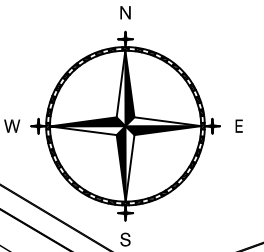


VISIBILITY SPLAYS: JOHN STREET

4,715sq.m
(approx. 1.16Acres)



JOHN STREET

Deliveries

4no. Cycle
Stands

Corral

McDonald's
Restaurant
SO140

2.4m x 43m VISIBILITY SPLAY

BURLEIGH STREET

ST02
113.862



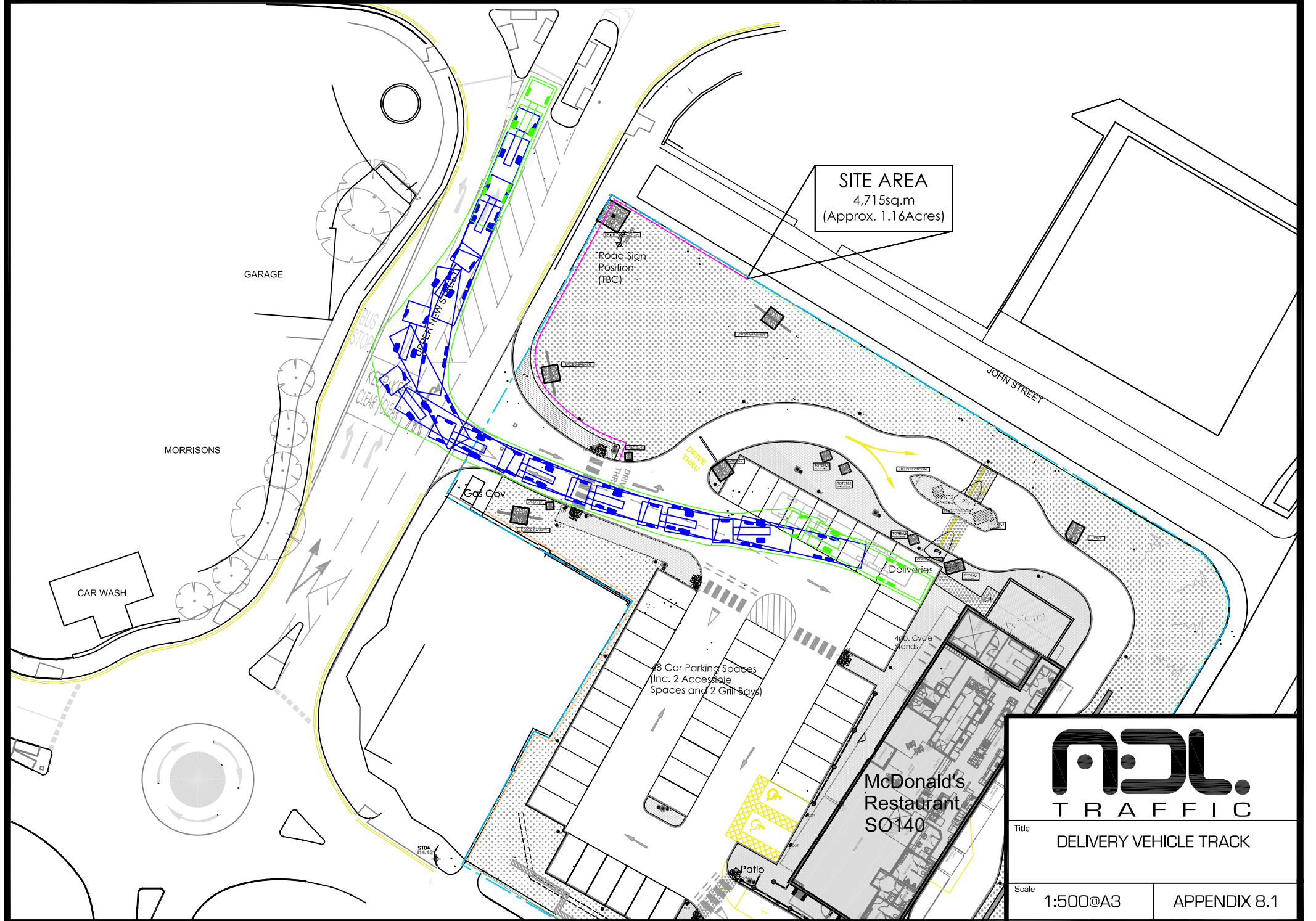
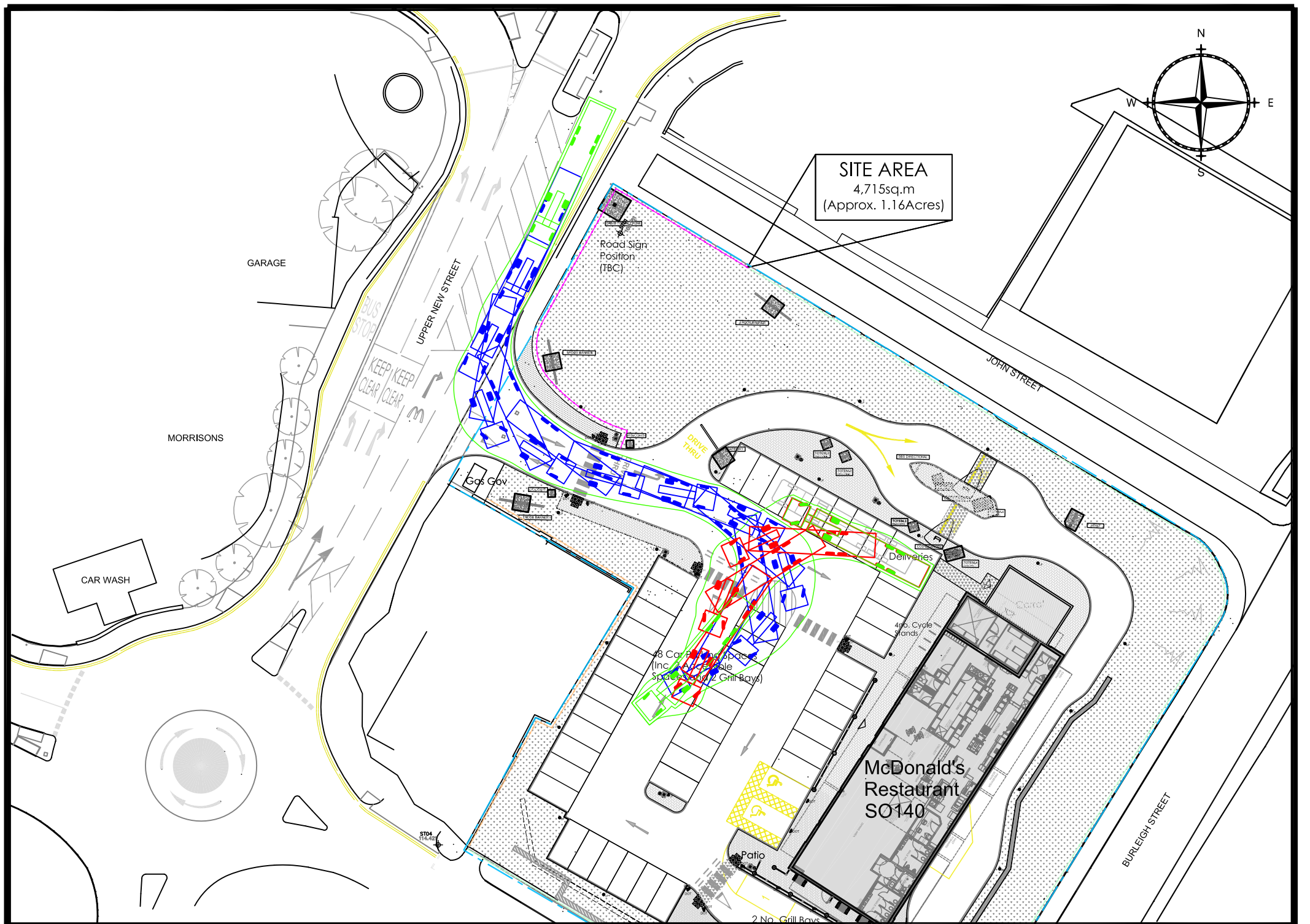
Title
VISIBILITY SPLAYS:
JOHN STREET

Scale
1:250@A3

APPENDIX 7.0

TRACK ANALYSIS

- 8.1 Delivery Vehicle
- 8.2 Drive Thru Lane

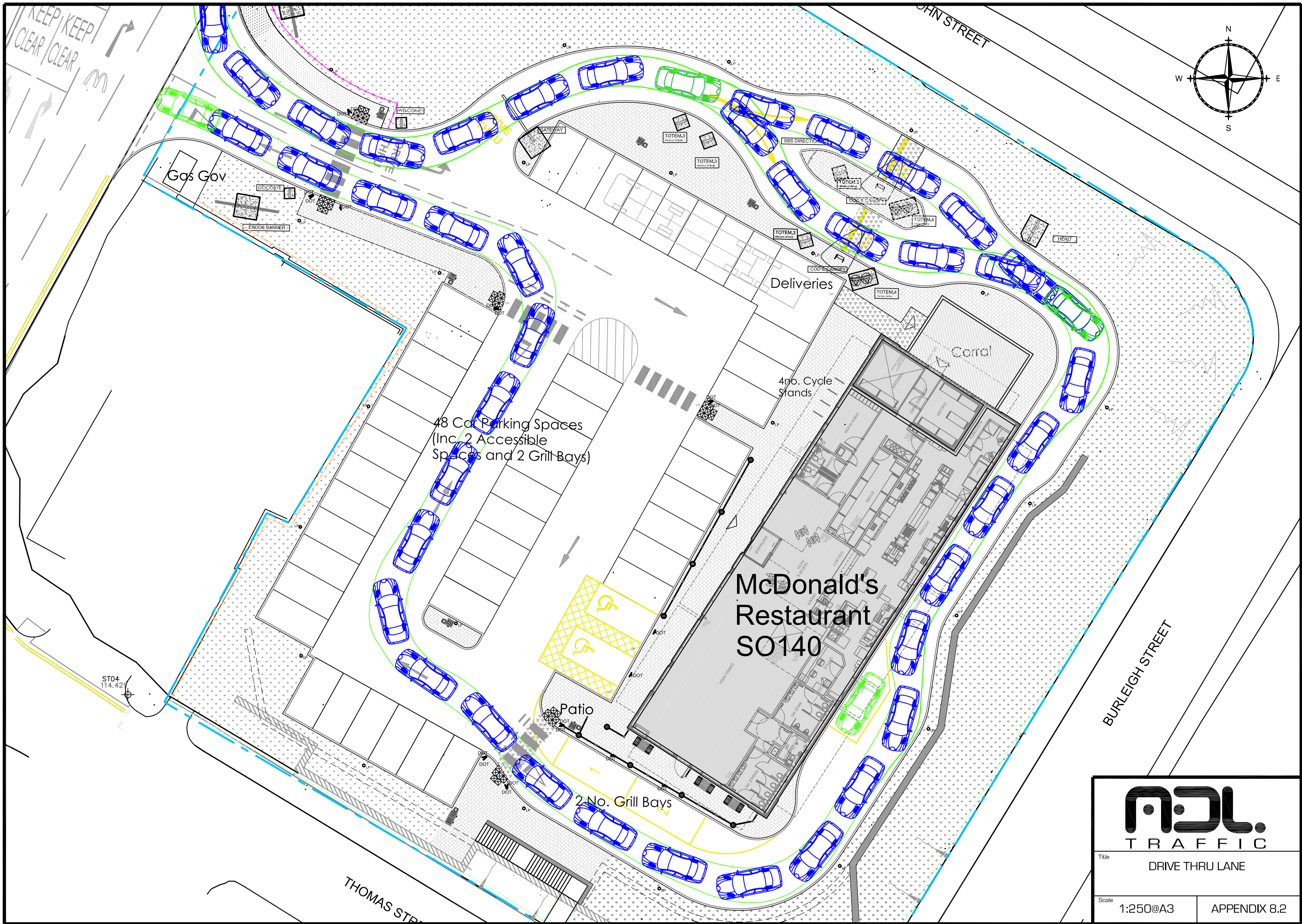


n.d.l.
TRAFFIC

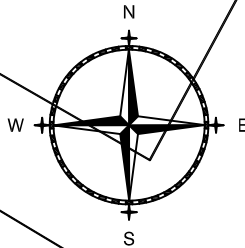
Title
DELIVERY VEHICLE TRACK

Scale
1:500@A3

APPENDIX 8.1



48 Car Parking Spaces
(Inc. 2 Accessible
Spaces and 2 Grill Bays)



n.d.l. TRAFFIC	
Title DRIVE THRU LANE	
Scale 1:250@A3	APPENDIX B.2

SUMMARY OF McDONALD'S SURVEY INFORMATION

McDonald's survey data - Restaurants near foodstores: Vehicle and Pedestrian counts

Traffic flows

	Arnold		Bullwell		Plymouth		Folkstone		Average	
Friday										
<i>Time</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>
16:00 - 17:00	134	133	111	101	84	71	147	129	119	109
17:00 - 18:00	147	158	144	137	87	93	153	153	133	135
18:00 - 19:00	142	135	154	167	106	106	133	154	134	141
Total	423	426	409	405	277	270	433	436	386	385
Saturday										
<i>Time</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>
11:00 - 12:00	94	92	101	105	69	65	94	83	90	86
12:00 - 13:00	173	156	162	162	110	101	161	157	152	144
13:00 - 14:00	172	173	184	176	108	116	144	133	152	150
14:00 - 15:00	139	148	142	161	98	109	137	143	129	140
Total	578	569	589	604	385	391	536	516	523	520

Pedestrians

	Arnold		Bullwell		Plymouth		Folkstone		Average	
Friday										
<i>Time</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>
16:00	35	17	26	19	9	29	29	18	25	21
17:00	48	40	52	40	16	20	65	86	45	47
18:00	50	57	28	40	17	26	49	54	36	44
Total	133	114	106	99	42	75	143	158	106	112
Saturday										
<i>Time</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>	<i>In</i>	<i>Out</i>
11:00	24	18	28	12	32	18	40	43	31	23
12:00	18	29	45	41	50	45	59	50	43	41
13:00	28	25	18	36	57	66	82	77	46	51
14:00	22	19	36	27	11	26	63	65	33	34
Total	92	91	127	116	150	155	244	235	153	149

Drive thru queue

(Counted from car collecting meal at 2-minute intervals)

	Arnold		Bullwell		Plymouth		Folkstone		Average	
Max Q	14	20	17	13	9	10	15	12	14	14
Min Q	2	1	1	1	0	0	2	0	1	1
Average Q	8	11	9	7	5	4	7	5	7	7

Parking

Spaces occupied
(Recorded by beat survey)

	Arnold		Bullwell		Plymouth		Folkstone		Average	
Friday										
<i>Time</i>	<i>Occupied</i>		<i>Occupied</i>		<i>Occupied</i>		<i>Occupied</i>		<i>Occupied</i>	
16:00	16		24		12		15		17	
16:15	20		24		10		20		19	
16:30	18		20		13		18		17	
16:45	23		22		18		21		21	
17:00	19		27		19		22		22	
17:15	19		26		18		25		22	
17:30	19		26		18		26		22	
17:45	17		32		15		29		23	
18:00	12		27		15		24		20	
18:15	9		22		20		24		19	
18:30	13		26		19		17		19	
18:45	8		22		21		10		15	
19:00	16		21		15		13		16	
Saturday										
<i>Time</i>	<i>Occupied</i>		<i>Occupied</i>		<i>Occupied</i>		<i>Occupied</i>		<i>Occupied</i>	
11:00	12		29		19		10		18	
11:15	10		24		12		15		15	
11:30	12		27		18		22		20	
11:45	16		26		19		17		20	
12:00	15		24		22		15		19	
12:15	22		29		23		19		23	
12:30	22		32		27		23		26	
12:45	21		34		23		25		26	
13:00	20		24		27		21		23	
13:15	18		33		21		20		23	
13:30	20		40		23		27		28	
13:45	16		38		22		27		26	
14:00	20		36		23		25		26	
14:15	23		31		21		21		24	
14:30	11		36		23		23		23	
14:45	12		27		17		22		20	
15:00	8		26		13		21		17	

Average of all sites	
<i>Parking demand</i>	
Minimum	15
Maximum	23
Average	19

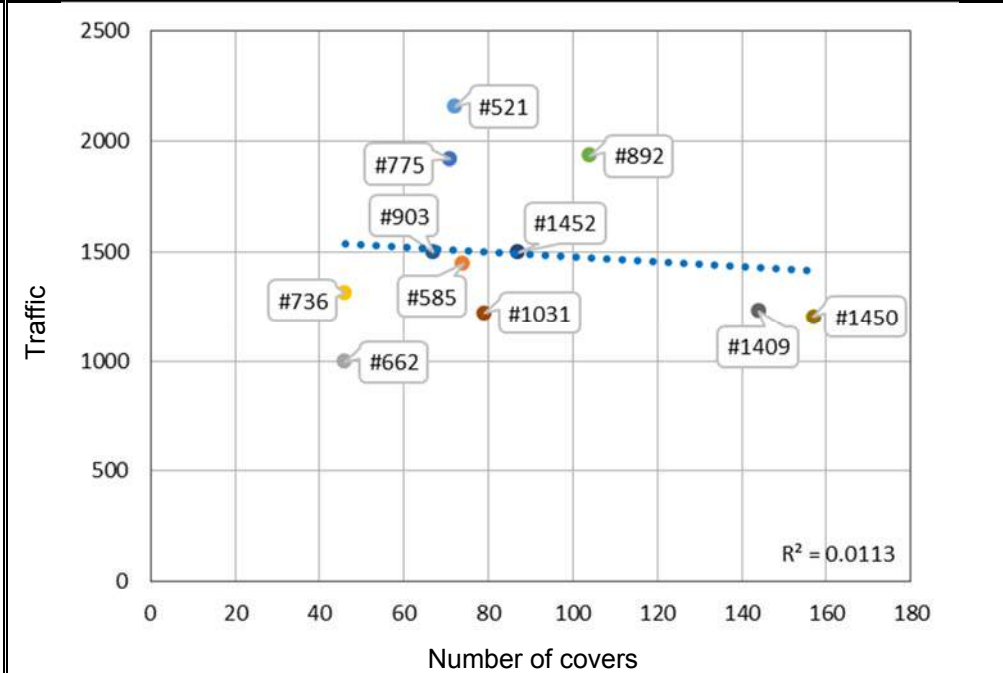
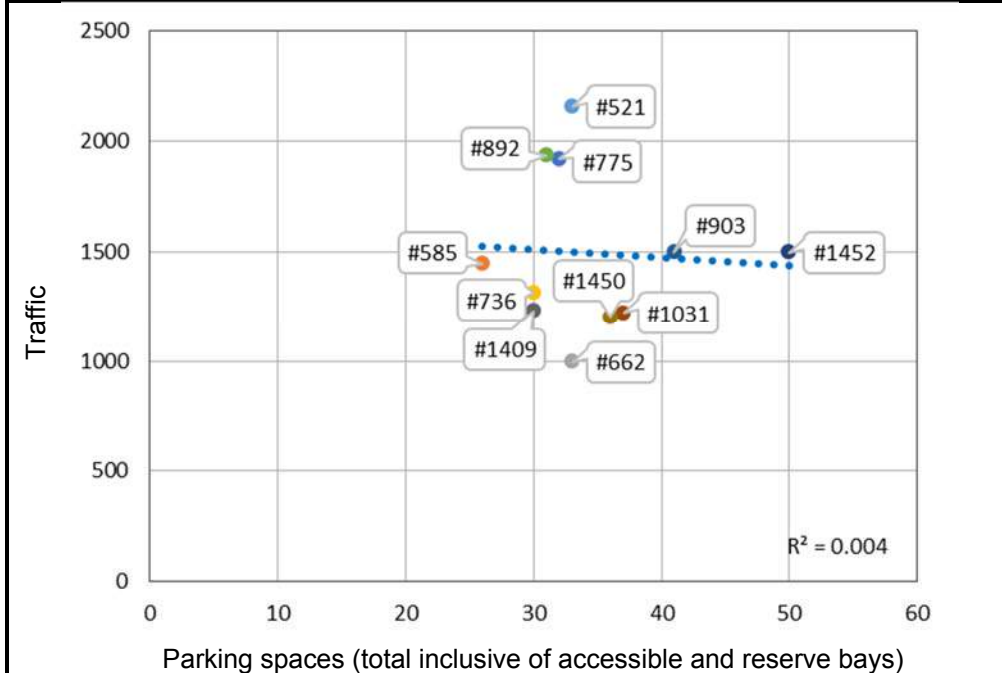
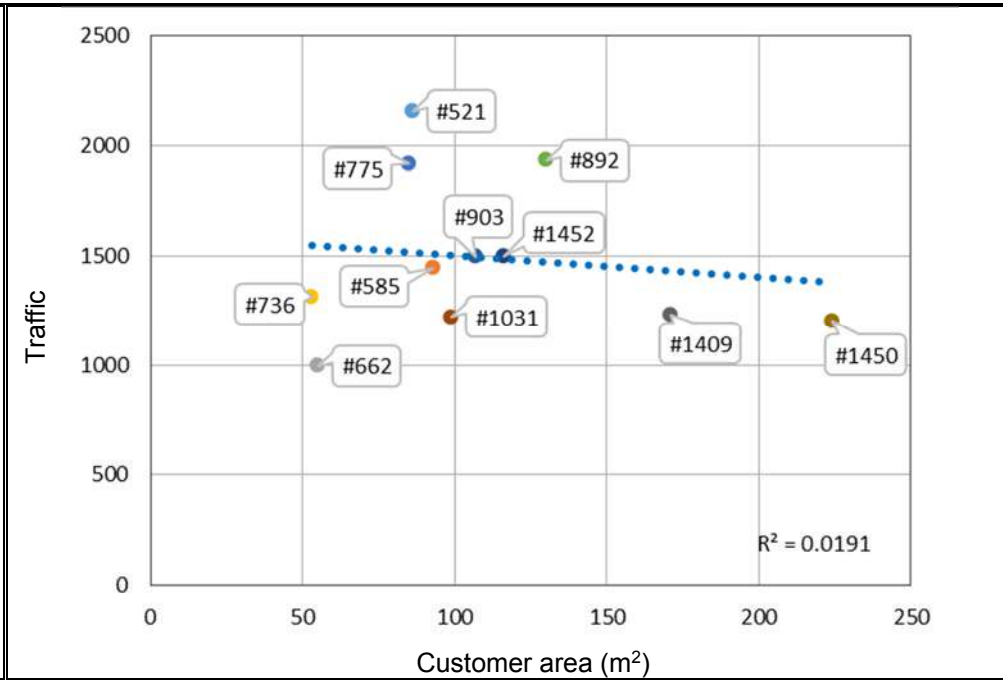
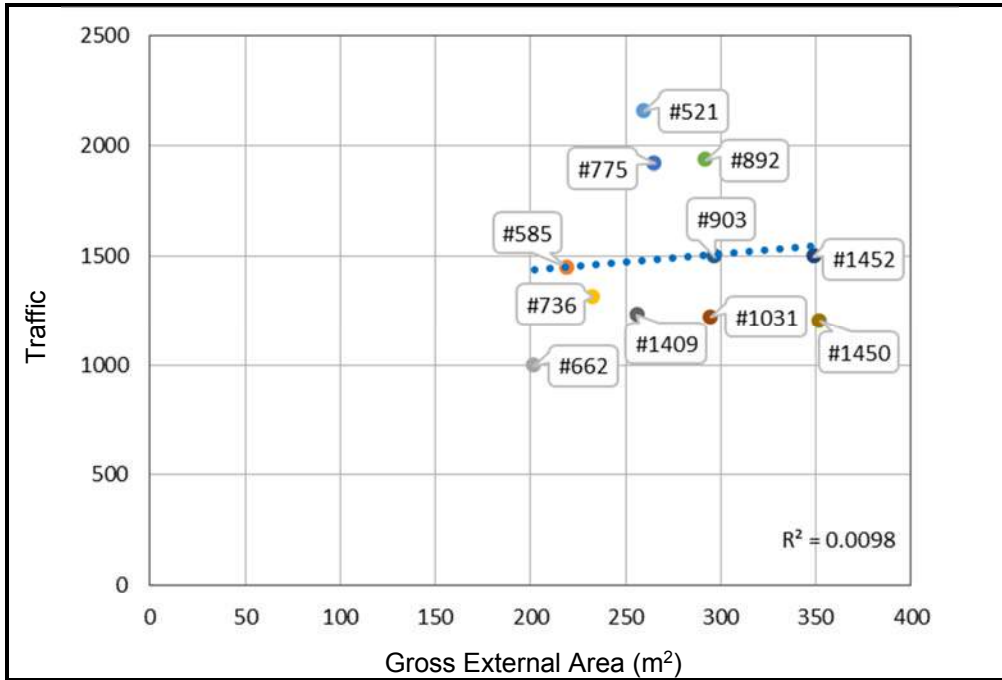
Average of all sites	
<i>Parking demand</i>	
Minimum	15
Maximum	28
Average	22

McDonald's survey data - Restaurants near foodstores: Customer Activity and Trip Type analysis

		Arnold		Bullwell		Plymouth		Folkstone		Average			
		Friday	Saturday	Friday	Saturday	Friday	Saturday	Friday	Saturday	Friday	Saturday	Friday	Saturday
1	Drive in, park, use restaurant, drive out	59	94	71	126	71	83	68	97	67	100	18%	20%
2	Drive in, park, use restaurant, eat in vehicle, drive out	22	49	21	32	3	23	28	29	19	33	5%	7%
3	Drive in, drive thru, drive out	272	313	232	343	140	172	259	292	226	280	62%	56%
4	Drive in, use drive thru, park, eat in vehicle, drive out	34	71	53	52	41	88	34	57	41	67	11%	13%
6	Drive in, park, use restaurant, walk off site (or visa versa), drive out	3	1	1	1	0	0	11	9	4	3	1%	0%
5	Drive in, park, do not use restaurant, drive out	4	8	13	7	7	8	6	10	8	8	2%	2%
7	Drive in/drive out	6	14	6	9	0	0	9	21	5	11	1%	2%
Total		400	550	397	570	262	374	415	515	369	502	100%	100%

		Friday		Saturday		Friday		Saturday		Friday		Saturday	
Additional	Same origin/destination	35	13	38	39	14	11	21	22	27	21	41%	27%
Existing	Different O/D or Same O/D McDonald's not sole purpose	14	29	17	29	30	50	49	32	28	35	42%	44%
Shared	Shared with foodstore	16	40	3	12	16	19	11	24	12	24	17%	30%
Total		65	82	58	80	60	80	81	78	66	80	100%	100%

**GRAPHS SHOWING RELATIONSHIP BETWEEN McDONALD'S TRAFFIC
AND STORE FACTORS**



APPENDIX 10.0
 GRAPHS SHOWING RELATIONSHIP BETWEEN McDONALD'S TRAFFIC AND STORE FACTORS

Key to store numbers:

521	Leamington Spa, Warwickshire
585	Burgess Hill, West Sussex
662	Sheene Road, Bristol
736	Hamilton, South Lanarkshire
775	Folkstone, Kent
892	North Cheam, London Borough of Sutton
903	Fenton, Staffordshire
1031	Arbroath, Angus
1409	Milton Keynes
1580	Stretford, Trafford
1452	Norton Park, Staffordshire

TRICS DATA: ALL McDONALD'S SITES

Calculation Reference: AUDIT-733701-160802-0814

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
 Category : D - FAST FOOD - DRIVE THROUGH
 VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	EG EALING	1 days
	HO HOUNSLOW	1 days
02	SOUTH EAST	
	SO SLOUGH	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 210 to 726 (units: sqm)
 Range Selected by User: 123 to 800 (units: sqm)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 21/09/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	2 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	2
High Street	1

APPENDIX 11.0 ALL McDONALD'S SITES

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

A3	1 days
A5	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	BR-06-D-01 SHEENE ROAD BEDMINSTER BRISTOL Neighbourhood Centre (PPS6 Local Centre) High Street	MCDONALD'S		BRISTOL CITY
	Total Gross floor area:		210 sqm	
	Survey date:	MONDAY	21/09/15	Survey Type: MANUAL
2	CA-06-D-01 NEWMARKET ROAD	MCDONALDS		CAMBRIDGESHIRE
	CAMBRIDGE Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total Gross floor area:		450 sqm	
	Survey date:	WEDNESDAY	19/10/11	Survey Type: MANUAL
3	EG-06-D-01 UXBRIDGE ROAD	MCDONALDS		EALING
	SOUTHALL Suburban Area (PPS6 Out of Centre) Built-Up Zone			
	Total Gross floor area:		726 sqm	
	Survey date:	FRIDAY	11/05/12	Survey Type: MANUAL
4	HO-06-D-01 HIGH STREET	MCDONALD'S		HOUNSLOW
	BRENTFORD Edge of Town Centre Built-Up Zone			
	Total Gross floor area:		378 sqm	
	Survey date:	FRIDAY	07/12/12	Survey Type: MANUAL
5	SO-06-D-01 WINDSOR ROAD	MCDONALD'S		SLOUGH
	SLOUGH Edge of Town Residential Zone			
	Total Gross floor area:		480 sqm	
	Survey date:	WEDNESDAY	21/11/12	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-06-D-02	Burger King
WM-06-D-01	Burger King

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	429	0.583	2	429	0.000	2	429	0.583
06:00 - 07:00	4	509	1.672	4	509	0.983	4	509	2.655
07:00 - 08:00	5	449	7.398	5	449	6.061	5	449	13.459
08:00 - 09:00	5	449	7.977	5	449	8.422	5	449	16.399
09:00 - 10:00	5	449	7.130	5	449	7.799	5	449	14.929
10:00 - 11:00	5	449	6.774	5	449	6.506	5	449	13.280
11:00 - 12:00	5	449	9.002	5	449	9.002	5	449	18.004
12:00 - 13:00	5	449	11.720	5	449	11.141	5	449	22.861
13:00 - 14:00	5	449	12.032	5	449	12.077	5	449	24.109
14:00 - 15:00	5	449	9.180	5	449	9.848	5	449	19.028
15:00 - 16:00	5	449	10.561	5	449	9.804	5	449	20.365
16:00 - 17:00	5	449	9.715	5	449	9.537	5	449	19.252
17:00 - 18:00	5	449	10.160	5	449	9.982	5	449	20.142
18:00 - 19:00	5	449	10.472	5	449	10.383	5	449	20.855
19:00 - 20:00	5	449	8.824	5	449	9.046	5	449	17.870
20:00 - 21:00	5	449	5.749	5	449	6.684	5	449	12.433
21:00 - 22:00	5	449	3.298	5	449	3.743	5	449	7.041
22:00 - 23:00	2	429	0.233	2	429	0.699	2	429	0.932
23:00 - 24:00	2	429	0.000	2	429	0.350	2	429	0.350
Total Rates:			132.480			132.067			264.547

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 210 - 726 (units: sqm)
 Survey date date range: 01/01/08 - 21/09/15
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRAFFIC PREDICTIONS/SURVEY COMPARISONS ANALYSIS

Store #1432, Wigan

ADL prepared and supplied a Transport Assessment dated January 2013 in respect of store #1432. The key data in terms of traffic flows are shown in Table A.

Table A #1432 Wigan Traffic Comparison

		Predicted		Surveyed		Difference relative to prediction		
		In	Out	In	Out	In	Out	2-way
Friday	16:00-17:00	98	85	76	79	-22	-6	-28
	17:00-18:00	89	103	93	96	+4	-7	-3
	18:00-19:00	<i>109</i>	<i>106</i>	88	91	-21	-15	-36
	Total	<i>296</i>	<i>294</i>	257	266	-39	-28	-67
Saturday	11:00-12:00	68	61	62	56	-6	-5	-11
	12:00-13:00	81	81	94	77	+13	-4	+9
	13:00-14:00	<i>101</i>	93	104	115	+3	+22	+25
	14:00-15:00	98	<i>115</i>	85	88	-13	-27	-40
	Total	<i>348</i>	<i>350</i>	345	336	-3	-14	-17
Grand Total		<i>644</i>	<i>644</i>	602	602	-42	-42	-84

Figures in italics not supplied at planning

The difference in predicted and surveyed traffic has been calculated, with the total surveyed two-way traffic as a percentage of that which was predicted and provides the following results shown relative to 100%, i.e. a figure less than 100% indicates a lower amount of surveyed traffic than predicted and a figure above 100% shows a greater amount of surveyed traffic than was predicted:

- Friday $\frac{257 + 266}{296 + 294} = \frac{523}{590} = 87\%$
- Saturday $\frac{345 + 336}{348 + 350} = \frac{681}{698} = 98\%$
- Friday + Saturday $\frac{523 + 681}{590 + 698} = \frac{1204}{1288} = 93\%$

Store #1446, Monks Cross

ADL prepared and supplied a Transport Assessment dated November 2013 in respect of store #1446. The key data in terms of traffic flows and parking demand are shown in Table B.

Table B #1446 Monks Cross Traffic Comparison

		Predicted		Surveyed		Difference relative to predicted		
		In	Out	In	Out	In	Out	2-way
Friday	16:00-17:00	93	91	64	62	-29	-29	-58
	17:00-18:00	108	104	85	84	-23	-20	-43
	18:00-19:00	112	114	91	88	-21	-26	-47
	Total	313	309	240	234	-73	-75	-148
Saturday	11:00-12:00	74	70	89	72	+15	+2	+17
	12:00-13:00	123	110	154	140	+31	+30	+61
	13:00-14:00	149	144	178	187	+29	+43	+72
	14:00-15:00	126	132	113	126	-13	-6	-19
	Total	472	456	534	525	+62	+69	+131
Grand Total		785	765	774	759	-11	-6	-17

The difference in predicted and surveyed traffic has been calculated as the total surveyed two-way traffic as a percentage of that which was predicted and provides the following results:

- Friday = 76%
- Saturday = 114%
- Friday + Saturday = 99%

Store #1450, Stretford

ADL prepared and supplied a Transport Assessment dated July 2013 in respect of store #1450. The key data in terms of traffic flows and parking demand are shown in Table C.

Table C #1450 Stretford Traffic Comparison

		Predicted		Surveyed		Difference relative to predicted		
		In	Out	In	Out	In	Out	2-way
Friday	16:00-17:00	84	80	67	67	-17	-13	-30
	17:00-18:00	93	94	87	84	-6	-10	-16
	18:00-19:00	73	76	76	80	-3	4	7
	Total	250	250	230	231	-20	-19	-39
Saturday	11:00-12:00	84	69	65	60	-19	-9	-28
	12:00-13:00	103	109	111	105	+8	-4	+4
	13:00-14:00	101	99	112	108	+11	+9	+20
	14:00-15:00	88	93	87	96	-1	+3	+2
	Total	376	370	375	369	-1	-1	-2
Grand Total		626	620	605	600	-21	-20	-41

The difference in predicted and surveyed traffic has been calculated as the total surveyed two-way traffic as a percentage of that which was predicted and provides the following results:

- Friday = 92%
- Saturday = 100%
- Friday + Saturday = 97%

Store #1452, Norton Park

ADL prepared and supplied a Transport Assessment dated March 2104 in respect of store #1452. The key data in terms of traffic flows and parking demand are shown in Table D.

Table D #1452 Norton Park Traffic Comparison

		Predicted		Surveyed		Difference relative to predicated		
		In	Out	In	Out	In	Out	2-way
Friday	16:00-17:00	101	99	89	81	-12	-18	-30
	17:00-18:00	116	110	107	99	-9	-11	-20
	18:00-19:00	107	116	94	103	-13	-13	-26
	Total	324	325	290	283	-34	-42	-76
Saturday	11:00-12:00	69	57	74	57	+5	0	+5
	12:00-13:00	136	131	133	130	-3	-1	-4
	13:00-14:00	139	139	147	141	+8	+2	+10
	14:00-15:00	136	136	117	126	-19	-10	-29
	Total	480	463	471	454	-10	-9	-19
Grand Total		804	788	761	737	-44	-51	-95

The difference in predicated and surveyed traffic has been calculated as the total surveyed two-way traffic as a percentage of that which was predicted and provides the following results:

- Friday = 88%
- Saturday = 98%
- Friday + Saturday = 94%

Store #1409, Brickhill

ADL prepared and supplied a Transport Assessment dated May 2012. The key data in terms of traffic flows and parking demand are shown in Table E below.

Table D #1409 Brickhill Traffic Comparison

		Predicted		Surveyed		Difference relative to predicted		
		In	Out	In	Out	In	Out	2-way
Friday	16:00	71	67	75	74	+4	+7	11
	17:00	90	94	77	80	-13	-6	-19
	18:00	84	81	79	84	-5	+3	-2
	Total	245	242	231	238	-14	-4	-18
Saturday	11:00	72	60	57	47	-15	-13	-28
	12:00	102	95	122	118	+20	+23	+43
	13:00	101	111	121	116	+20	+5	+25
	14:00	63	61	84	99	+21	+38	+59
	Total	338	332	384	380	+46	+48	+94

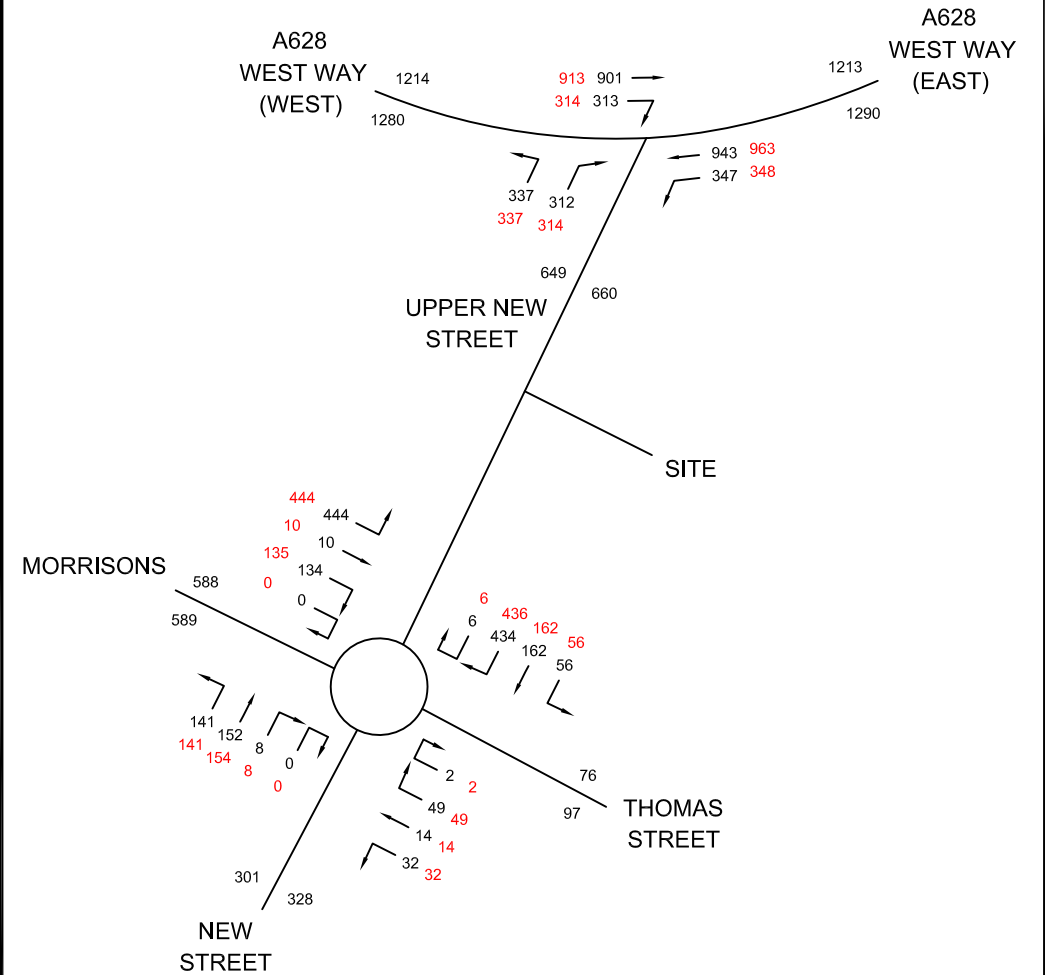
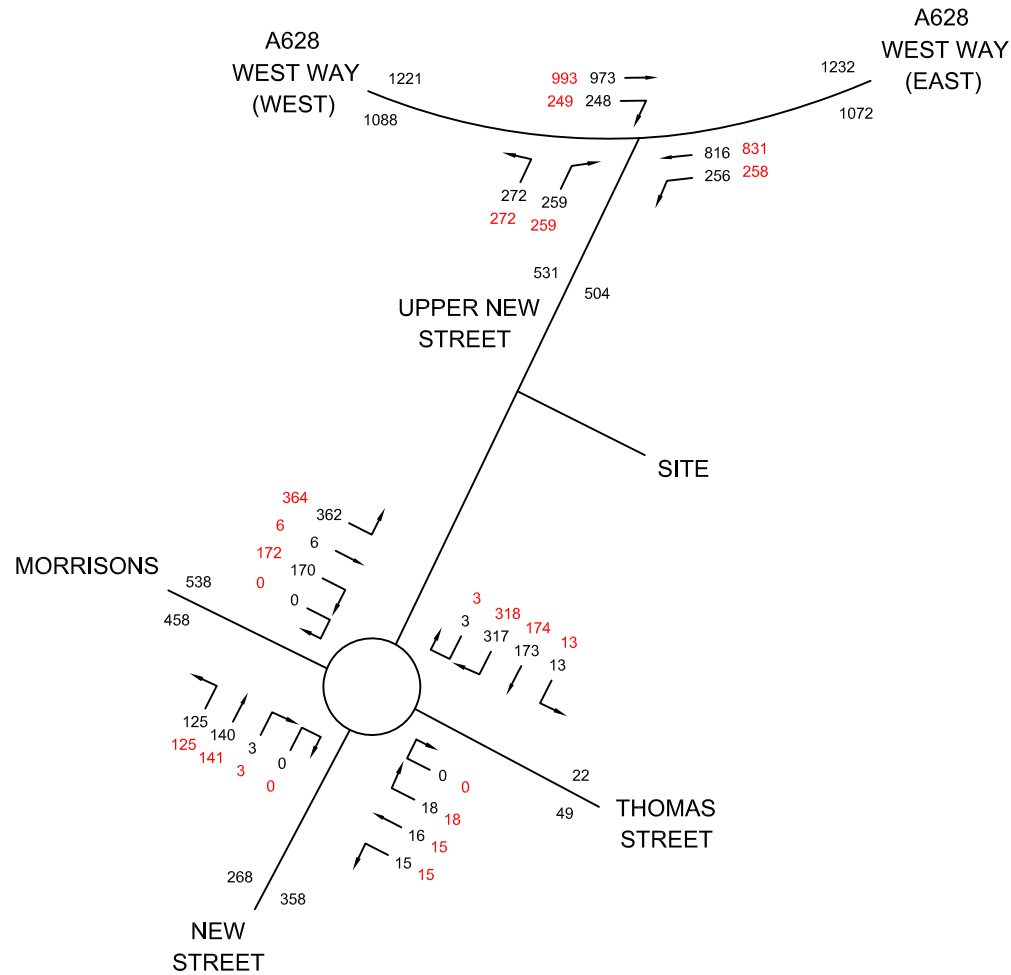
The difference in predicted and surveyed traffic has been calculated as the total surveyed two-way traffic as a percentage of that which was predicted and provides the following results:

- Friday = 96%
- Saturday = 114%
- Friday + Saturday = 106%

2016 SURVEYED TRAFFIC FLOWS

Friday 16:00 - 17:00

Saturday 11:00 - 12:00



10 = Vehicle's
 10 = PCU's

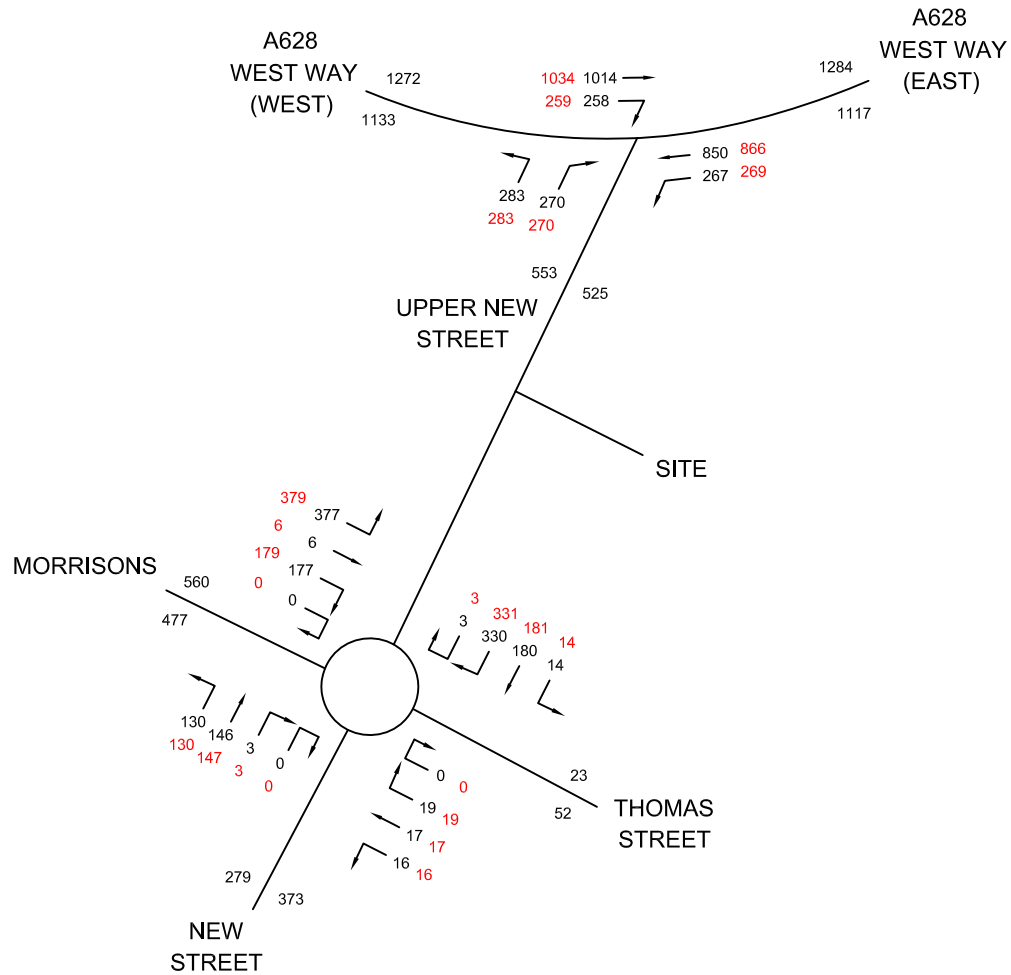


Title 2016 SURVEYED TRAFFIC FLOWS	
Scale	APPENDIX 13.0

2019 BASE TRAFFIC FLOWS

Growth 2016-2019 = 1.0422

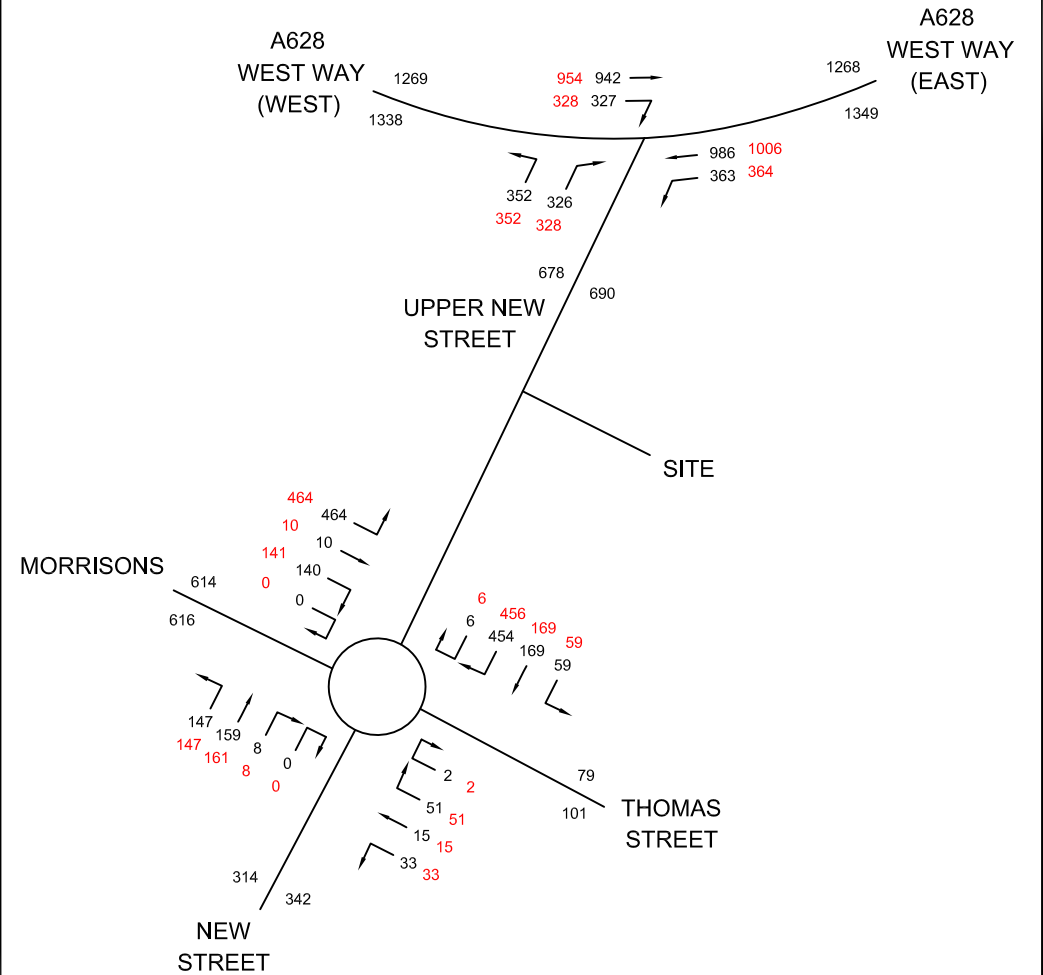
Friday 16:00 - 17:00



10 = Vehicle's
10 = PCU's

Growth 2016-2019 = 1.0454

Saturday 11:00 - 12:00



Title 2019 BASE TRAFFIC FLOWS

Scale

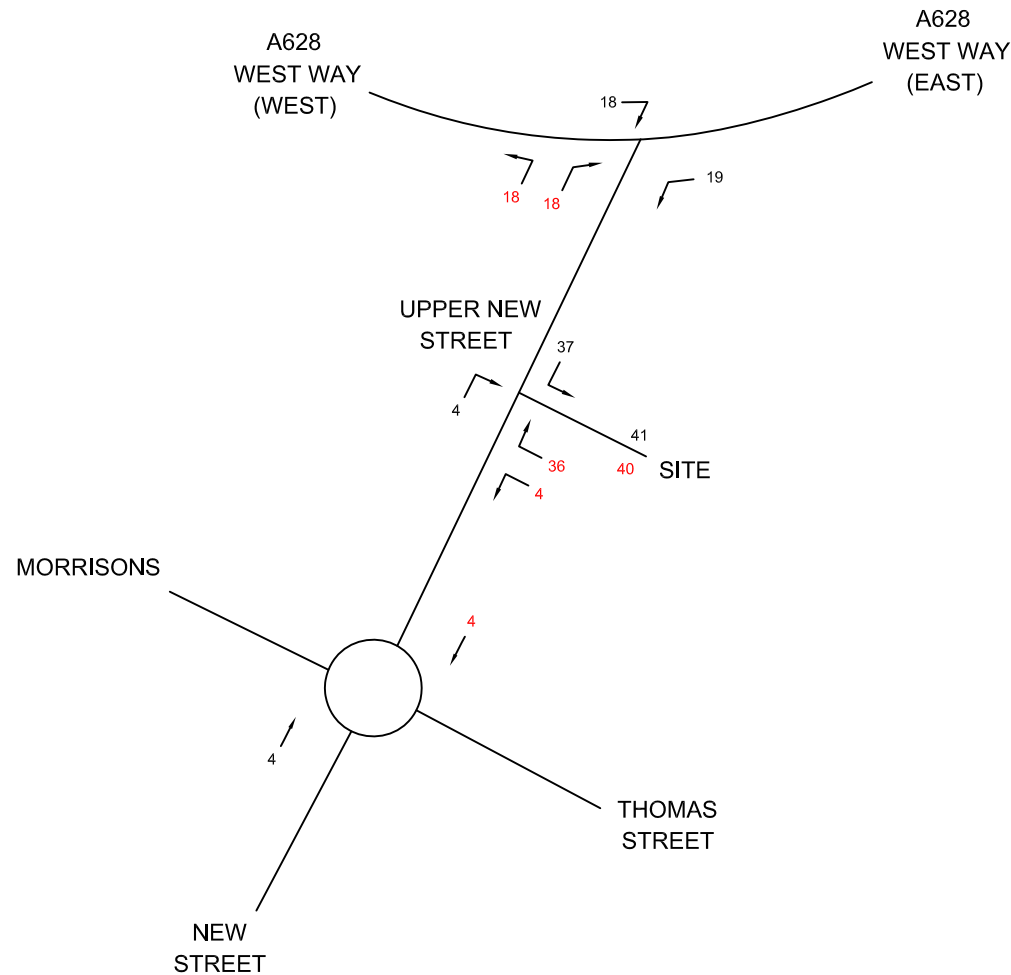
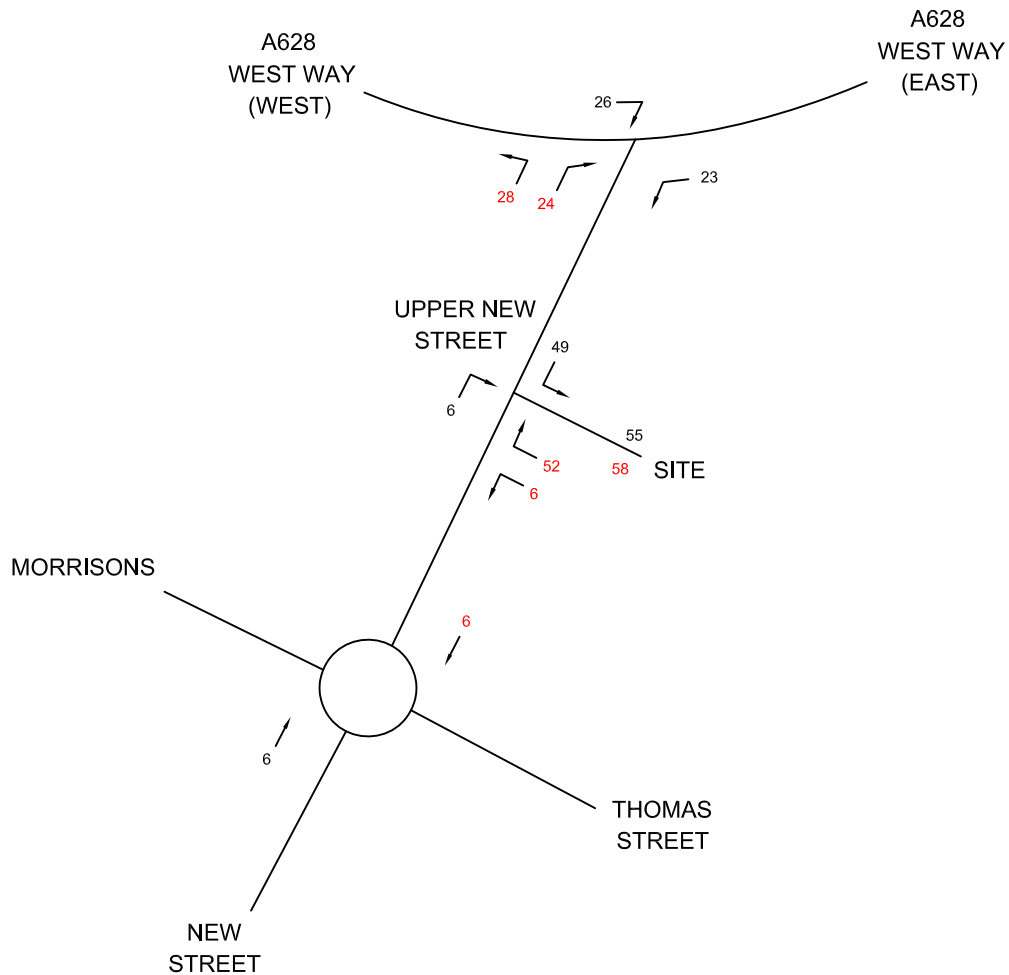
APPENDIX 14.0

PROPOSED McDONALD'S TRAFFIC

15.1	McDonald's Additional Trips
15.2	McDonald's Existing Trips
15.3	McDonald's Shared Trips
15.4	McDonald's Total Trips

Friday PM Peak

Saturday Peak



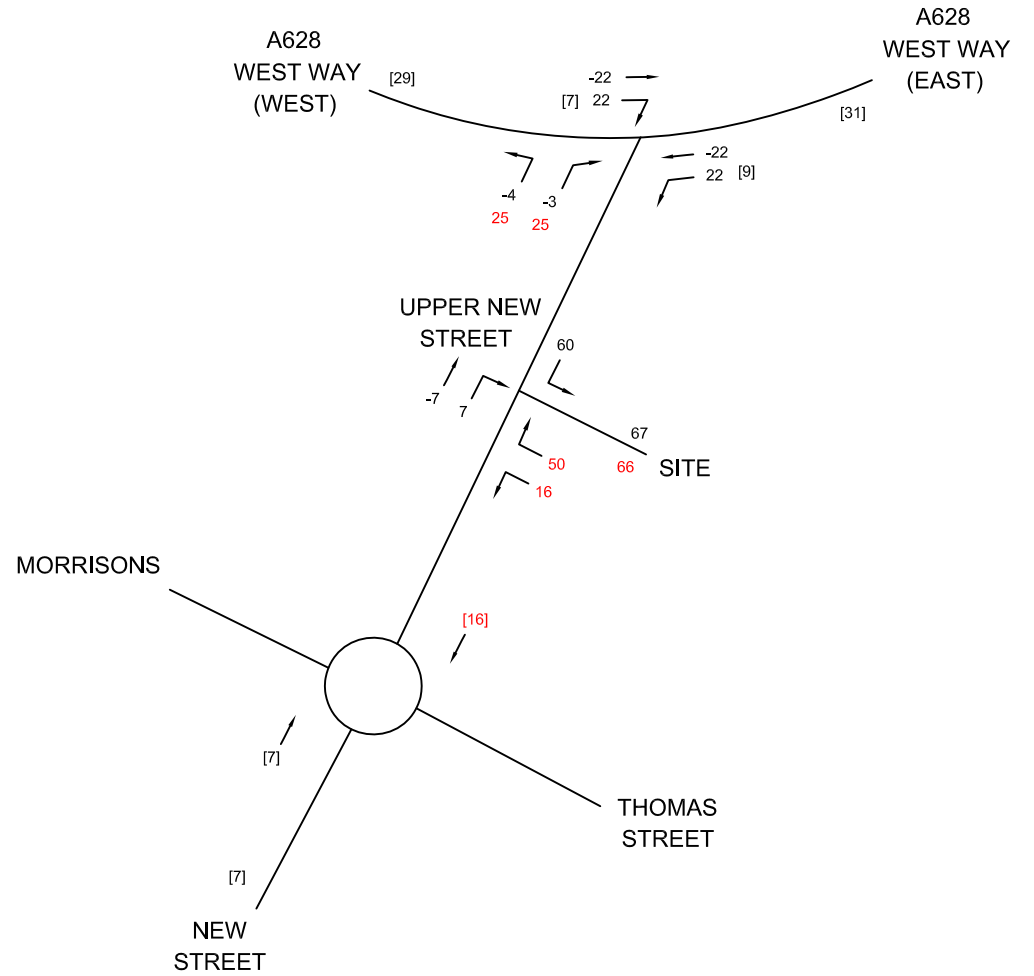
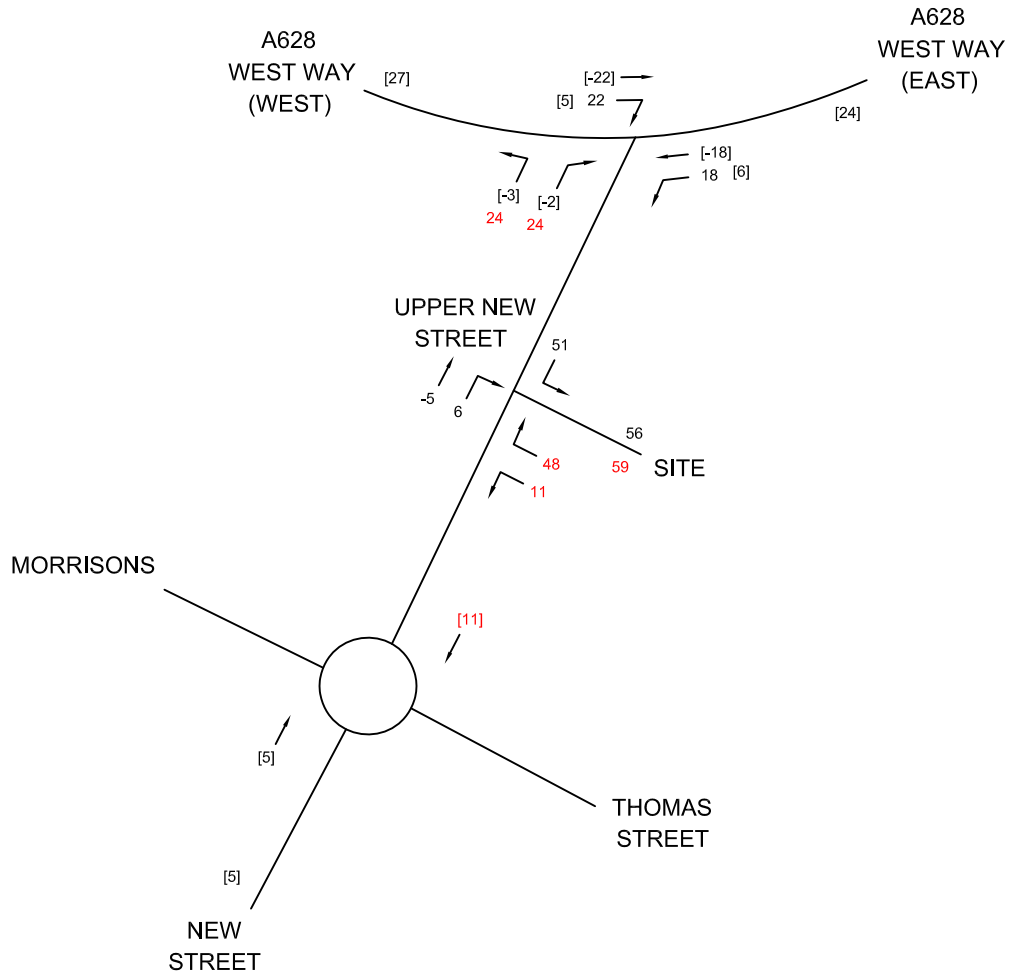
10 = Inbound trips
 10 = Outbound trips



Title McDONALD'S ADDITIONAL TRIPS	
Scale	APPENDIX 15.1

Friday PM Peak

Saturday Peak



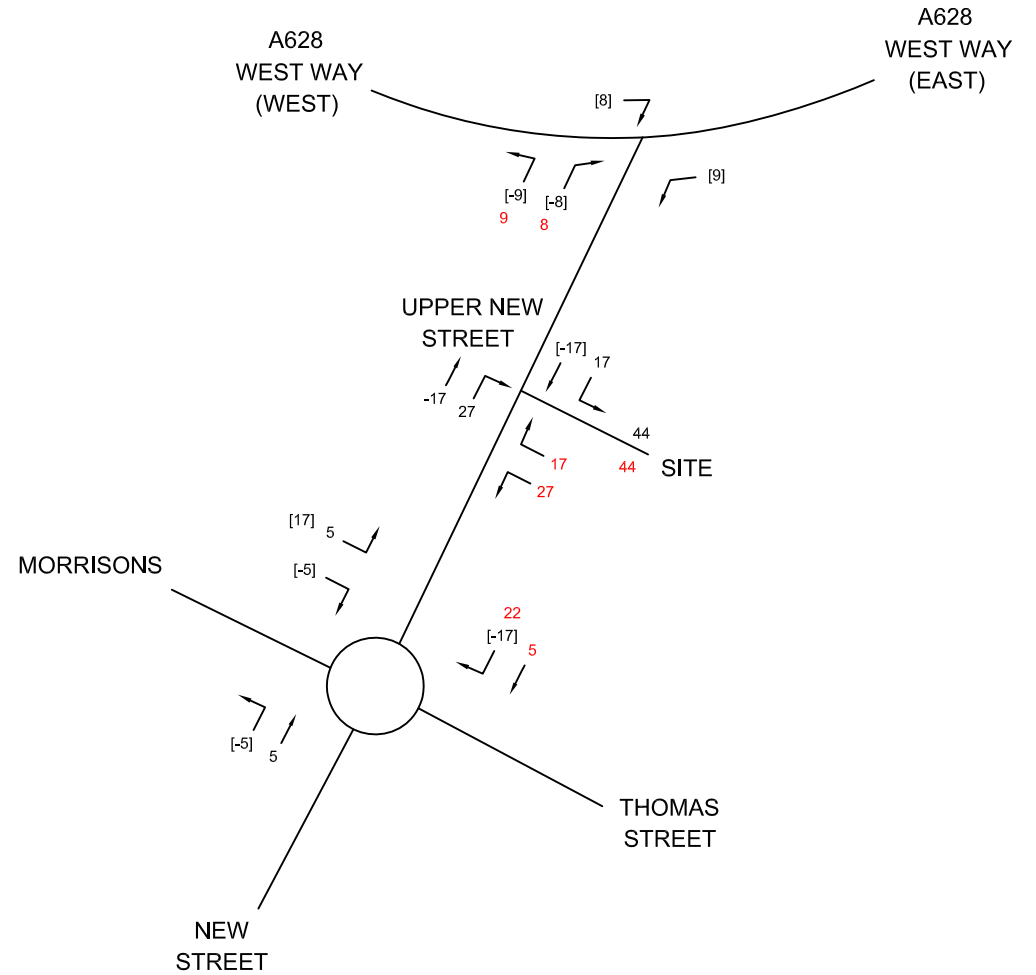
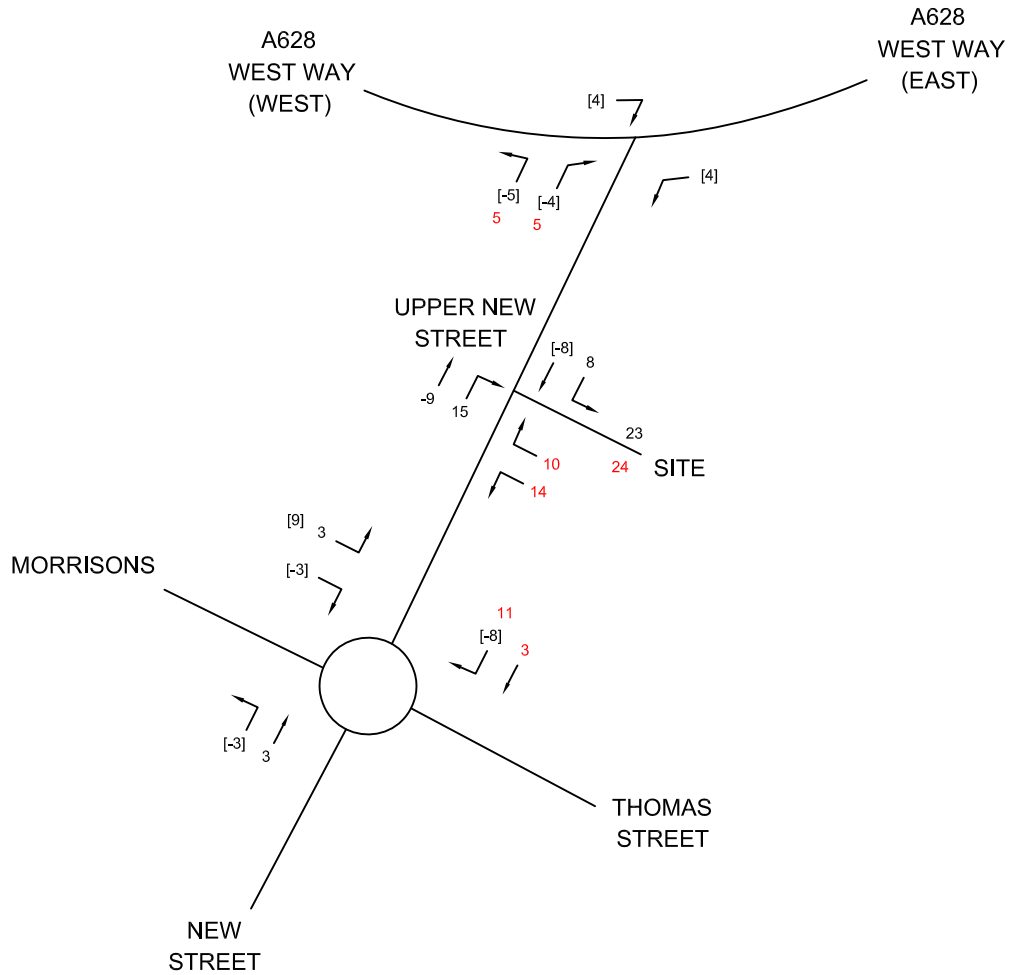
[] = Existing movement
 10 = Inbound trips
 10 = Outbound trips



Title McDONALD'S EXISTING TRIPS	
Scale	APPENDIX 15.2

Friday PM Peak

Saturday Peak



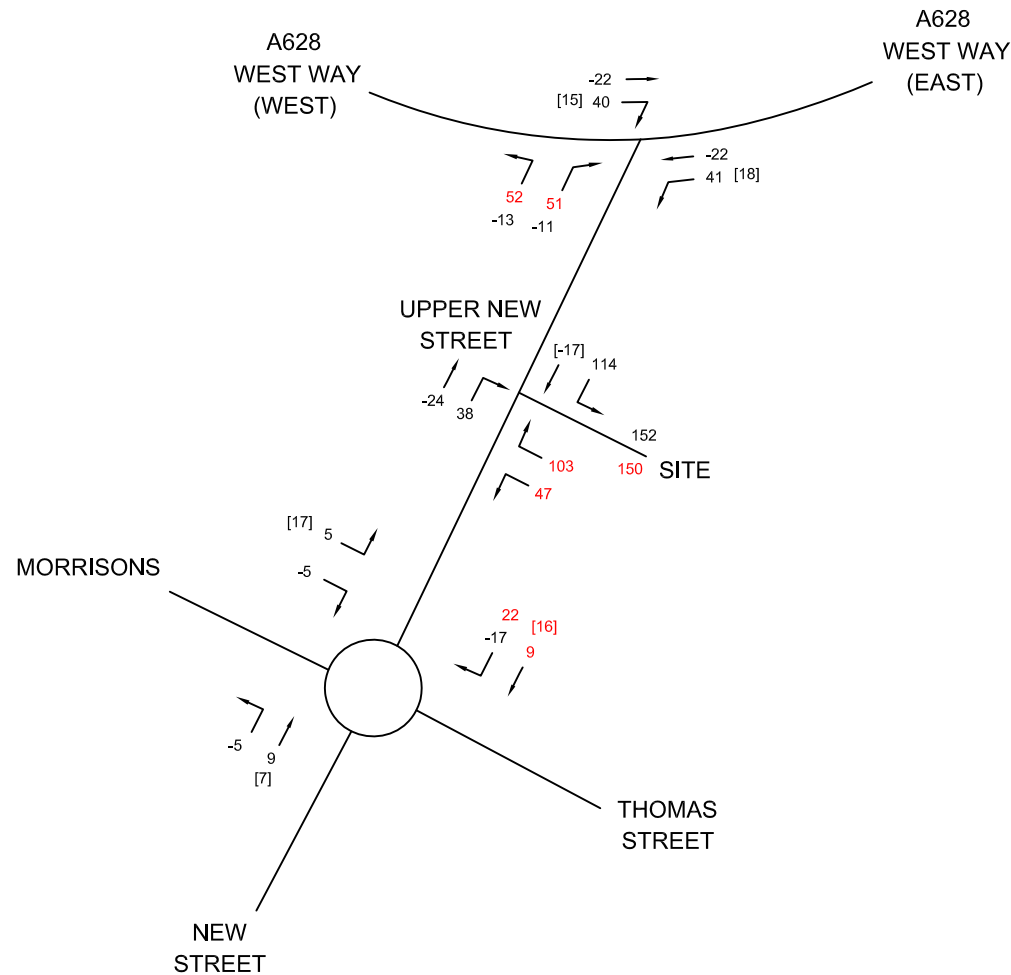
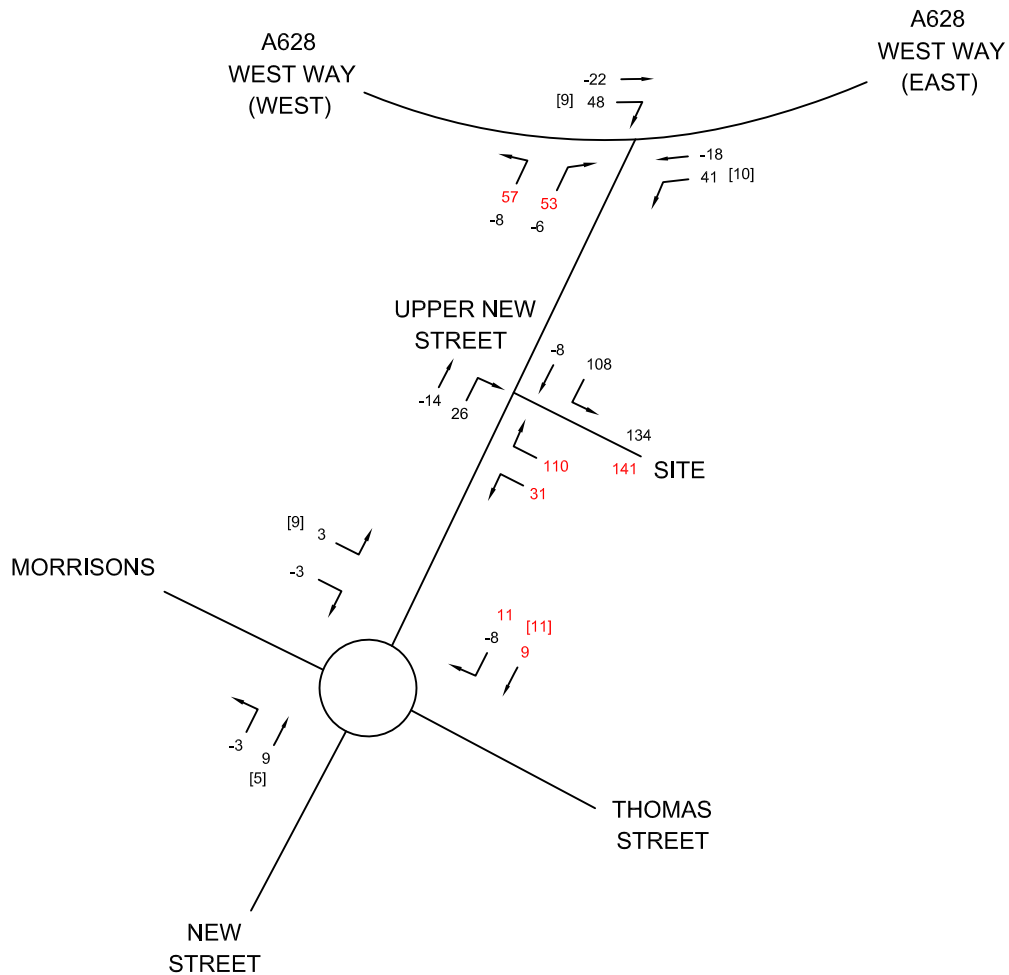
[] = Existing movement
 10 = Inbound trips
 10 = Outbound trips



Title McDONALD'S SHARED TRIPS	
Scale	APPENDIX 15.3

Friday PM Peak

Saturday Peak



[] = Existing movement
 10 = Inbound trips
 10 = Outbound trips

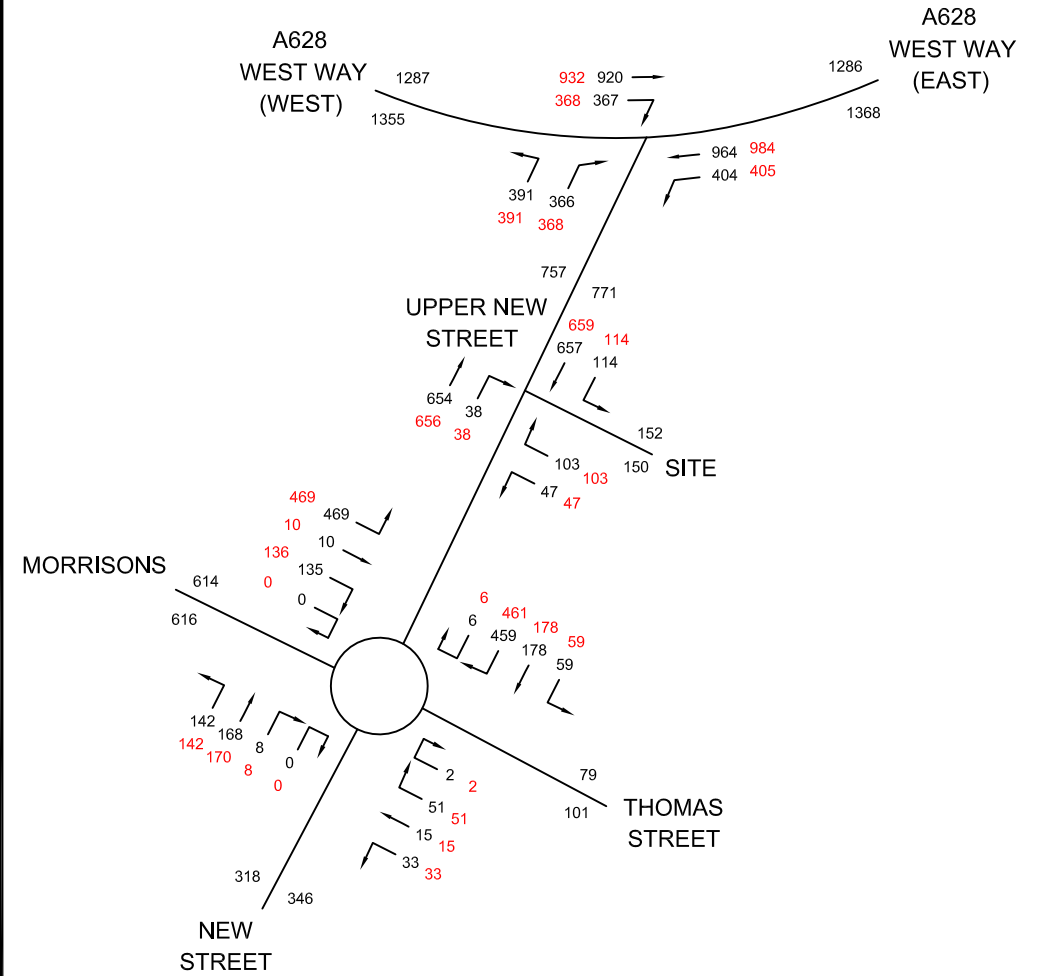
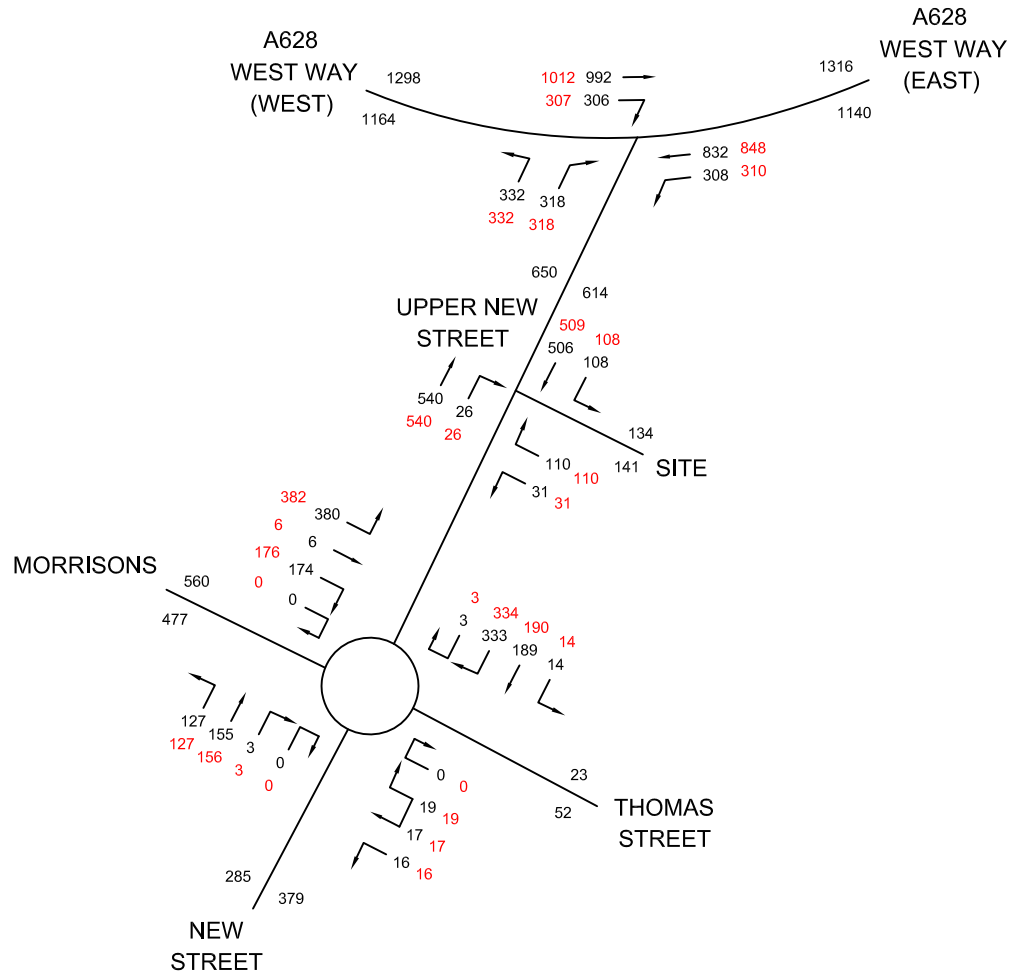


Title		McDONALD'S TOTAL TRIPS
Scale	APPENDIX 15.4	

2019 TOTAL FLOWS

Friday 16:00 - 17:00

Saturday 11:00 - 12:00



10 = Vehicle's
10 = PCU's

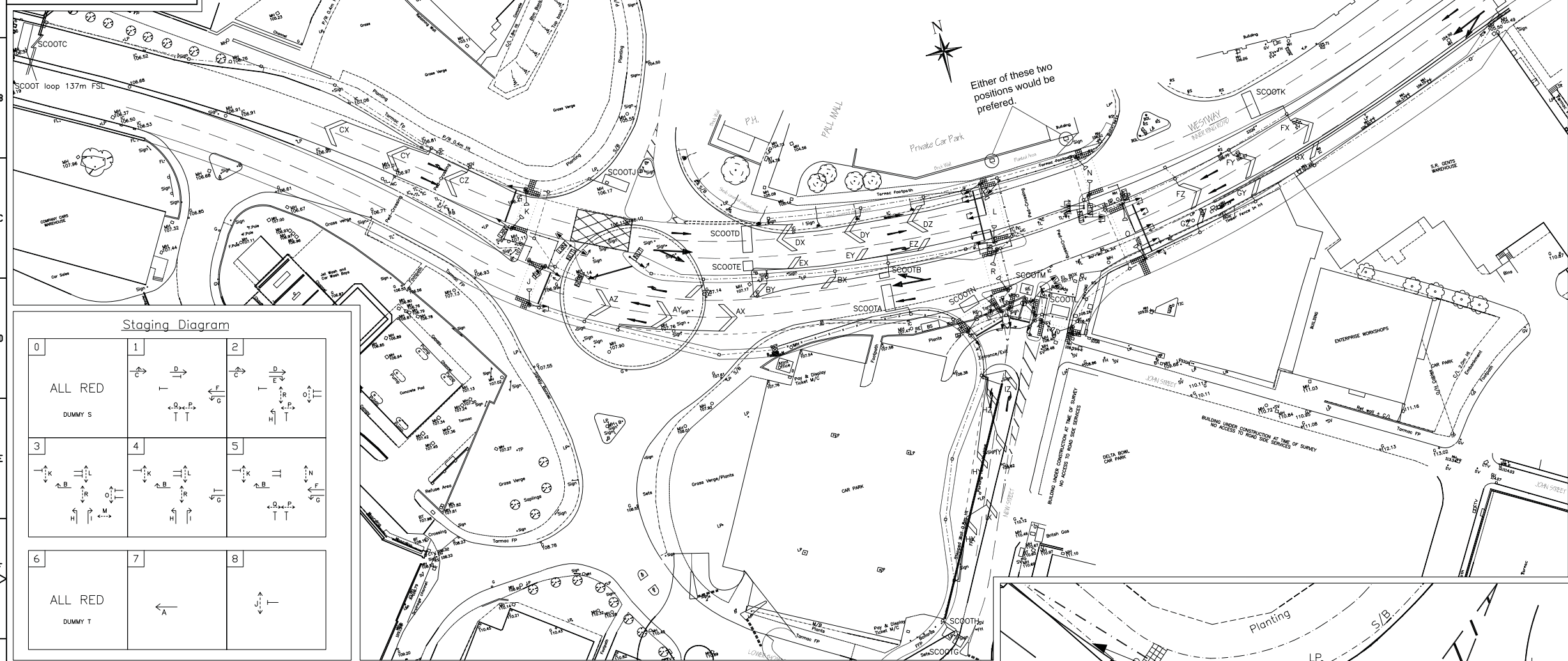


Title		2019 TOTAL FLOWS
Scale	APPENDIX 16.0	

LINSIG RESULTS

17.1	Junction Layout
17.2	2016 Survey Friday PM Peak
17.3	2016 Survey Saturday Peak
17.4	2019 Base Friday PM Peak
17.5	2019 Base Saturday Peak
17.6	2019 Total Friday PM Peak
17.7	2019 Total Saturday Peak

SECURITY CLASSIFICATION
STS63478



CONVENTIONS

- Cranked pole
- Signal pole

VEHICLE SIGNAL HEADS

- Fitted with shallow cowls
- Fitted with deep cowls
- Fitted with extended side cowls
- Fitted with green arrow lens
- Fitted with green arrow filter unit

PEDESTRIAN SIGNAL HEADS

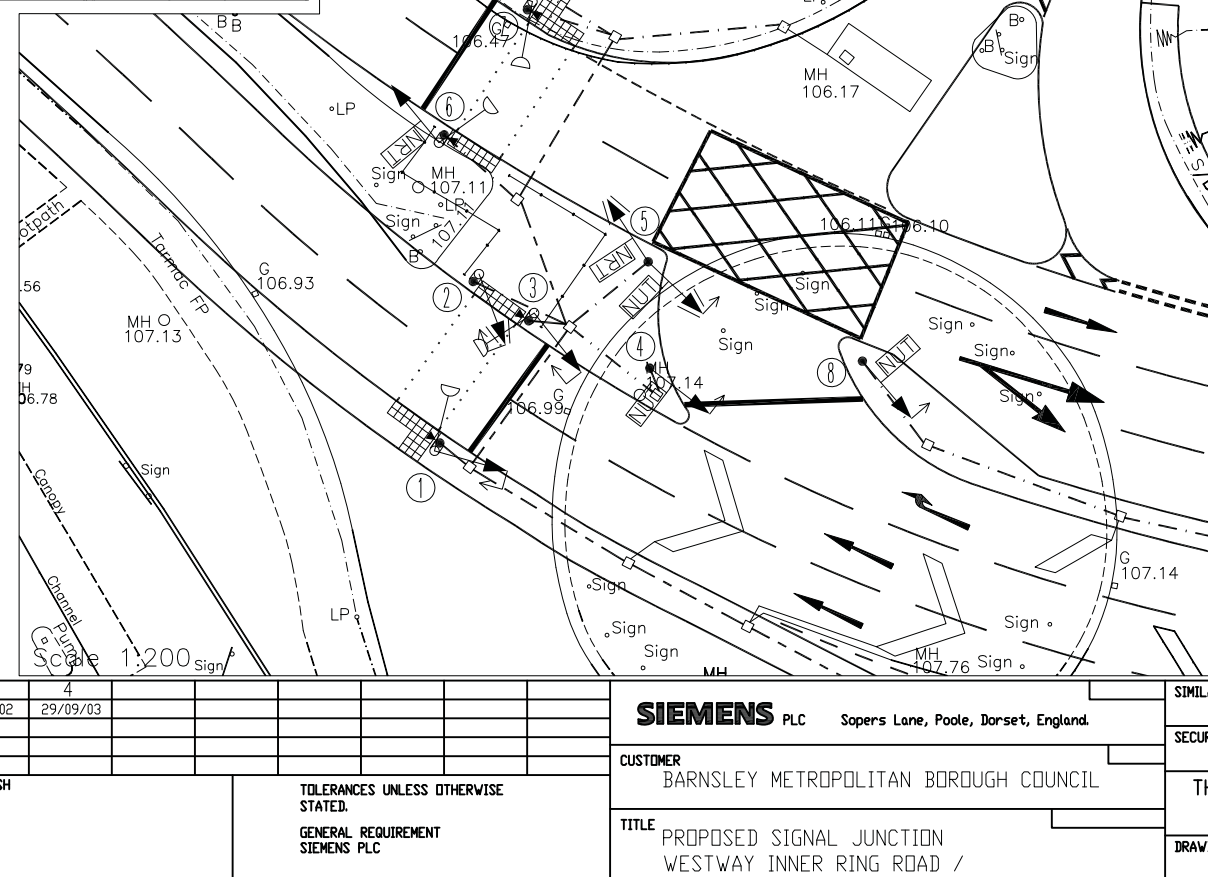
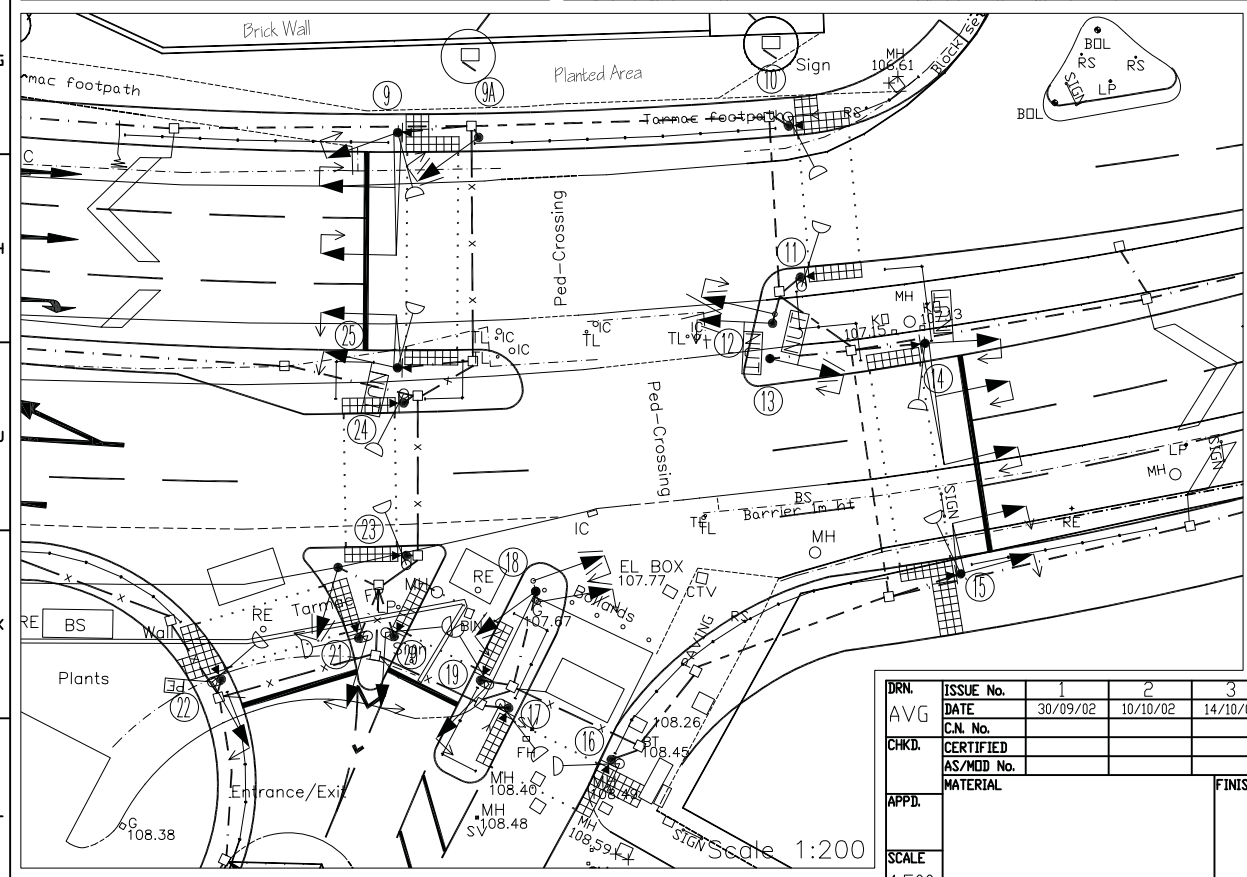
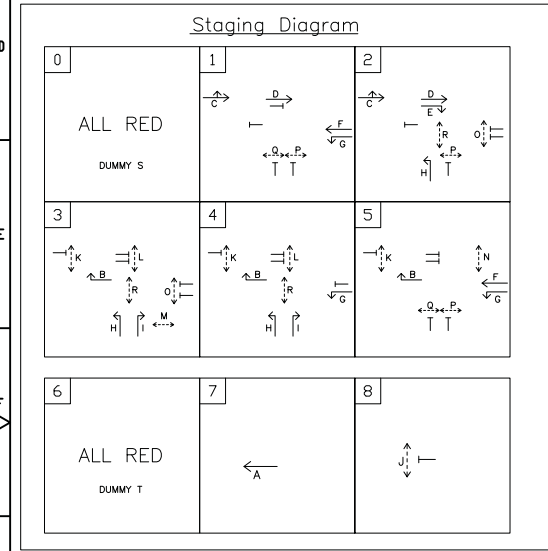
- Standard cowls

REGULATORY SIGNS

- Internally illuminated
- NRT No right turn
- NLT No left turn
- TL Turn left
- TR Turn right
- AO Ahead only
- NUT No 'U' turn
- Pedestrian push button and wait indicator
- Infra Red Detector
- Photo cell
- Control unit or equipment cabinet
- Electricity Supply Pillar ("Haldo 210")
- B.T. Pillar
- Presence detector
- Passage detector
- Visrail Railing
- 1 No. Polyethelene 100mm duct
- 2 No. Polyethelene 100mm duct
- 3 No. Polyethelene 100mm duct
- 4 No. Polyethelene 100mm duct
- Large access box 600mm x 600mm
- Small access box 450mm x 450mm

NOTES

- Carriageway markings to be laid in accordance with "The Traffic Signs Regulations and General Directions 1994"
- Poles 9, 14, 15 and 25 are mast arms with signal heads being an LED head type.
- Low voltage push buttons with tactile units and the swan necked signal poles (Mallite).
- Jointless cranked signal pole formed from a single tube, galvanised with a DU PONT, Abcite thermoplastic powder coating in gray.
- Issue 2, two extra mast arms added as well as slot cutting altered.
- Issue 3, two extra primary signals added to mast arms 14 and 9.



APPENDIX 17.1 JUNCTION LAYOUT

DRN	ISSUE No.	1	2	3	4
AVG	DATE	30/09/02	10/10/02	14/10/02	29/09/03
CHKD.	C.N. No.				
	CERTIFIED				
APPD.	AS/MOD No.				
	MATERIAL				
SCALE	FINISH				
1:500					

SIEMENS PLC Sopers Lane, Poole, Dorset, England.

CUSTOMER
BARNSELY METROPOLITAN BOROUGH COUNCIL

TOLERANCES UNLESS OTHERWISE STATED.
GENERAL REQUIREMENT
SIEMENS PLC

TITLE
PROPOSED SIGNAL JUNCTION
WESTWAY INNER RING ROAD /
NEW STREET

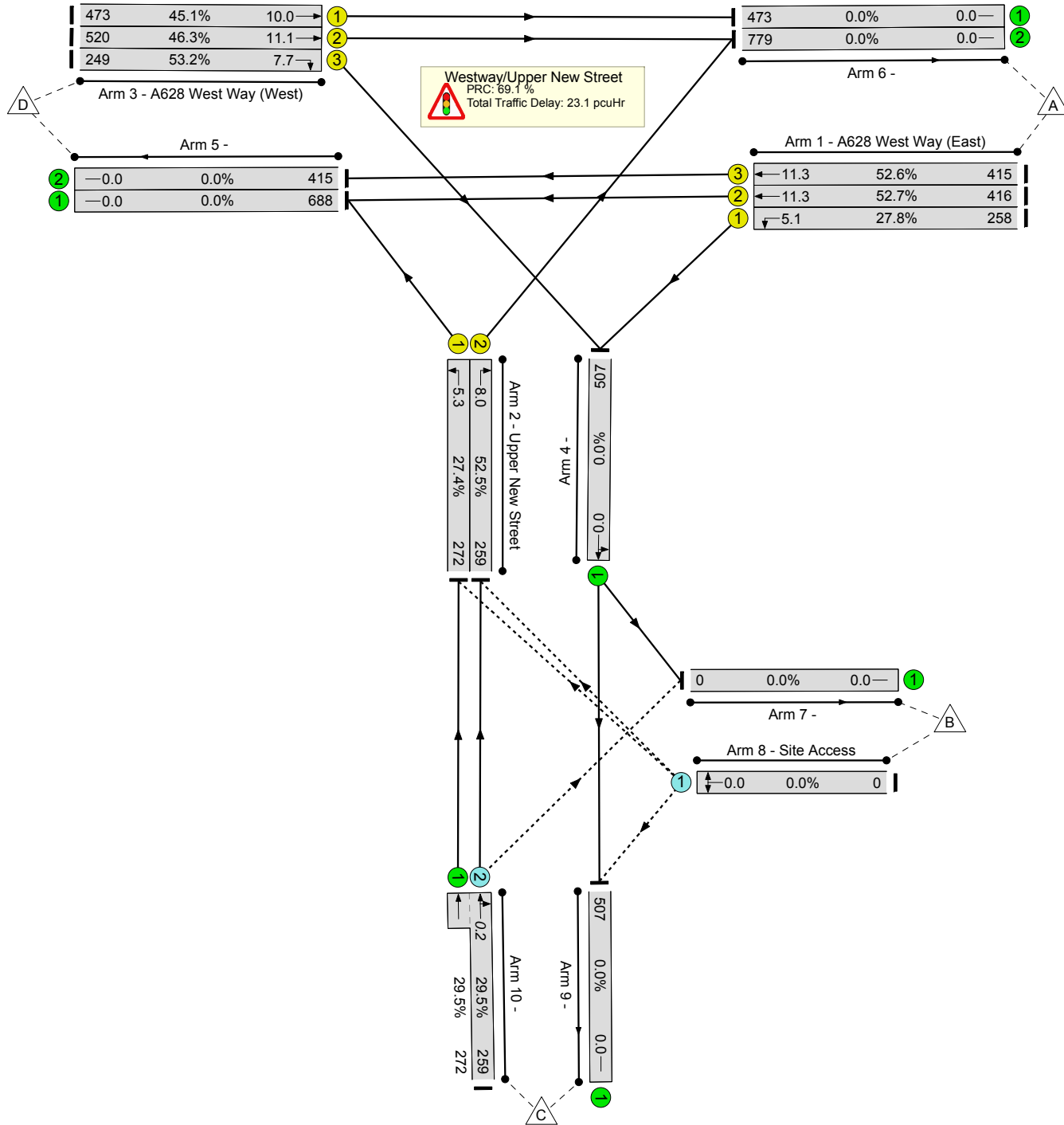
SIMILAR TO

SECURITY CLASSIFICATION

THIS DRAWING HAS AN AUTOCAD COMPUTER MASTER.

DRAWING NUMBER
STS63478

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Project Name
McD's Upper New Street

Company
ADL TRAFFIC ENGINEERING LTD

Address
 ADL HOUSE, OAKLANDS BUSINESS PARK,
 YATE BS37 5NA

Author	Date	Scale
	16 Jan 2017	NTS

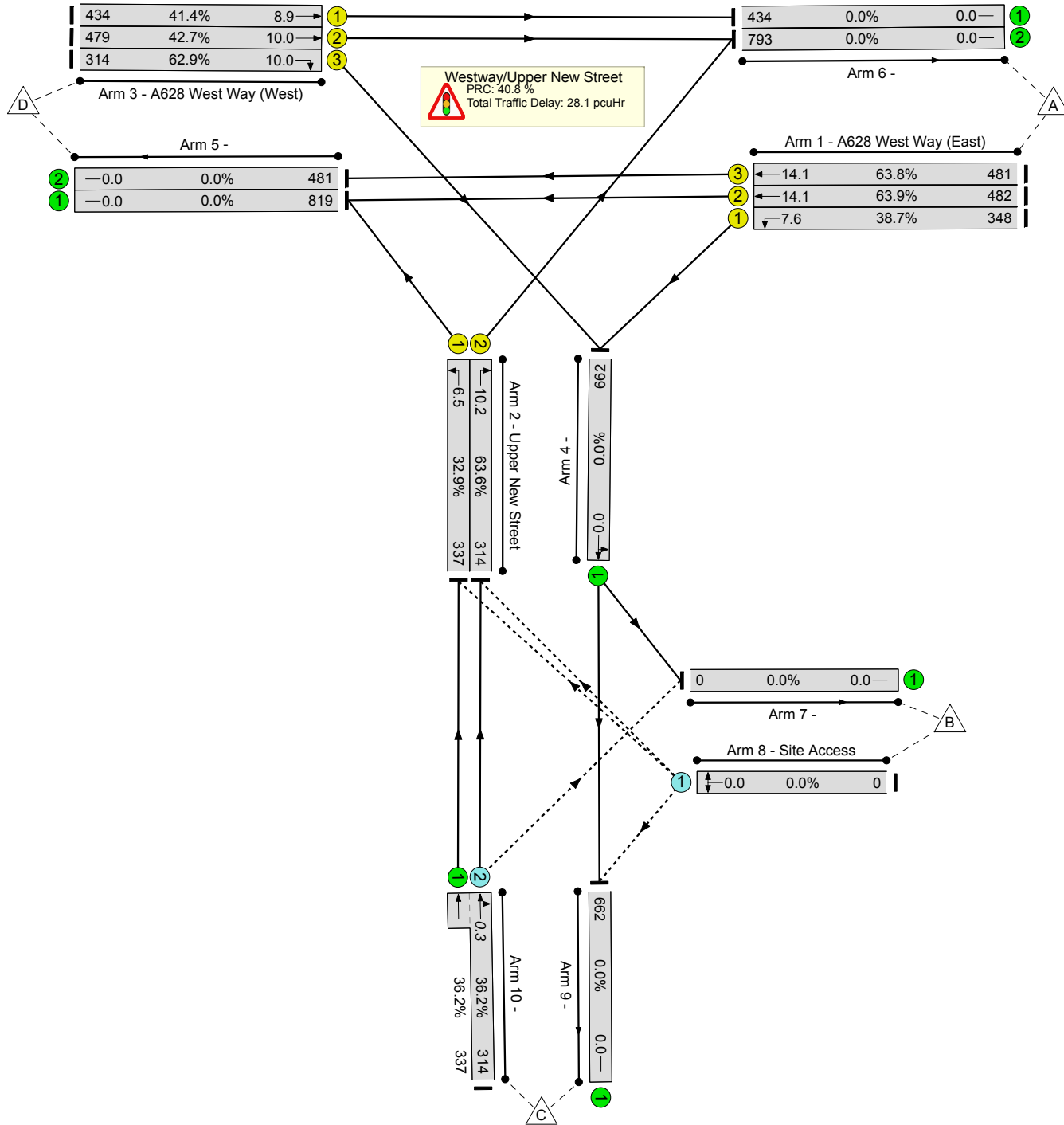
Project Location

Project Title
2016 SURVEYED - PM PEAK HOUR

Drawing Title
Network Layout

APPENDIX 17.2
2016 SURVEYED FRIDAY PM PEAK

FileName
 New LinSig Model 1.lsg3x



Project Name

McD's Upper New Street

Company

ADL TRAFFIC ENGINEERING LTD

Address

ADL HOUSE, OAKLANDS BUSINESS PARK,
YATE BS37 5NA

Author	Date	Scale
	16 Jan 2017	NTS

Project Location

Project Title

2016 SURVEYED - SATURDAY PEAK HOUR

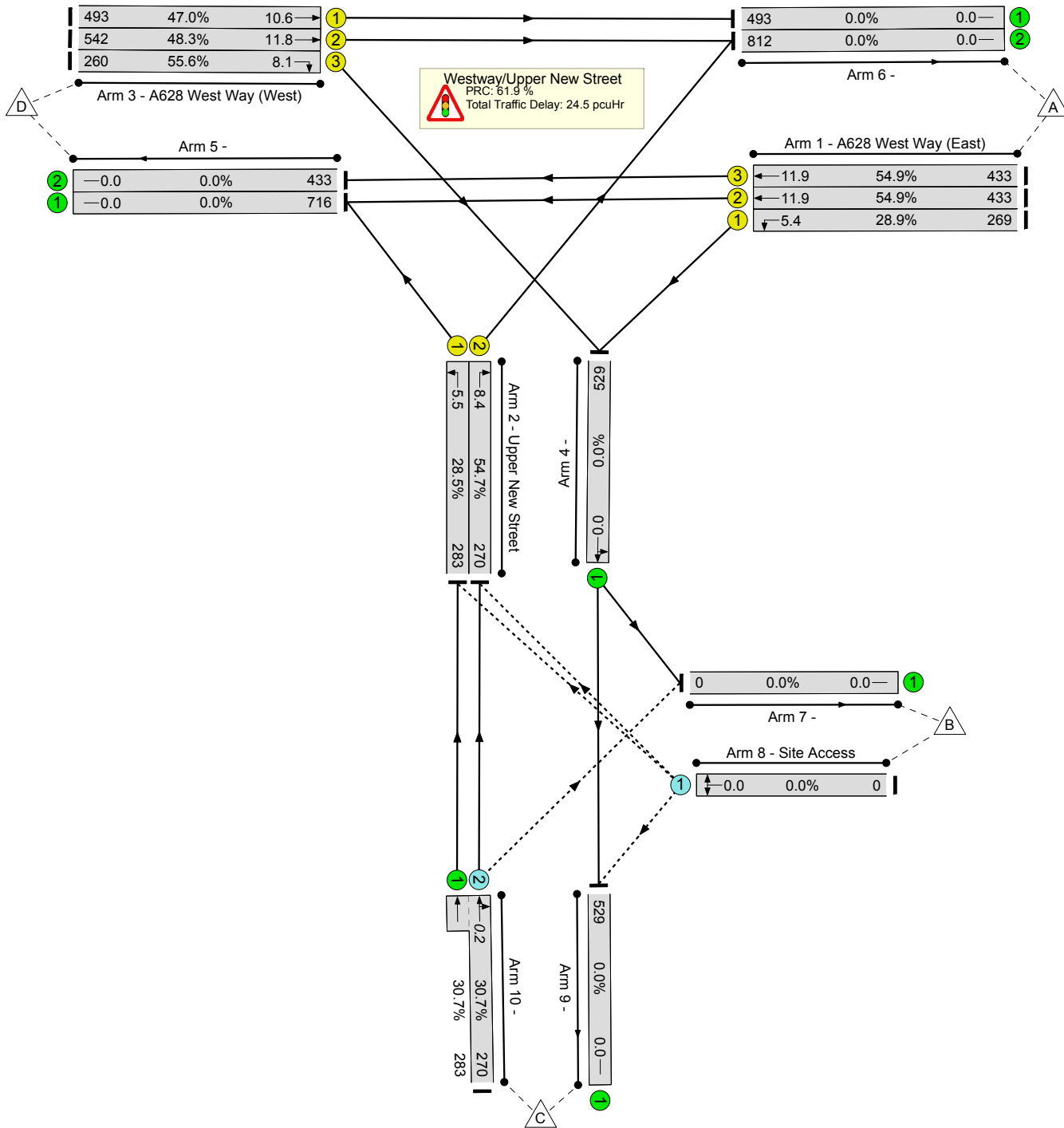
Drawing Title

Network Layout

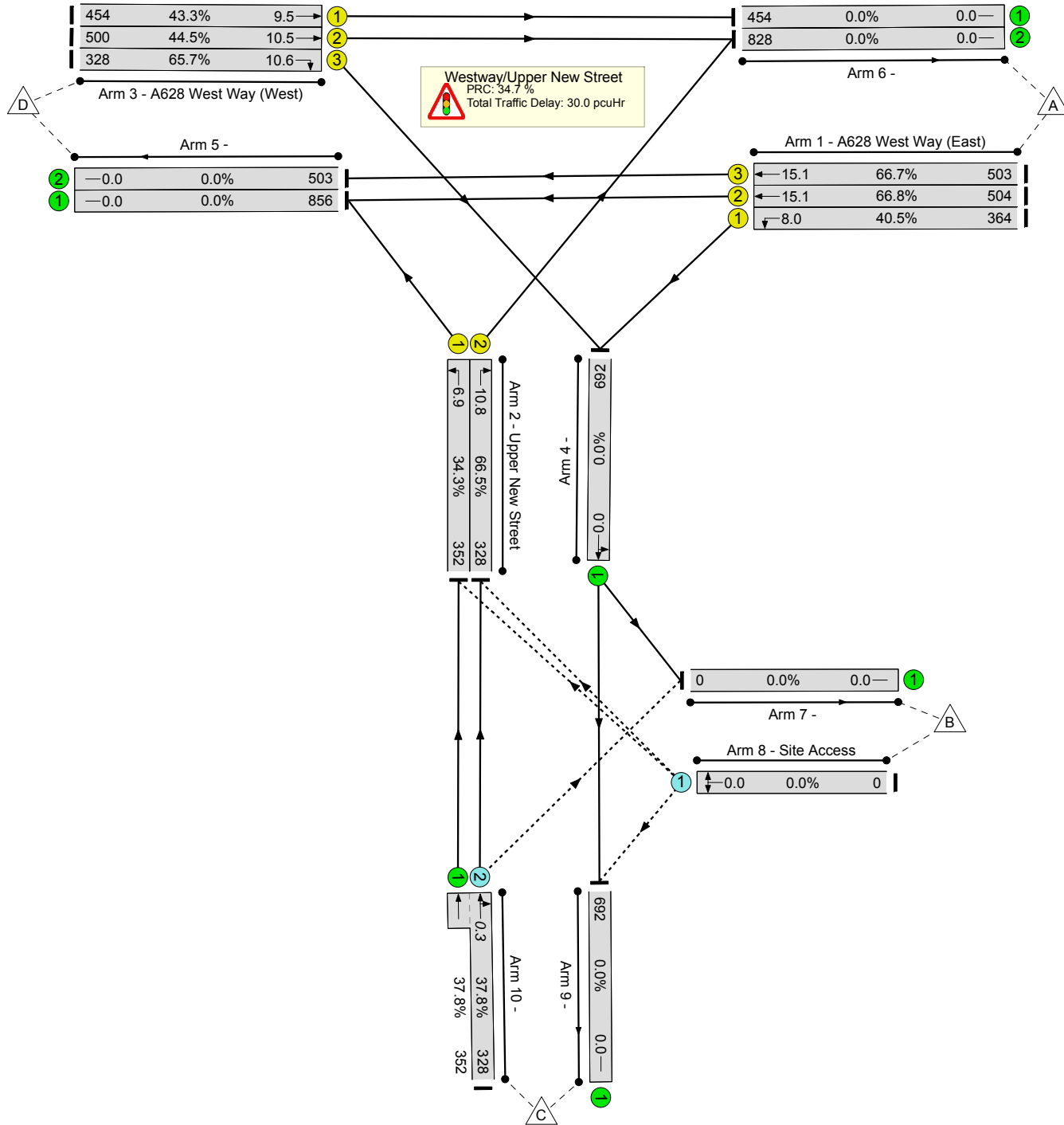
APPENDIX 17.3 2016 SURVEYED SATURDAY PEAK

FileName

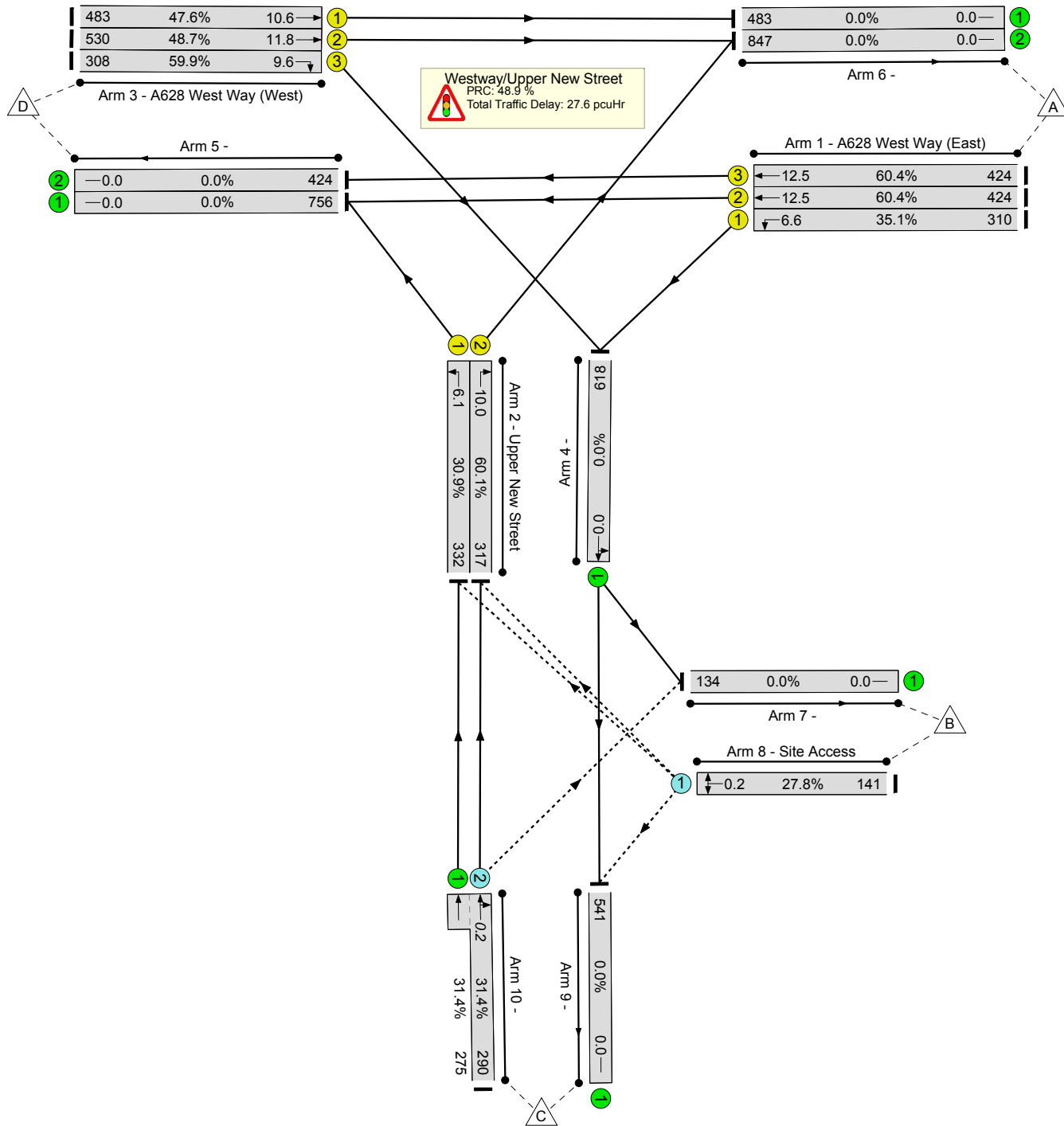
New LinSig Model 1.lsg3x



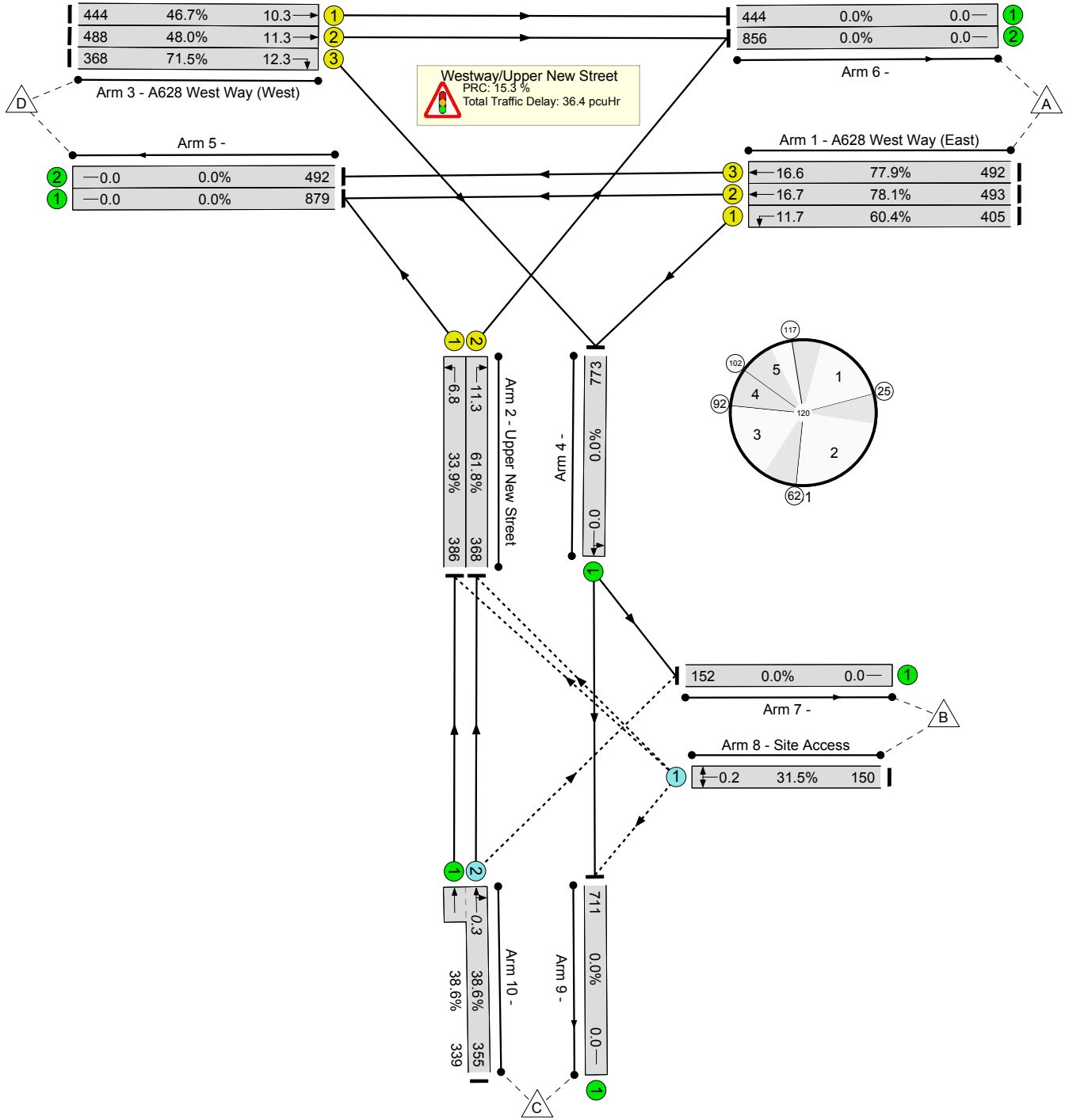
Project Name		
McD's Upper New Street		
Company		
ADL TRAFFIC ENGINEERING LTD		
Address		
ADL HOUSE, OAKLANDS BUSINESS PARK, YATE BS37 5NA		
Author	Date	Scale
	16 Jan 2017	NTS
Project Location		
Project Title		
2019 BASE - PM PEAK HOUR		
Drawing Title		
Network Layout		
APPENDIX 17.4		
2019 BASE FRIDAY PM PEAK		
FileName		
New LinSig Model 1.lsg3x		



Project Name		
McD's Upper New Street		
Company		
ADL TRAFFIC ENGINEERING LTD		
Address		
ADL HOUSE, OAKLANDS BUSINESS PARK, YATE BS37 5NA		
Author	Date	Scale
	16 Jan 2017	NTS
Project Location		
Project Title		
2019 BASE - SATURDAY PEAK HOUR		
Drawing Title		
Network Layout		
APPENDIX 17.5 2019 BASE SATURDAY PEAK		
FileName		
New LinSig Model 1.lsg3x		



Project Name		
McD's Upper New Street		
Company		
ADL TRAFFIC ENGINEERING LTD		
Address		
ADL HOUSE, OAKLANDS BUSINESS PARK, YATE BS37 5NA		
Author	Date	Scale
	16 Jan 2017	NTS
Project Location		
Project Title		
2019 TOTAL - PM PEAK HOUR		
Drawing Title		
Network Layout		
APPENDIX 17.6		
2019 TOTAL FRIDAY PM PEAK		
FileName		
New LinSig Model 1.lsg3x		



Project Name
McD's Upper New Street

Company
ADL TRAFFIC ENGINEERING LTD

Address
 ADL HOUSE, OAKLANDS BUSINESS PARK,
 YATE BS37 5NA

Author	Date	Scale
	24 Jan 2017	NTS

Project Location

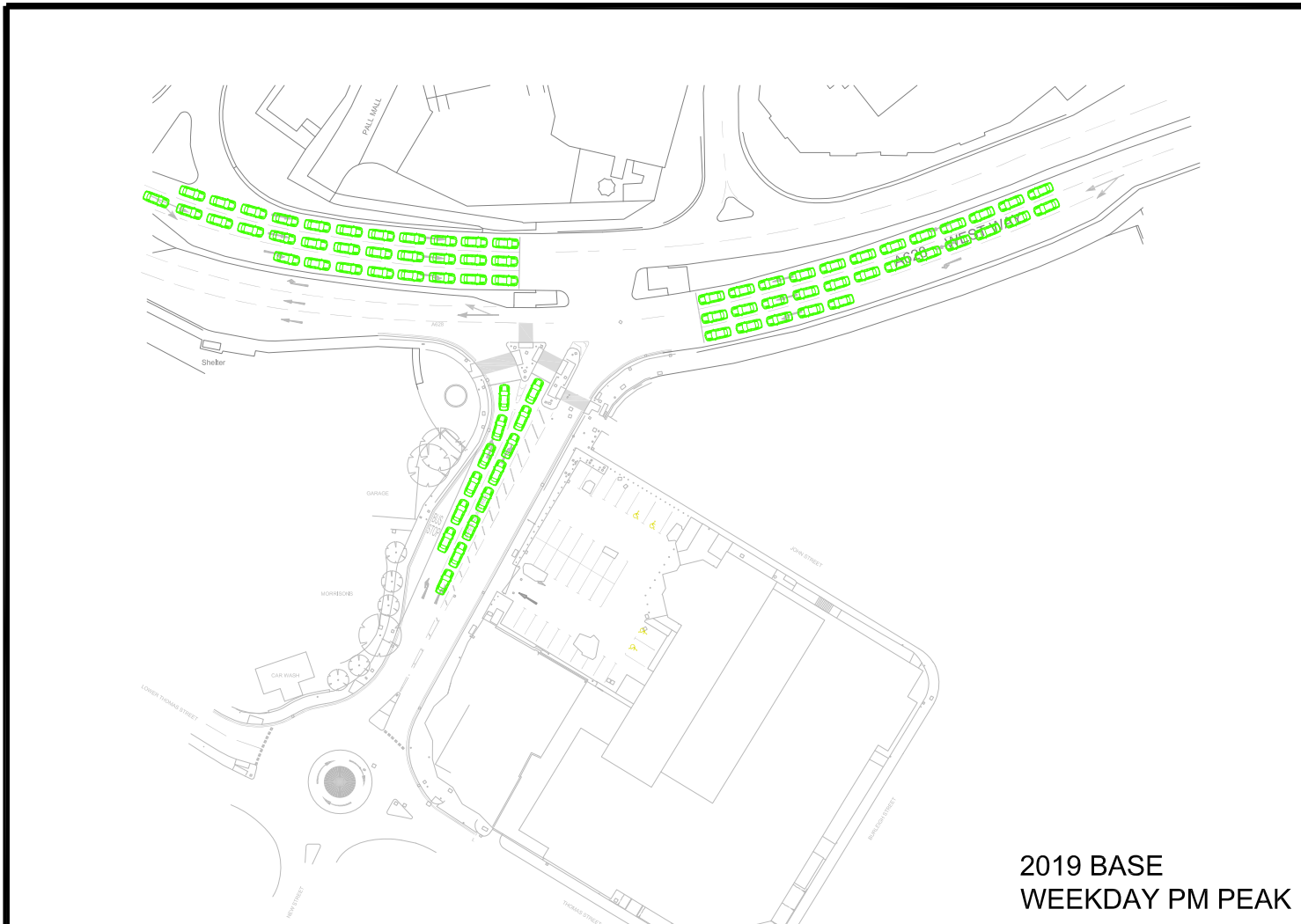
Project Title
2019 TOTAL - SATURDAY PEAK HOUR

Drawing Title
Network Layout

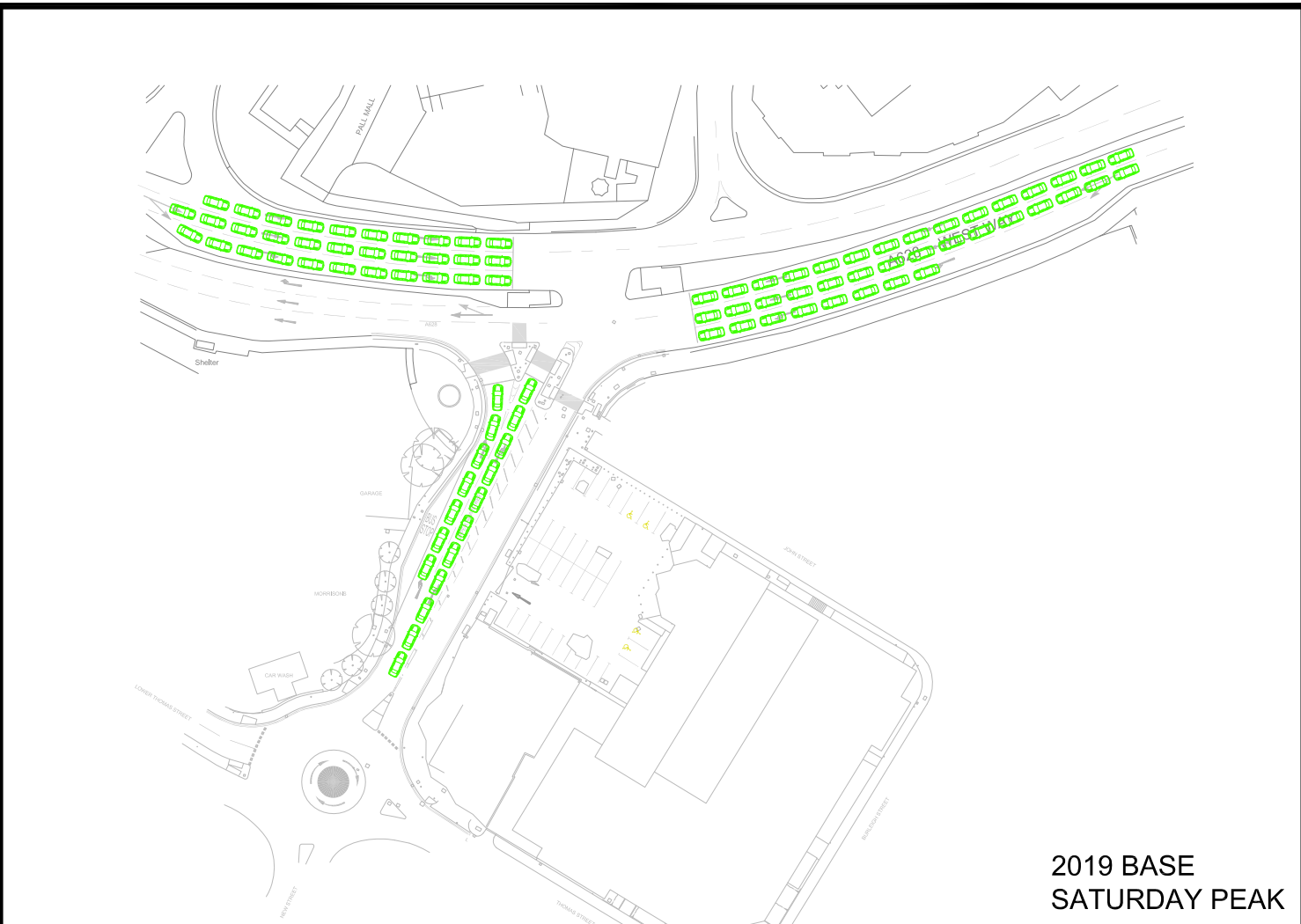
APPENDIX 17.7
2019 TOTAL SATURDAY PEAK

FileName
 New LinSig Model 1 - Saturday Peak.lsg3x

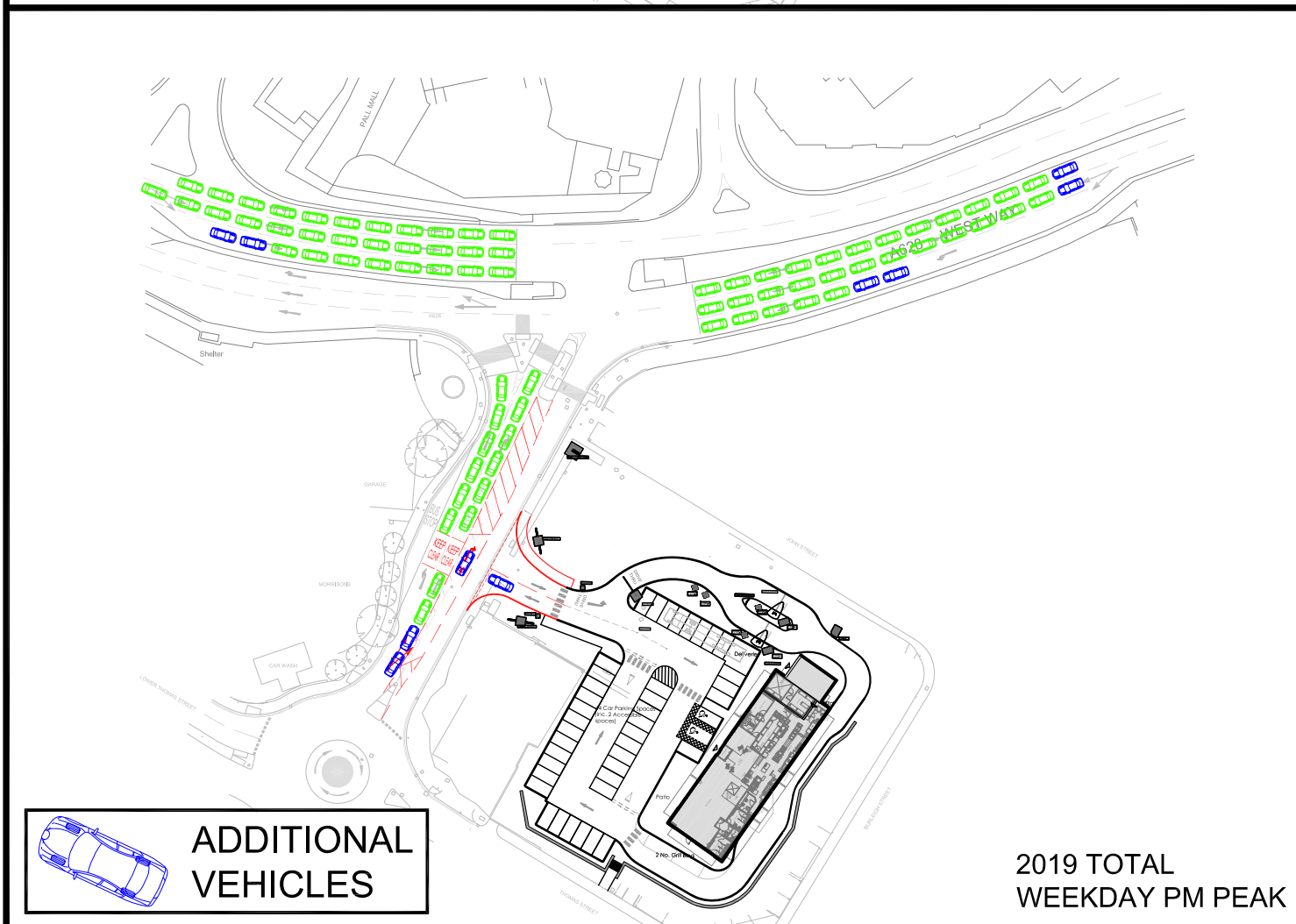
QUEUE ASSESSMENT



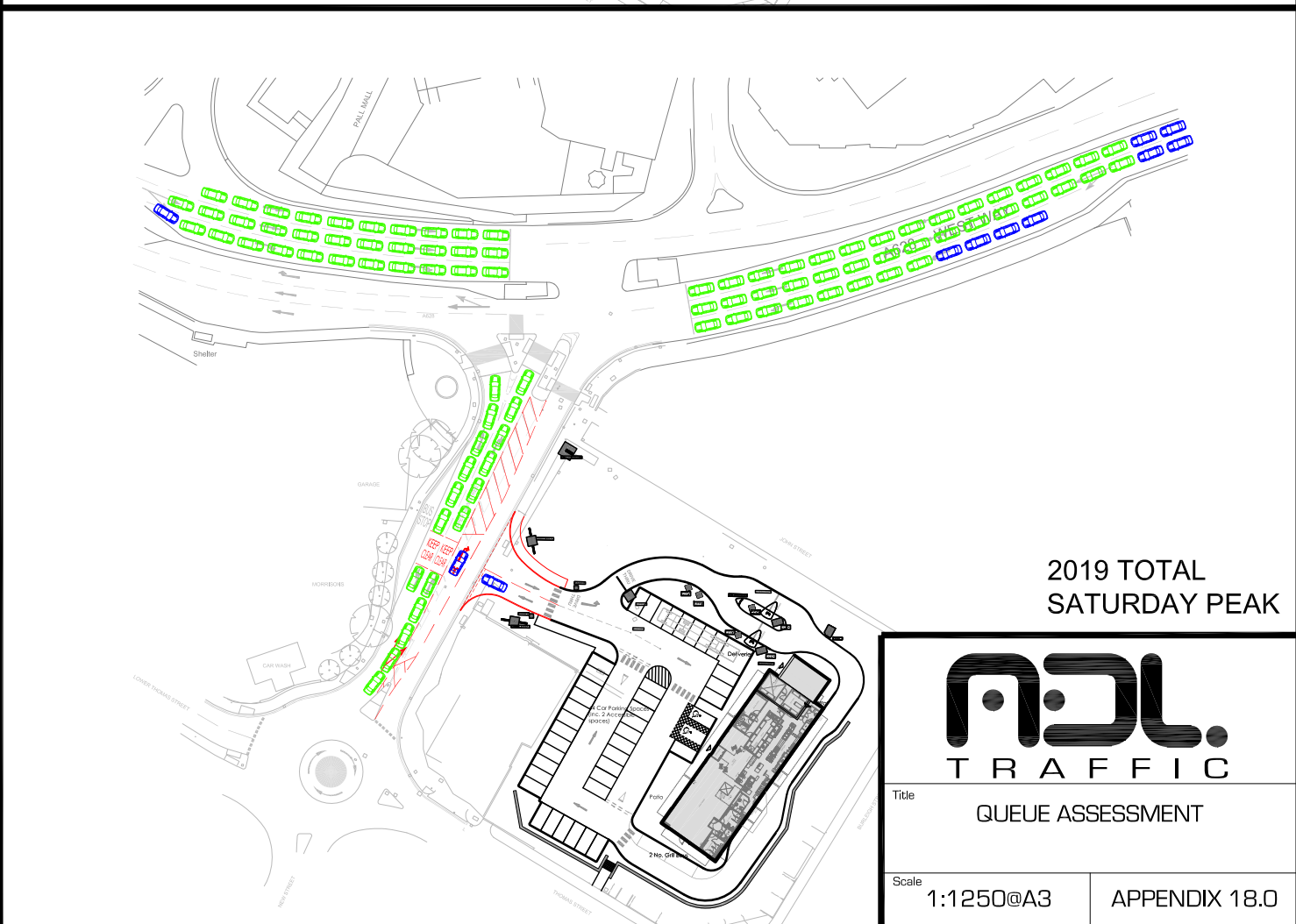
2019 BASE
WEEKDAY PM PEAK



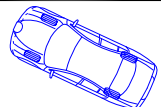
2019 BASE
SATURDAY PEAK



2019 TOTAL
WEEKDAY PM PEAK



2019 TOTAL
SATURDAY PEAK

 **ADDITIONAL
VEHICLES**

n.d.l. TRAFFIC	
Title QUEUE ASSESSMENT	
Scale 1:1250@A3	APPENDIX 18.0