction to proceed.

11.0 ACOUSTIC DESIGN

A Noise Impact Assessment Ref. R2498-REP01-PC has been undertaken by Red Acoustics.

The report concludes as follows:

“An assessment of the existing environmental sound climate and the potential noise impact of the proposed school development has been undertaken. The assessment indicates that suitable internal noise levels can be achieved through appropriate facade, roof and ventilation design. Noise from the proposed MUGA areas and future mechanical plant can also be controlled to acceptable levels at the nearest NSRs.

Subject to the recommendations set out in this report being incorporated into the detailed design, the assessment concludes that noise should not be a constraint to the proposed new school development.”

12.0 FIRE STRATEGY

The fire strategy has been developed in accordance with BB100 and the functional requirements of Approved Document B of the Building Regulations.

The strategy is currently being documented in drawing form and will be available for review within Cassidy + Ashton drawing series, 8000.

13.0 STAGE 3 APPROVAL

We understand that Bury Council Cabinet Meeting on 14 October will determine the progression of the project beyond Stage 3, to Stage 4 – Technical Design.

We therefore await Cabinet Approval to proceed with submitting a full Planning Application to Bury Council and await instruction to commence Stage 4.

Appendices

This report should be read in conjunction with the following Architects Drawings:

EXISTING

- 13921-ASH-CAA-ZZ-ZZ-D-A-1001 P2 – LOCATION PLAN
- 13921-ASH-CAA-XX-XX-D-A-1002 P1 – EXISTING SITE PLAN
- 13921-ASH-CAA-ZZ-ZZ-D-A-1003-P2-EXISTING SITE SECTIONS
- 13921-ASH-CAA-ZZ-ZZ-D-A-1008-P1-PROPOSED SITE VISUALS

PROPOSALS

- 13921-ASH-CAA-ZZ-ZZ-D-A-1004-P10-PROPOSED SITE PLAN
- 13921-ASH-CAA-ZZ-ZZ-D-A-1005-S3-P4-PROPOSED SITE SECTIONS
- 13921-ASH-CAA-ZZ-ZZ-D-A-1006-P2-BOUNDARY + HARDSCAPE TREATMENTS
- 13921-ASH-CAA-V1-00-D-A-2001-P8-PROPOSED GROUND FLOOR PLAN
- 13921-ASH-CAA-V1-01-D-A-2002-P8-PROPOSED FIRST FLOOR PLAN
- 13921-ASH-CAA-V1-02-D-A-2003-P5-PROPOSED ROOF PLAN
- 13921-ASH-CAA-V1-XX-D-A-2004-P5-PROPOSED ELEVATIONS 1 OF 2
- 13921-ASH-CAA-V1-XX-D-A-2005-P5-PROPOSED ELEVATIONS 2 OF 2
- 13921-ASH-CAA-V1-XX-D-A-2004-P5-PROPOSED VISUALS 1 OF 2
- 13921-ASH-CAA-V1-XX-D-A-2004-P5-PROPOSED VISUALS 2 OF 2



FLOOR FINISHES

IN-FF-F1

- ALTRO**
- ALTRO RELIANCE 25 VINYL WITH COVED SKIRTING.
PRODUCT THICKNESS 2.5MM.
- ALTRO ACOUSTIC UNDERLAY 1101
PRODUCT THICKNESS 3MM

IN-FF-F2

- ALTRO**
- ALTRO AQUARIUS NON- SLIP SAFETY VINYL WITH COVED SKIRTING.
PRODUCT THICKNESS 2MM

IN-FF-F3

- ALTRO**
- STRONGHOLD 30: ADHESIVE FREE SLIP RESISTANT VINYL WITH COVED SKIRTING.
PRODUCT THICKNESS 2.5MM

IN-FF-F4

- TARKETT**
- DESSO ESSENCE STRIPE TILE: AA91-93 RANGE.
PRODUCT THICKNESS 2.6MM

IN-FF-F5

- TARKETT**
- DESSO ENTRANCE MATTING CARPET TILE.
PRODUCT THICKNESS 5.2MM

IN-FF-F6

- ALTRO**
- ALTRO WOOD EFFECT VINYL: ADHESIVE FREE.
PRODUCT THICKNESS 2.4MM

IN-FF-F7

- WATCO**
- EPOXY RESIN NON- SLIP FLOOR PAINT: LIGHT GREY

IN-FF-F8

- TVS ACOUSTICS**
- MODEL: TBC

IN-FF-F9

- ALTRO**
- ALTRO WALKWAY 20 SD ANTI-STATIC VINYL FLOORING WITH COVED SKIRTING.
PRODUCT THICKNESS 2MM

IN-FF-F10

- ALTRO**
- ALTRO CLASSIC 25 VINYL FLOORING WITH COVED SKIRTING.
PRODUCT THICKNESS 2.5MM

IN-FF-F11

- MANUFACTURER: TBC**
- STEEL MESH FLOORING. EXACT LAYOUT TBC WITH M+E LAYOUT

IN-FF-F12

- TARKETT**
- DESSO ESSENCE STRIPE TILE: AA91-93 RANGE. ALTERNATIVE COLOUR.
PRODUCT THICKNESS 2.6MM

THRESHOLDS & NOSINGS

TYPE A

- GRADUS ADXT1R ALUMINIUM NOSING

TYPE B

- GRADUS RAMPED TRANSITION THRESHOLD PROFILE

TYPE C

- TVS ACOUSTICS BUILT IN TAPERED SAFETY EDGING

WALL FINISHES

- W1

PAINT FINISHES

HIGH SCRUB FACTOR PAINT
- W2

PAINT FINISHES

HIGH SCRUB FACTOR PAINT
ALTERNATIVE COLOUR
- W3

PAINT FINISHES

HIGH SCRUB FACTOR PAINT
FOOD SAFE PAINT
- W4

PAINT FINISHES

HIGH SCRUB FACTOR PAINT
FOOD SAFE PAINT
ALTERNATIVE COLOUR
- W5

PAINT FINISHES

MASONRY PAINT HIGH SCRUB
FACTOR PAINT
- W5

IPS PANEL SYSTEM
- W6

ALTRO

ALTRO WHITEROCK WHITE
THICKNESS 2.5MM
- W7

ALTRO

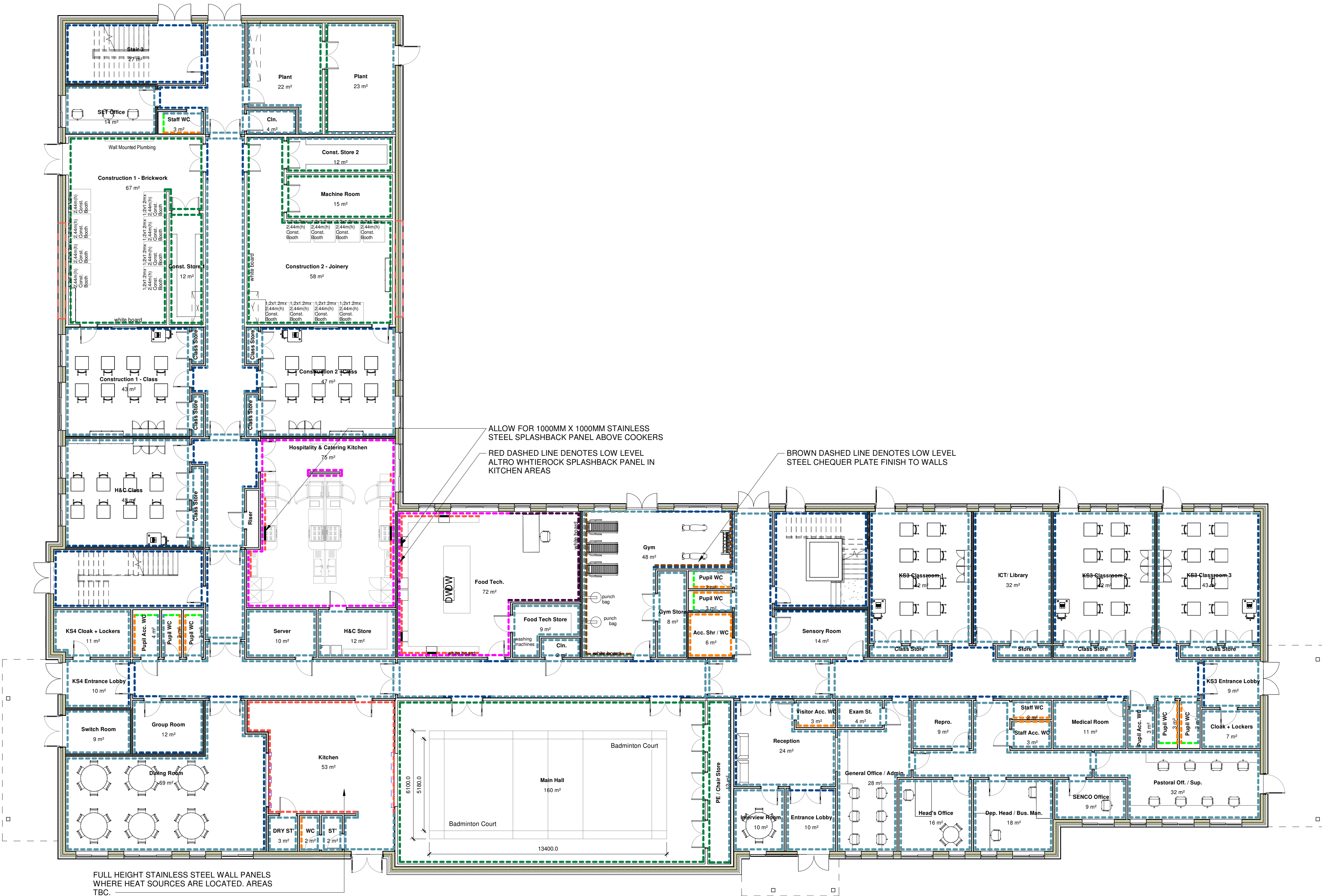
ALTRO WHITEROCK SATINS
THICKNESS 2.5MM
- W8

STAINLESS STEEL PANEL
- W9

STEEL CHEQUER PLATES

900MM HIGH

CAA_Legend_Wall-Finishes
1 : 50



1 5010_00-PROPOSED GROUND FLOOR WALL FINISHES
1 : 125



1 5000_01-PROPOSED FIRST FLOOR
1 : 125

FLOOR FINISHES

- IN-FF-F1

ALTRO

ALTRO RELIANCE 25 VINYL WITH COVED SKIRTING.
PRODUCT THICKNESS 2.5MM.

ALTRO ACOUSTIC UNDERLAY 1101
PRODUCT THICKNESS 3MM
- IN-FF-F2

ALTRO

ALTRO AQUARIUS NON- SLIP SAFETY VINYL WITH COVED SKIRTING.
PRODUCT THICKNESS 2MM
- IN-FF-F3

ALTRO

STRONGHOLD 30: ADHESIVE FREE SLIP RESISTANT VINYL WITH COVED SKIRTING.
PRODUCT THICKNESS 2.5MM
- IN-FF-F4

TARKETT

DESSO ESSENCE STRIPE TILE: AA91-93 RANGE.
PRODUCT THICKNESS 2.6MM
- IN-FF-F5

TARKETT

DESSO ENTRANCE MATTING CARPET TILE.
PRODUCT THICKNESS 5.2MM
- IN-FF-F6

ALTRO

ALTRO WOOD EFFECT VINYL: ADHESIVE FREE.
PRODUCT THICKNESS 2.4MM
- IN-FF-F7

WATCO

EPOXY RESIN NON- SLIP FLOOR PAINT: LIGHT GREY
- IN-FF-F8

TVS ACOUSTICS

MODEL: TBC
- IN-FF-F9

ALTRO

ALTRO WALKWAY 20 SD ANTI-STATIC VINYL FLOORING WITH COVED SKIRTING.
PRODUCT THICKNESS 2MM
- IN-FF-F10

ALTRO

ALTRO CLASSIC 25 VINYL FLOORING WITH COVED SKIRTING.
PRODUCT THICKNESS 2.5MM
- IN-FF-F11

MANUFACTURER: TBC

STEEL MESH FLOORING. EXACT LAYOUT TBC WITH M+E LAYOUT
- IN-FF-F12

TARKETT

DESSO ESSENCE STRIPE TILE: AA91-93 RANGE. ALTERNATIVE COLOUR.
PRODUCT THICKNESS 2.6MM

CAA_Legend_Floor-Finishes
1 : 50

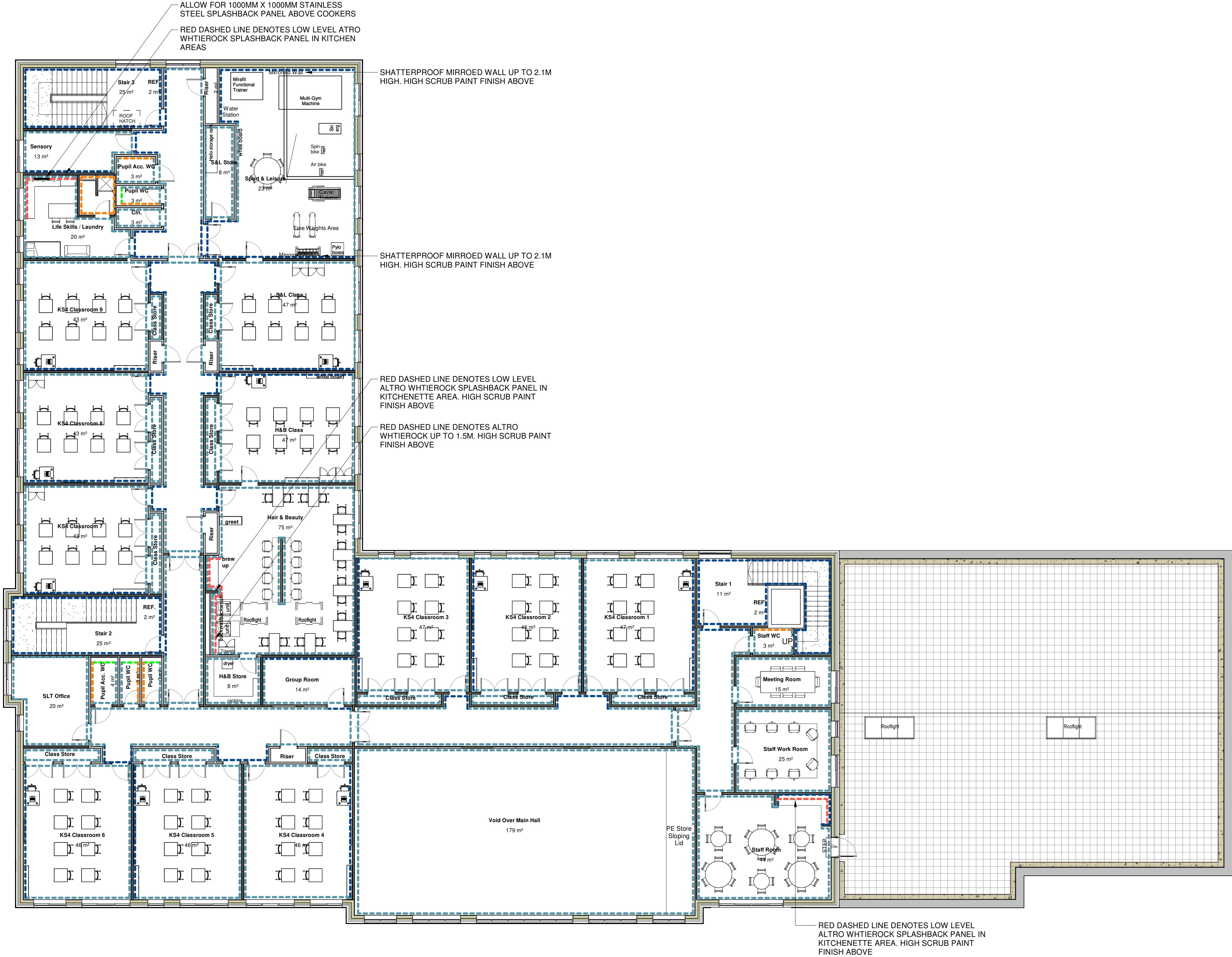
THRESHOLDS & NOSINGS

- TYPE A

GRADUS ADXT1R ALUMINIUM NOSING
- TYPE B

GRADUS RAMPED TRANSITION THRESHOLD PROFILE
- TYPE C

TVS ACOUSTICS BUILT IN TAPERED SAFETY EDGING



WALL FINISHES

- W1

PAINT FINISHES

HIGH SCRUB FACTOR PAINT
- W2

PAINT FINISHES

HIGH SCRUB FACTOR PAINT
ALTERNATIVE COLOUR
- W3

PAINT FINISHES

HIGH SCRUB FACTOR PAINT
FOOD SAFE PAINT
- W4

PAINT FINISHES

HIGH SCRUB FACTOR PAINT
FOOD SAFE PAINT
ALTERNATIVE COLOUR
- W5

PAINT FINISHES

MASONRY PAINT HIGH SCRUB
FACTOR PAINT
- W5

IPS PANEL SYSTEM
- W6

ALTRO

ALTRO WHTIEROCK WHITE
THICKNESS 2.5MM
- W7

ALTRO

ALTRO WHTIEROCK SATINS
THICKNESS 2.5MM
- W8

STAINLESS STEEL PANEL
- W9

STEEL CHECKERBOARD PLATES

900MM HIGH

CAA_Legend_Wall-Finishes
1 : 50



**ASH GROVE ALTERNATIVE PROVISION
(AP) ACADEMY**

**STAGE 3 REPORT CIVIL &
STRUCTURAL**

240171-KOD-Z1-ZZ-T-S-0005

REVISION: P01

Document Management

Client:	Bury Council				
Project Name:	Ash Grove Alternative Provision (AP) Academy				
Report Title:	Stage 3 Report				
Report No.:	240171-KOD-Z1-ZZ-T-S-0001				
Author:	Tom Scott (MEng)	Initial: TS			
Approved:	Kris Clark (MEng, CEng, MICE, MStructE)	Initial: KC			

Version Control

Revision	Status	Date	Description	Author	Approved
P01	S2	21/09/2026	First Issue	TS	KC

Disclaimer

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KODA Engineering Ltd certify that they have carried out the work contained herein with due skill, care and diligence to their best belief and knowledge based on the time and information available.

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 Site and Ground Conditions 4

 Substructure Strategy 4

 Superstructure Strategy 5

 Design Loads and Contractor Designed Elements..... 5

Civil Engineering 5

Structural Engineering Stage 3 Summary

This section summarises the RIBA Stage 3 structural proposals for the proposed Ash Grove Alternative Provision Academy at Milton Road, Radcliffe. The building is proposed as a two-storey steel framed education facility with associated substructure, suspended ground floor construction and coordinated external works. The structural information below is intended as a concise summary for inclusion within the architect's Stage 3 report and should be read alongside the KODA Stage 3 structural drawings and wider design team information.

Site and Ground Conditions

The site comprises an open parcel of land off Milton Road, bordered by residential development, existing pedestrian routes and boundary vegetation. The ground investigation identifies variable made ground across the site overlying natural cohesive strata and weathered bedrock. Made ground is typically recorded between approximately 0.40m and 2.65m thick, with a local area of deeper made ground and softer organic strata noted towards the north-east of the site. Groundwater was encountered locally and will need to be considered during excavation, foundation construction and below-ground works.

The site is affected by historical coal mining legacy risk. The coal mining assessment identifies a potential residual risk of instability in parts of the site and recommends proof drilling and grouting below proposed buildings and highways in the northern and western areas. The stabilisation works are to be developed by a specialist contractor and agreed with the Mining Remediation Authority prior to construction.

Contamination testing has identified elevated lead and PAH concentrations within near-surface made ground, together with trace asbestos in one shallow sample. Appropriate remediation, clean cover, construction worker protection and waste management measures are to be incorporated into the project remediation strategy. The coal mining assessment also recommends precautionary CS2 ground gas protection measures unless further monitoring demonstrates that these are not required.

Substructure Strategy

The proposed ground floor construction comprises a suspended reinforced concrete slab, generally 250mm thick, with deeper reinforced concrete boot thickenings around the perimeter and local thickening as required to suit the final structural arrangement. The suspended solution is proposed due to the variability and thickness of made ground, which would increase the risk of settlement for a conventional ground bearing slab.

Pad foundations are currently proposed, founded in competent natural strata or bedrock following inspection of the formation by a suitably experienced engineer. Soft, loose, organic, rubbly or otherwise unsuitable material is to be removed and replaced with lean mix or mass concrete as required. In localised areas, particularly where deeper made ground or softer strata are present, foundation depths and/or treatment requirements may need to be reviewed as the design develops. Buried concrete is currently anticipated to be specified to DS-1 / AC-1 exposure classification, subject to confirmation by the final ground model.

Superstructure Strategy

The superstructure is proposed as a two-storey hot rolled steel frame, comprising primary and secondary steel beams supported on steel columns. Lateral stability will be provided by vertical bracing in both principal directions, with braced bays positioned to suit the architectural layout, elevations and internal room planning. The steel frame is to be designed to the relevant Eurocodes and UK National Annexes, with structural steelwork generally grade S355 and executed to Execution Class 2 unless noted otherwise.

The first floor and roof structures are proposed as 200mm deep precast hollowcore planks with a 100mm structural concrete topping. The floor and roof construction will be designed to act as diaphragms, transferring lateral loads back to the braced bays without separate plan bracing. KODA will develop the topping reinforcement, transverse tying reinforcement, broken-out core reinforcement and steel-to-plank tie details to suit the structural load paths, coordinated with the specialist precast supplier's plank layout, unit design, bearing details and installation sequence.

The building is to be classified as Consequence Class 2b and designed to satisfy the robustness and disproportionate collapse requirements of the relevant Eurocodes and UK National Annexes. Horizontal tying will be provided through the steel frame, precast planks, structural topping and perimeter edge details. Vertical tying will be provided to columns where required, with column splices, base connections and foundation interfaces designed to maintain a continuous load path through the structure.

Design Loads and Contractor Designed Elements

Design loading will be developed in accordance with BS EN 1991 and the associated UK National Annexes. Current Stage 3 allowances include imposed loads appropriate to school accommodation, including teaching spaces, offices, circulation areas, assembly spaces, plant areas, roof maintenance access and specific plant zones. Allowances are also included for partitions, ceilings and services, structural screed, roof plant, PV loading where proposed, wind loading, snow loading and local drift or accumulation effects.

Contractor designed elements are expected to include steelwork connections, holding down systems, precast hollowcore units, lifting and installation methodology, temporary works, lightweight metal framing, curtain walling, masonry support systems, balustrades and barriers, and any associated secondary support steelwork. These items are to be developed by the relevant specialist contractors and coordinated with the KODA structural drawings, architectural details, fire strategy, durability requirements and construction sequence.

Civil Engineering

The proposed site levels rise from the Milton Road junction, with the building platform raised as far as practicable to minimise excavation and reduce the volume of material requiring removal from site. External levels are designed to fall away from the building and provide suitable routes for exceedance flows away from the development.

The drainage strategy comprises separate surface and foul water systems within the site, ultimately discharging to the existing combined public sewer. Surface water will be attenuated on site through a

combination of below-ground attenuation and permeable construction to the parking and MUGA areas. United Utilities has advised that a surface water discharge rate of up to 8 l/s may be acceptable, subject to agreement with the Lead Local Flood Authority.



**ASH GROVE ALTERNATIVE PROVISION
(AP) ACADEMY**

**STAGE 3 REPORT CIVIL &
STRUCTURAL**

240171-KOD-Z1-ZZ-T-S-0005

REVISION: P01

Document Management

Client: Bury Council

Project Name: Ash Grove Alternative Provision (AP) Academy

Report Title: Stage 3 Report

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Author: Tom Scott (MEng) Initial: TS

Approved: Kris Clark (MEng, CEng, MICE, MStructE) Initial: KC

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00. PROPOSED FLOOR FLOOR	
Construction 1 - Breakout	66 m ²
Cladding	11 m ²
Cladding Room	69 m ²
Cladding Store	27 m ²
Plant	26 m ²
Construction 2 - Joinery	53 m ²
Construction 2 - Glass	41 m ²
Construction 2 - Other	74 m ²
Hospitality & Catering Kitchen	78 m ²
Guest	2 m ²
Public WC	2 m ²
Public WC 1 - Lockers	11 m ²
Servatory Room	28 m ²
Storage	11 m ²
Kitchen Classroom 1	42 m ²
Kitchen Classroom 2	42 m ²
Kitchen Classroom 2 - Glass	42 m ²
Kitchen Classroom 2 - Other	42 m ²
Medical Room	11 m ²
Platford Off. / Rep.	32 m ²
Client 1 - Lockers	11 m ²
Interview Room	10 m ²
Kitchen Classroom Lobby	9 m ²
Public WC 1 - WC	3 m ²
Public WC 2 - WC	3 m ²
Dep. Headst / Bus. Man.	18 m ²
Dep. Headst / Bus. Man. 1	18 m ²
Public WC 1 - WC	3 m ²
General Office / Admin.	27 m ²
General Office / Admin. 1	27 m ²
Staff WC	3 m ²
Staff WC 1	10 m ²
Reception	9 m ²
Reception 1	9 m ²
PE / Group Studio	14 m ²
Public WC	3 m ²
Office	6 m ²
Acc. SWC	6 m ²
Acc. SWC 1	6 m ²
Kitchen Entrance Lobby	10 m ²
Kitchen Entrance Lobby 1	10 m ²
Machine Room	17 m ²
Room 2	2 m ²
Exam Sit.	15 m ²
ST Office	14 m ²
ST Office 1	14 m ²
Chn.	3 m ²
Chn. 1	3 m ²
Public WC	3 m ²
Public WC 1	3 m ²
Life	3 m ²
Kitchen Entrance Lobby	10 m ²
Visitor Acc. WC	3 m ²
Reception	23 m ²
Chn.	3 m ²
Basic Room	12 m ²
H&G Store	12 m ²
Basic Room Store	7 m ²
Kitchen	5 m ²
H&G Store 1	12 m ²
H&G Store 2 - Glass	43 m ²
H&G Store 2	43 m ²
Class Store	3 m ²
Class Store 1	3 m ²
STF	2 m ²
STF 1	2 m ²
STF 2	2 m ²
STF 3	2 m ²
STF 4	2 m ²
STF 5	2 m ²
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STF 59	2 m ²
STF 60	2 m ²
STF 61	2 m ²
STF 62	2 m ²
STF 63	2 m ²

FF - Gross Internal Floor Area: 1,223m²

P8	General footprint reduced for VE exercise	PD	30.09.26
P7	Footprint amended... on GLA and single storey	DP	14.09.26
P6	General plan development to accommodate main kitchen layout. Double door added to switch room & double door removed from Construction 2 room	PD	26.08.26
P5	Food Tech & Gym room layouts on ground floor revised. Internal walls aligned to grid	PD	12.08.26
P4	Layout amended to allow for switch room and repositioned server room	DP	21.07.26
P3	S.E.N. offices included on ground floor & general aspect developed	PD	13.07.26
P2	Amended following client comments, GLA reduced	DP	25.06.26
P1	FIRST ISSUE	PD	11.06.26
01			

EXTERNAL WALLS

- EX-WL-A
- 102.5mm outer skin of brickwork.
50mm cavity
90mm Mineral Wool insulation, mechanically fixed to
12mm cement based sheathing board faced with breather
membrane, fixed to
150mm SFS stud frame fully filled with mineral wool
insulation, internally lined with
Vapour barrier, lapped, sealed and bonded to studs, and
2 skin layer of high impact plasterboard

INTERNAL WALLS

- IN-WL-A

140mm dense concrete fair faced paint grade blockwork
- IN-WL-A2

200mm dense concrete fair faced paint grade blockwork
- IN-WL-B

CS70R-15Un12Ply:

1 x 15mm Siniat Universal Board, 1 x 12mm Plywood,
Siniat CS70/Rx C-Stud at 600mm centres, 1 x 12mm
Plywood, 1 x 15mm Siniat Universal Board
- IN-PN-C

CS70R-215Un12Ply:

2 x 15mm Siniat Universal Boards, 1 x 12mm Plywood,
Siniat CS70/Rx C-Stud at 600mm centres, 1 x 12mm
Plywood, 2 x 15mm Siniat Universal Boards
- IN-WL-D

CS70R-215Un12Ply-25G:

2 x 15mm Siniat Universal Boards, 1 x 12mm Plywood,
Siniat CS70/Rx C-Stud at 600mm centres, 25mm glass
mineral wool, 1 x 12mm Plywood, 2 x 15mm Siniat
Universal Boards
- IN-WL-E

CS70R-15Un12Piv#12Piv15UMR-25G:

1 x 15mm Siniat Universal Board, 12mm Plywood, Siniat
CS70/Rx C-Stud at 600mm centres, 25mm glass mineral
wool, 12mm Plywood, 1 x 15mm Siniat Universal MR
Board
- IN-WL-F

CH90B-19FC#212F-25G:

1 x 19 mm Siniat Fire Core Board, Siniat CHS90/B CH-
Studs at 600mm centres, 25mm glass mineral wool, 2 x
12.5 mm Siniat Fire Board
- IN-WL-G

Twin(AB)-CS50R-215dB-50G(200):

2 x 15mm Siniat dB Boards, Twin Siniat CS50/Rx C-Studs
at 600mm centres with Acoustic Brace, 50mm glass
mineral wool, 2 x 15mm Siniat dB Boards
- IN-WL-H

DL-12dB-25G:

1 x 12.5mm Siniat dB Board fixed to frame of Siniat
Dryliner Channel and Tracks, supported by Siniat Dryliner
Brackets fixed back to existing substrate. With 25mm
glass mineral wool insulation
- IN-WL-I

DL-215dB-25G:

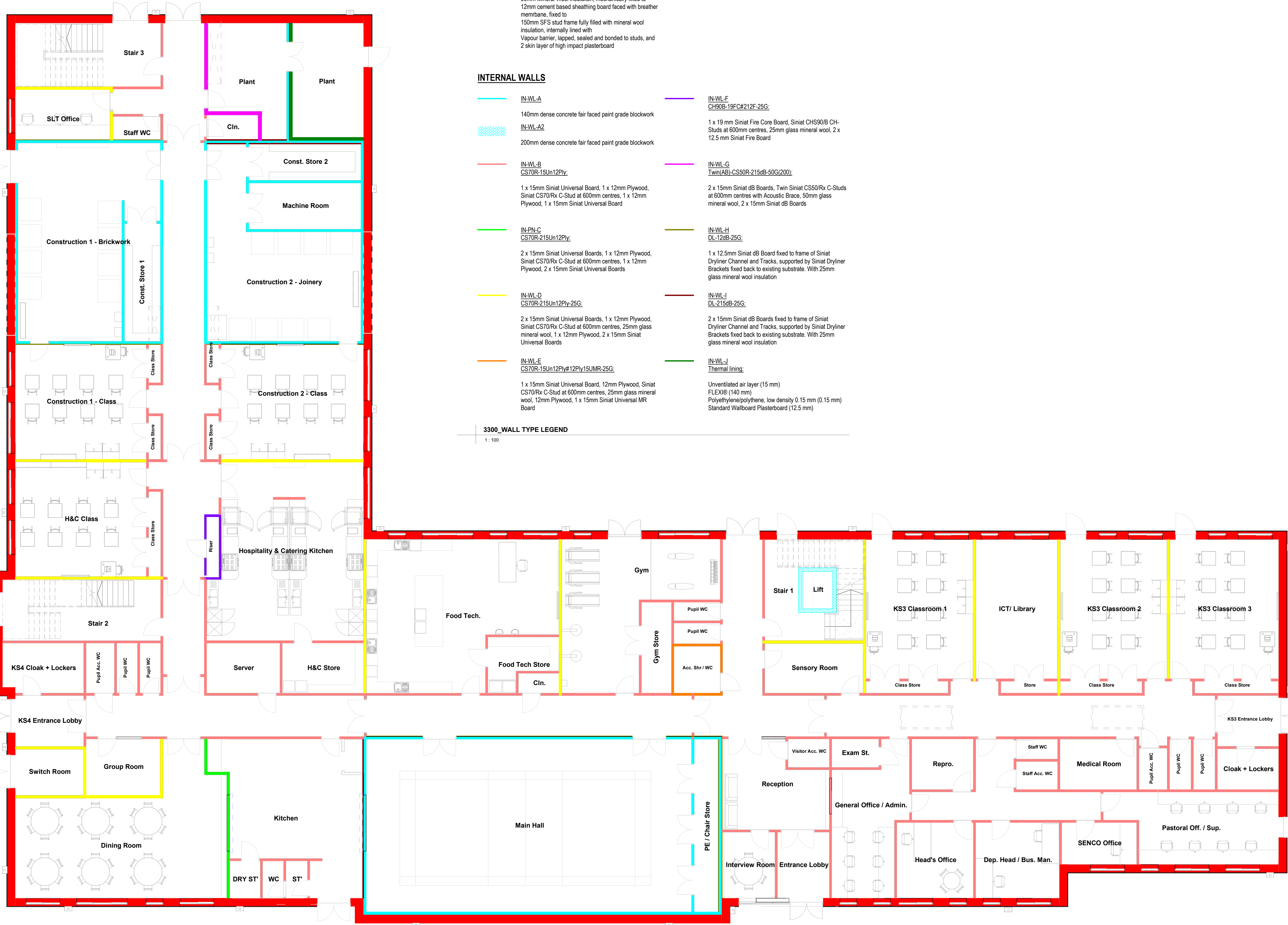
2 x 15mm Siniat dB Boards fixed to frame of Siniat
Dryliner Channel and Tracks, supported by Siniat Dryliner
Brackets fixed back to existing substrate. With 25mm
glass mineral wool insulation
- IN-WL-J

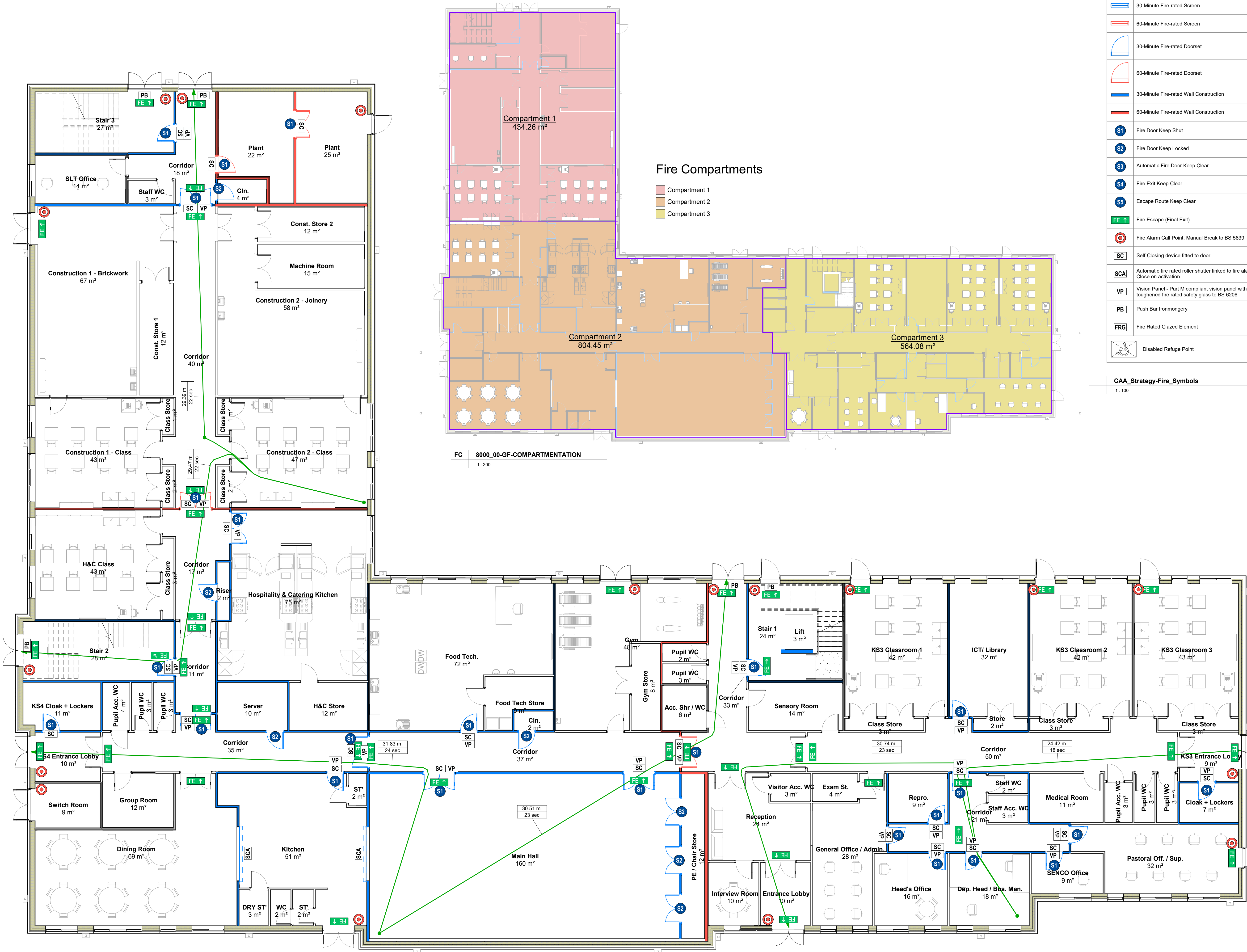
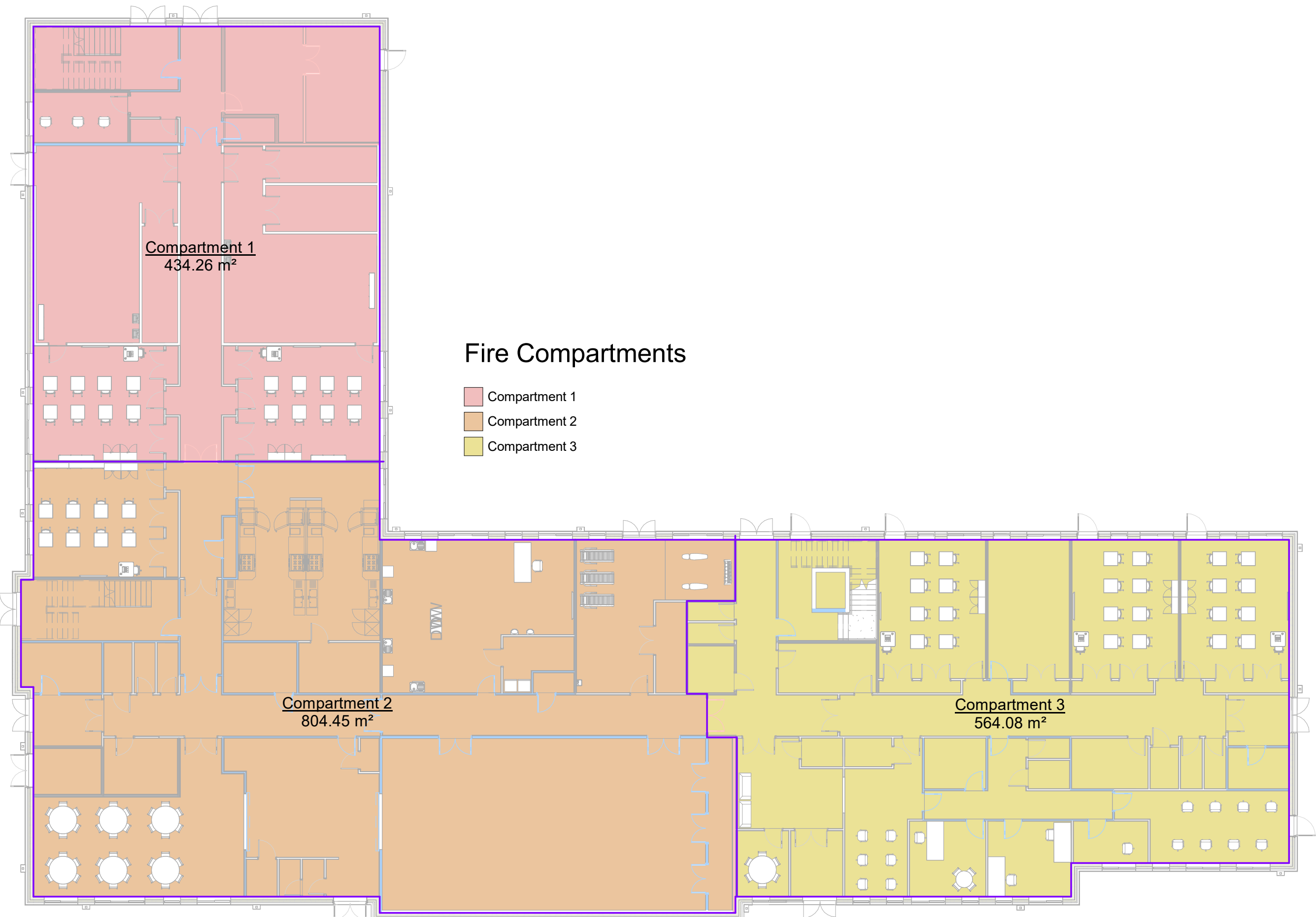
Thermal lining:

Unventilated air layer (15 mm)
FLEXI® (140 mm)
Polyethylene/polythene, low density 0.15 mm (0.15 mm)
Standard Wallboard Plasterboard (12.5 mm)

3300_WALL TYPE LEGEND

1 : 100



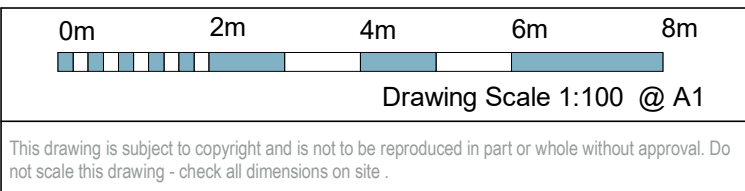


Fire Compartments

- Compartment 1
- Compartment 2
- Compartment 3

	30-Minute Fire-rated Screen
	60-Minute Fire-rated Screen
	30-Minute Fire-rated Doorset
	60-Minute Fire-rated Doorset
	30-Minute Fire-rated Wall Construction
	60-Minute Fire-rated Wall Construction
	Fire Door Keep Shut
	Fire Door Keep Locked
	Automatic Fire Door Keep Clear
	Fire Exit Keep Clear
	Escape Route Keep Clear
	Fire Escape (Final Exit)
	Fire Alarm Call Point, Manual Break to BS 5839
	Self Closing device fitted to door
	Automatic fire rated roller shutter linked to fire alarm. Close on activation.
	Vision Panel - Part M compliant vision panel with toughened fire rated safety glass to BS 6206
	Push Bar Ironmongery
	Fire Rated Glazed Element
	Disabled Refuge Point

CAA_Strategy-Fire_Symbols
1: 100



FIRE STRATEGY NOTES

The proposed plan has been designed in accordance with Approved Document B of the Building Regulations 2019 and to Building Bulletin BB100

B1 Means of warning and escape:

- All escape routes including final exit doorways and doorways on escape routes have been based on a simultaneous evacuation of the building.
- Automatic Fire Alarm System to be installed to BS 5839-1:2017 L2 Classification including all voids over 800mm in height. Alarm to be capable of giving audible warning in case of fire. Sounders to conform to BS 5839-1:2017. Smoke & heat detectors to be installed to BS 5446-1:2000.
- Manual call points are to be provided at max distance of 45m travel between points. These are to be installed in accordance with BS EN 54-11:2001+A1:2005.
- Life Safety Sprinkler System to be designed, installed and maintained in accordance with BS EN 12845:2015 and all technical bulletins to areas as indicated on M&E engineers drawings.
- Disabled Refuge Point Space (1400mm x 900mm) indicated within protected stair enclosure with blue mandatory sign worded "Refuge - Keep Clear" installed. Emergency Voice Communication (EVC) System to be installed in accordance with BS 5839-3:2021.
- All escape routes, stairways, and doorways used for emergency exit are to be clearly indicated by means of conspicuous signage. All exit and directional signs are to be in accordance with BS 5499-1:2002.
- Door closing devices to be fitted to fire doors as identified & to be in accordance with BS EN 1155:1997+A1:2002.
- Vision panels to doors to be designed to BS8300 & Diagram 9 Part M Buildings Regulations fitted with toughened safety glass to BS 6206.
- Emergency lighting will be provided by self-contained, non-maintained luminaires integrated into the general lighting luminaire, where possible, in locations as identified on the M&E Drawings. The emergency escape lighting is to be designed and installed in accordance with BS 5266-1:2016.
- All ceiling voids within the building greater than 800mm are to have fire and smoke detection system.
- Fire fighting equipment and extinguisher point locations are to be agreed with the Fire Safety Officer. This equipment is to be provided maintained and installed in accordance with BS 5306-3:2011 and 8:2012. All extinguishers are to be wall mounted on red plywood backing boards measuring 800mm x 800mm. For projects governed by The Regulatory Reform (Fire Safety) Order 2005, the specification, supply and installation fire equipment is the responsibility of the building owner/operator.

B2 Internal Fire Spread (Linings):

- Separation - Areas of special fire hazard i.e. stores for flammable chemicals or electrical cupboards are to be enclosed by a 30 minute fire resisting construction.
- Internal linings to inhibit the spread of fire are to be designed, specified and constructed to meet the requirements of Part B are to be in accordance with Building Regulations Part B Section B2 Appendix A: Performance of materials, products and structures.
- All ductwork and services which is routed through one hour/half hour fire walls constructions are to be fitted with dampers to the same requirement as the building element they pass through.
- Fire stopping details / specification. Cavity barriers are to be provided within the cavity if the cavity exceeds 20m in any direction. Cavity barriers to be provided in concealed spaces / cavities to prevent the unseen spread of smoke & fire including sub-floor void areas. Barriers to conform to BS EN 13162, BS EN 1364-1, BS EN 13501.

B3 Internal Fire Spread (Structure):

- Fire resistance of structural steelwork to comply with BS 5950-8. Structure to have 60 minute fire resistance.

P1	Issued for Information	JKB	08.10.26
Rev	Description	By	Date
Cassidy+Ashton www.cassidyashton.co.uk			
Architecture + Building Surveying + Town Planning			
7 East Cliff, Preston, Lancashire, PR1 3JE T: 01772 288 356 10 Hunters Walk, Canal Street, Chester, CH1 4EB T: 01244 402 900 St Andrews Business Centre, Mold, Flintshire, CH7 1XB T: 01352 706 244			
Client			
BURY COUNCIL			
Project ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY MILTON ROAD, RADCLIFFE			
Drawing Title GF FIRE STRATEGY PLAN			
Drawn by	JKB	Checked by	DP
Submittal	S2 - INFORMATION		Scale @ A1 As indicated
13921	ASH-CAA-V1-00-D-A-8000	P1	
C+A JOB NO.	PROJECT - ORIGINATOR - VOL. - LEVEL - TYPE - ROLE - NUMBER	REV.	

NOTES

Cassidy + Ashton Acoustic Strategy drawings to be read strictly in conjunction with Acoustic Engineer (Red Acoustics) report and design guidance 'Stage 3 Outline Acoustic Design' ref: R2498-REP02-PC

Floor Performance	
40-50dB DnT,w Airborne	
55-65dB L'nT,w Impact	
Wall Performance (min.)	
	30dB Rw Acoustic Rated Doorset
	35dB Rw Acoustic Rated Doorset
	No Acoustic Requirement to Doorset
	40dB Acoustic Rated Wall Construction (without ventilators)
	45dB Acoustic Rated Wall Construction (without ventilators)
	35dB Acoustic Rated Wall Construction
	40dB Acoustic Rated Wall Construction
	45dB Acoustic Rated Wall Construction
	50dB Acoustic Rated Wall Construction
	55dB Acoustic Rated Wall Construction
	No Acoustic Rated Required



P1	Issued for Information	LB	09.10.26
Rev	Description	By	Date
Cassidy+Ashton www.cassidyashton.co.uk			
Architecture + Building Surveying + Town Planning			
7 East Cliff, Preston, Lancashire, PR1 3JE 10 Hunters Walk, Canal Street, Chester, CH1 4EB St Andrews Business Centre, Mold, Flintshire, CH7 1XB			
T: 01772 288 356 T: 01244 402 900 T: 01352 706 246			
Client			
BURY COUNCIL			
Project			
ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY MILTON ROAD, RADCLIFFE			
Drawing Title			
GF ACOUSTIC STRATEGY PLAN			
Drawn by	LB	Checked by	DP
Suitability	S2	Scale @ A1	As indicated
13921	ASH-CAA-V1-00-D-A-8200	P1	
C+A JOB NO.	PROJECT - ORIGINATOR - VOL. - LEVEL - TYPE - ROLE - NUMBER	REV.	



SCHEDULE OF ACCOMMODATION — FIRST FLOOR —		
Room Name	Area	
D1-PROPOSED 1 ST FLOOR		
Ball	254	
Star 1	11	
Star 2	11	
Over Main Hall	179	
Life	25	
Sentry	13	
RS4 Classroom 1	25	
RS4 Classroom 3	47	
RS4 Classroom 4	47	
RS4 Classroom 5	47	
SML Class	47	
Har & Bandy	75	
RS4 Classroom 6	47	
Sport & Leisure	78	
RS4 Classroom 7	47	
Pugil WC	3	
Staff WC	3	
PL Art. WC	3	
PL Art. WC	20	
H&M Store	44	
Staff Room	44	
Reof	2	
SML Store	8	
Reof	2	
Class Store	3	
Reof	2	
Class Store	1	
Reof	1	
Class Store	2	
Class Store	2	
PL Art. WC	3	
Pugil WC	3	
CLN	3	
Class Store	3	
Reof	1	
Class Store	3	
Class Store	3	
Medicine Store	15	
Class Store	3	
Staff WC	2	
RS4 Classroom 7	43	
RS4 Classroom 8	43	
RS4 Classroom 9	43	
REF	2	
REF	2	
REF	2	
Grand total: 52	1150	sqm

FF - Gross Internal Area: 1,223m²
(excludes void over main hall)

GF - Gross Internal Floor Area: 1,805m²

Total Gross Internal Floor Area: 3,028m²
(excludes void over main hall)

P8	General footprint reduced for VE exercise	PD	30.09.26
P7	Footprint amended - on GLA and single storey	DP	14.09.26
P6	General plan development	PD	26.08.26
P5	PV panels on roof of single storey removed	PD	12.08.26
P4	General plan development	PD	27.07.26
P3	S.E.N office included on ground floor & general spatial development	PD	13.07.26
P2	Amended following client comments, GLA reduced	PD	25.06.26
P1	FIRST ISSUE	PD	11.06.26
Pre	Discussions	Pre	Date:

EXTERNAL WALLS

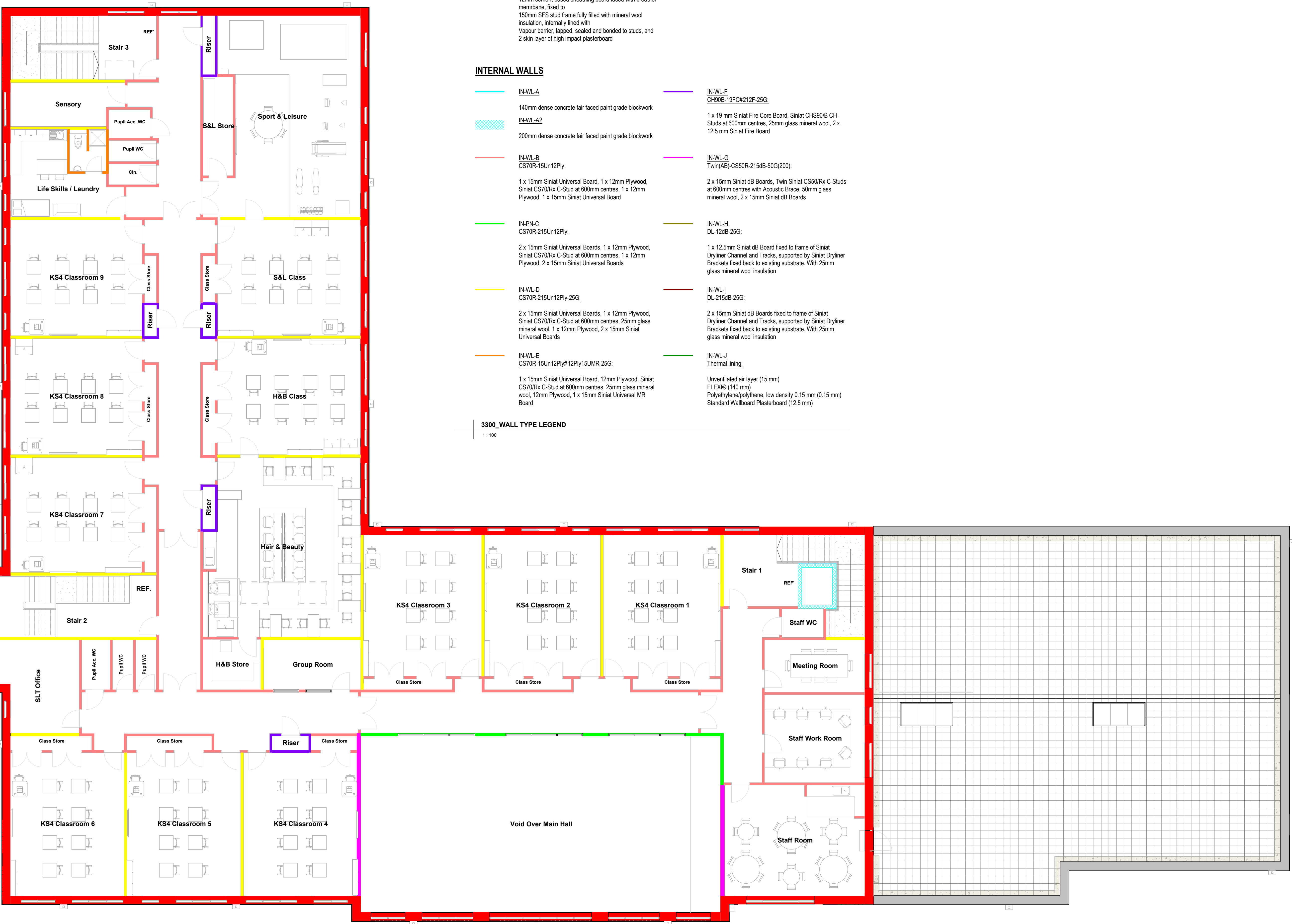
- EX-WL-A
- 102.5mm outer skin of brickwork.
50mm cavity
90mm Mineral Wool insulation, mechanically fixed to
12mm cement based sheathing board faced with breather
membrane, fixed to
150mm SFS stud frame fully filled with mineral wool
insulation, internally lined with
Vapour barrier, lapped, sealed and bonded to studs, and
2 skin layer of high impact plasterboard

INTERNAL WALLS

- IN-WL-A
- 140mm dense concrete fair faced paint grade blockwork
- IN-WL-A2
- 200mm dense concrete fair faced paint grade blockwork
- IN-WL-B
- CS70R-15Un12Ply:
1 x 15mm Siniat Universal Board, 1 x 12mm Plywood,
Siniat CS70/Rx C-Stud at 600mm centres, 1 x 12mm
Plywood, 1 x 15mm Siniat Universal Board
- IN-WL-C
- CS70R-215Un12Ply:
2 x 15mm Siniat Universal Boards, 1 x 12mm Plywood,
Siniat CS70/Rx C-Stud at 600mm centres, 1 x 12mm
Plywood, 2 x 15mm Siniat Universal Boards
- IN-WL-D
- CS70R-215Un12Ply-25G:
2 x 15mm Siniat Universal Boards, 1 x 12mm Plywood,
Siniat CS70/Rx C-Stud at 600mm centres, 25mm glass
mineral wool, 1 x 12mm Plywood, 2 x 15mm Siniat
Universal Boards
- IN-WL-E
- CS70R-15Un12Ply#12Ply15UMR-25G:
1 x 15mm Siniat Universal Board, 12mm Plywood, Siniat
CS70/Rx C-Stud at 600mm centres, 25mm glass mineral
wool, 12mm Plywood, 1 x 15mm Siniat Universal MR
Board
- IN-WL-F
- CH90B-19FC#212F-25G:
1 x 19 mm Siniat Fire Core Board, Siniat CHS90/B CH-
Studs at 600mm centres, 25mm glass mineral wool, 2 x
12.5 mm Siniat Fire Board
- IN-WL-G
- Twin(AB)-CS50R-215dB-50G(200):
2 x 15mm Siniat dB Boards, Twin Siniat CS50/Rx C-Studs
at 600mm centres with Acoustic Brace, 50mm glass
mineral wool, 2 x 15mm Siniat dB Boards
- IN-WL-H
- DL-12dB-25G:
1 x 12.5mm Siniat dB Board fixed to frame of Siniat
Dryliner Channel and Tracks, supported by Siniat Dryliner
Brackets fixed back to existing substrate. With 25mm
glass mineral wool insulation
- IN-WL-I
- DL-215dB-25G:
2 x 15mm Siniat dB Boards fixed to frame of Siniat
Dryliner Channel and Tracks, supported by Siniat Dryliner
Brackets fixed back to existing substrate. With 25mm
glass mineral wool insulation
- IN-WL-J
- Thermal lining:
Unventilated air layer (15 mm)
FLEXiB® (140 mm)
Polyethylene/polythene, low density 0.15 mm (0.15 mm)
Standard Wallboard Plasterboard (12.5 mm)

3300_WALL TYPE LEGEND

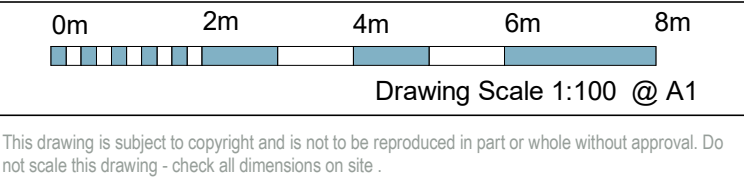
1 : 100





	30-Minute Fire-rated Screen
	60-Minute Fire-rated Screen
	30-Minute Fire-rated Doorset
	60-Minute Fire-rated Doorset
	30-Minute Fire-rated Wall Construction
	60-Minute Fire-rated Wall Construction
	Fire Door Keep Shut
	Fire Door Keep Locked
	Automatic Fire Door Keep Clear
	Fire Exit Keep Clear
	Escape Route Keep Clear
	Fire Escape (Final Exit)
	Fire Alarm Call Point, Manual Break to BS 5839
	Self Closing device fitted to door
	Automatic fire rated roller shutter linked to fire alarm. Close on activation.
	Vision Panel - Part M compliant vision panel with toughened fire rated safety glass to BS 6206
	Push Bar Ironmongery
	Fire Rated Glazed Element
	Disabled Refuge Point

CAA_Strategy-Fire_Symbols
1: 100



FIRE STRATEGY NOTES

The proposed plan has been designed in accordance with Approved Document B of the Building Regulations 2019 and to Building Bulletin BB100

B1 Means of warning and escape:

- All escape routes including final exit doorways and doorways on escape routes have been based on a simultaneous evacuation of the building.
- Automatic Fire Alarm System to be installed to BS 5839-1:2017 L2 Classification including all voids over 800mm in height. Alarm to be capable of giving audible warning in case of fire. Sounders to conform to BS 5839-1:2017. Smoke & heat detectors to be installed to BS 5446-1:2000.
- Manual call points are to be provided at max distance of 45m travel between points. These are to be installed in accordance with BS EN 54-11:2001+A1:2005.
- Life Safety Sprinkler System to be designed, installed and maintained in accordance with BS EN 12845:2015 and all technical bulletins to areas as indicated on M&E engineers drawings.
- Disabled Refuge Point Space (1400mm x 900mm) indicated within protected stair enclosure with blue mandatory sign worded "Refuge - Keep Clear" installed. Emergency Voice Communication (EVC) System to be installed in accordance with BS 5839-9:2021.
- All escape routes, stairways, and doorways used for emergency exit are to be clearly indicated by means of conspicuous signage. All exit and directional signs are to be in accordance with BS 5499-1:2002.
- Door closing devices to be fitted to fire doors as identified & to be in accordance with BS EN 1155:1997+A1:2002.
- Vision panels to doors to be designed to BS8300 & Diagram 9 Part M Buildings Regulations fitted with toughened safety glass to BS 6206.
- Emergency lighting will be provided by self-contained, non-maintained luminaires integrated into the general lighting luminaire, where possible, in locations as identified on the M+E Drawings. The emergency escape lighting is to be designed and installed in accordance with BS 5266-1:2016.
- All ceiling voids within the building greater than 800mm are to have fire and smoke detection system.
- Fire fighting equipment and extinguisher point locations are to be agreed with the Fire Safety Officer. This equipment is to be provided maintained and installed in accordance with BS 5306-3:2011 and 8:2012. All extinguishers are to be wall mounted on red plywood backing boards measuring 800mm x 800mm. For projects governed by The Regulatory Reform (Fire Safety) Order 2005, the specification, supply and installation fire equipment is the responsibility of the building owner/operator.

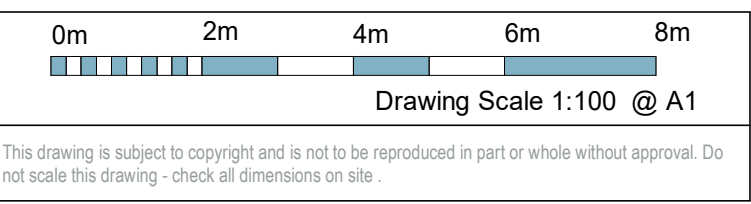
B2 Internal Fire Spread (Linings):

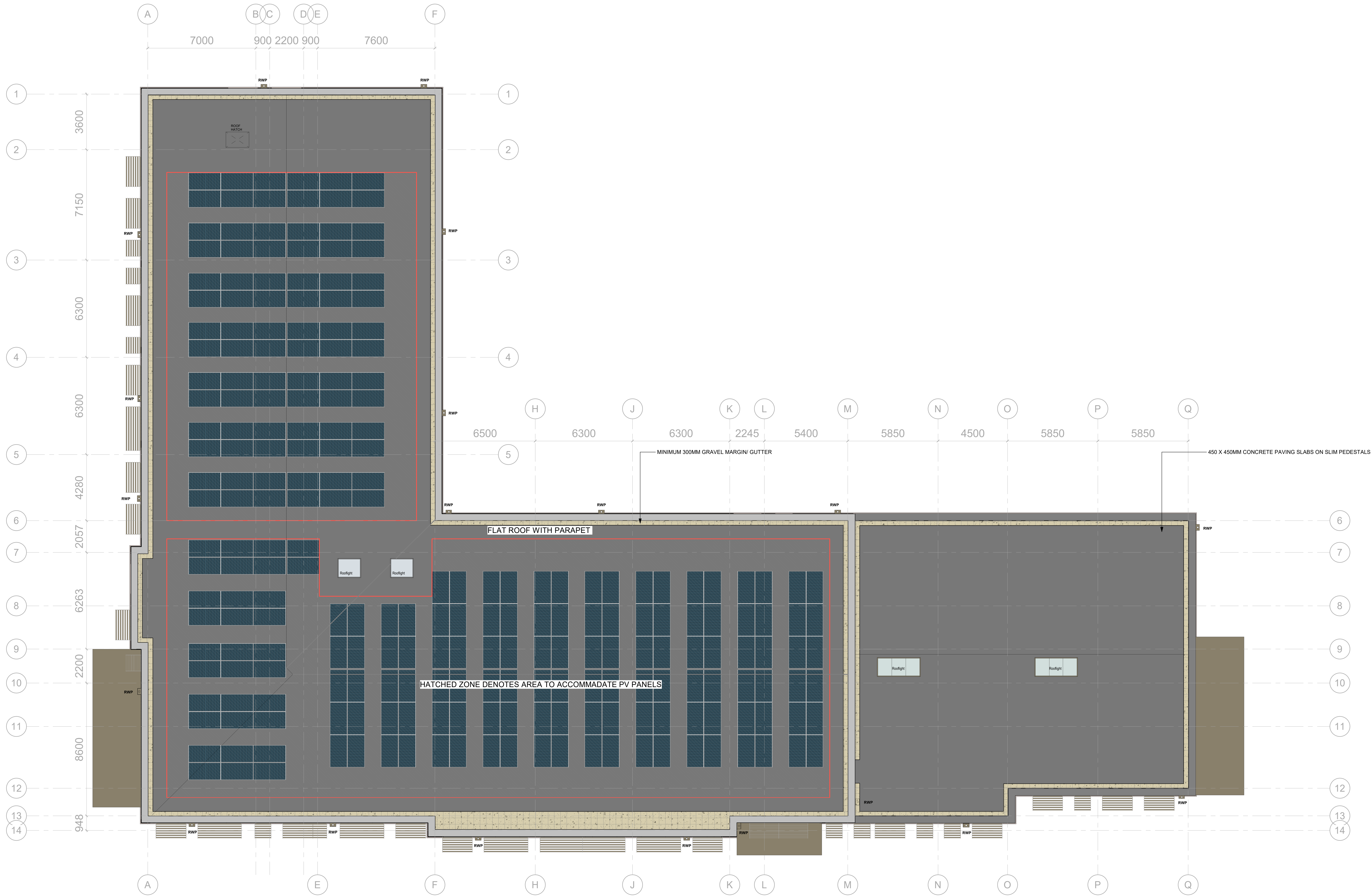
- Separation - Areas of special fire hazard i.e. stores for flammable chemicals or electrical cupboards are to be enclosed by a 30 minute fire resisting construction.
- Internal linings to inhibit the spread of fire are to be designed, specified and constructed to meet the requirements of Part B are to be in accordance with Building Regulations Part B Section B2 Appendix A: Performance of materials, products and structures.
- All ductwork and services which is routed through one hour/half hour fire walls constructions are to be fitted with dampers to the same requirement as the building element they pass through.
- Fire stopping details / specification. Cavity barriers are to be provided within the cavity if the cavity exceeds 20m in any direction. Cavity barriers to be provided in concealed spaces / cavities to prevent the unseen spread of smoke & fire including sub-floor void areas. Barriers to conform to BS EN 13162, BS EN 1364-1, BS EN 13501.

B3 Internal Fire Spread (Structure):

- Fire resistance of structural steelwork to comply with BS 5950-8. Structure to have 60 minute fire resistance.

Issued for information		J&B	08.10.26
Rev	Description	By	Date
<div>Cassidy+Ashton</div> <div>www.cassidyashton.co.uk</div>		<div>C+A</div>	
Architecture + Building Surveying + Town Planning			
7 East Cliff, Preston, Lancashire, PR1 3JE 10 Hunters Walk, Canal Street, Chester, CH1 4EB St Andrews Business Centre, Mold, Flintshire, CH7 1XB		T: 01772 288 356 T: 01244 402 900 T: 01352 706 244	
Client			
BURY COUNCIL			
Project: ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY MILTON ROAD, RADCLIFFE			
Drawing Title			
FF FIRE STRATEGY PLAN			
Drawn by	Author	Checked by	Checker
S2 - INFORMATION		Scale @ A1 As indicated	
13921	ASH-CAA-V1-01-D-A-8010		P1
C+A JOB NO.	PROJECT - ORIGINATOR - VOL - LEVEL - TYPE - ROLE - NUMBER		REV.





1 PROPOSED MECHANICAL PLANT PLAN
1 : 100

PS	General layout reduced for VE exercise	PD	25.06.26
AS	General plan development	PD	26.06.26
PS	PS panels on roof of single storey removed	PD	12.06.26
PS	General plan development	PD	27.07.26
PS	Final issue	PD	07.07.26
PS	Client	PS	07.07.26

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T: 01244 402 900
T: 01302 700 240

Client
BURY COUNCIL

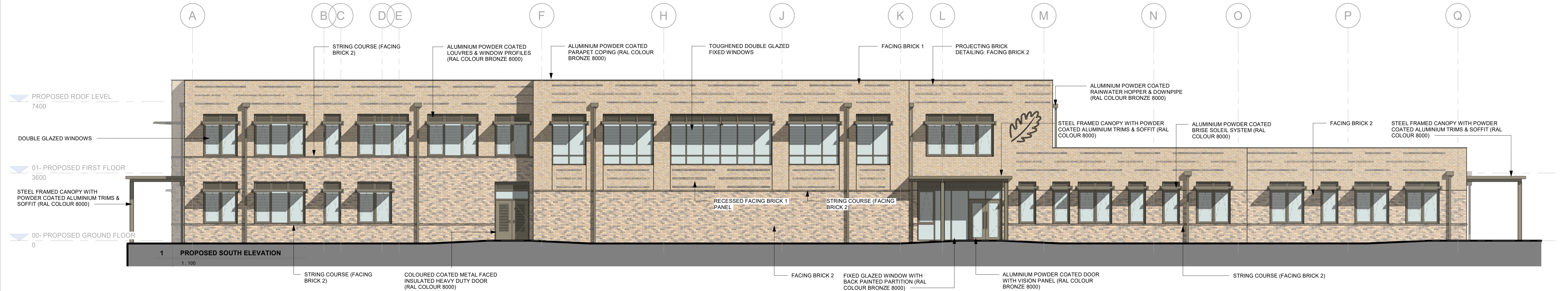
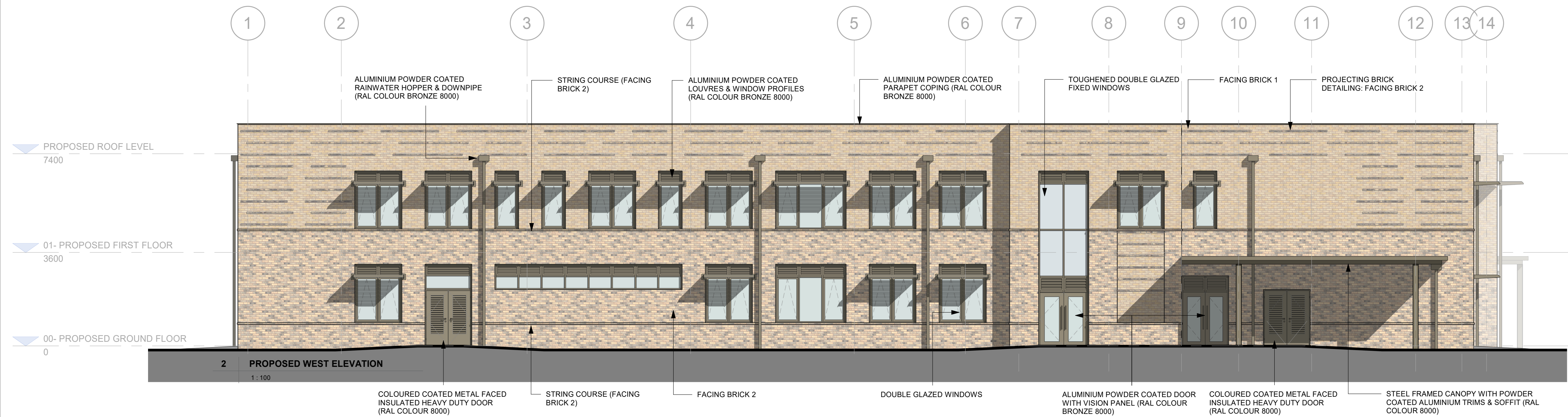
**ASH GROVE ALTERNATIVE PROVISION
(AP) ACADEMY
MILTON ROAD, RADCLIFFE**

Drawing Title
PROPOSED ROOF PLAN

Drawn by PD Checked by DP Date 07.07.26
Subsity S3 Scale @ A0 1 : 100

13548 ASH-CAA-V1-02-D-A-2003 P5

C-A JOB NO PROJECT-ORIGINATOR-VOL-LEVEL-TYPE-ROLE-NUMBER REV



MATERIALS

- ALUMINIUM BRONZE PROFILE FOR EXTERNAL DOORS, WINDOWS, PARAPET COPINGS, LOUVRES, SPANDREL PANELS, RAINWATER GOODS & CANOPIES
- FACING BRICK 1: BUFF
- FACING BRICK 2: BLENDED BUFF

CAA_Legend_Materials
1:100



IMAGE 1



IMAGE 2

P6	Visuals and elevations updated to reflect VE changes	PD	30.09.26
P4	Elevations developed in line with plan amendments	PD	26.08.26
P3	Brick detailing along parapet wall simplified. Entrance canopies revised and main hall parapet height lowered	PD	12.08.26
P2	All elevations developed aesthetically	PD	27.07.26
P1	FIRST ISSUE	PD	07.07.26
Rev	Description	By	Date

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T: 01244 402 900
T: 01352 706 246

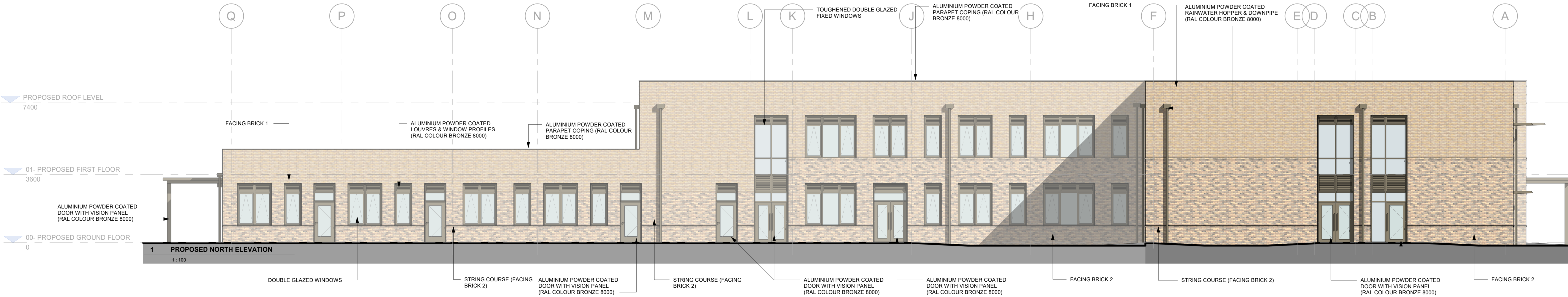
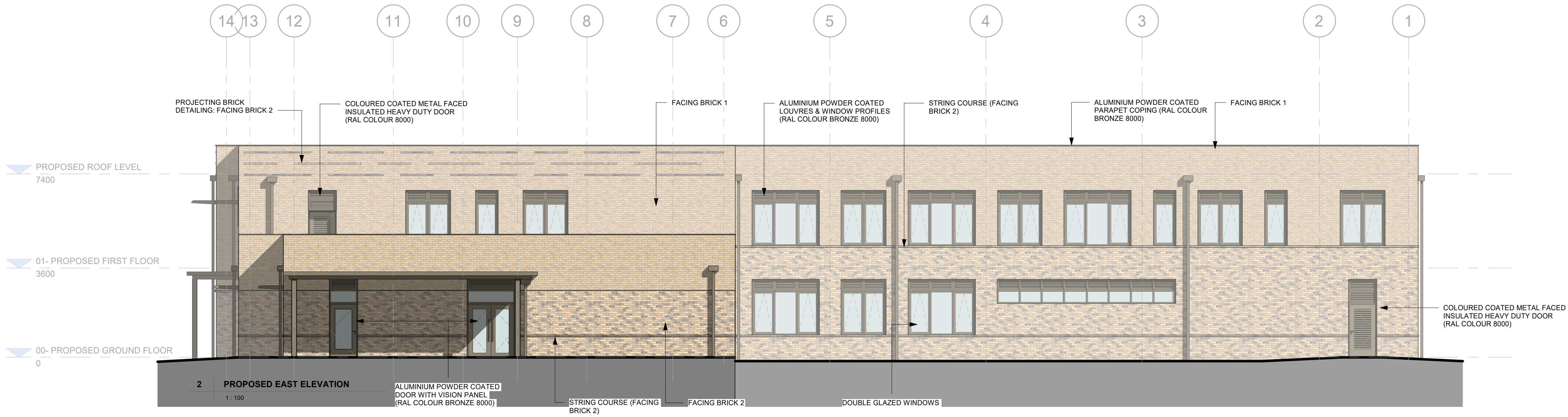
Client
BURY COUNCIL

Project
ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY
MILTON ROAD, RADCLIFFE

Drawing Title
PROPOSED ELEVATIONS 1 OF 2

Drawn by PD Checked by DP Date 07.07.26
Suitability S3 Scale @ A1 1:100

13548 ASH-CAA-V1-XX-D-A-2004 P5
C+A JOB NO. PROJECT - ORIGINATOR - VOL. - LEVEL - TYPE - ROLE - NUMBER REV.



MATERIALS

ALUMINIUM BRONZE PROFILE FOR EXTERNAL DOORS, WINDOWS, PARAPET COPINGS, LOUVRES, SPANDREL PANELS, RAINWATER GOODS & CANOPIES

FACING BRICK 1: BUFF

FACING BRICK 2: BLENDED BUFF

CAA_Legend_Materials

1:100

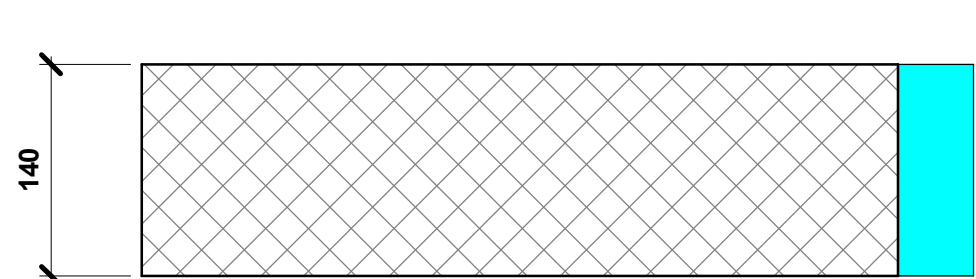


IMAGE 3

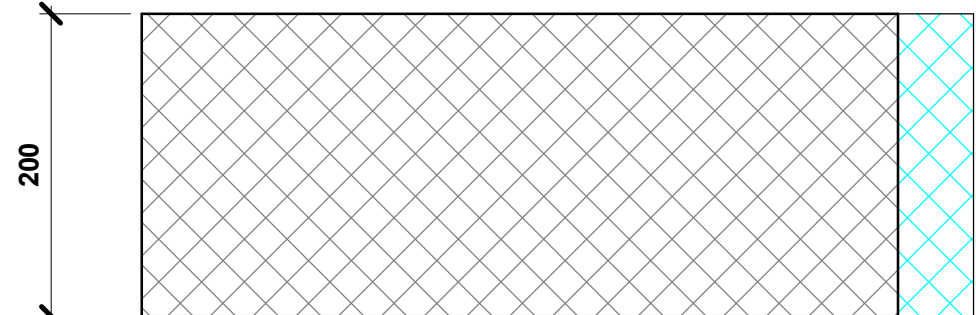


IMAGE 4

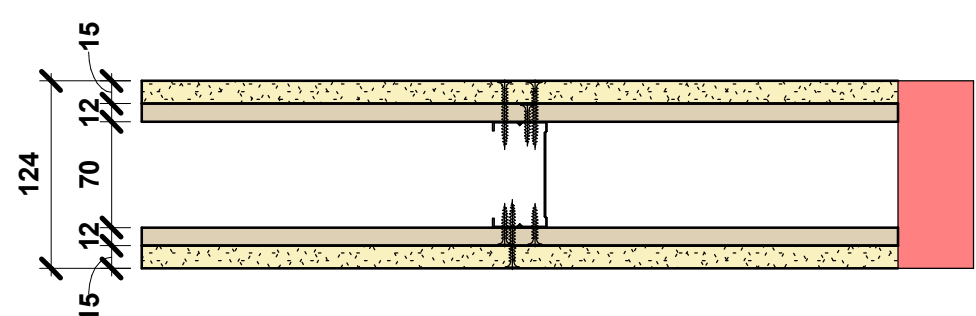
P6	Visuals and elevations updated to reflect VE changes	PD	30.09.26
P4	Elevations developed in line with plan amendments	PD	26.08.26
P3	Brick detailing along parapet wall simplified. Entrance canopies revised and main hall parapet height lowered	PD	12.08.26
P2	All elevations developed aesthetically	PD	27.07.26
P1	FIRST ISSUE	PD	07.07.26
Rev	Description	By	Date
Cassidy+Ashton www.cassidyashton.co.uk			
Architecture + Building Surveying + Town Planning			
7 East Cliff, Preston, Lancashire, PR1 3JE 10 Hunters Walk, Canal Street, Chester, CH1 4EB St Andrews Business Centre, Mold, Flintshire, CH7 1XB			
T: 01772 288 356 T: 01244 402 900 T: 01352 706 246			
Client			
BURY COUNCIL			
Project ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY MILTON ROAD, RADCLIFFE			
Drawing Title PROPOSED ELEVATIONS 2 OF 2			
Drawn by	PD	Checked by	DP
Suitability	S3	Scale @ A1	1:100
13548	ASH-CAA-V1-XX-D-A-2005	P5	
C+A JOB NO.	PROJECT - ORIGINATOR - VOL. - LEVEL - TYPE - ROLE - NUMBER	REV	



IN-WL-A
Blockwork comprising:
140mm dense concrete paint grade fair faced blockwork

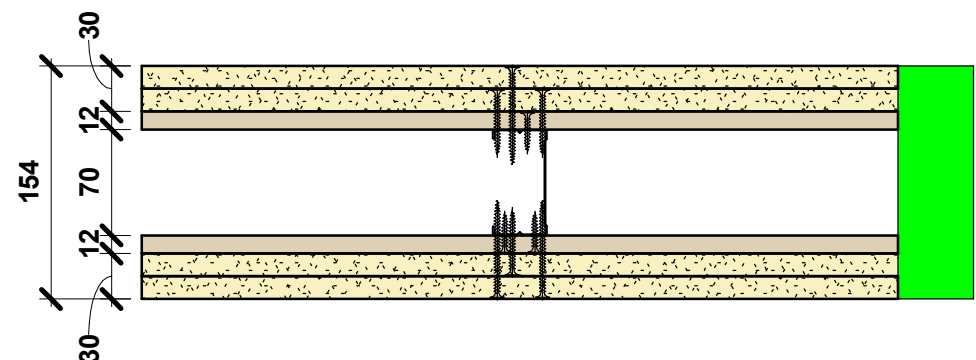


IN-WL-A2
Blockwork comprising:
200mm dense concrete paint grade fair faced blockwork



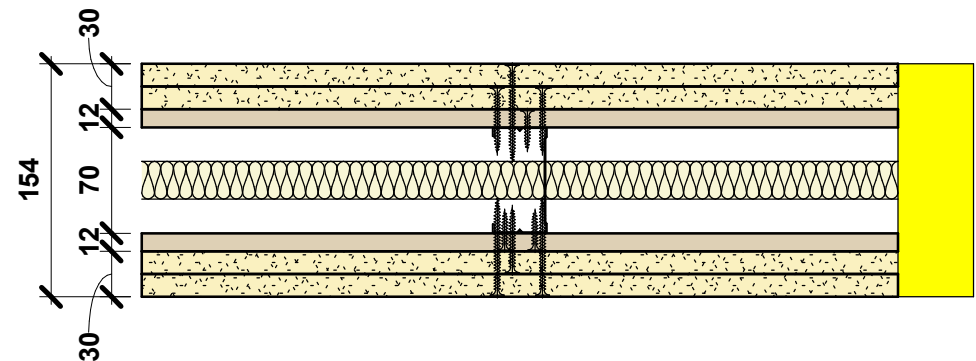
IN-WL-B
CS70R-15Un12Ply:
1 x 15mm Siniat Universal Board, 1 x 12mm Plywood, Siniat CS70/Rx C-Stud at 600mm centres, 1 x 12mm Plywood, 1 x 15mm Siniat Universal Board

System name: CS70R-15Un12Ply
Acoustic insulation (Rw): 48 dB
Nominal thickness: 124 mm
Max height (cold state): 3.75 m
System weight (kg/sqm): 42 kg/m²
Fire class: EI 60
Max height (EN fire state): 3.75 m
Fire resistance (EN 1364-1): 60 min
Duty rating: Severe



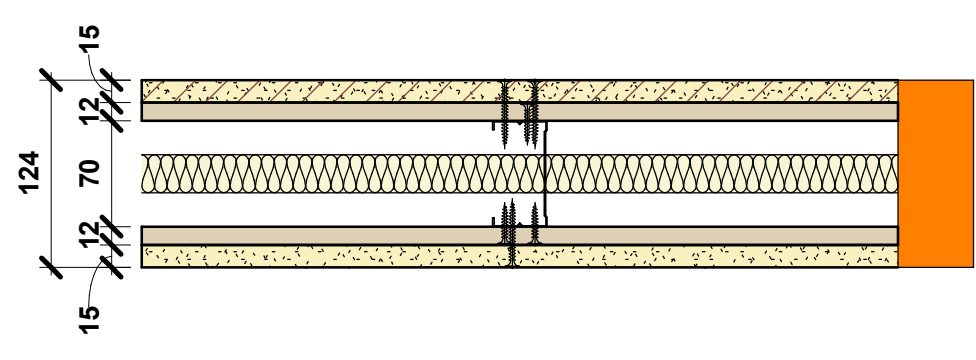
IN-PN-C
CS70R-215Un12Ply:
2 x 15mm Siniat Universal Boards, 1 x 12mm Plywood, Siniat CS70/Rx C-Stud at 600mm centres, 1 x 12mm Plywood, 2 x 15mm Siniat Universal Boards

System name: CS70R-215Un12Ply
Acoustic insulation (Rw): 55 dB
Nominal thickness: 154 mm
Max height (cold state): 5.25 m
System weight (kg/sqm): 68 kg/m²
Fire class: EI 120
Max height (EN fire state): 4 m
Fire resistance (EN 1364-1): 120 min
Duty rating: Severe



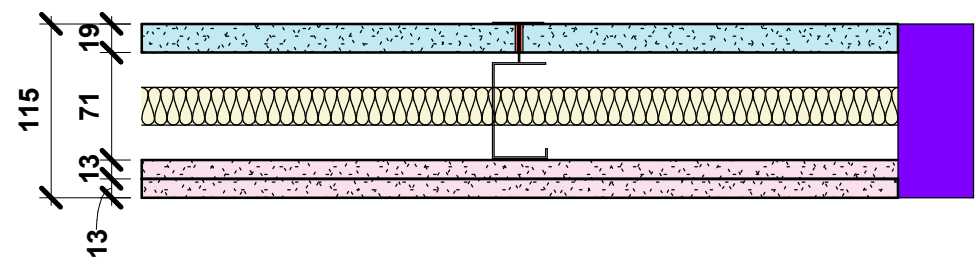
IN-WL-D
CS70R-215Un12Ply-25G:
2 x 15mm Siniat Universal Boards, 1 x 12mm Plywood, Siniat CS70/Rx C-Stud at 600mm centres, 25mm glass mineral wool, 1 x 12mm Plywood, 2 x 15mm Siniat Universal Boards

System name: CS70R-215Un12Ply-25G
Acoustic insulation (Rw): 59 dB
Nominal thickness: 154 mm
Max height (cold state): 5.25 m
System weight (kg/sqm): 68 kg/m²
Fire class: EI 120
Max height (EN fire state): 4 m
Fire resistance (EN 1364-1): 120 min
Acoustic insulation (Rw + Ctr): 52 dB
Duty rating: Severe



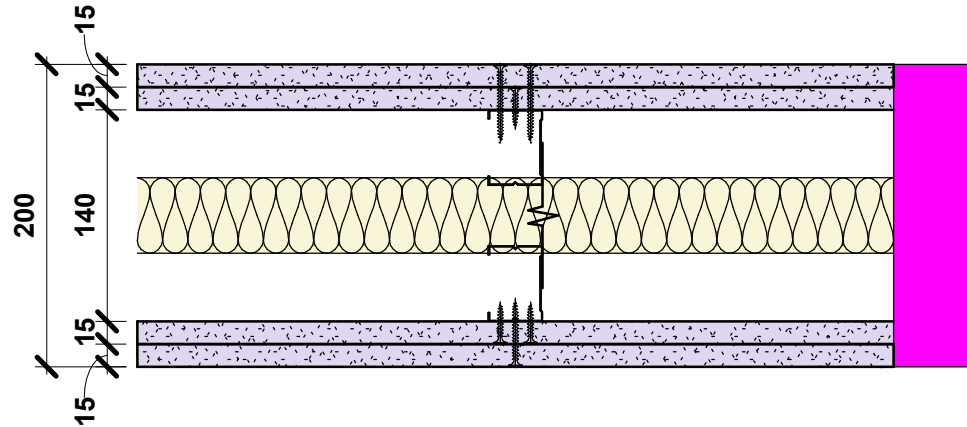
IN-WL-E
CS70R-15Un12Ply#12Ply15UMR-25G:
1 x 15mm Siniat Universal Board, 12mm Plywood, Siniat CS70/Rx C-Stud at 600mm centres, 25mm glass mineral wool, 12mm Plywood, 1 x 15mm Siniat Universal MR Board

System name: CS70R-15Un12Ply#12Ply15UMR-25G
Acoustic insulation (Rw): 52 dB
Nominal thickness: 124 mm
Max height (cold state): 3.75 m
System weight (kg/sqm): 42 kg/m²
Fire class: EI 60
Max height (EN fire state): 3.75 m
Fire resistance (EN 1364-1): 60 min
Duty rating: Severe



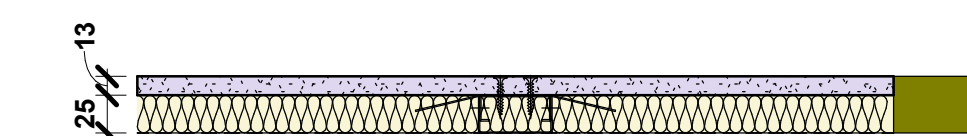
IN-WL-F
CH90B-19FC#212F-25G:
1 x 19 mm Siniat Fire Core Board, Siniat CHS90/B CH-Studs at 600mm centres, 25mm glass mineral wool, 2 x 12.5 mm Siniat Fire Board

System name: CH90B-19FC#212F-25G
Nominal thickness: 115 mm
Max height (cold state): 5.3 m
System weight (kg/sqm): 41 kg/m²
Max height (EN fire state): 4 m
Fire resistance (EN 1364-1): 60 min
Fire class: EI 60
Acoustic insulation (Rw): 48 dB
Duty rating: Severe

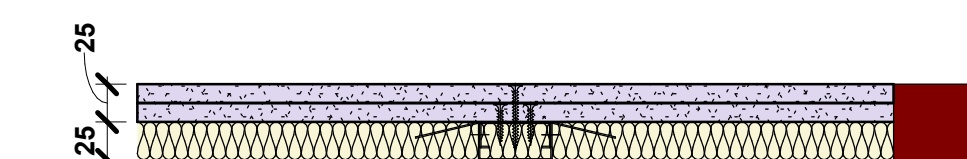


IN-WL-G
Twin(AB)-CS50R-215dB-50G(200):
2 x 15mm Siniat dB Boards, Twin Siniat CS50/Rx C-Studs at 600mm centres with Acoustic Brace, 50mm glass mineral wool, 2 x 15mm Siniat dB Boards

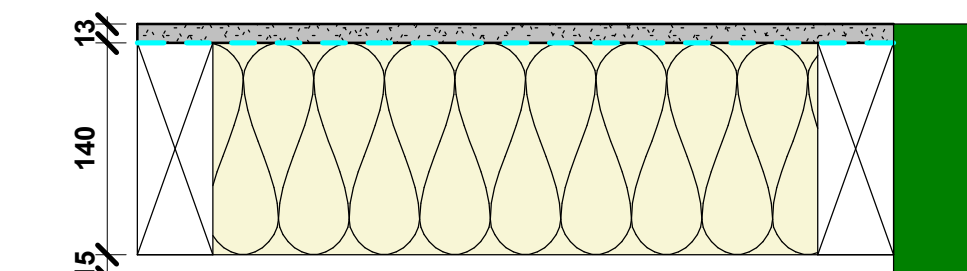
System name: Twin(AB)-CS50R-215dB-50G(200)
Acoustic insulation (Rw): 63 dB
Nominal thickness: 200 mm
Max height (cold state): 5.3 m
System weight (kg/sqm): 54 kg/m²
Fire class: EI 90
Max height (EN fire state): 5.3 m
Fire resistance (EN 1364-1): 90 min
Acoustic insulation (Rw + Ctr): 55 dB
Duty rating: Severe



IN-WL-H
DL-12dB-25G:
1 x 12.5mm Siniat dB Board fixed to frame of Siniat Dryliner Channel and Tracks, supported by Siniat Dryliner Brackets fixed back to existing substrate. With 25mm glass mineral wool insulation



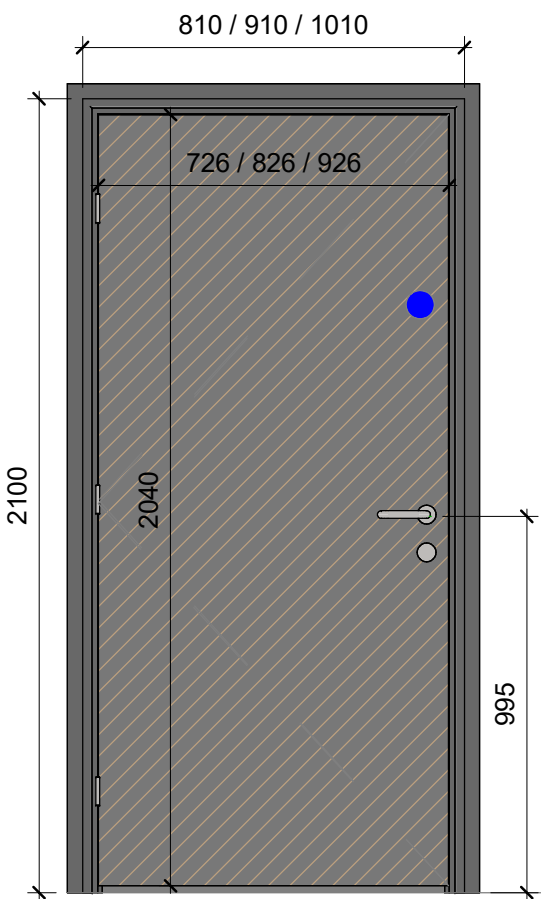
IN-WL-I
DL-215dB-25G:
2 x 15mm Siniat dB Boards fixed to frame of Siniat Dryliner Channel and Tracks, supported by Siniat Dryliner Brackets fixed back to existing substrate. With 25mm glass mineral wool insulation



IN-WL-J
Thermal lining:
Blockwork substrate
Unventilated air layer (15 mm)
Rockwool FLEXi (140 mm)
Polyethylene/polythene, low density 0.15 mm (0.15 mm)
Standard Wallboard Plasterboard (12.5 mm)

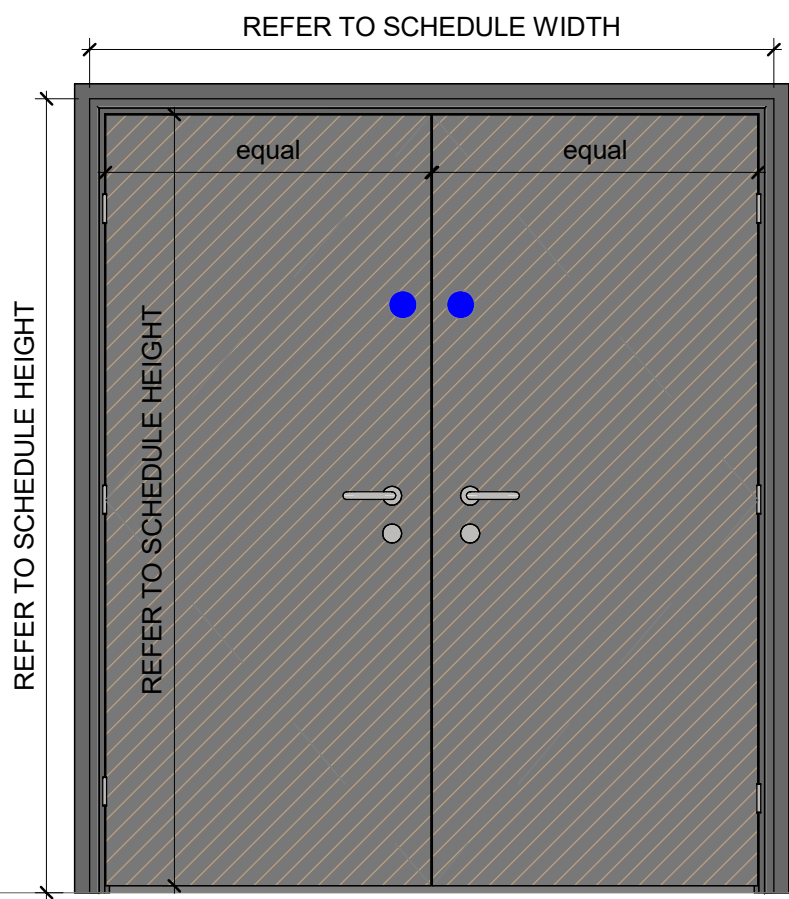
Internal Door Types and Quantities					
Door Style	Door Type	Width	Height	Fire-Rating	Quantity
CAA_DOOR_PROPOSED_IN-DR-A					
CAA_DOOR_PROPOSED_IN-DR-A	IN-DR-A1	1010	2100		24
CAA_DOOR_PROPOSED_IN-DR-A	IN-DR-A1	1010	2100	FD30S	8
CAA_DOOR_PROPOSED_IN-DR-A	IN-DR-A2	910	2100		12
CAA_DOOR_PROPOSED_IN-DR-B					
CAA_DOOR_PROPOSED_IN-DR-B	IN-DR-B1	1610	2100		41
CAA_DOOR_PROPOSED_IN-DR-C					
CAA_DOOR_PROPOSED_IN-DR-C	IN-DR-C1	1010	2100		36
CAA_DOOR_PROPOSED_IN-DR-C	IN-DR-C1	1010	2100	FD30S	13
CAA_DOOR_PROPOSED_IN-DR-C	IN-DR-C1	1010	2100	FD60S	1
CAA_DOOR_PROPOSED_IN-DR-D					
CAA_DOOR_PROPOSED_IN-DR-D	IN-DR-D1	1810	2100		10
CAA_DOOR_PROPOSED_IN-DR-D	IN-DR-D1	1810	2100	FD30S	7
CAA_DOOR_PROPOSED_IN-DR-D	IN-DR-D1	1810	2100	FD60S	3
Grand total: 155					

CAA Internal Door Styles (IN-DR-...)



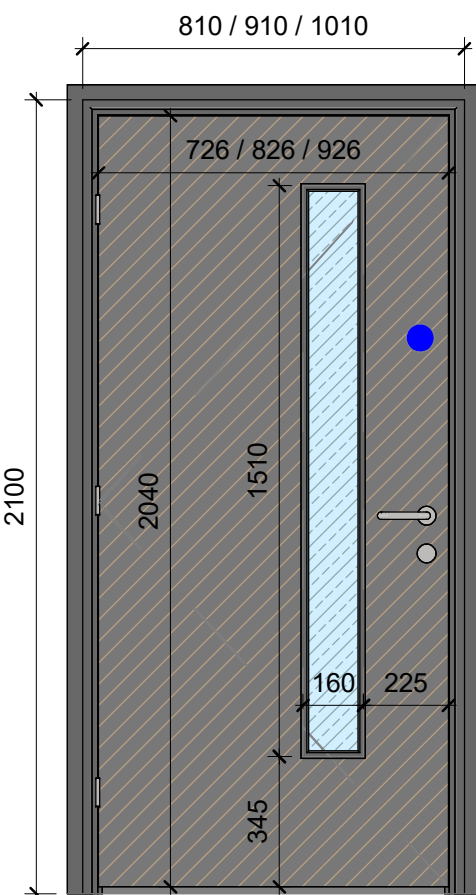
IN-DR-A

Timber solid single door



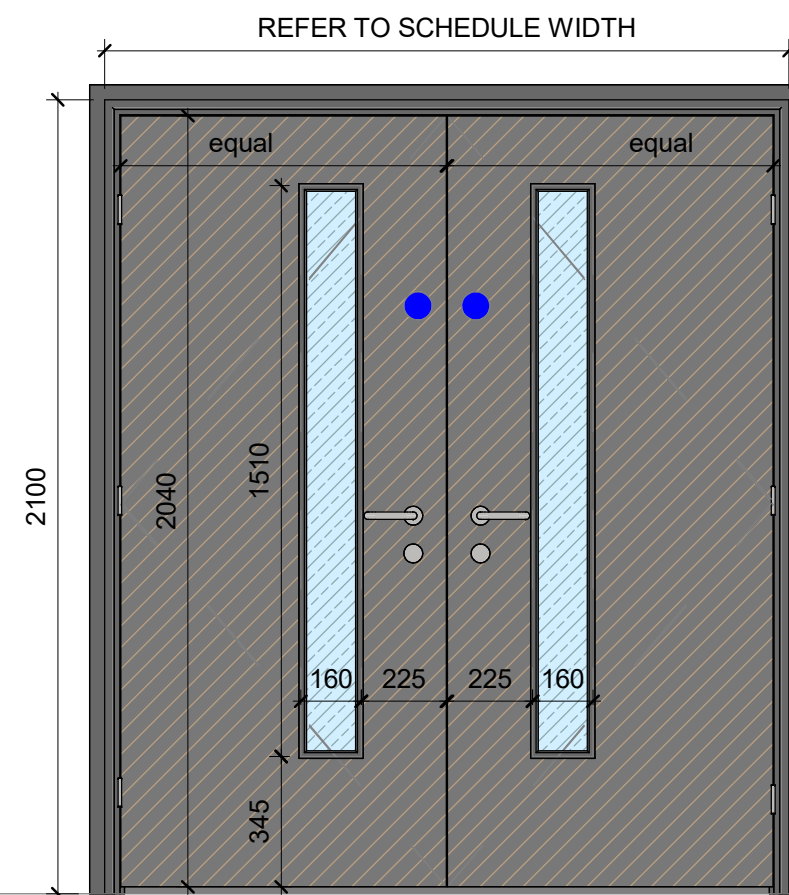
IN-DR-B

Timber solid double door



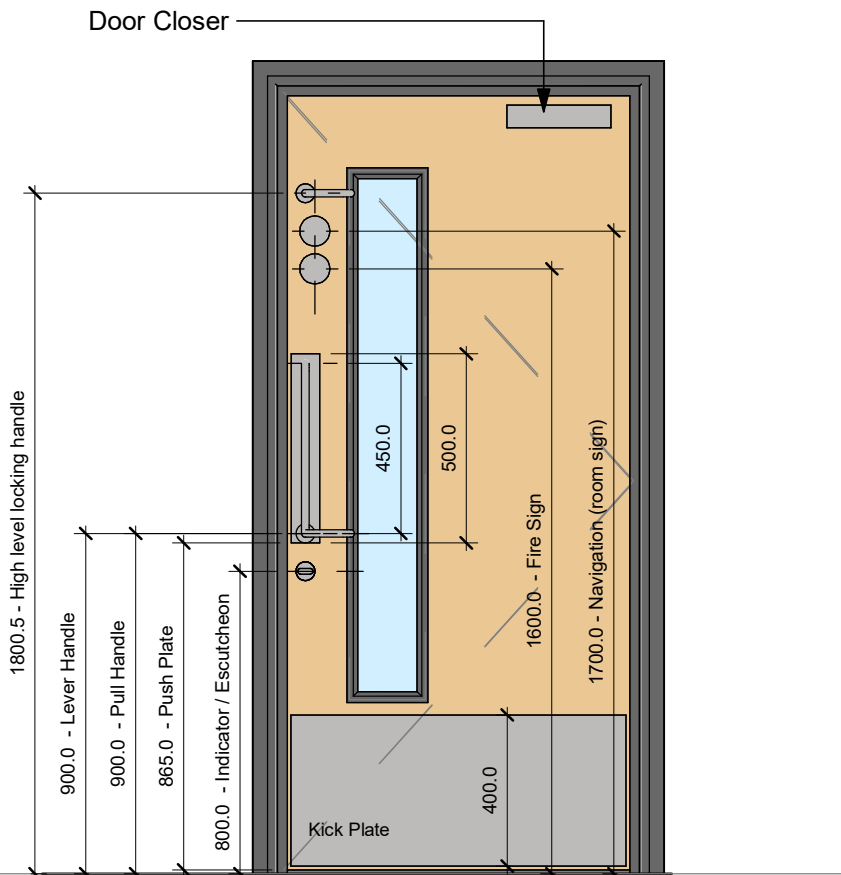
IN-DR-C

Timber single door with vision panel



IN-DR-D

Timber solid double door with vision panels
Assa Abloy 352 located in head of door
where required in the schedule.



Typical ironmongery set out elevation

IRONMONGERY:

ALL IRONMONGERY TO TIMBER INTERNAL DOORS IS TO BE BY <<< TBC >>> AND TO HAVE SATIN STAINLESS STEEL FINISH, INCLUDING LEVER HANDLES, PULL HANDLES, PUSH PLATES, ESCUTCHEONS AND KICKPLATES.

ALL IRONMONGERY INFORMATION SHOWN IS INDICATIVE WITH PRODUCTS, FINISHES, ETC SUBJECT TO CLIENT CONSULTATION AND APPROVAL.

SUITING OF KEYS IS TO BE AGREED WITH THE CLIENT.

ALL EMERGENCY EXIT DOORS ARE TO BE FITTED WITH APPROPRIATE EMERGENCY ESCAPE IRONMONGERY, TO ALLOW PERSONNEL TO ESCAPE QUICKLY USING ONLY ONE MECHANISM, SUCH AS A PANIC BAR.

ALL FIRE DOORS MUST BE FITTED WITH AUTOMATIC SELF-CLOSING DEVICES.

THE OPENING FORCE AT THE LEADING EDGE OF ALL DOORS IN TO BE NOT MORE THAN 30N.

DOOR STOPS, IDEALLY MOUNTED ON THE SKIRTING OR WALL, ARE TO BE FITTED TO ENSURE DOOR IRONMONGERY DOES NOT COME INTO CONTACT WITH ANY ADJACENT SURFACE. WHERE DOOR STOPS HAVE TO BE MOUNTED ON THE FLOOR, THESE MUST BE INSTALLED IN A LOCATION WHERE THEY CANNOT BECOME A TRIP HAZARD YET ALSO DO NOT PUT EXCESSIVE STRESS ON HINGES AND FIXINGS.

ALL FIRE DOORS TO HAVE APPROPRIATE DOOR INFORMATION SIGNS.

EXACT DETAILS OF ROOM IDENTIFICATION / NAME PLATES INCLUDING ANNOTATION ARE TO AGREED WITH THE CLIENT PRIOR TO ORDERING / FABRICATION.

General:

All leaf and frame thicknesses specified for doors are to be confirmed by the door manufacturer prior to fabrication.

Internal door finish to be (.....) unless otherwise stated on the door types drawing.

Door Sub-Contractor is to provide details of all doors for approval prior to fabrication.

Door Sub-Contractor is to provide all certificates and documentation for fire rated doors and that conform with BS 476; Part 22, in parallel with European standard BS EN 1634 - 1, 2 and 3

All emergency exit doors are to be fitted with appropriate emergency escape ironmongery.

Where additional packing is required to increased structural openings the Contractor is to ensure that this is fire rated where required and does not effect the overall fire certification of fire doorsets.

Doors to be complete with combined intumescent fire and smoke seals fitted within the doorset where required.

Any gaps which may occur in the fire resisting frames or between the frames and the structural openings must be filled with an intumescent sealer / mastic to achieve the required fire resistance of the doorset.

All overhead door closers to be placed on room side of door and not corridor side and be fire rated where required to match door.

The opening force at the leading edge of all doors in to be not more than 30N.

Undercut to fire doors (FD..) to be no more than 7mm
Undercut to fire & Smoke control doors (FD..S) to be no more than 3mm - (REFER TO FLOOR FINISHES DRAWINGS FOR LOCATIONS)

Air transfer:
For any requirements for transfer of air between areas and proposed systems, please refer to Mechanical Engineers drawings.

Glazing:
Vision panels are to be provided to all doors where indicated on this schedule and on Fire Safety Measures drawings. Glazed aperture to be toughened laminated glass giving the appropriate fire integrity & insulation protection as the door it is situated within. Where obscure glazing is required to fire doors this is to be provided by sand blasting or fire rated film which does not degrade the fire resistance of the glazing.

Door Stops:
Generally skirting / wall mounted door stops are to be provided to ensure door ironmongery does not come into contact with any adjacent surface. Where floor mounted door stops are required these are to be positioned as near as practically possible to the hinges to avoid forming a tripping hazard. Care is to be taken when positioning the floor stops to ensure that prolonged use of the door stop does not cause damage to the hinges or fixings.

Ironmongery:
Designed in accordance with subcontractors designs and specifications and to be approved by the contractor following client consultation.

All ironmongery finish is to be (.....) including kickplates.

Suiting of keys is to be agreed with the final occupants of the building and the Architect.

Signage:
All fire doors to have appropriate door information signs.
Exact details of room identification / name plates including annotation are to agreed with the Client prior to ordering/fabrication.

NOTE:
All ironmongery information shown is indicative and subject to client approval.

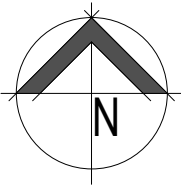
Drawing to be read in conjunction with Fire and Acoustic Strategy drawings / specification.

P1	Issued for Information	JKB	06.10.26
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BURY COUNCIL			
Project			
ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY MILTON ROAD, RADCLIFFE			
Drawing Title			
INTERNAL DOOR TYPES			
Drawn by JKB Checked by Date 06-10-2026			
Subality S2 - INFORMATION Scale @ A1 As indicated			
13921	ASH-CAA-V1-ZZ-D-A-7010	P1	
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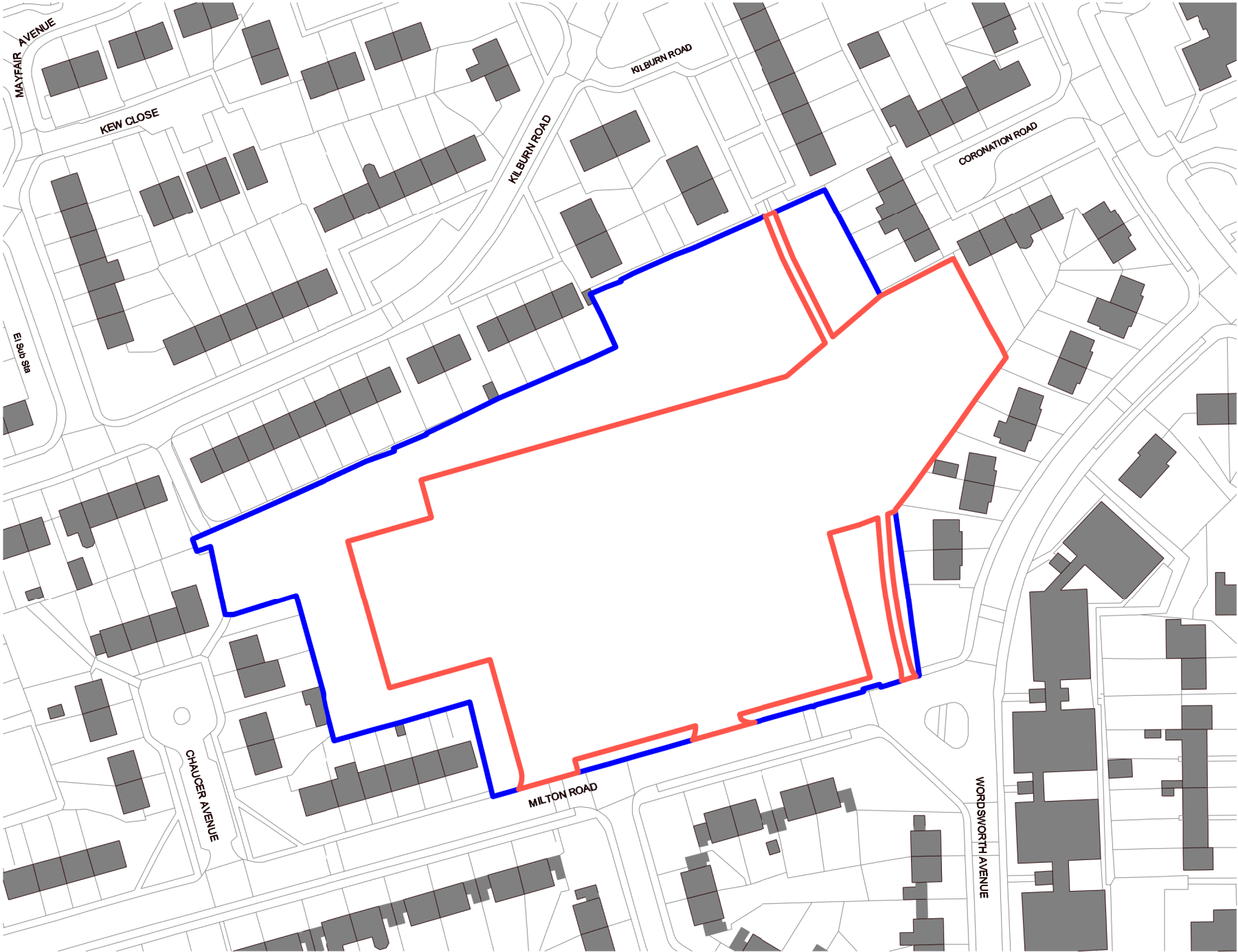
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LEGEND

- EXTENT OF SITE BOUNDARY
- SITE OWNERSHIP
-
-



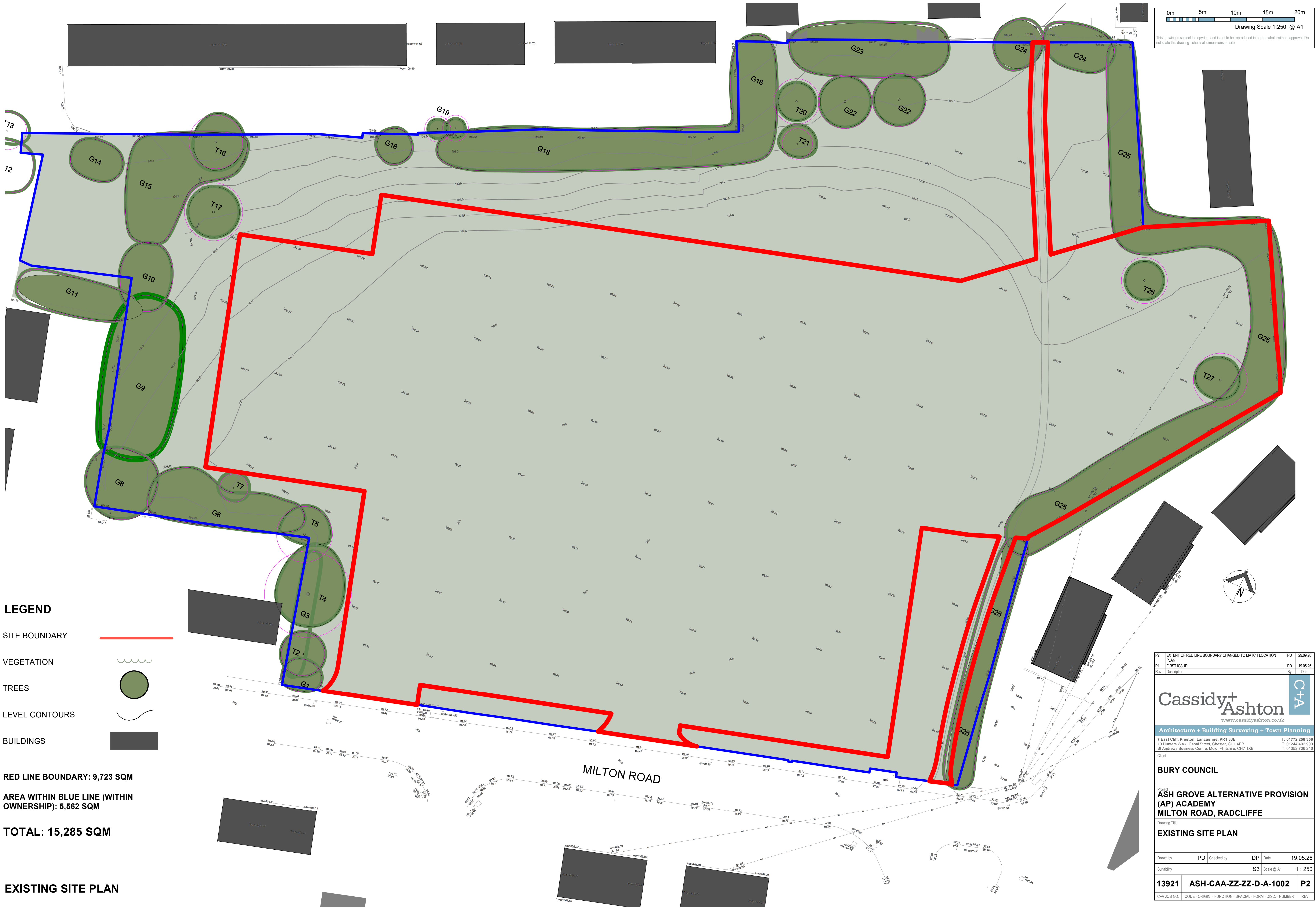
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1

LOCATION PLAN

Scale: 1 : 1250

<table><tr><td>P2</td><td>EXTENT OF RED LINE BOUNDARY CHANGED</td><td>PD</td><td>29.09.26</td></tr><tr><td>P1</td><td>FIRST ISSUE</td><td>PD</td><td>25.06.26</td></tr><tr><td>Rev</td><td>Description</td><td>By</td><td>Date</td></tr></table>	P2	EXTENT OF RED LINE BOUNDARY CHANGED	PD	29.09.26	P1	FIRST ISSUE	PD	25.06.26	Rev	Description	By	Date	<div><div><div>Cassidy+Ashton</div><div>www.cassidyashton.co.uk</div></div><div>Architecture + Building Surveying + Town Planning</div><div><div>7 East Cliff, Preston, Lancashire, PR1 3JE</div><div>10 Hunters Walk, Canal Street, Chester, CH1 4EB</div><div>St Andrews Business Centre, Mold, Flintshire, CH7 1XB</div></div><div><div>T: 01772 258 356</div><div>T: 01244 402 900</div><div>T: 01352 706 246</div></div></div>	<div><div>Client</div><div>BURY COUNCIL</div></div> <div><div>Project</div><div>ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY</div><div>MILTON ROAD, RADCLIFFE</div></div>	<div><div>Drawing Title</div><div>LOCATION PLAN</div></div> <div><div>Drawn by</div><div>PD</div><div>Checked by</div><div>DP</div><div>Date</div><div>25.06.26</div></div> <div><div>Suitability</div><div>S3</div><div>Scale @ A3</div><div>As indicated</div></div> <div><div>13921</div><div>ASH-CAA-ZZ-ZZ-D-A-1001</div><div>P2</div></div> <div><div>C+A JOB NO.</div><div>CODE - ORIGIN. - FUNC. - SPACE. - FORM - DISC. - NUMBER</div><div>REV.</div></div>
	P2	EXTENT OF RED LINE BOUNDARY CHANGED	PD	29.09.26											
	P1	FIRST ISSUE	PD	25.06.26											
	Rev	Description	By	Date											



LEGEND

- SITE BOUNDARY
- VEGETATION
- TREES
- LEVEL CONTOURS
- BUILDINGS

RED LINE BOUNDARY: 9,723 SQM

AREA WITHIN BLUE LINE (WITHIN OWNERSHIP): 5,562 SQM

TOTAL: 15,285 SQM

EXISTING SITE PLAN

0m 5m 10m 15m 20m
Drawing Scale 1:250 @ A1
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P2 EXTENT OF RED LINE BOUNDARY CHANGED TO MATCH LOCATION PLAN		PD	29.09.26
P1 FIRST ISSUE		PD	19.05.26
Rev	Description	By	Date

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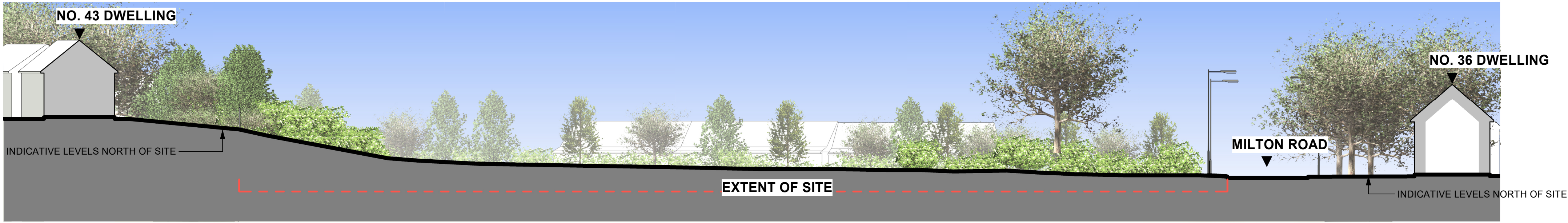
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MILTON ROAD, RADCLIFFE

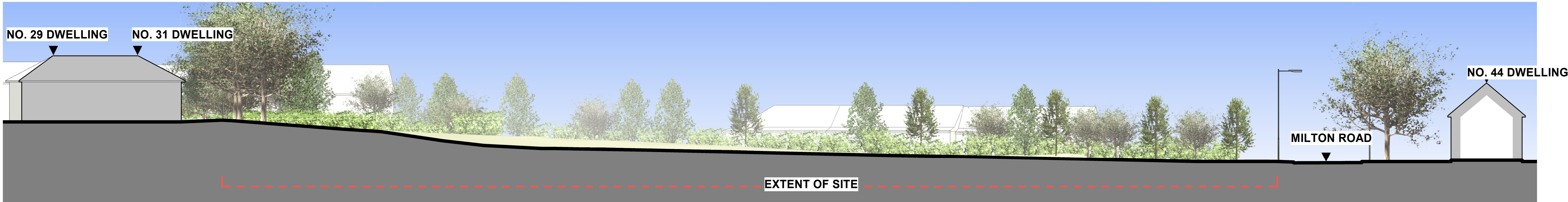
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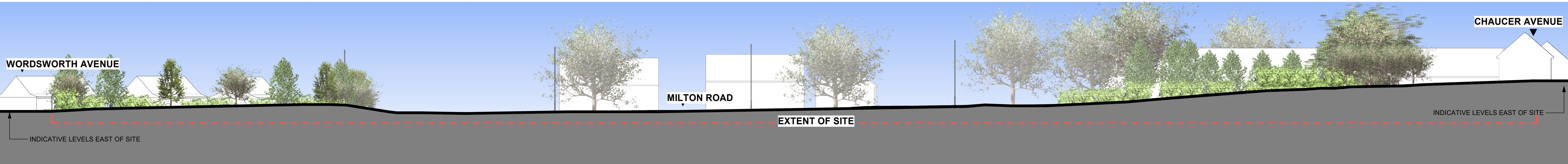
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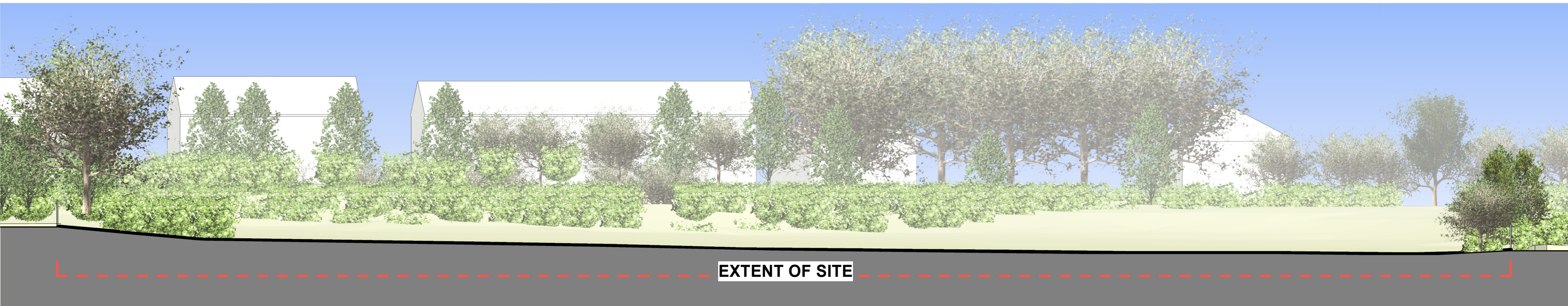
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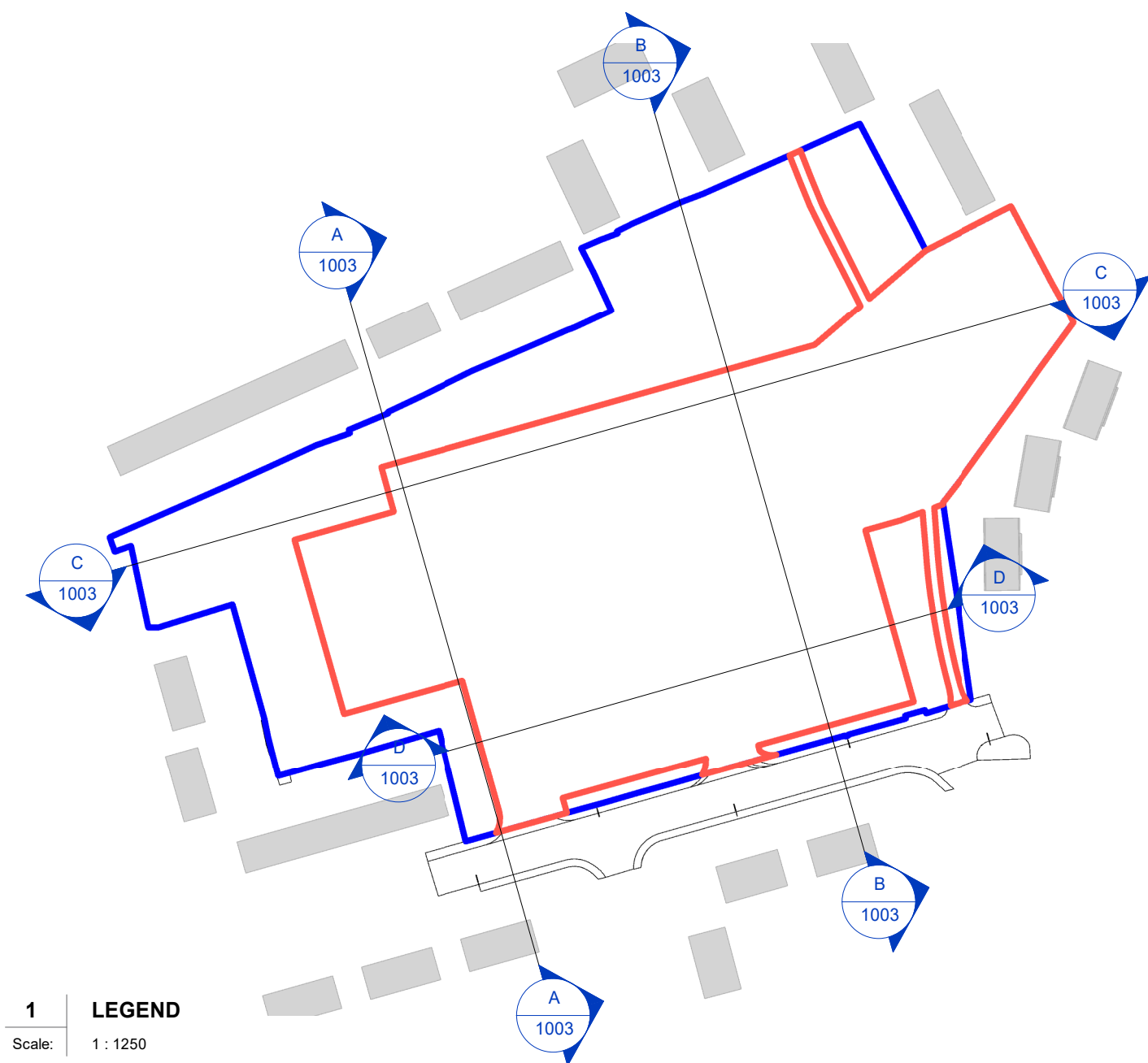
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C TYPICAL EXISTING SITE SECTION C-C
Scale: 1 : 250



D TYPICAL EXISTING SITE SECTION D-D
Scale: 1 : 250



1 LEGEND
Scale: 1 : 1250



SITE BOUNDARY	
BUILDINGS	
INDICATIVE EXTENT OF EXISTING TREES/ HEDGEROWS	
NEW TREES/ SHRUBS	
SITE FENCE/ SECURITY LINE	
RETAINING STRUCTURE	
LOW LEVEL DWARF WALL WITH DECORATIVE FENCE TOPPER	
PUPIL SECURITY	
HARDSCAPE	
SOFTSCAPE	
EXISTING SITE LEVELS	99.0
SLOPED EMBANKMENT	

[illegible]

Architecture + Building Surveying + Town Planning

Client _____

Project
ASH GROVE ALTERNATIVE PROVISION
(AP) ACADEMY
MILTON ROAD, RADCLIFFE

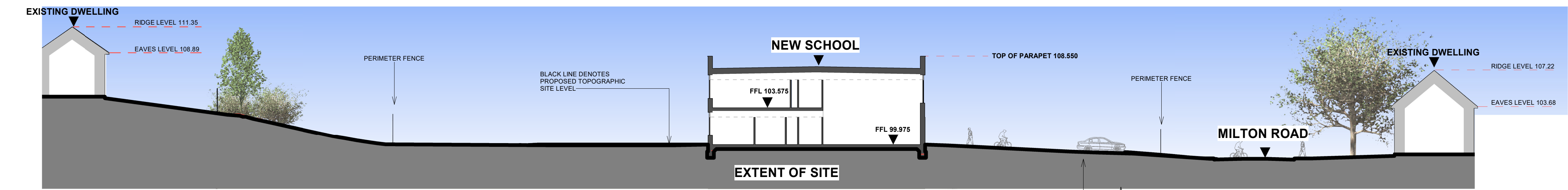
PROPOSED SITE PLAN

Drawn by	PD	Checked by	DP	Date	11.06.26
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Suitability	S3	Scale @ A1	1 : 250
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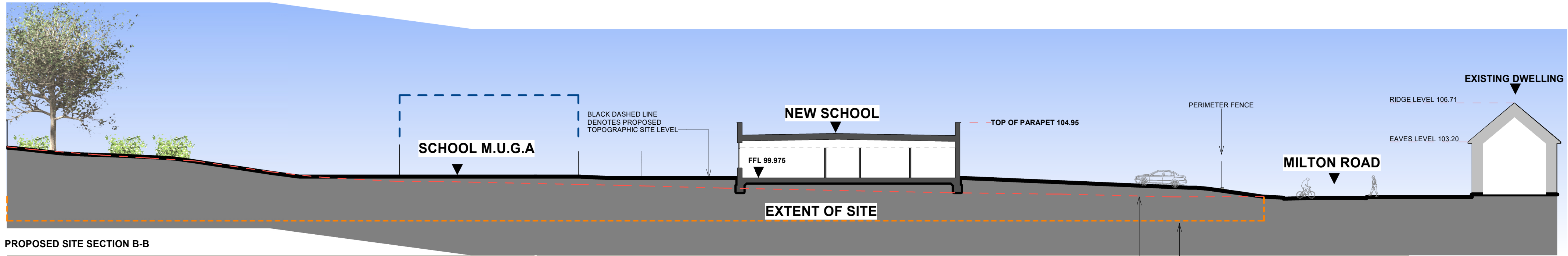
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C+A JOB NO.	CODE - ORIGIN. - FUNCTION - SPACIAL - FORM - DISC. - NUMBER	REV.
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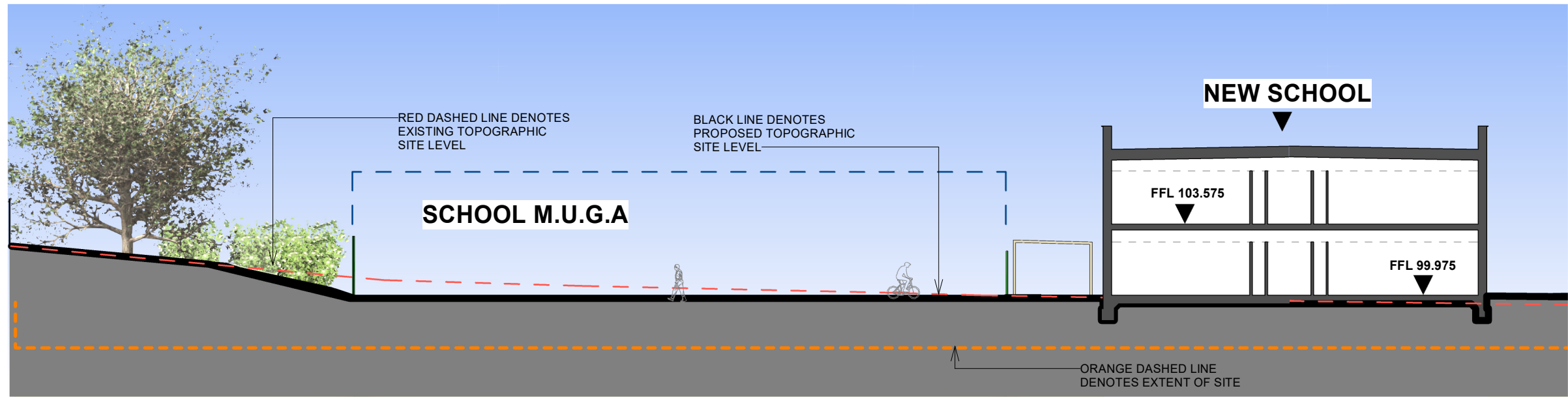
A. PROPOSED SITE SECTION A-A
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RED DASHED LINE DENOTES EXISTING TOPOGRAPHIC SITE LEVEL
ORANGE DASHED LINE DENOTES EXTENT OF SITE



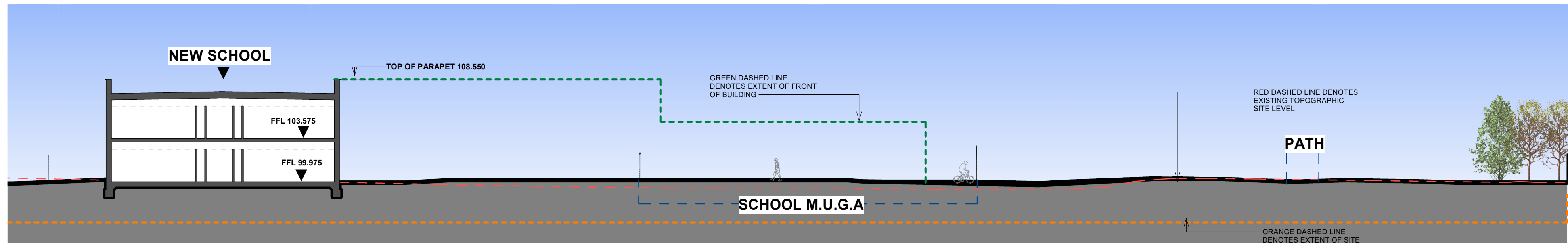
B. PROPOSED SITE SECTION B-B
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RED DASHED LINE DENOTES EXISTING TOPOGRAPHIC SITE LEVEL
ORANGE DASHED LINE DENOTES EXTENT OF SITE



3 PROPOSED SITE SECTION C-C
Scale: 1 : 250

ORANGE DASHED LINE DENOTES EXTENT OF SITE

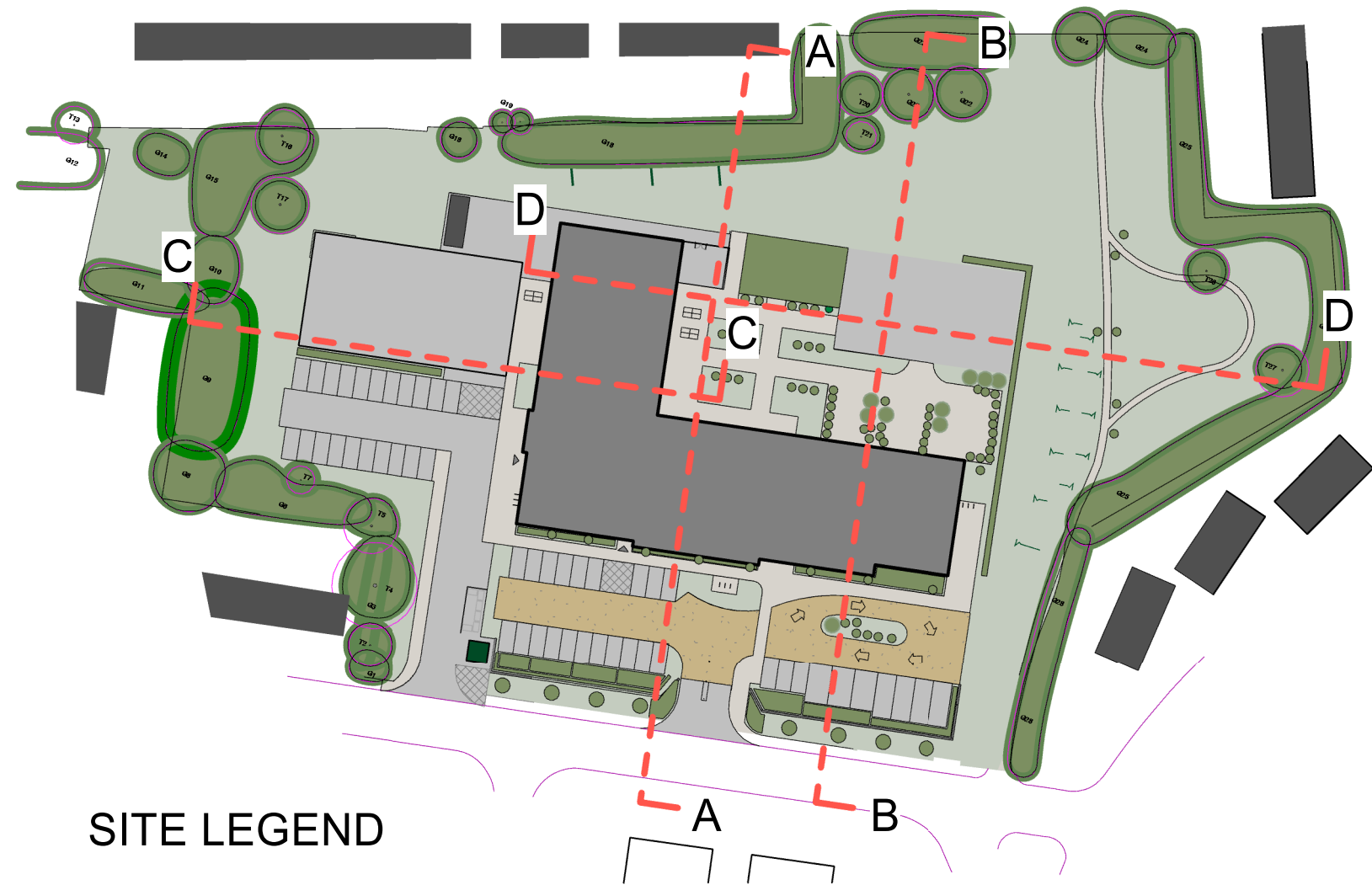


4 PROPOSED SITE SECTION D-D
Scale: 1 : 250

RED DASHED LINE DENOTES EXISTING TOPOGRAPHIC SITE LEVEL

GREEN DASHED LINE DENOTES EXTENT OF FRONT OF BUILDING

ORANGE DASHED LINE DENOTES EXTENT OF SITE



SITE LEGEND

P4	SITE SECTIONS DEVELOPED IN LINE WITH LATEST PROPOSALS	PD	29.09.26
P3	SECTION CC-DD DRAWN & PROPOSED SITE LEVELS ADJUSTED TO MEET NEW SITE PROPOSALS	PD	01.09.26
P2	BUILDING & EXTERNAL LEVELS REVISED	PD	19.08.26
P1	FIRST ISSUE	PD	25.06.26
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MILTON ROAD, RADCLIFFE			
Drawing Title			
PROPOSED SITE SECTIONS			
Drawn by	PD	Checked by	DP
Date		Date	25.06.26
Suitability	S3	Scale @ A1	As indicated
13921	ASH-CAA-ZZ-ZZ-D-A-1005	P4	
C+A JOB NO.	CODE - ORIGIN - FUNCTION - SPACIAL - FORM - DISC - NUMBER	REV.	



LEGEND

SOFT LANDSCAPE AREAS TO BE DEVELOPED BY TEL LANDSCAPE ARCHITECTS

HARDSCAPE SURFACING

REGULAR BLOCK PAVING

RESIN BOUND GRAVEL

ASPHALT BLACK CONCRETE

COLOURED ASPHALT CONCRETE

BOUNDARY TREATMENTS

SEGREGATION FENCING: SECURITY WELDED MESH FENCE WITH GATES WHERE SHOWN. COLOUR GREEN RAL 6005. HEIGHT 2.4 METRES

PERIMETER FENCING: SECURITY WELDED MESH FENCE WITH GATES WHERE SHOWN. COLOUR GREEN RAL 6005. HEIGHT 3 METRES

DWARF WALL WITH SECURITY WELDED MESH FENCE. COLOUR GREEN RAL 6005. HEIGHT 2.4 METRES

TIMBER/ TIMBER ACOUSTIC FENCING. HEIGHT 2 METRES

P2	SITE PLAN UPDATED TO REFLECT NEW PROPOSALS	PD	29.09.26
P1	LAYOUT TO MAIN ENTRANCE REVISED & LOCATION OF SECURITY FENCE LINES RE-POSITIONED	PD	26.08.26
Rev	Description	By	Date
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BURY COUNCIL			
Project ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY MILTON ROAD, RADCLIFFE			
Drawing Title PROPOSED BOUNDARY & HARDSCAPE TREATMENTS			
Drawn by	PD	Checked by	DP
Suitability	S3	Scale @ A1	1 : 250
13921	ASH-CAA-ZZ-ZZ-D-A-1006	P2	
C+A JOB NO.	CODE - ORIGIN - FUNCTION - SPACIAL - FORM - DISC - NUMBER	REV.	



AERIAL 1



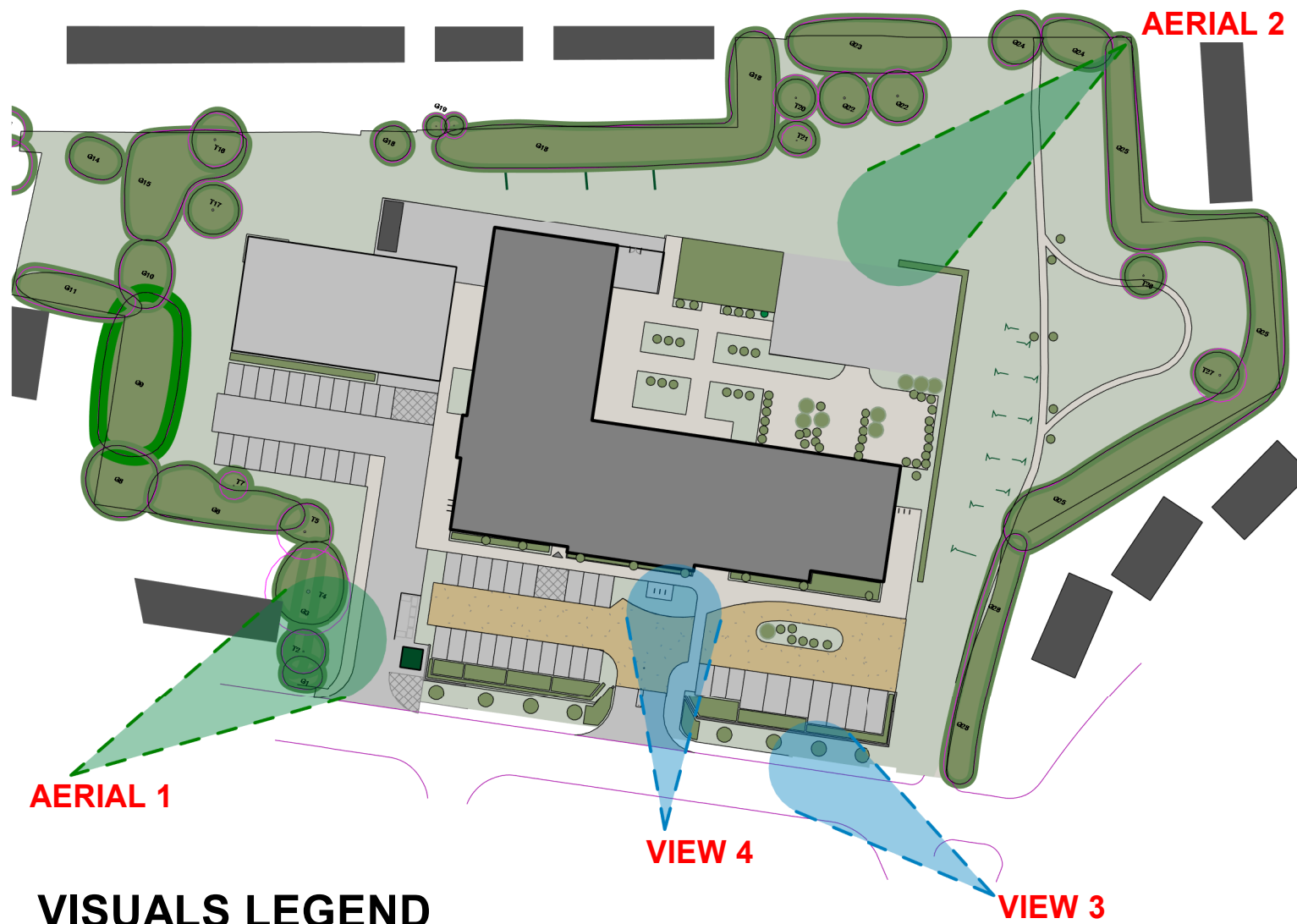
AERIAL 2



VIEW 3: FROM MILTON ROAD



VIEW 4: FROM MILTON ROAD



VISUALS LEGEND

P1	FIRST ISSUE	PD	30.09.36
Rev	Description	By	Date
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ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY MILTON ROAD, RADCLIFFE			
Drawing Title			
PROPOSED SITE VISUALS			
Drawn by	PD	Checked by	DP
Suitability	S3	Scale @ A1	1 : 1000
13921	ASH-CAA-ZZ-ZZ-D-A-1008	P1	
C+A JOB NO.	CODE - ORIGIN - FUNCTION - SPACIAL - FORM - DISC - NUMBER	REV.	



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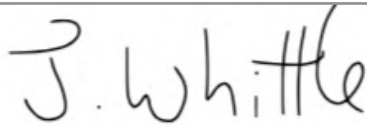
ASH GROVE AP (ALTERNATIVE PROVISION) ACADEMY, MILTON
ROAD, RADCLIFFE

NOISE IMPACT ASSESSMENT

R2498-REP01a-PC

13 AUGUST 2026

REPORT DETAILS

Project	Ash Grove AP (Alternative Provision) Academy, Milton Road, Radcliffel, Milton Road, Radcliffe		
Client	Bury Council % Cassidy + Ashton Darren Pickens: DarrenPickens@cassidyashton.co.uk		
Document Reference	R2498-REP01a-PC		
Date Issued	25 September 2026	13 August 2026	
Revision	Revision a	Initial Version	
Issued By	Paul Clark Pg. Dip. IOA MIOA Red Acoustics Limited Business First Millennium Road Preston PR2 5BL T: 01772 722 182 M: 07720 591650 paulclark@redacoustics.co.uk		
Signed			
Checked By	Johnathan Whittle BSc (Hons), Pg. Dip. IOA AMIOA MCIEH		
Signed			

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1.0 INTRODUCTION

Red Acoustics Ltd has been commissioned by Bury Council to undertake a noise impact assessment for a proposed new school development on land off Milton Road, Radcliffe. The assessment considers both the impact of existing environmental sound on the proposed development and the potential noise associated with operation of the proposed multi-use games areas (MUGAs) at nearby noise sensitive receptors (NSRs). The MUGA assessment has been undertaken having regard to the June 2026 consultation draft of ProPG: Guidance for the Assessment of Sport and Leisure Noise.

The proposed development comprises a new alternative provision school. Environmental sound surveys have been undertaken to establish the existing acoustic climate affecting both the proposed site and surrounding NSRs. The measured sound levels have been used to assess noise impacts and identify appropriate facade mitigation measures based on the current site layout prepared by the project architects.

Noise break-in calculations have been undertaken using the proposed general arrangement and elevation drawings. These calculations have informed the baseline acoustic design strategy and recommendations for the building envelope. The school will be of traditional brick/masonry construction and we understand that this will be fully mechanically ventilated, allowing the required indoor ambient noise levels to be achieved with windows closed in accordance with Building Regulations Requirement E4 and Building Bulletin 93 (BB93).

The development proposals comprise the construction of a new, two storey school building containing general teaching and learning spaces, offices, care and resource areas and ancillary accommodation. In addition, the scheme includes alternative provision learning spaces designed to provide a more tailored educational environment. External works include new vehicular access arrangements, car parking, hard and soft landscaped play areas and proposed MUGA pitches.

In line with the findings of this assessment, recommended sound emission limits for any proposed mechanical plant have been established to ensure that future site operations remain compliant with relevant guidance and maintain a low noise impact at nearby NSRs.

2.0 SITE DESCRIPTION & SURROUNDINGS

The proposed development site is located on open land adjacent to Milton Road, Bury. The scheme proposes the creation of a new school building with associated outdoor spaces which include parking, play areas and two MUGA pitches.

Figure 2.1 below shows the location of the site in relation to the surroundings and Figure 2.2 shows the proposed site layout.

The nearest noise sensitive receptors (NSRs) border the proposed development site to the north, east and west with NSRs also located on Milton Road to the south.

Figure 2.1: Site Location

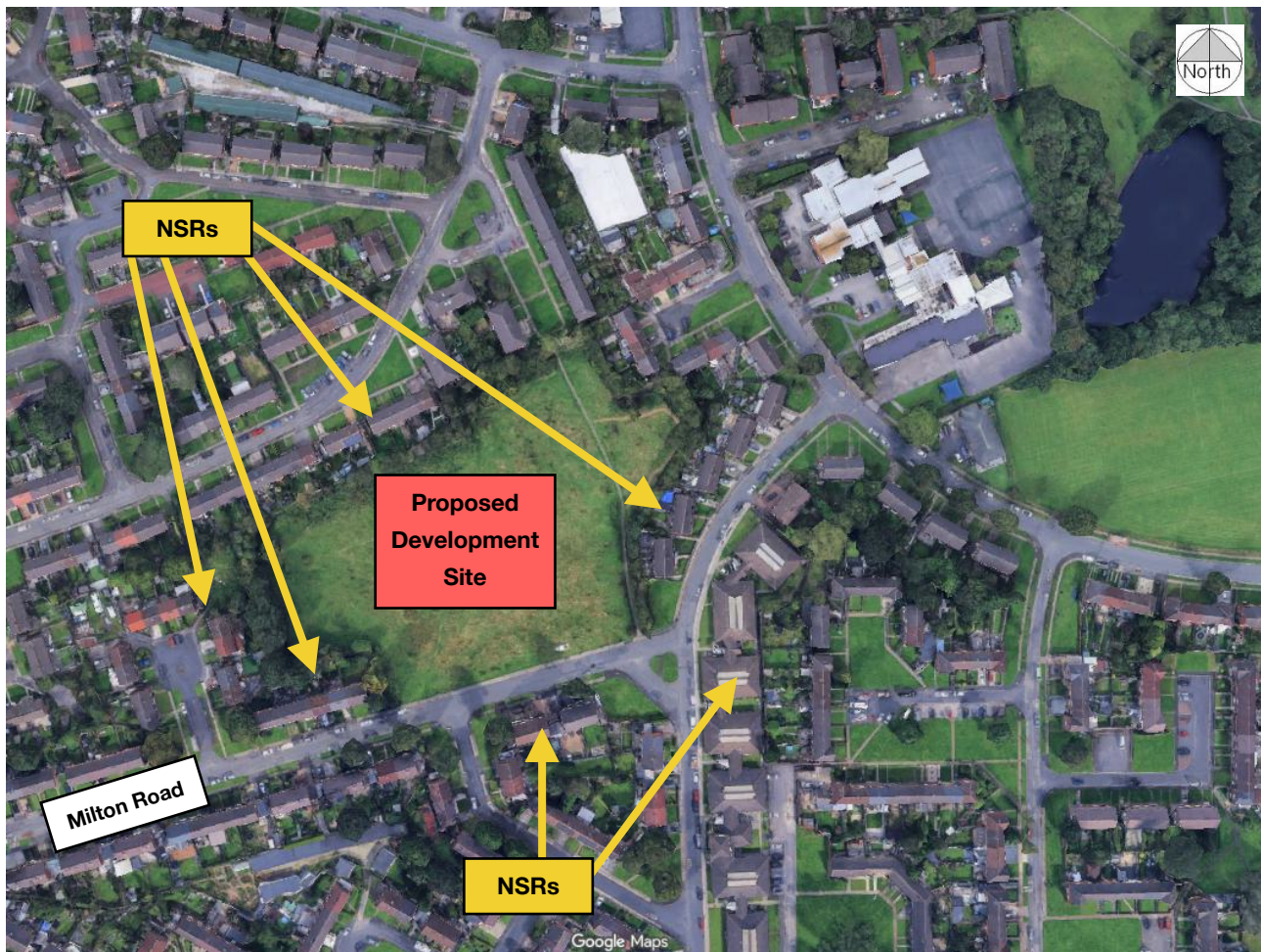
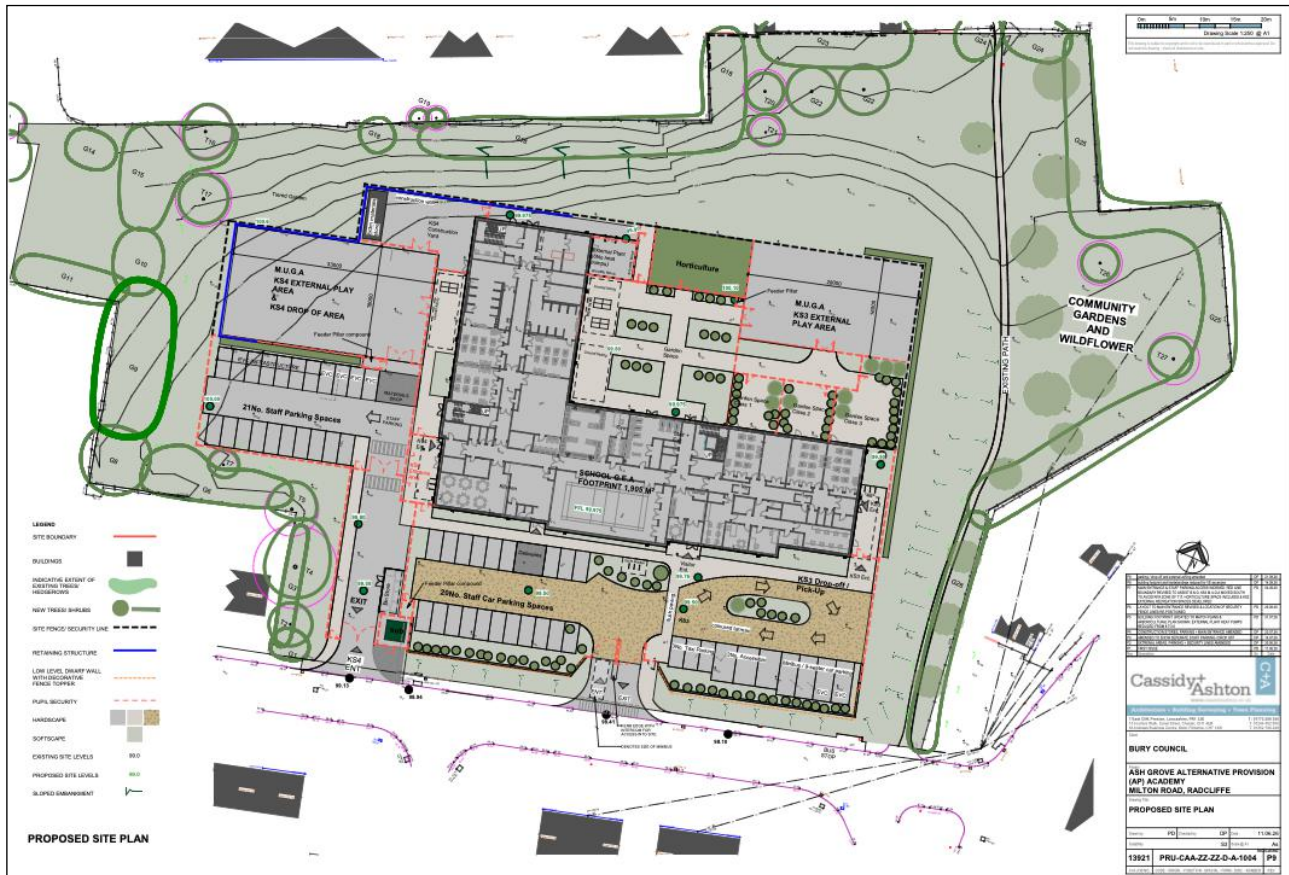


Figure 2.2: Site Layout



3.0 POLICY CONTEXT & ASSESSMENT GUIDANCE

Planning Policy

National Planning Policy Framework

The National Planning Policy Framework (NPPF¹) sets out the Government's planning policies for England and how these should be applied. Where issues of noise impact are relevant the NPPF provides guidance. NPPF it states that planning policies and decisions should contribute to and enhance the natural and local environment by:

'preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution'.

NPPF also advises:

'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and quality of life'.

The NPPF also refers to the 2010 DEFRA publication, the Noise Policy Statement for England (NSPE) which reinforces and supplements the NPPF guidance.

Noise Policy Statement for England

The Noise Policy Statement for England² (NPSE) sets out the long term vision of promoting good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development. This vision is supported by the following aims:

- Avoid Significant adverse impacts on health and quality of life.
- Mitigate and minimise adverse impacts on health and quality of life.
- Where possible, contribute to the improvement of health and quality of life.

The NPSE describes the following levels at which noise impacts may be identified:

¹ National Planning Policy Framework. Department for Levelling Up, Housing & Communities (2023)

² Noise Policy Statement for England - Department for Environment, Food & Rural Affairs (2010)

- NOEL - No Observed Effect Level. This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.
- LOAEL - Lowest Observed Adverse Effect Level : This is the level above which adverse effects on health and quality of life can be detected.
- SOAEL - Significant Observed Adverse Effect Level : This is the level above which significant adverse effects on health and quality of life occur.

According to the explanatory notes in the statement, where a noise level falls between LOAEL and a level which represents SOAEL then:

'all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life whilst also taking into consideration the guiding principles of sustainable development. This does not mean that such effects cannot occur'.

Planning Practice Guidance on Noise

Planning Practice Guidance (PPG) - Noise³ is an online www.gov.uk resource to provide additional guidance on the NPPF. It discusses:

- *whether or not a significant adverse effect is occurring or likely to occur;*
- *whether or not an adverse effect is occurring or likely to occur and;*
- *whether or not a good standard of amenity can be achieved.*

In line with the Explanatory Note of the NPSE, the PPG references the LOAEL and SOAEL in relation to noise impact. It also provides examples of outcomes that could be expected for a given perception level of noise, plus actions that may be required to bring about a desired outcome. However, inline with the NPSE, no objective noise levels are provided although the PPG states that:

'the subjective nature of noise means that there is not a simple relationship between noise levels and impact on those effected. This will depend on how various factors combine in any particular situation'

Table 3.1 below summarises the PPG noise expose hierarchy.

³ Planning Practice Guidance on Noise (<https://www.gov.uk/guidance/noise--2>). Ministry of Housing, Communities & Local Government

Table 3.1: Explanation of Noise Exposure Hierarchy - PPG

Perception	Examples of Outcomes	Increasing Effect Levels	Action
Not noticeable	No Effect	No Observed Effect	No specific measures required
Noticeable and not intrusive	Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No Observed Adverse Effect	No specific measures required
		Lowest Observed Adverse Effect Level	
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; closing windows for some of the time because of the noise. Potential for non-awakening sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
		Significant Observed Adverse Effect Level	
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e.g. having to keep windows closed most of the time, avoiding certain activities during periods of intrusion. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Noticeable and very disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

Building Bulletin 93 - Acoustic Design of Schools: Performance Standards

BB93⁴ is the technical document enabling implementation of the Building Regulations Requirement E4. The normal method of compliance with the requirements of the Building Regulations Requirement E4 is to demonstrate compliance with the guidance presented in BB93 by design and commissioning testing. This guidance relates primarily to the internal acoustic environment by managing noise break-in from the outside environment (Indoor Ambient Noise Level), internal sound separation between spaces (e.g. sound insulation performance of walls and floors) and acoustic quality of spaces (e.g. sound reverberation management).

⁴ [Acoustic Design of Schools: Performance Standards - Building Bulletin 93 - Department for Education \(February 2015\)](#)

BB93 states that 'Whilst planning consents should not be subject to conditions that are covered by other legislation, such as the Building Regulations, local planning authorities may include conditions relating to noise and acoustics when granting consent. These could cover such aspects as noise from schools affecting nearby noise sensitive properties, or educational establishments where the acoustic conditions are not subject to Requirement E4 of the Building Regulations'.

While it is uncommon for the requirements of the Building Regulations 2010 to be duplicated in planning requirements, demonstrating that the design targets for indoor ambient sound levels can be met as part of the planning process provides good indication that the external environment can be one that is suitable for development of an education development.

British Standard 4142

BS 4142:2014+A1:2019⁵ presents methods for rating and assessing the potential impact of commercial and industrial sound upon noise sensitive receptors. In order to assess impact using BS 4142, the Rating Level of the new sound source is compared with the existing contextual Background Sound Level.

- Typically, the greater this difference, the greater the magnitude of the impact.
- A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context.
- A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context.
- The lower the Rating Level is relative to the measured Background Sound Level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the Rating Level does not exceed the Background Sound Level, this is an indication of the specific sound source having a low impact, depending on the context.

The Rating Level is determined by assessing the Ambient Sound Level, distinguishing the Specific Sound Level from the Residual Sound Level and applying any sound specific penalties for acoustic features that would subjectively cause the sound to be perceived differently.

The Specific Sound Level of the commercial / industrial sound source is determined by either; measurement or calculation with regard to the appropriate reference time interval (for daytime or nighttime periods). The standard requires separate analysis for daytime and nighttime periods, evaluating the Rating Level over an appropriate reference time interval (T_r) of: 1hr for daytime (07:00-23:00 hrs) and 15min for nighttime (23:00-07:00 hrs). The Specific Sound Level is defined as equivalent continuous A-weighted sound pressure level produced by the specific sound source at the assessment location over a given reference time interval, T (determined either by calculation or deducting the measured Residual Sound Level from the measured Ambient Sound Level).

⁵ BS4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound

‘Ambient sound’ is defined as the totally encompassing sound in a given situation at a given time, usually composed of sound from many sources near and far (The ambient sound comprises the residual sound and the specific sound when present).

‘Residual sound’ is defined as the ambient sound remaining at the assessment location when the specific sound source is suppressed to such a degree that it does not contribute to the ambient sound.

Where appropriate, a rating penalty can be applied to the specific sound level to account for the character of the sound, namely: tonality, impulsivity and intermittency. Such acoustic feature corrections can be added together linearly.

Tonality can be determined objectively (using adjacent third octave band analysis or the Joint Nordic method) or subjectively as described below:

- +2dB penalty: Just perceptible
- +4dB penalty: Clearly perceptible
- +6dB penalty: Highly perceptible

Impulsivity can be determined objectively (using Fast Fourier Transform analysis) or subjectively as described below:

- +3dB penalty: Just perceptible
- +6dB penalty: Clearly perceptible
- +9dB penalty: Highly perceptible

Where intermittency is present, a +3dB penalty can be applied. Where the acoustic feature characteristics are neither tonal nor impulsive, but are clearly distinguishable against the residual sound, a +3dB penalty can be applied.

World Health Organisation, Environmental Noise Guidelines for the European Region 2018⁶ (WHO) & Guidelines for Community Noise 1999⁷

The World Health Organisation (WHO) guidelines provide advice in relation to noise in the community and the levels at which certain effects are likely. The WHO guidelines relate to the potential for health impacts relating to environmental noise and the impact of noise on uninterrupted speech and sleep. The suggested guideline values for daytime noise levels are repeated in Table 3.2 below as they are relevant to the assessment of noise impacts from the proposed development to the existing NSRs. The values presented in this case relate to the 1997 guidance as the 2018 guidance relates specifically to transportation, wind turbine and leisure industry sources.

Table 3.2: WHO Guideline Values

Environment	Critical effect	$L_{Aeq,t}$ (dBA)	Time period
Outdoor living areas	Serious annoyance	55	16 hrs (day/evening)
Outdoor living areas	Moderate annoyance	50	16 hrs (day/evening)
Dwelling, indoors	Speech intelligibility, moderate annoyance	35	16 hrs (day/evening)

ProPG: Guidance for the Assessment of Sport and Leisure Noise

The June 2026 consultation draft of ProPG: Guidance for the Assessment of Sport and Leisure Noise has been prepared by a working group comprising representatives of the Association of Noise Consultants, Institute of Acoustics and Chartered Institute of Environmental Health. As the document remains a consultation draft, it has been treated as emerging professional practice guidance rather than as a final adopted standard.

The ProPG recommends that good acoustic design should be the starting point for all sport and leisure noise assessments. Relevant measures include maximising separation between activity areas and noise sensitive receptors, using buildings and topography to provide screening, incorporating suitable barriers, arranging the site to locate significant sources away from receptors and responding to the existing acoustic environment and proposed hours of use.

⁶ <https://www.who.int/europe/publications/i/item/9789289053563>

⁷ <https://www.who.int/publications/i/item/a68672>

The assessment has had regard to the approach set out in the draft ProPG, including good acoustic design, the existing acoustic environment, the type and timing of use and the equivalent continuous sound level, $L_{Aeq,t}$. The draft guidance identifies 50dB $L_{Aeq,t}$ at external residential receptors as a general reference value for reasonable enjoyment of external spaces.

The ProPG notes that a school pitch used only by a school during school hours may not normally require a noise impact assessment where the activity remains typical of a school site. A detailed assessment is more likely where a new activity is introduced, use is intensified or operating hours are extended, including floodlit evening or community use. The present assessment has nevertheless considered the two new MUGAs because they introduce sports activity close to existing dwellings.

4.0 ENVIRONMENTAL SOUND SURVEY

An environmental sound survey has been carried out by Red Acoustics to determine the prevailing sound climate at the proposed development site.

Measurements were undertaken by Red Acoustics at monitoring position MP1 during typical daytime and nighttime periods. The measurements were manned between 04:00hrs to 10:00hrs on 16 June 2026. Measurements were undertaken to determine the typical sound climate both the proposed development and at a position representative of the NSRs to the proposed development.

Figure 4.1: Survey Monitoring Position



The sound survey was undertaken using a Class 1 Sound Level Meter (SLM) positioned on a tripod at a height of 1.8 m above ground level, in free field conditions, with the SLM logging data in 1 second intervals. During the surveys, the noted weather conditions were, dry, calm with wind speeds typically below <5m/s. Figure 4.1 and Table 4.1 below summarise the measured data taken.

Figure 4.1: Survey Measurement Summary - MP1

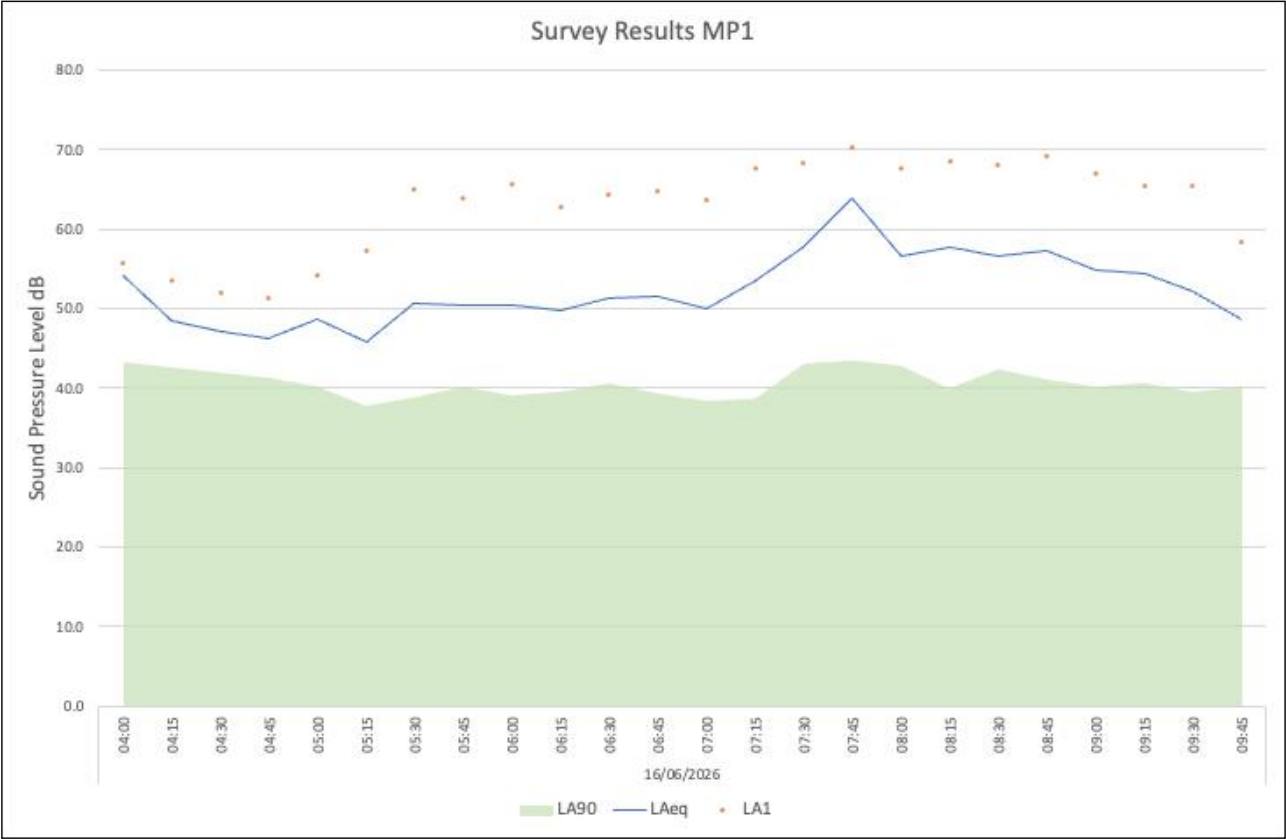


Table 4.1: Measured External Sound Level Summary

Measurement Location	Measured Sound Pressure Level, dB (re: 2x10 ⁻⁵ Pa)			
	Daytime Period 07:00hrs to 10:00hrs		Nighttime Period 04:00hrs to 07:00hrs	
	L _{Aeq,3hr}	L _{A90,t}	L _{Aeq,3hr}	L _{A90,t}
MP1	57	40 Typical	50	39 Typical

5.0 DETERMINATION OF MUGA SOUND LEVELS

Multi-use gaming areas are designed to be enclosed and to host a number of different sports activities. Sound levels generated by such facilities vary by activity, occupant and the surrounding fencing. The draft ProPG on sports and leisure sound identifies ball strikes on metal goals, fencing and hockey backboards as potentially significant impulsive events that should be considered separately from average activity sound levels. Red Acoustics holds scheme-relevant measurement data for a supervised school PE session using hockey equipment on a fenced MUGA.

Measurements were undertaken at a distance of 8m from the pitch enclosure and included hockey ball strikes and impacts with the perimeter fencing. The measured octave band $L_{Aeq,15min}$ data is presented in Table 5.1 and has been used to represent supervised school use of the proposed MUGAs in the noise propagation model prepared for the purpose of this assessment.

Table 5.1: Measured MUGA Operating Level

Item	dB $L_{Aeq,15min}$	Octave Band Centre Frequency (dB)					
		125 Hz	250 Hz	500 Hz	1.0 kHz	2.0 kHz	4.0 kHz
MUGA Hockey	56	57	52	50	53	50	43

The measured value of 56dB $L_{Aeq,15min}$ is considered representative of a supervised school session and is retained in preference to generic data. These measurements are also consistent with the range of average sound levels reported for comparable pitch based activities within the draft ProPG.

6.0 CADNAA SOUND PROPAGATION MODELLING

CadnaA 3D sound propagation modelling software has been used to predict specific sound levels from the proposed MUGA pitches. The software implements the calculation procedure specified within ISO9613-2.

The source sound level presented in Section 5.0 above has been used to predict sound propagation from both MUGA pitches simultaneously to the nearest NSRs.

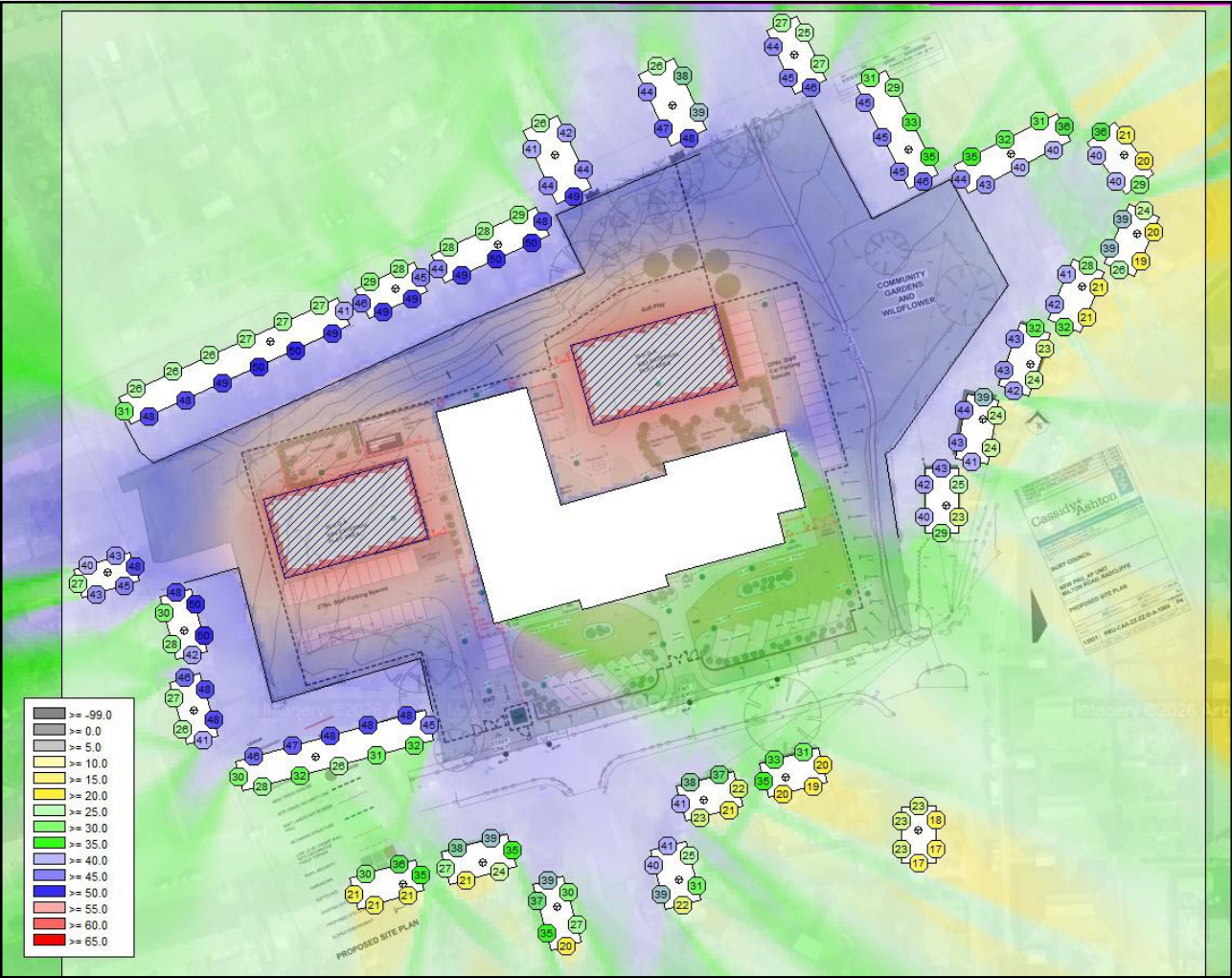
The modelling software utilises 1m resolution LIDAR topography data from the Defra Data Service Platform. The existing buildings, and the surroundings are modelled using Google Earth imagery and the proposed buildings are based drawn details provided by the client. Buildings and were set as reflective surfaces in the model and the ground was set to 50% reflective to account for mixed ground. It was assumed that the proposed building location ground levels will be commensurate with the existing site levels.

The CadnaA 3D sound propagation model has been used to calculate the resultant sound level from the combined sound sources, taking into account reflections and attenuation from distance, ground, barriers etc. The resultant sound level is predicted to the nearest noise sensitive dwellings with highest facade levels shown as well as a coloured grid at a height of 1.8m. Figure 6.1 below presents the result of the model calculation.

It can be seen in Figure 6.1 that the resultant sound level from the combined MUGA sound sources impacting the nearest noise sensitive receptors is between 40dB and 50dB $L_{Aeq,t}$. The upper end of the predicted range is in line with the World Health Organisation and draft ProPG general external guideline of 50dB $L_{Aeq,t}$.

The measured daytime ambient sound level at MP1 was 57dB $L_{Aeq,3hr}$. In the context of the existing sound limit at the proposed development site, noise is not expected to cause undue disturbance to the the nearby NSRs.

Figure 6.1: Predicted Specific Sound Level (dB LAeq,t) - Simultaneous MUGA Use



7.0 NOISE BREAK-IN / BUILDING ENVELOPE SOUND INSULATION

A preliminary assessment of environmental sound ingress has been undertaken using the survey data presented in Section 4.0 above. The measured daytime sound level of 57dB $L_{Aeq,3hr}$ at MP1 has been adopted as representative of the external sound climate affecting the most exposed southern elevation of the proposed school building. Noise break-in calculations have been undertaken in accordance with the methodology set out in BS 8233:2014.

The calculations consider the combined sound transmission through the external wall and glazing elements with the calculation inputs comprising:

- Room volume in m^3
- Facade element surface areas m^2
- Facade element sound reduction indices in each octave band (125Hz - 2kHz).
- Room reverberation time in seconds to determine effective absorption area in m^2 in the receiving room.

The calculations have been undertaken for representative worst case teaching and learning spaces. The applicable indoor ambient noise level for each space should be confirmed against Table 1 of BB93 and the final room data sheets. Where spaces are intended specifically for pupils with special hearing or communication needs, the enhanced BB93 criteria should be applied.

The preliminary calculations indicate that the relevant BB93 indoor ambient noise levels can be achieved with the windows closed using conventional masonry external wall construction and standard thermal double glazing, such as a nominal 6 mm glass / 16 mm cavity / 6 mm glass configuration with a sound reduction performance of $27R_{w+Ctr}$. This conclusion is subject to confirmation once the final room layouts, facade constructions, glazing areas and ventilation proposals are made available.

The proposed elevations are understood to comprise a combination of brickwork and proprietary insulated cladding panels. The acoustic performance of the wall buildups, final cladding and glazing systems must therefore be reviewed at the detailed design stage. Laboratory acoustic data should be provided for each proposed facade element, including glazing, cladding panels, louvres and any other penetrations through the building envelope.

We understand at this stage that the school will be fully mechanically ventilated. We have therefore assumed that open windows will not be relied upon as part of the ventilation strategy for compliance with the BB93 indoor ambient noise level criteria.

A suitable mechanical ventilation system should be provided so that the required ventilation rates and thermal comfort conditions can be maintained with the windows closed. At the detailed design stage, the mechanical ventilation system should be designed to achieve the indoor ambient noise levels specified for each room type in Table 1 of BB93

8.0 RAIN NOISE

BB93 requires lightweight roof constructions and roof glazing to provide suitable control of rain generated sound within teaching and learning spaces. During heavy rainfall, the calculated reverberant sound pressure level within a space should not exceed the applicable BB93 indoor ambient noise level criterion by more than 25dB.

The resulting rain noise limits will therefore depend on the use of the room beneath the roof. For example, a space with a BB93 indoor ambient noise level criterion of 35dB $L_{Aeq,30min}$ should not exceed 60 dB $L_{Aeq,t}$ during heavy rainfall. Where an enhanced indoor ambient noise level criterion of 30dB $L_{Aeq,30min}$ applies, the corresponding rain noise limit would be 55dB $L_{Aeq,t}$.

The final roof construction has not been confirmed at this stage. During detailed design, the proposed roof build-up must be assessed using suitable laboratory test data obtained under the “heavy rainfall” test condition referenced by BB93. Where rooflights are proposed above teaching or other acoustically sensitive spaces, their individual rain noise performance should be reviewed carefully, as these elements can determine the overall internal rain noise level.

The roof construction must also provide sufficient airborne sound insulation against external environmental sound and should therefore be reviewed at the detailed design stage.

9.0 PLANT SOUND EMISSION LIMITS

Details of proposed externally mounted and venting plant items are not known at this stage. Plant noise emission limits have been proposed to enable design development of any mechanical plant so as to comply with expected LPA requirements and to reduce the likelihood of adverse impacts due to mechanical plant noise at the nearest NSRs.

Table 9.1 below presents the proposed plant sound emission limits at the nearest NSRs based on the survey data discussed in Section 4.0 above. Plant noise impacts should be assessed in accordance with the guidance BS4142:2014+A1:2019 as summarised in Section 3.0 above.

In line with expected requirements from the LPA, the targets represent a level 5dBA below the existing measured typical background sound level.

Table 9.1: Proposed Mechanical Plant Target Limits

Measurement Location	Sound Pressure Level, dB			
	Daytime Period 07:00hrs to 23:00hrs		Nighttime Period 23:00hrs to 07:00hrs	
	Existing $L_{A90,1hr}$	Proposed $L_{Aeq,1hr}$	Existing. $L_{A90,15min}$	Proposed $L_{Aeq,15min}$
Nearest NSR	40	35	39	34

The limits presented above apply to the cumulative rating level from all fixed plant at the nearest NSRs.

10.0 CONCLUSION

An assessment of the existing environmental sound climate and the potential noise impact of the proposed school development has been undertaken. The assessment indicates that suitable internal noise levels can be achieved through appropriate facade, roof and ventilation design. Noise from the proposed MUGA areas and future mechanical plant can also be controlled to acceptable levels at the nearest NSRs.

Subject to the recommendations set out in this report being incorporated into the detailed design, the assessment concludes that noise should not be a constraint to the proposed new school development.

APPENDIX A: NOISE SURVEY DETAILS

Location

Milton Road, Radcliffe

Survey Dates

16 June 2026

Weather

Conditions during the surveys were dry with wind speeds $<5\text{ms}^{-1}$

Personnel

Paul Clark Pg. Dip. IOA MIOA.

Johnathan Whittle BSc (Hons), Pg. Dip. IOA AMIOA MCIEH

Instrumentation

Table A1 below presents the instrumentation used during the surveys.

Methodology

Before and after the measurements the sound level meters were check calibrated to an accuracy of $\pm 0.3\text{dB}$ using their associated Class 1 Calibrators. No drift in the instruments' sensitivities were noted across any of the survey periods.

Calibration Certificates

Copies of all calibration certificates are kept on file by Red Acoustics Ltd and can be supplied if requested.

Table A1: Survey Instrumentation

Kit No	Equipment Description	Type Number	Manufacturer	Serial Number	Date of Last Calibration	Calibration Certificate Number
RED02	Sound Level Meter	XL2-TA	Nti Audio	A2A-12587-E0	09 April 2026	1517309-1
	Sound Calibrator	Type 1251 IEC 60942-2003 Class 1	Norsonic	33007	31 October 2025	52540



BURY COUNCIL

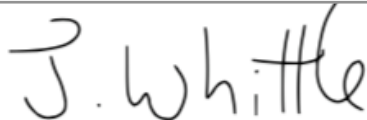
BURY PRU/AP SCHOOL, MILTON ROAD, RADCLIFFE

NOISE IMPACT ASSESSMENT

R2498-REP01-PC

13 AUGUST 2026

REPORT DETAILS

Project	Bury PRU/AP School, Milton Road, Radcliffe
Client	Bury Council % Cassidy + Ashton Darren Pickens: DarrenPickens@cassidyashton.co.uk
Document Reference	R2498-REP01-PC
Date Issued	13 August 2026
Revision	Initial Version
Issued By	Paul Clark Pg. Dip. IOA MIOA Red Acoustics Limited Business First Millennium Road Preston PR2 5BL T: 01772 722 182 M: 07720 591650 paulclark@redacoustics.co.uk
Signed	
Checked By	Johnathan Whittle BSc (Hons), Pg. Dip. IOA AMIOA MCIEH
Signed	

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1.0 INTRODUCTION

Red Acoustics Ltd has been commissioned by Bury Council to undertake a noise impact assessment for a proposed new school development on land off Milton Road, Radcliffe. The assessment considers both the impact of existing environmental sound on the proposed development and the potential noise associated with operation of the proposed multi-use games areas (MUGAs) at nearby noise sensitive receptors (NSRs). The MUGA assessment has been undertaken having regard to the June 2026 consultation draft of ProPG: Guidance for the Assessment of Sport and Leisure Noise.

The proposed development comprises a new pupil referral unit (PRU) / alternative provision school. Environmental sound surveys have been undertaken to establish the existing acoustic climate affecting both the proposed site and surrounding NSRs. The measured sound levels have been used to assess noise impacts and identify appropriate facade mitigation measures based on the current site layout prepared by the project architects.

Noise break-in calculations have been undertaken using the proposed general arrangement and elevation drawings. These calculations have informed the baseline acoustic design strategy and recommendations for the building envelope. The school will be of traditional brick/masonry construction and we understand that this will be fully mechanically ventilated, allowing the required indoor ambient noise levels to be achieved with windows closed in accordance with Building Regulations Requirement E4 and Building Bulletin 93 (BB93).

The development proposals comprise the construction of a new, two storey school building containing general teaching and learning spaces, offices, care and resource areas and ancillary accommodation. In addition, the scheme includes alternative provision learning spaces designed to provide a more tailored educational environment. External works include new vehicular access arrangements, car parking, hard and soft landscaped play areas and proposed MUGA pitches.

In line with the findings of this assessment, recommended sound emission limits for any proposed mechanical plant have been established to ensure that future site operations remain compliant with relevant guidance and maintain a low noise impact at nearby NSRs.

2.0 SITE DESCRIPTION & SURROUNDINGS

The proposed development site is located on open land adjacent to Milton Road, Bury. The scheme proposes the creation of a new school building with associated outdoor spaces which include parking, play areas and two MUGA pitches.

Figure 2.1 below shows the location of the site in relation to the surroundings and Figure 2.2 shows the proposed site layout.

The nearest noise sensitive receptors (NSRs) border the proposed development site to the north, east and west with NSRs also located on Milton Road to the south.

Figure 2.1: Site Location

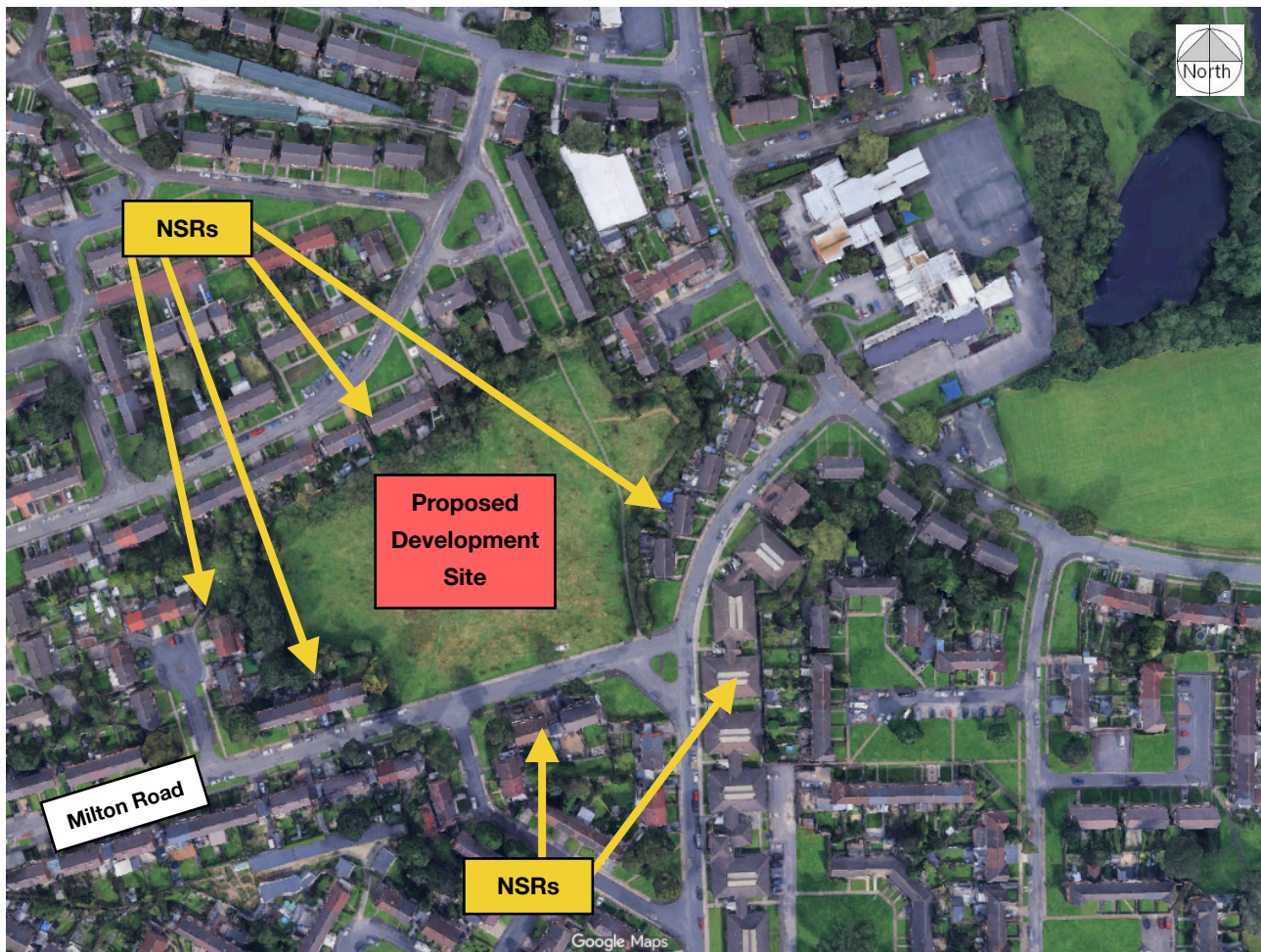
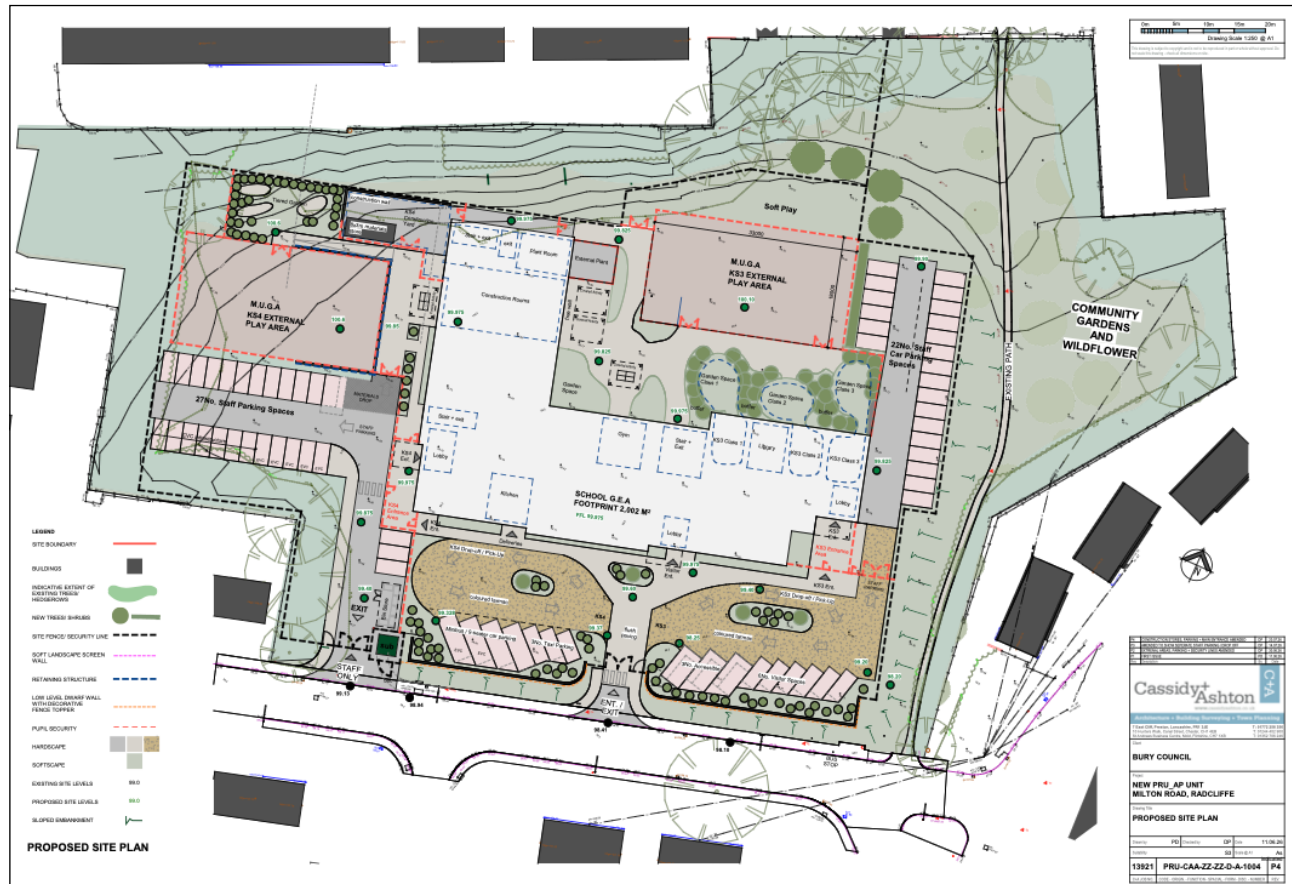


Figure 2.2: Site Layout

3.0 POLICY CONTEXT & ASSESSMENT GUIDANCE

Planning Policy

National Planning Policy Framework

The National Planning Policy Framework (NPPF¹) sets out the Government's planning policies for England and how these should be applied. Where issues of noise impact are relevant the NPPF provides guidance. NPPF it states that planning policies and decisions should contribute to and enhance the natural and local environment by:

'preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution'.

NPPF also advises:

'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and quality of life'.

The NPPF also refers to the 2010 DEFRA publication, the Noise Policy Statement for England (NSPE) which reinforces and supplements the NPPF guidance.

Noise Policy Statement for England

The Noise Policy Statement for England² (NPSE) sets out the long term vision of promoting good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development. This vision is supported by the following aims:

- Avoid Significant adverse impacts on health and quality of life.
- Mitigate and minimise adverse impacts on health and quality of life.
- Where possible, contribute to the improvement of health and quality of life.

The NPSE describes the following levels at which noise impacts may be identified:

¹ National Planning Policy Framework. Department for Levelling Up, Housing & Communities (2023)

² Noise Policy Statement for England - Department for Environment, Food & Rural Affairs (2010)

- NOEL - No Observed Effect Level. This is the level below which no effect can be detected. In simple terms, below this level, there is no detectable effect on health and quality of life due to the noise.
- LOAEL - Lowest Observed Adverse Effect Level : This is the level above which adverse effects on health and quality of life can be detected.
- SOAEL - Significant Observed Adverse Effect Level : This is the level above which significant adverse effects on health and quality of life occur.

According to the explanatory notes in the statement, where a noise level falls between LOAEL and a level which represents SOAEL then:

'all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life whilst also taking into consideration the guiding principles of sustainable development. This does not mean that such effects cannot occur'.

Planning Practice Guidance on Noise

Planning Practice Guidance (PPG) - Noise³ is an online www.gov.uk resource to provide additional guidance on the NPPF. It discusses:

- *whether or not a significant adverse effect is occurring or likely to occur;*
- *whether or not an adverse effect is occurring or likely to occur and;*
- *whether or not a good standard of amenity can be achieved.*

In line with the Explanatory Note of the NPSE, the PPG references the LOAEL and SOAEL in relation to noise impact. It also provides examples of outcomes that could be expected for a given perception level of noise, plus actions that may be required to bring about a desired outcome. However, inline with the NPSE, no objective noise levels are provided although the PPG states that:

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Noticeable and not intrusive	Noise can be heard, but does not cause any change in behaviour or attitude. Can slightly affect the acoustic character of the area but not such that there is a perceived change in the quality of life.	No Observed Adverse Effect	No specific measures required
		Lowest Observed Adverse Effect Level	
Noticeable and intrusive	Noise can be heard and causes small changes in behaviour and/or attitude, e.g. turning up volume of television; speaking more loudly; closing windows for some of the time because of the noise. Potential for non-awakening sleep disturbance. Affects the acoustic character of the area such that there is a perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
		Significant Observed Adverse Effect Level	
Noticeable and disruptive	The noise causes a material change in behaviour and/or attitude, e.g. having to keep windows closed most of the time, avoiding certain activities during periods of intrusion. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Noticeable and very disruptive	Extensive and regular changes in behaviour and/or an inability to mitigate effect of noise leading to psychological stress or physiological effects, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory	Unacceptable Adverse Effect	Prevent

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⁴ [Acoustic Design of Schools: Performance Standards - Building Bulletin 93 - Department for Education \(February 2015\)](#)

BB93 states that 'Whilst planning consents should not be subject to conditions that are covered by other legislation, such as the Building Regulations, local planning authorities may include conditions relating to noise and acoustics when granting consent. These could cover such aspects as noise from schools affecting nearby noise sensitive properties, or educational establishments where the acoustic conditions are not subject to Requirement E4 of the Building Regulations'.

While it is uncommon for the requirements of the Building Regulations 2010 to be duplicated in planning requirements, demonstrating that the design targets for indoor ambient sound levels can be met as part of the planning process provides good indication that the external environment can be one that is suitable for development of an education development.

British Standard 4142

BS 4142:2014+A1:2019⁵ presents methods for rating and assessing the potential impact of commercial and industrial sound upon noise sensitive receptors. In order to assess impact using BS 4142, the Rating Level of the new sound source is compared with the existing contextual Background Sound Level.

- Typically, the greater this difference, the greater the magnitude of the impact.
- A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context.
- A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context.
- The lower the Rating Level is relative to the measured Background Sound Level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the Rating Level does not exceed the Background Sound Level, this is an indication of the specific sound source having a low impact, depending on the context.

The Rating Level is determined by assessing the Ambient Sound Level, distinguishing the Specific Sound Level from the Residual Sound Level and applying any sound specific penalties for acoustic features that would subjectively cause the sound to be perceived differently.

The Specific Sound Level of the commercial / industrial sound source is determined by either; measurement or calculation with regard to the appropriate reference time interval (for daytime or nighttime periods). The standard requires separate analysis for daytime and nighttime periods, evaluating the Rating Level over an appropriate reference time interval (T_r) of: 1hr for daytime (07:00-23:00 hrs) and 15min for nighttime (23:00-07:00 hrs). The Specific Sound Level is defined as equivalent continuous A-weighted sound pressure level produced by the specific sound source at the assessment location over a given reference time interval, T (determined either by calculation or deducting the measured Residual Sound Level from the measured Ambient Sound Level).

⁵ BS4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound

‘Ambient sound’ is defined as the totally encompassing sound in a given situation at a given time, usually composed of sound from many sources near and far (The ambient sound comprises the residual sound and the specific sound when present).

‘Residual sound’ is defined as the ambient sound remaining at the assessment location when the specific sound source is suppressed to such a degree that it does not contribute to the ambient sound.

Where appropriate, a rating penalty can be applied to the specific sound level to account for the character of the sound, namely: tonality, impulsivity and intermittency. Such acoustic feature corrections can be added together linearly.

Tonality can be determined objectively (using adjacent third octave band analysis or the Joint Nordic method) or subjectively as described below:

- +2dB penalty: Just perceptible
- +4dB penalty: Clearly perceptible
- +6dB penalty: Highly perceptible

Impulsivity can be determined objectively (using Fast Fourier Transform analysis) or subjectively as described below:

- +3dB penalty: Just perceptible
- +6dB penalty: Clearly perceptible
- +9dB penalty: Highly perceptible

Where intermittency is present, a +3dB penalty can be applied. Where the acoustic feature characteristics are neither tonal nor impulsive, but are clearly distinguishable against the residual sound, a +3dB penalty can be applied.

World Health Organisation, Environmental Noise Guidelines for the European Region 2018⁶ (WHO) & Guidelines for Community Noise 1999⁷

The World Health Organisation (WHO) guidelines provide advice in relation to noise in the community and the levels at which certain effects are likely. The WHO guidelines relate to the potential for health impacts relating to environmental noise and the impact of noise on uninterrupted speech and sleep. The suggested guideline values for daytime noise levels are repeated in Table 3.2 below as they are relevant to the assessment of noise impacts from the proposed development to the existing NSRs. The values presented in this case relate to the 1997 guidance as the 2018 guidance relates specifically to transportation, wind turbine and leisure industry sources.

Table 3.2: WHO Guideline Values

Environment	Critical effect	$L_{Aeq,t}$ (dBA)	Time period
Outdoor living areas	Serious annoyance	55	16 hrs (day/evening)
Outdoor living areas	Moderate annoyance	50	16 hrs (day/evening)
Dwelling, indoors	Speech intelligibility, moderate annoyance	35	16 hrs (day/evening)

ProPG: Guidance for the Assessment of Sport and Leisure Noise

The June 2026 consultation draft of ProPG: Guidance for the Assessment of Sport and Leisure Noise has been prepared by a working group comprising representatives of the Association of Noise Consultants, Institute of Acoustics and Chartered Institute of Environmental Health. As the document remains a consultation draft, it has been treated as emerging professional practice guidance rather than as a final adopted standard.

The ProPG recommends that good acoustic design should be the starting point for all sport and leisure noise assessments. Relevant measures include maximising separation between activity areas and noise sensitive receptors, using buildings and topography to provide screening, incorporating suitable barriers, arranging the site to locate significant sources away from receptors and responding to the existing acoustic environment and proposed hours of use.

⁶ <https://www.who.int/europe/publications/i/item/9789289053563>

⁷ <https://www.who.int/publications/i/item/a68672>

The assessment has had regard to the approach set out in the draft ProPG, including good acoustic design, the existing acoustic environment, the type and timing of use and the equivalent continuous sound level, $L_{Aeq,t}$. The draft guidance identifies 50dB $L_{Aeq,t}$ at external residential receptors as a general reference value for reasonable enjoyment of external spaces.

The ProPG notes that a school pitch used only by a school during school hours may not normally require a noise impact assessment where the activity remains typical of a school site. A detailed assessment is more likely where a new activity is introduced, use is intensified or operating hours are extended, including floodlit evening or community use. The present assessment has nevertheless considered the two new MUGAs because they introduce sports activity close to existing dwellings.

4.0 ENVIRONMENTAL SOUND SURVEY

An environmental sound survey has been carried out by Red Acoustics to determine the prevailing sound climate at the proposed development site.

Measurements were undertaken by Red Acoustics at monitoring position MP1 during typical daytime and nighttime periods. The measurements were manned between 04:00hrs to 10:00hrs on 16 June 2026. Measurements were undertaken to determine the typical sound climate both the proposed development and at a position representative of the NSRs to the proposed development.

Figure 4.1: Survey Monitoring Position



The sound survey was undertaken using a Class 1 Sound Level Meter (SLM) positioned on a tripod at a height of 1.8 m above ground level, in free field conditions, with the SLM logging data in 1 second intervals. During the surveys, the noted weather conditions were, dry, calm with wind speeds typically below <5m/s. Figure 4.1 and Table 4.1 below summarise the measured data taken.

Figure 4.1: Survey Measurement Summary - MP1

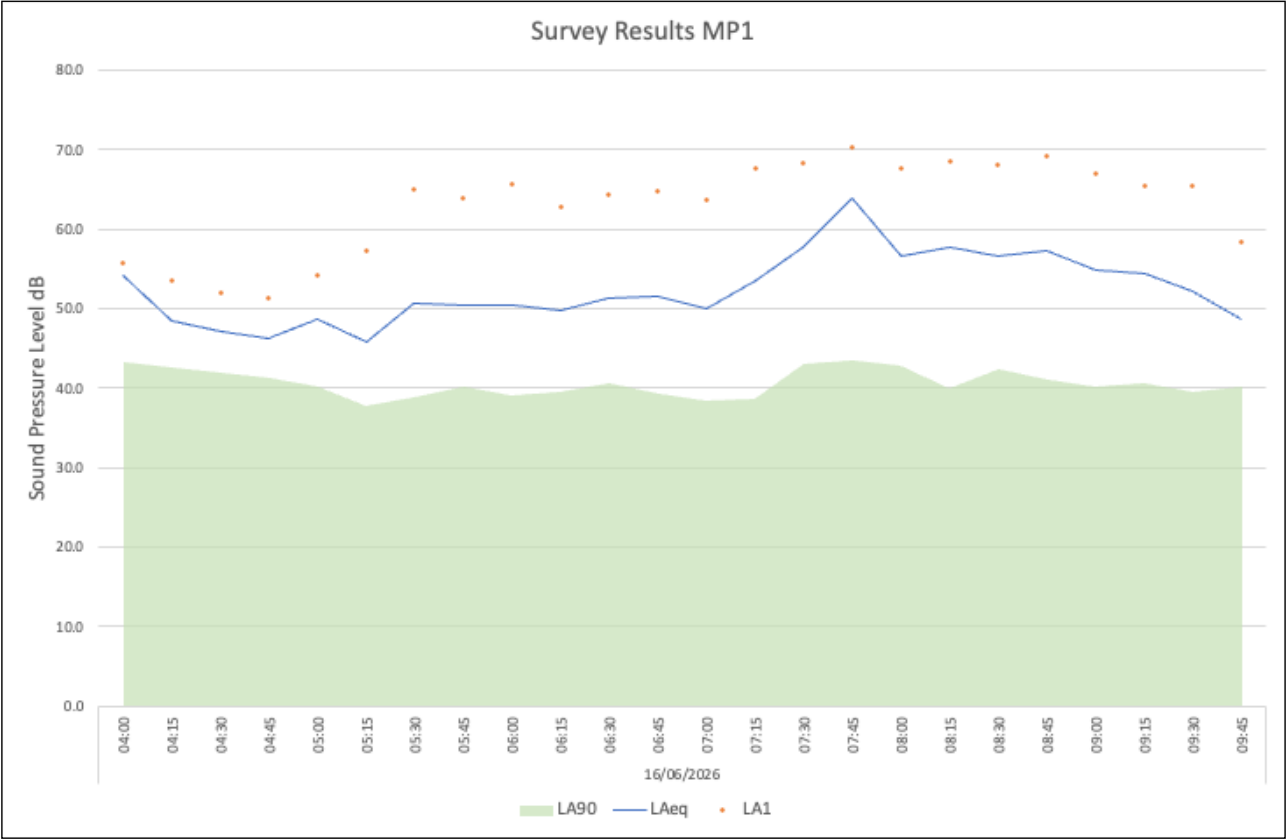


Table 4.1: Measured External Sound Level Summary

Measurement Location	Measured Sound Pressure Level, dB (re: 2x10 ⁻⁵ Pa)			
	Daytime Period 07:00hrs to 10:00hrs		Nighttime Period 04:00hrs to 07:00hrs	
	L _{Aeq,3hr}	L _{A90,t}	L _{Aeq,3hr}	L _{A90,t}
MP1	57	40 Typical	50	39 Typical

5.0 DETERMINATION OF MUGA SOUND LEVELS

Multi-use gaming areas are designed to be enclosed and to host a number of different sports activities. Sound levels generated by such facilities vary by activity, occupant and the surrounding fencing. The draft ProPG on sports and leisure sound identifies ball strikes on metal goals, fencing and hockey backboards as potentially significant impulsive events that should be considered separately from average activity sound levels. Red Acoustics holds scheme-relevant measurement data for a supervised school PE session using hockey equipment on a fenced MUGA.

Measurements were undertaken at a distance of 8m from the pitch enclosure and included hockey ball strikes and impacts with the perimeter fencing. The measured octave band $L_{Aeq,15min}$ data is presented in Table 5.1 and has been used to represent supervised school use of the proposed MUGAs in the noise propagation model prepared for the purpose of this assessment.

Table 5.1: Measured MUGA Operating Level

Item	dB $L_{Aeq,15min}$	Octave Band Centre Frequency (dB)					
		125 Hz	250 Hz	500 Hz	1.0 kHz	2.0 kHz	4.0 kHz
MUGA Hockey	56	57	52	50	53	50	43

The measured value of 56dB $L_{Aeq,15min}$ is considered representative of a supervised school session and is retained in preference to generic data. These measurements are also consistent with the range of average sound levels reported for comparable pitch based activities within the draft ProPG.

6.0 CADNAA SOUND PROPAGATION MODELLING

CadnaA 3D sound propagation modelling software has been used to predict specific sound levels from the proposed MUGA pitches. The software implements the calculation procedure specified within ISO9613-2.

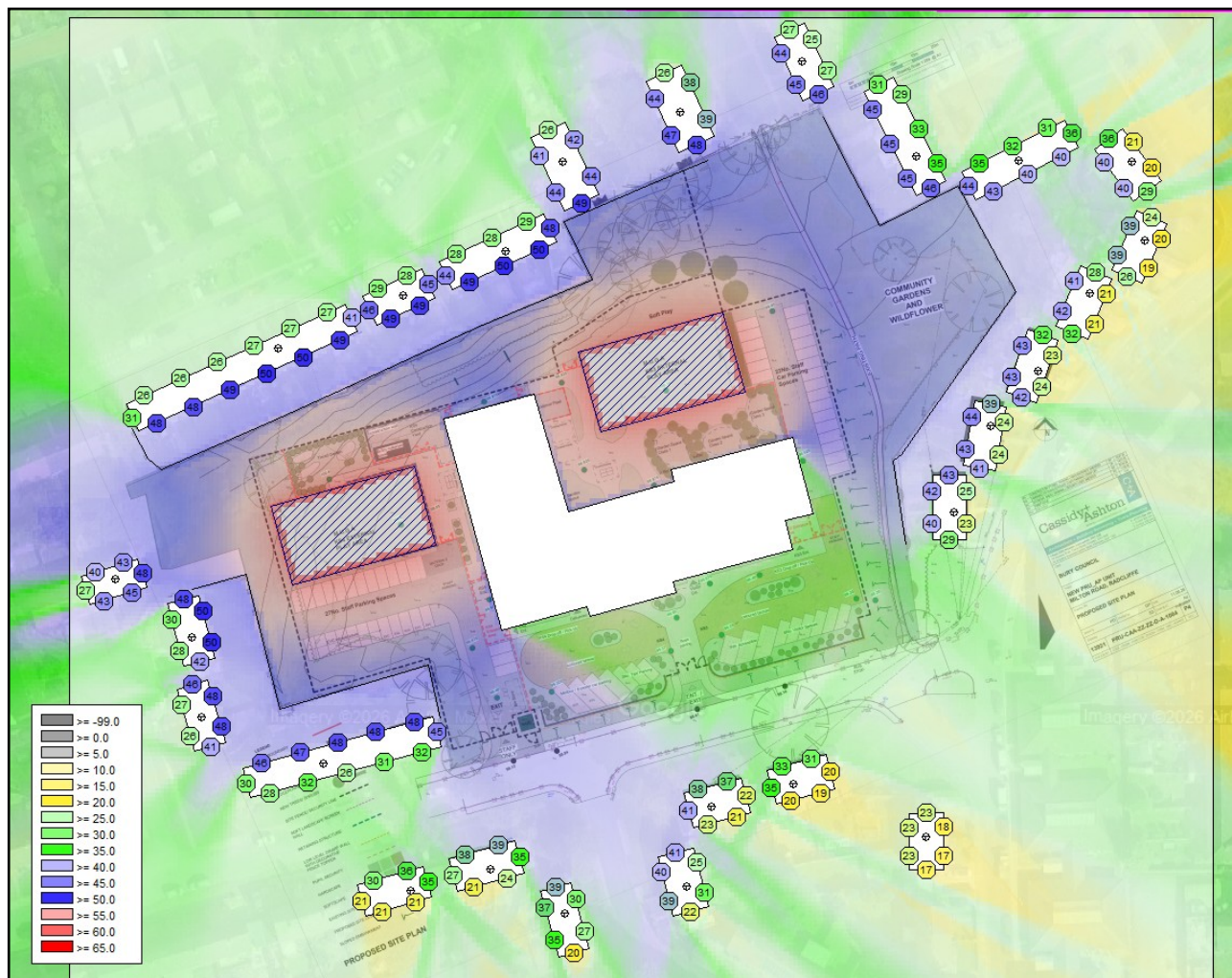
The source sound level presented in Section 5.0 above has been used to predict sound propagation from both MUGA pitches simultaneously to the nearest NSRs.

The modelling software utilises 1m resolution LIDAR topography data from the Defra Data Service Platform. The existing buildings, and the surroundings are modelled using Google Earth imagery and the proposed buildings are based drawn details provided by the client. Buildings and were set as reflective surfaces in the model and the ground was set to 50% reflective to account for mixed ground. It was assumed that the proposed building location ground levels will be commensurate with the existing site levels.

The CadnaA 3D sound propagation model has been used to calculate the resultant sound level from the combined sound sources, taking into account reflections and attenuation from distance, ground, barriers etc. The resultant sound level is predicted to the nearest noise sensitive dwellings with highest facade levels shown as well as a coloured grid at a height of 1.8m. Figure 6.1 below presents the result of the model calculation.

It can be seen in Figure 6.1 that the resultant sound level from the combined MUGA sound sources impacting the nearest noise sensitive receptors is between 40dB and 50dB $L_{Aeq,t}$. The upper end of the predicted range is in line with the World Health Organisation and draft ProPG general external guideline of 50dB $L_{Aeq,t}$.

The measured daytime ambient sound level at MP1 was 57dB $L_{Aeq,3hr}$. In the context of the existing sound limit at the proposed development site, noise is not expected to cause undue disturbance to the the nearby NSRs.



7.0 NOISE BREAK-IN / BUILDING ENVELOPE SOUND INSULATION

A preliminary assessment of environmental sound ingress has been undertaken using the survey data presented in Section 4.0 above. The measured daytime sound level of 57dB $L_{Aeq,3hr}$ at MP1 has been adopted as representative of the external sound climate affecting the most exposed southern elevation of the proposed school building. Noise break-in calculations have been undertaken in accordance with the methodology set out in BS 8233:2014.

The calculations consider the combined sound transmission through the external wall and glazing elements with the calculation inputs comprising:

- Room volume in m^3
- Facade element surface areas m^2
- Facade element sound reduction indices in each octave band (125Hz - 2kHz).
- Room reverberation time in seconds to determine effective absorption area in m^2 in the receiving room.

The calculations have been undertaken for representative worst case teaching and learning spaces. The applicable indoor ambient noise level for each space should be confirmed against Table 1 of BB93 and the final room data sheets. Where spaces are intended specifically for pupils with special hearing or communication needs, the enhanced BB93 criteria should be applied.

The preliminary calculations indicate that the relevant BB93 indoor ambient noise levels can be achieved with the windows closed using conventional masonry external wall construction and standard thermal double glazing, such as a nominal 6 mm glass / 16 mm cavity / 6 mm glass configuration with a sound reduction performance of $27R_{w+Ctr}$. This conclusion is subject to confirmation once the final room layouts, facade constructions, glazing areas and ventilation proposals are made available.

The proposed elevations are understood to comprise a combination of brickwork and proprietary insulated cladding panels. The acoustic performance of the wall buildups, final cladding and glazing systems must therefore be reviewed at the detailed design stage. Laboratory acoustic data should be provided for each proposed facade element, including glazing, cladding panels, louvres and any other penetrations through the building envelope.

We understand at this stage that the school will be fully mechanically ventilated. We have therefore assumed that open windows will not be relied upon as part of the ventilation strategy for compliance with the BB93 indoor ambient noise level criteria.

A suitable mechanical ventilation system should be provided so that the required ventilation rates and thermal comfort conditions can be maintained with the windows closed. At the detailed design stage, the mechanical ventilation system should be designed to achieve the indoor ambient noise levels specified for each room type in Table 1 of BB93

8.0 RAIN NOISE

BB93 requires lightweight roof constructions and roof glazing to provide suitable control of rain generated sound within teaching and learning spaces. During heavy rainfall, the calculated reverberant sound pressure level within a space should not exceed the applicable BB93 indoor ambient noise level criterion by more than 25dB.

The resulting rain noise limits will therefore depend on the use of the room beneath the roof. For example, a space with a BB93 indoor ambient noise level criterion of 35dB $L_{Aeq,30min}$ should not exceed 60 dB $L_{Aeq,t}$ during heavy rainfall. Where an enhanced indoor ambient noise level criterion of 30dB $L_{Aeq,30min}$ applies, the corresponding rain noise limit would be 55dB $L_{Aeq,t}$.

The final roof construction has not been confirmed at this stage. During detailed design, the proposed roof build-up must be assessed using suitable laboratory test data obtained under the “heavy rainfall” test condition referenced by BB93. Where rooflights are proposed above teaching or other acoustically sensitive spaces, their individual rain noise performance should be reviewed carefully, as these elements can determine the overall internal rain noise level.

The roof construction must also provide sufficient airborne sound insulation against external environmental sound and should therefore be reviewed at the detailed design stage.

9.0 PLANT SOUND EMISSION LIMITS

Details of proposed externally mounted and venting plant items are not known at this stage. Plant noise emission limits have been proposed to enable design development of any mechanical plant so as to comply with expected LPA requirements and to reduce the likelihood of adverse impacts due to mechanical plant noise at the nearest NSRs.

Table 9.1 below presents the proposed plant sound emission limits at the nearest NSRs based on the survey data discussed in Section 4.0 above. Plant noise impacts should be assessed in accordance with the guidance BS4142:2014+A1:2019 as summarised in Section 3.0 above.

In line with expected requirements from the LPA, the targets represent a level 5dBA below the existing measured typical background sound level.

Table 9.1: Proposed Mechanical Plant Target Limits

Measurement Location	Sound Pressure Level, dB			
	Daytime Period 07:00hrs to 23:00hrs		Nighttime Period 23:00hrs to 07:00hrs	
	Existing $L_{A90,1hr}$	Proposed $L_{Aeq,1hr}$	Existing. $L_{A90,15min}$	Proposed $L_{Aeq,15min}$
Nearest NSR	40	35	39	34

The limits presented above apply to the cumulative rating level from all fixed plant at the nearest NSRs.

10.0 CONCLUSION

An assessment of the existing environmental sound climate and the potential noise impact of the proposed school development has been undertaken. The assessment indicates that suitable internal noise levels can be achieved through appropriate facade, roof and ventilation design. Noise from the proposed MUGA areas and future mechanical plant can also be controlled to acceptable levels at the nearest NSRs.

Subject to the recommendations set out in this report being incorporated into the detailed design, the assessment concludes that noise should not be a constraint to the proposed new school development.

APPENDIX A: NOISE SURVEY DETAILS

Location

Milton Road, Radcliffe

Survey Dates

16 June 2026

Weather

Conditions during the surveys were dry with wind speeds $<5\text{ms}^{-1}$

Personnel

Paul Clark Pg. Dip. IOA MIOA.

Johnathan Whittle BSc (Hons), Pg. Dip. IOA AMIOA MCIEH

Instrumentation

Table A1 below presents the instrumentation used during the surveys.

Methodology

Before and after the measurements the sound level meters were check calibrated to an accuracy of $\pm 0.3\text{dB}$ using their associated Class 1 Calibrators. No drift in the instruments' sensitivities were noted across any of the survey periods.

Calibration Certificates

Copies of all calibration certificates are kept on file by Red Acoustics Ltd and can be supplied if requested.

Table A1: Survey Instrumentation

Kit No	Equipment Description	Type Number	Manufacturer	Serial Number	Date of Last Calibration	Calibration Certificate Number
RED02	Sound Level Meter	XL2-TA	Nti Audio	A2A-12587-E0	09 April 2026	1517309-1
	Sound Calibrator	Type 1251 IEC 60942-2003 Class 1	Norsonic	33007	31 October 2025	52540

SCP

TRANSPORT PLANNING
INFRASTRUCTURE DESIGN

an **RSK** company

Bury Council

Ash Grove Alternative Provision (AP) Academy

Transport Assessment

260351

OCTOBER 2026



SCP GENERAL NOTES

Project No.: 260351

Doc. No.: SCP-260351-TA (0.0)

Title: Ash Grove Alternative Provision (AP) Academy, Transport Assessment

Client: Bury Council

Date: 13 October 2026

Office: Manchester

Author	<u>Abbie Moore</u>	Technical Reviewer	<u>Mark Devenish</u>
Date:	<u>09.10.2026</u>	Date:	<u>13.10.2026</u>

Project Manager	<u>Mark Devenish</u>
Date:	<u>13.10.2026</u>

Revision	Date	Status	Prepared by	Approved by
00	13.10.2026	Draft	AM	MD

SCP (an RSK company) has prepared this report for the sole use of the client, showing reasonable skill and care, for the intended purposes as stated in the agreement under which this work was completed. The report may not be relied upon by any other party without the express agreement of the client and SCP. No other warranty, expressed or implied, is made as to the professional advice included in this report.

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

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

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1 INTRODUCTION

- 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

- 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.

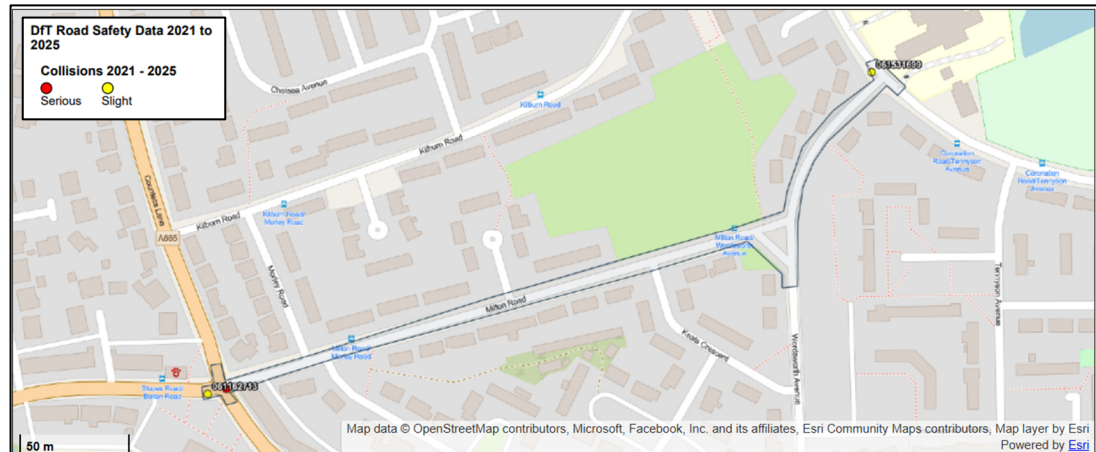
Traffic Flow Data

- 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

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

- 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 3 no. taxis and 4 no. 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

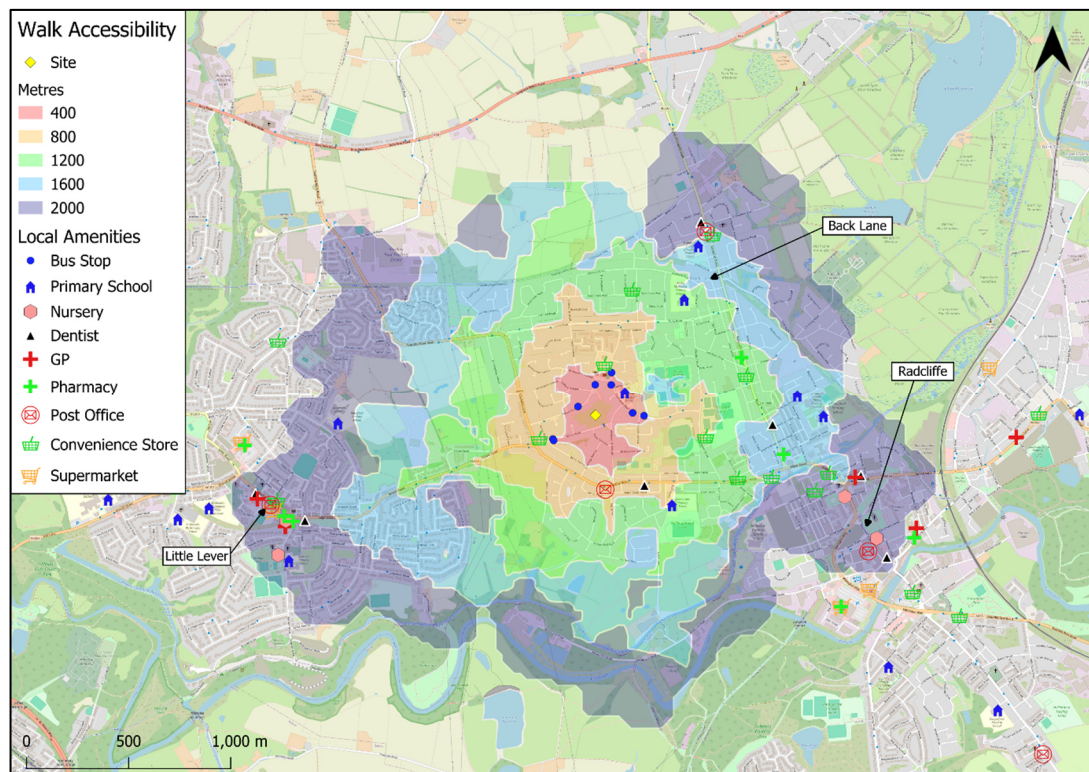
General

- 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

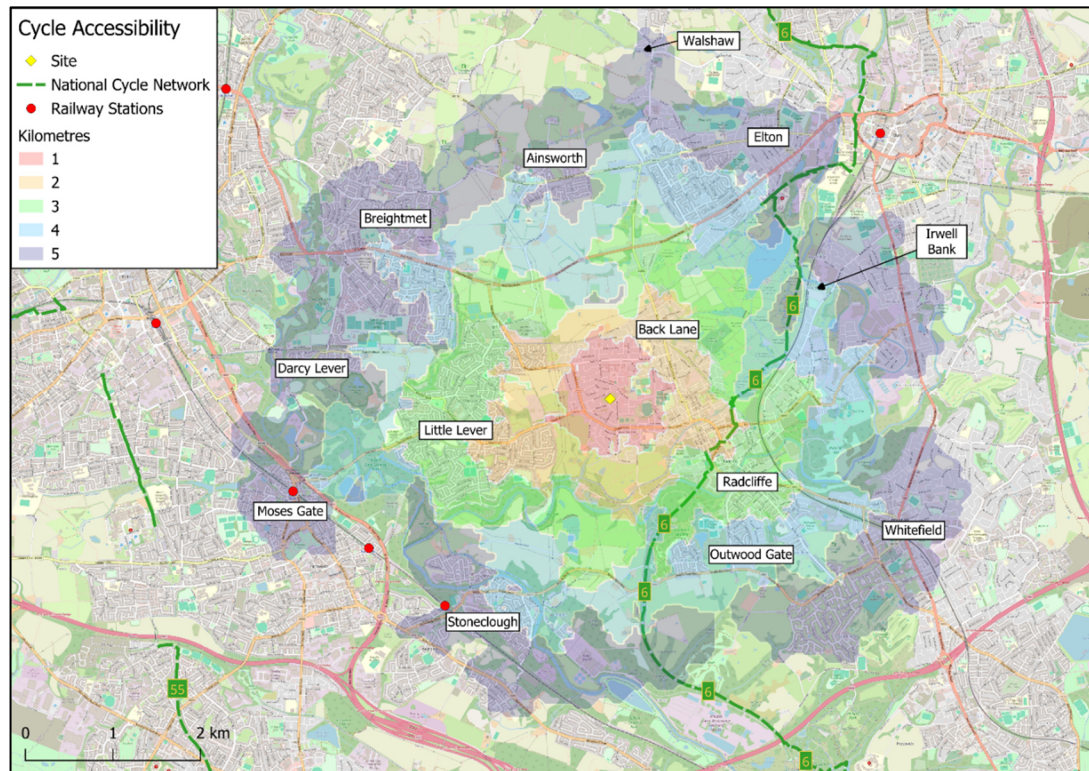
6.7 Overall, the site benefits from good levels of accessibility by foot, large proportions of Radcliffe, Little Lever and Back Lane accessible on foot, providing a catchment for students and staff members, as well as transport connections. This allows walking to be a viable alternative to private car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

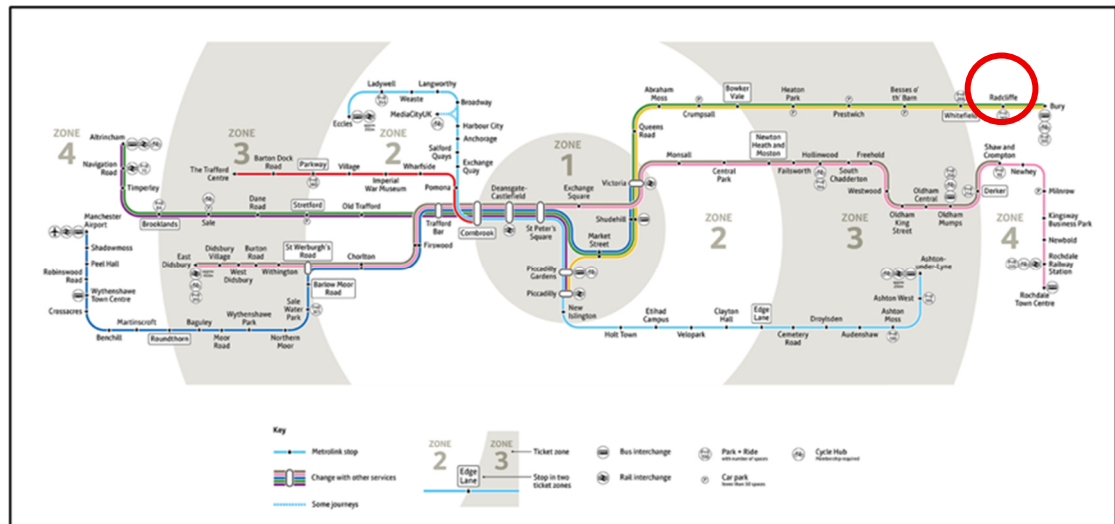
- 6.14 The nearest bus stop to the site is 'Tennyson Avenue', which is located 250m east of the site along Coronation Road. This bus stop is served by the 98 and 512 bus services as well as a number of school bus services. The 896 is an additional school bus service that can be accessed from the Westminster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

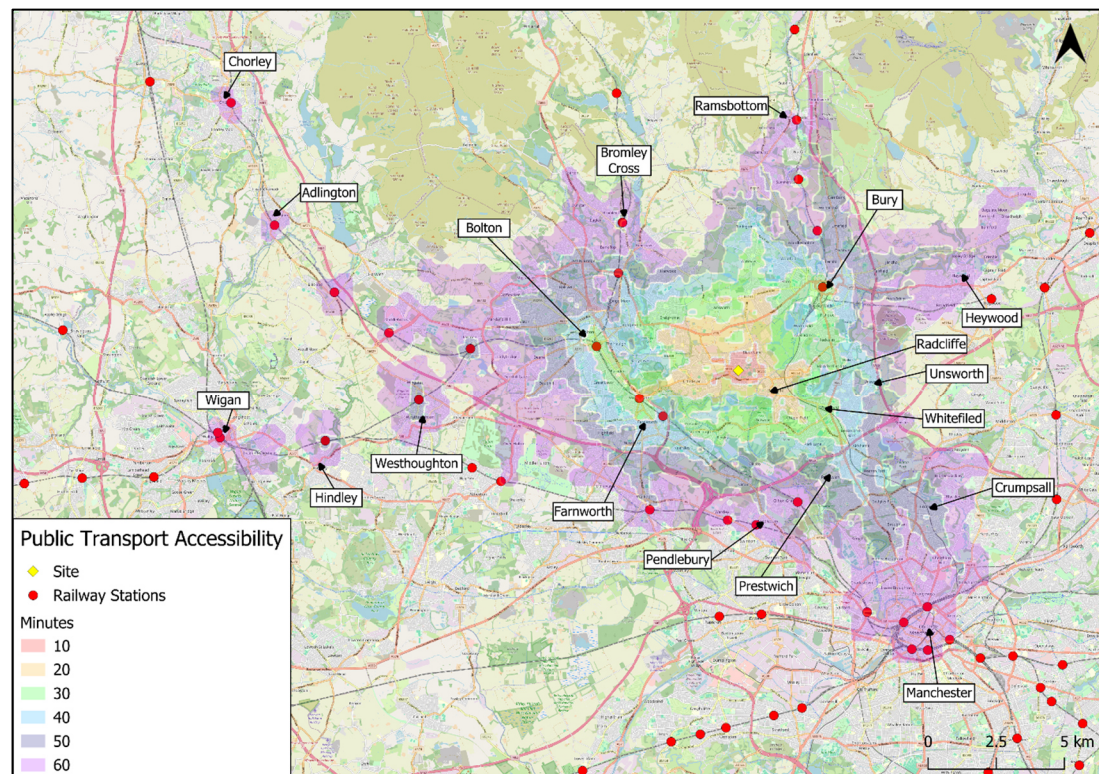
- 6.16 As shown in **Table 6.2**, there are two key services that journey to Manchester, Farnworth and Bury providing a network of bus routes.
- 6.17 In terms of tram services, Radcliffe tram stop is the closest to the site. It is located approximately 2km or a 27-minute walk distance. Users can access 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



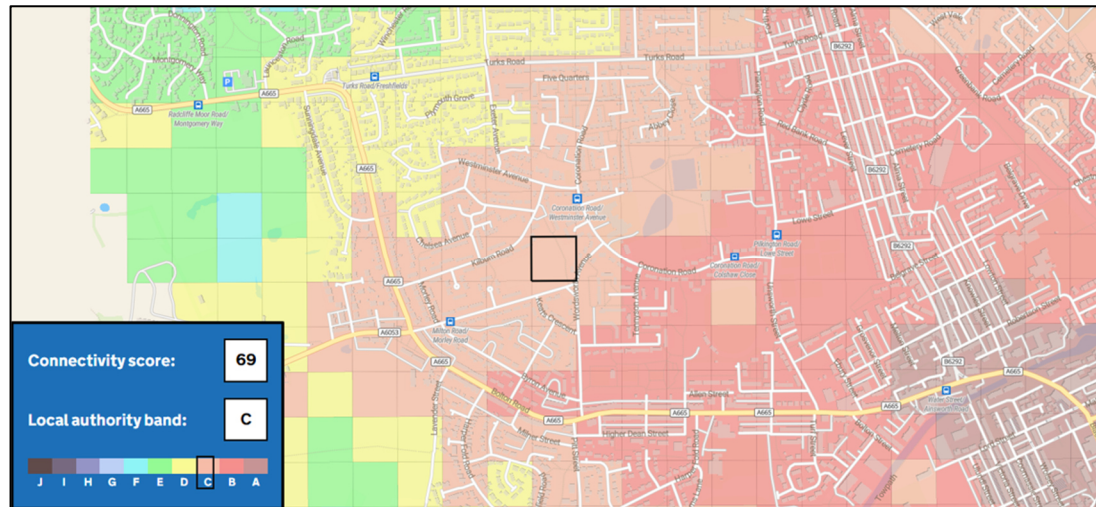
Source: Basemap TRACC

- 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 65th 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 (08:45-09:45)		PM Peak Hour (13:30-14:30)	
	IN	OUT	IN	OUT
Staff Vehicles	21	0	0	21
Taxis	10	10	10	10
9 Seater Bus	2	0	0	2
Parent vehicle	62	62	62	62
Total Vehicles	95	72	72	95

- 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

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

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
2031 With Development				
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
2026 Without Development		
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
2031 Without Development		
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
2031 With Development		
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
2026 Without Development		
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
2031 Without Development		
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
2031 With Development		
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
2031 With Development				
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
2031 With Development				
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.

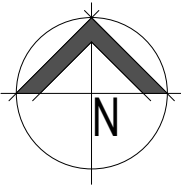
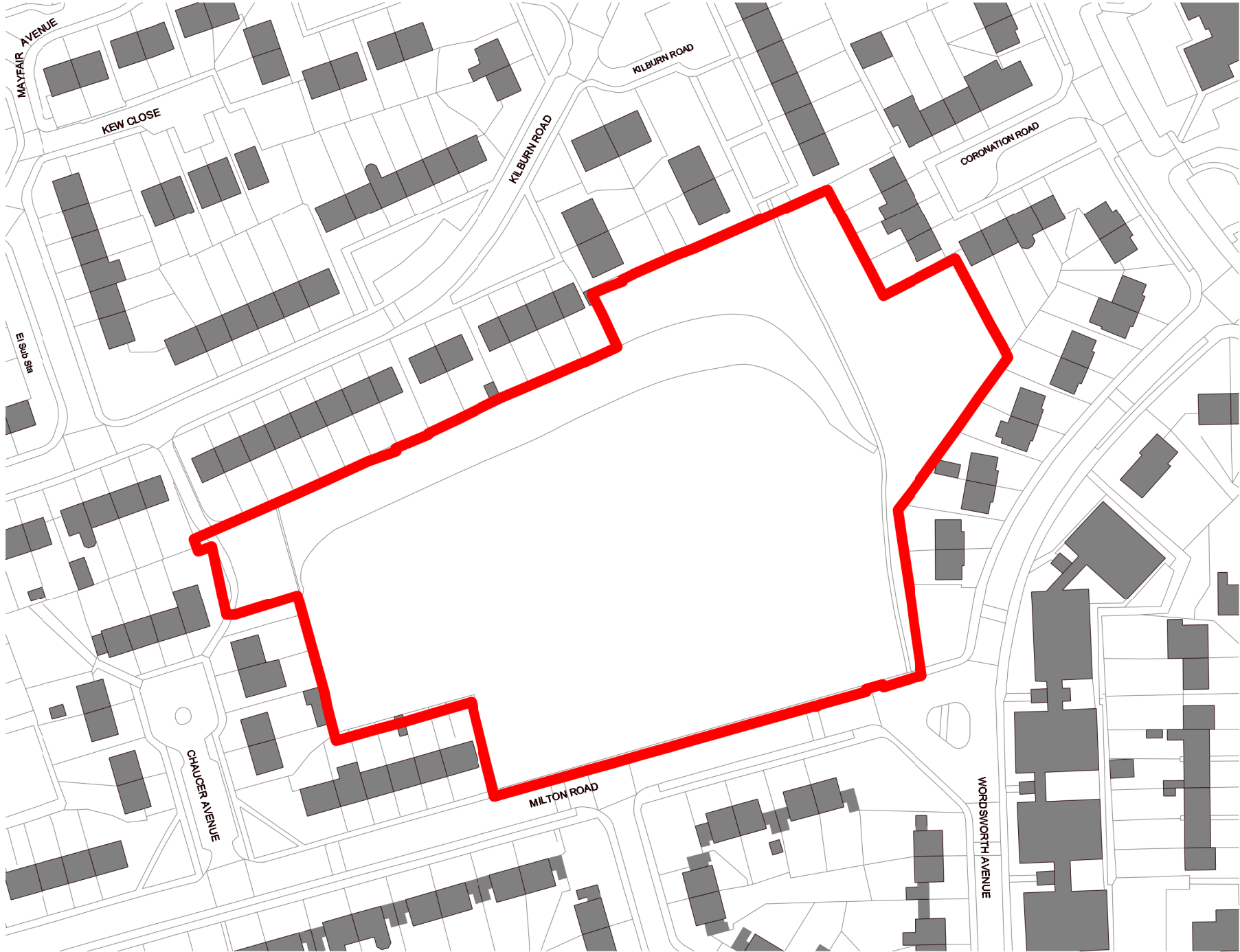
S|C|P

APPENDIX A

0m25m50m75m100m

Drawing Scale 1:1250 @ A3

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LOCATION PLAN

Scale: 1 : 1250

P1	FIRST ISSUE	PD	25.06.26
Rev	Description	By	Date

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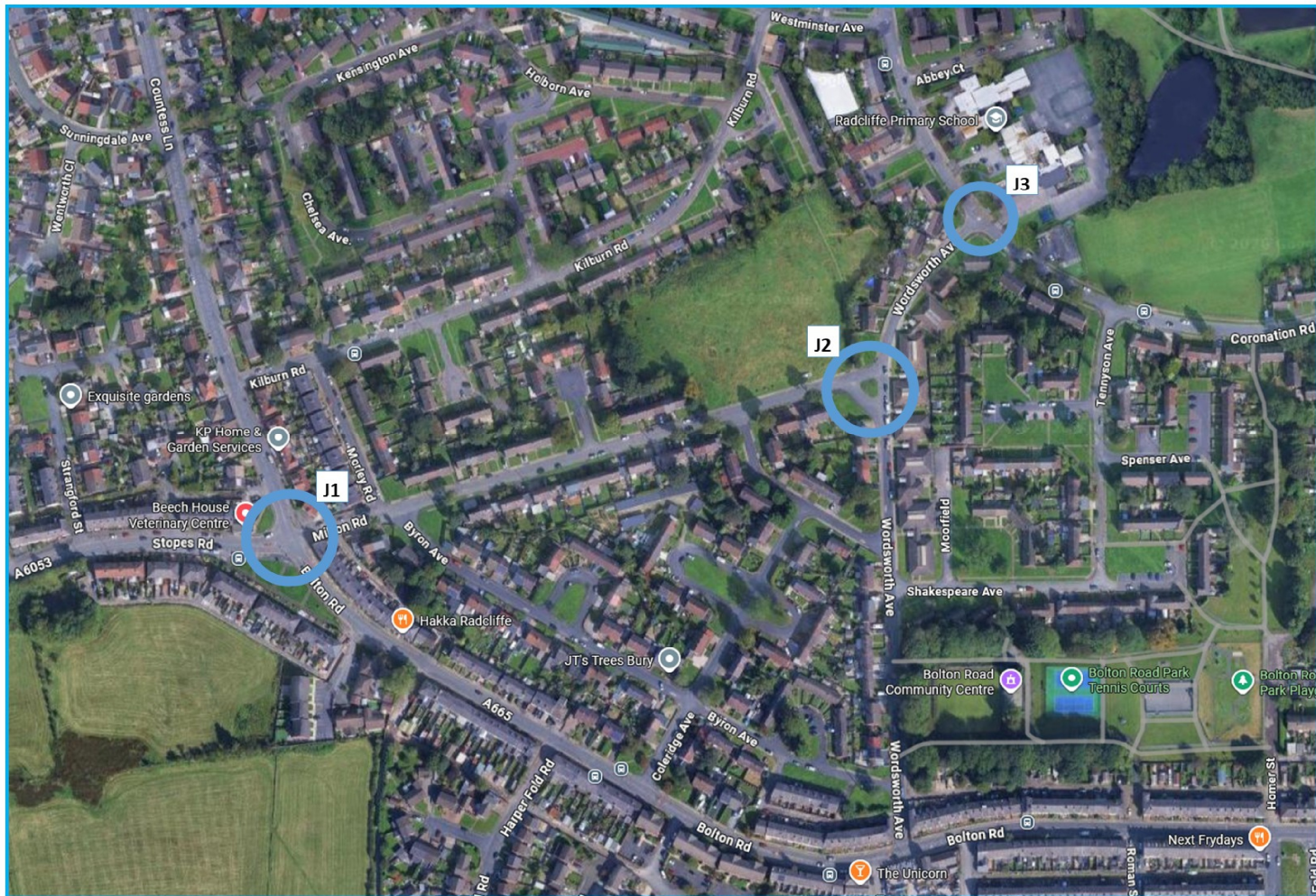
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NEW PRU_AP UNIT MILTON ROAD, RADCLIFFE		PD	DP	25.06.26
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		13921	PRU-CAA-ZZ-ZZ-D-A-1001	P1
		C+A JOB NO.	CODE - ORIGIN. - FUNC. - SPACE. - FORM - DISC. - NUMBER	
				REV.

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
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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

	Left to A665 Bolton Road									Ahead to A6053 Stopes Road						Right to A665 Countess Lane											
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	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
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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
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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
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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
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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
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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
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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
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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
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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
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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
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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
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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
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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

TIME	Left to Coronation Road (N)									Right to Coronation Road (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	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
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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
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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 Road (N)	Coronation Road (S)	Wordsworth 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

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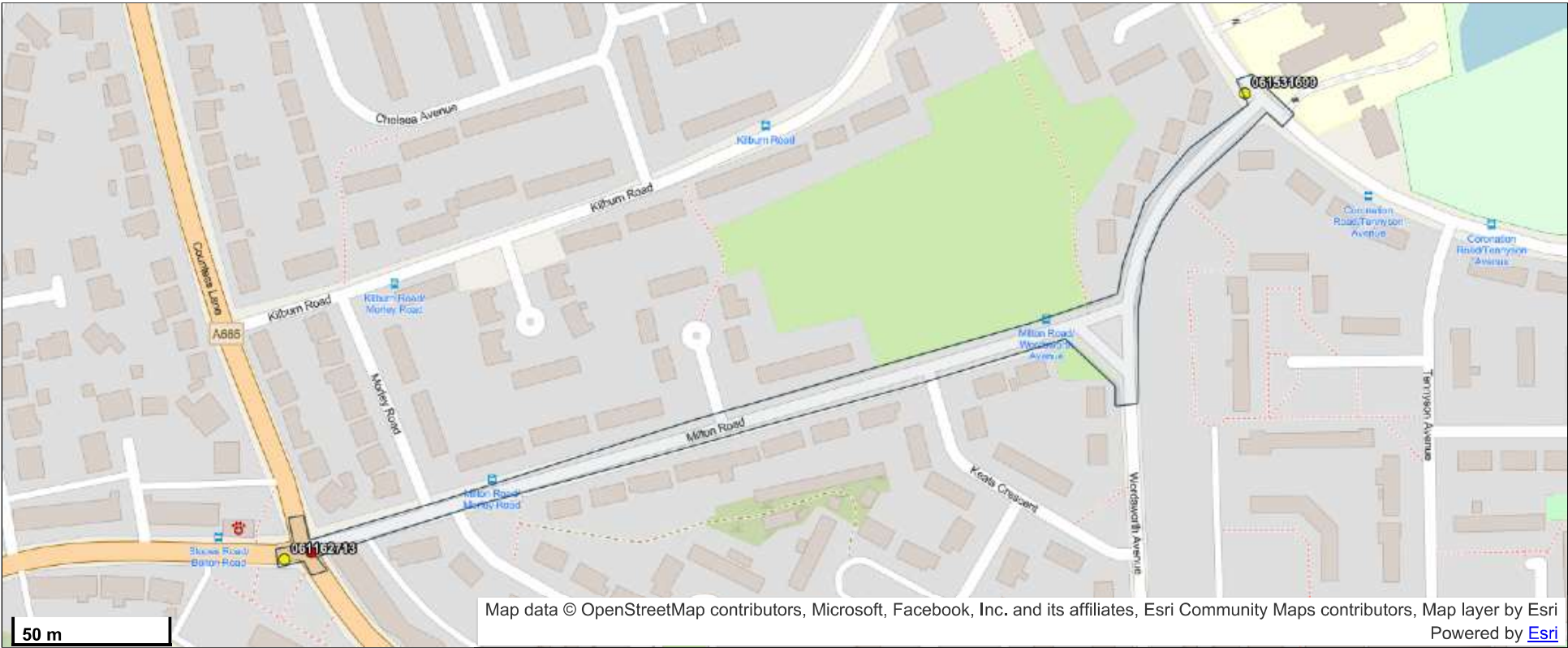
APPENDIX C

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

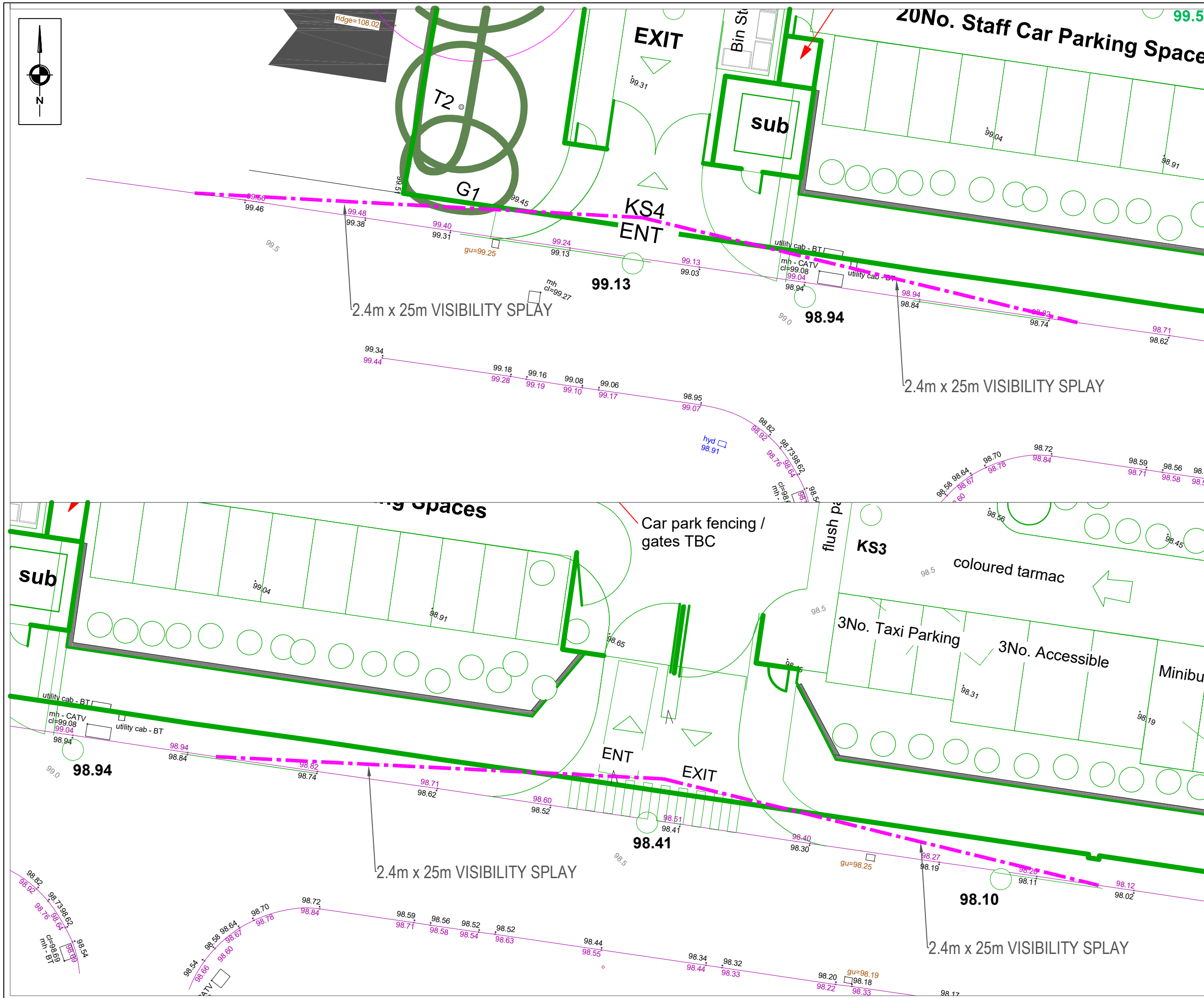
#	Car passenger	Bus or coach passenger	Casualty type
1	Not car passenger	Not a bus or coach passenger	Car occupant
2	Not car passenger	Not a bus or coach passenger	Car occupant
3	Not car passenger	Not a bus or coach passenger	Car occupant

#	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

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APPENDIX D

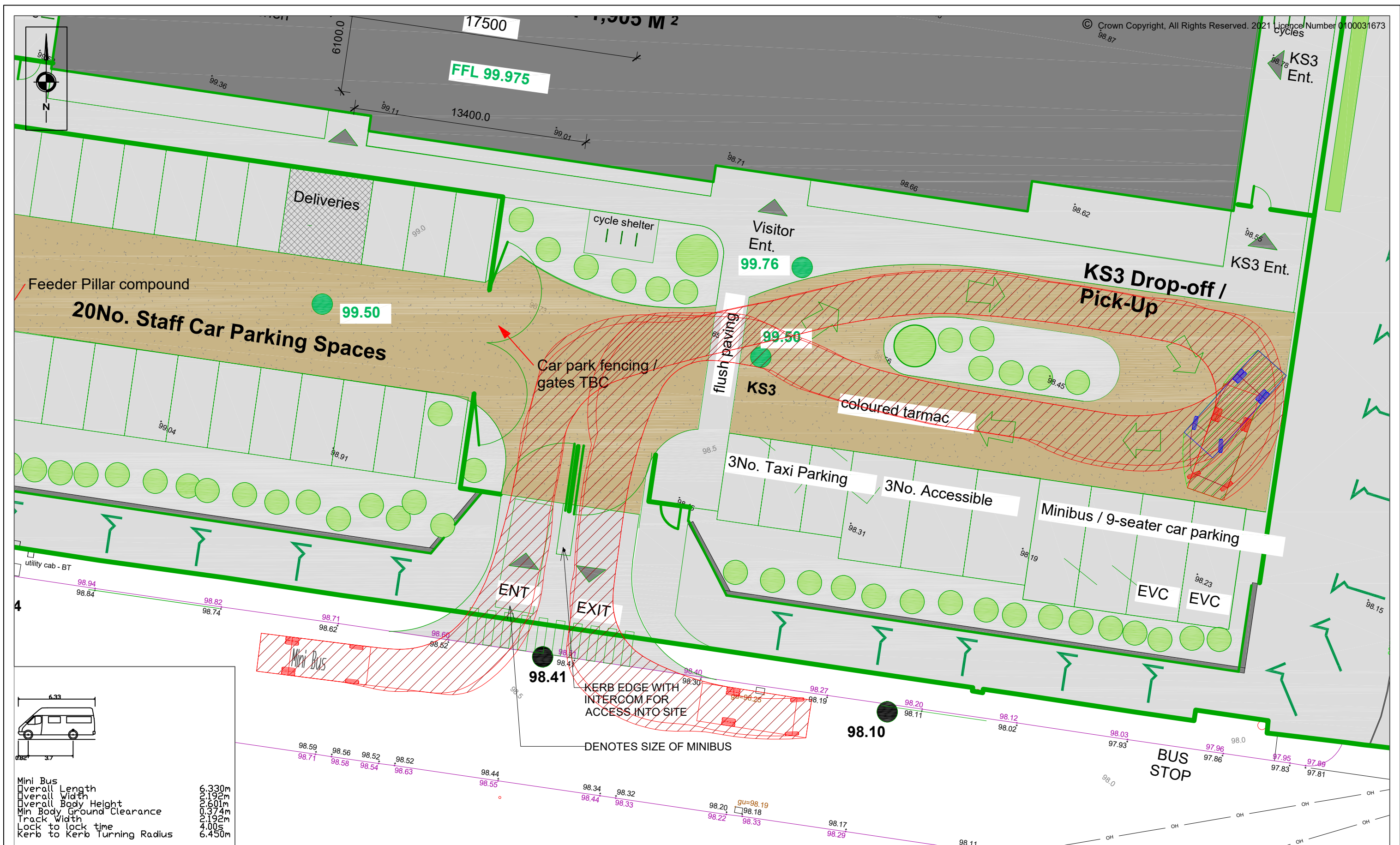
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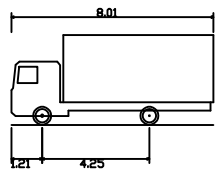
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REV	DESCRIPTION	DATE	BY
REVISIONS			
<div>SCP</div> <div>an RSK company</div> <div>Office of Origin: Manchester Tel: 0161 832 4400 www.scptransport.co.uk - www.rskgroup.com</div>			
Client Name:			
BURY COUNCIL			
Project Title:			
ASH GROVE ALTERNATIVE 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			-

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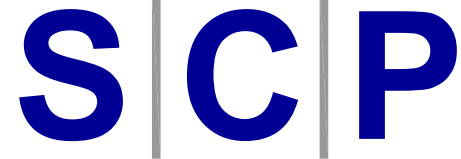
APPENDIX E



<div>SCP</div> <div>Transportation Planning : Infrastructure Design</div> <div>Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk</div>	Client	BURY COUNCIL	Drawing Title	SWEPT PATH ANALYSIS MINIBUS	Scale	1:200 @ A3	By	BA	Rev		Description	Date	By	Drawing No.	SCP/260351/ATR02
	Project Title	ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY			Date	01.09.2024	Checked	MD	A	-REVISED SITE PLAN UNDERLAID. SPA UPDATED TO SUIT	09.09.26	BA			
									B	-REVISED SITE PLAN UNDERLAID. SPA UPDATED TO SUIT	24.09.26	AM			
	Approved/ Unapproved	-			Status	PLANNING	-	-	-	-	Revision	B			
							-	-	-	-					



7.5t Box Van
Overall Length 8.010m
Overall Width 2.450m
Overall Body Height 3.555m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

 Transportation Planning : Infrastructure Design <small>Colwyn Chambers, 19 York Street, Manchester, M2 3BA, Tel 0161 832 4400, www.scptransport.co.uk, Email info@scptransport.co.uk</small>	Client BURY COUNCIL	Drawing Title SWEPT PATH ANALYSIS 7.5T BOX VAN	Scale 1:250 @ A3	By BA	Rev A	Description -REVISED SITE PLAN UNDERLAID. SPA UPDATED TO SUIT	Date 09.09.26	By BA	Drawing No. SCP/260351/ATR03
	Project Title ASH GROVE ALTERNATIVE PROVISION (AP) ACADEMY		Date 01.09.2024	Checked MD	B	-REVISED SITE PLAN UNDERLAID. SPA UPDATED TO SUIT	24.09.26	AM	Revision B
			Approved/ Unapproved -	Status PLANNING	-	-	-	-	
					-	-	-	-	

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APPENDIX F

Junctions 11										
PICADY 11 - Priority Intersection Module										
Version: 11.1.0.2307 © 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: 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 © Copyright TRL Software Limited, 2024
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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				
From		1	2	3	4
	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				
From		1	2	3	4
	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 © Copyright TRL Software Limited, 2024
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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 © Copyright TRL Software Limited, 2024										
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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

Title	
Location	Wordsworth Avenue/ Milton Road
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
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 © Copyright TRL Software Limited, 2024									
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: 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
From	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			
		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

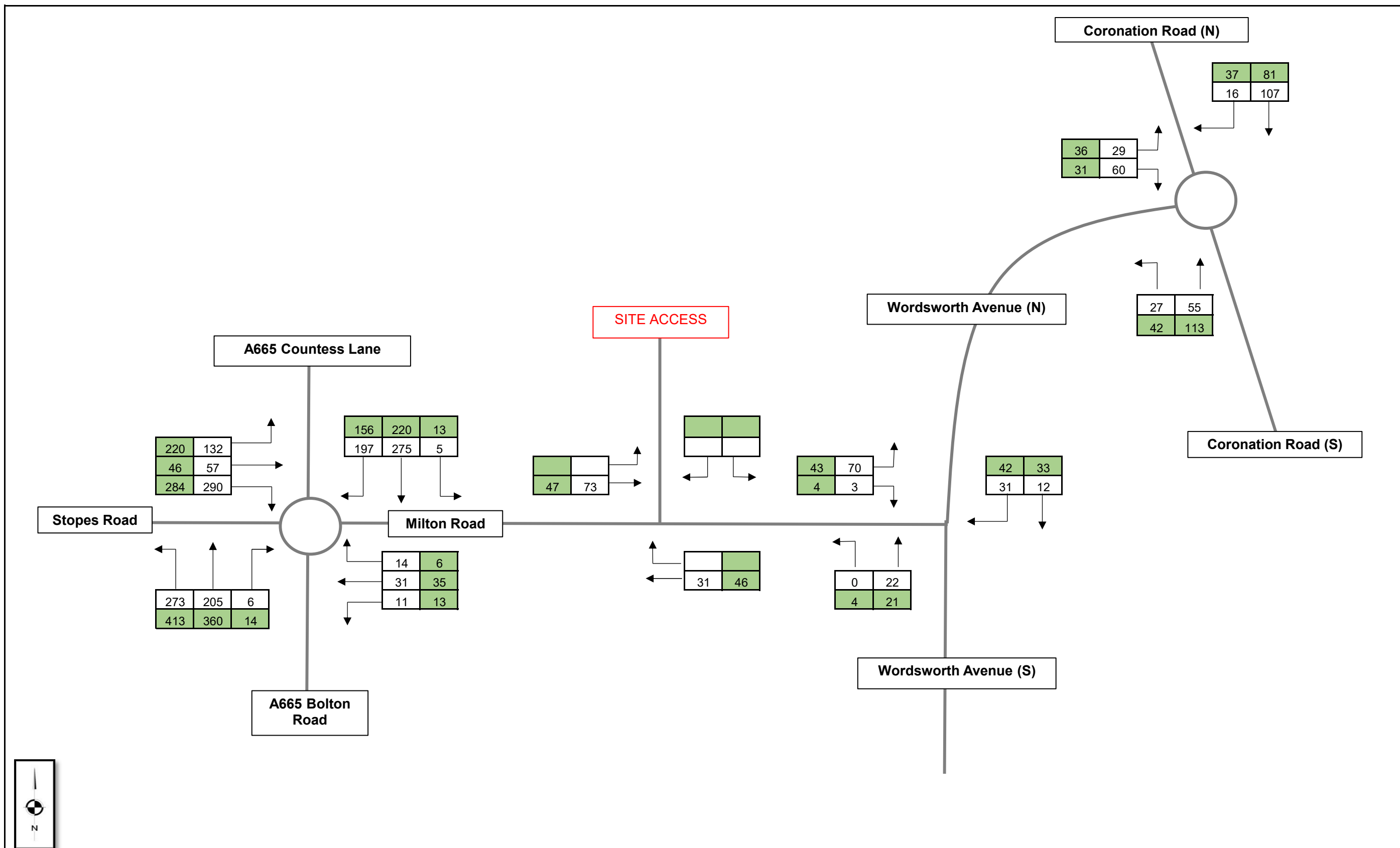
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	160	40	46	873	0.183	160	124	0.3	0.2	5.052	A
B	100	25	108	698	0.143	100	98	0.2	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

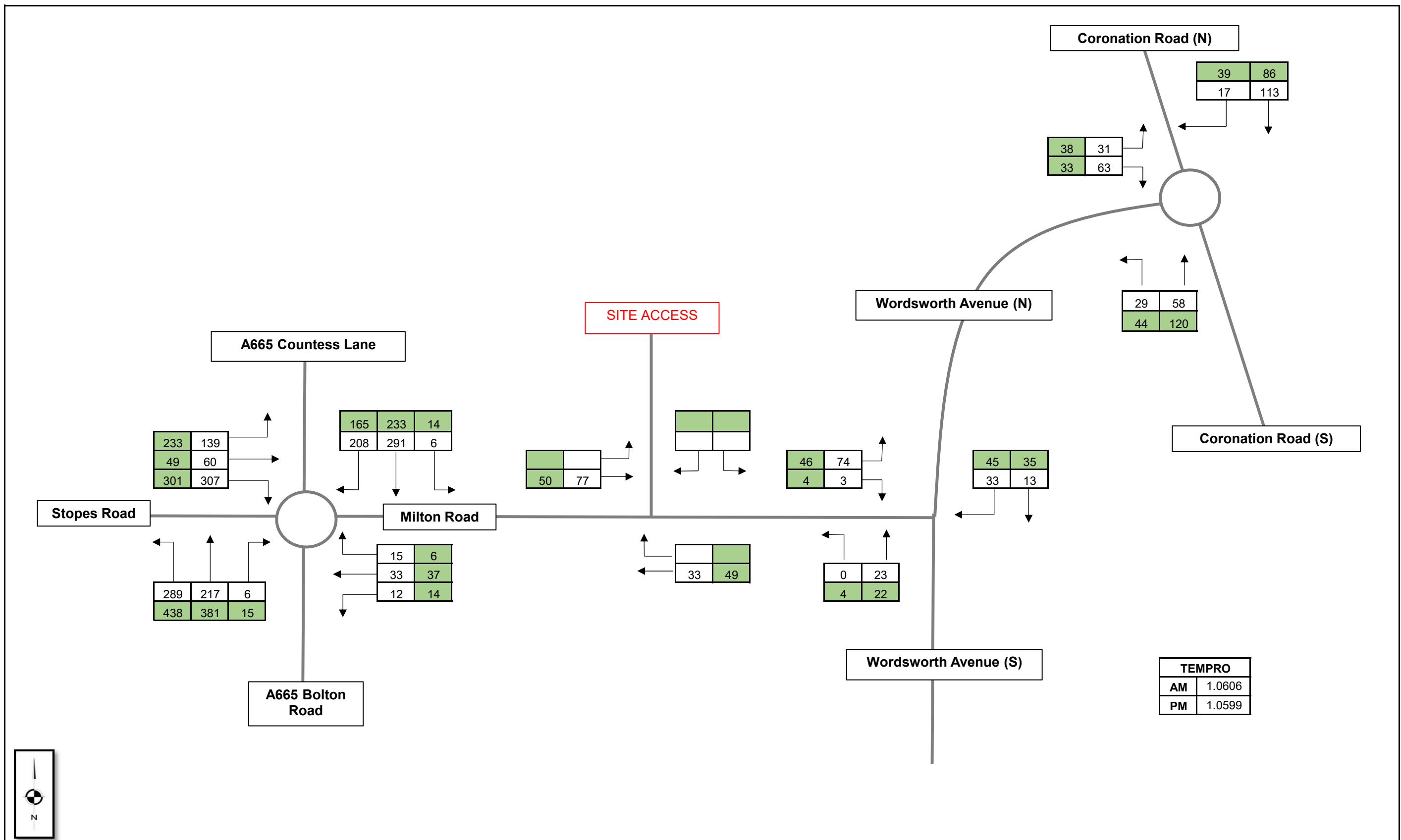
Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	134	34	38	877	0.153	134	104	0.2	0.2	4.844	A
B	84	21	90	708	0.118	84	82	0.2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

S|C|P

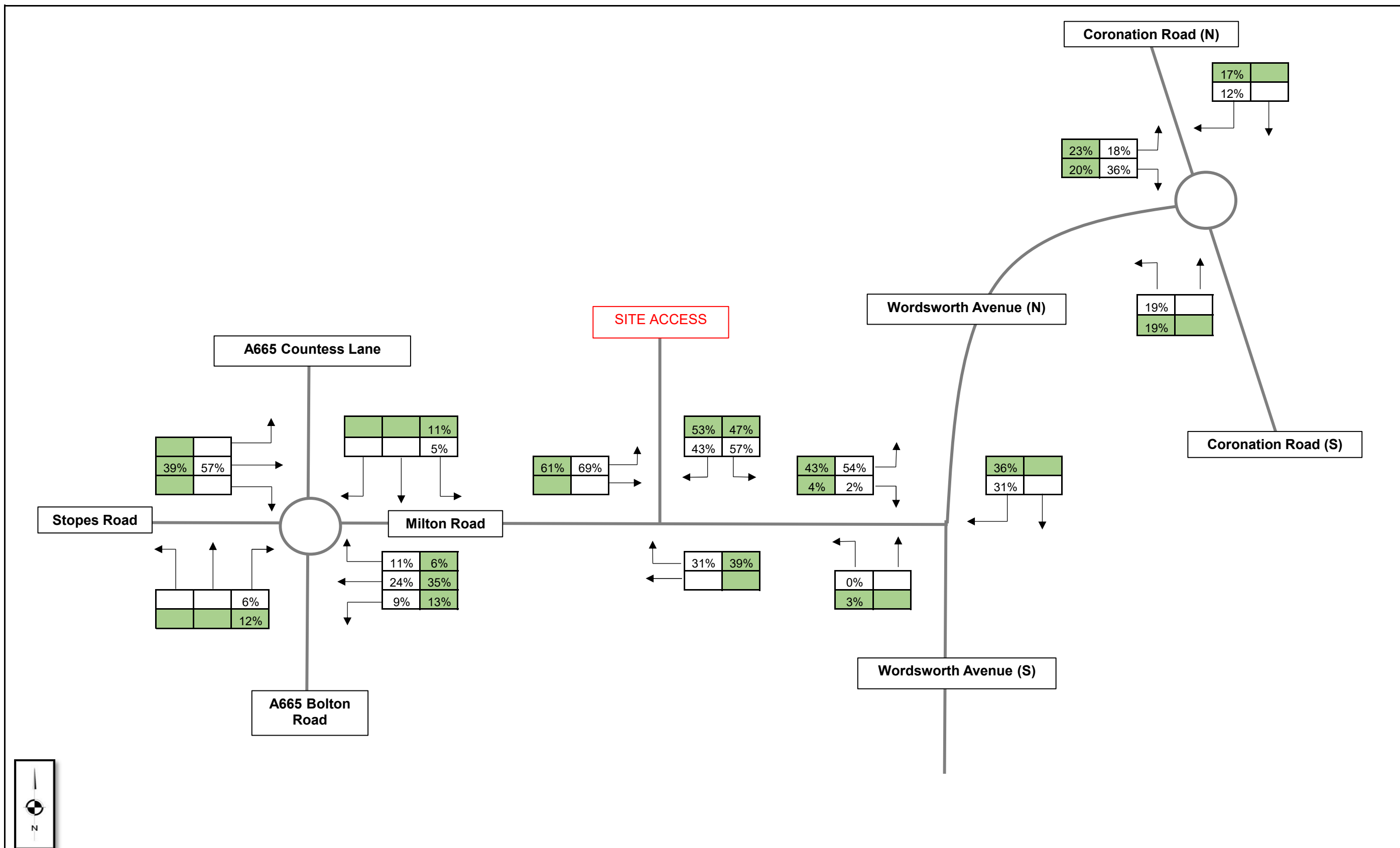
TRAFFIC FLOW FIGURES



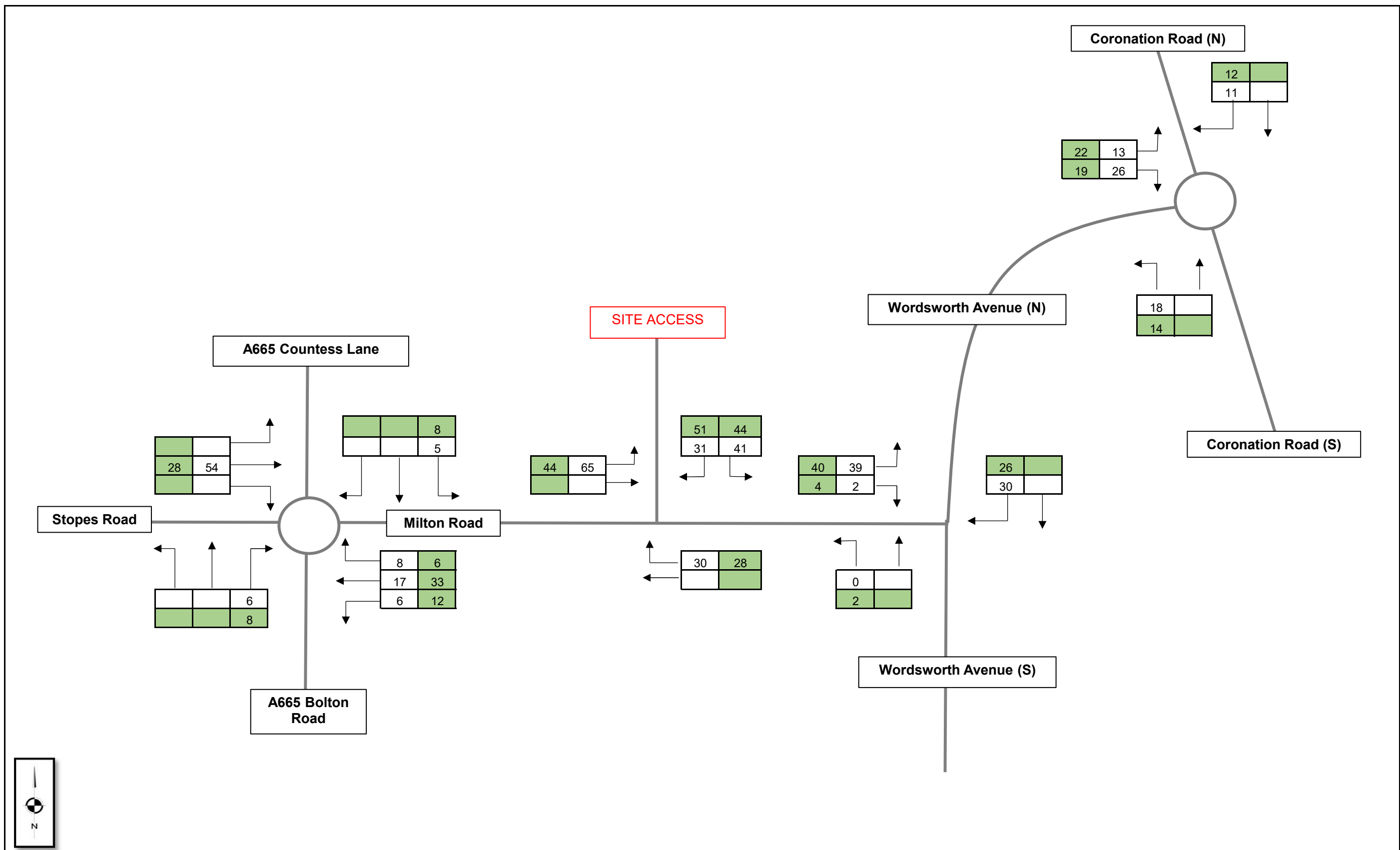
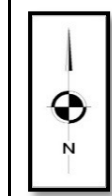
 <p>Transportation Planning : Infrastructure Design</p>	Base 2026		14 October 2026
	Proposed Ash Grove Alternative Provision (AP) Academy Development, Milton Road, Radcliffe		Job Number - SCP/260351
			Traffic Figure 1



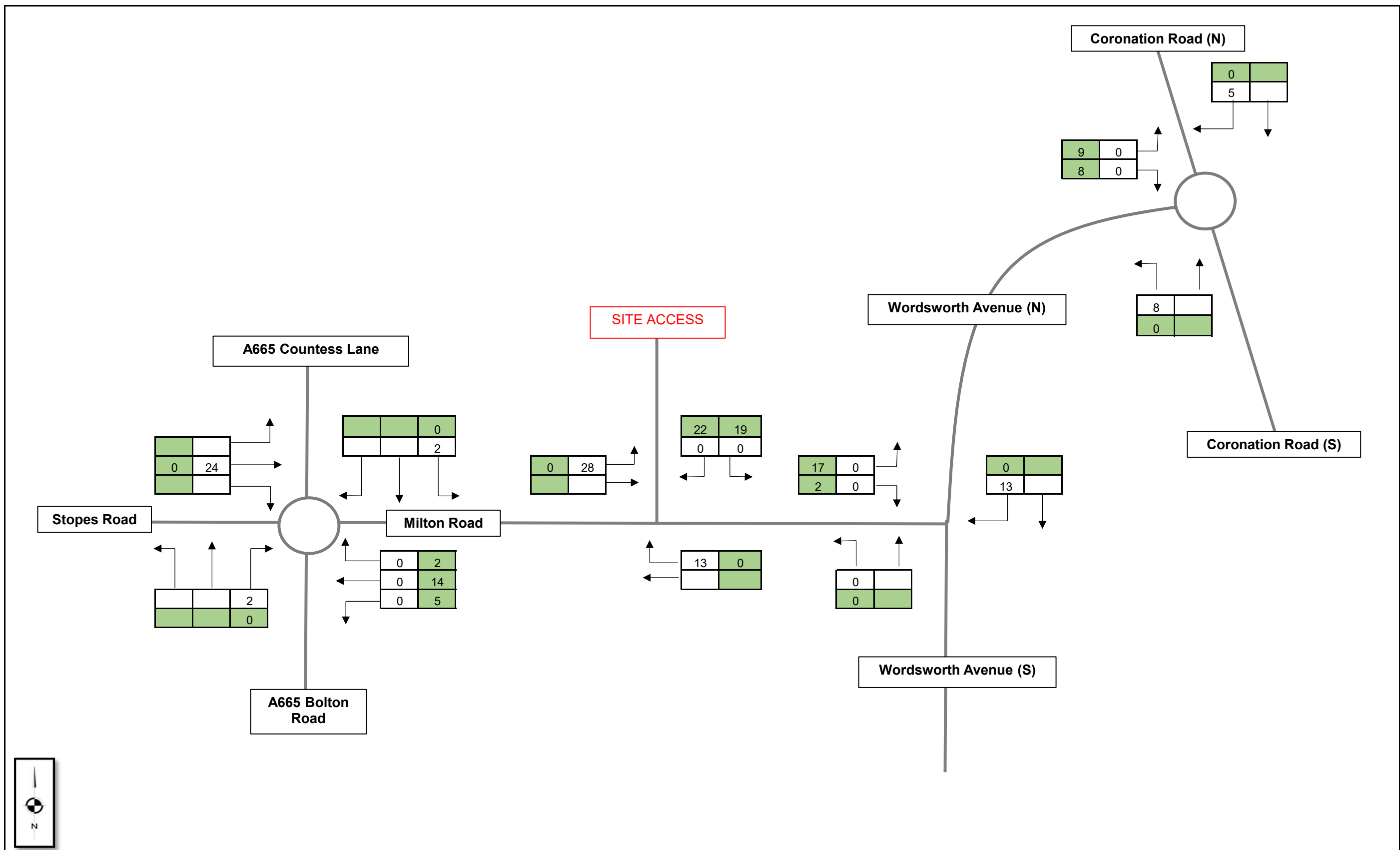
 <p>Transportation Planning : Infrastructure Design</p>	Growthed 2031	14 October 2026
	Proposed Ash Grove Alternative Provision (AP) Academy Development, Milton Road, Radcliffe	Job Number - SCP/260351
		Traffic Figure 2



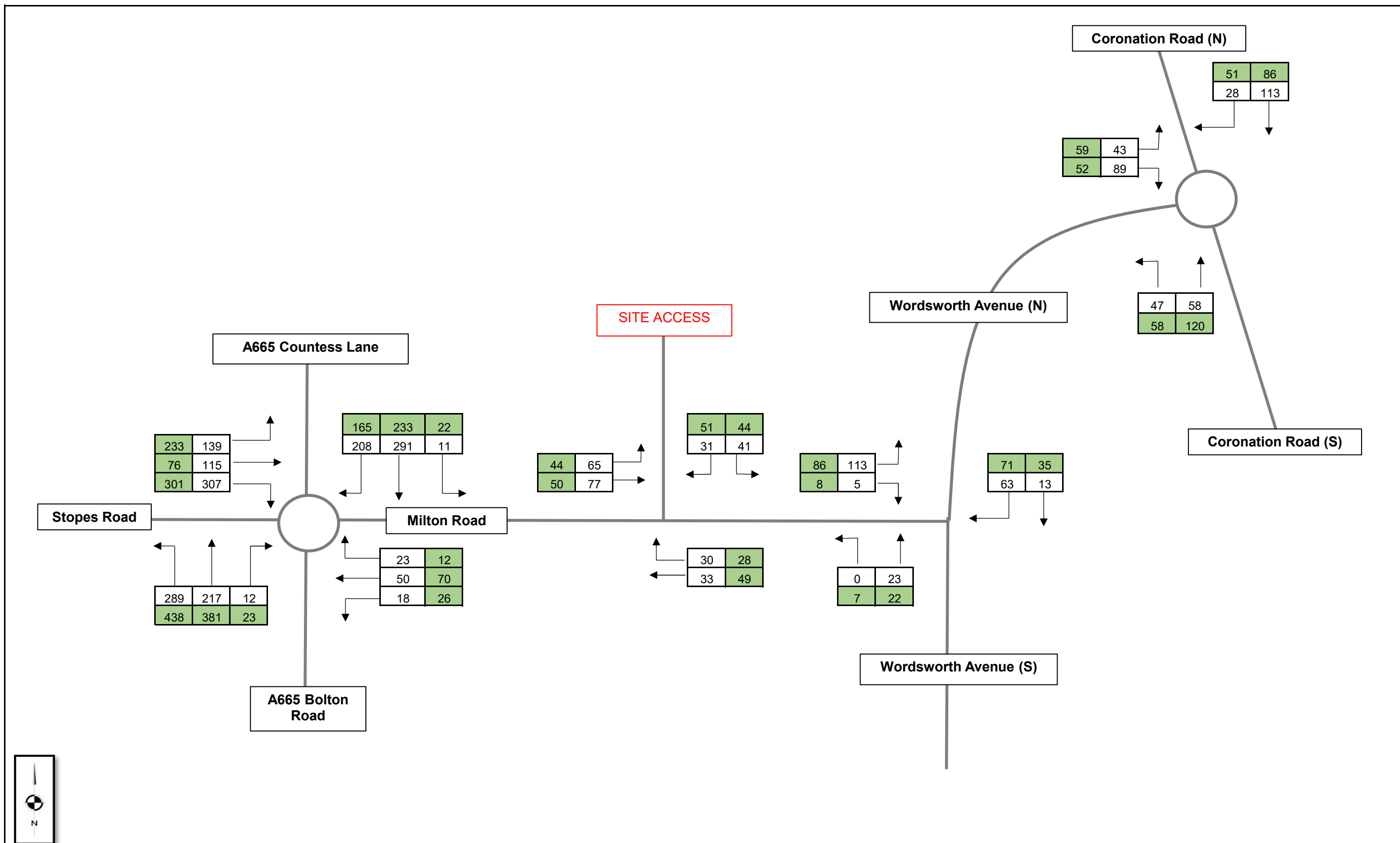
 <p>Transportation Planning : Infrastructure Design</p>	Proposed Distribution	14 October 2026
		Job Number - SCP/260351
	Proposed Ash Grove Alternative Provision (AP) Academy Development, Milton Road, Radcliffe	Traffic Figure 3



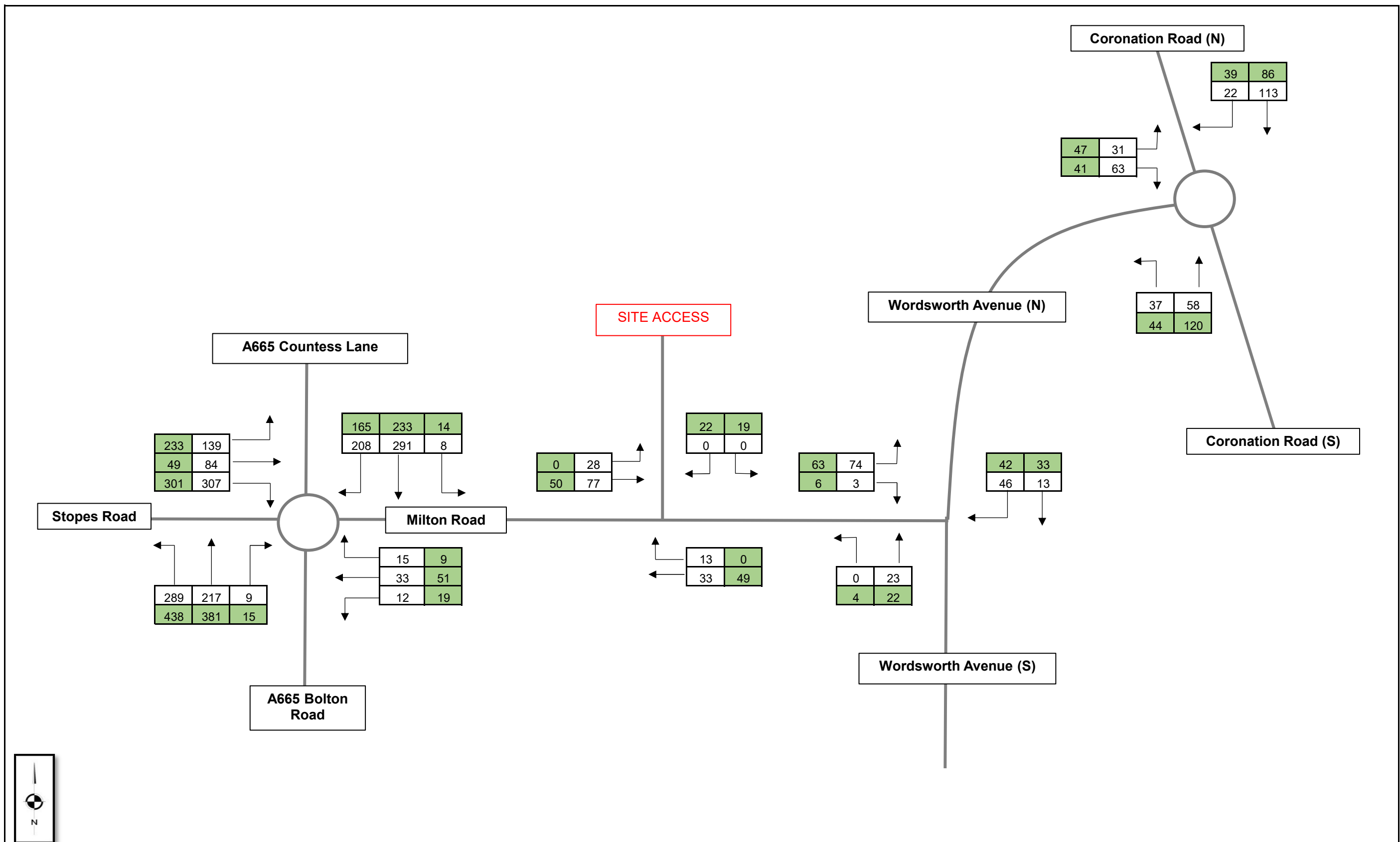
SCP Transportation Planning : Infrastructure Design	Proposed Assignment		14 October 2026
	Proposed Ash Grove Alternative Provision (AP) Academy Development, Milton Road, Radcliffe		Job Number - SCP/260351
			Traffic Figure 4



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



 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



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