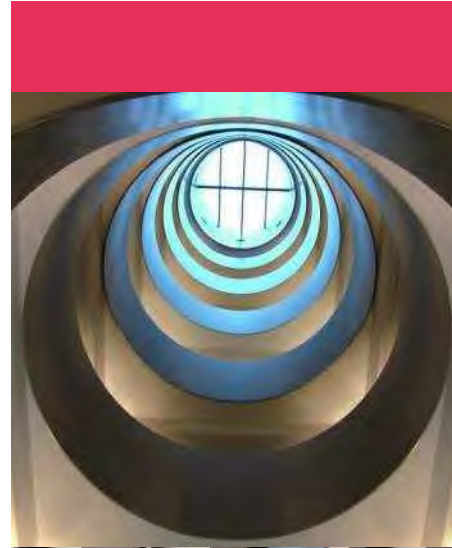


Tesco Parrs Wood

Transport Assessment

Curtins Ref: 76118-CUR-XX-XX-T-TP-00004
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Client Name: Dandara Living



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

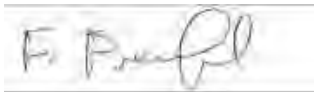
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Author	Signature	Date
Lynnie Ler MEng (Hons) Transport Planner		05 May 2022
Fred Frempong BSc (Hons) MSc MCIHT Principal Transport Planner		05 May 2022

Reviewed	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Business Unit Director		05 May 2022

Authorised	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Business Unit Director		05 May 2022

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Dandara Living Developments Ltd to provide transport and highways advice in relation to a proposed residential development located at Tesco Car Park, Parrs Wood Lane, East Didsbury, Manchester M20 5NP. The site is within the jurisdiction of Manchester City Council (MCC).
- 1.1.2 The proposed development comprises 75 build to rent (BTR) apartments with a mixture of 1, 2 and 3-bedroom homes across 5 floors above ground, with 20% Discounted Market Rent. Ancillary flexible community use is proposed on the ground floor totalling c. 53sqm net internal area (NIA). The proposed site layout is provided in **Appendix A** to the rear of this report.
- 1.1.3 In order to enable the development, the proposals would remove 94 existing spaces from the Tesco Superstore car park, leaving 237 spaces for Tesco customers. This report demonstrates that there would be sufficient spaces for Tesco customers.
- 1.1.4 Dandara Living's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including East Didsbury Metrolink station, East Didsbury rail station and several local bus stops for journeys further afield. The flexible community use would be accessible on foot for residents of the development and the local community within walking distance of the site.
- 1.1.5 Dandara Living recognises that some residents may still require access to a car. The development proposals therefore include 36 car parking spaces located on the ground floor, providing parking for nearly half of the apartments. The parking includes a proportion of accessible and electric vehicle spaces, visitor parking, and a Car Club space inclusive of 1 vehicle to promote shared transport. There are also 3 motorcycle parking spaces. There would also be 75 cycle parking spaces within a secure, covered cycle store on the ground floor for residents, and a further 12 short-stay cycle parking spaces for visitors.

1.2 Planning History

- 1.2.1 In 2017, a planning application (Manchester City Council ref: 118206/FO/2017) was submitted for the site for the *“erection of a two-storey restaurant/hot food takeaway (Class A5/Class A3 use) with basement, car parking (including electric charging bays), landscaping including new pedestrian access and associated works”*. It is understood that the outlet proposed was a McDonald's restaurant. The application was supported by a Transport Assessment (referred to as the '2017 TA') and a Travel Plan.

- 1.2.2 The planning application did not receive support from the Planning and Highways Committee due to the potential detrimental impacts of traffic movements on pedestrian and highway safety at junctions local to the site. The application was subsequently withdrawn.

1.3 Purpose of Report

- 1.3.1 This Transport Assessment (TA) has been prepared to accompany the planning application and inform Highway Officers at MCC and Transport for Greater Manchester (TfGM) with regard to the development proposals and their potential impact on the surrounding area from a transport and highways perspective.
- 1.3.2 An accompanying Interim Travel Plan (**Document Reference: 76118-CUR-XX-XX-T-TP-00005**) has also been prepared as part of the planning submission, which aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.

1.4 Scope of Report

- 1.4.1 Initial pre-application discussions led by Dandara Living were held with the planning team at MCC (as the Local Planning Authority) between March 2021 and August 2021. Given the planning history at the site, the LPA emphasised the need to understand highways impact and safety, as a consequence of the proposed development, as well as the impact of losing car parking spaces currently available to Tesco customers and the adequacy of the remaining car park.
- 1.4.2 Subsequent pre-application discussions led by Curtins were held with the highways team at MCC (as the Local Highway Authority). In September 2021, Curtins submitted a Transport Scoping Report (**Document Reference: 76118-CUR-00-XX-RP-TP-003**) and proposed that the TA should include:
- Details of the existing situation, access arrangements and baseline conditions;
 - Review of the accessibility of the site by all modes of travel including walking, cycling and public transport;
 - Audit of pedestrian and cycle routes to key destinations in the vicinity of the site, focusing on highway safety;
 - Review of local highway safety record in the vicinity of the site for the most recent five-year period available;
 - Summary of relevant transport planning policy;
 - Details of the development proposals, access, parking and servicing arrangements;
 - Details of the proposed car park management strategy; and
 - An assessment of the traffic generation and vehicular trips generated by the proposals, and its impacts on junction capacity in the surrounding area.
- 1.4.3 The scope of the TA was agreed with MCC Highways and TfGM in a response received on 6th October 2021. This response is included in **Appendix B** to the rear of this report.

- 1.4.4 Traffic surveys comprising turning counts and queue lengths were surveyed in accordance with the request from TfGM. The surveys were undertaken in September 2021 during school term time; it is noted that no COVID-19 restrictions or roadworks in the study area were in place at the time of the survey. The traffic impact assessment includes all junctions that were surveyed in accordance with the request from TfGM, due to the inter-linked nature of the traffic signals.
- 1.4.5 This report has been prepared in line with the agreed scope and responds to the points raised by MCC and TfGM and to demonstrate the suitability of the development proposals in this location.
- 1.4.6 It is noted that the Transport Scoping Report was based on the development proposals at that time. Since the Transport Scoping Report was submitted, the scheme evolved in response to feedback from Manchester City Council and from public consultation exercises. The main changes since the Transport Scoping Report was submitted include:
- A reduction in height of the building from 6 floors above ground to 5 floors above ground (with an associated reduction in the number of homes from 88 to 75);
 - An increase in affordable homes (Affordable Private Rent) from 10% to 20%;
 - An increase in car parking provision from 45% to 48%; and
 - The introduction of two visitor parking spaces and a Car Club space inclusive of 1 vehicle for shared use.
- 1.4.7 These are all positive changes that respond to feedback received and do not change the fundamentals of the Transport Scoping Report.
- 1.4.8 Notwithstanding, the latest development proposals were presented to MCC Highways and TfGM in April 2022 prior to the submission of the planning application. Summary information relating to parking, road safety and traffic impacts was shared with MCC Highways and TfGM with feedback invited pre-application. This information clarified the number of existing and proposed parking spaces at the Tesco Superstore as a result of the latest development proposals. The response received to this latest information on 21st April 2022 was that 100% on-site parking provision would be required. This request contradicts earlier pre-application comments received from MCC on 6th October 2021, which stated:
- “The development proposes 40 car parking spaces (45% parking provision). This provision is acceptable.”*
- 1.4.9 The latest request for 100% on-site parking is unsubstantiated with no commentary or justification provided. The request is also contrary to MCC’s current position in relation to climate change as stated in the Manchester City Council Climate Change Action Plan 2020 – 2025, with an excerpt from the plan as follows:

“The Council has a wide range of policy-making and regulatory functions. Many of these already help to incentivise and encourage low carbon behaviours and activities. In order for the Council and the city to meet the targets that have been set we will need to ensure that all key decisions the Council makes and policies and procedures we implement support this ambition.”

- 1.4.10 On the basis that 100% on-site parking in a highly accessible location would neither incentivise modal shift away from private cars nor support the prioritisation of active and sustainable journeys, the request is not recognised; although Dandara Living has increased parking provision where feasible, and this TA has been prepared on the basis of 48% parking provision. This level of provision is a slight increase to the previous level of provision supported by MCC as the local highway authority, and is fully justified in this TA.

1.5 Structure of the Report

- 1.5.1 Following this introduction, **Section 2** of the report provides a description of the existing site location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users. **Section 2** also reviews the local area in terms of highway safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.5.2 The development proposals summarised in **Section 3**, including the proposed parking provision and access arrangements. This section includes justification for the proposed level of car parking at the site.
- 1.5.3 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.
- 1.5.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, with **Section 6** providing details of the capacity assessments undertaken at the site access junction and four off-site junctions. **Section 6** also includes an assessment of highway safety at one of the main off-site junctions in the study area.
- 1.5.5 Relevant national and local transport policy is summarised in **Section 7**, and the report is summarised and concluded in **Section 8**.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 The site forms part of the Tesco Superstore car park at Parrs Wood c. 10km south of Manchester City Centre. The site is bound to the north by car parking facilities associated with the Tesco Superstore, to the east by the A34 Kingsway, to the south by the A5145 Parrs Wood Lane, and to the west by the access road into the Tesco Superstore and the Styal Railway Line which runs through south Manchester and north-east Cheshire beyond. The site is in close proximity to the East Didsbury Metrolink station, East Didsbury rail station, and several bus stops.

2.1.2 **Figure 2.1** below shows the site in a local context relating to the local highway network:

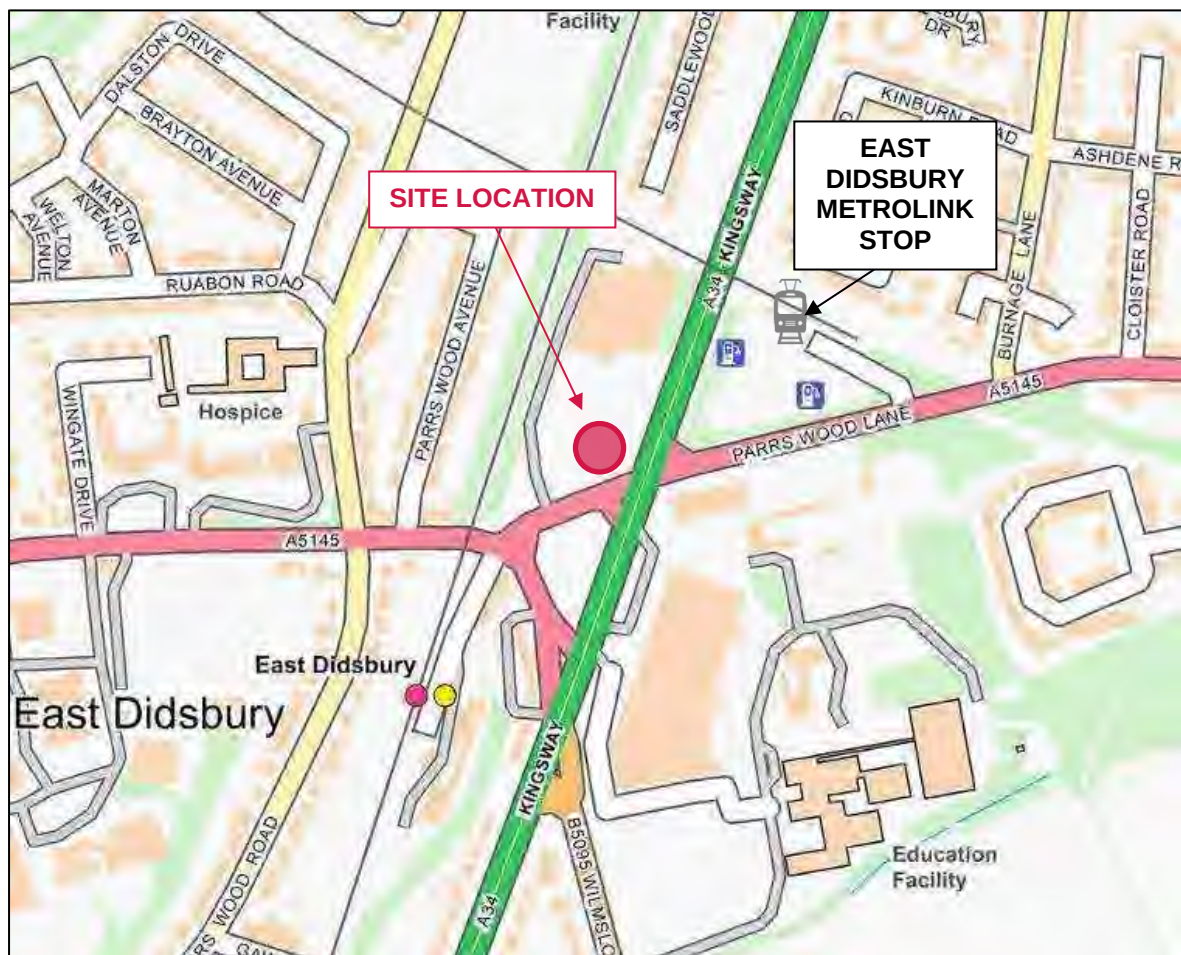


Figure 2.1 – Site Location in Relation to the Regional Highway Network
(Source: OS Maps, 2018)

2.2 Existing Use

2.2.1 The site forms part of the Tesco Superstore car park, therefore the existing use of the site is classed as food retail. The site area is c. 2,000sqm and is occupied by 57 car parking spaces and associated

landscaping. Notwithstanding, to accommodate access to the proposed development, the internal circulatory route within the car park would need to be moved further north, therefore removing an additional 37 car parking spaces (totalling 94 spaces).

- 2.2.2 Curtins commissioned a car park survey to be undertaken across the entire Tesco Superstore car park on Friday 17th September 2021 and Saturday 17th September 2021 between the hours of 07:00 – 19:00 and 08:00 – 18:00 respectively at 15-minute intervals, as Fridays are usually the busiest weekdays for supermarket traffic, and Saturday is a representative day for weekend supermarket traffic. The survey identified that there were 333 spaces within the entire car park. It is noted that no COVID-19 restrictions or roadworks on the adjacent highway network were in place at the time of the survey.
- 2.2.3 There are 19 additional spaces located to the north-west of the store for staff use only, resulting in a total of 352 spaces overall. However, a manual count of the parking spaces indicates there are only 331 available spaces. This is because one of the spaces included is under 2m-wide, which would not be practical for most average cars; and another car parking space is occupied by a trolley collection point.
- 2.2.4 As such, for robustness, the car park occupancy in the survey results is calculated against a visitor parking capacity of 331 spaces.
- 2.2.5 The results of the surveys are presented in **Table 2.1** below:

Time	Friday 17 th September 2021				Saturday 18 th September 2021			
	Arrivals	Departures	Occupied Spaces at End of Period	Max Occupancy*	Arrivals	Departures	Occupied Spaces at End of Period	Max Occupancy*
06:45 – 07:00			27	8%				
07:00 – 07:15	12	13	26	8%				
07:15 – 07:30	20	14	32	10%				
07:30 – 07:45	32	24	40	12%				
07:45 – 08:00	31	32	39	12%			35	11%
08:00 – 08:15	32	30	41	12%	24	20	39	12%
08:15 – 08:30	39	29	51	15%	31	18	52	16%
08:30 – 08:45	34	31	54	16%	29	30	51	15%
08:45 – 09:00	43	31	66	20%	34	21	64	19%
09:00 – 09:15	44	27	83	25%	38	36	66	20%
09:15 – 09:30	43	45	81	24%	47	48	65	20%
09:30 – 09:45	47	34	94	28%	52	28	89	27%
09:45 – 10:00	38	34	98	30%	63	43	109	33%

Time	Friday 17 th September 2021				Saturday 18 th September 2021			
	Arrivals	Departures	Occupied Spaces at End of Period	Max Occupancy*	Arrivals	Departures	Occupied Spaces at End of Period	Max Occupancy*
10:00 – 10:15	41	42	97	29%	51	60	100	30%
10:15 – 10:30	58	44	111	33%	62	52	110	33%
10:30 – 10:45	58	48	121	36%	70	51	129	39%
10:45 – 11:00	44	50	115	35%	67	73	123	37%
11:00 – 11:15	66	49	132	40%	63	48	138	42%
11:15 – 11:30	58	59	131	39%	53	64	127	38%
11:30 – 11:45	47	46	132	40%	62	66	123	37%
11:45 – 12:00	71	65	138	42%	75	68	130	39%
12:00 – 12:15	69	55	152	46%	65	61	134	40%
12:15 – 12:30	54	82	124	37%	57	68	123	37%
12:30 – 12:45	61	61	124	37%	80	69	134	40%
12:45 – 13:00	68	64	128	39%	63	64	133	40%
13:00 – 13:15	67	67	128	39%	55	72	116	35%
13:15 – 13:30	51	62	117	35%	49	60	105	32%
13:30 – 13:45	54	57	114	34%	62	59	108	33%
13:45 – 14:00	68	67	115	35%	55	57	106	32%
14:00 – 14:15	69	50	134	40%	56	54	108	33%
14:15 – 14:30	55	59	130	39%	55	62	101	31%
14:30 – 14:45	70	60	140	42%	55	53	103	31%
14:45 – 15:00	62	74	128	39%	69	46	126	38%
15:00 – 15:15	60	63	125	38%	45	76	95	29%
15:15 – 15:30	67	71	121	36%	62	58	99	30%
15:30 – 15:45	66	49	138	42%	50	57	92	28%
15:45 – 16:00	60	67	131	39%	61	51	102	31%
16:00 – 16:15	49	55	125	38%	74	57	119	36%
16:15 – 16:30	57	66	116	35%	45	79	85	26%
16:30 – 16:45	54	56	114	34%	73	62	96	29%
16:45 – 17:00	44	62	96	29%	57	64	89	27%

Time	Friday 17 th September 2021				Saturday 18 th September 2021			
	Arrivals	Departures	Occupied Spaces at End of Period	Max Occupancy*	Arrivals	Departures	Occupied Spaces at End of Period	Max Occupancy*
17:00 – 17:15	26	45	77	23%	75	58	106	32%
17:15 – 17:30	45	37	85	26%	61	78	89	27%
17:30 – 17:45	50	39	96	29%	60	58	91	27%
17:45 – 18:00	46	48	94	28%	59	47	103	31%
18:00 – 18:15	58	61	91	27%				
18:15 – 18:30	61	52	100	30%				
18:30 – 18:45	57	59	98	30%				
18:45 – 19:00	73	66	105	32%				

Table 2.1 – Car Park Occupancy Survey

- 2.2.6 The above table demonstrates that the peak weekday utilisation of the car park occurs between 12:00 – 12:15 at 46% occupancy (152 spaces) as highlighted in red, whereas the peak weekend utilisation of the car park occurs between 11:00 – 11:15 at 42% occupancy (138 spaces) as highlighted in blue. Notwithstanding, the car park does not approach or reach its maximum capacity, and it is evident that there is adequate spare capacity for Tesco customers throughout the day.
- 2.2.7 Previous car park occupancy surveys at the Tesco Superstore undertaken in October 2016 and December 2019, details of which are provided in the Transport Scoping Report 76118, demonstrated utilisation levels of up to 65%¹ (211 spaces). This reaffirms that there is adequate spare capacity for Tesco customers throughout the day, and a surplus of spaces that could be redeveloped.
- 2.2.8 In response to Curtins' Transport Scoping Report, MCC Highways recommended that thought is given to the impact that peak periods, i.e. festive periods, will have on the Tesco car park to ensure that adequate parking is in place, and to reduce any potential highways safety issues that could arise from lack of parking and / or queueing.
- 2.2.9 The results from the car park occupancy survey on Friday 13th December 2019, as set out in the Transport Scoping Report, indicate that the maximum occupancy observed was up to 60%² (193 spaces) between 15:00 – 15:30. Curtins consider that the December surveys are representative of the peak festive period, which also show that there is adequate spare capacity for Tesco customers.

¹ The 65% occupancy is based on 324 parking spaces noted at the time of the 2016 survey, which would equate to 64% occupancy when compared with the 331 existing parking spaces.

² The 60% occupancy is based on 324 parking spaces noted at the time of the 2019 survey, which would equate to 58% occupancy when compared with the 331 existing parking spaces.

2.3 Impact of Removing Parking Spaces

- 2.3.1 The development proposals would remove 94 existing spaces, leaving 237 spaces for Tesco customers (baseline of 332 spaces identified in Paragraph 3.2.2 of the Transport Scoping Report, but this included a narrow parking space, therefore a figure of 331 spaces has been adopted).
- 2.3.2 Parking is an important aspect of the supermarket business. If customers are unable to find a parking space in the car park, they are likely to shop at an alternative store. The disposal of spaces for redevelopment is therefore a fundamental decision for Tesco who would not dispose of a proportion of their car park if they felt it would be needed now or in the future.
- 2.3.3 Based on the current maximum capacity of 152 spaces as shown in **Table 2.1** above from the September 2021 surveys, with the reduced car park of 237 spaces, the maximum capacity would be c. 64%, leaving a surplus of 85 spaces. This demonstrates that there is sufficient spare capacity for the Tesco superstore. The same conclusion is reached even when the previous maximum capacity of 211 spaces from the October 2016 survey outlined above is adopted, where the maximum capacity would be c. 89%, based the reduced car park of 237 spaces, leaving a surplus of 26 spaces.
- 2.3.4 Furthermore, the entrances to the Tesco Superstore car park aisles are located up to c. 120m away from the A5145 Parrs Wood Lane access junction, therefore any additional circulation time spent by vehicles finding a space during the busiest periods would be very unlikely to impact the adjacent highway network.
- 2.3.5 Moreover, Tesco will monitor the operation of the car park to prevent misuse and ensure there would be adequate parking available for customers throughout the day.
- 2.3.6 It is therefore concluded that the disposal of 94 surplus car parking spaces at the Tesco Superstore would not lead to an under-provision of parking for customers. The observed occupancy levels across various years demonstrate there is spare capacity in the car park, which underpins the disposal of these spaces by Tesco for redevelopment.

2.4 Existing Parking Opportunities in the Wider Area

- 2.4.1 A review of the local highway network in the vicinity of the site has been undertaken to determine the availability of on-street parking outside of the site and to assess the potential for overspill parking from the Tesco Superstore or the proposed development. This is based on a desktop review and site visits undertaken during the afternoon of Friday 26th March 2021 and Friday 22nd October 2021.
- 2.4.2 **Figure 2.2** below presents a 400m (or 5-minute) walking distance from the site, which has been assumed as the maximum walking distance that most residents would be willing to walk when parking away from the site.

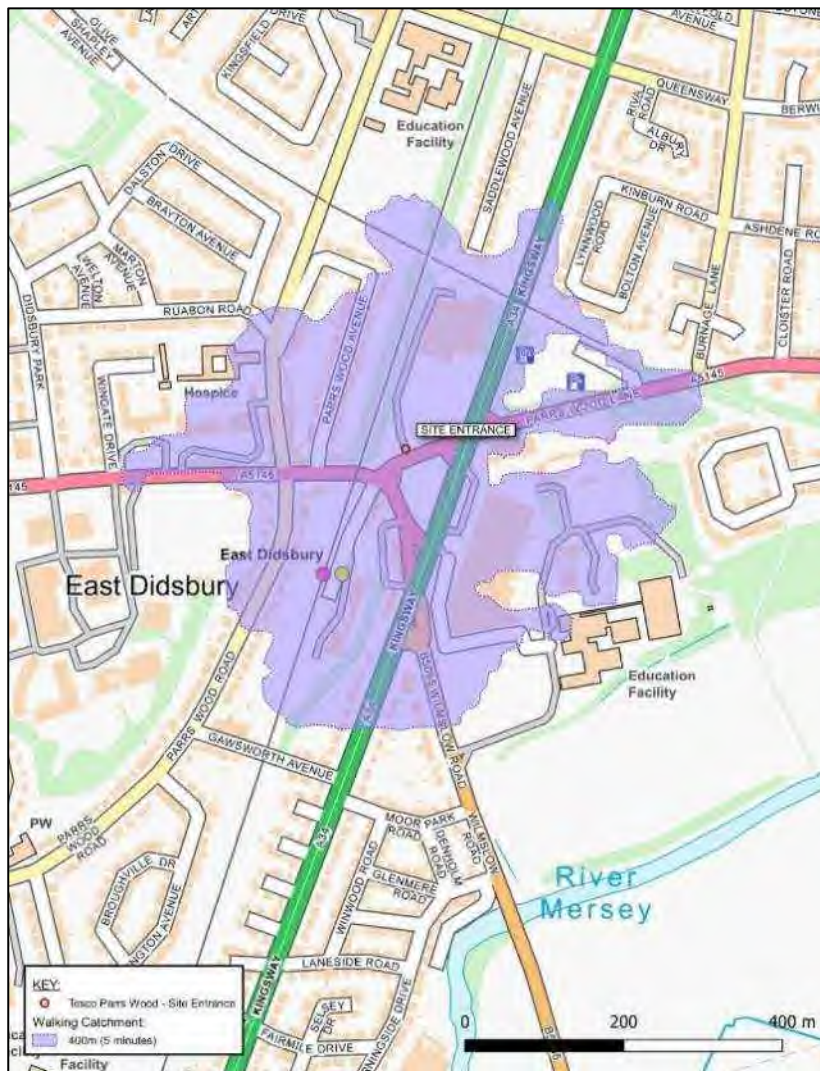


Figure 2.2 – 400m / 5-minute Walking Catchment

(Source: OS Maps, 2018)

- 2.4.3 It is noted that Lambeth Council in Greater London has an established a methodology for residential parking surveys, which defines the area residents would want to park as a 200m / 2-minute walk radius around a site. This guidance remains current, with the latest Parking Survey Guidance Note published in 2021, which in turn is widely used for sites across Greater London. The 400m walking distance shown above is twice the value stipulated within this guidance, and therefore represents a robust assessment.
- 2.4.4 This walking catchment comprises mostly the A34 Kingsway and A5145 Parrs Wood Lane routes, which are subject to Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions, which restrict on-street parking within this area. The same is the case on the B5095 Wilmslow Road, which is also located within the walking catchment.
- 2.4.5 During the Friday 26th March 2021 site visit, it was noted on site that some unauthorised parking occurs on wide footways along the A34 Kingsway (south of the A5145) and on the B5095 Wilmslow Road. As

noted in the Transport Scoping Report, this is an existing enforcement issue for the local highway authority. This activity was not observed during the subsequent site visit on Friday 22nd October 2021.

- 2.4.6 The roads where there are no TROs include the access road leading to the East Didsbury rail station; however, based on site observations, it is noted that this road is already heavily utilised by commuter parking, providing limited opportunities for additional on-street parking. It is also observed that this access road appears to form part of the station car park, as there is signage at regular intervals along the road which states that the car park is private property that is provided for rail users, suggesting that parking not associated with a rail journey can be the subject of enforcement.
- 2.4.7 The walking catchment also includes Parrs Wood Avenue to the west, and Parrs Wood Road to the north and south of its junction with the A5145 Wilmslow Road, where the following characteristics are noted:
- **Parrs Wood Avenue** – No TROs, but the carriageway is narrow at c. 4.5m. All houses along the road have private driveways, but the road is also utilised for on-street parking along one side of the carriageway;
 - **Parrs Wood Road (north of A5145)** – No TROs, but there are advisory cycle lanes on both sides of the carriageway. The road is still utilised for on-street parking on both sides of the carriageway, to the detriment of cyclists; and
 - **Parrs Wood Road (south of A5145)** – No TROs, but the carriageway is wide at c. 12m, and there are also bus stops along the road. All houses along the road have private driveways, but the road is also utilised for on-street parking on both sides of the carriageway.
- 2.4.8 Whilst on-street parking occurs on these streets, site observations showed that there was limited spare capacity within walking distance of the site. Moreover, off-site parking away from the development would be highly undesirable for residents from a convenience and security perspective, as residents would have to walk up to 5 minutes to access their vehicle, which would be parked out-of-sight in locations some distance from the proposed development.
- 2.4.9 Whilst there is car parking available at Parrs Wood Entertainment Centre and East Didsbury Metrolink Park & Ride, these car parks are privately operated and managed. The Entertainment Centre car park has clear signage that parking restrictions apply and that a Parking Charge Notice of up to £100 can be issued. Similarly, the Metrolink car park has clear signage that the parking is for Metrolink passengers only and that parking charges of £100 can be issued. The Tesco Superstore only provides car parking for customers, with £70 parking fines issues for unauthorised use.
- 2.4.10 Overall, it is concluded that there are limited on-street parking opportunities within 400m (or 5-minute walk) of the site. Parking off-site would also be highly inconvenient for shoppers, residents or visitors of the site due to the walking distances involved. The security of off-site parking would also be a potential

concern for residents, with vehicles parked out-of-sight in locations some distance from the proposed development.

- 2.4.11 It is demonstrated in **Section 3.4** that the proposed levels of parking at the site are adequate to meet the need of residents.

2.5 Existing Access Arrangements

- 2.5.1 The site is accessed from the Tesco Superstore access road, which forms a junction with the A5145 Parrs Wood Lane. This access road comprises one entry lane and two exit lanes (for vehicles turning left or right onto Parrs Wood Lane), with dropped kerbs and tactile paving across the access road, shown in **Figures 2.3** and **2.4** below. There is also a Zebra crossing facility set back c. 10m from the junction, which is also visible in the figures below.



Figure 2.3 (left) – Dropped Kerb and Tactile Paving at Tesco / Parrs Wood Lane Junction (View from East)

Figure 2.4 (right) – Dropped Kerb and Tactile Paving at Tesco / Parrs Wood Lane Junction (View from West)

- 2.5.2 The Zebra crossing is in place to allow pedestrians (primarily Tesco customers) to cross from the east side of the carriageway to the west, as the eastern footway narrows considerably on the approach to the Superstore, and there is a fence across the footway, as shown in **Figure 2.5** below:



Figure 2.5 – Narrowing of Footway on Approach to Tesco (View from Within Tesco Looking out onto Parrs Wood Lane)

2.6 Surrounding Highway Network

A5145 Parrs Wood Lane / Wilmslow Road

- 2.6.1 The A5145 Parrs Wood Lane lies to the south of the site, as a continuation of the A5145 Wilmslow Road to the west. Parrs Wood Lane extends for c. 450m in an easterly direction, prior to continuing as Didsbury Road at a three-arm priority junction with Burnage Lane. Whereas Wilmslow Road extends for c. 600m towards the west until it reaches Fletcher Moss Park, then extends to the north for c. 900m, leading to Didsbury and continuing as the B5095 Wilmslow Road at a four-arm signalised junction with the A5145 Barlow Moor Road and School Lane.
- 2.6.2 In the vicinity of the site, the A5145 comprises a single carriageway with an average width of c. 10m, accommodating one lane in each direction, including ghost islands and a right turn lane into the Tesco Superstore. There are wide footways over 2m in width along both sides of the carriageway (minimum footway width of 2.5m on the northern side of the carriageway), and are complete with dropped kerbs, tactile paving, and uncontrolled crossing points. There are also signalised crossing points at all arms of the A5145 Wilmslow Road / Parrs Wood Lane junction and the A5145 Parrs Wood Lane / A34 Kingsway junction.

- 2.6.3 There are advanced cycle stop lines at each of the arms of the A5145 Parrs Wood Lane / A34 Kingsway signalised junctions, and there is a section of footpath located off the north-east of this junction which serves as a walking / cycling route to the East Didsbury Metrolink station. There is also a shared cycleway / footway along the south-east of this junction which leads to a footpath in the direction of the Parrs Wood High School.
- 2.6.4 The A5145 is subject to a speed limit of 30mph. TROs in the form of double yellow parking restrictions (no waiting at any time) can be observed along the road. There are also 'KEEP CLEAR' road markings at the site access.
- 2.6.5 There are several bus stops along Parrs Wood Lane, the closest being directly opposite the site access. Bus stops along the road have shelters and comprise seating and timetable information. Services in the direction of Manchester City Centre, Manchester Airport, Stockport, Salford, Trafford, and other destinations across Greater Manchester can be accessed from these bus stops.

A34 Kingsway

- 2.6.6 To the east of the site, the A34 extends from Manchester City Centre in the north and continues through to the M60 / M56 motorway junction south of the site and onto Handforth, Wilmslow, Congleton and Stoke-on-Trent.
- 2.6.7 In the vicinity of the site, the A34 Kingsway comprises a dual carriageway with an average width of c. 20m, accommodating two lanes in each direction. There are also wide footways of up to c. 3m, with pedestrian guard railing at the crossing points and along certain lengths of the road.
- 2.6.8 The A34 Kingsway is subject to a 40mph speed limit and comprises TROs in the form of double yellow parking restrictions. In the vicinity of the site, there are also northbound and southbound bus stops on either side of the road, with services to Manchester City Centre and MediaCityUK in Salford. Some bus stops have shelters and seating, whereas some only comprise a flag pole.

2.7 Highway Safety

- 2.7.1 Personal Injury Collision (PIC) data for the highway network adjacent to the site has been obtained from the TfGM Surveys Research & Analysis Department (SRAD) for the most recent five years (February 2016 to January 2021).
- 2.7.2 The extent of the search is shown in **Figure 2.6**, and a breakdown of the information is contained in **Table 2.2**, with the full collision data provided in **Appendix C** to the rear of this report. The search area includes the site access and roads / junctions c. 300m to the north, east, south, and west of the A34 Kingsway / A5145 Parrs Wood Lane signalised junction.

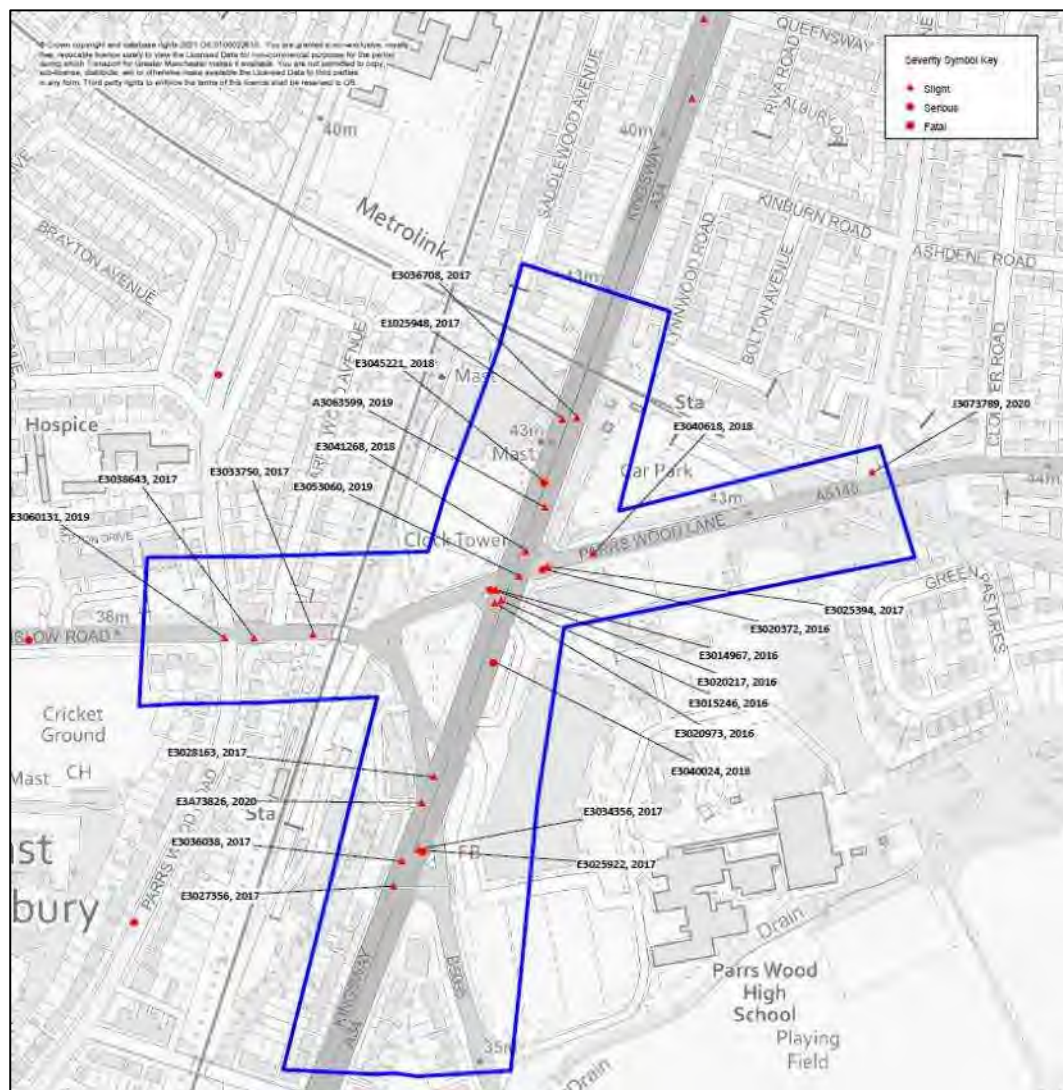


Figure 2.6 – Extents of Search Area

(Source: TfGM, 2021)

2.7.3 The recorded collisions are summarised in **Table 2.2** below:

Junction/Link	Slight	Serious	Fatal	Totals
A34 Kingsway / A5145 Parrs Wood Lane	6	2	0	8
A34 Kingsway	3	2	0	5
A5145 Parrs Wood Lane	1	0	0	1
A5145 Didsbury Road / Burnage Lane	1	0	0	1
A34 Kingsway / A5145	2	0	0	2
A34 Kingsway / B5095 Wilmslow Road	3	1	0	4
A5145 Wilmslow Road	1	0	0	1
A5145 Wilmslow Road / Parrs Wood Road	2	0	0	2
Totals	19	5	0	24

Table 2.2 – Personal Injury Collision Data Summary

- 2.7.4 **Table 2.2** confirms that there have been 24 collisions in the study area during the five-year study period, comprising 19 'slight' severity incidents and 5 'serious' severity incidents. There were no fatal incidents recorded within the study area, and no collisions were recorded at the site access junction on Parrs Wood Lane, which demonstrates that the existing junction operates safely. The majority of the collisions occurred along the A34 Kingsway.
- 2.7.5 Further detailed collision analysis has been undertaken for all collisions to fully understand any patterns and contributory factors, as set out in **Table 2.3** below.

Ref. No.	Severity	Day and Time	Condi-tions	Description	Contributory Factors
A34 Kingsway / A5145 Parrs Wood Lane:					
E3041268	Slight	2018 Wednesday morning	Snow / Light	Pedestrian crosses south-east bound from central island when the traffic signal is green for traffic, but traffic is stationary. Pedestrian collides into a car travelling south-west from Kingsway, which failed to stop. Casualty: 13 y/o pedestrian.	Car – Failed to look properly
E3053060	Slight	2019 Friday dawn	Wet / Dark	Taxi travelling west on Parrs Wood Lane drives through red light and collides with car travelling south on Kingsway on a green light going through the junction, causing the car to spin and hit the central reservation. Casualty: 25 y/o car driver.	Taxi – Failed to look properly, disobeyed automatic traffic signal
E3020372	Serious	2016 Saturday evening	Dry / Light	Pedestrian crosses Parrs Wood Lane northbound at traffic lights, car travelling south-west on Parrs Wood Lane drives through red light and collides with pedestrian, knocking pedestrian onto bonnet and landing on the floor. Casualty: 60 y/o pedestrian.	Car – Disobeyed automatic traffic signal, dazzling sun
E3025394	Slight	2017 Monday afternoon	Wet / Dark	Pedestrian crosses road southbound with hood up and on their phone, runs in front of car travelling east on Parrs Wood Lane and into the path of a Passenger Carrying Vehicle (PCV) opposite. PCV throws passenger into the path of the car, who runs over pedestrian. Casualty: 35 y/o pedestrian.	Pedestrian – Failed to look properly, careless / reckless / in a hurry, crossed road masked by stationary or parked vehicle
E3014967	Slight	2016 Friday afternoon	Dry / Light	Pedestrian runs westbound into road into path of car travelling north-east along Kingsway. Casualty: 12 y/o pedestrian.	Pedestrian – Failed to look properly, careless / reckless / in a hurry, disobeyed pedestrian crossing facility

Ref. No.	Severity	Day and Time	Condi-tions	Description	Contributory Factors
E3020217	Serious	2016 Friday morning	Dry / Light	Light Goods Vehicle (LGV) travelling south along Kingsway turns right into Parrs Wood Lane and collides with pedestrian. Casualty: 12 y/o pedestrian.	Pedestrian – Failed to look properly, failed to judge vehicle's path or speed
E3015246	Slight	2016 Wednesday morning	Dry / Light	Car travelling north-east along Kingsway in dedicated right turn lane. Pedestrian begins to cross road westbound and car runs over foot of pedestrian. Casualty: 18 y/o pedestrian.	Pedestrian – Failed to look properly
E3020973	Slight	2016 Saturday evening	Dry / Light	Both vehicles travelling north on Kingsway, car brakes sharply at traffic lights and minibus hits rear of car. Casualty: 2x 19 y/o minibus passengers.	Minibus – Following too close; Car – Sudden braking
A34 Kingsway:					
E3036708	Slight	2017 Saturday afternoon	Wet / Light	5 vehicles travelling south-west on Kingsway, Cars 2-5 stationary in traffic. Car 1 fails to notice and collides at the rear of Car 2, setting off a chain reaction of collisions between Cars 2-5. Casualty: 43 y/o driver (Car 2) and 31 y/o driver (Car 5).	Car 1 – Travelling too fast for conditions, sudden braking, careless / reckless / in a hurry, road layout (e.g. bend, winding road, hill crest)
E1025948	Slight	2017 Saturday morning	Dry / Light	Car 1 travelling north along Kingsway, stopped near Tesco. Car 2 travelling similarly and fails to slow, hitting Car 1. Casualty: 38 y/o driver (Car 1).	N/A
E3045221	Serious	2018 Saturday evening	Dry / Light	Car travelling north-east on Kingsway. Pedestrian runs west from offside into the path of car, causing a collision. Casualty: 16 y/o pedestrian.	Pedestrian – Failed to look properly
A3063599	Slight	2019 Saturday afternoon	Wet / Light	2 cars travelling south-west on Kingsway, Car 2 waiting to go ahead but held up, Car 1 collides with rear of Car 2. Casualty: 62 y/o driver (Car 2).	N/A
E3040024	Serious	2018 Tuesday morning	Wet / Light	Car and pedal cycle travelling south-west on Kingsway, car stationary in traffic. Car passenger opens door and pedal cyclist collides with door. Car flees the scene. Casualty: 27 y/o pedal cyclist.	Car – Vehicle door opened or closed negligently

Ref. No.	Severity	Day and Time	Condi-tions	Description	Contributory Factors
A5145 Parrs Wood Lane:					
E3040618	Slight	2018 Tuesday afternoon	Dry / Light	Car travelling south-west on Parrs Wood Lane in slow moving traffic, when pedestrian runs out from north side footpath into carriageway, causing collision. Casualty: 11 y/o pedestrian.	Pedestrian – Failed to look properly, dangerous action in carriageway (e.g. playing)
A5145 Didsbury Road / Burnage Lane:					
J3073789	Slight	2020 Friday afternoon	Dry / Light	2 cars travelling south on Burnage Lane, Car 2 sees a car coming from the right at high speed, stops and waits to join Didsbury Road, Car 1 collides with rear of Car 2. Casualty: 35 y/o driver (Car 2).	N/A
A34 Kingsway / A5145:					
E3028163	Slight	2017 Sunday dawn	Dry / Dark	2 cars travelling north-east on Kingsway, Car 2 is stopped at red light in queue of traffic. Car 2 is then hit in the rear by Car 1. Car 1 is initially aggressive, advises no insurance, and flees the scene. Casualty: 30 y/o driver (Car 2).	Car 1 – Failed to look properly, careless / reckless / in a hurry
E3A73826	Slight	2020 Saturday morning	Dry / Light	Car and pedal cycle travelling north-east on Kingsway, pedal cycle turns left onto Wilmslow Road, when car stops and opens offside door. Pedal cyclist rides into door of car, car flees the scene. Casualty: 26 y/o pedal cyclist.	N/A
A34 Kingsway / B5095 Wilmslow Road:					
E3034356	Slight	2017 Saturday afternoon	Wet / Light	Car and taxi travelling south on Kingsway, taxi is hit in the rear by car. Casualty: 41 y/o driver (taxi).	Car – Defective brakes, distraction in vehicle
E3025922	Serious	2017 Sunday night	Wet / Dark	3 cars travelling south-west along Kingsway, Car 3 static at red light, Car 2 static behind Car 3. Car 1 collides with the rear of Car 2, which collides with the rear of Car 3. Casualty: 48 y/o driver (Car 1).	Car 1 – Illness or disability, mental or physical
E3036038	Slight	2017 Friday evening	Dry / Light	Car 1 travelling north-east on Kingsway, Car 2 travelling north-west on Wilmslow Road and turns right into Kingsway, colliding with Car 1. Both parties say traffic light was green. Casualty: 29 y/o driver and 39 y/o passenger (Car 1).	Car 1 – Failed to look properly; Car 2 – Careless / reckless / in a hurry, failed to judge other person's path or speed
E3027356	Slight	2017 Sunday afternoon	Wet / Light	Car and PCV travelling north-east on Kingsway, car slows but PCV fails to slow down, hits rear of car. Casualty: 61 y/o driver (car).	N/A

Ref. No.	Severity	Day and Time	Condi-tions	Description	Contributory Factors
A5145 Wilmslow Road:					
E3033750	Slight	2017 Saturday afternoon	Dry / Light	Pedal cycle travelling northbound across Wilmslow Road, is hit by car travelling along Wilmslow Road. Casualty: 16 y/o pedal cyclist.	N/A
A5145 Wilmslow Road / Parrs Wood Road:					
E3038643	Slight	2017 Saturday afternoon	Dry / Light	2 cars travelling west along Wilmslow Road, Car 2 waiting at traffic signals when Car 1 collides with rear of Car 2. Car 1 flees the scene. Casualty: 32 y/o driver (Car 2).	N/A
E3060131	Slight	2019 Wednes-day morning	Dry / Light	Pedal cycle travelling west along Wilmslow Road, passing stationary vehicles, enters the middle of the junction. Car travelling south on Parrs Wood Road turns right onto Wilmslow Road across path of pedal cycle, causing a collision. Casualty: 38 y/o pedal cyclist.	N/A

Table 2.3 – Description of Collisions

2.7.6 In addition, the incidents noted above have been examined for any common casualty. This is presented in **Figure 2.7** below:

Accidents

Serious	5
Slight	19
Total Accidents	24

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Male	1	3	0	0	4
Female	0	0	1	0	1
Total	1	3	1	0	5
Slight					
Male	2	12	2	0	16
Female	1	5	0	0	6
Total	3	17	2	0	22
Total Casualties	4	20	3	0	27

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Driver or rider	0	2	0	0	2
Pedestrian	1	1	1	0	3
Total	1	3	1	0	5
Slight					
Driver or rider	0	12	2	0	14
Veh or pillion pas	0	3	0	0	3
Pedestrian	3	2	0	0	5
Total	3	17	2	0	22
Total Casualties	4	20	3	0	27

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious	1	2	1	0	4
Slight	3	5	0	0	8
Total Casualties	4	7	1	0	12

School Pupil Casualties

Severity	
Slight	2
Total Casualties	2

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Serious	0	1	1
Slight	0	11	11
Total	0	12	12
Car (Passenger)	0-15	16+	Total
Slight	0	3	3
Total	0	3	3
Pedestrian	0-15	16+	Total
Serious	1	2	3
Slight	3	2	5
Total	4	4	8
Cyclist (Rider)	0-15	16+	Total
Serious	0	1	1
Slight	0	3	3
Total	0	4	4
Total	4	23	27

Figure 2.7 – Common Casualties

(Source: TfGM)

- 2.7.7 Whilst all collisions are regrettable, the serious incidents appear to have been isolated incidents which were mostly caused by either drivers or pedestrians who failed to look properly. Road layouts were not cited as contributory factors in any of the serious incidents.
- 2.7.8 For one 'slight' severity incident where the road layout was one of the contributory factors, the incident occurred c. 120m to the north of the A34 Kingsway / A5145 Parrs Wood Lane junction along the southbound lane, where the road forms a bridge over the Metrolink line. Notwithstanding, this characteristic of the road layout was not the sole contributory factor in the collision as the driver was

also travelling too fast for conditions, combined with sudden braking and driving carelessly / recklessly / in a hurry, which resulted in the car colliding with a stationary car and causing a chain reaction of collisions between other stationary cars in traffic.

2.7.9 In summary, there were a total of 24 collisions in the study area during the five-year study period, comprising 19 'slight' severity incidents and 5 'serious' severity incidents. There were no fatal incidents recorded within the study area, and no collisions were recorded at the site access junction on Parrs Wood Lane, which demonstrates that the existing junction operates safely. The collisions were dispersed across the study area with varying circumstances and contributory factors.

2.7.10 It is therefore concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development. This is supported by a highway safety assessment in **Section 6.8** which considers existing and future traffic flows on the local highway network.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 The development scheme proposed by Dandara Living is materially different to the previous scheme proposed at the site, with a residential development (Class C3 use) in place of the restaurant / hot food takeaway (formerly Class A5 / A3 use; as of September 2020, newly classed as sui generis / E(c) respectively).
- 3.1.2 Dandara Living's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including East Didsbury Metrolink station, East Didsbury rail station and several local bus stops for journeys further afield.
- 3.1.3 The proposed development comprises 75 build to rent (BTR) apartments with a mixture of 25 one bedroom, 40 two-bedroom and 10 three-bedroom homes across 5 floors above ground, with 20% Affordable Private Rent. Ancillary flexible community use is proposed on the ground floor totalling c. 53sqm NIA. The flexible community use would be accessible on foot for residents of the development and the local community within walking distance of the site.
- 3.1.4 Dandara Living recognises that some residents may still require access to a car. The development proposals therefore include 36 car parking spaces located on the ground floor with associated landscaping. The car park comprises 31 standard spaces, 2 accessible spaces, 2 visitor spaces and 1 Car Club space inclusive of 1 vehicle for shared use. The vehicle located within the Car Club space would be available for use by residents and the local community to promote shared transport and reduce the need to own a car. All car parking spaces would be equipped with passive electric vehicle charging infrastructure, with 20% active provision (with the charger in place) upon completion of the development. The level of active provision would be expanded over time in response to demand.
- 3.1.5 Additionally, there would also be 75 cycle parking spaces within a secure, covered cycle store on the ground floor for residents, and a further 12 short-stay cycle parking spaces for visitors. There will also be charging facilities (i.e. plug sockets) located within the cycle store to accommodate e-bikes.
- 3.1.6 The proposed site layout is provided in **Appendix A** to the rear of this report.

3.2 Proposed Access

Vehicular Access

- 3.2.1 Vehicular access into the site would be taken from the existing Tesco access road located off the A5145 Parrs Wood Lane. Vehicles would enter in the same manner to Tesco customers, travelling ahead then

bearing right along a reconfigured internal access road. Tesco customers would then turn left at the entrance to the car park aisles, whilst users of the proposed development would continue along the access road then turn right into the car park entrance.

- 3.2.2 It is noted that the access proposals were acceptable in-principle to MCC Highways in their pre-application response.
- 3.2.3 The proposed access arrangement is shown in **Drawing 76118-CUR-XX-00-D-TP-75001** to the rear of this report. This drawing shows the reconfiguration of the internal access road, together with visibility splays at the junction with the A5145 Parrs Wood Lane. The drawing shows that visibility splays of 2.4m x 43m can be achieved at the site access junction, which are commensurate with requirements for a 30mph road according to MfS guidelines.
- 3.2.4 Visibility splays are also shown at the internal service road junction that leads to the Tesco servicing area, and forward visibility splays along the site access road. These are based on a maximum speed of 20mph along the access road and 10mph around the tight bend. The visibility splays demonstrate that adequate visibility can be achieved.
- 3.2.5 The entrance to the residential car park would be located c. 115m away from the A5145 Parrs Wood Lane access junction, therefore vehicles accessing the site during the busiest periods would be very unlikely to impact the adjacent highway network.
- 3.2.6 A swept path analysis has been undertaken for a large car accessing the car parks, as shown in **Drawing 76118-CUR-XX-00-D-TP-05002** to the rear of this report. This demonstrates that satisfactory access can be achieved for large cars to the site.
- 3.2.7 The site access drawing also highlights proposed improvements to the existing Zebra crossing on the site access road to include wider dropped kerbs with improved tactile paving and the introduction of Belisha Beacons at the crossing. This would improve the accessibility of the site and the Tesco Superstore for pedestrians. Pedestrian and cycle improvement proposals in the wider area are outlined in **Section 4.4**.

Pedestrian Access

- 3.2.8 Pedestrian access into the building is proposed along the west side of the site, along the existing Tesco access road. The main access to the building leads towards a stairwell and lifts to upper floors. An additional stairwell and lift can be accessed from the north side of the site via the car park.
- 3.2.9 The pedestrian route would be defined through the use of different surfacing materials to the rest of the car park; the car park would however operate as a shared surface for all users.
- 3.2.10 The flexible community use on the ground floor can be accessed directly from the footway on the site access road.

Cycle Access

- 3.2.11 The cycle store can be accessed directly via doors at the corner of the site access road with Parrs Wood Lane that open onto a wide section of footway and steps towards the A5145 Parrs Wood Lane. The cycle store would also be accessible through the internal circulatory areas of the building.

3.3 Proposed Servicing Arrangements

- 3.3.1 There is a bin store located at the ground floor of the building. Residents would be responsible for removing waste from their apartments to the bin store.
- 3.3.2 On collection days, it is envisaged that a refuse vehicle would manoeuvre around the site and pull up at the outdoor parking area. A swept path analysis has been undertaken for a large refuse vehicle, as shown in **Drawing 76118-CUR-XX-00-D-TP-05001** to the rear of this report. This demonstrates that satisfactory access can be achieved for refuse vehicles to the site.
- 3.3.3 Refuse operatives would be given keys / a keypad code (to be determined at a later date) to access the bin stores and unload the bins. The on-site team would also be available to manage refuse collection on collection days. It is envisaged that waste collections would be undertaken outside of peak hours to minimise disruption to local residents, shoppers and other users of the local highway network.

3.4 Parking Provision

Parking Standards and Relevant Guidance Documents

- 3.4.1 The Manchester City Council (MCC) parking standards are set out in Appendix B of the Manchester Core Strategy (2012 – 2027); however, there are no specific parking standards for residential dwellings. Paragraph 108 of the National Planning Policy Framework (NPPF) (2021) states that:
- “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”*
- 3.4.2 It is therefore concluded that residential parking should be considered on a case-by-case basis.
- 3.4.3 The Manchester Residential Quality Guidance (RQG) (March 2017) includes guidance for residential development.
- 3.4.4 For car parking in residential developments outside the city centre, the RQG outlines recommended parking standards for new apartment developments as 100% provision as a starting point. The

subsequent paragraph then states circumstances (discussed further in Paragraph 3.4.19 below) where reduced on-site provision (i.e., below 100%) can be justified.

Proposed Parking Provision

- 3.4.5 The development proposals include 36 car parking spaces, which equates to 48% provision.
- 3.4.6 The car park comprises 33 resident spaces (31 standard, 2 accessible), 2 visitor spaces and 1 Car Club space inclusive of 1 vehicle for shared use. There are also 3 motorcycle parking spaces. The vehicle located within the Car Club space would be available for use by residents and the local community to promote shared transport and reduce the need to own a car.
- 3.4.7 All car parking spaces would be equipped with passive electric vehicle charging infrastructure to futureproof the development, with 20% active provision (with a minimum 7kW charger in place) upon completion of the development. The level of active provision would be expanded over time in response to demand.
- 3.4.8 It is envisaged that the visitor parking spaces would be managed by Dandara Living via a booking system. Residents would be able to book the spaces for their visitors ahead of their arrival, enabling unauthorised parking to be easily identified by on-site management and any appropriate enforcement measures to be taken.
- 3.4.9 The car park has been designed to meet the minimum parking bay widths and lengths of 2.4m x 4.8m for standard spaces and 3.6m x 6.0m (inclusive of 'safety zone') for accessible spaces. The layout also comprises a typical 6m aisle width to allow vehicles to safely manoeuvre within the car park.
- 3.4.10 Additionally, 75 cycle parking spaces for residents (long-stay) and 12 cycle parking spaces for visitors (short-stay) would also be provided. The cycle parking would be provided in the form of a secure, covered cycle store with 75 spaces for residents, with 12 spaces provided as Sheffield stands for visitors. This is one of the many initiatives to encourage more residents to travel by sustainable modes, in addition to the initiatives outlined in the accompanying Interim Travel Plan (**Document Reference: 76118-CUR-XX-XX-T-TP-00005**).
- 3.4.11 It is considered that the proposed level of residential car parking provision at the site is appropriate and justified based on the following factors:

Principle of Car Free Living in East Didsbury

- 3.4.12 Dandara Living has undertaken extensive market research for the proposed development, which has shown that within a 3km radius of the site, there are c. 11,947 car-free households as shown in the 2011 Census. This shows that living without a car is a feasible and desirable lifestyle for a significant segment of the existing population.

- 3.4.13 The proposed development would only result in 42 additional car-free households (difference between 75 apartments and 33 resident parking spaces proposed), which is 0.3% of the number of car-free households within a 3km distance from the site. People who move to this development will be self-selecting and therefore will be drawn from the existing significant population for whom car ownership is not important.

Benefits of Low Parking Provision

- 3.4.14 It is Curtins' and Dandara Living's view that low car parking provision in highly accessible locations (accessibility of the site by sustainable modes of travel discussed in **Section 4** below) brings forward much needed development whilst minimising any increase in congestion or other environmental disbenefits associated with car traffic.
- 3.4.15 In turn, new development with low car parking provision provides for accommodation in a low carbon society, cognisant of local and national aspirations for resilience to the effects of climate change, such as the Clean Air Plan being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances.
- 3.4.16 Additionally, in July 2019, a motion asking MCC to formally declare a 'climate emergency' was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area.
- 3.4.17 Encouraging people to make smarter choices in the way they travel (i.e. lower parking provision supplemented by active travel / car share alternatives to clearly demonstrate the desired modal shift) can considerably reduce the impact that a particular development or organisation makes on the environment and can also result in health benefits for individuals.
- 3.4.18 This is especially true when walking and cycling (as the main mode of travel, or as part of a multi-modal journey) are encouraged, as regular moderate physical activity can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further benefits of active and sustainable travel are set out in Section 2 of the accompanying Interim Travel Plan (**Document Reference: 76118-CUR-XX-XX-T-TP-00005**).

Manchester Residential Quality Guidance Allows for Reduced On-Site Provision

- 3.4.19 As outlined above, the RQG comprises circumstances where reduced car parking can be acceptable. The circumstances relevant to the proposed development include the following:
- *“Secure cycle parking in excess of 50% provision relative to apartment numbers.”*

A total of 75 apartments are proposed with 100% secure cycle parking provision for residents (75 spaces) and an additional 16% provision for visitors (12 spaces). This level of cycle parking provision significantly exceeds the 50% provision quoted;

- *“Demonstrating that provision of full parking provision will unacceptably comprise the development’s active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.”*

The provision of full car parking (i.e. 100% provision) at the site would require additional space at ground floor level, which would remove other uses and activity at ground floor level, including the flexible community use. The ground floor is mostly required for plant, refuse store, cycle store, cores, and parking, all of which are required to remain to service the building. The provision of 100% car parking would also likely require a multi-level parking solution. The proposed development has already been reduced in scale by one floor following public consultation, therefore a further reduction in the number of apartments to accommodate additional car parking, either in an additional level above ground floor or within a basement level, would render the scheme unviable for Dandara Living;

- *“Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.”*

This point is addressed in the sub-sections below, which set out the profile of residential occupiers at BTR schemes. This concludes that the proposed level of car parking is suitable for typical residents of BTR schemes.

- 3.4.20 Pages 87 and 88 of the RQG also state the following which support the case for providing suitable amounts, rather than maximum provision, of car parking at new developments:

“...there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car.

... the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement.”

- 3.4.21 Whilst the BTR sector is mentioned in relation to a city centre context in the RQG, the site locality has a similar level of accessibility to city centre sites. Notwithstanding, the location of the proposed development outside of the city centre is reflected in level of parking provided on-site, which at nearly 50% is significantly higher than would typically be provided at a city centre site.

Multi-Modal Accessibility

- 3.4.22 The accessibility of the site is set out in detail in **Section 4**. The site is situated within a highly accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the excellent existing public transport facilities, including bus,

Metrolink and rail, with a Greater Manchester Accessibility Level rating of 8, which is the highest rating and described as 'excellent'. These services, in addition to walking and cycling opportunities, would provide viable alternatives to travel by the private car, and reduce the need to own a car.

- 3.4.23 Furthermore, the site is located near two of the six 'Cycleways' in Greater Manchester, and cycle parking is provided at the site to encourage active travel.
- 3.4.24 It is concluded that residents would be able to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car.
- 3.4.25 The accessibility of the site would be reinforced by a robust Travel Plan that would encourage active and sustainable travel. The promotion of low and zero-carbon modes of transport via the Travel Plan would support Manchester City Council's 2038 Net Zero Carbon ambitions.

Profile of Residential Occupiers at BTR Schemes

- 3.4.26 The development comprises 75 BTR apartments with 20% Discounted Market Rent. The apartments will therefore be occupied by private rented tenants and social rented tenants.
- 3.4.27 The 2011 Census dataset 'DC4416EW1a' titled 'Tenure by car or van availability by number of usual residents aged 17 or over in household' suggests that across the Manchester merged local authority area, 62% of all households can be categorised as rented or living rent-free. Of these rented households, 65% of social rented households do not own any cars or vans, whereas 53% of private rented or living rent-free households do not own any cars or vans.
- 3.4.28 It is noted that this analysis was not presented on an MSOA level, therefore the data is not specific to the East Didsbury locality. Notwithstanding, the data is sufficient in demonstrating that there would likely be a significant number of residential occupiers who do not own any cars or vans, and therefore would not require a parking space. The proposed level of provision would satisfy the likely demand for spaces based on these car availability statistics.
- 3.4.29 Furthermore, the majority of the apartments will be 1 and 2-bedroom dwellings, which together comprise c. 87% of the total development. The remaining c.13% will be 3-bedroom dwellings. The smaller 1 and 2-bedroom dwellings would provide lower levels of residential occupancy and would be less likely to appeal to families with higher levels of car ownership.
- 3.4.30 As prospective occupiers come forward, they would be aware of the parking availability at the site and would decide on whether to rent such a property. The proposed level of parking on-site would therefore serve as a demand management measure and attract residents with low car ownership and encourage alternative modes of transport.
- 3.4.31 It is also worth noting that as a tenure, BTR offers flexibility. The parking spaces will be managed based on demand – if a resident's circumstances change and they decide to buy a car then, unlike market

flats, they can acquire a space if available. The rental model also means that residents can more easily move elsewhere if the property no longer suits their needs, including if they need a car parking space. Similarly, if a resident moved had a car parking space when they moved in and no longer required it, they can easily change their tenancy and make that space available for someone else.

- 3.4.32 Dandara Living operates various BTR schemes across Greater Manchester and other town and city locations throughout the UK. Their research has shown that whilst their developments meet a broad age range, the average age of the occupants is 27 years old, with approximately one third moving in from other parts of the city. This suggests that the occupants of the proposed development would be predominately young, local residents. This profile of residents is also likely to have lower car ownership compared with other groups, such as families in a more suburban setting.
- 3.4.33 This is further evidenced in the 2011 Census dataset 'DC4109EW1a' titled 'Car or van availability by sex by age', which suggests that across the Manchester merged local authority area, an average of 41% of people aged 20 to 29 do not have cars or vans in their households, followed by 36% who have 1 car or van in their household, and 23% who have 2 or more cars or vans in their household.
- 3.4.34 In comparison, for people aged 30 to 49, the average number of people with no cars or vans in their household is lower at 32%, followed by 45% and 23% who have 1 car or van / 2 or more cars or vans in their households respectively.
- 3.4.35 It is noted that this analysis was not presented on an MSOA level, therefore the data is not specific to the East Didsbury locality. Notwithstanding, the data is sufficient in demonstrating that the profile of prospective occupiers indicates lower car ownership potential.
- 3.4.36 The 2011 Census data are included in **Appendix D** to the rear of this report.
- 3.4.37 The lower car ownership of younger occupiers is also reflected in the Greater Manchester Transport Strategy: 2040, which states that "attitudes to owning and using a car are also evolving. Many younger people no longer see car ownership, or indeed a driving licence, as essential." The provision of an on-site Car Club space inclusive of 1 vehicle for shared use would further reduce the need to own a car, and promote travel by sustainable modes.
- 3.4.38 In conclusion, the proposed level of car parking provision would suit the profile of typical BTR residents as young, low car ownership occupiers.

Other BTR Schemes

- 3.4.39 The Dandara Living Chapel Wharf BTR scheme in Salford is located within an area with similar characteristics to the site at Tesco Parrs Wood, with a GMAL of 8, which is excellent accessibility. The level of car parking provision is 26% compared with the proposed level of provision at Tesco Parrs Wood of 48%.

- 3.4.40 Dandara also operate similar BTR schemes in cities outside of Manchester, for example Leodis Square in Leeds (further south of the city centre, but within a 300m walk from the nearest bus stops and a 450m walk to Bridgewater Place, a mixed-use office and residential tower with restaurants, cafés, and a Tesco Express supermarket).
- 3.4.41 The Leodis Square development comprises 35% parking provision, and reflects that having good public transport facilities and local amenities can result in lower parking provision sought in these sites.
- 3.4.42 Besides Manchester city centre, the only other areas in South Manchester with a GMAL rating of 8 are Stockport town centre, Altrincham town centre, East Didsbury, and the Oxford Road / Wilmslow Road corridor through Rusholme, Fallowfield, Withington, and West Didsbury. Similar BTR schemes in these areas have been reviewed to determine the level of car parking proposed / consented in the past 5 years, summarised in **Table 3.1** as follows:

Scheme	No. of Units	Parking Provision	Parking Ratio
Manchester			
McCauls Group, 32 – 34 Laystall Street Manchester M1 2JZ (128911/FO/2020)	89	0	0%
*Affinity Living, Port Street Manchester M1 2EQ (132489/FO/2021)	485	47	10%
Stockport			
Rise Homes, The Mailbox, Former Sorting Office 1 Exchange Street Stockport SK1 1AA (DC/068017)	117	45	38%
Rise Homes, Former Stockport Bus Station, Stockport Interchange Chestergate Stockport SK1 1NP (DC/071417)	196	41	21%
*Amstone, Sainsbury's Warren Street Stockport SK1 1UB (DC/083694) – 50% of total residential provision (281 out of 563) BTR, others social housing and private sale, but no separation between car parking for different uses	563	119	21%
Heaton Group, Milliners House, 32-36 Lower Hillgate Stockport SK1 1JE (DC/071126)	22	0	0%
South Manchester (adjacent to Oxford Road corridor)			
Salboy, Burlington Square Apartments (11182/FO/2016/S1, with an increase in amount of car parking submitted as part of 117848/JO/2017)	273	88	32%
Average	1,811	340	19%

Table 3.1 – Build to Rent Car Parking Examples

*Denotes developments that are not yet approved.

- 3.4.43 Whilst it is acknowledged that sites are considered on a case-by-case basis, this comparison indicates that the development proposals are similar to other existing BTR developments with similar multi-modal

accessibility. In fact, the provision of parking at Tesco Parrs Wood for nearly half of the apartments is at the upper end of the range typically provided at BTR schemes in Greater Manchester.

- 3.4.44 Furthermore, within BTR developments of this scale, it is highly unlikely that all apartments will be occupied at any one time given the regular turnover of tenants, and so some units will normally be temporarily vacant.

Local Work Opportunities

- 3.4.45 The 2011 Census dataset 'WU03EW' titled 'Location of usual residence and place of work by method of travel to work (MSOA level)' from the 2011 Census suggests that c. 10% of people live and work in East and West Didsbury. In the context of the proposed development, it is likely that a similar proportion would work within the local area and would therefore be able to walk or cycle to work.
- 3.4.46 There is also excellent access to local public transport services and large local employers that are accessible from the site via different modes of travel. For example, within a 2km walking distance of the site (deemed Preferred Maximum for commuting trips on foot, based on guidance by The Chartered Institution of Highways and Transportation (CIHT)), employment opportunities include Towers Business Park, Heaton Mersey Industrial Estate, a variety of primary and secondary schools, retail employers such as those at Parrs Wood Entertainment Centre and along the Didsbury high street (Wilmslow Road), medical centres and pharmacies, leisure centres, and sports facilities.
- 3.4.47 For cycling, within a 5.5km cycling distance (deemed the average cycling distance according to the Department for Transport's walking and cycling statistics in 2021) lies employment opportunities within areas such as Burnage, Levenshulme, Gatley, Stockport town centre, and Withington. Further afield, an 8km catchment (deemed the maximum acceptable cycling distance based on the 2019 National Travel Survey statistics) lies Chorlton, the universities along Manchester Oxford Road, Reddish, Bredbury, and Manchester Airport, all of which comprise a variety of jobs.
- 3.4.48 Manchester city centre would also be readily accessible via public transport services within a 40-minute journey, after which a 60-minute journey also leads to Manchester Victoria, Ashton-under-Lyne, Macclesfield, and Altrincham. It is highly likely that residents would use public transport to access such destinations as this would be more convenient and would avoid existing traffic conditions.
- 3.4.49 Following the COVID-19 pandemic there have been changes to the way some people work, through the adoption of hybrid working patterns, which could further reduce travel demands from the site in the longer term.
- 3.4.50 The 2011 Census data are included in **Appendix D** to the rear of this report.

Demand Management

- 3.4.51 The restriction of car parking is the ultimate demand management measure, particularly when there are limited off-site parking opportunities within walking distance of the site. It has been demonstrated in **Section 2.4** that there are limited on-street parking opportunities within 400m (or 5-minute walk) of the site, and that off-site parking away from the development would be highly undesirable for residents from a convenience and security perspective. The latter point is due to the fact that residents would have to walk up to 5 minutes to access their vehicle, which would be parked out-of-sight in locations some distance from the proposed development.
- 3.4.52 It is noted that Transport for London (TfL) has published in 2017, as part of the London Plan evidence base, a 'Residential Car Parking' research paper. One of the key findings within the document states that developments with more car parking have residents who are more likely to own cars, and that as people's alternatives get better, fewer choose to own a car.
- 3.4.53 The availability of off-street parking has a particularly strong effect on the probability of car ownership. For example, the probability of car ownership for two adults with children living in inner London, on a low income, with reasonable access to public transport goes from 34% without off-street parking, to 57% with it, based on analysis of households with similar characteristics. A reduced level of parking (i.e. below 100% provision) should therefore lead to reduced car ownership.
- 3.4.54 Another key finding of the document is that reducing the maximum provision of parking could encourage those who could consider a car-free lifestyle to adopt one. To some extent, the availability of parking attracts existing car owners, which in turn increases the car use generated by the development. However, there are also people who will find the decision to own a car more marginal, such as those who use their car infrequently or those who do not own one, but would consider buying one.
- 3.4.55 With limited parking opportunities at the site, prospective residents would consider whether this meets their needs and whether or not to live there.
- 3.4.56 Demand for car parking spaces would be managed from the outset by encouraging residents and visitors to travel by sustainable modes. This would be implemented via a robust Travel Plan at the site. The Travel Plan would highlight the health, environmental, financial and social benefits of travelling by active and sustainable modes of transport, and include measures and initiatives to increase travel to the site on foot, by cycle, and by public transport.
- 3.4.57 This is supported by the conclusions reached by Planning Inspectors on a number of recent appeal cases regarding planning applications for new residential development as follows:
- **APP/L5240/V/17/3174139** – Demolition of existing buildings on two sites; erection of a 3 to 17 storey development on the 'Island Site' (Purley Baptist Church, 1 Russell Hill Road, 1-4 Russell Hill Parade, 2-12 Brighton Road), comprising 114 residential units, community and church space

and a retail unit; and a 3 to 8 storey development on the 'South Site' (1-9 Banstead Road) comprising 106 residential units and any associated landscaping and works;

- The appeal was allowed and planning permission was granted subject to conditions.
- The site has a high Public Transport Accessibility Level (PTAL 5), and 28 parking spaces were proposed across 220 units (13% provision).
- The Inspector considered the parking in accordance with the development plan policies that support a low level of on-site car parking or car free-free development in areas with a high PTAL.
- **APP/R5510/W/19/3230503** – Demolition of existing building and redevelopment to provide a building up to ten storeys, with 868 square metres of commercial or community space (Use Class B1 or D1) at ground and first floor level and 81 (44 x one bed, 28 x 2 bed and 9 x 3 bed) residential units to the upper floors with associated landscaping, access, car parking and cycle parking;
 - The appeal was dismissed and planning permission was refused.
 - The proposed development comprised 4 fully accessible car parking spaces (3 for residential occupiers and 1 for the commercial / community floorspace) (4% provision).
 - The appeal was dismissed on other grounds relating to heritage significance, scale / massing / design of the development, but there was no objection to the low parking provision onsite. The following excerpts regarding parking provision are shown:
 - *[The Council's] Third Local Implementation Plan (March 2019)(LIP3) also confirms that car-free development facilitates behaviour change for residents from the onset of occupying a dwelling in an area that has limited or no parking. I agree with the sentiments of a colleague Inspector drawn to my attention in this regard, endorsed by the Secretary of State, that 'Policy is geared towards persuading people to switch from private cars to public transport in order to try and reduce traffic. One of the best ways of achieving this is to limit parking provisions and one of the best opportunities to persuade people to alter this aspect of their life-styles is when they move home. While not a perfect solution, it follows that providing new residential accommodation with little or no parking at this highly accessible location is likely to help achieve that end...' I recognise that that relates to a different local authority area, but I see no reason why the sentiments would not hold true here."*
- **APP/L5240/V/17/3174139** – Demolition of the existing buildings and the redevelopment of the site to provide a part 4 to part 8 storey building comprising a replacement Class A1 1,643sq.m (GIA) foodstore, 144 residential units, basement car parking and associated works without complying with conditions attached to planning permission Ref 2370/APP/2018/2793, dated 21 August 2019;
 - The appeal was allowed and planning permission was granted subject to conditions.
 - The conditions contested by the appellant related to the change of car parking numbers, where the original planning permission provided for 101 residential parking spaces including 14

accessible spaces (70% provision), 23 on-site spaces including 4 accessible spaces were now proposed (16% provision).

- It was noted that in this case, the Council did not seek the maximum residential parking provision of up to 226 spaces under Policy DMT 6 of the Local Plan. However, it considers the intended parking, with a ratio of 0.16 spaces per dwelling, to be unprecedented in this area, and insufficient to meet the needs of the ward profile and residents and to avoid parking stress along surrounding streets.
- Excerpts from the Inspector are as follows:
 - *“Whether or not they have access to parking, a significant proportion of households in this area do not have access to a vehicle, particularly those in flats or other smaller dwellings which are of particular relevance given the nature of the development. I have not been provided with any clear evidence that these households are unable to access either local services or destinations to which they need to travel. As a result, I have significant doubts that ownership of a vehicle, and thus provision for parking, would necessarily be an overriding requirement in this area.*
 - *The evidence before me also includes research which shows a strong link between access to parking as a predictor of vehicle ownership, which is in turn closely related to vehicle use. TfL and the Greater London Authority (GLA) have both strongly supported the proposed reduction in parking on the site and I note comments by TfL that congestion, emissions and public health are challenges which all boroughs must contribute to addressing. Further, that reducing residential parking is essential in order to effectively manage the road network in London and deliver the new homes that the city requires.*
 - *I find with particular regard to the accessibility of the site that occupiers would be able to access necessary services by non-car modes. Opportunities for occupiers to park freely at all times would be very limited, acting as a significant disincentive to vehicle ownership and use, and encouraging instead a modal shift towards walking, cycling and public transport use.”*

Parking Demand and Accumulation

3.4.58 The guidance document ‘Residential Car Parking Research’ prepared by the Department for Communities and Local Government (DCLG, now the Ministry of Housing, Communities & Local Government) in 2007, notes the following:

- Dwelling size, type and tenure are among factors in determining car ownership levels. Households occupying rented accommodation can have up to 0.5 fewer cars than owner-occupied households in dwellings of similar size and type;
- The allocation of spaces to individual dwellings can have an adverse impact upon the efficiency of car parking provision; and

- The efficiency advantages of unallocated parking are greatest for flats.

3.4.59 The above findings support the proposed approach to parking at the development site.

3.4.60 A parking accumulation assessment has been undertaken for the development scheme using the trip rates derived from TRICS (detailed in **Section 5** below). The assessment shows that the proposed level of car parking at the site would be sufficient to accommodate the forecast parking demand.

The parking accumulation assessment is included in **Appendix E** to the rear of this report.

Communal Parking

3.4.61 As outlined above, the DCLG guidance document 'Residential Car Parking Research' notes that the allocation of spaces to individual dwellings can have an adverse impact upon the efficiency of car parking provision. Communal residential car parking is therefore proposed at the site that would be managed by Dandara Living through a permit-based system.

3.4.62 The car parking would be available to all residents, but as there are a finite number of spaces on site, they would need to apply for a permit from Dandara Living. These spaces would be subject to an additional charge, which would further encourage occupiers not to have a car. There would be a fixed number of permits in circulation that would be no more than the number of spaces, which would manage demand to ensure it remains within the available supply. Residents would be available to park in any of the available spaces, rather than being allocated a specific space.

3.4.63 Hence, only residents with access to a car would apply for a permit, with the remaining apartments being car-free households. The use of the car parking would be monitored as part of the Travel Plan. The flexibility of renting also allows people to surrender their parking space / parking permit if they no longer need a car. The proposed permit scheme was welcomed by MCC Highways in their pre-application response.

3.4.64 Overall, the proposed approach to parking provision and management at the site would increase the efficiency of the car parking provision.

Car Club

3.4.65 A Car Club space inclusive of 1 vehicle is proposed within the development site car park for shared use by local residents and the wider community. The MfS states the benefits of Car Clubs in encouraging reduced car ownership:

"One way of encouraging reduced car ownership is to provide a car club. Car clubs provide neighbourhood-based short-term car hire to members for periods of as little as one hour, and have been shown to reduce car ownership and use. To function effectively, car club vehicles need to be made available close to members' homes."

3.4.66 Collaborative Mobility UK (CoMoUK), a national charity focused on integrated mobility solutions, produces annual publications and summaries on Car Clubs, in which the 2020 Annual Report states that Car Clubs:

- Contribute to carbon savings for England and Wales outside London equivalent to the lifetime CO₂e absorption of around 1150 trees;
- Take out substantial numbers of private cars (Car Club users told CoMoUK that wider availability of Car Club cars was a critical issue in encouraging them to dispose of car) – with a statistic of 9 private cars taken off the road by each Car Club in England and Wales, and an estimate of 12,790 total number of cars removed from UK roads due to Car Clubs;
- Produce 84% less NO_x emissions, 71% less PM_{2.5} emissions, and 25.5% less CO₂ emissions in England and Wales compared to the average UK car;
- Are often used by people who need a shorter journey time, need to carry luggage / bulky items, are going to more than one place, and / or those who find Car Clubs are their cheapest option; and
- Boost use of public transport and walking and cycling, as Car Club members have higher use of sustainable modes than national averages. In the period surveyed by CoMoUK, 30% of respondents used a bicycle three times a week; whereas on average 11% of people in England cycle more than once a week.

3.4.67 The provision of a vehicle for shared use via a Car Club, combined with the accessibility of the site by active and sustainable modes of transport, would therefore support people living at the development site without a car.

Summary

3.4.68 An appropriate level of car parking is proposed to support the development, for the following main reasons:

- The Manchester Residential Quality Guidance, which provides guidance on residential parking in Manchester, allows reduced on-site provision (i.e. below 100%) where justified, which is the case for this site;
- The site is highly accessible by active and sustainable modes of transport and there is less need to own a car;
- A Travel Plan will be implemented to promote sustainable travel choices;
- Lower levels of car parking would generate less traffic, which supports wider environmental objectives;
- BTR schemes are typically occupied by younger demographics with lower car ownership;
- Below 100% car parking is typical for BTR schemes and the provision at Tesco Parrs Wood is at the upper end of the range with provision for nearly half of the apartments;

- The Car Club space inclusive of 1 vehicle will provide access to shared transport and reduce the need to own a car;
- Local work opportunities make walking and cycling a viable option;
- On-site car parking is proposed at a sustainable level, supported by demand management measures and a parking accumulation assessment;
- Parking off-site would be highly inconvenient, a potential security concern, and unlikely to occur; and
- A permit system is proposed to maximise the efficiency of the car parking provision.

3.5 Car Park Management Strategy

3.5.1 The following strategy has been prepared in response to pre-application comments raised by MCC Highways, and will be adopted at the site:

- Existing methods of enforcement:
 - The Tesco Superstore only provides car parking for customers, with £70 parking fines issues for unauthorised use.
- During construction:
 - A Construction Traffic Management Plan (CTMP) will be prepared to manage construction activities at the site, including but not limited to: construction vehicle routing, timing of deliveries, location of storage areas for materials, travel and parking arrangements for site operatives; and
 - Signage and notices will be clearly displayed at the site to inform site operatives about the travel and parking arrangements, and to confirm that parking within the Tesco car park will not be permitted.
- Prior to residents moving in:
 - All residents will be made aware of the Travel Plan, the aims and objectives, and the measures and initiatives contained within it, and communications would be aimed at dissuading car ownership and use, thereby encouraging those that do move in with a vehicle to consider alternative modes of transport;
 - All future residents (regardless of whether they are allocated a parking space or not) will be made aware of the parking arrangements as part of their tenancy agreement. These are summarised as follows:
 - Parking spaces within the site would be available on a first come first served basis for residents moving into the scheme who own a car, with a view to providing time for some residents to divest themselves of their vehicles;
 - Spaces would be leased for a set minimum term and then on a rolling basis. This gives the flexibility for residents to move into the development with a car to then give up their space when their lifestyle has adapted to location and mobility options;

- The pricing of the leased parking will be set to reflect the true cost of the space and is intended to act as a significant disincentive to retaining a space if a vehicle is not being used regularly;
- The leases for spaces will contain a break clause to enable Dandara Living to maintain flexibility regarding the future use of the parking spaces and to encourage residents to give-up spaces that they no longer require; and
- If all of the parking spaces are taken up, a waiting list for spaces would be drawn up.
- Methods of enforcement once development is operational:
 - Ownership and control of the car park will remain with Dandara Living;
 - Resident will be able to contact building management 24 hours per day to report any misuse of car parking and other community matters;
 - Dandara Living will operate a permit-based system, as outlined in **Section 3.4** above;
 - All permit holders will be required to display their allocated permit within their vehicle, on the front windscreen (as seen from the inside) at all times; and
 - Dandara Living will support Tesco in enforcing the car parking restrictions to prevent the abuse of car parking spaces within the site and adjacent supermarket car park.

3.5.2 This car park management strategy has been prepared to ensure that there is adequate management and enforcement of parking at and adjacent to the site.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 76118-CUR-XX-XX-G-TP-06003** to the rear of this report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; these are a good approximation for trips associated with the proposed development. **Figure 4.1** below illustrates the catchment area.

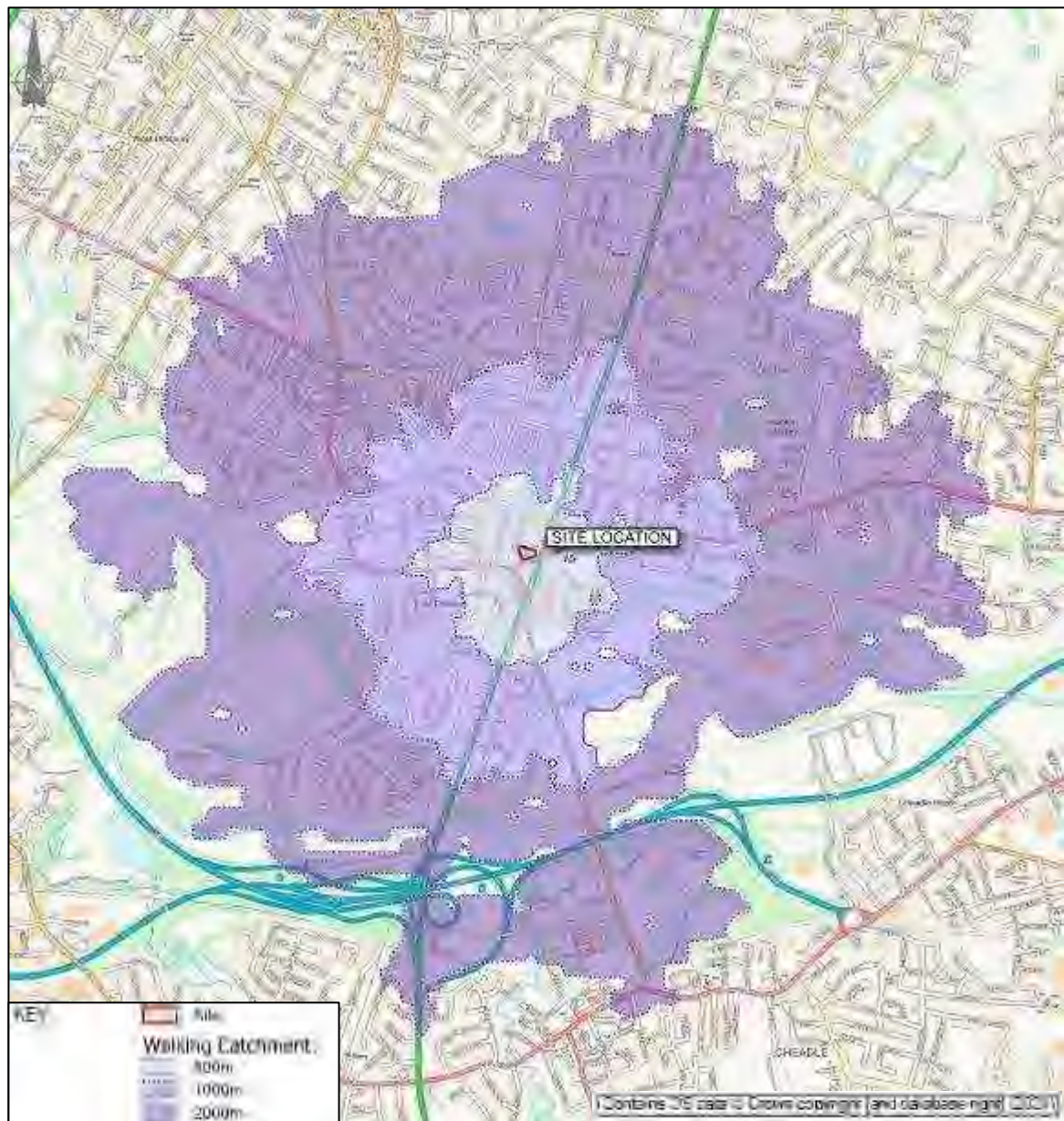


Figure 4.1 – Indicative Walking Catchment

- 4.2.3 There is a cluster of facilities and services in the immediate vicinity of the site, with additional amenities available on Wilmslow Road in Didsbury, approximately 1.2km (or a 15-minute walk) to the north-west of the site. Within a 2km walking distance of the site also lies residential areas such as Burnage to the north, Heaton Mersey to the east, Cheadle to the south, and Didsbury to the west. This catchment also includes all residential areas within Parrs Wood and East Didsbury.
- 4.2.4 The local amenities in the vicinity of the site are shown in **Figure 4.2** below, these include the Tesco Superstore, medical practices and medical centres, allotments, schools (Parrs Wood High School and Parrs Wood Sixth Form), the Mersey Vale Nature Park, Heaton Mersey Industrial Estate, local rugby and football clubs, Towers Business Park, Didsbury Sports Ground, banks, and libraries.



Figure 4.2 – Amenities in the Vicinity of the Site

(Source: OpenStreetMap and Overpass Turbo, 2020)

- 4.2.5 The MfS refers to walkable neighbourhoods, which are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas, which residents may access comfortably on foot. This distance is also included within the National Design Guide prepared by the Department for Levelling Up, Housing and Communities (formerly the Department of Housing, Communities & Local Government) in January 2021.
- 4.2.6 The proposed development site is situated in a highly accessible area with a wide range of local, complementary land uses, that operates like a district centre. There are a wide range of facilities within 800m of the site, including the Tesco Superstore directly north of the site, the East Didsbury Metrolink stop and rail station, the Parrs Wood Entertainment Centre, schools, a pharmacy, places of worship, public houses, restaurants and hot food takeaways, post boxes, parks, and leisure centres.
- 4.2.7 Notwithstanding, the MfS also states that 800m is not an upper limit and that walking has the greatest potential to replace short car trips, particularly those under 2km. The preferred maximum distance of 2km included with the CIHT guidance and in this section of the report, therefore remains valid and appropriate when reviewing the accessibility of the development site.
- 4.2.8 In terms of pedestrian infrastructure, there are pedestrian crossing facilities along the walking routes between the site and the surrounding public transport stops and local amenities. At the entrance to the Tesco Superstore and the site, there is a Zebra crossing with dropped kerbs, tactile paving, and a

pedestrian refuge island. The footways in the vicinity of the site are 2m-wide (except for an existing pinch point near the Tesco access which narrows the footway to c. 0.7m (detailed in **Figure 2.5** above), but this will be upgraded to minimum 2m), and there are signalised crossing points at all arms of the A5145 Wilmslow Road / Parrs Wood Lane junction and the A5145 Parrs Wood Lane / A34 Kingsway signalised junctions. There is also pedestrian guard railing at the crossing points along main roads such as the A34 Kingsway, and advanced cycle stop lines at most arms of the major junctions around the site.

- 4.2.9 Overall, the site is considered highly accessible on foot and residents would be able to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car.

4.3 Accessibility by Cycle

- 4.3.1 Cycling is a relatively low cost, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Plan 76118-CUR-XX-XX-G-TP-06004** to the rear of this report presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.
- 4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely due to the COVID-19 pandemic and associated restrictions on public transport. It is possible that in future non-pandemic years, the average would stay above 5.5km; however, as a worst case, 5.5km has been adopted as the average cycling distance.
- 4.3.4 The maximum acceptable cycling distance of 8km (5-miles) is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km). The Chartered Institution for Highways and Transport document '*Planning for Cycling*' (2014) also states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." This distance is also a recommendation by Cycling England in the document '*Integrating Cycling into Development Proposals*' (2008), which states: "*most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)*". Cycling is therefore a potential mode for most of these shorter distance trips.
- 4.3.5 The 5.5km catchment encompasses Burnage and Levenshulme to the north, Heaton Chapel and some areas of Stockport to the east, Gatley and Cheadle Hulme to the south, and Withington to the west. The 8km catchment extends further north to Chorlton, Rusholme, and the universities along Manchester

Oxford Road, east to Reddish North, Brinnington, and Bredbury, south to Bramhall, Handforth, and Manchester Airport, and west to Sale and areas of Hulme. **Figure 4.3** below illustrates the catchment area.

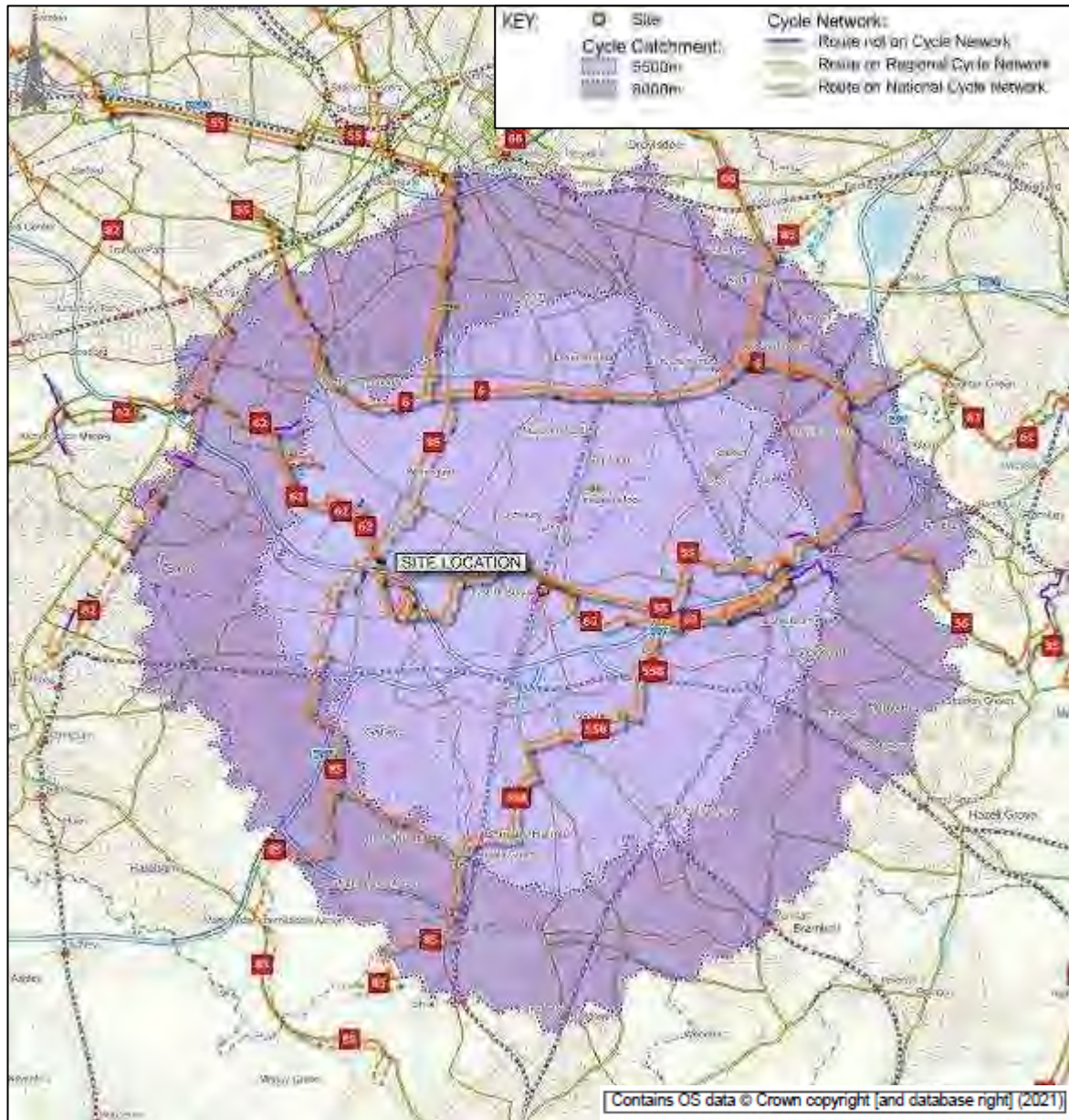


Figure 4.3 – Indicative Cycle Catchment

- 4.3.6 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site, including cycle access points onto the traffic-free paths to the east of the East Didsbury Metrolink stop.
- 4.3.7 The site is located near two of the six 'Cycleways' in Greater Manchester, which are routes that give cyclists space on traffic-free paths, quiet roads, and lanes separated from traffic. These two Cycleways

are the 'Oxford Road and Wilmslow Road' and 'Mersey Valley and Stockport' cycleways, described below and shown in **Figures 4.4** and **4.5**:

- **Oxford Road and Wilmslow Road Cycleway** – Dedicated cycleways separated from the traffic by kerbs along the majority of the route between Didsbury and Manchester City Centre, with special lanes to get around bus stops at Withington, Fallowfield, Rusholme and the university district to minimise conflict between buses, traffic and cyclists. Traffic signals are also timed to give cyclists a head start at several junctions; and
- **Mersey Valley and Stockport Cycleway** – Mostly traffic-free route between Stockport town centre and East Didsbury and Cheadle, with a gravel track alongside River Mersey in the middle. There is also secure cycle parking at the Cycle Hub in East Didsbury and Stockport town centre.



Figure 4.4 – Oxford Road and Wilmslow Road Cycleway

(Source: TfGM, 2013)

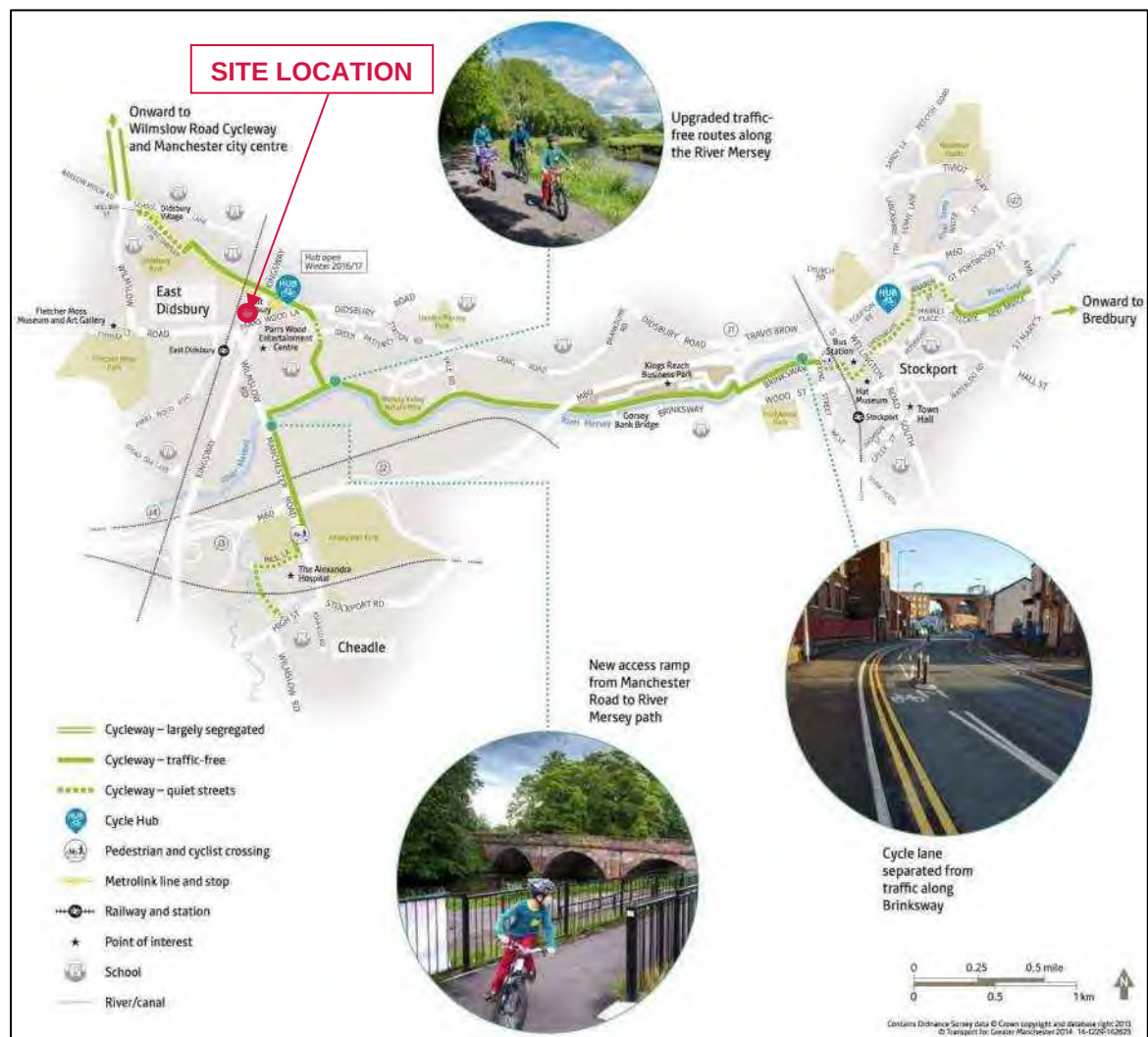


Figure 4.5 – Mersey Valley and Stockport Cycleway

(Source: TfGM, 2013)

4.3.8 These cycleways are accessible via a link at the north end of the Tesco site; therefore residents of the site would not have to travel along the local highway network to access these routes.

4.3.9 Based on the above, it is considered that there is a real opportunity for cycling as a sustainable mode of travel to and from the site.

4.4 Audit of Pedestrian and Cycle Routes

4.4.1 The existing local roads provide facilities for all road users, including pedestrians and cyclists, with footways, crossings and other pedestrian and cycle facilities in close proximity of the site. In response to pre-application comments raised by MCC Highways, Curtins conducted a site visit on Friday 22nd October 2021 to perform an audit of the pedestrian and cycle routes to and from key destinations in the vicinity of the site. The study area for the site visit included:

- National Cycle Network Route 62 between the Tesco link, past the East Didsbury Metrolink station, Burnage Lane, to Green Pastures;
- Walking routes between the East Didsbury Metrolink station and the site via footways along the A34 Kingsway and the shared footpath / cycle path off the A5145 Parrs Wood Lane; and
- Walking routes from the site to Parrs Wood Entertainment Centre, East Didsbury rail station, and up to the A5145 Wilmslow Road / Parrs Wood Road junction.

4.4.2 During the site visit, it was found that most routes to key destinations are well-maintained and in good condition. For example, the majority of footways along the A34 Kingsway and A5145 Parrs Wood Lane / Wilmslow Road were sufficiently wide, with dropped kerbs and tactile paving at crossing facilities.

4.4.3 The main deficiencies to footways were limited to those along the site boundary. A summary of key findings from the audit are as follows:

Footways along the Site Boundary

4.4.4 As stated in **Figure 2.5** above, there is a narrow footway with a fence on the approach to Tesco from the A5145 Parrs Wood Lane east of the access road. Whilst on-site, it was observed that some able-bodied pedestrians walked around the fence to re-join the footway.

4.4.5 MCC Highways stated that these footways are within the curtilage of the site and within control of Dandara Living to widen and resurface. The development proposals include the removal of the fence and upgrades to sub-standard footways along the site boundary to a minimum of 2m in width.

4.4.6 Additionally, it was observed that the footway to the south of the site suffers from street clutter with various signposts and street furniture that reduce the effective width of the footway in places. Dandara Living therefore support the rationalisation of signposts and street furniture along this footway, and the resurfacing of the footway, to improve the accessibility of the site.

Pedestrian / Cycle Link from Tesco to National Cycle Network Route 62

4.4.7 It was observed that there is a good quality pedestrian and cycle link to Route 62 of the National Cycle Network (NCN) to the north of the site from the rear of the Tesco Superstore. There were several pedestrians observed using this link during the audit, and the service road was lightly trafficked, with only one refuse vehicle observed during a 15-minute period.

- 4.4.8 There is a section of footway alongside the eastern side of the service road (shown in **Figure 4.6** below), before it terminates at the service yard. From there, the link across the Metrolink lines can be seen (shown in **Figure 4.7** below).



Figure 4.6 (left) – Footway along Eastern Side of Tesco Access Road



Figure 4.7 (right) – Link to NCN Route 62 across Metrolink Lines

- 4.4.9 There are signs instructing cyclists to dismount and walk across on approach to the Metrolink lines. Once safely across onto Route 62, there are signposts showing directions for onward travel via the route. As shown in **Figure 4.8** below, cyclists can access Didsbury, Northenden, and Mersey Valley to the west, or Burnage, Heaton Mersey, and Stockport to the east. Route 62 to the east also leads towards the East Didsbury Metrolink station.



Figure 4.8 – Directions along NCN Route 62 from Tesco Link

- 4.4.10 On this basis, it is concluded that the Mersey Way cycle route can be accessed from within the Tesco site and that additional cycle infrastructure is not required at the A34 Kingsway / A5145 Parrs Wood Lane junction to facilitate access to this route. However, the link to the Mersey Way cycle route would benefit from additional signage to improve the visibility of the route for public use.

Condition of NCN Route 62

- 4.4.11 It was observed that in the vicinity of the East Didsbury Metrolink station, the route is appropriately paved in tarmac and in good condition (shown in **Figure 4.9** below); however in the vicinity of the link from the Tesco site, the route is paved in gravel, but there are some potholes along the route (shown in **Figure 4.10**). The gravel section would benefit from surface improvements to provide for all-year-round use.



Figure 4.9 (left) – View of NCN Route 62 to the East of East Didsbury Metrolink Station



Figure 4.10 (right) – View of NCN Route 62 to the East of Tesco Link

Cycle Infrastructure on Carriageway

- 4.4.12 It was also observed that on the A34 Kingsway (S) and A5145 Parrs Wood Lane (E) approaches to the A34 Kingsway / A5145 Parrs Wood Lane signalised junction, there are advanced cycle stop lines with on-road cycle lanes leading towards the advanced stop lines. There is also a section of shared footway / cycleway along the northern and western perimeter of the Barlow Croft Pub to the south-east of the junction, shown in **Figure 4.11** below. This shared footway / cycleway leads towards a traffic-free path around Parrs Wood Entertainment Centre to Parrs Wood Sixth Form.



Figure 4.11 – Cycle Infrastructure at A5145 (E) Approach to A34 / A5145 Junction

4.4.13 The A34 Kingsway (N) and A5145 Parrs Wood Lane (W) approaches also have advanced cycle stop lines. It appears from the site audit that cycle infrastructure has been provided where there is sufficient carriageway space available within the public highway. This existing infrastructure is considered suitable to support the proposed development.

Pedestrian and Cycle Improvement Proposals

4.4.14 The audit of pedestrian and cycle routes in the vicinity of the site has revealed a wide range of high quality facilities as well as potential areas for improvement. In summary, the following improvements are proposed to support the development:

- Continuation of 2m wide footways along both sides of the site access road into the site to serve the residential development and the Tesco Superstore;
- Improvements to the existing Zebra crossing on the site access road to include wider dropped kerbs with improved tactile paving and the introduction of Belisha Beacons at the crossing (as detailed in **Section 3.2**);
- Rationalise street furniture and resurface the footway along the site frontage on Parrs Wood Lane; and
- Provision of signage to cycle routes in the vicinity of the site (i.e. NCN Route 62).

- 4.4.15 Dandara Living is also supportive of surface improvements along the NCN Route 62 in the vicinity of the site, subject to further discussions with MCC Highways.

4.5 Accessibility by Public Transport

- 4.5.1 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a 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), considering walk access time, service availability, and average waiting time. The approach essentially measures the density of public transport in any site within the Greater Manchester region.
- 4.5.2 The accessibility index score has eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8. This is a particular strength of the site, which offers strong multi-modal links to the wider area. Besides Manchester city centre, the only other areas in South Manchester with a GMAL rating of 8 are Stockport town centre, Altrincham town centre, East Didsbury, and the Oxford Road / Wilmslow Road corridor through Rusholme, Fallowfield, Withington, and West Didsbury.
- 4.5.3 **Plan 76118-CUR-XX-XX-G-TP-06005** to the rear of this report demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These are shown in **Figure 4.12** below and include:
- 20 minutes – Burnage, Mauldeth Road, Heaton Chapel, Gatley;
 - 40 minutes – Manchester City Centre, Gorton, Reddish, Brinnington, Bredbury, Stockport, Manchester Airport, Wilmslow, Alderley Edge, Urmston; and

- 60 minutes – Manchester Victoria, Moston, Rochdale, Ashton-under-Lyne, Romiley, Marple, New Mills Central, Poynton, Prestbury, Macclesfield, Knutsford, Chelford, Goostrey, Holmes Chapel, Sandbach, Altrincham, Eccles, Newton-le-Willows, St Helens Junction, Bolton.

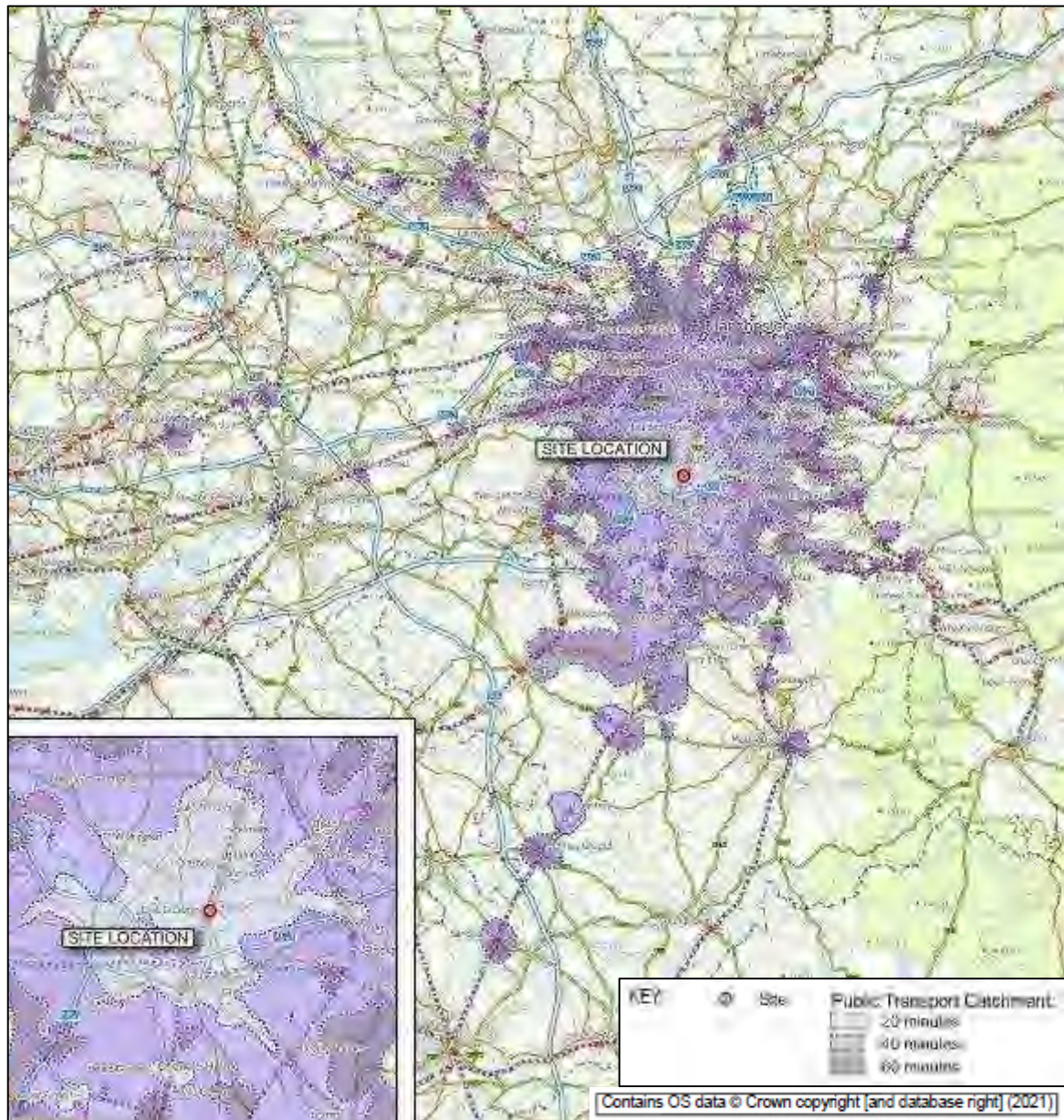


Figure 4.12 – Indicative Public Transport Catchment

- 4.5.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.13** below:



Figure 4.13 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2019)

Bus Accessibility

4.5.5 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *'Buses in Urban Developments'* (2018) indicates that ideally, a bus stop should be located within the following distance from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400

Situation	Maximum Walking Distance (m)
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.5.6 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.5.7 The nearest bus stops to the site are located to the south of the site across the A5145 Parrs Wood Lane and opposite the East Didsbury rail station, and to the east of the site along the A34 Kingsway, within walking distances of c. 100m, 200m and 250m respectively, which equates to a walking time of less than 3 minutes, and are within the CIHT recommended distances outlined in **Table 4.2** above.
- 4.5.8 The bus stop located to the south of the site only hosts westbound bus services, whereas the bus stop located opposite East Didsbury rail station only hosts eastbound services. The bus stops along the A34 Kingsway are available in pairs and host both north and southbound services.
- 4.5.9 **Table 4.3** below details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From A5145 Parrs Wood Lane:				
23	Stockport – Stretford – Urmston – The Trafford Centre	15 mins	15 mins	30 mins
288	East Didsbury – Timperley – Altrincham – Manchester Airport	Hourly	Hourly	No Service
From A5145 Wilmslow Road (opposite East Didsbury rail station) (buses no. 23 and 288 as above but in an eastbound direction, with the addition of):				
42	Piccadilly Gardens – Didsbury – Heaton Mersey – Stockport	30 mins	30 mins	Hourly
42A	Piccadilly Gardens – Heaton Chapel – North Reddish	30 mins	30 mins	Hourly
42B	Piccadilly Gardens – Cheadle – Cheadle Hulme – Woodford	Hourly	Hourly	Hourly
42C	Piccadilly Gardens – Cheadle – Heald Green – Handforth Dean	Hourly	Hourly	No Service
142	Piccadilly Gardens – Rusholme – Fallowfield – East Didsbury	10 mins	10 mins	10 mins
From A34 Kingsway:				
50	The Lowry – Salford – Birchfields – Burnage – East Didsbury (and vice versa)	10 mins	10 mins	15 mins

Table 4.3 – Summary of Bus Services

- 4.5.10 The above table demonstrates that there are a total of eight bus services within walking distance of the site that provide regular access to a variety of destinations across Greater Manchester throughout the week and during weekends. On average, these services provide one bus every ten minutes in each direction that would be available to future users of the site, which is an excellent level of bus service provision.
- 4.5.11 It is noted that the provision of bus services will change over time in response to current circumstances and during different seasons of the year. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.
- 4.5.12 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

- 4.5.13 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.5.14 The nearest train station is East Didsbury, located c. 600m (or a 7-minute walk) to the south-west of the site. Outside the station there is also sheltered cycle parking with space for c. 20 bicycles. East Didsbury rail station has step-free access to the platforms via ramps, a staffed ticket office and payphones for customer use. There are also waiting rooms with seating available off the booking hall during staffed hours. Outside staffed hours, passengers can use the waiting shelters present on both platforms along with bench seating.
- 4.5.15 A summary of rail services from this station is provided in **Table 4.4** below.

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
By Northern Rail:			
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport	Hourly in both directions	Hourly in both directions	Hourly in both directions
Manchester to Manchester Airport local stopping services and Manchester to Crewe Calling at: Deansgate, Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport, Styal, Wilmslow, Alderley Edge, Chelford, Goostrey, Holmes Chapel, Sandbach, and Crewe	3 per hour in both directions	3 per hour in both directions	2 per hour in both directions

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
By Transport for Wales:			
Holyhead – Llandudno – Chester – Manchester Calling at: - Holyhead, Bangor, Llanfairfechan, Penmaenmawr, Conwy; or - Llandudno, Deganwy; converging at Llandudno Junction, Colwyn Bay, Abergele & Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, Manchester Airport, Crewe, diverges to: - Shrewsbury, Cardiff Central; or - Birmingham New Street, Birmingham International, London Euston	Hourly in both directions	Hourly in both directions	No Service

Table 4.4 – Summary of Rail Services

4.5.16 The trains that serve East Didsbury station run at regular intervals throughout the week. These services provide access to major urban areas and interchanges in the North West that would be available to future users of the site.

4.5.17 It is noted that the provision of rail services will change over time in response to current circumstances and during different seasons of the year. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail and Transport for Wales' websites at: northernrailway.co.uk/travel/timetables and <https://tfwrail.wales/planning-ahead>.

4.5.18 Overall, it is considered the site is highly accessible by rail.

Metrolink (Light Rail) Accessibility

4.5.19 Future site users would be able to board the Metrolink at East Didsbury, which is within a c. 300m walking distance (or a 3.5-minute walk) to the north-east of the site. The Pink Line from East Didsbury to Rochdale Town Centre calls at this stop.

4.5.20 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.

4.5.21 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.5.22 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester. Commuters on the Metrolink can also change at key interchanges such as St Werburgh's Road, Trafford Bar, or Cornbrook to access additional lines on the Metrolink network leading to destinations further afield such as Wythenshawe, Stretford, and Salford, as shown in the Metrolink map in **Figure 4.14** below.

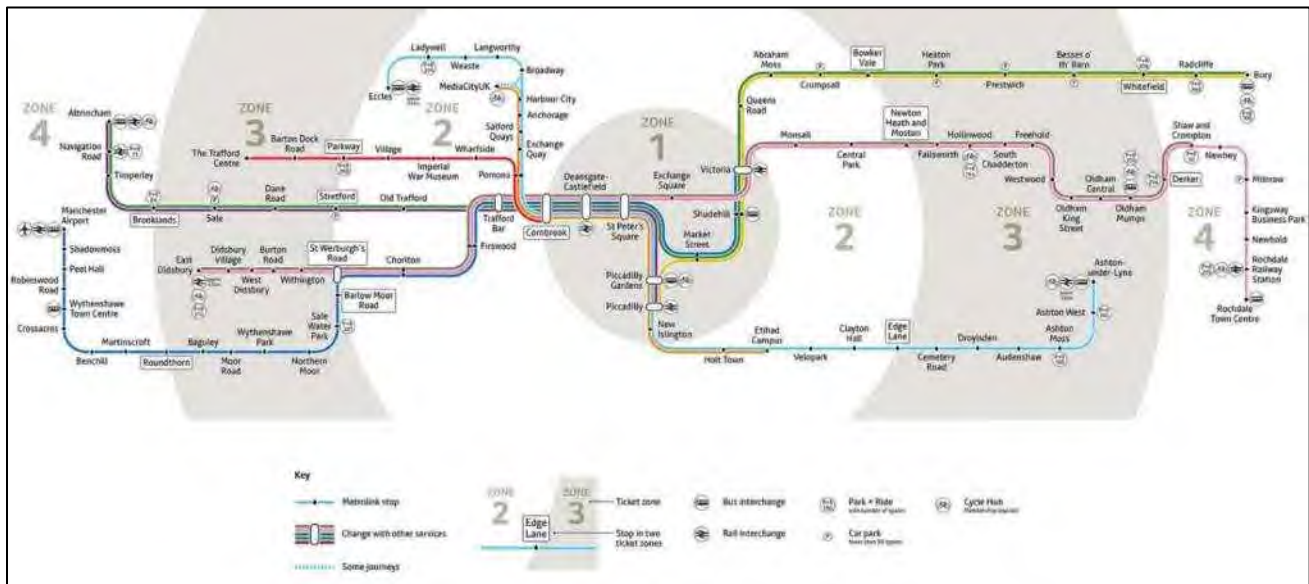


Figure 4.14 – TfGM Metrolink Network Map
(Source: TfGM, 2021)

4.5.23 Overall, it is considered the site is highly accessible by Metrolink (light rail).

4.5.24 It is concluded that the site is highly accessible by public transport services overall that would offer realistic and viable alternatives to travel by the private car. Residents would therefore be able to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car.

4.6 Summary

4.6.1 It is concluded that the site is situated within a highly accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the excellent existing public transport facilities, including bus, Metrolink and rail, in addition to walking and cycling opportunities, which would provide viable alternatives to travel by the private car.

4.6.2 This review of multi-modal accessibility demonstrates that use of a car is not necessary to access local facilities and services across a range of journey purposes.

5.0 Traffic Forecasting

5.1 Introduction

- 5.1.1 This section of the report details the methodology used to predict the demand associated with the proposed development and derive future year traffic flows in order to assess the impact of the site.

5.2 Scope of Assessment

- 5.2.1 The operation of the existing highway network has been assessed at the following locations:

- **Junction 1** – A5145 Parrs Wood Lane / Tesco access;
- **Junction 2** – A34 Kingsway / A5145 Parrs Wood Lane signalised junction;
- **Junction 3** – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre signalised junction;
- **Junction 4** – A5145 Parrs Wood Lane / East Didsbury Access Road signalised junction; and
- **Junction 5** – A34 Kingsway / B5095 Wilmslow Road signalised junction.

- 5.2.2 Curtins commissioned an independent traffic survey company to undertake full turning movement surveys at the above junctions, which were undertaken on Friday 17th September 2021 between 07:00 – 10:00 and 15:00 – 19:00. The surveys were undertaken during school term time; it is noted that no COVID-19 restrictions or roadworks in the study area were in place at the time of the survey.

- 5.2.3 MCC Highways have stated that the data collection should reflect the traffic demand rather than simply the traffic volumes that get through on the green signal – as such, timed queue lengths should be recorded, which should also record the position of the back of the queued traffic on all approaches. The results (traffic counts and queue lengths) from these surveys are provided in **Appendix F** to the rear of this report.

- 5.2.4 The peak hours observed were 07:45 – 08:45 and 18:00 – 19:00 at the AM and PM respectively. **Traffic Figures 1** and **2** at the rear of this report show the observed peak hour traffic flows (together with queue demand at the end of the peak hour) for the AM and PM peaks respectively. All Traffic Figures are provided in **Appendix G**.

5.3 Assessment Years and Traffic Growth

- 5.3.1 The impact of the proposed development upon the local road network has been assessed for the 2022 application year and 2027 future assessment year (application year plus five years).

- 5.3.2 The A34 Kingsway is a main arterial route into Manchester City Centre. As this route is already heavily trafficked, it is unlikely to experience notable levels of traffic growth from year-to-year, which is the case on other arterial routes across Manchester. However, for robustness, the 2021 traffic flows have been factored to the 2022 and 2027 assessment years by the DfT TEMPRO 7.2 program, using the NTEM

v7.2 database and the current NTM AF15 dataset in line with TAG Unit M4: Forecasting and Uncertainty. The Manchester 045 Middle Super Output Area (MSOA) has been selected as the defined area.

- 5.3.3 These growth factors are presented in **Table 5.2** and the resulting factored traffic flow figures for the 2022 and 2027 future years can be found in **Traffic Figures 3 to 6**.

Background Traffic Growth Factors			
Base Year	Forecast Year	AM	PM
2021	2022	1.0130	1.0132
2021	2027	1.0729	1.0739

Table 5.1 – TEMPRO Growth Factors in 2022 and 2027

- 5.3.4 In this case, it is considered that the application of a robust local growth factor to derive the future year background traffic flows would account for any potential committed development traffic.

5.4 Trip Distribution and Assignment

- 5.4.1 The data used for the proposed trip distribution has been calculated using information provided by the Census 2011 Origin-Destination information for the place of work at an MSOA (Middle Super Output Area) level.
- 5.4.2 The dataset used is the 'Location of Usual Residence and Place of Work by Method of Travel to Work' (MSOA Level). This is used and interrogated to find the destinations of trips to work from home-based origins centred around the middle super output area where the site is located per the 2011 Census.
- 5.4.3 The distribution has been calculated by considering the most likely route to be selected by residents in the proposed development to reach their place of employment, based on travel distances and times as suggested by online route planners. The route planner was undertaken during peak hours considering local traffic conditions, whereas the places of work analysed were inclusive of all 2011 Census merged local authority districts across the UK.
- 5.4.4 The resulting traffic distribution is shown on **Traffic Figure 7**, illustrating the percentages of the traffic that passes through the assessed junctions, assigning traffic to each of the arms.

5.5 Forecast Trip Generation

- 5.5.1 The trip generation for the proposed uses of the site has been determined with reference to the TRICS database. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK.

- 5.5.2 The trip generation for the residential element of the development is based on vehicular trip rates from the TRICS residential category 'flats privately owned'. It is noted that 20% of the apartments will be Affordable Private Rent, which will have lower trip rates, therefore the application of 'flats privately owned' provides a robust assessment. It is also noted that flexible community use is proposed on the ground floor; however this use is ancillary to the residential development and is not expected to generate additional vehicular trips. The flexible community use would be accessible on foot for residents of the development and the local community within walking distance of the site.
- 5.5.3 The TRICS output is provided in **Appendix H** to the rear of this report, and the trip rates and trip generation are summarised in **Table 5.3** below. The trip rates for the PM peak have been taken from 18:00 – 19:00 as these are slightly higher than 17:00 – 18:00, thereby providing a worst-case assessment of the PM peak.

Time Period	Vehicular Trip Rates (per dwelling)			Vehicular Trip Generation (75 dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM (08:00 – 09:00)	0.054	0.173	0.227	4	13	17
PM (18:00 – 19:00)	0.156	0.091	0.247	12	7	19

Table 5.2 – Proposed Development Vehicular Trip Rates and Trip Generation

- 5.5.4 The results demonstrate that the number of vehicle trips that could be generated by the residential element equates to 17 and 19 two-way movements during AM and PM peaks respectively.
- 5.5.5 This has been incorporated with the turning proportions to produce traffic flows within **Traffic Figures 8 and 9**.
- 5.5.6 The proposed development would result in an increase in two-way flows at each of the surveyed junctions as summarised in **Table 5.3**:

No.	Junction	Additional Two-Way Flows	
		AM Peak	PM Peak
1	Site Access / A5145 Parrs Wood Lane	17	19
2	A34 Kingsway / A5145 Parrs Wood Lane	13	13
3	A34 Kingsway / A5145 / Parrs Wood Centre	6	6
4	A5145 Parrs Wood Lane / East Didsbury Access	4	6
5	A34 Kingsway / B5095 Wilmslow Road	6	6

Table 5.3 – Development Traffic Flows by Junction

Note: figures have been subject to rounding.

- 5.5.7 It is evident from the table above that none of the junctions studied would be subject to additional traffic generation above the 30-trip threshold in the AM and PM peaks that is used by TfGM to determine whether further assessment should be considered. The traffic flow change at the other junctions would be minimal and well within the daily variation in traffic flows. Notwithstanding, junction capacity assessments have been undertaken and are presented in **Section 6** for completeness.
- 5.5.8 It is worth noting that the trip generation associated with the proposed development is significantly less than the previous application for the site, and also less than the existing use of the site as a Tesco Superstore if the car park was operating at maximum occupancy. Additionally, **Section 2** earlier has concluded that the permanent removal disposal of surplus car parking spaces at the Tesco Superstore would not lead to an under-provision of parking for customers. The observed occupancy levels demonstrate there is spare capacity in the car park, which underpins the removal of these spaces by Tesco for redevelopment.
- 5.5.9 Further details are provided in Section 4.2 of the Transport Scoping Report. Hence, the development proposals offer a more sustainable proposition for the site with lower traffic generation potential.

5.6 Assessment Traffic Flows

- 5.6.1 The development traffic flows have been added to the 2022 Application Year scenario to form the '2022 Base + Development' traffic flows. The resultant figures are set out in **Traffic Figures 10 and 11**.
- 5.6.2 In addition, the development traffic has been added to the 2027 Opening Year scenario to form the '2027 Base + Development' traffic flows. The resultant figures are set out in **Traffic Figures 12 and 13**.

6.0 Traffic Impact Assessments

6.1 Introduction

- 6.1.1 In response to the Transport Scoping Report, TfGM stated that given the existing congestion levels in the area and the history of the previous application at the site, the traffic conditions in the area are a key concern for the local residents. As such, it should be assumed that traffic modelling is required.
- 6.1.2 On this basis, the future year operation of the local highway network has been assessed at the following locations.
- **Junction 1** – A5145 Parrs Wood Lane / Tesco access;
 - **Junction 2** – A34 Kingsway / A5145 Parrs Wood Lane signalised junction;
 - **Junction 3** – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre signalised junction;
 - **Junction 4** – A5145 Parrs Wood Lane / East Didsbury Access Road signalised junction; and
 - **Junction 5** – A34 Kingsway / B5095 Wilmslow Road signalised junction.
- 6.1.3 Due to the proximity of the above junctions, it is considered that there will be interactions between the operation of the junctions. To replicate this, the junctions, have been modelled together as a linked network utilising JCT Consultancy's LinSig programme.
- 6.1.4 LinSig allows traffic engineers to model traffic signals and their effect on traffic capacities and queuing. As well as modelling the effects of traffic signals LinSig also optimises signal timings to reduce delay or increase capacity at a junction or group of interlinked junctions.
- 6.1.5 LinSig results refer to the Degree of Saturation (DoS) and Mean Maximum Queue (MMQ) predicted in each lane of the junction. A DoS of 100% indicates that the lane in question is operating at its theoretical capacity (point of saturation), whilst a DoS of 90% or less indicates that the lane is operating within its practical capacity.
- 6.1.6 The signal timings have been optimised using LinSig and manually adjusted to ensure that the queues predicted by the model fit within the available queuing space for the internal links. The signal timings are consistent between the 'without development' and 'with development' scenarios.
- 6.1.7 The results from the junction assessments are summarised in the following section and the full modelling output reports are provided in **Appendix I** to the rear of this report.

6.2 Junction 1 – A5145 Parrs Wood Lane / Tesco Access

- 6.2.1 **Tables 6.1 to 6.3** below present a summary of the modelling results during AM and PM weekday peak hours at this junction during the 2021 Observed, and 2022 and 2027 Base and Base + Development scenarios respectively.

Link	Lane Descriptor	2021 Observed			
		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2/1	Tesco Access Left	8.3%	0.0	20.0%	0.1
2/2	Tesco Access Right	14.2%	0.1	25.3%	0.2
3/1+3/2	Didsbury Road East Right Ahead	15.6 : 15.6%	0.1	20.1 : 20.1%	0.1
Cycle Time (s)		104		104	
Total Delay (pcu / hr)		0.2		0.4	

Table 6.1 – A5145 Parrs Wood Lane / Tesco Access Junction '2021 Observed Scenario'

Link	Lane Descriptor	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/1	Tesco Access Left	8.6%	0.0	20.5%	0.1	10.0%	0.1	21.3%	0.1
2/2	Tesco Access Left	14.5%	0.1	25.8%	0.2	14.7%	0.1	26.0%	0.2
3/1+3/2	Didsbury Road East Right Ahead	15.6 : 15.6%	0.1	20.2 : 20.1%	0.1	15.8 : 15.8%	0.1	20.6 : 20.5%	0.1
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		0.2		0.4		0.2		0.4	

Table 6.2 – A5145 Parrs Wood Lane / Tesco Access Junction '2022 Scenarios'

Link	Lane Descriptor	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/1	Tesco Access Left	8.8%	0.0	21.8%	0.1	10.5%	0.1	22.8%	0.1
2/2	Tesco Access Left	15.2%	0.1	27.5%	0.2	16.1%	0.1	27.8%	0.2
3/1+3/2	Didsbury Road East Right Ahead	16.3 : 16.3%	0.1	21.3 : 21.2%	0.1	16.4 : 16.4%	0.1	21.7 : 21.6%	0.1
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		0.2		0.5		0.3		0.5	

Table 6.3 – A5145 Parrs Wood Lane / Tesco Access Junction '2027 Scenarios'

- 6.2.2 Based on the results shown in **Tables 6.1 to 6.3**, the A5145 Parrs Wood Lane / Tesco access junction currently operates well within practical capacity in the 2021 scenario, and is predicted to operate well within practical capacity in the 2022 and 2027 future year scenarios. With the addition of the development traffic, the results confirm that the junction continues to operate with spare capacity.
- 6.2.3 A comparison of the results for the base and development scenarios indicates minimal changes in queues and delays at the junction. It is therefore considered that the proposed development will have a minimal impact on the operation of this junction.
- 6.2.4 There are 'KEEP CLEAR' markings at the junction to ensure that access and egress to and from the site access road is not blocked by queueing traffic on Parrs Wood Lane.

6.3 Junction 2 – A34 Kingsway / A5145 Parrs Wood Lane Signalised Junction

- 6.3.1 **Tables 6.4 to 6.6** below present a summary of the modelling results during AM and PM weekday peak hours at this junction during the 2021 Observed, and 2022 and 2027 Base and Base + Development scenarios respectively.

Link	Lane Descriptor	2021 Observed			
		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
1/2+1/1	Kingsway north Left Ahead	93.3 : 93.3%	18.6	93.8 : 93.8%	18.5
1/3	Kingsway north Ahead	87.7%	17.6	86.4%	16.1
¼	Kingsway north Right	109.4%	9.3	52.7%	3.0
2/2+2/1	Kingsway south Ahead Left	70.7 : 70.7%	14.4	67.2 : 66.8%	15.9
2/3	Kingsway south Ahead	51.7%	8.2	39.3%	3.5
2/4	Kingsway south Right	80.1%	12.0	91.0%	14.5
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	62.9 : 62.9%	7.8	62.3 : 62.3%	7.6
4/1+4/2	A5145 Parrswood Lane west Left Ahead Right	41.6 : 41.6%	5.5	58.1 : 58.1%	9.1
Cycle Time (s)		104		104	
Total Delay (pcu / hr)		54.1		43.4	

Table 6.4 – A34 Kingsway / A5145 Parrs Wood Lane Signalised Junction '2021 Observed Scenario'

Link	Lane Descriptor	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
1/2+1/1	Kingsway north Left Ahead	93.9 : 93.9%	19.3	94.9 : 94.9%	19.9	93.7 : 93.7%	19.1	94.9 : 94.9%	19.8
1/3	Kingsway north Ahead	88.2%	17.8	88.2%	16.8	88.2%	17.8	88.2%	16.8
1/4	Kingsway north Right	110.7%	9.7	54.2%	3.0	111.9%	10.2	56.9%	3.2
2/2+2/1	Kingsway south Ahead Left	70.7 : 70.7%	14.4	68.0 : 67.5%	16.1	70.7 : 70.7%	14.4	67.9 : 67.5%	16.1
2/3	Kingsway south Ahead	51.8%	8.2	39.3%	3.5	51.7%	8.2	39.4%	3.5
2/4	Kingsway south Right	80.0%	12.0	92.0%	15.0	80.2%	12.0	92.0%	15.0
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	63.7 : 63.7%	7.9	63.1 : 63.1%	7.7	63.7 : 63.7%	7.9	63.2 : 63.2%	7.7
4/1+4/2	A5145 Parrswood Lane west Left Ahead Right	42.3 : 42.3%	5.7	59.0 : 59.0%	9.4	43.9 : 43.9%	5.9	59.8 : 59.8%	9.4
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		55.4		45.7		55.90		45.9	

Table 6.5 – A34 Kingsway / A5145 Parrs Wood Lane Signalised Junction '2022 Scenarios'

Link	Lane Descriptor	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
1/2+1/1	Kingsway north Left Ahead	101.0 : 101.0%	34.0	99.4 : 99.4%	28.5	100.4 : 100.4%	32.3	99.6 : 99.6%	28.9
1/3	Kingsway north Ahead	97.8%	25.9	96.5%	22.8	97.8%	25.9	96.3%	22.6
1/4	Kingsway north Right	116.9%	12.3	60.0%	3.4	119.5%	13.3	61.6%	3.5
2/2+2/1	Kingsway south Ahead Left	70.7 : 70.8%	15.0	68.6 : 68.1%	16.5	70.7 : 70.8%	14.4	68.6 : 68.0%	16.5
2/3	Kingsway south Ahead	51.9%	8.5	40.6%	3.6	51.8%	8.2	40.7%	3.6
2/4	Kingsway south Right	80.1%	12.0	93.0%	15.9	80.0%	12.0	92.9%	15.9
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	67.4 : 67.4%	8.6	66.9 : 66.9%	8.3	67.5 : 67.5%	8.6	67.1 : 67.1%	8.4
4/1+4/2	A5145 Parrswood Lane west Left Ahead Right	44.4 : 44.4%	5.9	62.2 : 62.2%	10.0	46.0 : 46.0%	6.2	63.1 : 63.1%	10.1
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		77.01		59.29		76.39		59.73	

Table 6.6 – A34 Kingsway / A5145 Parrs Wood Lane Signalised Junction '2027 Scenarios'

6.3.2 Tables 6.4 to 6.6 confirm that the junction operates above theoretical capacity in the 2021 observed scenario and continues as such for both the 2022 and 2027 base scenarios. The results also show that

the junction will continue to operate above theoretical capacity with the addition of the proposed development traffic. Comparison of the results for the base and base plus development scenarios shows a minimal increase in the degree of saturation and queues.

6.3.3 It is considered that the increases in the degree of saturation and queueing as a result of development traffic is negligible and will not have a severe impact on existing road users. It should be noted that the junction operates on Urban Traffic Control (UTC) Split Cycle and Offset Optimisation Technique (SCOOT) system. SCOOT is a UTC system which continually assesses the traffic flow data obtained from a series of carriageway loops to optimise the green splits, offsets and cycle time to increase throughput and minimise congestion and delay within a network. The results on the ground are therefore expected to be better than the model forecast.

6.3.4 On the above basis, it is considered that the impact of the development on this junction is not severe and that no mitigation is required beyond the implementation of a Travel Plan to reduce single occupancy car trips from the development.

6.4 Junction 3 – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre Signalised Junction

6.4.1 Tables 6.7 to 6.9 below present a summary of the modelling results during AM and PM weekday peak hours at this junction during the 2021 Observed, and 2022 and 2027 Base and Base + Development scenarios respectively.

Link	Lane Descriptor	2021 Observed			
		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	58.3 : 58.3%	7.8	76.7 : 76.7%	8.4
2/3	A5145 Wilmslow Road Right	45.6%	6.8	67.1%	7.8
3/1	Kingsway north Left Ahead	64.9%	7.2	58.5%	10.1
3/2	Kingsway north Ahead	53.5%	6.3	45.0%	9.7
3/3	Kingsway north Ahead	63.8%	2.4	45.7%	7.1
6/1	Parrswood Centre Right Left	3.3%	0.4	2.9%	0.3
7/1	Kingsway Road south Left	42.5%	6.8	38.4%	8.4
7/2	Kingsway Road south Ahead	73.4%	6.8	55.8%	17.2
7/3	Kingsway Road south Ahead	88.7%	17.6	66.3%	15.3
Cycle Time (s)		104		104	
Total Delay (pcu / hr)		22.68		33.38	

Table 6.7 – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre Signalised Junction '2021 Observed Scenario'

Link	Lane Descriptor	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	58.9 : 58.9%	8.0	77.4 : 77.4%	8.5	58.9 : 58.9%	8.0	77.4 : 77.4%	8.5
2/3	A5145 Wilmslow Road Right	46.3%	6.9	68.2%	7.9	46.3%	6.9	68.5%	8.0
3/1	Kingsway north Left Ahead	65.5%	6.2	59.4%	10.4	65.4%	6.2	59.4%	10.4
3/2	Kingsway north Ahead	54.8%	6.4	46.5%	10.3	54.8%	6.4	46.5%	10.3
3/3	Kingsway north Ahead	64.3%	2.5	45.5%	7.0	64.4%	2.5	45.5%	7.0
6/1	Parrswood Centre Right Left	3.3%	0.4	2.9%	0.3	3.3%	0.4	2.9%	0.3
7/1	Kingsway Road south Left	42.9%	10.9	38.7%	8.5	43.0%	10.9	38.9%	8.5
7/2	Kingsway Road south Ahead	73.4%	6.8	56.5%	17.5	73.4%	6.8	56.4%	17.5
7/3	Kingsway Road south Ahead	88.7%	17.6	66.6%	15.4	88.7%	17.6	66.7%	15.5
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		23.4		34.5		23.4		34.5	

Table 6.8 – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre Signalised Junction '2022 Scenarios'

Link	Lane Descriptor	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	64.9 : 64.9%	9.0	81.2 : 81.2%	9.4	63.5 : 63.5%	8.9	81.2 : 81.2%	9.4
2/3	A5145 Wilmslow Road Right	50.0%	7.4	73.2%	8.8	48.1%	7.3	73.2%	8.8
3/1	Kingsway north Left Ahead	68.7%	8.0	63.0%	11.5	69.1%	8.4	63.0%	11.5
3/2	Kingsway north Ahead	55.3%	7.0	47.1%	10.7	55.9%	7.1	47.3%	10.8
3/3	Kingsway north Ahead	70.4%	2.8	50.3%	8.7	70.4%	2.8	50.3%	8.7
6/1	Parrswood Centre Right Left	3.7%	0.5	3.1%	0.3	3.5%	0.4	3.1%	0.3
7/1	Kingsway Road south Left	44.8%	12.0	40.3%	9.5	44.8%	12.0	40.5%	9.5
7/2	Kingsway Road south Ahead	72.1%	5.9	57.0%	17.7	73.5%	6.8	57.0%	17.7
7/3	Kingsway Road south Ahead	87.1%	7.9	68.0%	16.0	88.7%	17.6	68.0%	16.0
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		24.3		37.6		25.3		37.6	

Table 6.9 – A34 Kingsway / A5145 / Parrs Wood Entertainment Centre Signalised Junction '2027 Scenarios'

6.4.2 **Tables 6.7 to 6.9** confirm that the junction currently operates within practical capacity during the AM and PM peak hours in the 2021 observed scenario, and in the 2022 and 2027 future years.

6.4.3 It is considered that the increases in the degree of saturation, queueing and delay as a result of development traffic is minimal. It is also worth noting that the queues predicted above, fit within the available queueing space.

6.5 Junction 4 – A5145 Parrs Wood Lane / East Didsbury Access Road Signalised Junction

6.5.1 **Tables 6.10 to 6.12** below present a summary of the modelling results during AM and PM weekday peak hours at this junction during the 2021 Observed, and 2022 and 2027 Base and Base + Development scenarios respectively.

Link	Lane Descriptor	2021 Observed			
		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
2/1	Station/Residential Access Right U-Turn Ahead	15.8%	0.7	13.4%	0.6
3/1	Wilmslow Road West Right Ahead	52.9%	9.6	52.8%	9.7
3/2	Wilmslow Road West Right U-Turn	52.5%	9.3	52.4%	9.4
5/2+5/1	Parrswood Lane Left Ahead Ahead2	44.1 : 4.1%	7.8	57.3 : 57.2%	9.6
8/1	Wilmslow Road East Left Left2	83.5%	18.6	71.0%	14.2
8/2	Wilmslow Road East Right	26.7%	1.0	35.2%	1.4
Cycle Time (s)		104		104	
Total Delay (pcu / hr)		17.94		16.65	

Table 6.10 – A5145 Parrs Wood Lane / East Didsbury Access Road Signalised Junction '2021 Observed Scenario'

Link	Lane Descriptor	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/1	Station/Residential Access Right U-Turn Ahead	7.7%	0.3	13.4%	0.6	15.8%	0.7	13.4%	0.6
3/1	Wilmslow Road West Right Ahead	53.7%	9.7	53.6%	9.9	53.8%	9.8	53.7%	9.9
3/2	Wilmslow Road West Right U-Turn	53.3%	9.5	53.0%	9.5	53.3%	9.5	53.1%	9.5

Link	Lane Descriptor	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
5/2+5/1	Parrswood Lane Left Ahead Ahead2	44.2 : 44.2%	7.8	57.7 : 57.7%	9.7	44.6 : 44.6%	7.9	57.9 : 57.9%	9.7
8/1	Wilmslow Road East Left Left2	84.6%	19.2	71.9%	14.4	84.6%	19.2	71.9%	14.4
8/2	Wilmslow Road East Right	27.6%	1.1	36.2%	1.4	28.2%	1.1	37.9%	1.5
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		18.2		17.0		18.4		17.1	

Table 6.11 – A5145 Parrs Wood Lane / East Didsbury Access Road Signalised Junction '2022 Scenarios'

Link	Lane Descriptor	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
2/1	Station/Residential Access Right U-Turn Ahead	16.5%	0.7	13.4%	0.6	16.5%	0.7	13.4%	0.6
3/1	Wilmslow Road West Right Ahead	56.8%	10.5	56.8%	10.8	56.8%	10.5	56.7%	10.8
3/2	Wilmslow Road West Right U-Turn	56.3%	10.2	56.1%	10.2	56.3%	10.2	56.2%	10.2
5/2+5/1	Parrswood Lane Left Ahead Ahead2	46.2 : 45.9%	8.3	60.8 : 60.7%	10.4	46.7 : 46.5%	8.3	60.9 : 60.9%	10.4
8/1	Wilmslow Road East Left Left2	89.5%	22.0	76.1%	15.8	89.6%	22.0	76.1%	15.8
8/2	Wilmslow Road East Right	32.1%	1.2	43.0%	1.6	32.7%	1.2	44.3%	1.6
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		20.92		18.7		21.03		18.8	

Table 6.12 – A5145 Parrs Wood Lane / East Didsbury Access Road Signalised Junction '2027 Scenarios'

- 6.5.2 **Tables 6.10 to 6.12** confirm that the junction currently operates within practical capacity during the AM and PM peak hours in the 2021 observed year and the 2022 and 2027 future years. The predicted queues also fit into the available queuing space.
- 6.5.3 The results demonstrate that the increases in the degree of saturation, queueing and delay as a result of development traffic is minimal.

6.6 Junction 5 – A34 Kingsway / B5095 Wilmslow Road Signalised Junction

6.6.1 Tables 6.13 to 6.15 below present a summary of the modelling results during AM and PM weekday peak hours at this junction during the 2021 Observed, and 2022 and 2027 Base and Base + Development scenarios respectively.

Link	Lane Descriptor	2021 Observed			
		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ
1/1	Kingsway South Ahead	82.3%	14.8	73.7%	11.9
1/2	Kingsway South Ahead	109.8%	56.3	97.2%	25.0
1/3+1/4	Kingsway South Right Ahead	110.1 : 110.1%	63.5	95.8 : 107.0%	33.3
3/1	Kingsway Road north Left	37.4%	9.4	41.0%	6.1
3/2	Kingsway Road north Ahead	51.1%	14.5	48.4%	5.6
3/3	Kingsway Road north Ahead	70.3%	18.1	62.3%	15.4
5/1	B5095 Wilmslow Road Left	17.9%	2.3	18.1%	2.2
5/2	B5095 Wilmslow Road Right	109.2%	33.5	106.0%	26.7
5/3	B5095 Wilmslow Road Right	109.2%	35.4	106.5%	29.2
Cycle Time (s)		104		104	
Total Delay (pcu / hr)		171.18		96.56	

Table 6.13 – A34 Kingsway / B5095 Wilmslow Road Signalised Junction '2021 Observed Scenario'

Link	Lane Descriptor	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
1/1	Kingsway South Ahead	83.3%	15.3	74.6%	12.2	83.5%	15.3	75.1%	12.4
1/2	Kingsway South Ahead	111.3%	60.9	98.7%	27.2	111.4%	61.4	98.7%	27.2
1/3+1/4	Kingsway South Right Ahead	111.3 : 111.3%	68.1	96.6 : 108.6%	36.9	111.3 : 111.3%	68.1	96.8 : 108.6%	37.1
3/1	Kingsway Road north Left	37.9%	9.5	41.6%	6.1	37.7%	9.5	41.6%	6.1
3/2	Kingsway Road north Ahead	52.1%	14.9	49.8%	5.6	52.2%	14.9	49.8%	5.6
3/3	Kingsway Road north Ahead	71.0%	18.3	62.4%	15.5	71.1%	18.3	62.5%	15.5

Link	Lane Descriptor	2022 Base				2022 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
5/1	B5095 Wilmslow Road Left	18.1%	2.3	18.3%	2.3	18.1%	2.3	18.3%	2.3
5/2	B5095 Wilmslow Road Right	110.6%	36.1	107.5%	29.0	110.6%	36.1	107.2%	28.5
5/3	B5095 Wilmslow Road Right	110.3%	38.0	107.9%	31.5	110.3%	38.0	107.9%	31.5
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		185.8		106.7		186.4		106.5	

Table 6.14 – A34 Kingsway / B5095 Wilmslow Road Signalised Junction '2022 Scenarios'

Link	Lane Descriptor	2027 Base				2027 Base + Development			
		AM Peak		PM Peak		AM Peak		PM Peak	
		DoS	MMQ	DoS	MMQ	DoS	MMQ	DoS	MMQ
1/1	Kingsway South Ahead	88.4%	17.4	79.1%	13.4	88.5%	17.5	79.4%	13.5
1/2	Kingsway South Ahead	117.8%	82.0	102.9%	35.7	117.9%	82.5	102.9%	35.7
1/3+1/4	Kingsway South Right Ahead	118.2 : 118.2%	93.6	104.3 : 115.1%	51.1	118.0 : 118.0%	93.0	104.3 : 115.1%	51.1
3/1	Kingsway Road north Left	39.7%	9.9	44.0%	6.2	39.9%	10.0	44.0%	6.2
3/2	Kingsway Road north Ahead	53.4%	15.1	50.6%	5.4	54.1%	15.2	50.7%	5.4
3/3	Kingsway Road north Ahead	76.6%	20.3	68.4%	16.4	76.4%	20.3	68.4%	16.4
5/1	B5095 Wilmslow Road Left	19.3%	2.4	19.6%	2.4	19.2%	2.4	19.6%	2.4
5/2	B5095 Wilmslow Road Right	117.1%	48.4	113.5%	38.7	117.1%	48.4	113.8%	39.2
5/3	B5095 Wilmslow Road Right	117.0%	51.9	114.2%	42.8	117.0%	51.9	114.5%	43.3
Cycle Time (s)		104		104		104		104	
Total Delay (pcu / hr)		260.58		149.86		260.63		150.96	

Table 6.15 – A34 Kingsway / B5095 Wilmslow Road Signalised Junction '2027 Scenarios'

6.6.2 Tables 6.13 to 6.15 confirm that the junction currently operates above theoretical capacity during the AM and PM peak hours in the 2021 observed scenario, and continues as such for both the 2022 and 2027 base scenarios.

6.6.3 It is considered that the increases in the degree of saturation and queueing as a result of development traffic is minimal and therefore no mitigation is required beyond the implementation of a Travel Plan to reduce single occupancy car trips from the development. It is also noted that once a DoS is calculated above 100%, the associated modelled queue length increases at an exponential rate and is not a true reflection of the development impact. The results on the ground are therefore expected to be better than the model forecast.

6.6.4 It is also worth noting that the predicted queues fit into the available queuing space.

6.7 Capacity Assessments – Summary and Conclusions

6.7.1 It has been demonstrated in this TA that the site access junction is predicted to operate safely with a sufficient amount of residual capacity available in the future year traffic scenario, without and with the proposed development.

6.7.2 Some junctions on the wider highway network are predicted to operate at/above capacity; however, it is worth noting that the corridor operates on SCOOT which provides dynamic optimisation to increase throughput and optimise delays and queues at junctions that operate at capacity. The benefits of SCOOT are not replicated in the above assessments and therefore the modelling results present the worst-case scenario. It is reasonable to conclude based on the above that the junctions would operate more efficiently with less queueing and delays than presented above.

6.7.3 Notwithstanding, the local traffic conditions are likely to encourage travel by non-car modes, namely walking, cycling and public transport, which supports the sustainability aspirations for this site.

6.7.4 **Table 6.16** below summarises the overall network delay (pcu / hr) for all the scenarios considered as part of this TA.

Scenario	Network Delay		Change in Delay
	Base	Base plus Development	
2021 AM (Observed only)	267.37	N/A	N/A
2021 PM (Observed only)	190.74	N/A	N/A
2022 AM	283.13	284.43	1.3 (0.5%)
2022 PM	204.25	204.44	0.19 (0.1%)
2027 AM	383.03	383.56	0.53 (0.1%)
2027 PM	265.92	267.56	1.64 (0.6%)

Table 6.16 – Network Delay Summary (pcu / hr)

- 6.7.5 It is evident from **Table 6.16** above that the network performance is similar between the 'base' and the 'base with development' scenarios, with the change in delay less than 1%. Overall, it is considered that the impact of the proposed development on the operation of the local highway network is minimal and mitigation beyond the implementation of the Travel Plan is not considered to be necessary.
- 6.7.6 It is therefore concluded that the proposed residential development would not result in a severe residual impact on the highway network and is therefore in accordance with paragraph 111 of the National Planning Policy Framework (NPPF)

6.8 Highway Safety Assessment

- 6.8.1 As set out in **Section 2.7**, the A34 Kingsway / A5145 Parrs Wood Lane junction has the largest number of collisions at any individual junction within the study area, with 8 recorded collisions over the most recent 5-year period. This equates to 1.60 collisions per annum.
- 6.8.2 This existing collision data record has been compared with the forecast number of collisions using the Department for Transport's COBA – Light Touch (COBALT) software based on the existing and future traffic flows at the junction.
- 6.8.3 The actual number of collisions that has occurred (1.60 per annum) is significantly less than the forecast number of collisions that would be expected at this type of junction based on 2022 traffic flows at the junction (13.66 per annum).
- 6.8.4 This assessment clearly demonstrates that the actual number of collisions that has occurred at the A34 Kingsway / A5145 Parrs Wood Lane junction is lower than would be expected at this type of junction using the national accident rate forecasts. The actual number of collisions therefore does not indicate that the junction is unsafe.
- 6.8.5 The likely change in collisions at the junction resulting from the increase in traffic associated with the proposed development has also been calculated. It is noted that the majority of the development traffic (80% of departures and 64% of arrivals) passes through the A34 Kingsway / A5145 Parrs Wood Lane junction, which therefore presents a robust analysis.
- 6.8.6 The assessments are based on an assessment year of 2027, i.e. 5 years after the submission of the planning application, which is typical for assessments on the local highway network. The assessments also include background traffic growth using TEMPro factors for consistency with the capacity assessments in this TA.
- 6.8.7 As a result of the development traffic, the forecast collision rate would increase from a 2027 base figure of 14.35 to a 2027 with development figure of 14.39 – a change of 0.04 collisions per annum. This rate of change equates to one potential additional collision at the junction every 25 years as a result of the additional development traffic.

- 6.8.8 However, it is worth reiterating that the actual number of collisions at this junction has been significantly lower than would be expected using the national accident rate forecasts – over 88% lower in this case. The potential change in the number of collisions as a result of the proposed development could therefore also be lower/less frequent than the above numbers indicate.
- 6.8.9 It is therefore concluded that the highway safety impacts arising from the development are not significant or severe within the context of paragraph 111 of the NPPF. Further details of relevant national and local transport planning policies and guidance, including the NPPF, are provided in **Section 7** of this report.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 This section summarises relevant national and local transport planning policies and guidance that relate to the proposed development.

7.2 National Planning Policy Framework

- 7.2.1 The National Planning Policy Framework (NPPF) summarises the current national transport planning policy and emphasises the critical role that transport policies play in enabling sustainable development. The latest update was in 2021.

- 7.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 7.2.3 For decision taking this means:

- c) *“approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - i. *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - ii. *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

- 7.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 7.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 7.2.6 Paragraph 104 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) *“the potential impacts of development on transport networks can be addressed;*

- b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

7.2.7 Curtins has been involved from the design stages of the proposed development, providing input into trip generation, technical assessments, and development of the site layout. The traffic forecasting and highway impact assessments have been informed by discussions with MCC Highways and TfGM, and a site audit of the surrounding pedestrian and cycle routes has also been conducted, where infrastructure improvements have been identified.

7.2.8 Paragraph 105 of the NPPF states that:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

7.2.9 It has been clarified in this report that the proposed development aims to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including East Didsbury Metrolink station, East Didsbury rail station and several local bus stops for journeys further afield.

7.2.10 Paragraph 108 of the NPPF states that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

7.2.11 The development aims to provide a reduced level of car parking (i.e. below 100% provision), and this has been justified in **Section 3** of this report based on circumstances permitted within the parking

standards, the high multi-modal accessibility of the site, profile of residential occupiers at BTR schemes, similar levels of parking at other BTR schemes, availability of local work opportunities, low parking demand, and measures on-site to manage any parking demand. Therefore, it is considered that enforcing 100% parking at the highly accessible proposed development site would be contrary to promoting accessibility by other sustainable modes of transport, particularly when limiting the availability of parking would serve to encourage alternative modes of transport. The provision of 100% parking would also be contrary to wider environmental objectives and carbon reduction ambitions in Manchester.

7.2.12 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the Site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

7.2.13 The development proposals have shown that safe and suitable access to the site can be achieved, where improvements would be put in place to improve pedestrian and cycle amenity. Additionally, it has been demonstrated that the proposals would not result in any severe impacts on the highway network in terms of capacity or safety.

7.2.14 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

7.2.15 This TA has demonstrated that the site is located in a highly accessible area with opportunities for active and sustainable travel. A safe and suitable access to the site would be provided, as demonstrated through the proposed access arrangement and vehicle swept path analysis. Finally, the trip generation assessment has shown that none of the junctions studied would be subject to additional traffic generation above the 30-trip threshold. Notwithstanding, junction capacity assessments have been undertaken, which demonstrate a minimal impact on the operation of the local highway network.

7.2.16 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public*

transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

7.2.17 The proposed development is situated in a highly accessible location. There is existing walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

7.2.18 Paragraph 113 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

7.2.19 In this case, a TA and ITP have been prepared as part of the planning submission.

7.2.20 It is therefore concluded that the proposed development accords with the general principles and key policy tests within the NPPF.

7.3 National Planning Practice Guidance

7.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;*
- Lessening traffic generation and its detrimental impacts;*
- Reducing carbon emissions and climate impacts;*
- Creating accessible, connected, inclusive communities;*
- Improving health outcomes and quality of life;*
- Improving road safety; and*
- Reducing the need for new development to increase existing road capacity or provide new roads.”*

7.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Assessment. It also clarifies the process for establishing a scope for what the document should contain. The NPPG has been considered in the production of this TA.

7.3.3 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 NPPG has been considered in the production of the accompanying ITP (**Document Reference: 76118-CUR-XX-XX-T-TP-00005**).

7.4 Manchester Core Strategy (2012 – 2027)

7.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific 'Transport' policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

7.4.2 Policy T1 focuses on sustainable transport and access for all. This TA has demonstrated that the multi-modal accessibility of the site would encourage users of the proposed development to travel by sustainable modes. The site will also be supported by a Travel Plan to encourage active and sustainable travel.

7.4.3 Policy T2 of the Manchester Core Strategy states:

"The Council will actively manage the pattern of development to ensure that new development... Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities... [Outside of the City Centre], all new development should provide appropriate car parking facilities... the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate."

7.4.4 An appropriate level of car parking is proposed to support the development in line with the accessible nature of the site location. This TA provides full justification for the proposed level of parking, which is both appropriate to support the development and promote sustainable travel behaviour.

7.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

7.5 Greater Manchester Transport Strategy 2040

7.5.1 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated

Greater Manchester transport network. The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North.

7.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions encouraging people to make sustainable journeys, supported through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods)”. Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Delivering public health benefits through enabling more active travel;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

7.5.3 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network”. This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

7.5.4 It is considered that the above principles are reflected in the TA and the accompanying ITP that seeks to promote active and sustainable travel. It is also considered that the development proposals would not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

7.5.5 The Transport Strategy notes that “attitudes to owning and using a car are also evolving. Many younger people no longer see car ownership, or indeed a driving licence, as essential.” It continues that “our approach also opens the way for a future where car ownership is not considered essential, and residents can choose from a range of sustainable and efficient travel options – public transport, ride sharing, car sharing/hire, walking, cycling or taxi” This supports the reduced level of car parking proposed at the development (i.e. below 100% provision) based on a highly accessible site by active and sustainable modes of transport.

7.6 Conclusions

- 7.6.1 Dandara Living's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. This TA has demonstrated that the site is located in a highly accessible location with a wide range of local facilities and sustainable transport options within walking distance, which will be reinforced through the ITP.
- 7.6.2 It is concluded that the proposed development is consistent with national and local transport planning policy and guidance.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Curtins has been appointed by Dandara Living to provide transport and highways advice in relation to a proposed residential development located at Tesco Car Park, Parrs Wood Lane, East Didsbury, Manchester M20 5NP. The site is within the jurisdiction of Manchester City Council.
- 8.1.2 The proposed development comprises 75 Private Rented Sector apartments with a mixture of 1, 2 and 3-bedroom homes across 5 floors above ground, with 20% Discounted Market Rent. Ancillary flexible community use is proposed on the ground floor totalling c. 53sqm net internal area.
- 8.1.3 Dandara Living's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including East Didsbury Metrolink station, East Didsbury rail station and several local bus stops for journeys further afield. The flexible community use would be accessible on foot for residents of the development and the local community within walking distance of the site.
- 8.1.4 Dandara Living recognises that some residents may still require access to a car. The development proposals therefore include 36 car parking spaces located on the ground floor, providing parking for nearly half of the apartments. The parking includes a proportion of accessible and electric vehicle spaces, visitor parking, and a Car Club space inclusive of 1 vehicle to promote shared transport and reduce the need to own a car. There are also 3 motorcycle parking spaces. There would also be 75 cycle parking spaces within a secure, covered cycle store on the ground floor for residents, and a further 12 short-stay cycle parking spaces for visitors.
- 8.1.5 The site forms part of the Tesco Superstore car park at Parrs Wood c. 10km south of Manchester City Centre. The development proposals would remove 94 existing spaces, leaving 237 spaces for Tesco customers. An analysis of parking survey data demonstrates that there would be adequate spare capacity for Tesco customers throughout the day following the implementation of the proposed development.
- 8.1.6 There are limited on-street parking opportunities within 400m (or 5-minute walk) of the site, therefore overspill parking onto the local highway network would be very unlikely to occur. Parking off-site would also be highly inconvenient for shoppers, residents or visitors of the site due to the walking distances involved. The security of off-site parking would also be a potential concern for residents, with vehicles parked out-of-sight in locations some distance from the proposed development.
- 8.1.7 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is concluded that there is no existing safety issue in the study area that is likely to be exacerbated by the proposed development.

- 8.1.8 Relevant details of the proposed development quanta, site layout, access and parking facilities, car park management strategy, and servicing arrangements have been provided. The proposed level of residential car parking provision at the site at 48% is fully justified based on parking guidance, the multi-modal accessibility of the site and a wide range of other factors.
- 8.1.9 This report has demonstrated that the site is situated within a highly accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the excellent existing public transport facilities, including bus, Metrolink and rail, in addition to walking and cycling opportunities, which would provide viable alternatives to travel by the private car. The review of multi-modal accessibility demonstrates that use of a car is not necessary to access local facilities and services across a range of journey purposes.
- 8.1.10 The proposed development would generate a modest level of traffic, with up to 19 two-way vehicle trips during weekday AM and PM peak hours. This level of trip generation is commensurate with the sustainable location of the site and the low level of car parking provided.
- 8.1.11 Junction capacity assessments have been undertaken, which demonstrate that the impact of the proposed development on the operation of the local highway network is minimal and mitigation beyond the implementation of the Travel Plan is not considered to be necessary. A highway safety assessment also indicates negligible potential change in the number of collisions at the A34 Kingsway / A5145 Parrs Wood Lane junction as a result of the additional development traffic.
- 8.1.12 A review of relevant national and local transport planning policy and guidance has been undertaken. It is concluded that the proposed development is in full accordance with such policies and guidance consistent with Para 11(c) of the NPPF.

8.2 Conclusions

- 8.2.1 It is reasonable to conclude that the proposed development would not have a significant or severe residual impact on the surrounding highway network in accordance with paragraph 111 of the National Planning Policy Framework.
- 8.2.2 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Plans

Plan 76118-CUR-XX-XX-G-TP-06001-P01 – (Location Plan) Regional Level

Plan 76118-CUR-XX-XX-G-TP-06002-P01 – (Location Plan) Local Level

Plan 76118-CUR-XX-XX-G-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 76118-CUR-XX-XX-G-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 76118-CUR-XX-XX-G-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Status:
PRELIMINARY

Drg Title:
SITE LOCATION
REGIONAL VIEW

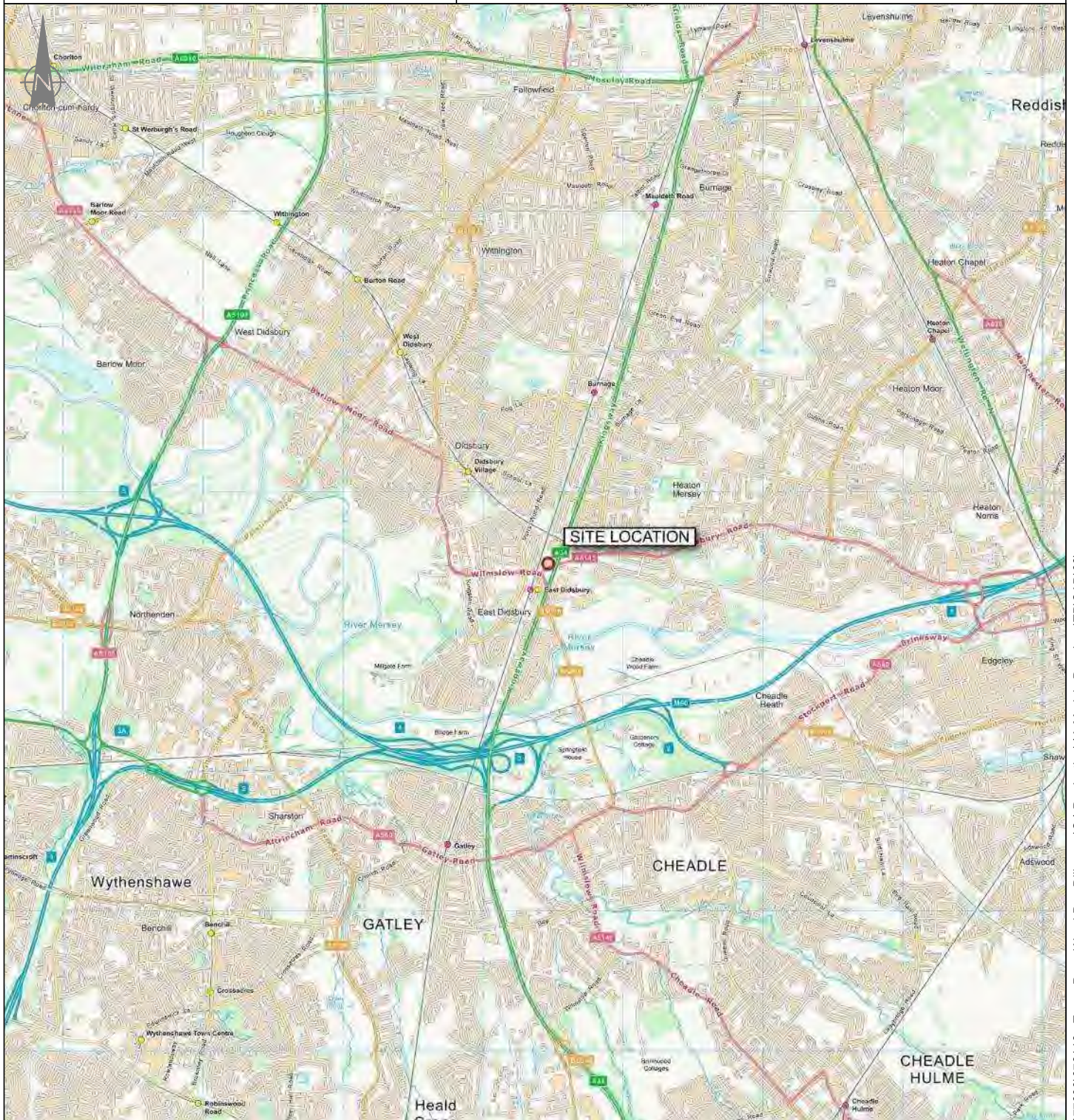
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Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G - TP - 06001 - P01



KEY:



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www.curtins.com

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Project:
TESCO PARRS WOOD - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

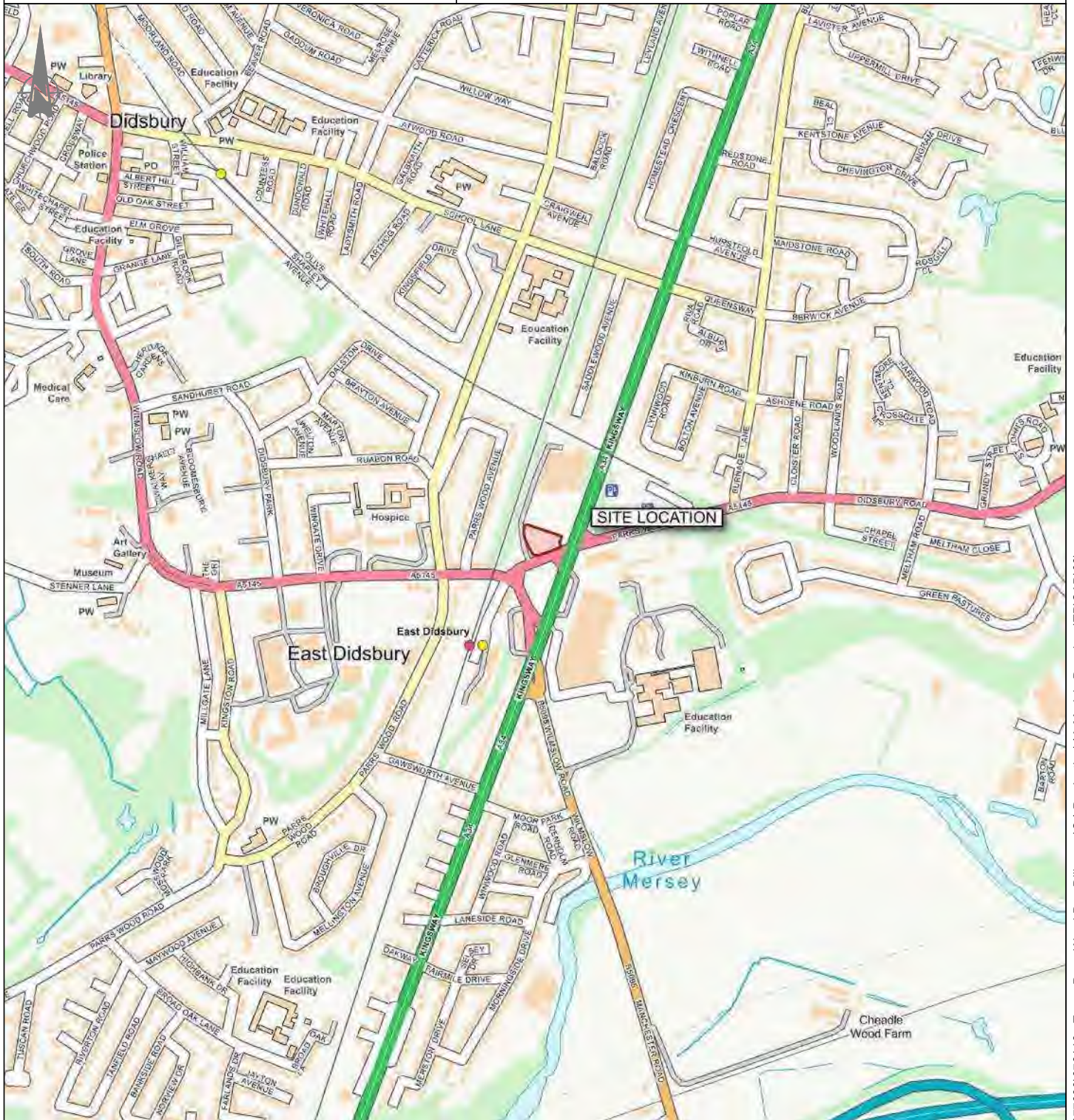
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Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G - TP - 06002 - P01



KEY:



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Project:
TESCO PARRS WOOD - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

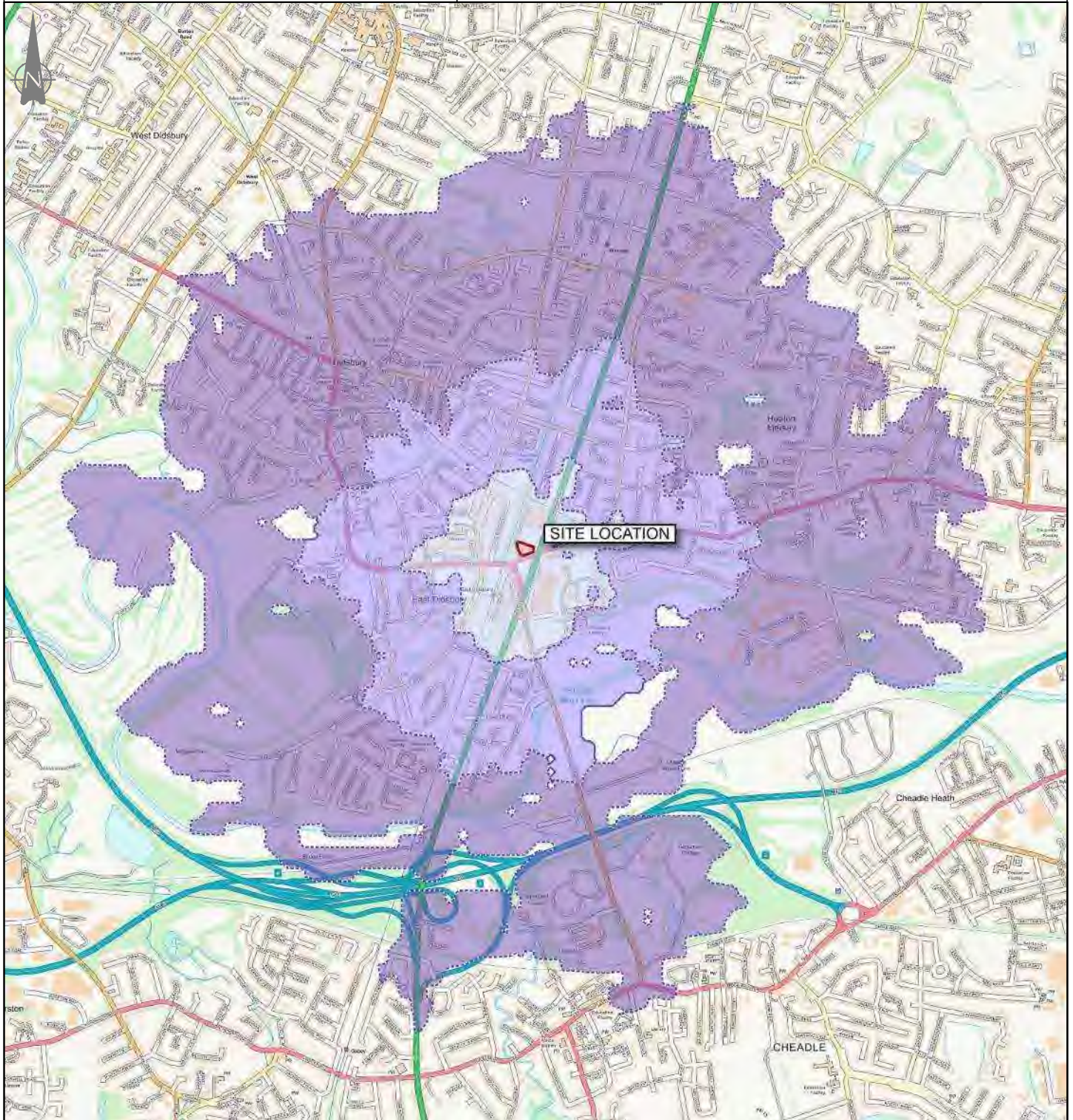
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Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G - TP - 06003 - P01



KEY:

Site

Walking Catchment:

500m

1000m

2000m

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Project:
TESCO PARRS WOOD - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

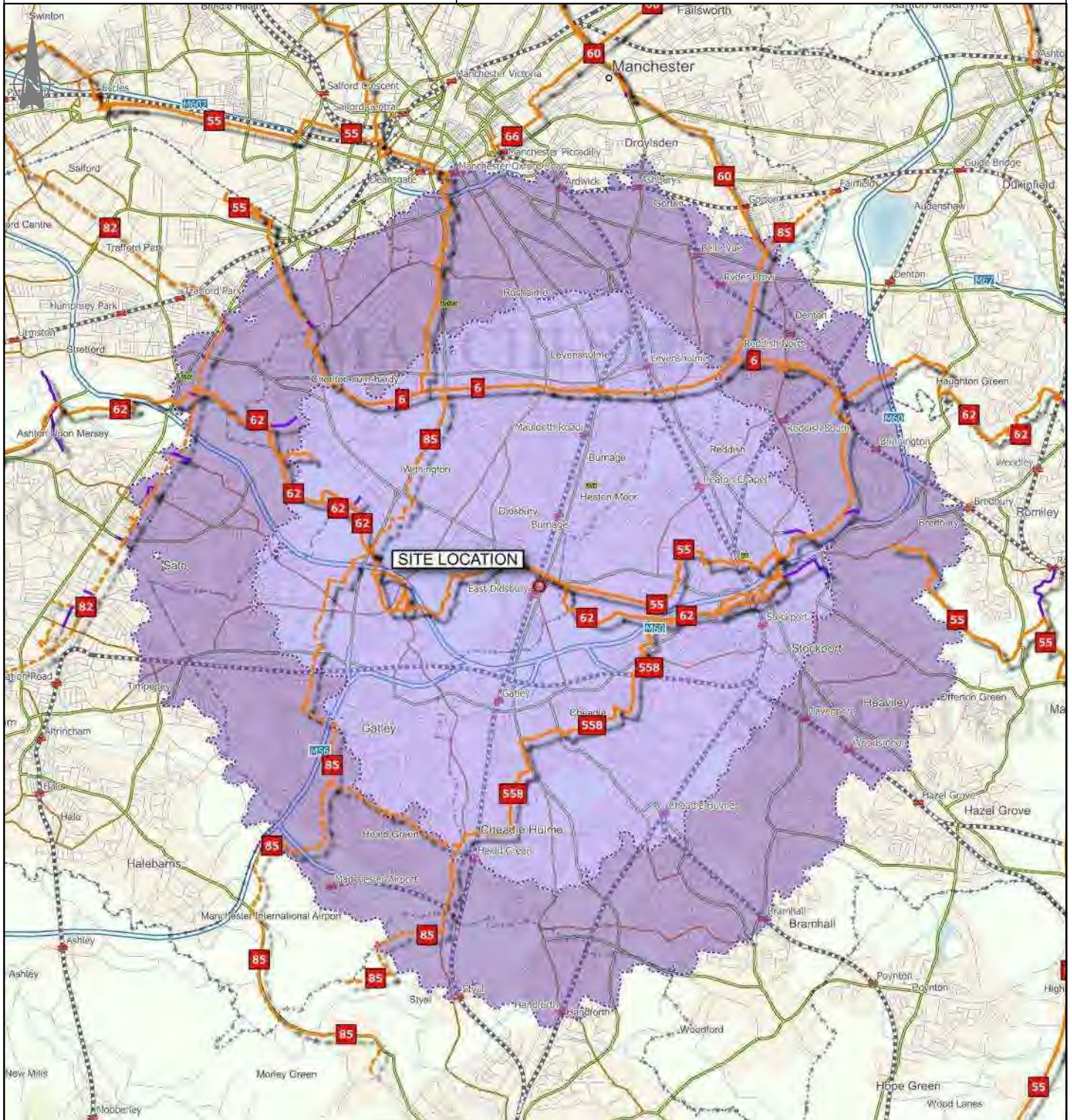
Drawn By: JM Checked By: CP

Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G - TP - 06004 - P01



KEY:

● Site

Cycle Catchment:

5500m

8000m

Cycle Network:

Route not on Cycle Network

Route on Regional Cycle Network

Route on National Cycle Network

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Project:
TESCO PARRS WOOD - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT CATCHMENT
INBOUND AM PEAK

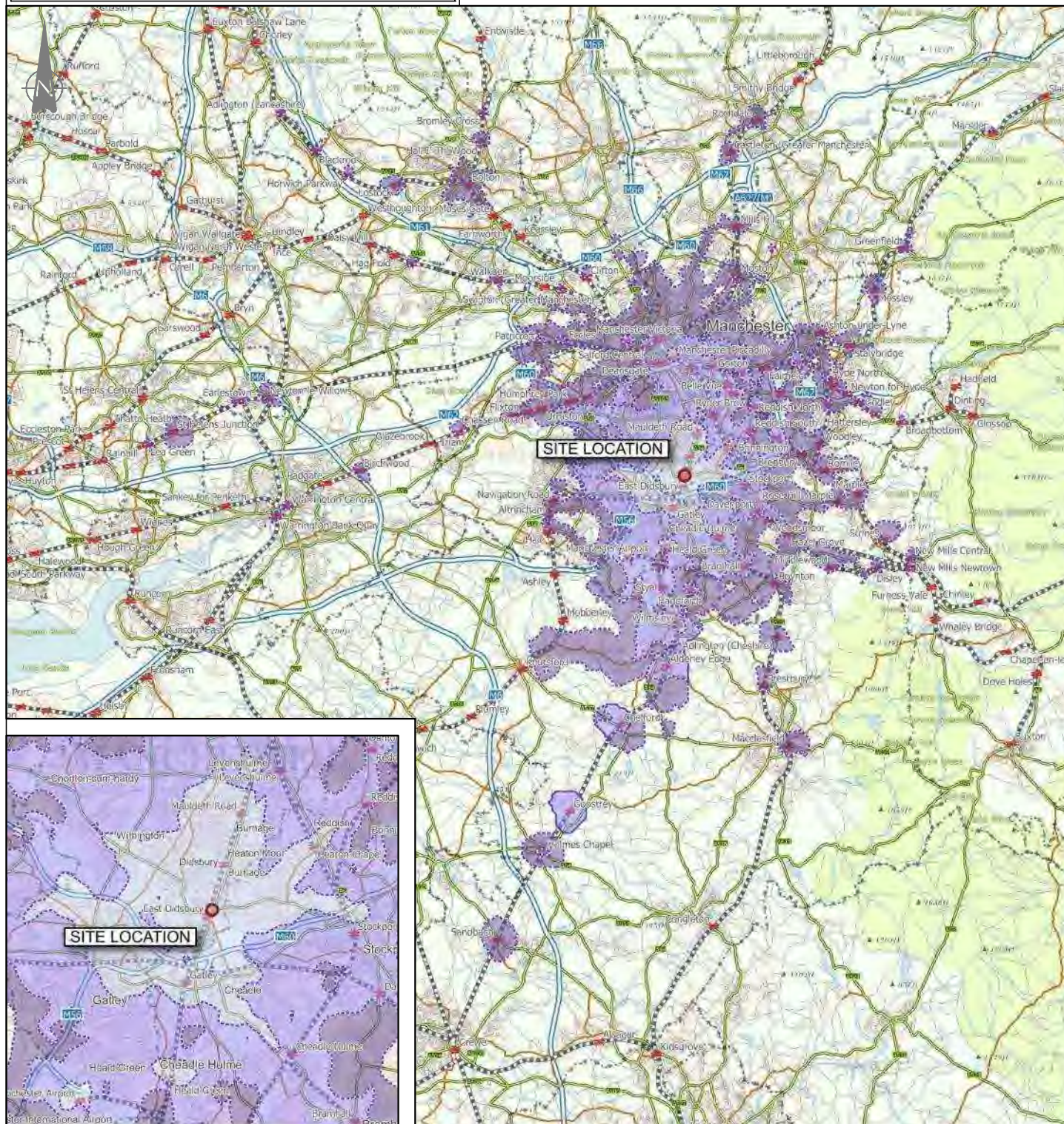
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Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G - TP - 06005 - P01



KEY:  Site

 Public Transport Catchment:

 20 minutes

 40 minutes

 60 minutes

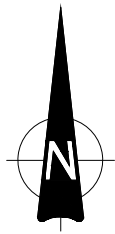
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Drawings

Drawing 76118-CUR-XX-00-D-TP-75001-P06 – Proposed Access Arrangement

Drawing 76118-CUR-XX-00-D-TP-05001-P04 – Swept Path Analysis – Large Refuse Vehicle

Drawing 76118-CUR-XX-00-D-TP-05002-P02 – Swept Path Analysis – Large Car



GENERAL NOTES:

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5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES.
6. BASED ON HODDER & PARTNERS' LAYOUT: 'L(-)000_Ground Floor Plan-P1'.
7. LANDSCAPE LAYOUT BASED ON LAYER' STUDIOS' LAYOUT: '262-LYR-XX-ZZ-DWG-L-1001'.
8. BACKGROUND BASED ON LAND SURVEY PROVIDED BY HODDER & PARTNERS.

KEY:	PLANNING BOUNDARY
	PROPOSED RAISED KERB
	PROPOSED ROAD MARKINGS
	INDICATIVE LANE CENTRELINE
2.40 x 25.00m	PROPOSED VISIBILITY SPLAYS (20mph)
2.40 x 43.00m	PROPOSED VISIBILITY SPLAYS (30mph)
11.00m	PROPOSED FORWARD VISIBILITY (10mph)
	PUBLIC HIGHWAY EXTENTS (FROM PUBLIC RECORDS)

P06	Layout updated	05/05/22	DD	CP
P05	Layout updated	26/04/22	DD	CP
P04	Layout updated	01/04/22	DD	CP
P03	Layout updated	08/12/21	DD	DD
P02	Layout updated	25/11/21	DD	CP

Rev:	Description:	Date:	By:	Chkd:
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Status:

FOR PLANNING

Project:

TESCO PARRS WOOD
MANCHESTER

Orig Title:

PROPOSED ACCESS ARRANGEMENT

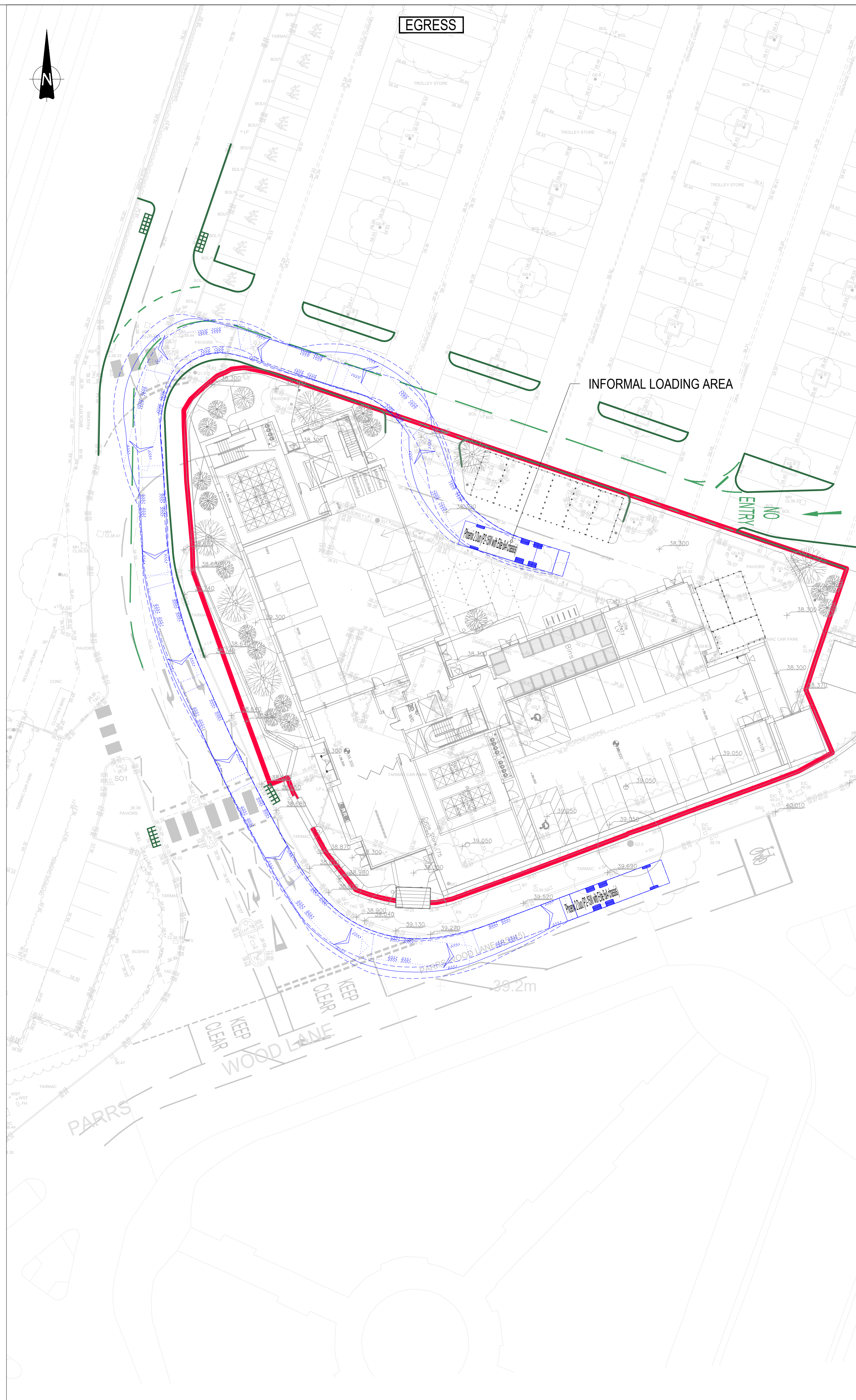
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A1	02/11/21	DD	DD	CP
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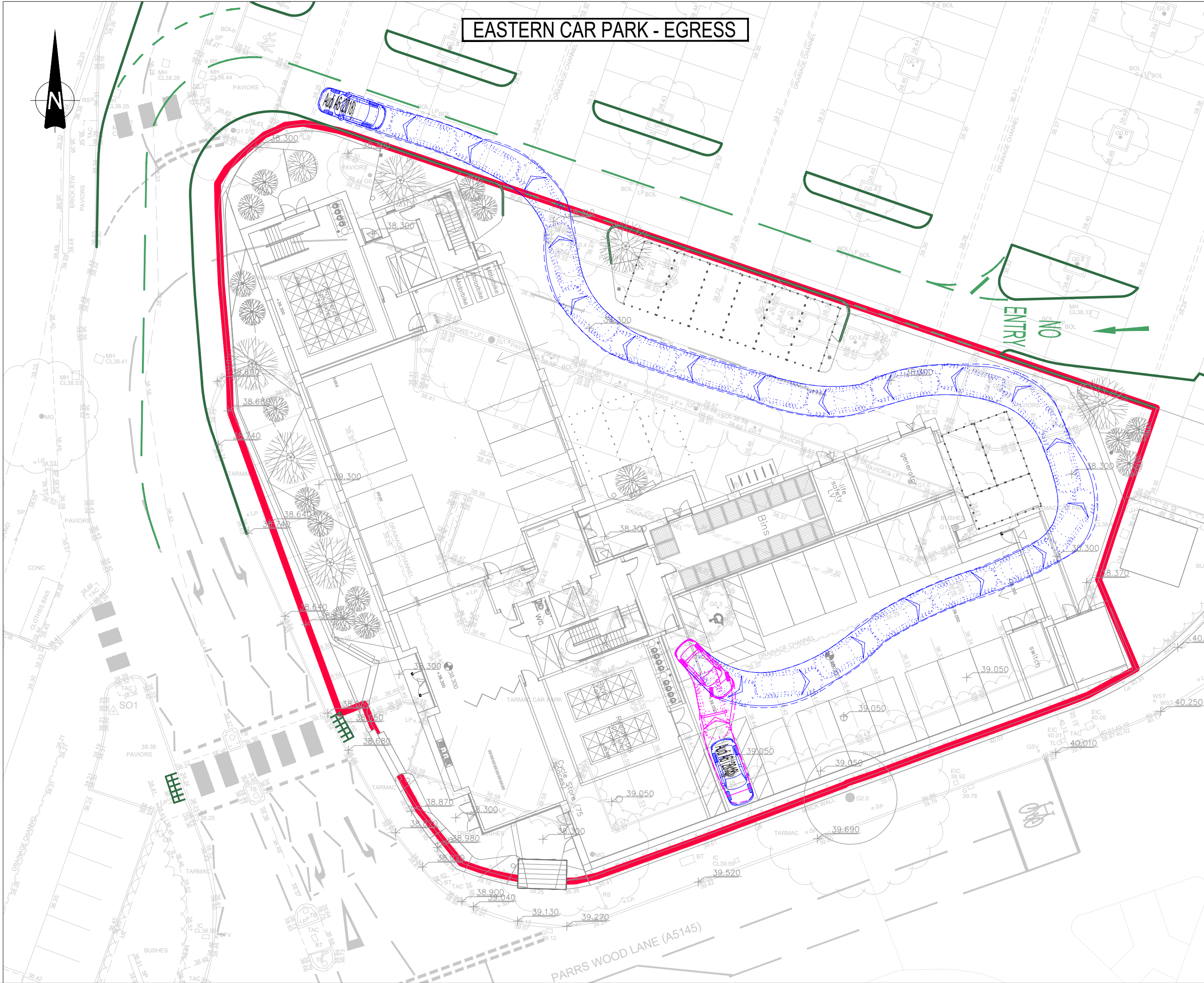
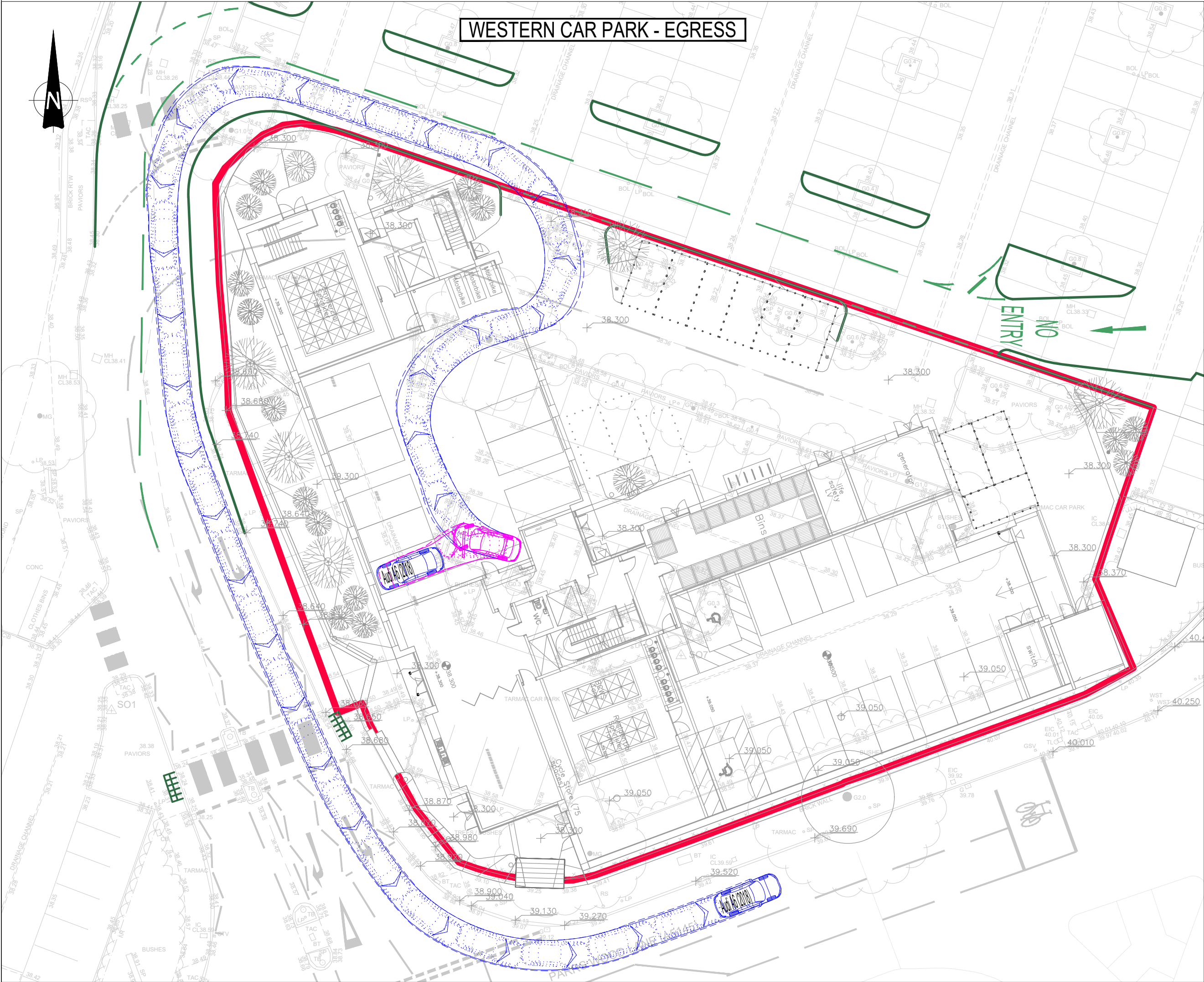
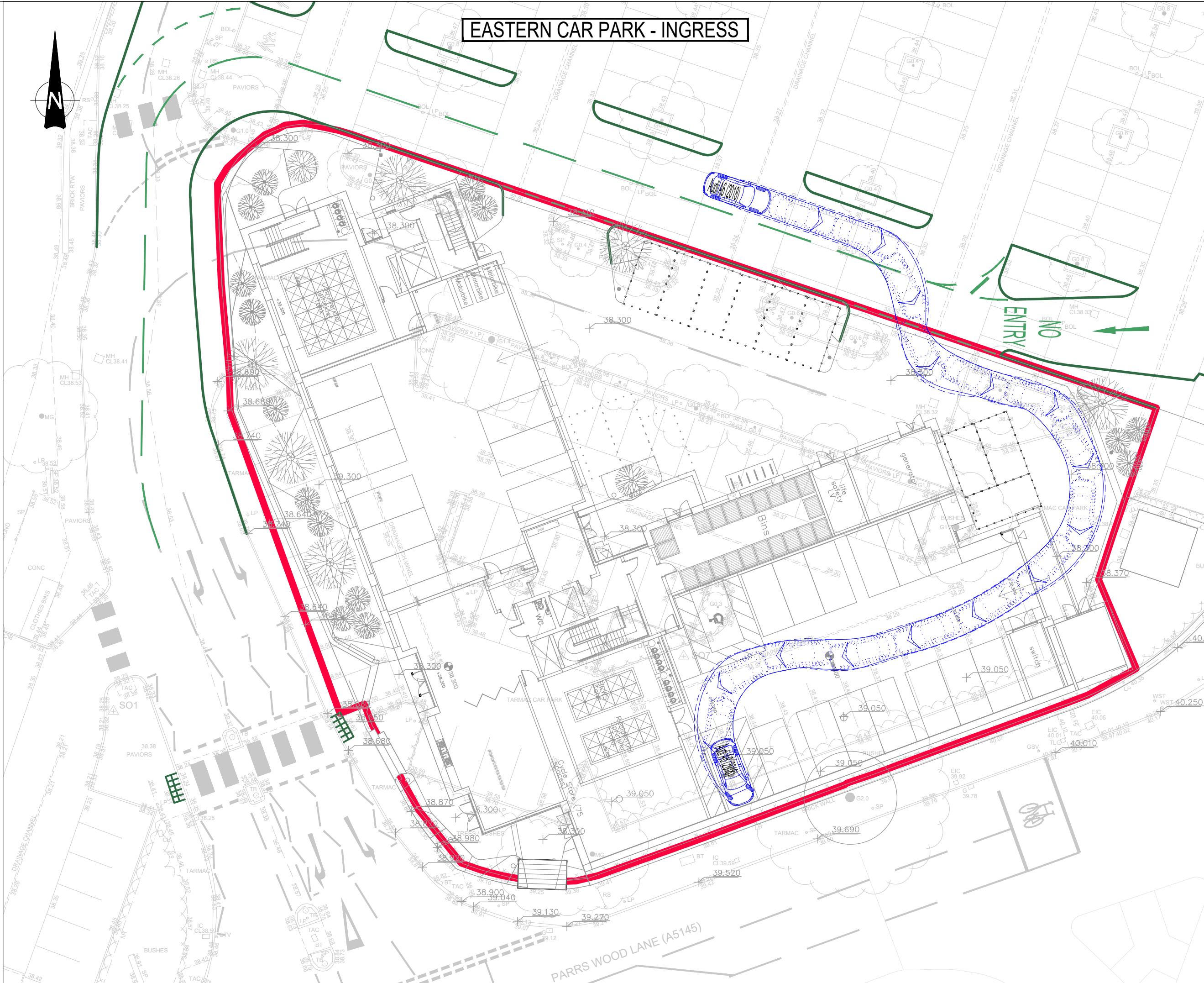
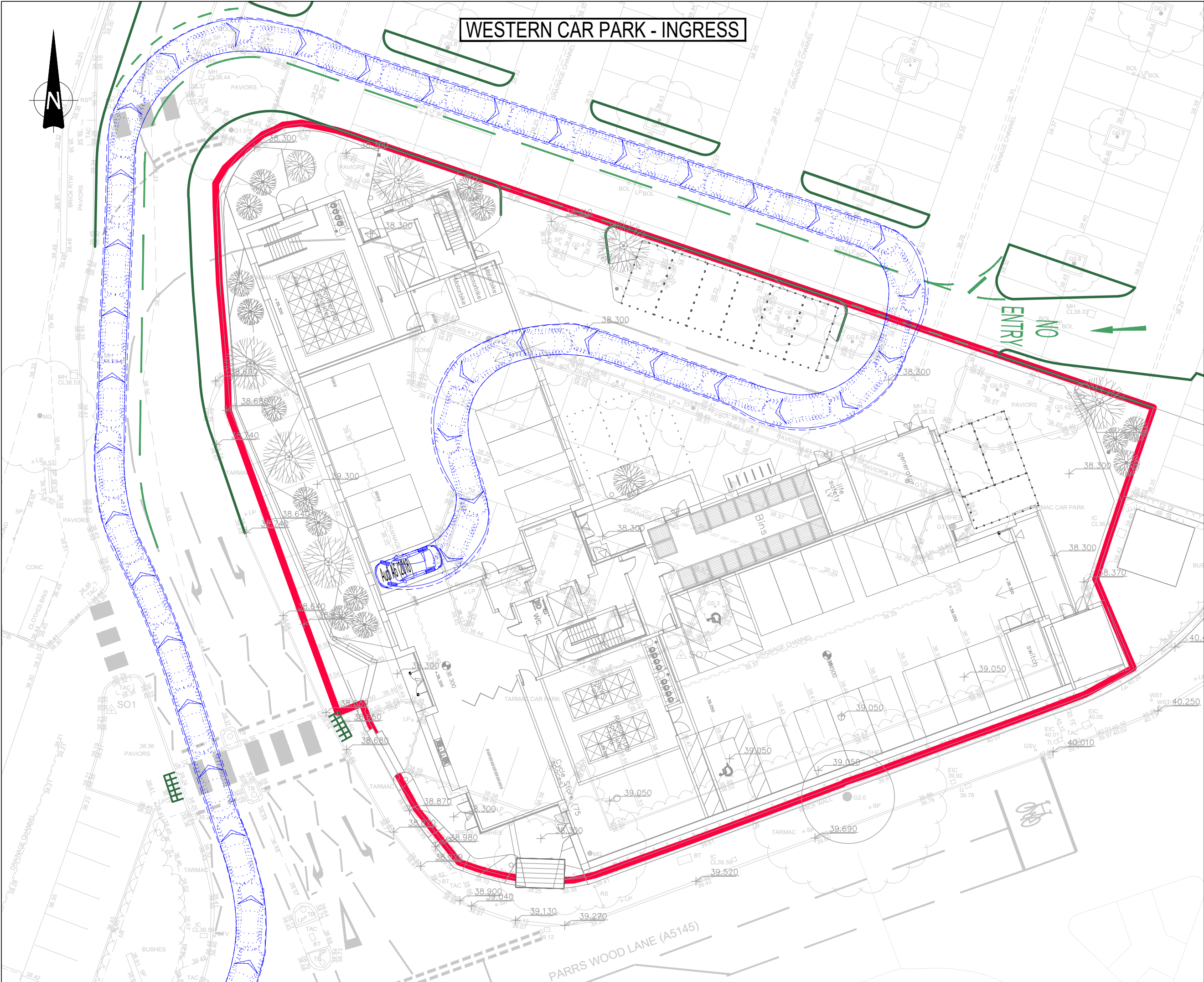
Scale: 1:250				
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Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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76118	- CUR	- XX	- 00	- D	- TP	- 75001	- P06
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76118 - CUR - XX - 00 - D - TP - 05001 - P04

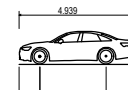


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 7. LANDSCAPE LAYOUT BASED ON LAYER' STUDIOS' LAYOUT: '262-LYR-XX-ZZ-DWG-L-1001'
 8. BACKGROUND BASED ON LAND SURVEY PROVIDED BY HODDER & PARTNERS.

KEY:

- PLANNING BOUNDARY
- PROPOSED RAISED KERB
- PROPOSED ROAD MARKINGS

VEHICLE PROFILE:



Audi A6 (2018)
Overall Length: 4.919m
Overall Width: 2.134m
Overall Height: 1.421m
Min Body Ground Clearance: 0.142m
Max Track Width: 1.875m
Look to Side View: 4.00m
Kerb to Kerb Turning Radius: 9.00m

P02	Layout updated	05/05/22	DD	CP
Rev:	Description:	Date:	By:	Chkd:



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Status:

FOR PLANNING

Project:

TESCO PARRS WOOD
MANCHESTER

Orig Title:

SWEPT PATH ANALYSIS
LARGE CAR

Size:	Date:	Drawn By:	Designed By:	Checked By:
A1	26/04/22	DD	DD	CP

Scale: 1:250

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - 00 - D - TP - 05002 - P02

Appendix A – Proposed Site Layout



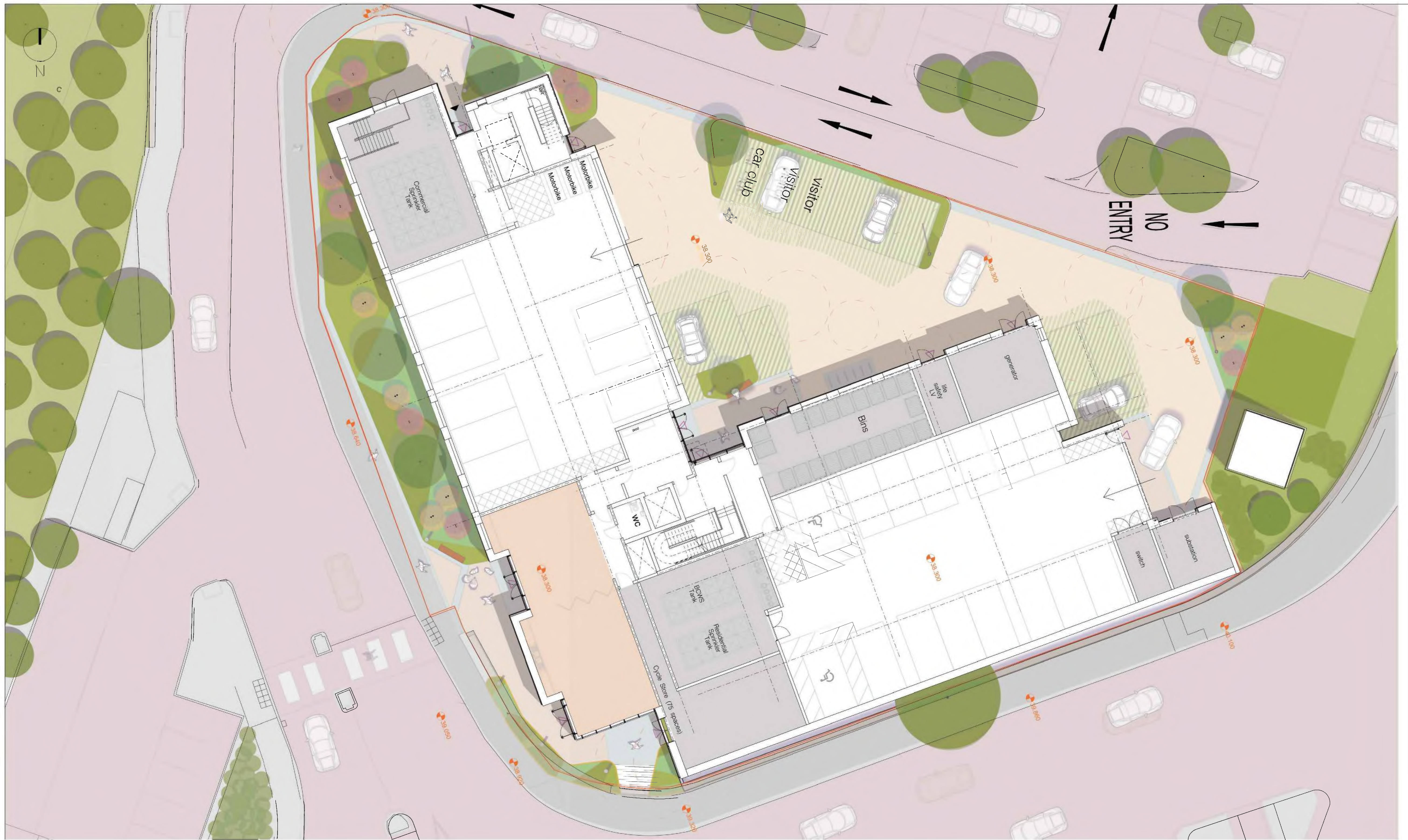
hoddler+partners
SGL Studios
1 Kelso Place
Manchester M15 4LE
t: +44(0)161 832 9842
e: mail@hoddlerandpartners.com
w: www.hoddlerandpartners.com

DO NOT SCALE
Work to annotated dimensions only.
Read drawing in conjunction with relevant specification,
Structural Engineers' and Services Engineers' drawings.
Confirm all dimensions before commencement of any
work on site or fabrication.

revisions + notes:
REV. P1 03/05/2022 PLANNING ISSUE



client:	DANDARA		date:	SEPTEMBER 2021	
project:	TESCO PARRS WOOD, DIDSBURY		scale:	1:500 at A3	drawn by: RC
title:	Site Location Plan_Proposed		drawing number:	L(-)901	
status:	PLANNING		job number:	0629	revision: P1



hoddler+partners
SGI Studios
1 Kelso Place
Manchester M15 4LE
t: +44(0)161 832 9842
e: mail@hoddlerandpartners.com
w: www.hoddlerandpartners.com

revisions + notes:
REV. P1 03/05/2022 PLANNING ISSUE

DO NOT SCALE
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Read drawing in conjunction with relevant specification,
Structural Engineers' and Services Engineers' drawings.
Confirm all dimensions before commencement of any
work on site or fabrication.

Community
Plant/Bins/Bikes
1B1P
2B3P

client: Dandara	date: NOVEMBER 2021
project: Didsbury, Pairs Wood	scale: 1:125 at A1
title: GROUND FLOOR PLAN	drawing number: L(-)000
status: PLANNING	job number: 0629
	revision: P1

hoddler+partners

Appendix B – Scoping Correspondence

Carl Peers

From: Laura Wareing <Laura.Wareing@manchester.gov.uk>
Sent: 06 October 2021 11:00
To: Carl Peers
Cc: Muniza Usmani
Subject: RE: Tesco Parrs Wood - Scoping Report

Follow Up Flag: Follow up
Flag Status: Completed

Categories: AAA Tesco Parrs Wood

Morning Carl,

I hope you are well! Please find Highways response to Tesco Parrs Wood Scoping Note below.

Context:

Seeking full planning permission for a residential development comprising of 88 private rented sector apartments with a mixture of 1-bedroom and 2-bedroom units across 6-floors, with 10% allocated as affordable rent. An ancillary community and amenity space located on the ground floor with short stay cycle spaces for visitors, 40 car parking spaces and a secure cycle store with space for 88 residents cycles located on the ground floor at Tesco, Parrs Wood Lane, East Didsbury, Manchester, M20 5NP.

TfGM Response:

TfGM HFAS (Highways Forecasting Analytical Services) and UTC (Urban Traffic Control) have reviewed the Scoping Note issued in support of the proposed development and have provided comments in respect of the highway section.

Trip Generation:

TRICS has been used to establish traffic generation, by comparing the forecast trips to the difference between the current peak occupancy and the max occupancy. TfGM would request that a straight comparison to current (or even max) occupancy would provide a more accurate representation, as using the difference between the two makes the proportional change greater.

With reference to Paragraph 3.3.2 of the report, TfGM would highlight the discrepancy between the statement that there is plenty of car parking available to accommodate demand but then assume the car park is fully occupied to calculate the net traffic impact for the new development.

Junction Impact Assessment:

Paragraph 3.1) The junctions adjacent to the site are oversaturated with traffic. The data collection should reflect the traffic demand rather than simply the traffic volumes that get through on the green signal – as such timed queue lengths should be recorded. This should record the position of the back of the queued traffic on all approaches. It should be noted that TfGM did not approve the data collection for the previous application to the site.

Any increase to any junction over 30 vph will need all the junctions to be modelled. This is because Parrswood traffic signals are part of an inter-linked set of junctions and as such the traffic modelling should be at all of the junctions at Parrswood – namely:

Additionally, given the existing congestion levels in the area and the history of the previous application at the site, the traffic conditions in the area are a key concern for the local residents. As such it should be assumed that traffic modelling is required.

MCC Response:

Highways notes that up to date traffic counts would be undertaken for the TA. This is acceptable to Highways.

Scoping note confirms that accident data will be discussed with MCC and TfGM during the application process.

Access:

Access is proposed at the existing Tesco Access road via A5145 Parrs Wood Lane. Highways requests that visibility splays should be submitted as part of the application.

Highways requests that details regarding servicing and deliveries are submitted as part of the application. This includes swept path analysis at the proposed access and egress and within the site. For the avoidance of doubt Highways can only support a waste strategy proposal if the vehicle meets MCC standards of 11.5m.

Site Accessibility:

Access to the site is acceptable in principle. However, a number of the footways are less than 2.0 metres wide in the site. The location of these sub-standard footways should be shown on a plan and appropriate mitigation proposed to widen the footways. The footways onto Tesco appear less than 2.0 metres and should be widened. These are within the curtilage of the site and within control of the developer to widen.

Additionally, cycle links to the site are poor and no new cycle links are proposed to the site. It is requested that appropriate cycle facilities should be provided – a link to the Mersey Way cycle lane would require the addition of cycling infrastructure to the junction of Kingsway – Parrs Wood Road.

Parking:

Highways welcomes the review of the local highway network and determination of the availability of on-street parking. Highways agrees that parking opportunities within the surrounding walking catchment (400m) is limited due to TROs, existing on-street parking and road widths. Highways would expect to see evidence that the development would not negatively impact the surrounding highway network and cause additional on-street parking within an already saturated area.

The development proposes 40 car parking spaces (45% parking provision). This provision is acceptable. The report states the potential for mitigation with monitoring and enforcement of a short-stay free parking period at Tesco to reduce misuse. Highways welcomes this arrangement and request more details be included within the TA submitted as part of the application. However, in respect of Paragraph 3.2 of the report, the parking discussion does not cover how the Tesco car park will be managed to ensure it isn't used by residents and visitors to the proposed flats. It is requested that 20% of the total number of spaces within apartment schemes should be fitted within EV charge points (min 7KW). There should also be a commitment to monitoring usage within the TP and increasing the provision when necessary.

Regarding the dimension of these spaces, these should all accord with MCC's standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

The proposed permit scheme (managed by Dandara) for the communal residents car park is welcome by Highways.

It is recommended that thought is given to the impact that peak periods i.e. festive period will have on the Tesco Car Park to ensure that adequate parking is in place and reduce any potential Highways safety issues that could arise from lack of parking and/or queuing.

Car Club Bay:

The note discusses the potential for car club spaces within the vicinity of the site. Highways requests that this is explored as it would encourage sustainable trips. This would be designed via a Section 278 Agreement that would be discussed further during the planning process.

Cycle Parking:

In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. 88 cycle spaces (100% provision) and 2 motorcycle spaces are proposed. Highways accepts this arrangement.

Short stay cycle spaces for visitors will be in place within the public realm areas. Highways requests that these cycle spaces be weatherproofed.

Travel Plan:

Highways welcomes the introduction of a robust travel plan and the commitment to the continued management of the Travel Plan.

Improvements:

The existing crossing (mentioned in paragraph 2.1.17) at the entrance to the site does not have belisha beacons. It is requested that the crossing be upgraded to full TSGRD zebra standard.

It is requested that the footways along the Tesco access road and both sides of Parrs Wood Lane be resurfaced.

Transport Assessment Scope:

- Proposed scope of the Transport Assessment is acceptable to Highways.
- Should also include modelling at Junction 5.
- Stage 1 Road Safety Audit would be welcomed at the site.

Travel Plan Scope:

- Proposed scope of the Travel Plan is acceptable to Highways.
- Should include details of when the Full Travel Plan would be in place and who will manage and monitor.
- Should include details regarding car club parking bays and how Tesco Car Park and the residential parking will be segregated and monitored.

Please do not hesitate to contact me if I can be of any more assistance.

Thanks,

Laura

Laura Wareing, Assistant Engineer
Mobile: 07563674512
Highways Development Control
Growth and Neighbourhoods Directorate

Email: laura.wareing@manchester.gov.uk

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



****PLEASE NOTE:** In light of the COVID-19 situation I am currently working from home - please bear with me in responding to your email.

From: Carl Peers <Carl.Peers@curtins.com>
Sent: 05 October 2021 11:04
To: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Cc: Laura Wareing <Laura.Wareing@manchester.gov.uk>
Subject: RE: Tesco Parrs Wood - Scoping Report

Thanks for the update Muniza.

Kind regards,
Carl.

Carl Peers Technical Director

Curtins

T. 0161 236 2394 | M. 07734 788024 | carl.peers@curtins.com

From: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Sent: 05 October 2021 09:56
To: Carl Peers <Carl.Peers@curtins.com>
Cc: Laura Wareing <Laura.Wareing@manchester.gov.uk>
Subject: RE: Tesco Parrs Wood - Scoping Report

Hi Carl

We have received TfGM's comments and are just working through them – we will issue a scoping response to you tomorrow.

Thanks

Kind regards
Muniza Usmani
Engineer
Highways Service, Growth and Neighbourhoods Directorate

PLEASE NOTE: WORKING FROM HOME UNTIL FURTHER NOTICE, WORKING DAYS TUESDAY-FRIDAY

Email: m.usmani@manchester.gov.uk
Tel: 07939995063
Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, PO Box 532, Town Hall, Manchester, M60 2LA

From: Carl Peers <Carl.Peers@curtins.com>
Sent: 01 October 2021 10:36
To: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: RE: Tesco Parrs Wood - Scoping Report

Hi Muniza,

Have you received TfGM's response yet? If you would kindly chase your contacts there it would be appreciated.

Many thanks,
Carl.

Carl Peers Technical Director

Curtins

T. 0161 236 2394 | M. 07734 788024 | carl.peers@curtins.com

From: Carl Peers
Sent: 28 September 2021 13:03
To: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: RE: Tesco Parrs Wood - Scoping Report

Thanks Muniza.

Carl Peers Technical Director

Curtins

T. 0161 236 2394 | M. 07734 788024 | carl.peers@curtins.com

From: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Sent: 28 September 2021 11:39
To: Carl Peers <Carl.Peers@curtins.com>
Cc: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>
Subject: FW: Tesco Parrs Wood - Scoping Report

Hi Carl

We are awaiting feedback from TfGM and then we will issue a joint response – hopefully this will be towards the end of this week.

Thanks

Kind regards
Muniza Usmani
Engineer
Highways Service, Growth and Neighbourhoods Directorate

PLEASE NOTE: WORKING FROM HOME UNTIL FURTHER NOTICE, WORKING DAYS TUESDAY-FRIDAY

Email: m.usmani@manchester.gov.uk
Tel: 07939995063
Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, PO Box 532, Town Hall, Manchester, M60 2LA

From: Carl Peers <Carl.Peers@curtins.com>
Sent: 22 September 2021 17:23
To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>; Richard Dolphin <richard.dolphin@tfgm.com>
Subject: RE: Tesco Parrs Wood - Scoping Report

Dear Neil, Richard,

Just a courtesy email to see whether you have had time to consider the scoping report and whether you would find a meeting helpful to discuss.

I look forward to hearing from you.

Kind regards,
Carl.

Carl Peers Technical Director

Curtins

T. 0161 236 2394 | M. 07734 788024 | carl.peers@curtins.com

From: Carl Peers

Sent: 13 September 2021 13:42

To: Neil Bayliss-Rowe <neil.bayliss-rowe@manchester.gov.uk>; Richard Dolphin <richard.dolphin@tfgm.com>

Subject: Tesco Parrs Wood - Scoping Report

Dear Neil, Richard,

Please find attached a scoping report for development proposals at the Tesco Parrs Wood site. If you would find a meeting useful, this can be arranged.

I welcome your response to this report and look forward to hearing from you.

Kind regards,
Carl.

Carl Peers

Technical Director

T. 0161 236 2394 M. 07734 788024

carl.peers@curtins.com

Merchant Exchange
17-19 Whitworth Street West
Manchester M1 5WG



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Appendix C – TfGM Collision Data

TRANSPORT FOR GREATER MANCHESTER



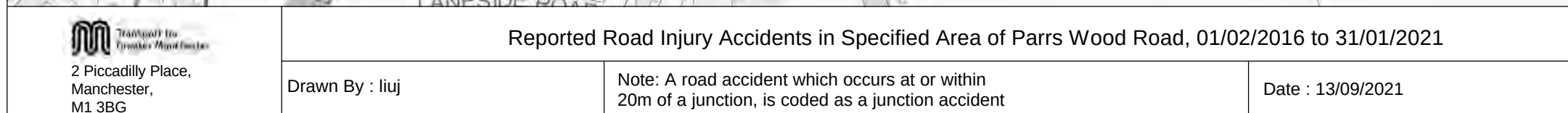
Traffic Accident Data for

Curtins Consulting

**Reported Road Injury Accidents in Specified Area of
Parrs Wood Road, Manchester.
01/02/2016 to 31/01/2021**

Severity Symbol Key

- ▲ Slight
- Serious
- Fatal



TRANSPORT FOR GREATER MANCHESTER



Reported Road Injury Accidents in Specified Area of Parrs Wood Road, Manchester. 01/02/2016 to 31/01/2021

Injury Accidents	Feb- Dec 2016	2017	2018	2019	2020	Jan 2021	Total
Fatal	0	0	0	0	0	0	0
Serious	2	1	2	0	0	0	5
Slight	3	9	2	3	2	0	19
Total	5	10	4	3	2	0	24

Standard Totals Report : Reported Road Injury Accidents in Specified Area of Parrs Wood Road, Manchester, 01/02/2016 to 31/01/2021

Accidents

Serious	5
Slight	19
Total Accidents	24

Casualties Broken Down By Type

Car (Driver)	0-15	16+	Total
Serious	0	1	1
Slight	0	11	11
Total	0	12	12
Car (Passenger)	0-15	16+	Total
Slight	0	3	3
Total	0	3	3
Pedestrian	0-15	16+	Total
Serious	1	2	3
Slight	3	2	5
Total	4	4	8
Cyclist (Rider)	0-15	16+	Total
Serious	0	1	1
Slight	0	3	3
Total	0	4	4
Total	4	23	27

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Male	1	3	0	0	4
Female	0	0	1	0	1
Total	1	3	1	0	5
Slight					
Male	2	12	2	0	16
Female	1	5	0	0	6
Total	3	17	2	0	22
Total Casualties	4	20	3	0	27

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Driver or rider	0	2	0	0	2
Pedestrian	1	1	1	0	3
Total	1	3	1	0	5
Slight					
Driver or rider	0	12	2	0	14
Veh or pillion pas	0	3	0	0	3
Pedestrian	3	2	0	0	5
Total	3	17	2	0	22
Total Casualties	4	20	3	0	27

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious	1	2	1	0	4
Slight	3	5	0	0	8
Total Casualties	4	7	1	0	12

School Pupil Casualties

Severity

Slight	2
Total Casualties	2

Standard Report - Reported Road Injury Accidents in Specified Area of Parrs Wood Road, Manchester, 01/02/2016 to 31/01/2021

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: E3027356				Day: Sunday		Contributory Factors			Date: 29/01/2017					Time: 11:50		
Place Reported: Else				District: Manchester												
Location: Kingsway at junction with Wilmslow Road																
Description: Both Vehs Trav Ne Kingsway. V1 Slows, V2 (PCV) Fails To Slow Down, Hits Rear V1																
Locational Details				Conditions		Accident Details										
Road:	A34/B5095		Junction Details:		Xrds		Road Surface:	Wet		Severity:		Slight				
OSGR:	385424 390218		Junction Control:		TS		Light Conditions:	Light		No. of Vehicles:		2				
Speed Limit:	40		Ped Crossing:		TSX		Weather Conditions:	Rain		No. of Casualties:		1				

Accident Reference Number: E3036038				Day: Friday		Contributory Factors			Date: 06/10/2017					Time: 17:08		
Place Reported: Scene				District: Manchester												
Location: Kingsway at junction with Wilmslow Road																
Description: V1 Trav Ne On Kingsway. V2 Trav Nw On Wilmslow Rd Turns Right Into Kingsway & Collides With V1. Both Parties Say Traffic Light Was Green																
Locational Details				Conditions		Accident Details										
Road:	A34/B5095		Junction Details:		Mult		Road Surface:	Dry		Severity:		Slight				
OSGR:	385431 390238		Junction Control:		TS		Light Conditions:	Light		No. of Vehicles:		2				
Speed Limit:	40		Ped Crossing:		TSX		Weather Conditions:	Fine		No. of Casualties:		2				

Accident Reference Number: E3025922				Day: Sunday		Contributory Factors			Date: 29/01/2017					Time: 22:40				
Place Reported: Scene				District: Manchester														
Location: Kingsway at junction with Wilmslow Road						Factor Conf Ref												
Description: All Vehs Trav Sw Kingsway. V3 Stat At Red Ats, V2 Stat Behind V3. V1 Colls With The Rear Of V2, V2 Colls With The Rear Of V3.						DIIIIns VLike V1												

Accident Reference Number: E3040024				Day: Tuesday		Contributory Factors			Date: 16/01/2018				Time: 08:15				
Place Reported: Else				District: Manchester		Factor Conf Ref											
Location: Kingsway 65 metres SW of Parrs Wood Lane							VDoor VLike V1										
Description: Both Vehs Trav Sw On Kingsway, V1 Stationary In Traffic. V1 Passenger Opens Door & V2 (Pedal Cycle) Collides With Door. V1 Fts.																	
Locational Details				Conditions		Accident Details											
Road:	A34		Junction Details:		Road Surface:	Wet		Severity:		Serious							
OSGR:	385506	390401	Junction Control: n/a		Light Conditions:	Light		No. of Vehicles:		2							
Speed Limit:	40		Ped Crossing:		Weather Conditions:	Othr		No. of Casualties:		1							
Accident Reference Number: E3060131				Day: Wednesday		Contributory Factors			Date: 31/07/2019				Time: 07:30				
Place Reported: Else				District: Manchester		Factor Conf Ref											
Location: Wilmslow Road at junction with Parrs Wood Road (Ruabon Road)																	
Description: V1 (Pedal Cycle) Trav W Wilmslow Rd Passing Staty Vehs, Enters Mid Jct, V2 Trav S Parrs Wood Rd Turns Right Onto Wilmslow Rd Across Path Of V1. Collision Occurs																	
Locational Details				Conditions		Accident Details											
Road:	A5145/C		Junction Details: Xrds		Road Surface:	Dry		Severity:		Slight							
OSGR:	385286	390420	Junction Control: TS		Light Conditions:	Light		No. of Vehicles:		2							
Speed Limit:	30		Ped Crossing: TSX		Weather Conditions:	Fine		No. of Casualties:		1							
Accident Reference Number: E3038643				Day: Saturday		Contributory Factors			Date: 04/11/2017				Time: 17:15				
Place Reported: Else				District: Manchester		Factor Conf Ref											
Location: Wilmslow Road at junction with Parrs Wood Road																	
Description: Both Vehs Trav W Wilmslow Rd. V2 Waiting At Ats When V1 Collides With Rear Of V2, V1 FTS																	
Locational Details				Conditions		Accident Details											
Road:	A5145/C		Junction Details: Xrds		Road Surface:	Dry		Severity:		Slight							
OSGR:	385310	390420	Junction Control: TS		Light Conditions:	Light		No. of Vehicles:		2							
Speed Limit:	30		Ped Crossing: TSX		Weather Conditions:	Fine		No. of Casualties:		1							
Accident Reference Number: E3033750				Day: Saturday		Contributory Factors			Date: 29/07/2017				Time: 15:42				
Place Reported: Else				District: Manchester		Factor Conf Ref											
Location: Wilmslow Road at junction with Parrs Wood Road																	
Description: V1 (Pedal Cycle) TravN-bound Across Wilmslow Road And Is Hit By V2 Trav Wilmslow Rd.																	
Locational Details				Conditions		Accident Details											
Road:	A5145		Junction Details:		Road Surface:	Dry		Severity:		Slight							
OSGR:	385358	390424	Junction Control: n/a		Light Conditions:	Light		No. of Vehicles:		2							
Speed Limit:	30		Ped Crossing: TSX		Weather Conditions:	Fine		No. of Casualties:		1							

Accident Reference Number: E3020973				Day: Saturday		Contributory Factors			Date: 24/09/2016				Time: 18:38								
Place Reported: Scene				District: Manchester																	
Location: Kingsway at junction with Parrs Wood Road																					
Description: Both Vehs Trav N On Kingsway. V2 Brakes Sharply At Traffic Lights And V1 Hits Rear Of V2.																					
Locational Details				Conditions		Accident Details			Vehicle Details				Casualty Details								
Road:	A34/A5145		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight		Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
OSGR:	385507 390449		Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	2							1 Pas	M	19	Slight	
Speed Limit:	40		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	2		Car	Stopg	S	N		2 Pas	F	19	Slight	

Accident Reference Number: E3015246				Day: Wednesday		Contributory Factors			Date: 27/04/2016				Time: 08:45								
Place Reported: Scene				District: Manchester																	
Location: Kingsway at junction with Parrs Wood Lane																					
Description: V1 Trav Ne Kingsway In Dedicated Right Turn Lane. C1 Begins To Cross Road W-bound And V1 Runs Over Foot Of C1.																					
Locational Details				Conditions		Accident Details			Vehicle Details				Casualty Details								
Road:	A34/A5145		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight		Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
OSGR:	385512 390451		Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	1							Car	TurnR	SW	E	1 Ped
Speed Limit:	40		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1											

Accident Reference Number: E3014967				Day: Friday		Contributory Factors			Date: 08/04/2016				Time: 14:52								
Place Reported: Scene				District: Manchester																	
Location: Kingsway at junction with Parrswood Lane																					
Description: C1 Runs W-bound Into Road Into Path Of V1 Trav Ne Kingsway																					
Locational Details				Conditions		Accident Details			Vehicle Details				Casualty Details								
Road:	A34/A5145		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Slight		Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
OSGR:	385508 390460		Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	1							Car	Ahead	SW	NE	1 Ped
Speed Limit:	40		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1											

Accident Reference Number: E3020217				Day: Friday		Contributory Factors			Date: 26/08/2016				Time: 10:58									
Place Reported: Scene				District: Manchester																		
Location: Parrs Wood Lane at junction with Kingsway																						
Description: V1 Trav S Kingsway Turns Right Into Parrs Wood La And Collides With C1																						
Locational Details				Conditions		Accident Details			Vehicle Details				Casualty Details									
Road:	A5145/A34		Junction Details:	Xrds		Road Surface:	Dry		Severity:	Serious		Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil	
OSGR:	385503 390461		Junction Control:	TS		Light Conditions:	Light		No. of Vehicles:	1							PJudge	VLike	C1	LGV	Ahead	N
Speed Limit:	40		Ped Crossing:	TSX		Weather Conditions:	Fine		No. of Casualties:	1												

Accident Reference Number: E3053060				Day: Friday		Contributory Factors			Date: 25/01/2019				Time: 03:05			
Place Reported: Scene				District: Manchester												
Location: Kingsway at junction with Parrswood Lane						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: V1 (Taxi) Trav W Parrswood La Drives Through Red Light & Collides With V2 Trav S Kingsway On Green Light Going Through Jct Causing V2 To Spin & Hit Reservation						DATS VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
						DFLoo VLike V1			Taxi Ahead E W							
									Car Ahead N S				1 Drv F 25 Slight			
Locational Details				Conditions		Accident Details										
Road: A34/A5145 Junction Details: Xrds				Road Surface: Wet		Severity: Slight										
OSGR: 385527 390471 Junction Control: TS				Light Conditions: Dark		No. of Vehicles: 2										
Speed Limit: 40 Ped Crossing: TSX				Weather Conditions: Rain		No. of Casualties: 1										

Accident Reference Number: E3020372				Day: Saturday		Contributory Factors			Date: 17/09/2016				Time: 18:02			
Place Reported: Else				District: Manchester												
Location: Parrs Wood Lane at junction with Kingsway						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: C1 Crosses Parrs Wood La N-bound At Traffic Lights. V1 Trav Sw Parrs Wood La Drives Through Red Light And Collides With C1. C1 Lands On Floor, After Being Knocked Onto Bonnet						DATS VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
						DSun VLike V1			Car Ahead NE SW				1 Ped F 60 Serious			
Locational Details				Conditions		Accident Details										
Road: A5145/A34 Junction Details: Xrds				Road Surface: Dry		Severity: Serious										
OSGR: 385546 390477 Junction Control: TS				Light Conditions: Light		No. of Vehicles: 1										
Speed Limit: 40 Ped Crossing: TSX				Weather Conditions: Fine		No. of Casualties: 1										

Accident Reference Number: E3025394				Day: Monday		Contributory Factors			Date: 09/01/2017				Time: 15:29			
Place Reported: Scene				District: Manchester												
Location: Parrs Wood Lane at junction with Kingsway						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: C1 Crosses Road S-bound With Hood Up And On Phone. C1 Runs In Front Of V1 Trav E Parrs Wood La And Into Path Of V2 (PCV) Trav Opposite. V2 Throws C1 Into Path Of V1, Who Runs Over C1						PFLoo VLike C1			Type Move From To Skid				Type Sex Age Sev Pupil			
						PCare VLike C1			Car Ahead W E				1 Ped M 35 Slight			
						PXMas VLike C1			PCV Ahead E W							
Locational Details				Conditions		Accident Details										
Road: A5145/A34 Junction Details: Xrds				Road Surface: Wet		Severity: Slight										
OSGR: 385550 390479 Junction Control: TS				Light Conditions: Dark		No. of Vehicles: 2										
Speed Limit: 40 Ped Crossing: TSX				Weather Conditions: Fine		No. of Casualties: 1										

Accident Reference Number: E3040618				Day: Tuesday		Contributory Factors			Date: 13/02/2018				Time: 15:25			
Place Reported: Scene				District: Manchester												
Location: Parrs Wood Lane 50 Metres North East of Burnage Lane						Factor Conf Ref			Vehicle Details				Casualty Details			
Description: V1 Trav Sw Parrs Wood La In Slow Moving Traffic, When C1 Runs Out From N/side Footpath Into C/way Causing V1 To Coll With C1						PFLoo VLike C1			Type Move From To Skid				Type Sex Age Sev Pupil			
						PDang VLike C1			Car Stopg NE SW				1 Ped M 11 Slight SJ			
Locational Details				Conditions		Accident Details										
Road: A5145 Junction Details:				Road Surface: Dry		Severity: Slight										
OSGR: 385587 390490 Junction Control: n/a				Light Conditions: Light		No. of Vehicles: 1										
Speed Limit: 30 Ped Crossing: TSX				Weather Conditions: Fine		No. of Casualties: 1										

Accident Reference Number: E3041268				Day: Wednesday		Contributory Factors			Date: 28/02/2018				Time: 08:25				
Place Reported: Else				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Kingsway at junction with Parrs Wood Lane							DFLoo VLike V1			Type Move From To Skid				Type Sex Age Sev Pupil			
Description: C1 Crosses Ped Cross Se-bound From Central Island. Traff Stationary (ATS Green For Traffic). C1 Collides With V1 Trav Sw Kingsway. V1 FTS										Car Start NE SW				1 Ped M 13 Slight SJ			
Locational Details				Conditions		Accident Details											
Road:	A34/A5145		Junction Details:		Xrds		Road Surface:		Snow		Severity:		Slight				
OSGR:	385532	390492	Junction Control:		TS		Light Conditions:		Light		No. of Vehicles:		1				
Speed Limit:	40		Ped Crossing:		TSX		Weather Conditions:		Snow		No. of Casualties:		1				
Accident Reference Number: A3063599				Day: Saturday		Contributory Factors			Date: 26/10/2019				Time: 13:45				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Kingsway 25 metres NE Of Parrs Wood Lane										Type Move From To Skid				Type Sex Age Sev Pupil			
Description: Both Vehs Trav Sw Kingsway, V2 Waiting To Go Ahead But Held Up, V1 Collides With Rear Of V2										Car Stopg NE SW Skid							
Locational Details				Conditions		Accident Details				Car Waitg NE SW				1 Drv M 62 Slight			
Road:	A34		Junction Details:				Road Surface:		Wet		Severity:		Slight				
OSGR:	385548	390527	Junction Control:		n/a		Light Conditions:		Light		No. of Vehicles:		2				
Speed Limit:	40		Ped Crossing:				Weather Conditions:		Rain		No. of Casualties:		1				
Accident Reference Number: E3045221				Day: Saturday		Contributory Factors			Date: 23/06/2018				Time: 17:35				
Place Reported: Scene				District: Manchester		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Kingsway 75 metres NE of Parrswood Lane							PFLoo Poss C1			Type Move From To Skid				Type Sex Age Sev Pupil			
Description: V1 Trav Ne On Kingsway. C1 (Pedestrian) Runs W From Offside Into Path Of V1. Collision Occurs.										Car Ahead SW NE				1 Ped M 16 Serious			
Locational Details				Conditions		Accident Details											
Road:	A34		Junction Details:				Road Surface:		Dry		Severity:		Serious				
OSGR:	385547	390548	Junction Control:		n/a		Light Conditions:		Light		No. of Vehicles:		1				
Speed Limit:	40		Ped Crossing:				Weather Conditions:		Fine		No. of Casualties:		1				
Accident Reference Number: J3073789				Day: Friday		Contributory Factors			Date: 07/08/2020				Time: 16:40				
Place Reported: Else				District: Stockport		Factor Conf Ref			Vehicle Details				Casualty Details				
Location: Burnage Lane at junction with Didsbury Road										Type Move From To Skid				Type Sex Age Sev Pupil			
Description: Both Vehs Trav S Burnage La, V2 Sees A Car Coming From Right At High Speed, So Stops & Waiting To Join Didsbury Rd, V1 Collides With Rear Of V2										Car Start N S							
Locational Details				Conditions		Accident Details				Car Waitg N S				1 Drv M 35 Slight			
Road:	C/A5145		Junction Details:		Tjun		Road Surface:		Dry		Severity:		Slight				
OSGR:	385815	390556	Junction Control:		GW		Light Conditions:		Light		No. of Vehicles:		2				
Speed Limit:	30		Ped Crossing:		Ref		Weather Conditions:		Rain		No. of Casualties:		1				

Accident Reference Number: E1025948						Day: Saturday			Contributory Factors			Date: 14/01/2017					Time: 10:55				
Place Reported: Else						District: Manchester															
Location: Kingsway 130 metres North East of Parrs Wood Lane																					
Description: V1 Trav N Kingsway Stopped Nr Tesco, V2 Trav Same Fails To Slow, Hits V1																					
Locational Details						Conditions			Accident Details												
Road: A34 Junction Details:						Road Surface: Dry			Severity: Slight												
OSGR: 385562 390600 Junction Control: n/a						Light Conditions: Light			No. of Vehicles: 2												
Speed Limit: 40 Ped Crossing:						Weather Conditions: Fine			No. of Casualties: 1												

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -

Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT

Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced

Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	Pllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Appendix D – 2011 Census Data

DC4416EWIa - Tenure by car or van availability by number of usual residents aged 17 or over in household

ONS Crown Copyright Reserved [from Nomis on 25 March 2021]

population	All households
units	Household reference persons
date	2011
area type	2011 census merged local authority districts
area name	Manchester
no of usual residents in household	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Tenure	Rented or living rent free: Total	Rented: Social rented	Rented: Private rented or living rent free
All categories: Car or van available	204,969	126,093	64,682	61,411
No cars or vans in household	91,248	74,479	41,845	32,634
1 car or van in household	83,276	42,721	20,282	22,439
2 or more cars or vans in household	30,445	8,893	2,555	6,338

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

DC4109EWla - Car or van availability by sex by age

ONS Crown Copyright Reserved [from Nomis on 22 April 2021]

population All usual residents in households
units Persons
date 2011
area type 2011 census merged local authority districts
area name Manchester
sex All persons

Age	All categories: Car or van availability	No cars or vans in household		1 car or van in household		2 or more cars or vans in household	
		No.	%	No.	%	No.	%
All categories: Age	481,030	177,569	37%	201,894	42%	101,567	21%
Age 0 to 15	97,239	32,913	34%	44,615	46%	19,711	20%
Age 16 to 17	10,526	3,453	33%	4,653	44%	2,420	23%
Age 18 to 19	13,721	5,785	42%	4,850	35%	3,086	22%
Age 20 to 24	58,462	26,485	45%	18,668	32%	13,309	23%
Age 25 to 29	55,449	20,709	37%	22,368	40%	12,372	22%
Age 30 to 34	44,567	14,873	33%	20,075	45%	9,619	22%
Age 35 to 39	33,626	10,813	32%	15,444	46%	7,369	22%
Age 40 to 44	32,170	10,398	32%	14,326	45%	7,446	23%
Age 45 to 49	28,377	9,017	32%	12,169	43%	7,191	25%
Age 50 to 54	23,723	7,482	32%	9,929	42%	6,312	27%
Age 55 to 59	19,491	6,272	32%	8,263	42%	4,956	25%
Age 60 to 64	18,084	6,297	35%	8,269	46%	3,518	19%
Age 65 to 69	13,039	5,092	39%	6,070	47%	1,877	14%
Age 70 to 74	11,376	5,200	46%	5,005	44%	1,171	10%
Age 75 to 79	9,085	4,724	52%	3,720	41%	641	7%
Age 80 to 84	6,603	4,012	61%	2,242	34%	349	5%
Age 85 and over	5,492	4,044	74%	1,228	22%	220	4%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 23 March 2021]

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
method of travel to work	All categories: Method of travel to work (2001 specification)

usual residence : 2011 super output area - middle layer	place of work				Total
	E02001083 : Manchester 039	E02001086 : Manchester 042	E02001087 : Manchester 043	E02001089 : Manchester 045	
E02001083 : Manchester 039	200	38	64	102	404
E02001086 : Manchester 042	72	118	44	53	287
E02001087 : Manchester 043	85	32	223	127	467
E02001089 : Manchester 045	52	23	117	238	430
Total	409	211	448	520	1,588

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 23 March 2021]

population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work All categories: Method of travel to work (2001 specification)

place of work : region	usual residence				Total	
	E02001083 :	E02001086 :	E02001087 :	E02001089 :		
	Manchester 039	Manchester 042	Manchester 043	Manchester 045		
North East	3	4	6	4	17	
North West	4,332	2,744	4,542	3,285	14,903	
Yorkshire and The Humbe	50	35	47	37	169	
East Midlands	19	12	18	19	68	
West Midlands	28	12	26	13	79	
East	14	12	10	3	39	
London	31	21	35	16	103	
South East	14	5	14	13	46	
South West	7	4	19	5	35	
Wales	11	5	19	2	37	
Scotland	9	2	11	4	26	
Northern Ireland	0	0	1	1	2	
Total	4,518	2,856	4,748	3,402	15,524	10%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix E – Parking Accumulation Assessment

TRICS 7.8.2
Trip Rate f No of Dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL VEHICLES

Time Rang Days	ARRIVALS			DEPARTURES			TOTALS								
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip						
DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	Rate	Days							
00:00-01:00															
01:00-02:00															
02:00-03:00															
03:00-04:00									75 apartments						
04:00-05:00									36 maximum cars parked at start						
05:00-06:00									Arr	Dep	Tot	Arr	Dep	Accum	
06:00-07:00															
07:00-08:00	29	70	0.043	29	70	0.135	29	70	0.178	0.043	0.135	0.178	3	10	29
08:00-09:00	29	70	0.054	29	70	0.173	29	70	0.227	0.054	0.173	0.227	4	13	20
09:00-10:00	29	70	0.066	29	70	0.089	29	70	0.155	0.066	0.089	0.155	5	7	18
10:00-11:00	29	70	0.065	29	70	0.082	29	70	0.147	0.065	0.082	0.147	5	6	17
11:00-12:00	29	70	0.07	29	70	0.084	29	70	0.154	0.07	0.084	0.154	5	6	16
12:00-13:00	29	70	0.096	29	70	0.086	29	70	0.182	0.096	0.086	0.182	7	6	17
13:00-14:00	29	70	0.068	29	70	0.084	29	70	0.152	0.068	0.084	0.152	5	6	16
14:00-15:00	29	70	0.075	29	70	0.082	29	70	0.157	0.075	0.082	0.157	6	6	15
15:00-16:00	29	70	0.098	29	70	0.063	29	70	0.161	0.098	0.063	0.161	7	5	18
16:00-17:00	29	70	0.118	29	70	0.079	29	70	0.197	0.118	0.079	0.197	9	6	21
17:00-18:00	29	70	0.159	29	70	0.085	29	70	0.244	0.159	0.085	0.244	12	6	26
18:00-19:00	29	70	0.156	29	70	0.091	29	70	0.247	0.156	0.091	0.247	12	7	31
19:00-20:00															
20:00-21:00															31 maximum accumulation
21:00-22:00															
22:00-23:00															
23:00-24:00															
Daily Trip Rates:			1.068			1.133			2.201						

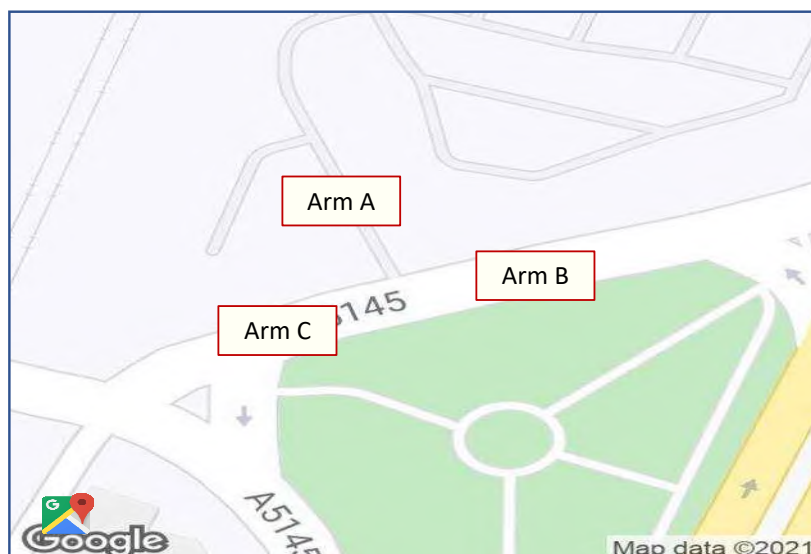
Appendix F – Traffic Survey Data



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane



Matrix Totals: **Counts**

Show single Session: **No**
07:00 to 10:00

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

		Arm Destination			Total	% Total
		A	B	C		
Arm Origin	A	0	615	649	1264	100.00%
	B	520	2	1437	1959	100.00%
	C	798	1506	2	2306	100.00%
	Total	1318	2123	2088		
% Total		100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes

A to B										A to C										A to A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL		
07:00 - 07:15	5	2	0	0	0	0	0	7.0	7	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0		
07:15 - 07:30	8	0	0	0	0	1	0	8.2	9	6	0	0	0	0	1	0	6.2	7	0	0	0	0	0	0	0	0.0	0		
07:30 - 07:45	6	2	0	0	0	1	0	8.2	9	16	0	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	0		
07:45 - 08:00	11	2	0	0	0	0	0	13.0	13	18	1	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0		
Hourly Total	30	6	0	0	0	2	0	36	38	46	1	0	0	0	1	0	47	48	0	0	0	0	0	0	0	0	0		
08:00 - 08:15	8	2	0	0	0	1	0	10.2	11	18	1	1	0	0	3	0	21.1	23	0	0	0	0	0	0	0	0.0	0		
08:15 - 08:30	13	1	0	0	0	0	0	14.0	14	15	0	0	0	0	2	0	16.4	17	0	0	0	0	0	0	0	0.0	0		
08:30 - 08:45	16	0	0	0	0	0	0	16.0	16	14	1	0	0	0	1	0	16.2	16	0	0	0	0	0	0	0	0.0	0		
08:45 - 09:00	15	0	1	0	0	1	0	16.7	17	13	1	1	0	0	0	0	16.5	15	0	0	0	0	0	0	0	0.0	0		
Hourly Total	52	3	1	0	0	2	0	57	58	50	3	2	0	0	6	0	67	67	0	0	0	0	0	0	0	0	0		
09:00 - 09:15	13	1	0	0	0	0	0	14.0	14	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	0		
09:15 - 09:30	23	2	0	0	0	0	0	26.0	25	19	1	0	0	0	1	0	26.2	21	0	0	0	0	0	0	0	0.0	0		
09:30 - 09:45	14	1	0	0	0	0	0	15.0	15	18	1	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0		
09:45 - 10:00	14	1	0	0	0	0	0	15.0	15	16	3	0	0	0	0	0	19.0	19	0	0	0	0	0	0	0	0.0	0		
Hourly Total	64	5	0	0	0	0	0	69	69	66	5	0	0	0	1	0	71	72	0	0	0	0	0	0	0	0	0		
Session Total	146	14	1	0	0	4	0	162	165	172	9	2	0	0	0	8	0	185	191	0	0	0	0	0	0	0	0		
15:00 - 15:15	32	1	0	0	0	0	0	33.0	33	27	3	0	0	0	0	0	30.2	31	0	0	0	0	0	0	0	0.0	0		
15:15 - 15:30	29	1	0	0	0	0	0	30.0	30	39	2	0	0	0	0	0	41.0	41	0	0	0	0	0	0	0	0.0	0		
15:30 - 15:45	26	0	2	1	0	0	0	31.3	29	20	0	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0		
15:45 - 16:00	33	1	0	0	0	0	0	34.0	34	32	1	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0	0.0	0		
Hourly Total	120	3	2	1	0	0	0	128	126	118	6	0	0	0	1	0	124	125	0	0	0	0	0	0	0	0	0		
16:00 - 16:15	30	0	0	0	0	0	0	30.0	30	24	0	1	0	0	0	0	25.5	25	0	0	0	0	0	0	0	0.0	0		
16:15 - 16:30	35	3	0	0	0	0	0	38.0	38	27	1	0	0	0	1	0	28.2	29	0	0	0	0	0	0	0	0.0	0		
16:30 - 16:45	28	1	0	0	0	0	0	29.0	29	26	1	0	0	0	0	0	27.0	27	0	0	0	0	0	0	0	0.0	0		
16:45 - 17:00	22	2	0	0	0	0	0	24.0	24	37	1	0	0	0	1	0	38.2	39	0	0	0	0	0	0	0	0.0	0		
Hourly Total	115	6	0	0	0	0	0	121	121	114	3	1	0	0	2	0	119	120	0	0	0	0	0	0	0	0	0		
17:00 - 17:15	22	0	0	0	0	0	0	22.0	22	22	1	0	0	0	1	0	23.6	25	0	0	0	0	0	0	0	0.0	0		
17:15 - 17:30	19	1	0	0	0	0	0	20.0	20	15	2	0	0	0	1	0	17.2	18	0	0	0	0	0	0	0	0.0	0		
17:30 - 17:45	14	0	0	0	0	0	0	14.0	14	24	1	0	0	0	1	0	25.2	26	0	0	0	0	0	0	0	0.0	0		
17:45 - 18:00	23	1	0	0	0	0	0	24.0	24	23	1	0	0	0	1	0	24.2	25	0	0	0	0	0	0	0	0.0	0		
Hourly Total	78	2	0	0	0	0	0	80	80	84	5	0	0	0	4	1	90	94	0	0	0	0	0	0	0	0	0		
18:00 - 18:15	26	0	0	0	0	0	0	26.0	26	35	0	0	0	0	0	0	35.0	35	0	0	0	0	0	0	0	0.0	0		
18:15 - 18:30	28	1	0	0	0	0	0	29.0	29	23	0	0	0	0	0	0	23.0	23	0	0	0	0	0	0	0	0.0	0		
18:30 - 18:45	29	3	0	1	0	0	0	34.3	33	25	1	0	0	0	2	0	26.4	28	0	0	0	0	0	0	0	0.0	0		
18:45 - 19:00	32	1	0	0	0	2	0	33.4	35	33	0	0	0	0	0	0	33.0	33	0	0	0	0	0	0	0	0.0	0		
Hourly Total	115	5	0	1	0	2	0	122	123	116	1	0	0	0	2	0	117	119	0	0	0	0	0	0	0	0	0		
Session Total	428	16	2	2	0	2	0	451	450	432	15	1	0	0	0	9	0	450	458	0	0	0	0	0	0	0	0		

	From A										To A									
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL		
07:00 - 07:15	11	2	0	0	0	0	0	13.0	13	12	0	0	0	0	2	0	12.4	14		
07:15 - 07:30	14	0	0	0	0	2	0	14.4	16	20	0	0	0	0	1	0	20.2	21		
07:30 - 07:45	22	2	0	0	0	1	0	24.2	25	28	3	1	0	0	2	0	32.9	34		
07:45 - 08:00	29	3	0	0	0	0	0	32.0	32	28	3	0	0	0	2	0	31.4	33		
Hourly Total	76	7	0	0	0	3	0	84	86	88	6	1	0	0	7	0	97	102		
08:00 - 08:15	26	3	1	0	0	4	0	31.3	34	29	3	0	0	0	3	0	32.8	35		
08:15 - 08:30	28	1	0	0	0	2	0	29.4	31	39	0	0	0	0	0	0	39.0	39		
08:30 - 08:45	30	1	0	0	0	1	0	31.2	32	32	0	2	0	0	0	0	35.0	34		
08:45 - 09:00	28	1	2	0	0	1	0	32.2	32	40	3	0	0	0	1	0	43.2	44		
Hourly Total	112	6	3	0	0	8	0	125	129	140	6	2	0	0	4	0	150	152		
09:00 - 09:15	26	1	0	0	0	0	0	27.0	27	42	2	0	0	0	1	0	44.2	45		
09:15 - 09:30	42	3	0	0	0	1	0	45.2	46	41	2	0	0	0	0	0	43.0	43		
09:30 - 09:45	32	2	0	0	0	0	0	34.0	34	42	5	0	0	0	0	0	47.0	47		
09:45 - 10:00	30	4	0	0	0	0	0	34.0	34	37	1	0	0	0	0	0	38.0	38		
Hourly Total	130	10	0	0	0	1	0	140	141	162	10	0	0	0	1	0	172	173		
Session Total	318	23	3	0	0	12	0	349	356	390	22	3	0	0	12	0	419	427		
15:00 - 15:15	59	4	0	0	0	1	0	63.2	64	56	4	0	0	0	0	0	60.0	60		
15:15 - 15:30	68	3	0	0	0	0	0	71.0	71	66	1	0	0	0	1	0	67.2	68		
15:30 - 15:45	46	0	2	1	0	0	0	51.3	49	62	1	2	1	0	0	0	68.3	66		
15:45 - 16:00	65	2	0	0	0	0	0	67.0	67	58	1	1	0	0	1	0	60.7	61		
Hourly Total	238	9	2	1	0	1	0	252	251	242	7	3	1	0	2	0	256	255		
16:00 - 16:15	54	0	1	0	0	0	0	55.5	55	47	2	0	0	0	1	0	49.2	50		
16:15 - 16:30	62	4	0	0	0	1	0	66.2	67	54	3	0	0	0	0	0	57.0	57		
16:30 - 16:45	54	2	0	0	0	0	0	56.0	56	52	2	0	0	0	1	0	54.2	55		
16:45 - 17:00	59	3	0	0	0	1	0	62.2	63	42	2	0	0	0	1	0	44.2	45		
Hourly Total	229	9	1	0	0	2	0	240	241	195	9	0	0	0	3	0	205	207		
17:00 - 17:15	44	1	0	0	0	1	1	45.6	47	24	2	0	0	0	1	0	26.2	27		
17:15 - 17:30	34	3	0	0	0	1	0	37.2	38	44	1	0	0	0	3	0	45.6	48		
17:30 - 17:45	38	1	0	0	0	1	0	39.2	40	48	2	0	0	0	2	0	50.4	52		
17:45 - 18:00	46	2	0	0	0	1	0	48.2	49	45	0	0	1	0	2	0	47.7	48		
Hourly Total	162	7	0	0	0	4	1	170	174	161	5	0	1	0	8	0	170	175		
18:00 - 18:15	61	0	0	0	0	0	0	61.0	61	56	2	0	0	0	0	0	58.0	58		
18:15 - 18:30	51	1	0	0	0	0	0	52.0	52	59	2	0	0	0	3	0	61.6	64		
18:30 - 18:45	54	4	0	1	0	2	0	60.7	61	55	1	0	1	0	1	0	58.5	58		
18:45 - 19:00	65	1	0	0	0	2	0	66.4	68	72	1	0	0	0	1	0	73.2	74		
Hourly Total	231	6	0	1	0	4	0	240	242	242	6	0	1	0	5	0	251	254		
Session Total	860	31	3	2	0	11	1	902	908	840	27	3	3	0	18	0	882	891		

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	36	4	0	0	3	0	0	46.0	43	21	3	2	1	6	0	0	41.3	33
07:15 - 07:30	46	5	1	0	4	2	0	60.9	58	30	4	0	1	8	1	0	52.5	44
07:30 - 07:45	54	9	1	0	6	0	0	76.5	70	56	6	1	0	8	2	0	79.9	73
07:45 - 08:00	50	7	1	0	2	2	2	63.7	64	44	5	1	0	8	2	0	66.9	60
Hourly Total	186	25	3	0	15	4	2	248	235	151	18	4	2	30	5	0	241	210
08:00 - 08:15	52	7	0	0	3	1	0	65.2	63	34	6	2	0	5	4	0	53.8	51
08:15 - 08:30	54	5	0	0	4	0	0	67.0	63	61	2	1	0	6	2	0	76.9	72
08:30 - 08:45	65	9	1	0	6	0	0	87.5	81	60	2	0	0	4	2	0	70.4	68
08:45 - 09:00	68	7	2	0	5	4	0	88.8	86	62	6	2	0	5	2	0	81.4	77
Hourly Total	239	28	3	0	18	5	0	309	293	217	16	5	0	20	10	0	283	268
09:00 - 09:15	56	12	2	0	5	0	0	81.0	75	56	3	1	0	5	2	0	70.9	67
09:15 - 09:30	49	9	0	1	3	0	0	66.3	62	55	4	0	0	3	0	0	65.0	62
09:30 - 09:45	53	7	2	1	3	0	0	71.3	66	49	4	1	1	5	1	0	67.0	61
09:45 - 10:00	67	8	1	0	4	0	0	84.6	80	44	8	0	0	2	1	0	86.2	85
Hourly Total	225	36	5	2	15	0	0	304	283	204	19	2	1	15	4	0	299	245
Session Total	650	89	11	2	48	9	2	861	811	572	53	11	3	65	19	0	783	723
15:00 - 15:15	70	4	0	0	1	1	2	78.7	78	90	7	1	0	7	1	0	112.7	106
15:15 - 15:30	55	3	1	1	4	4	2	71.4	70	72	10	0	0	4	0	0	90.0	86
15:30 - 15:45	60	8	3	0	5	1	1	83.1	78	91	6	5	1	3	0	1	113.2	107
15:45 - 16:00	61	3	0	0	1	1	0	66.2	66	80	6	1	0	4	0	0	95.5	91
Hourly Total	246	18	4	2	11	8	3	300	292	333	29	7	1	18	1	1	411	390
16:00 - 16:15	65	3	0	1	6	1	0	82.5	76	83	7	0	0	4	2	0	98.4	96
16:15 - 16:30	60	2	0	0	1	1	0	64.2	64	77	8	1	0	0	4	0	87.3	90
16:30 - 16:45	68	7	2	0	4	1	0	86.2	82	69	2	0	0	6	1	1	83.6	79
16:45 - 17:00	65	1	0	0	4	1	0	74.2	71	65	5	0	0	8	0	1	86.4	79
Hourly Total	258	13	2	1	15	4	0	307	293	294	22	1	0	18	7	2	396	344
17:00 - 17:15	43	2	0	0	3	3	0	51.6	51	66	2	0	0	3	1	1	74.6	73
17:15 - 17:30	42	0	0	0	4	4	0	50.8	50	70	7	0	0	3	2	1	83.8	83
17:30 - 17:45	59	2	0	0	2	0	1	65.4	64	70	3	0	0	3	1	1	79.6	78
17:45 - 18:00	55	0	0	0	2	1	0	59.2	58	69	5	0	0	2	0	1	78.4	77
Hourly Total	199	4	0	0	11	8	1	227	223	275	17	0	0	11	4	4	317	311
18:00 - 18:15	73	1	1	0	1	2	0	77.9	78	74	4	0	0	5	0	0	88.0	83
18:15 - 18:30	72	1	0	0	6	0	3	86.2	82	61	5	0	1	4	2	0	76.7	73
18:30 - 18:45	81	4	0	1	3	2	0	93.7	91	72	8	0	1	2	1	0	86.5	84
18:45 - 19:00	82	4	0	0	3	0	0	92.0	89	98	3	1	0	7	5	1	117.9	115
Hourly Total	308	10	1	1	13	4	3	350	340	365	20	1	2	18	8	1	370	355
Session Total	1011	45	7	4	50	24	7	1184	1148	1207	88	9	3	65	20	8	1454	1400

C to A										C to B										C to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL		
07:00 - 07:15	5	0	0	0	0	2	0	5.4	7	16	1	2	1	6	0	0	34.3	26	0	0	0	0	0	0	0	0	0	0	
07:15 - 07:30	9	0	0	0	0	1	0	9.2	10	22	4	0	1	8	0	0	44.3	35	0	0	0	0	0	0	0	0	0	0	
07:30 - 07:45	19	2	1	0	0	2	0	22.9	24	50	4	1	0	8	1	0	71.7	64	1	0	0	0	0	0	0	0	1.0	1	
07:45 - 08:00	13	0	0	0	0	2	0	13.4	15	33	3	1	0	8	2	0	53.9	47	0	0	0	0	0	0	0	0	0	0	
Hourly Total	46	2	1	0	0	7	0	51	56	121	12	4	2	30	3	0	205	172	1	0	0	0	0	0	0	0	1	1	
08:00 - 08:15	12	2	0	0	0	3	0	14.6	17	25	4	2	0	5	3	0	42.6	39	0	0	0	0	0	0	0	0	0	0	
08:15 - 08:30	29	0	0	0	0	0	0	29.0	29	47	1	1	0	6	2	0	61.9	57	1	0	0	0	0	0	0	0	0	0	
08:30 - 08:45	20	0	2	0	0	0	0	23.0	22	44	0	0	0	4	2	0	54.4	52	0	0	0	0	0	0	0	0	0	0	
08:45 - 09:00	28	3	0	0	0	1	0	31.2	32	47	6	1	0	5	1	0	64.7	60	0	0	0	0	0	0	0	0	0	0	
Hourly Total	6	2	0	0	0	4	0	9	10	19	13	4	0	20	8	0	15	163	143	1	0	0	0	0	0	0	1	1	
09:00 - 09:15	25	1	0	0	0	1	0	36.2	27	43	2	1	0	5	2	0	55.9	53	0	0	0	0	0	0	0	0	0	0	
09:15 - 09:30	22	1	0	0	0	1	0	23.0	23	32	0	0	0	0	0	0	40.0	37	0	0	0	0	0	0	0	0	0	0	
09:30 - 09:45	25	3	0	0	0	0	0	38.0	28	35	3	1	1	5	1	0	52.0	46	0	0	0	0	0	0	0	0	0	0	
09:45 - 10:00	20	1	0	0	0	0	0	21.0	21	30	7	0	0	2	1	0	41.2	40	0	0	0	0	0	0	0	0	0	0	
Hourly Total	92	6	0	0	0	1	0	98	99	140	14	2	1	15	4	0	190	176	0	0	0	0	0	0	0	0	0	0	
Session Total	227	13	3	0	0	12	0	247	255	424	39	10	3	65	15	0	619	598	2	0	0	0	0	0	0	0	2	2	
15:00 - 15:15	33	2	0	0	0	0	0	35.0	35	58	6	1	0	7	1	0	79.7	73	0	0	0	0	0	0	0	0	0	0	
15:15 - 15:30	46	1	0	0	0	1	0	47.2	48	43	9	0	0	4	0	0	60.0	56	0	0	0	0	0	0	0	0	0	0	
15:30 - 15:45	38	1	2	1	0	0	0	42.3	40	65	6	3	0	3	0	1	61.9	78	0	0	0	0	0	0	0	0	0	0	
15:45 - 16:00	33	1	1	0	0	1	0	35.7	36	47	5	1	0	4	0	0	61.5	57	0	0	0	0	0	0	0	0	0	0	
Hourly Total	148	6	3	1	0	2	0	160	159	213	26	5	0	18	1	1	283	264	0	0	0	0	0	0	0	0	0	0	
16:00 - 16:15	26	2	0	0	0	1	0	28.2	29	53	7	0	0	4	2	0	68.4	66	0	0	0	0	0	0	0	0	0	0	
16:15 - 16:30	35	3	0	0	0	0	0	38.0	38	42	5	1	0	0	4	0	49.3	52	0	0	0	0	0	0	0	0	0	0	
16:30 - 16:45	33	1	0	0	0	1	0	34.2	35	41	1	0	0	6	1	1	54.6	50	0	0	0	0	0	0	0	0	0	0	
16:45 - 17:00	21	1	0	0	0	1	0	22.2	23	43	3	0	0	8	0	1	62.4	55	0	0	0	0	0	0	0	0	0	0	
Hourly Total	115	7	0	0	0	3	0	123	125	179	16	1	0	18	7	2	235	223	0	0	0	0	0	0	0	0	0	0	
17:00 - 17:15	13	1	0	0	0	0	0	14.0	14	44	2	0	0	3	1	1	52.6	51	0	0	0	0	0	0	0	0	0	0	
17:15 - 17:30	34	1	0	0	0	2	0	35.4	37	51	6	0	0	3	2	1	63.8	63	0	0	0	0	0	0	0	0	0	0	
17:30 - 17:45	30	1	0	0	0	2	0	31.4	33	56	3	0	0	3	1	1	65.6	64	0	0	0	0	0	0	0	0	0	0	
17:45 - 18:00	26	0	0	1	0	1	0	28.5	28	46	4	0	0	2	0	1	54.4	53	0	0	0	0	0	0	0	0	0	0	
Hourly Total	103	3	0	1	0	5	0	109	112	197	15	0	0	11	4	4	237	231	0	0	0	0	0	0	0	0	0	0	
18:00 - 18:15	31	1	0	0	0	0	0	32.0	32	48	4	0	0	5	0	0	62.0	57	0	0	0	0	0	0	0	0	0	0	
18:15 - 18:30	26	1	0	0	0	3	0	27.6	30	33	4	0	1	4	2	0	47.7	44	0	0	0	0	0	0	0	0	0	0	
18:30 - 18:45	40	1	0	0	0	0	0	41.0	41	43	5	0	0	2	1	0	52.2	51	0	0	0	0	0	0	0	0	0	0	
18:45 - 19:00	43	0	0	0	0	1	0	43.2	44	66	2	1	0	7	3	1	84.5	80	0	0	0	0	0	0	0	0	0	0	
Hourly Total	140	3	0	0	0	4	0	144	147	199	15	1	1	18	6	1	245	232	0	0	0	0	0	0	0	0	0	0	
Session Total	506	18	3	2	0	14	0	536	543	779	72	7	1	65	18	8	1001	990	0	0	0	0	0	0	0	0	0	0	

	From C								To C									
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	21	1	2	1	6	2	0	39.7	33	35	4	0	0	3	0	0	45.0	42
07:15 - 07:30	31	4	0	1	8	1	0	53.5	45	41	5	1	0	4	3	0	56.1	54
07:30 - 07:45	70	6	2	0	8	3	0	95.6	89	62	8	1	0	6	0	0	83.5	77
07:45 - 08:00	46	3	1	0	8	4	0	67.3	62	53	5	1	0	2	2	2	64.7	65
Hourly Total	168	14	5	2	30	10	0	257	229	191	22	3	0	15	5	2	250	238
08:00 - 08:15	37	6	2	0	5	6	0	57.2	56	52	7	1	0	3	4	0	67.3	67
08:15 - 08:30	77	1	1	0	6	2	0	91.9	87	59	5	0	0	4	2	0	72.4	70
08:30 - 08:45	64	2	2	0	4	2	0	77.4	74	67	10	1	0	6	1	0	90.7	85
08:45 - 09:00	75	9	1	0	5	2	0	95.9	92	69	8	3	0	5	4	0	92.3	89
Hourly Total	253	18	6	0	20	12	0	322	309	247	30	5	0	18	11	0	323	311
09:00 - 09:15	68	3	1	0	5	3	0	83.1	80	52	11	2	0	5	0	0	76.0	70
09:15 - 09:30	54	3	0	0	3	0	0	63.0	60	49	9	0	1	3	1	0	66.5	63
09:30 - 09:45	60	6	1	1	5	1	0	80.0	74	54	6	2	1	3	0	0	71.3	66
09:45 - 10:00	50	8	0	0	2	1	0	62.2	61	66	11	1	0	4	0	0	86.5	82
Hourly Total	232	20	2	1	15	5	0	288	275	221	37	5	2	15	1	0	301	281
Session Total	653	52	13	3	65	27	0	867	813	659	89	13	2	48	17	2	874	830
15:00 - 15:15	91	8	1	0	7	1	0	114.7	108	74	5	0	1	1	3	0	83.9	84
15:15 - 15:30	89	10	0	0	4	1	0	107.2	104	74	5	1	1	4	4	2	92.4	91
15:30 - 15:45	101	7	5	1	3	0	1	124.2	118	54	8	3	0	5	1	1	77.1	72
15:45 - 16:00	80	6	2	0	4	1	0	97.2	93	68	4	0	0	1	1	0	74.2	74
Hourly Total	361	31	8	1	18	3	1	443	423	270	22	4	2	11	9	3	328	321
16:00 - 16:15	79	9	0	0	4	3	0	96.6	95	68	3	1	1	6	1	0	87.0	80
16:15 - 16:30	77	8	1	0	0	4	0	87.3	90	68	3	0	0	1	2	0	73.4	74
16:30 - 16:45	74	2	0	0	6	2	1	88.8	85	75	7	2	0	4	1	0	93.2	89
16:45 - 17:00	64	4	0	0	8	1	1	84.6	78	81	1	0	0	4	2	0	90.4	88
Hourly Total	294	23	1	0	18	10	2	358	348	292	14	3	1	15	6	0	344	331
17:00 - 17:15	57	3	0	0	3	1	1	66.6	65	54	2	0	0	3	3	1	63.0	63
17:15 - 17:30	85	7	0	0	3	4	1	99.2	100	47	2	0	0	4	4	0	87.8	87
17:30 - 17:45	86	4	0	0	3	3	1	97.0	97	65	2	0	0	2	1	1	71.6	71
17:45 - 18:00	72	4	0	1	2	1	1	82.9	81	59	1	0	0	2	1	0	64.2	63
Hourly Total	300	18	0	1	11	9	4	346	343	225	7	0	0	11	9	2	327	324
18:00 - 18:15	79	5	0	0	5	0	0	94.0	89	63	0	1	0	1	2	0	88.9	87
18:15 - 18:30	59	5	0	1	4	5	0	75.3	74	62	0	0	0	6	0	3	75.2	71
18:30 - 18:45	83	6	0	0	2	1	0	93.2	92	91	5	0	0	3	3	0	102.6	102
18:45 - 19:00	100	2	1	0	7	4	1	127.7	124	86	3	0	0	3	0	0	95.0	92
Hourly Total	330	18	1	1	18	10	1	390	379	322	8	1	0	13	5	3	360	352
Session Total	1285	90	10	3	65	32	8	1537	1493	1109	51	8	3	50	29	8	1289	1258



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
07:00	0	0	0	0	0
07:01	0	0	0	0	0
07:02	0	0	0	0	0
07:03	0	0	0	0	0
07:04	0	0	0	0	0
07:05	0	0	0	0	0
07:06	0	0	2	0	0
07:07	0	0	0	0	0
07:08	0	0	6	0	0
07:09	0	0	0	0	0
07:10	0	0	0	0	0
07:11	0	0	0	0	0
07:12	0	0	0	0	0
07:13	0	0	0	0	0
07:14	0	0	0	0	0
07:15	0	0	0	1	0
07:16	0	0	0	0	0
07:17	0	0	0	0	0
07:18	0	0	0	0	0
07:19	0	0	0	0	0
07:20	0	0	0	0	0
07:21	0	0	0	0	0
07:22	0	0	0	0	0
07:23	0	0	0	0	0
07:24	0	0	0	0	0
07:25	0	0	0	0	3
07:26	0	0	0	0	0
07:27	0	0	0	0	0
07:28	0	0	0	0	0
07:29	0	0	0	0	0
07:30	0	1	0	0	0
07:31	1	1	0	0	0
07:32	0	0	0	0	0
07:33	0	0	0	0	0
07:34	0	0	0	0	0
07:35	0	0	0	0	0
07:36	0	0	2	0	0
07:37	0	0	0	0	0
07:38	0	0	0	0	0
07:39	0	0	0	0	0
07:40	0	0	0	0	0
07:41	1	1	0	0	0
07:42	1	2	0	0	0



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
07:43	0	0	0	0	0
07:44	0	0	1	0	0
07:45	0	0	0	0	0
07:46	0	0	0	0	0
07:47	0	0	0	0	0
07:48	0	0	0	0	0
07:49	0	0	0	0	0
07:50	0	1	4	0	0
07:51	0	2	0	0	0
07:52	0	0	0	0	0
07:53	0	0	0	0	0
07:54	0	0	0	0	0
07:55	0	0	2	0	0
07:56	0	0	0	0	0
07:57	0	0	0	0	0
07:58	0	1	1	0	0
07:59	0	0	0	0	0
08:00	0	1	0	0	0
08:01	0	0	0	0	0
08:02	0	0	0	0	0
08:03	0	0	0	0	0
08:04	0	0	0	0	0
08:05	0	1	0	0	0
08:06	0	0	0	0	0
08:07	0	0	4	0	0
08:08	0	1	0	0	0
08:09	0	0	0	0	0
08:10	0	0	0	0	0
08:11	0	0	0	0	0
08:12	0	0	0	0	0
08:13	0	0	1	0	0
08:14	0	0	0	0	0
08:15	0	0	0	0	0
08:16	0	0	0	0	0
08:17	1	0	3	0	1
08:18	1	0	0	0	0
08:19	0	0	0	0	0
08:20	0	1	0	0	0
08:21	0	0	0	0	0
08:22	0	0	0	0	0
08:23	0	0	2	0	0
08:24	0	0	0	0	0
08:25	0	0	0	0	0



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
08:26	0	0	1	0	0
08:27	1	0	0	0	0
08:28	0	0	2	0	0
08:29	0	0	4	0	1
08:30	0	0	0	0	0
08:31	0	0	2	0	0
08:32	0	0	0	0	0
08:33	0	2	0	0	0
08:34	0	0	0	0	0
08:35	1	0	0	0	5
08:36	2	1	5	1	6
08:37	0	0	6	0	1
08:38	1	0	2	0	0
08:39	1	0	0	0	4
08:40	1	0	0	0	0
08:41	1	0	0	0	6
08:42	0	0	2	0	0
08:43	1	0	1	0	0
08:44	0	0	0	0	1
08:45	0	1	0	0	0
08:46	0	0	0	0	0
08:47	0	0	0	0	0
08:48	3	0	0	0	7
08:49	0	0	0	0	0
08:50	0	0	0	0	0
08:51	0	0	0	0	0
08:52	0	0	0	0	0
08:53	0	0	1	0	0
08:54	0	0	0	0	0
08:55	0	0	0	0	0
08:56	0	0	2	0	0
08:57	0	2	0	0	0
08:58	0	0	0	0	0
08:59	0	0	0	0	0
09:00	0	0	2	0	0
09:01	0	0	2	0	0
09:02	1	0	0	0	2
09:03	0	0	0	0	0
09:04	2	0	0	0	4
09:05	0	0	0	0	0
09:06	0	0	0	0	0
09:07	0	0	0	0	0
09:08	0	0	0	0	0



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
09:09	0	0	0	0	0
09:10	0	0	0	0	0
09:11	0	0	0	0	0
09:12	0	0	2	0	0
09:13	0	2	0	0	0
09:14	2	0	0	1	0
09:15	0	0	0	0	0
09:16	0	0	0	0	0
09:17	0	0	0	0	0
09:18	0	0	0	0	0
09:19	0	0	0	0	0
09:20	0	0	0	0	0
09:21	0	0	0	0	0
09:22	0	0	0	0	0
09:23	0	1	0	0	1
09:24	0	0	0	0	0
09:25	0	0	0	0	0
09:26	0	0	3	0	0
09:27	0	0	2	0	0
09:28	0	0	2	0	0
09:29	0	0	0	0	0
09:30	0	0	0	0	0
09:31	0	0	2	0	0
09:32	0	1	0	0	0
09:33	0	0	0	0	0
09:34	0	0	0	0	0
09:35	0	0	2	0	0
09:36	0	1	9	0	0
09:37	0	0	0	0	0
09:38	0	0	0	0	0
09:39	2	0	0	1	0
09:40	0	0	0	0	0
09:41	0	0	2	0	0
09:42	0	0	0	0	0
09:43	0	0	2	0	0
09:44	0	0	0	0	0
09:45	0	0	0	0	0
09:46	0	0	2	0	0
09:47	0	0	0	0	0
09:48	0	2	1	0	3
09:49	0	0	0	0	0
09:50	0	0	0	0	0
09:51	0	3	1	0	0



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
09:52	0	0	0	0	0
09:53	0	0	0	0	0
09:54	0	0	0	0	0
09:55	0	0	0	0	0
09:56	0	1	1	0	0
09:57	0	0	2	0	0
09:58	0	0	0	0	0
09:59	0	0	0	0	0
15:00	0	1	0	0	0
15:01	0	0	0	0	0
15:02	0	0	0	0	5
15:03	2	2	0	1	1
15:04	2	0	0	0	5
15:05	1	0	0	0	3
15:06	2	0	2	0	0
15:07	2	0	0	0	8
15:08	2	1	4	1	0
15:09	2	1	1	0	6
15:10	2	0	0	0	0
15:11	4	2	0	0	6
15:12	0	1	2	0	0
15:13	0	2	9	0	0
15:14	0	2	3	0	0
15:15	0	3	0	0	0
15:16	1	3	7	0	3
15:17	0	0	2	0	0
15:18	0	0	2	0	0
15:19	1	0	2	0	0
15:20	0	0	2	0	6
15:21	3	0	1	0	1
15:22	2	1	0	0	0
15:23	2	0	2	0	0
15:24	0	0	0	0	0
15:25	0	0	0	0	5
15:26	0	0	0	0	0
15:27	0	0	0	2	0
15:28	0	1	0	0	0
15:29	0	0	0	0	0
15:30	2	0	0	0	2
15:31	1	0	0	0	0
15:32	2	0	0	0	7
15:33	0	1	0	0	0
15:34	0	1	0	0	0



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
15:35	0	0	0	0	0
15:36	0	1	0	0	0
15:37	0	0	2	0	0
15:38	0	2	2	0	0
15:39	0	3	2	0	7
15:40	2	0	0	0	0
15:41	0	0	0	0	0
15:42	0	0	1	0	0
15:43	0	0	0	0	0
15:44	4	0	0	0	6
15:45	2	0	0	0	0
15:46	4	2	0	0	5
15:47	3	2	2	0	0
15:48	2	5	0	0	0
15:49	0	3	0	0	5
15:50	0	0	0	0	0
15:51	0	0	0	0	2
15:52	0	0	0	0	0
15:53	0	0	0	0	0
15:54	0	0	0	0	0
15:55	0	2	0	0	0
15:56	2	0	0	0	0
15:57	0	0	0	0	0
15:58	0	0	0	0	0
15:59	1	0	2	0	0
16:00	1	1	4	0	1
16:01	2	1	3	0	0
16:02	2	4	0	0	0
16:03	4	4	2	0	4
16:04	0	0	0	0	0
16:05	5	0	0	0	2
16:06	0	0	0	0	0
16:07	0	1	0	0	0
16:08	0	0	0	0	0
16:09	0	0	2	0	0
16:10	0	0	0	0	0
16:11	0	0	0	0	0
16:12	0	0	0	0	0
16:13	0	0	0	0	0
16:14	0	0	1	0	6
16:15	2	0	5	0	5
16:16	0	0	0	0	0
16:17	0	2	2	0	0



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
16:18	0	3	0	0	0
16:19	0	0	0	0	0
16:20	0	0	0	0	0
16:21	1	2	1	0	1
16:22	0	0	0	0	0
16:23	0	2	0	0	0
16:24	0	0	0	0	0
16:25	0	0	0	0	0
16:26	0	0	0	0	0
16:27	0	1	2	0	0
16:28	5	3	3	0	1
16:29	0	2	0	0	0
16:30	0	3	3	0	4
16:31	0	1	5	0	0
16:32	0	2	0	0	0
16:33	1	1	0	0	7
16:34	3	0	0	0	0
16:35	2	0	0	0	6
16:36	0	2	0	0	0
16:37	1	4	0	1	0
16:38	0	3	1	0	0
16:39	0	3	0	0	0
16:40	0	1	0	0	0
16:41	0	2	0	0	0
16:42	2	2	5	0	0
16:43	0	0	0	0	0
16:44	0	0	0	0	0
16:45	1	1	1	0	2
16:46	0	2	0	0	0
16:47	0	0	0	0	6
16:48	0	0	0	0	0
16:49	2	1	4	0	5
16:50	3	0	0	0	0
16:51	3	2	0	0	6
16:52	5	3	2	0	6
16:53	2	3	0	2	0
16:54	0	0	0	0	5
16:55	0	0	0	0	0
16:56	0	0	0	0	1
16:57	0	3	2	0	0
16:58	1	4	2	0	6
16:59	0	0	0	0	0
17:00	0	0	0	0	0



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
17:01	2	0	1	0	5
17:02	0	1	0	0	0
17:03	2	0	0	0	6
17:04	0	0	1	0	2
17:05	2	0	3	0	5
17:06	2	1	0	0	7
17:07	0	0	0	0	0
17:08	2	2	0	0	6
17:09	0	0	0	0	0
17:10	0	1	1	0	6
17:11	0	0	0	0	5
17:12	2	0	0	0	4
17:13	0	0	0	0	5
17:14	0	0	0	1	0
17:15	1	0	0	0	7
17:16	0	0	0	0	0
17:17	0	0	2	0	6
17:18	2	0	2	0	0
17:19	2	3	0	0	0
17:20	1	0	0	0	2
17:21	1	1	0	0	0
17:22	0	0	0	0	5
17:23	1	0	0	0	0
17:24	4	0	0	0	5
17:25	3	0	2	0	0
17:26	2	1	0	0	0
17:27	0	0	0	0	5
17:28	3	0	0	0	0
17:29	3	0	0	0	6
17:30	0	0	0	0	0
17:31	0	0	1	0	5
17:32	0	0	0	0	0
17:33	0	0	0	0	0
17:34	1	2	1	0	5
17:35	0	0	0	0	0
17:36	2	1	1	0	6
17:37	1	0	0	0	0
17:38	2	0	0	0	7
17:39	0	0	0	0	6
17:40	0	0	0	0	0
17:41	0	0	0	0	6
17:42	0	0	0	0	0
17:43	0	0	0	0	7



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
17:44	0	0	0	0	0
17:45	2	0	0	0	0
17:46	0	0	0	0	4
17:47	3	0	0	0	0
17:48	4	0	0	0	5
17:49	3	0	0	0	1
17:50	5	0	0	0	5
17:51	3	0	2	0	6
17:52	0	0	5	0	6
17:53	3	0	0	0	5
17:54	0	0	0	0	0
17:55	2	0	0	0	7
17:56	0	1	2	0	2
17:57	3	2	2	0	8
17:58	2	2	4	0	0
17:59	2	3	4	0	0
18:00	1	6	3	0	0
18:01	5	6	3	0	0
18:02	6	2	0	0	6
18:03	3	0	0	0	1
18:04	7	0	0	0	5
18:05	5	1	0	0	0
18:06	3	1	0	0	0
18:07	1	0	0	0	6
18:08	0	0	0	0	0
18:09	1	0	0	0	7
18:10	0	0	0	0	0
18:11	1	0	0	0	5
18:12	3	1	0	0	1
18:13	2	2	0	1	0
18:14	0	0	0	0	6
18:15	3	0	0	0	3
18:16	7	1	3	0	5
18:17	5	0	0	0	2
18:18	0	0	0	0	6
18:19	5	0	0	0	0
18:20	0	0	1	0	0
18:21	3	0	1	0	4
18:22	4	0	0	0	0
18:23	4	0	0	0	7
18:24	4	0	0	0	0
18:25	5	0	0	0	5
18:26	2	2	4	0	5



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - Tesco access / B - (East) A5145 Parrs Wood Lane / C - (West) A5145 Parrs Wood Lane

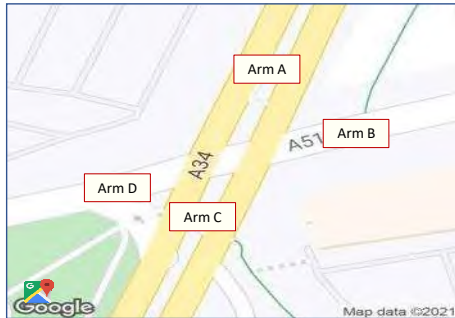
Survey Period	A - Tesco access		B - (East) A5145 Parrs Wood Lane		C - (West) A5145 Parrs Wood Lane
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
	SPOT	SPOT	SPOT	SPOT	SPOT
18:27	4	3	0	2	0
18:28	7	5	5	0	1
18:29	4	4	0	1	0
18:30	6	4	0	0	5
18:31	6	0	0	0	0
18:32	0	2	4	0	7
18:33	2	4	0	0	4
18:34	5	0	0	0	5
18:35	0	0	2	0	7
18:36	6	0	0	0	1
18:37	0	0	0	0	6
18:38	5	0	0	0	0
18:39	4	4	8	0	0
18:40	2	0	0	0	3
18:41	0	1	2	0	0
18:42	1	1	2	0	3
18:43	0	1	2	0	0
18:44	0	2	4	0	0
18:45	0	0	0	0	0
18:46	0	0	0	4	0
18:47	0	0	0	0	3
18:48	0	0	0	0	0
18:49	0	0	0	0	6
18:50	0	2	0	0	0
18:51	0	2	7	0	0
18:52	0	2	0	0	0
18:53	0	0	0	0	0
18:54	0	0	2	0	0
18:55	0	0	0	0	0
18:56	0	1	0	1	1
18:57	0	0	0	0	0
18:58	0	2	0	0	0
18:59	0	1	0	0	0



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - (East) A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - (West) A5145 Parrs Wood Lane



Matrix Totals: **Counts**

Show single Session: **No**

07:00 to 10:00

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

		Arm Destination				Total	% Total
		A	B	C	D		
Arm Origin	A	6	401	8358	485	9250	100.00%
	B	182	2	2023	1204	3411	100.00%
	C	7977	2616	0	270	10863	100.00%
	D	434	1426	269	0	2129	100.00%
	Total	8599	4445	10650	1959		
% Total		100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetline Services Ltd.

Junction: **A - (North) A34 Kingsway / B - (East) A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - (West) A5145 Parrs Wood Lane**

Approach: **A - (North) A34 Kingsway**

TIME	A to B										A to C										A to D										A to A									
	CAR	LGV	OVY1	OVY2	BUS	PCYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OVY1	OVY2	BUS	PCYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OVY1	OVY2	BUS	PCYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OVY1	OVY2	BUS	PCYCLE	MICYCLE	PCU	TOTAL				
07:00 - 07:15	8	0	0	0	0	0	0	8.0	8	132	17	3	3	5	0	1	179.8	161	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	8				
07:15 - 07:30	7	1	0	0	0	0	0	8.0	8	161	23	2	1	2	0	0	183.3	189	5	0	0	0	0	0	0	6.0	5	0	0	0	0	0	0	0	0.0	8				
07:30 - 07:45	4	1	1	0	0	0	0	8.5	6	194	27	5	0	4	0	0	236.5	230	5	1	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	8				
07:45 - 08:00	10	0	0	0	0	0	0	10.0	10	264	24	2	1	2	0	0	297.3	293	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	8				
Hourly Total	29	2	1	0	0	0	0	33.5	32	591	91	12	5	13	0	1	639	673	21	1	0	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0			
08:00 - 08:15	17	1	0	0	0	0	0	18.0	18	289	17	2	0	3	0	0	295.9	291	16	2	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	8				
08:15 - 08:30	55	1	0	0	0	0	0	56.0	56	310	19	2	1	2	1	1	338.9	336	24	2	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	8				
08:30 - 08:45	28	1	1	0	0	0	0	30.5	30	274	26	4	1	3	0	0	314.3	308	30	2	0	0	0	0	0	32.0	32	0	0	0	0	0	0	0	0.0	8				
08:45 - 09:00	14	2	1	0	0	0	0	17.5	17	227	30	4	0	4	0	2	201.6	277	21	3	0	0	0	0	0	24.0	24	1	0	0	0	0	0	0	1.0	1				
Hourly Total	114	5	2	0	0	0	0	122	121	999	92	12	2	12	1	3	1239	1212	91	5	0	0	0	0	0	100	100	1	0	0	0	0	0	0	1	1				
09:00 - 09:15	6	1	0	0	0	0	0	9.0	9	184	17	2	0	1	0	0	206.0	204	12	2	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	8				
09:15 - 09:30	6	1	0	0	0	0	0	7.0	7	190	19	4	0	4	0	0	223.0	217	11	4	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	8				
09:30 - 09:45	9	1	1	0	0	1	0	11.7	12	178	28	3	2	4	0	0	223.1	215	13	3	1	0	0	0	0	17.5	17	0	1	0	0	0	0	0	1.0	1				
09:45 - 10:00	9	0	0	0	0	1	0	9.2	10	197	17	5	0	3	1	0	193.7	192	11	3	0	0	0	0	0	14.0	14	0	0	0	0	0	0	0	0.0	8				
Hourly Total	32	3	1	0	0	2	0	37	38	719	81	14	2	11	1	0	848	828	47	12	1	0	0	0	0	61	60	0	1	0	0	0	0	0	1	1				
Session Total	179	10	4	0	0	2	0	192	191	2360	244	38	9	36	2	4	2376	2313	159	22	1	0	0	0	0	183	182	1	1	0	0	0	0	0	0	2	2			
10:00 - 10:15	14	0	0	0	0	0	0	14.0	14	275	24	8	1	2	0	0	315.3	308	22	3	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	8				
10:15 - 10:30	23	0	0	0	0	0	0	23.0	23	305	29	7	1	2	1	1	351.4	346	19	2	0	0	0	0	0	1	21.4	22	0	0	0	0	0	0	0	0.0	8			
10:30 - 10:45	15	1	0	0	0	0	0	16.0	16	289	20	8	0	4	1	0	329.2	322	13	1	0	0	0	0	0	14.4	15	0	0	0	0	0	0	0	0.0	8				
10:45 - 10:00	15	3	0	0	0	0	0	16.0	16	343	34	0	0	2	2	0	361.4	361	21	0	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	8				
Hourly Total	69	4	0	0	0	0	0	69	69	1219	107	23	2	10	4	1	1379	1357	75	6	0	0	0	0	0	2	42	43	0	0	0	0	0	0	0	0	0			
10:00 - 10:15	10	0	0	0	0	0	0	10.0	10	307	24	4	4	3	3	0	359.5	344	13	0	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0.0	8				
10:15 - 10:30	10	1	0	0	0	0	0	11.0	11	348	19	3	0	7	0	3	366.7	360	16	1	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	8				
10:30 - 10:45	5	3	0	0	0	0	0	8.0	8	342	21	1	1	4	1	1	378.4	371	11	1	1	0	0	0	0	13.5	13	0	0	0	0	0	0	0	0.0	8				
10:45 - 17:00	10	1	0	0	0	0	0	11.0	11	395	21	0	0	4	3	2	395.4	396	15	1	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	8				
Hourly Total	26	5	0	0	0	0	0	40	40	1383	85	8	4	18	7	6	1591	1581	65	2	1	0	0	0	0	6	65	0	0	0	0	0	0	0	0	0	0			
17:00 - 17:15	10	0	0	0	0	0	0	10.0	10	308	14	0	1	4	2	3	343.9	332	9	2	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	8				
17:15 - 17:30	12	1	0	0	0	0	1	13.4	14	282	17	1	0	2	0	1	304.9	303	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	8				
17:30 - 17:45	11	0	0	0	0	0	0	11.0	11	330	18	0	0	3	0	3	355.2	354	20	0	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	8				
17:45 - 18:00	14	0	0	0	0	0	0	14.0	14	323	18	2	0	3	0	6	359.4	350	16	0	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0.0	8				
Hourly Total	47	1	0	0	0	0	1	48	49	1263	68	3	1	12	2	10	1554	1539	62	2	0	0	0	0	0	6	64	0	0	0	0	0	0	0	0	0	0			
18:00 - 18:15	15	0	0	0	0	0	1	16.4	16	342	19	0	2	2	2	5	372.0	372	19	0	1	0	0	0	0	0	20.5	20	1	0	0	0	0	0	0	1.0	1			
18:15 - 18:30	9	0	0	0	0	0	0	9.0	9	291	13	0	1	5	0	1	316.7	311	24	0	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	8				
18:30 - 18:45	11	0	0	0	0	0	0	11.0	11	242	4	0	2	1	1	1	253.2	251	25	1	0	0	0	0	0	26.0	26	1	0	0	0	0	0	0	1.0	1				
18:45 - 19:00	16	0	0	0	0	0	0	16.0	16	390	8	0	0	3	2	2	394.2	394	26	1	0	0	0	0	0	27.0	27	1	1	0	0	0	0	0	2.0	2				
Hourly Total	91	0	0	0	0	0	0	91	92	1564	44	0	5	11	8	9	1247	1238	94	2	1	0	0	0	0	0	95	97	3	1	0	0	0	0	0	4	4			
Session Total	198	10	0	0	0	0	2	208	210	5000	391	34	12	51	18	39	5497	5445	286	13	2	0	0	0	0	2	304	303	3	1	0	0	0	0	0	4	4			

TIME	From A								To A							
	CAR	LDV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU TOTAL	CAR	LDV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU TOTAL
07:00 - 07:15	143	17	3	3	5	0	1	181.8	172	186	21	8	1	3	0	227.3
07:15 - 07:30	173	24	2	1	2	0	0	206.3	202	244	27	8	2	7	1	260.2
07:30 - 07:45	203	29	6	0	4	0	0	240.8	242	338	28	3	2	8	3	391.7
07:45 - 08:00	282	24	2	1	2	0	0	315.3	311	336	29	4	0	4	2	380.2
Hourly Total	805	84	13	5	13	0	1	952	927	1104	105	21	8	22	8	1219
08:00 - 08:15	302	20	2	0	3	0	0	331.8	327	368	26	8	1	14	2	440.7
08:15 - 08:30	389	22	2	1	2	1	1	420.8	416	357	15	3	2	2	1	388.9
08:30 - 08:45	332	29	5	1	3	0	0	378.8	370	355	27	5	1	5	1	348.4
08:45 - 09:00	275	35	5	0	4	0	2	324.3	319	366	21	10	1	5	2	345.6
Hourly Total	1299	106	14	2	12	1	3	1453	1424	1318	101	26	5	24	7	1555
09:00 - 09:15	204	20	2	0	1	0	0	220.8	227	243	19	4	2	7	1	268.8
09:15 - 09:30	207	24	4	0	4	0	0	240.8	239	232	25	1	1	8	1	277.4
09:30 - 09:45	290	33	5	2	4	1	0	353.3	346	190	18	3	3	3	1	238.9
09:45 - 10:00	107	20	5	0	9	2	0	118.8	116	142	31	3	1	3	0	228.8
Hourly Total	788	97	18	2	11	3	8	847	827	656	93	11	7	21	3	1028
Season Total	2888	297	43	9	36	4	4	3353	3278	299	68	17	67	18	19	3680
10:00 - 10:15	319	27	8	1	2	0	0	354.3	347	287	28	2	0	8	1	311.8
10:15 - 10:30	347	31	7	1	2	1	2	398.3	391	352	26	5	2	3	1	397.1
10:30 - 10:45	317	22	8	0	4	1	1	398.8	383	280	23	0	3	6	1	331.5
10:45 - 10:00	377	37	0	0	2	2	0	418.4	416	291	28	0	0	7	1	333.6
Hourly Total	1368	117	23	2	10	4	3	1529	1509	1199	105	7	5	22	4	1514
10:00 - 10:15	330	24	4	3	3	0	0	373.3	387	272	22	0	2	1	0	391.8
10:15 - 10:30	324	21	3	0	7	0	3	414.7	408	274	27	2	0	1	0	387.6
10:30 - 10:45	358	25	2	1	4	1	1	386.8	382	276	19	3	0	5	0	311.1
10:45 - 17:00	391	23	0	0	4	3	2	423.4	423	244	27	1	0	4	3	281.9
Hourly Total	1481	83	8	4	18	2	6	1591	1592	1386	86	6	2	11	11	1507
17:00 - 17:15	347	16	0	1	4	2	3	374.8	373	213	24	1	0	2	3	244.1
17:15 - 17:30	311	18	1	0	2	0	2	338.3	334	258	22	2	0	3	1	389.2
17:30 - 17:45	361	18	0	0	3	0	3	388.2	388	255	20	0	1	1	0	279.3
17:45 - 18:00	263	18	2	0	3	0	8	306.4	288	230	18	1	1	4	1	288.9
Hourly Total	1372	88	3	1	12	8	14	1517	1472	1186	82	4	2	18	4	1572
18:00 - 18:15	377	19	1	2	2	2	6	408.8	409	262	16	0	0	2	0	379.2
18:15 - 18:30	324	13	0	1	5	0	1	349.7	344	325	16	0	1	3	1	349.9
18:30 - 18:45	275	5	0	2	1	1	1	301.2	289	284	23	0	0	1	0	308.9
18:45 - 19:00	332	10	0	0	9	2	2	348.2	348	297	12	1	0	1	0	318.7
Hourly Total	1312	47	1	8	11	8	10	1480	1391	1188	67	1	1	7	2	1445
Season Total	5487	325	34	12	51	18	33	6014	5962	4379	349	18	10	50	13	4893



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetline Services Ltd.

Junction: **A - (North) A34 Kingsway / B - (East) AS145 Parrs Wood Lane / C - (South) A34 Kingsway / D - (West) AS145 Parrs Wood Lane**

Approach: **B - (East) AS145 Parrs Wood Lane**

TIME	B to C										B to D										B to A										B to B									
	CAR	LGV	OVY1	OVY2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OVY1	OVY2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OVY1	OVY2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OVY1	OVY2	BUS	PICYCLE	MICYCLE	PCU	TOTAL				
07:00 - 07:15	57	5	3	0	0	1	1	67.1	67	33	3	0	0	2	0	0	46.0	38	2	1	0	0	0	0	0	3.5	3	0	0	0	0	0	0	0	0.0	6				
07:15 - 07:30	54	3	2	0	1	1	0	62.2	61	30	7	1	0	2	2	0	51.9	51	8	1	0	0	0	0	0	9.5	9	0	0	0	0	0	0	0	0.0	6				
07:30 - 07:45	64	8	4	2	0	0	0	82.8	78	41	8	1	0	3	0	0	66.5	63	2	1	0	1	0	0	0	5.3	4	0	0	0	0	0	0	0	0.0	6				
07:45 - 08:00	85	7	2	0	0	0	0	95.4	95	33	5	1	0	1	2	2	102.7	104	0	1	0	0	0	0	0	1.6	1	0	0	0	0	0	0	0	0.0	6				
Hourly Total	260	23	11	2	1	2	2	359	351	146	23	3	0	8	4	2	192	186	12	4	0	1	0	0	0	16	17	0	0	0	0	0	0	0	0	0.0	6			
08:00 - 08:15	90	7	3	1	1	0	0	103.8	101	29	6	0	0	2	1	0	109.2	109	11	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0	0.0	6			
08:15 - 08:30	62	5	0	1	1	1	0	71.6	70	21	3	0	0	2	0	0	78.0	76	0	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0	0.0	6			
08:30 - 08:45	51	4	1	2	0	3	1	62.1	62	37	7	1	0	2	0	0	69.5	67	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0	0.0	6			
08:45 - 09:00	54	3	1	0	0	1	1	59.1	60	34	4	2	0	2	3	0	65.6	65	8	1	0	0	0	0	0	10.5	10	0	0	0	0	0	0	0	0	0.0	6			
Hourly Total	277	19	5	4	1	5	2	327	325	121	29	3	0	6	4	0	153	150	32	3	1	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0.0	6			
09:00 - 09:15	73	10	3	0	0	1	0	87.7	87	36	10	2	0	2	0	0	93.0	90	6	1	0	1	0	0	0	9.3	8	0	0	0	0	0	0	0	0	0.0	6			
09:15 - 09:30	65	8	3	1	0	2	0	80.2	79	27	5	0	0	1	1	0	88.3	84	5	3	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0	0.0	6			
09:30 - 09:45	80	4	4	0	0	0	0	90.8	88	32	3	1	1	2	0	0	102.8	99	0	0	0	1	0	0	0	11.3	10	0	0	0	0	0	0	0	0	0.0	6			
09:45 - 10:00	44	5	2	1	0	0	0	56.7	53	44	0	1	0	1	0	0	60.8	62	14	2	0	0	0	0	0	16.0	16	0	0	0	0	0	0	0	0	0.0	6			
Hourly Total	262	27	12	2	0	3	1	313	307	139	24	4	2	6	0	0	186	179	34	6	0	2	0	0	0	45	42	0	0	0	0	0	0	0	0	0.0	6			
Session Total	738	69	28	8	2	10	5	878	861	406	67	10	2	22	8	2	541	517	78	13	1	3	0	0	0	100	95	0	0	0	0	0	0	0	0	0.0	6			
10:00 - 10:15	82	11	0	0	0	0	0	93.0	93	42	1	0	1	1	1	0	107.8	106	9	1	0	0	0	0	0	1	10.4	10	2	0	0	0	0	0	0	2.0	2			
10:15 - 10:30	53	5	2	0	0	0	0	61.0	60	26	1	2	1	3	2	1	77.1	75	12	1	0	0	0	0	0	13.0	13	0	0	0	0	0	0	0	0	0.0	6			
10:30 - 10:45	88	10	1	0	0	0	0	97.8	97	37	7	2	0	3	1	0	103.2	100	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0	0.0	6			
10:45 - 10:00	60	7	1	0	0	1	0	68.7	69	39	3	0	0	1	0	0	74.0	73	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	6			
Hourly Total	281	33	4	0	0	1	0	329	319	144	12	4	2	7	4	1	182	174	33	4	0	0	0	0	0	1	37	36	2	0	0	0	0	0	2	2	0.0	6		
10:00 - 10:15	70	5	1	0	0	1	0	78.7	77	44	3	0	1	3	0	0	85.3	81	8	1	0	0	0	0	0	9.8	9	0	0	0	0	0	0	0	0	0	0.0	6		
10:15 - 10:30	90	6	1	0	0	3	0	97.1	99	34	1	0	0	0	1	0	104.2	106	5	1	0	0	0	0	0	6.5	6	0	0	0	0	0	0	0	0	0.0	6			
10:30 - 10:45	65	5	0	0	0	1	2	71.6	73	45	5	1	0	2	0	0	80.8	83	6	0	0	0	0	0	0	6.4	6	0	0	0	0	0	0	0	0	0.0	6			
10:45 - 17:00	52	6	1	0	0	0	1	59.9	60	37	0	0	0	3	2	0	63.4	62	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	6			
Hourly Total	246	28	3	0	0	5	3	275	279	160	8	1	3	8	3	0	197	192	22	2	0	0	0	0	0	2	24	24	0	0	0	0	0	0	0	0	0.0	6		
17:00 - 17:15	95	10	1	0	0	1	0	106.7	107	31	0	0	0	1	2	1	119.7	120	4	1	1	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0	0	0.0	6		
17:15 - 17:30	65	3	1	0	0	1	0	69.7	70	19	0	0	0	2	3	0	73.6	74	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	6			
17:30 - 17:45	61	2	0	0	0	2	1	63.8	66	37	1	0	0	2	0	1	72.4	71	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0.0	6			
17:45 - 18:00	60	1	0	0	0	0	0	59.4	59	34	0	0	0	2	0	0	64.0	66	0	0	0	0	0	0	0	6.8	6	0	0	0	0	0	0	0	0	0.0	6			
Hourly Total	235	16	2	0	0	4	2	271	274	121	1	0	0	7	5	1	137	135	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0.0	6		
18:00 - 18:15	64	2	0	0	1	0	2	68.8	69	45	0	0	0	0	2	0	74.4	77	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0	0	0.0	6		
18:15 - 18:30	48	8	0	0	0	0	3	57.2	59	31	0	0	0	3	0	3	63.2	67	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0	0.0	6		
18:30 - 18:45	57	4	0	1	0	0	2	64.1	64	30	2	0	1	2	1	0	69.6	66	3	0	0	0	0	0	0	3.5	3	0	0	0	0	0	0	0	0	0	0.0	6		
18:45 - 19:00	56	1	0	0	1	0	0	57.2	58	51	3	0	0	2	0	0	66.0	66	5	1	0	0	0	0	0	7.5	7	0	0	0	0	0	0	0	0	0	0.0	6		
Hourly Total	265	18	0	1	1	1	7	287	290	177	5	0	1	7	3	3	200	198	15	1	1	0	0	0	0	18	17	0	0	0	0	0	0	0	0	0	0.0	6		
Session Total	1042	98	3	1	1	11	12	1153	1162	602	27	5	4	29	15	5	769	687	77	8	1	0	0	0	0	1	87	87	2	0	0	0	0	0	0	2	2	0.0	6	

TIME	From B									To B								
	CAR	LDV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	92	9	3	0	2	1	1	190.1	198	64	8	4	1	3	0	0	86.3	89
07:15 - 07:30	101	11	3	0	3	3	0	123.1	121	63	16	4	0	0	1	0	86.2	84
07:30 - 07:45	107	17	5	3	3	0	0	144.4	135	111	15	3	0	3	1	2	137.8	135
07:45 - 08:00	118	13	3	0	1	2	3	139.1	140	115	11	3	0	4	3	0	139.1	136
Hourly Total	418	50	14	3	9	6	4	617	604	350	50	14	1	10	5	2	441	435
08:00 - 08:15	90	14	3	1	2	1	0	118.0	111	127	16	2	0	1	2	0	148.4	148
08:15 - 08:30	89	8	0	1	3	1	0	105.0	102	174	8	2	1	2	1	0	191.8	188
08:30 - 08:45	95	12	2	2	2	3	1	119.0	117	148	14	2	1	7	3	0	191.9	178
08:45 - 09:00	96	8	4	0	2	4	1	119.5	116	131	3	3	1	2	0	1	151.2	147
Hourly Total	370	42	9	4	9	9	2	656	645	580	47	9	5	12	6	1	673	655
09:00 - 09:15	115	21	0	1	2	1	0	160.0	146	107	0	2	1	0	2	0	133.7	127
09:15 - 09:30	97	16	3	2	1	2	0	124.5	121	104	13	1	1	1	0	0	122.8	120
09:30 - 09:45	121	7	5	2	2	0	0	144.1	137	99	19	3	1	0	2	0	139.2	134
09:45 - 10:00	102	13	3	1	1	0	1	134.3	131	88	17	3	0	0	1	0	139.7	134
Hourly Total	435	57	18	6	6	3	1	643	624	398	59	9	3	12	8	0	602	485
Season Total	1223	149	39	13	24	18	7	1916	1473	1331	155	32	7	34	18	3	1623	1578
10:00 - 10:15	139	13	0	1	1	1	1	193.9	182	181	11	2	0	3	1	1	191.8	179
10:15 - 10:30	91	7	4	1	2	2	1	111.1	108	148	15	1	0	2	1	0	160.7	167
10:30 - 10:45	130	17	3	0	3	1	0	187.7	184	164	15	4	0	2	0	1	189.4	186
10:45 - 10:00	104	12	1	0	1	1	0	119.7	119	160	12	2	0	1	0	0	177.0	176
Hourly Total	469	49	8	2	7	5	2	642	633	633	53	9	0	8	2	2	717	707
10:00 - 10:15	122	9	1	1	3	1	0	141.8	137	152	9	3	1	3	2	0	174.2	170
10:15 - 10:30	98	8	1	0	0	4	0	108.3	111	147	16	3	0	1	4	0	170.3	171
10:30 - 10:45	118	10	1	0	2	1	2	132.8	132	150	15	1	0	3	2	2	173.7	173
10:45 - 17:00	92	6	1	0	3	2	1	106.3	108	171	21	0	1	2	2	0	196.7	197
Hourly Total	428	38	4	1	8	8	3	492	485	539	61	7	2	8	10	2	719	711
17:00 - 17:15	90	11	1	0	1	3	0	105.1	106	155	13	2	1	3	0	1	179.7	176
17:15 - 17:30	85	3	1	0	2	4	0	84.3	95	169	18	1	1	2	3	2	196.2	196
17:30 - 17:45	100	3	0	0	2	2	2	108.2	109	144	7	1	0	3	0	3	159.7	158
17:45 - 18:00	103	1	0	0	2	0	1	108.4	107	140	12	3	1	1	0	1	201.2	198
Hourly Total	378	18	3	0	7	9	3	416	417	648	59	7	3	9	3	7	718	727
18:00 - 18:15	113	2	0	0	1	2	2	118.2	120	162	11	0	0	1	0	1	179.4	176
18:15 - 18:30	82	8	0	0	3	0	6	95.4	99	168	7	0	1	2	3	0	191.9	191
18:30 - 18:45	110	6	0	2	2	1	2	129.6	129	160	7	0	0	2	2	0	191.4	191
18:45 - 19:00	152	5	1	0	2	1	0	183.7	181	159	6	1	0	2	3	5	172.1	176
Hourly Total	497	21	1	2	8	4	10	606	603	688	31	1	1	7	8	6	721	722
Season Total	1723	121	15	8	30	24	18	1952	1938	2369	195	24	6	33	23	17	2094	2067



Junction: A - (North) A34 Kingsway / B - (East) A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - (West) A5145 Parrs Wood Lane

Approach: C - (South) A34 Kingsway

Session Total	124	4	0	0	22	9	0	173	159	4038	321	17	9	49	11	24	4517	4469	1520	122	16	5	4	5	8	1699	1689	0	0	0	0	0	0	0	0
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TIME	From C									To C								
	CAR	LDV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	228	27	10	1	4	1	0	278.8	289	192	23	6	3	8	1	2	247.9	238
07:15 - 07:30	270	37	10	2	9	2	1	348.4	331	218	27	4	2	10	1	0	276.8	282
07:30 - 07:45	307	38	4	1	11	3	2	406.7	466	262	38	9	2	10	1	0	338.3	322
07:45 - 08:00	402	34	6	0	5	3	2	458.4	482	353	31	4	1	6	0	1	404.7	396
Hourly Total	1208	136	30	4	29	8	5	1547	1558	1025	119	23	8	24	3	3	1247	1216
08:00 - 08:15	445	38	9	1	15	0	5	539.8	513	322	26	6	1	6	0	0	371.3	361
08:15 - 08:30	424	21	4	3	6	2	1	479.7	461	276	25	2	2	9	2	1	427.4	417
08:30 - 08:45	365	37	6	2	11	2	1	438.4	424	228	30	5	3	5	3	1	383.4	376
08:45 - 09:00	246	24	3	2	10	1	0	322.5	411	207	34	5	0	6	2	3	356.1	368
Hourly Total	1583	126	28	8	42	5	15	1562	1555	1323	115	18	8	28	7	5	1519	1502
09:00 - 09:15	295	24	5	2	12	1	0	366.3	339	266	28	5	0	3	1	0	307.7	303
09:15 - 09:30	288	30	2	2	10	1	1	346.2	334	288	27	7	1	6	2	0	318.2	309
09:30 - 09:45	243	32	4	2	4	1	1	294.2	297	280	32	7	2	7	0	0	321.1	308
09:45 - 10:00	275	39	6	1	8	0	0	331.3	389	214	22	7	1	3	1	1	326.4	348
Hourly Total	1941	125	17	7	34	3	2	1275	1229	1008	109	28	4	19	4	1	1202	1169
Season Total	3919	389	75	19	105	17	22	4637	4546	3354	343	67	18	81	14	9	4607	3886
10:00 - 10:15	324	31	3	0	5	2	2	379.7	347	380	35	8	1	4	0	0	417.3	408
10:15 - 10:30	408	31	6	2	5	4	2	464.2	488	363	35	9	1	6	1	1	426.4	416
10:30 - 10:45	355	31	0	2	8	2	1	407.4	399	381	31	10	0	5	1	0	437.2	428
10:45 - 10:00	364	30	1	0	8	2	1	412.3	406	410	41	1	0	6	3	0	463.1	469
Hourly Total	1451	123	10	4	26	10	6	1554	1535	1514	142	28	2	20	5	1	1744	1712
10:00 - 10:15	345	22	3	3	5	1	1	389.3	380	364	29	5	3	5	4	0	438.2	430
10:15 - 10:30	351	34	4	0	2	1	4	396.8	396	422	26	4	0	7	3	3	460.8	465
10:30 - 10:45	359	30	4	0	7	1	5	411.2	406	412	26	1	1	7	2	3	467.4	462
10:45 - 17:00	351	43	1	1	5	4	2	409.4	407	421	27	1	0	9	3	3	469.3	464
Hourly Total	1496	129	12	5	18	7	12	1576	1552	1539	168	11	4	26	12	9	1618	1611
17:00 - 17:15	297	38	3	1	5	2	3	381.4	347	392	25	1	1	5	3	3	432.8	430
17:15 - 17:30	359	33	3	1	5	2	0	409.2	403	353	20	2	0	4	1	1	384.8	381
17:30 - 17:45	326	24	1	1	2	0	1	368.2	355	397	20	0	0	4	2	4	427.9	427
17:45 - 18:00	334	25	4	2	6	1	2	389.6	373	401	17	2	0	4	0	7	431.6	431
Hourly Total	1316	118	11	5	17	6	8	1501	1478	1563	82	5	1	17	8	15	1576	1569
18:00 - 18:15	335	23	0	0	2	0	3	363.2	363	410	21	0	2	6	2	7	400.8	448
18:15 - 18:30	442	19	0	1	6	2	1	476.1	471	343	21	0	1	8	0	4	383.9	377
18:30 - 18:45	387	22	0	0	2	1	0	413.2	412	312	8	0	4	1	1	3	332.6	329
18:45 - 19:00	354	13	0	0	3	0	4	374.6	374	396	9	0	0	8	3	2	422.4	418
Hourly Total	1919	77	6	1	13	3	8	1627	1620	1481	59	6	7	23	6	16	1689	1672
Season Total	5891	447	33	14	75	25	32	6387	6317	6197	391	44	14	88	29	41	6844	6764



Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - (East) A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - (West) A5145 Parrs Wood Lane

Approach: D - (West) A5145 Parrs Wood Lane

TIME	From D										To D									
	CAR	LDV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LDV	ODV1	ODV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL		
07:00 - 07:15	21	2	2	1	6	0	0	48.3	32	40	3	0	0	3	1	0	49.2	47		
07:15 - 07:30	27	5	0	1	7	0	0	48.3	40	46	7	1	0	4	2	0	62.9	60		
07:30 - 07:45	56	6	1	0	9	2	0	81.9	74	52	9	1	0	6	0	0	74.5	68		
07:45 - 08:00	50	5	1	0	8	2	0	72.9	66	48	5	1	0	2	2	2	59.7	60		
Hourly Total	154	18	4	2	30	4	0	244	212	186	24	4	0	15	5	2	247	235		
08:00 - 08:15	31	6	2	0	4	4	0	48.8	47	51	8	0	0	3	1	0	65.2	63		
08:15 - 08:30	59	2	1	0	6	1	0	74.7	69	54	5	0	0	4	0	0	87.6	83		
08:30 - 08:45	59	2	0	0	5	2	0	71.4	68	70	9	1	0	6	0	0	92.5	86		
08:45 - 09:00	61	6	2	0	5	2	0	86.8	76	53	7	2	0	6	3	0	95.6	91		
Hourly Total	210	16	5	0	20	9	0	276	250	238	29	3	0	19	4	0	311	293		
09:00 - 09:15	60	3	1	0	5	2	0	74.9	71	58	12	2	0	4	0	0	91.9	76		
09:15 - 09:30	57	4	0	0	3	0	0	67.0	64	47	9	0	1	3	0	0	64.3	60		
09:30 - 09:45	47	4	1	1	3	1	0	61.8	57	33	7	2	1	3	0	0	71.3	66		
09:45 - 10:00	46	7	0	0	4	0	0	63.8	67	46	9	1	0	4	0	0	84.5	80		
Hourly Total	210	18	2	1	15	3	0	264	249	224	37	8	2	14	0	0	302	282		
Season Total	574	52	11	3	65	16	0	784	721	646	90	11	2	48	9	2	880	810		
10:00 - 10:15	82	7	1	0	6	1	0	112.7	107	72	4	0	1	1	2	0	99.7	98		
10:15 - 10:30	89	10	0	0	6	0	0	91.0	85	52	3	2	1	4	4	2	99.9	88		
10:30 - 10:45	82	7	5	1	3	0	1	118.2	109	60	8	2	0	5	2	1	91.8	78		
10:45 - 10:00	83	5	1	0	4	0	0	97.6	93	67	3	0	0	2	1	0	74.2	73		
Hourly Total	336	29	7	1	19	1	1	419	394	281	18	4	2	12	9	3	307	299		
10:00 - 10:15	76	8	0	0	4	2	0	82.4	80	65	3	0	1	6	1	0	92.8	76		
10:15 - 10:30	79	8	1	0	0	3	0	88.1	91	59	2	0	0	0	1	0	81.2	62		
10:30 - 10:45	68	2	0	0	6	2	1	82.8	79	63	7	2	0	4	1	0	91.2	77		
10:45 - 17:00	65	4	0	0	7	1	0	83.2	77	63	1	0	0	4	2	0	72.4	70		
Hourly Total	298	22	1	0	17	6	1	348	327	246	13	2	1	14	6	0	297	289		
17:00 - 17:15	70	2	0	0	3	0	1	78.4	76	44	3	0	0	3	2	0	83.4	82		
17:15 - 17:30	65	6	0	0	4	3	1	86.0	79	40	0	0	0	4	4	0	48.8	46		
17:30 - 17:45	70	4	0	0	3	0	2	80.8	79	61	2	0	0	2	0	1	67.4	66		
17:45 - 18:00	77	3	0	0	2	0	0	84.4	83	56	0	0	0	3	0	0	82.8	79		
Hourly Total	242	15	0	0	12	3	5	324	317	291	8	0	0	12	6	1	211	203		
18:00 - 18:15	75	4	0	0	4	0	0	87.6	83	76	0	1	0	0	2	0	77.9	79		
18:15 - 18:30	57	5	0	1	5	2	0	74.7	70	69	1	0	0	6	0	3	83.2	79		
18:30 - 18:45	82	8	0	1	2	2	0	96.7	92	82	3	0	1	3	2	0	93.7	91		
18:45 - 19:00	96	3	1	0	7	4	1	118.7	112	83	4	0	0	4	0	0	98.8	91		
Hourly Total	310	20	1	2	18	8	1	373	360	310	8	1	1	13	4	3	330	340		
Season Total	1210	86	9	3	66	20	8	1463	1408	1012	44	7	4	51	24	7	1185	1140		



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - (East) A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - (West) A5145 Parrs Wood Lane

Signal Change HH:MM:SS	A - (North) A34 Kingsway				Signal Change HH:MM:SS	B - (East) A5145 Parrs Wood Lane		Signal Change HH:MM:SS	C - (South) A34 Kingsway			D - (West) A5145 Parrs Wood Lane		
	Lane 1	Lane 2	Lane 3	Lane 4		Lane 1	Lane 2		Lane 1	Lane 2	Lane 3	Signal Change HH:MM:SS	Lane 1	Lane 2
07:00:46	0	2	2	0	07:00:00	1	0	7:00:33	1	0	3	7:00:01	1	0
07:01:56	6	3	3	0	07:01:09	2	2	7:01:42	4	4	8	7:01:10	2	0
07:03:05	1	3	3	0	07:02:16	2	3	7:02:52	4	3	5	7:02:17	2	3
07:04:23	2	5	4	0	07:03:36	3	2	7:04:10	6	4	2	7:03:36	0	2
07:05:38	0	2	0	0	07:04:53	5	5	7:05:26	7	5	5	7:04:54	1	2
07:06:53	2	3	1	0	07:06:09	1	5	7:06:42	4	2	4	7:06:10	1	0
07:08:18	3	5	1	0	07:07:27	1	7	7:08:02	2	1	8	7:07:29	0	0
07:09:25	1	1	1	0	07:08:40	2	2	7:09:13	5	6	4	7:08:41	1	0
07:10:32	1	3	3	0	07:09:48	5	0	7:10:21	3	5	5	7:09:49	2	0
07:11:40	0	4	4	0	07:10:56	3	3	7:11:29	5	5	3	7:10:56	2	2
07:12:57	1	3	2	0	07:12:12	6	2	7:12:45	1	4	4	7:12:13	1	0
07:14:11	3	2	3	0	07:13:24	7	0	7:13:59	3	3	2	7:13:25	5	0
07:15:21	2	3	9	0	07:14:37	6	3	7:15:09	3	0	3	7:14:39	0	0
07:16:40	1	4	0	0	07:15:51	3	3	7:16:24	6	4	7	7:15:51	3	0
07:18:04	0	4	4	1	07:17:19	6	3	7:17:53	3	4	5	7:17:20	2	1
07:19:30	2	2	4	0	07:18:35	3	9	7:19:13	1	0	8	7:18:36	1	0
07:20:44	2	4	5	0	07:20:00	6	10	7:20:33	2	2	2	7:20:00	4	0
07:21:53	1	2	2	0	07:21:08	4	4	7:21:41	6	7	2	7:21:09	0	0
07:23:02	1	3	1	0	07:22:17	5	3	7:22:51	6	8	5	7:22:17	0	0
07:24:27	1	6	4	0	07:23:40	5	3	7:24:15	5	2	5	7:23:41	3	2
07:25:52	4	1	1	0	07:25:01	6	3	7:25:38	5	5	6	7:25:02	3	6
07:27:13	1	1	2	0	07:26:27	6	0	7:27:01	4	4	5	7:26:28	3	5
07:28:52	2	1	4	0	07:28:00	2	9	7:28:37	3	3	3	7:28:00	1	1
07:30:37	2	5	4	0	07:29:39	1	14	7:30:17	5	4	10	7:29:40	0	0
07:32:16	0	3	1	0	07:31:22	8	10	7:32:02	5	2	6	7:31:23	3	0
07:34:00	1	1	1	0	07:33:06	2	16	7:33:48	4	2	5	7:33:07	5	2
07:35:59	3	3	8	0	07:34:58	7	12	7:35:31	5	4	13	7:34:58	2	0
07:37:37	0	2	4	0	07:36:41	6	10	7:37:23	5	5	7	7:36:42	6	0
07:39:32	1	6	7	0	07:38:31	7	16	7:39:12	8	5	9	7:38:31	4	1
07:41:20	4	7	7	0	07:40:14	6	14	7:41:01	4	3	9	7:40:15	5	0
07:43:08	10	10	10	1	07:42:02	9	2	7:42:46	10	3	11	7:42:03	4	1
07:44:46	4	14	7	0	07:43:42	5	13	7:44:30	6	10	8	7:43:42	5	0
07:46:37	3	14	13	2	07:45:30	6	14	7:46:14	7	4	11	7:45:31	2	0
07:48:22	8	11	12	2	07:47:18	7	12	7:47:58	4	5	13	7:47:18	3	2
07:50:04	2	9	8	0	07:49:06	5	12	7:49:42	2	0	10	7:49:06	5	0
07:51:37	0	6	8	0	07:50:46	6	10	7:51:22	1	2	3	7:50:46	6	0
07:53:23	7	4	5	0	07:52:33	5	18	7:53:06	3	4	8	7:52:33	6	0
07:55:14	4	6	6	0	07:54:12	7	18	7:54:54	6	7	10	7:54:13	4	2
07:57:02	5	2	4	1	07:55:53	6	15	7:56:38	7	3	12	7:55:53	3	1
07:58:49	5	7	8	0	07:57:40	6	25	7:58:22	5	5	14	7:57:41	7	3
08:00:32	2	10	3	0	07:59:30	6	21	8:00:08	11	5	12	7:59:30	5	1
08:02:07	4	0	1	0	08:01:17	9	20	8:01:50	5	7	6	8:01:17	5	0
08:03:53	1	2	3	0	08:03:00	7	18	8:03:34	9	8	7	8:03:01	4	0
08:05:51	4	3	1	3	08:04:44	6	21	8:05:18	6	3	10	8:04:44	2	4
08:07:30	3	3	0	2	08:06:28	7	21	8:07:03	7	5	15	8:06:28	2	3
08:09:20	7	6	5	0	08:08:17	6	24	8:08:46	4	8	14	8:08:18	3	4
08:10:59	5	3	2	1	08:10:02	6	28	8:10:34	14	7	10	8:10:03	0	2
08:12:54	3	5	4	0	08:11:50	6	24	8:12:22	9	6	15	8:11:51	3	0
08:14:39	14	5	3	0	08:13:42	7	25	8:14:15	5	6	12	8:13:43	3	0
08:16:22	7	6	5	1	08:15:25	6	24	8:15:58	10	9	13	8:15:26	5	2
08:17:58	7	4	4	2	08:17:05	5	28	8:17:38	4	6	10	8:17:06	5	0
08:19:35	11	1	4	1	08:18:42	6	27	8:19:14	5	7	9	8:18:43	6	1
08:21:18	13	6	5	1	08:20:25	5	32	8:20:58	5	5	8	8:20:26	6	2
08:23:05	10	5	1	1	08:22:10	6	27	8:22:42	7	8	9	8:22:12	3	0
08:24:46	10	2	4	2	08:23:51	5	30	8:24:24	8	7	9	8:23:52	5	2
08:26:35	12	9	6	3	08:25:32	6	29	8:26:07	6	5	14	8:25:33	5	3
08:28:12	11	10	6	2	08:27:18	8	24	8:27:53	6	6	10	8:27:19	6	1
08:29:55	14	7	13	5	08:28:54	9	26	8:29:28	10	11	13	8:28:56	5	3
08:31:36	13	11	11	2	08:30:37	5	22	8:31:14	16	14	9	8:30:38	4	2
08:33:18	10	9	6	4	08:32:21	6	13	8:32:57	13	13	8	8:32:22	5	0
08:35:05	13	8	12	4	08:34:07	7	14	8:34:42	11	10	13	8:34:08	6	0
08:36:46	4	8	9	4	08:35:44	6	15	8:36:22	10	9	14	8:35:46	6	0
08:38:31	7	4	7	3	08:37:30	2	16	8:38:02	7	7	14	8:37:30	5	0
08:40:10	1	9	10	4	08:39:13	5	12	8:39:46	4	2	11	8:39:15	5	2
08:41:56	9	7	8	0	08:40:59	6	8	8:41:30	4	4	12	8:41:00	6	0
08:43:41	6	6	5	1	08:42:41	4	13	8:43:16	3	1	12	8:42:42	6	0
08:45:23	8	6	16	1	08:44:26	7	6	8:44:58	4	3	11	8:44:26	5	4
08:47:02	11	8	10	1	08:46:09	7	4	8:46:42	0	0	8	8:46:10	6	3
08:48:49	7	10	8	4	08:47:57	7	6	8:48:30	4	3	10	8:47:59	5	2
08:50:30	11	8	10	1	08:49:38	6	6	8:50:10	0	1	8	8:49:38	6	2
08:52:16	10	11	12	0	08:51:20	7	8	8:51:57	9	5	9	8:51:21	6	0
08:54:08	6	10	13	1	08:53:09	7	3	8:53:46	5	6	15	8:53:10	3	0
08:55:59	7	9	6	3	08:54:53	6	7	8:55:35	6	2	11	8:54:55	5	2
08:57:42	2	5	4	7	08:56:43	7	13	8:57:20	5	4	14	8:56:44	5	4
08:59:30	10	7	5	1	08:58:32	8	13	8:59:09	5	4	9	8:58:33	5	1
09:01:10	3	3	2	1	09:00:22	13	3	9:00:57	0	0	6	9:00:22	4	1
09:03:03	5	6	4	1	09:02:06	6	22	9:02:39	5	6	10	9:02:07	5	1
09:04:51	3	2	2	0	09:03:54	6	15	9:04:29	6	1	11	9:03:55	6	0
09:06:35	8	7	3	3	09:05:35	4	21	9:06:13	5	3	15	9:05:35	5	4
09:08:12	5	7	3	0	09:07:15	6	18	9:07:57	1	2	6	9:07:15	3	3
09:10:10	5	5	5	0	09:08:58	6	14	9:09:46	5	2	12	9:08:59	3	0
09:11:55	3	7	6	2	09:10:46	8	15	9:11:30	9	7	8	9:10:48	3	3
09:13:30	6	7	8	0	09:12:27	7	13	9:13:10	3	3	9	9:12:28	5	0
09:15:09	8	7	8	1	09:14:10	7	9	9:14:55	5	1	6	9:14:11	6	0
09:16:59	4	9	10	2	09:15:52	2	1	9:16:40	5	2	8	9:15:53	5	1
09:18:36	3	5	7	3	09:17:37	3	1	9:18:26	5	1	5	9:17:39	3	0
09:20:30	2	4	2	1	09:19:31	7	9	9:20:13	1	0	9	9:19:32	4	1
09:22:08	3	6	3	1	09:21:11	9	2	9:21:53	3	0	3	9:21:11	6	3
09:23:49	5	2	3	1	09:22:48	5	5	9:23:25	6	6	11	9:22:50	5	2
09:25:16	6	4	7	0	09:24:19	5	1	9:25:00	8	2	7	9:24:21	0	1
09:26:55	6	6	4	0	09:25:55	5	4	9:26:36	2	0	9	9:25:57	5	1
09:28:35	5	7	5	0	09:27:37	7	10	9:28:12	4	4	13	9:27:37	3	1
09:30:06	3	5	5	1	09:29:09	6	5	9:29:48	2	1	9	9:29:10	6	0
09:31:48	2	3	4	0	09:30:48	9	13	9:31:32	3	3	14	9:30:49	3	0
09:33:33	4	2	2	0	09:32:28	3	14	9:33:08	5	2	12	9:32:29	3	1
09:35:02	2	7	5	1	09:34:04	7	13	9:34:46	0	0	7	9:34:05	5	1



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - (East) A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - (West) A5145 Parrs Wood Lane

Signal Change HH:MM:SS	A - (North) A34 Kingsway				B - (East) A5145 Parrs Wood Lane			C - (South) A34 Kingsway			D - (West) A5145 Parrs Wood Lane			
	Lane 1	Lane 2	Lane 3	Lane 4	Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Lane 2	Lane 3	Signal Change HH:MM:SS	Lane 1	Lane 2
09:36:45	9	9	13	2	09:35:41	5	6	9:36:27	4		9	9:35:43	5	1
09:38:20	4	10	8	4	09:37:16	9	3	9:38:02	7	7	7	9:37:17	4	0
09:39:49	7	4	5	1	09:38:52	7	6	9:39:38	0	0	5	9:38:53	4	2
09:41:24	8	4	9	0	09:40:28	7	9	9:41:06	7	4	9	9:40:29	1	0
09:42:52	0	2	2	1	09:41:57	3	7	9:42:34	2	2	7	9:41:59	4	0
09:44:14	4	3	5	2	09:43:28	8	11	9:43:58	2	2	7	9:43:29	3	0
09:45:41	3	5	5	0	09:44:52	7	6	9:45:30	3	1	3	9:44:54	7	0
09:47:07	3	1	0	0	09:46:18	3	2	9:46:51	2	2	7	9:46:19	2	1
09:48:38	4	2	1	1	09:47:51	7	3	9:48:23	1	1	7	9:47:51	5	0
09:50:06	3	3	3	0	09:49:14	3	11	9:49:55	1	1	4	9:49:15	5	0
09:51:33	3	9	5	2	09:50:38	6	3	9:51:11	7	6	11	9:50:39	2	0
09:52:47	4	3	1	1	09:52:03	2	10	9:52:34	7	5	1	9:52:03	2	1
09:54:25	3	8	2	1	09:53:31	8	11	9:54:04	3	3	12	9:53:31	3	0
09:55:35	3	4	2	0	09:54:45	3	6	9:55:23	2	1	4	9:54:47	5	0
09:56:56	4	4	6	1	09:56:00	4	1	9:56:40	8	2	8	9:56:00	2	0
09:58:18	1	3	1	2	09:57:28	4	3	9:58:03	0	1	5	9:57:29	2	1
09:59:41	1	3	2	1	09:58:47	3	4	9:59:22	0	3	8	9:58:48	3	0
15:01:29	10	5	5	0	15:00:33	8	0	15:01:09	0	0	12	15:00:33	6	3
15:03:14	7	6	4	0	15:02:17	6	15	15:02:51	2	1	13	15:02:18	8	0
15:04:53	5	6	9	1	15:03:53	6	12	15:04:27	3	3	12	15:03:54	6	0
15:06:29	6	8	6	4	15:05:36	6	17	15:06:10	8	2	7	15:05:37	6	0
15:08:20	3	10	8	2	15:07:21	6	17	15:07:57	4	0	12	15:07:22	5	0
15:10:06	6	7	6	2	15:09:01	7	16	15:09:45	4	1	10	15:09:02	6	0
15:11:51	12	10	10	3	15:10:41	8	14	15:11:31	11	6	10	15:10:42	6	0
15:13:34	10	8	8	1	15:12:25	6	10	15:13:16	8	6	9	15:12:26	7	0
15:15:25	10	14	11	0	15:14:11	7	10	15:15:01	8	9	14	15:14:12	6	4
15:17:13	12	10	11	5	15:16:06	8	7	15:16:49	6	4	12	15:16:08	5	4
15:18:57	4	10	8	4	15:17:55	4	3	15:18:25	8	7	15	15:17:55	4	2
15:20:38	10	11	12	2	15:19:43	8	5	15:20:12	7	6	8	15:19:44	5	2
15:22:25	4	11	8	0	15:21:28	4	19	15:22:00	12	7	11	15:21:29	7	0
15:24:09	5	7	7	2	15:23:08	8	29	15:23:44	10	8	12	15:23:10	5	2
15:25:54	5	4	2	3	15:24:52	8	27	15:25:32	8	9	10	15:24:53	6	0
15:27:40	10	10	6	0	15:26:39	8	12	15:27:17	7	4	10	15:26:40	4	1
15:29:28	6	12	10	1	15:28:27	7	15	15:29:06	9	6	9	15:28:28	6	3
15:31:25	4	14	10	0	15:30:08	8	11	15:30:51	4	6	14	15:30:08	3	2
15:32:57	9	14	14	0	15:31:55	8	26	15:32:37	10	4	9	15:31:56	6	2
15:34:48	10	10	7	3	15:33:40	7	24	15:34:21	5	4	13	15:33:42	6	0
15:36:33	7	4	9	0	15:35:23	7	28	15:36:07	8	8	12	15:35:25	6	0
15:38:03	11	9	9	0	15:37:11	6	27	15:37:47	5	3	7	15:37:13	7	0
15:39:52	10	10	10	2	15:38:47	7	30	15:39:32	5	1	10	15:38:48	5	0
15:41:39	9	9	9	3	15:40:32	8	28	15:41:17	9	4	10	15:40:32	6	1
15:43:20	7	14	10	3	15:42:19	7	33	15:43:01	2	2	10	15:42:20	5	0
15:45:08	11	9	12	2	15:44:07	8	27	15:44:47	5	6	10	15:44:09	5	3
15:46:51	6	10	7	4	15:45:56	8	18	15:46:32	3	4	9	15:45:57	6	0
15:48:28	4	10	10	4	15:47:36	8	10	15:48:17	4	2	4	15:47:36	6	2
15:50:29	11	12	11	1	15:49:19	7	6	15:50:03	6	6	14	15:49:20	6	0
15:52:09	11	10	11	3	15:51:05	9	6	15:51:43	10	8	13	15:51:07	7	0
15:53:53	9	10	13	2	15:52:52	9	3	15:53:24	7	6	13	15:52:52	5	0
15:55:44	11	9	10	2	15:54:36	8	6	15:55:16	3	3	13	15:54:38	5	5
15:57:29	7	10	12	2	15:56:23	8	10	15:57:01	2	3	14	15:56:24	6	2
15:59:09	3	12	15	0	15:58:11	4	12	15:58:42	9	3	14	15:58:11	5	2
16:00:58	5	13	12	1	15:59:56	4	16	16:00:26	9	5	14	15:59:56	5	4
16:02:37	8	11	12	4	16:01:36	8	16	16:02:12	4	4	9	16:01:37	5	1
16:04:21	7	6	9	0	16:03:21	5	21	16:03:53	3	2	15	16:03:23	6	0
16:06:05	6	8	6	0	16:05:05	8	28	16:05:46	6	2	8	16:05:07	5	2
16:07:55	9	14	15	1	16:06:45	8	30	16:07:31	4	3	13	16:06:47	3	5
16:09:32	2	20	23	0	16:08:33	7	24	16:09:18	6	3	7	16:08:34	5	2
16:11:23	3	20	22	1	16:10:23	6	15	16:11:02	3	2	12	16:10:23	5	1
16:13:07	8	22	23	1	16:12:06	6	17	16:12:46	5	5	12	16:12:06	5	0
16:14:46	5	21	20	1	16:13:55	8	9	16:14:32	3	2	6	16:13:56	5	0
16:16:36	9	10	21	2	16:15:44	7	10	16:16:20	3	2	7	16:15:44	6	1
16:18:28	5	8	17	2	16:17:24	7	11	16:18:05	2	2	10	16:17:25	5	2
16:20:15	7	9	10	1	16:19:12	7	6	16:19:50	8	3	16	16:19:12	4	1
16:21:59	5	11	10	0	16:20:58	6	3	16:21:34	6	9	15	16:20:59	6	2
16:23:47	6	12	14	0	16:22:42	5	3	16:23:15	5	4	15	16:22:44	5	2
16:25:29	7	12	15	2	16:24:30	6	8	16:25:03	5	3	15	16:24:32	5	2
16:27:19	6	12	15	1	16:26:15	8	5	16:26:55	1	2	16	16:26:17	5	3
16:28:59	3	19	22	2	16:27:58	7	6	16:28:32	5	1	14	16:27:59	5	1
16:30:44	3	25	26	0	16:29:46	6	11	16:30:19	7	4	12	16:29:47	5	0
16:32:30	7	20	22	1	16:31:30	7	14	16:32:04	6	4	13	16:31:31	5	1
16:34:14	8	18	20	3	16:33:19	8	18	16:33:51	0	1	14	16:33:19	6	0
16:35:59	14	10	16	2	16:34:59	7	33	16:35:36	3	1	13	16:35:00	6	1
16:37:45	14	7	10	2	16:36:39	5	29	16:37:19	7	8	16	16:36:39	5	0
16:39:30	14	12	12	0	16:38:27	8	28	16:39:07	7	3	13	16:38:29	5	2
16:41:14	10	10	14	2	16:40:12	7	29	16:40:52	5	8	11	16:40:13	6	0
16:43:00	8	16	15	0	16:42:00	8	31	16:42:37	3	5	11	16:42:00	4	1
16:44:48	5	21	14	3	16:43:50	8	23	16:44:22	6	3	12	16:43:51	5	0
16:46:34	6	24	20	0	16:45:30	7	29	16:46:06	6	5	14	16:45:32	5	2
16:48:19	5	25	24	1	16:47:14	8	26	16:47:46	4	4	17	16:47:15	6	0
16:50:07	13	11	15	0	16:49:00	8	33	16:49:33	6	3	15	16:49:01	5	0
16:51:58	15	12												



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - (East) A5145 Parrs Wood Lane / C - (South) A34 Kingsway / D - (West) A5145 Parrs Wood Lane

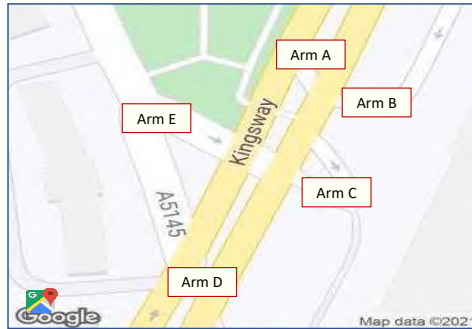
Signal Change HH:MM:SS	A - (North) A34 Kingsway				B - (East) A5145 Parrs Wood Lane			C - (South) A34 Kingsway				D - (West) A5145 Parrs Wood Lane		
	Lane 1	Lane 2	Lane 3	Lane 4	Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Lane 2	Lane 3	Signal Change HH:MM:SS	Lane 1	Lane 2
17:19:44	11	6	9	2	17:18:47	7	27	17:19:20	4	4	13	17:18:47	6	3
17:21:30	9	6	5	1	17:20:33	6	26	17:21:04	5	5	15	17:20:34	5	0
17:23:11	4	4	4	0	17:22:16	8	26	17:22:49	3	1	17	17:22:17	6	4
17:24:52	6	8	7	0	17:23:55	7	25	17:24:29	3	4	16	17:23:56	4	2
17:26:33	10	7	8	1	17:25:38	6	23	17:26:09	6	5	17	17:25:40	6	1
17:28:16	7	9	13	1	17:27:19	7	31	17:27:53	3	6	15	17:27:21	5	1
17:29:59	5	10	10	2	17:29:00	7	28	17:29:32	5	2	16	17:29:00	5	0
17:31:48	7	8	8	0	17:30:46	6	28	17:31:20	4	3	15	17:30:47	6	0
17:33:33	6	6	7	3	17:32:36	7	31	17:33:09	7	7	15	17:32:37	5	0
17:35:04	9	7	7	4	17:34:20	6	26	17:34:52	4	4	8	17:34:21	5	0
17:36:58	5	8	8	1	17:36:05	8	27	17:36:36	5	3	16	17:36:05	6	1
17:38:37	3	9	9	1	17:37:47	7	28	17:38:20	3	5	12	17:37:48	5	1
17:40:29	10	3	5	1	17:39:32	6	30	17:40:04	3	3	18	17:39:33	6	1
17:42:14	8	6	7	1	17:41:20	7	29	17:41:52	3	2	14	17:41:22	5	1
17:43:54	4	3	3	0	17:43:03	8	28	17:43:37	4	2	15	17:43:05	5	2
17:45:43	4	8	3	2	17:44:49	7	25	17:45:20	3	5	19	17:44:50	5	2
17:47:30	4	6	9	1	17:46:32	6	28	17:47:04	5	6	16	17:46:32	5	2
17:49:09	7	8	7	2	17:48:15	7	26	17:48:48	5	4	16	17:48:16	4	0
17:50:54	10	7	5	1	17:49:56	6	29	17:50:28	4	3	15	17:49:57	5	0
17:52:42	9	7	6	1	17:51:43	6	26	17:52:17	6	4	15	17:51:44	6	1
17:54:31	10	9	9	2	17:53:32	8	31	17:54:05	3	4	16	17:53:33	6	3
17:56:12	11	11	11	0	17:55:15	7	29	17:55:46	3	4	16	17:55:15	6	0
17:57:58	8	4	7	0	17:57:03	9	21	17:57:34	3	2	15	17:57:03	5	0
17:59:43	8	5	7	0	17:58:48	8	30	17:59:18	4	4	15	17:58:49	5	0
18:01:23	8	10	8	4	18:00:25	7	28	18:00:59	4	4	17	18:00:27	5	0
18:03:13	5	4	4	1	18:02:14	6	28	18:02:46	5	4	16	18:02:14	6	0
18:04:57	8	8	6	1	18:03:57	7	29	18:04:30	3	6	15	18:03:58	5	2
18:06:43	10	6	6	0	18:05:46	8	31	18:06:19	5	4	15	18:05:46	4	1
18:08:29	10	8	8	0	18:07:33	6	29	18:08:02	10	10	13	18:07:35	6	0
18:10:08	9	8	5	1	18:09:13	7	25	18:09:47	5	5	13	18:09:14	5	3
18:11:53	4	9	7	1	18:10:59	8	26	18:11:31	5	3	16	18:11:00	5	0
18:13:39	2	5	4	0	18:12:43	7	24	18:13:14	5	2	18	18:12:44	6	1
18:15:19	4	3	4	1	18:14:27	5	23	18:14:58	3	3	14	18:14:27	4	5
18:17:05	8	6	6	3	18:16:05	7	27	18:16:38	5	5	12	18:16:05	6	2
18:18:51	8	9	9	0	18:17:49	8	25	18:18:22	8	6	13	18:17:51	5	0
18:20:35	11	10	8	2	18:19:37	6	24	18:20:09	5	6	10	18:19:39	4	0
18:22:20	5	5	3	0	18:21:19	7	28	18:21:54	6	8	13	18:21:21	6	5
18:24:03	9	5	8	2	18:23:07	8	27	18:23:40	8	5	11	18:23:08	5	1
18:25:48	6	11	10	2	18:24:54	3	24	18:25:25	4	4	9	18:24:56	5	0
18:27:34	2	6	7	2	18:26:39	7	25	18:27:12	6	7	14	18:26:40	6	0
18:29:20	8	5	7	1	18:28:20	3	23	18:28:54	4	4	13	18:28:22	5	6
18:30:59	4	5	3	1	18:30:01	5	24	18:30:33	5	4	10	18:30:01	5	3
18:32:41	5	5	1	1	18:31:43	6	27	18:32:15	8	10	15	18:31:44	5	3
18:34:16	4	11	9	2	18:33:21	3	24	18:33:55	7	7	11	18:33:23	6	0
18:36:02	4	7	6	0	18:35:08	4	26	18:35:38	3	3	10	18:35:09	6	0
18:37:47	8	5	3	3	18:36:50	6	25	18:37:23	7	6	10	18:36:52	6	0
18:39:34	4	5	6	1	18:38:37	6	25	18:39:12	5	2	11	18:38:39	6	3
18:41:23	7	6	6	1	18:40:21	7	24	18:40:59	3	2	12	18:40:23	5	3
18:43:06	8	8	4	0	18:41:58	8	25	18:42:42	5	4	13	18:42:00	6	0
18:44:52	2	9	9	1	18:43:42	8	27	18:44:27	6	3	12	18:43:43	5	1
18:46:36	9	12	13	4	18:45:26	7	24	18:46:14	8	9	13	18:45:27	5	0
18:48:15	8	12	14	4	18:47:09	8	25	18:47:50	6	5	12	18:47:11	5	3
18:50:06	12	8	12	2	18:48:53	6	26	18:49:44	7	7	8	18:48:54	6	1
18:51:47	10	9	16	0	18:50:39	8	24	18:51:26	5	6	8	18:50:41	5	2
18:53:30	11	13	12	3	18:52:21	7	11	18:53:12	4	5	9	18:52:23	5	2
18:55:21	6	8	7	1	18:54:10	7	9	18:54:57	7	6	15	18:54:12	6	4
18:56:54	6	8	10	4	18:55:49	8	7	18:56:40	0	0	6	18:55:51	5	2
18:58:50	10	7	8	1	18:57:38	3	3	18:58:26	8	4	11	18:57:39	5	1
	0	0	0		18:59:29	5	4					18:59:30	2	0



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - Unnamed Road / C - Parrs Wood Entertainment Centre / D - (South) A34 Kingsway / E - A5145



Matrix Totals:

Show single Session:

Custom Start / End:

Show Peak Times:

		Arm Destination						
		A	B	C	D	E	Total	% Total
Arm Origin	A	0	0	678	9987	0	10665	100.00%
	B	135	0	0	0	0	135	100.00%
	C	0	0	0	0	0	0	0.00%
	D	10640	0	1	0	3814	14455	100.00%
	E	1	0	382	3584	0	3967	100.00%
Total		10776	0	1061	13571	3814		
% Total		100.00%	0.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - Unnamed Road / C - Parrs Wood Entertainment Centre / D - (South) A34 Kingsway / E - A5145

Approach: A - (North) A34 Kingsway

TIME	A to B									A to C									A to D								
	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	8	0	0	0	0	0	0	8.0	8	184	26	5	2	5	2	2	233.3	226
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	10	0	0	0	0	0	0	10.0	10	217	26	3	2	3	1	0	258.3	252
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	9	0	0	0	0	0	0	9.0	9	249	42	9	2	4	1	0	317.3	307
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	19	2	0	0	0	0	0	21.0	21	326	32	6	1	2	0	1	373.7	368
Hourly Total	0	0	0	0	0	0	0	0	0	46	2	0	0	0	0	0	48	48	978	126	23	7	14	4	3	1183	1153
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	38	0	0	0	0	0	0	38.0	38	280	30	5	2	1	1	0	324.3	319
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	55	0	0	0	0	0	0	55.0	55	343	25	4	1	3	2	1	383.1	379
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	25	0	0	0	0	0	0	25.0	25	299	29	5	2	1	2	2	343.3	340
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	18	0	0	0	0	1	0	18.2	19	285	39	3	0	2	1	3	333.9	333
Hourly Total	0	0	0	0	0	0	0	0	0	136	0	0	0	0	1	0	136	137	1207	123	17	5	7	6	6	1385	1371
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	13	0	0	0	0	0	0	13.0	13	252	31	5	0	0	1	0	290.7	289
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	23	0	0	0	0	0	0	23.0	23	254	25	5	1	1	2	0	291.2	286
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	18	0	0	0	0	0	0	18.0	18	252	33	6	2	1	0	0	300.6	294
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	10	0	0	0	0	0	0	10.0	10	201	27	5	1	1	2	1	240.6	238
Hourly Total	0	0	0	0	0	0	0	0	0	64	0	0	0	0	0	0	64	64	959	116	21	4	3	5	1	1123	1109
Session Total	0	0	0	0	0	0	0	0	0	246	2	0	0	0	1	0	248	249	3142	365	61	16	24	15	10	3691	3633
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0	39	0	0	0	0	0	0	39.0	39	310	36	3	1	1	0	1	355.2	352
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	18	3	0	0	0	0	0	21.0	21	337	38	11	1	1	2	2	397.0	392
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	17	0	0	0	0	0	0	17.0	17	370	41	3	1	0	1	0	418.0	416
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	16	0	0	0	0	0	0	16.0	16	410	42	0	1	1	2	2	457.5	458
Hourly Total	0	0	0	0	0	0	0	0	0	90	3	0	0	0	0	0	93	93	1427	157	17	4	3	5	5	1628	1618
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	15	1	0	0	0	0	0	16.0	16	357	33	3	3	3	3	1	408.4	403
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	20	0	0	0	0	0	0	20.0	20	413	28	5	0	7	4	3	464.5	460
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	24	0	0	0	0	0	0	24.0	24	390	26	0	1	3	0	3	425.5	423
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	19	0	0	0	0	0	0	19.0	19	416	33	3	0	3	3	2	460.9	460
Hourly Total	0	0	0	0	0	0	0	0	0	78	1	0	0	0	0	0	79	79	1576	120	11	4	16	10	9	1760	1746
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	18	1	0	0	0	0	0	19.0	19	357	26	2	0	2	4	3	384.0	396
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	21	0	0	0	0	0	0	21.0	21	354	23	2	0	2	1	1	384.6	383
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	20	0	0	0	0	1	1	20.4	21	368	27	0	0	2	2	3	400.6	402
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	42	1	0	0	0	1	1	43.6	45	352	22	0	0	2	1	5	380.2	382
Hourly Total	0	0	0	0	0	0	0	0	0	191	2	0	0	0	1	2	194	196	1451	100	4	0	8	8	12	1560	1563
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	39	0	0	0	0	0	0	39.0	39	382	21	1	2	3	2	7	418.3	418
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	33	1	0	0	0	0	1	34.4	35	320	22	0	1	4	1	1	352.9	349
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	27	0	0	0	0	0	0	27.0	27	285	10	0	4	1	0	3	307.4	303
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	50	0	0	0	0	0	0	50.0	50	337	13	0	0	2	3	2	355.4	357
Hourly Total	0	0	0	0	0	0	0	0	0	149	1	0	0	0	0	1	150	151	1324	66	1	7	10	6	13	1434	1427
Session Total	0	0	0	0	0	0	0	0	0	418	7	0	0	0	1	3	426	429	6758	443	33	15	37	29	39	6382	6354

[illegible]

From A										To A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
07:00 - 07:15	192	26	5	2	5	2	2	241.3	234	227	28	12	1	5	0	0	285.3	273	
07:15 - 07:30	227	26	3	2	3	1	0	288.3	262	276	40	11	2	9	2	1	355.9	341	
07:30 - 07:45	258	42	9	2	4	1	0	326.3	316	385	41	3	1	10	4	2	454.4	446	
07:45 - 08:00	345	34	6	1	2	0	1	394.7	389	410	37	6	0	8	2	2	473.2	465	
Hourly Total	1022	128	23	7	14	4	3	1231	1201	1298	146	32	4	32	8	5	1589	1525	
08:00 - 08:15	318	30	5	2	1	1	0	362.3	357	430	40	9	1	12	0	5	519.8	505	
08:15 - 08:30	398	25	4	1	3	2	1	438.1	434	414	25	4	3	6	2	1	464.7	455	
08:30 - 08:45	324	29	5	2	1	2	2	368.3	365	367	39	5	2	13	2	1	444.9	429	
08:45 - 09:00	303	39	3	0	2	2	3	352.1	352	345	32	8	2	9	1	7	414.6	404	
Hourly Total	1343	123	17	5	7	7	6	1521	1508	1564	136	26	8	40	5	14	1544	1793	
09:00 - 09:15	265	31	5	0	0	1	0	303.7	302	277	26	6	2	11	2	0	339.0	324	
09:15 - 09:30	277	25	5	1	1	2	0	314.2	311	283	34	2	1	10	1	1	342.9	332	
09:30 - 09:45	270	33	6	2	1	0	0	318.6	312	241	37	3	3	3	1	1	296.0	289	
09:45 - 10:00	211	27	5	1	1	2	1	290.6	248	211	42	5	1	8	1	0	279.0	268	
Hourly Total	1023	116	21	4	3	5	1	1187	1173	1012	139	16	7	32	5	2	1287	1213	
Session Total	3388	367	61	16	24	16	10	3939	3882	3874	421	74	19	104	18	21	4670	4531	
15:00 - 15:15	349	36	3	1	1	0	1	394.2	391	333	33	2	0	5	0	2	379.8	375	
15:15 - 15:30	355	41	11	1	1	2	2	418.0	413	385	27	6	2	5	3	2	437.0	430	
15:30 - 15:45	387	41	3	1	0	1	0	435.0	433	342	31	0	1	7	1	1	389.9	383	
15:45 - 16:00	426	42	0	1	1	2	2	473.5	474	385	29	3	0	5	1	1	429.1	424	
Hourly Total	1517	160	17	4	3	5	5	1721	1711	1445	120	11	3	22	5	6	1636	1612	
16:00 - 16:15	372	34	3	3	3	3	1	424.4	419	333	25	1	3	5	0	1	376.8	368	
16:15 - 16:30	433	28	5	0	7	4	3	484.5	480	352	35	3	0	2	1	4	397.3	397	
16:30 - 16:45	414	26	0	1	3	0	3	449.5	447	348	29	2	0	6	0	5	394.0	390	
16:45 - 17:00	435	33	3	0	3	3	2	479.9	479	348	48	2	2	9	2	2	422.8	413	
Hourly Total	1654	121	11	4	16	10	9	1839	1825	1381	137	8	5	22	3	12	1592	1568	
17:00 - 17:15	375	29	2	0	2	4	3	413.0	415	297	37	3	0	4	2	3	348.1	346	
17:15 - 17:30	375	23	2	0	2	1	1	405.6	404	342	30	3	1	5	1	0	389.0	382	
17:30 - 17:45	388	27	0	0	2	2	4	421.0	423	339	27	2	1	2	0	1	375.7	372	
17:45 - 18:00	394	23	0	0	2	2	6	423.8	427	324	25	2	2	5	1	2	367.6	361	
Hourly Total	1532	102	4	0	8	9	14	1664	1669	1302	119	10	4	16	4	6	1480	1461	
18:00 - 18:15	421	21	1	2	3	2	7	457.3	457	336	24	0	0	2	0	3	365.2	365	
18:15 - 18:30	353	23	0	1	4	1	2	387.3	384	443	20	0	1	6	2	1	478.1	473	
18:30 - 18:45	312	10	0	4	1	0	3	334.4	330	356	24	0	0	2	1	0	364.2	363	
18:45 - 19:00	387	13	0	0	2	3	2	405.4	407	354	20	0	0	4	1	4	383.8	383	
Hourly Total	1473	67	1	7	10	6	14	1585	1578	1489	88	0	1	14	4	8	1611	1604	
Session Total	6176	450	33	15	37	30	42	6809	6783	5617	464	29	13	74	16	32	6319	6245	

B to A									B to B								
CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
0	0	0	0	4	0	0	8.0	4	0	0	0	0	0	0	0	0.0	0
1	0	0	0	6	0	0	13.0	7	0	0	0	0	0	0	0	0.0	0
0	0	0	0	8	0	0	16.0	8	0	0	0	0	0	0	0	0.0	0
0	0	0	0	5	0	0	10.0	5	0	0	0	0	0	0	0	0.0	0
1	0	0	0	23	0	0	47	24	0	0	0	0	0	0	0	0	0
1	0	0	0	5	0	0	11.0	6	0	0	0	0	0	0	0	0.0	0
1	0	0	0	4	0	0	9.0	5	0	0	0	0	0	0	0	0.0	0
0	0	0	0	6	0	0	12.0	6	0	0	0	0	0	0	0	0.0	0
2	0	0	0	4	0	0	10.0	6	0	0	0	0	0	0	0	0.0	0
4	0	0	0	19	0	0	42	23	0	0	0	0	0	0	0	0	0
2	0	0	0	4	0	0	10.0	6	0	0	0	0	0	0	0	0.0	0
0	0	0	0	5	0	0	10.0	5	0	0	0	0	0	0	0	0.0	0
2	0	0	0	3	0	0	8.0	5	0	0	0	0	0	0	0	0.0	0
2	0	0	0	5	0	0	12.0	7	0	0	0	0	0	0	0	0.0	0
6	0	0	0	17	0	0	40	23	0	0	0	0	0	0	0	0	0
11	0	0	0	59	0	0	129	70	0	0	0	0	0	0	0	0	0
2	0	0	0	2	0	0	6.0	4	0	0	0	0	0	0	0	0.0	0
0	0	0	0	2	0	0	4.0	2	0	0	0	0	0	0	0	0.0	0
2	0	0	0	4	0	0	10.0	6	0	0	0	0	0	0	0	0.0	0
2	0	0	0	4	0	0	10.0	6	0	0	0	0	0	0	0	0.0	0
6	0	0	0	12	0	0	30	18	0	0	0	0	0	0	0	0	0
0	0	0	0	4	0	0	8.0	4	0	0	0	0	0	0	0	0.0	0
0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
3	0	0	0	5	0	0	13.0	8	0	0	0	0	0	0	0	0.0	0
1	0	0	0	6	0	0	13.0	7	0	0	0	0	0	0	0	0.0	0
4	0	0	0	15	0	0	34	19	0	0	0	0	0	0	0	0	0
0	0	0	0	3	0	0	6.0	3	0	0	0	0	0	0	0	0.0	0
0	0	0	0	4	0	0	8.0	4	0	0	0	0	0	0	0	0.0	0
0	0	0	0	1	0	0	2.0	1	0	0	0	0	0	0	0	0.0	0
2	0	0	0	3	0	0	8.0	5	0	0	0	0	0	0	0	0.0	0
2	0	0	0	11	0	0	24	13	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	2.0	1	0	0	0	0	0	0	0	0.0	0
1	0	0	0	5	0	0	11.0	6	0	0	0	0	0	0	0	0.0	0
1	0	0	0	2	0	0	5.0	3	0	0	0	0	0	0	0	0.0	0
1	0	0	0	4	0	0	9.0	5	0	0	0	0	0	0	0	0.0	0
3	0	0	0	12	0	0	27	15	0	0	0	0	0	0	0	0	0
15	0	0	0	50	0	0	115	65	0	0	0	0	0	0	0	0	0

From B										To B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
07:00 - 07:15	0	0	0	0	4	0	0	8.6	4	0	0	0	0	0	0	0	0.0	0	
07:15 - 07:30	1	0	0	0	6	0	0	13.0	7	0	0	0	0	0	0	0	0.0	0	
07:30 - 07:45	0	0	0	0	8	0	0	16.0	8	0	0	0	0	0	0	0	0.0	0	
07:45 - 08:00	0	0	0	0	5	0	0	10.0	5	0	0	0	0	0	0	0	0.0	0	
Hourly Total	1	0	0	0	23	0	0	47	24	0	0	0	0	0	0	0	0	0	
08:00 - 08:15	1	0	0	0	5	0	0	11.0	6	0	0	0	0	0	0	0	0.0	0	
08:15 - 08:30	1	0	0	0	4	0	0	9.0	5	0	0	0	0	0	0	0	0.0	0	
08:30 - 08:45	0	0	0	0	6	0	0	12.0	6	0	0	0	0	0	0	0	0.0	0	
08:45 - 09:00	2	0	0	0	4	0	0	10.0	6	0	0	0	0	0	0	0	0.0	0	
Hourly Total	4	0	0	0	19	0	0	42	23	0	0	0	0	0	0	0	0	0	
09:00 - 09:15	2	0	0	0	4	0	0	10.0	6	0	0	0	0	0	0	0	0.0	0	
09:15 - 09:30	0	0	0	0	5	0	0	10.0	5	0	0	0	0	0	0	0	0.0	0	
09:30 - 09:45	0	0	0	0	3	0	0	8.0	5	0	0	0	0	0	0	0	0.0	0	
09:45 - 10:00	2	0	0	0	5	0	0	12.0	7	0	0	0	0	0	0	0	0.0	0	
Hourly Total	6	0	0	0	17	0	0	40	23	0	0	0	0	0	0	0	0	0	
Session Total	11	0	0	0	59	0	0	129	70	0	0	0	0	0	0	0	0	0	
15:00 - 15:15	2	0	0	0	2	0	0	8.0	4	0	0	0	0	0	0	0	0.0	0	
15:15 - 15:30	0	0	0	0	2	0	0	4.0	2	0	0	0	0	0	0	0	0.0	0	
15:30 - 15:45	2	0	0	0	4	0	0	10.0	6	0	0	0	0	0	0	0	0.0	0	
15:45 - 16:00	2	0	0	0	4	0	0	10.0	6	0	0	0	0	0	0	0	0.0	0	
Hourly Total	6	0	0	0	12	0	0	30	16	0	0	0	0	0	0	0	0	0	
16:00 - 16:15	0	0	0	0	4	0	0	8.0	4	0	0	0	0	0	0	0	0.0	0	
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	
16:30 - 16:45	3	0	0	0	5	0	0	13.0	8	0	0	0	0	0	0	0	0.0	0	
16:45 - 17:00	1	0	0	0	6	0	0	13.0	7	0	0	0	0	0	0	0	0.0	0	
Hourly Total	4	0	0	0	15	0	0	34	19	0	0	0	0	0	0	0	0	0	
17:00 - 17:15	0	0	0	0	3	0	0	6.0	3	0	0	0	0	0	0	0	0.0	0	
17:15 - 17:30	0	0	0	0	4	0	0	8.0	4	0	0	0	0	0	0	0	0.0	0	
17:30 - 17:45	0	0	0	0	1	0	0	2.0	1	0	0	0	0	0	0	0	0.0	0	
17:45 - 18:00	2	0	0	0	3	0	0	8.0	5	0	0	0	0	0	0	0	0.0	0	
Hourly Total	2	0	0	0	11	0	0	24	13	0	0	0	0	0	0	0	0	0	
18:00 - 18:15	0	0	0	0	1	0	0	2.0	1	0	0	0	0	0	0	0	0.0	0	
18:15 - 18:30	1	0	0	0	5	0	0	11.0	6	0	0	0	0	0	0	0	0.0	0	
18:30 - 18:45	1	0	0	0	2	0	0	5.0	3	0	0	0	0	0	0	0	0.0	0	
18:45 - 19:00	1	0	0	0	4	0	0	9.0	5	0	0	0	0	0	0	0	0.0	0	
Hourly Total	3	0	0	0	12	0	0	27	15	0	0	0	0	0	0	0	0	0	
Session Total	15	0	0	0	59	0	0	115	65	0	0	0	0	0	0	0	0	0	

[illegible]

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	11	0	0	0	0	0	0	11	
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	16	0	0	0	0	1	0	16.2	17
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	11	0	0	0	0	1	0	11.2	12
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0	24	2	0	0	0	0	0	26.0	26
Hourly Total	0	0	0	0	0	0	0	0	0	62	2	0	0	0	2	0	64	66
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	60	0	0	0	0	1	0	60.2	61
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	81	1	0	0	0	0	0	82.0	82
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	48	0	0	0	0	2	0	48.4	50
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	29	0	0	0	0	1	0	29.2	30
Hourly Total	0	0	0	0	0	0	0	0	0	218	1	0	0	0	4	0	220	223
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	27	0	0	0	0	3	0	27.6	30
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	34	0	0	0	0	0	0	34.0	34
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	31	1	0	0	0	0	0	32.0	32
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	20	1	0	0	0	0	0	21.0	21
Hourly Total	0	0	0	0	0	0	0	0	0	112	2	0	0	0	3	0	115	117
Session Total	0	0	0	0	0	0	0	0	0	392	5	0	0	0	9	0	399	406
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0	59	0	0	0	0	0	0	59.0	59
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	24	4	0	0	0	1	0	28.2	29
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	23	0	0	0	0	0	0	23.0	23
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	22	0	0	0	0	0	0	22.0	22
Hourly Total	0	0	0	0	0	0	0	0	0	128	4	0	0	0	1	0	132	133
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	26	1	0	0	0	0	0	27.0	27
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	23	0	0	0	0	1	0	23.2	24
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	33	0	0	0	0	1	0	33.2	34
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	33	0	0	0	0	0	0	33.0	33
Hourly Total	0	0	0	0	0	0	0	0	0	115	1	0	0	0	2	0	116	118
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	32	1	0	0	0	0	0	33.0	33
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	30	0	0	0	0	0	0	30.0	30
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	35	0	0	0	0	0	1	35.4	36
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	57	2	0	0	0	1	1	59.6	61
Hourly Total	0	0	0	0	0	0	0	0	0	154	3	0	0	0	1	2	158	160
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	68	0	0	0	0	0	0	68.0	68
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	56	1	0	0	0	0	1	57.4	58
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	40	0	0	0	0	0	2	40.8	42
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	74	1	0	0	0	1	0	75.2	76
Hourly Total	0	0	0	0	0	0	0	0	0	238	2	0	0	0	1	3	241	244
Session Total	0	0	0	0	0	0	0	0	0	635	10	0	0	0	5	5	647	655

[illegible]

From D										To D									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
07:00 - 07:15	285	34	15	2	4	5	3	356.3	348	229	30	6	2	5	6	2	284.6	280	
07:15 - 07:30	353	48	12	3	8	6	1	443.5	431	271	29	6	2	3	4	0	320.4	315	
07:30 - 07:45	501	55	6	1	7	13	2	584.7	585	336	47	10	2	6	4	1	415.8	406	
07:45 - 08:00	548	50	7	0	6	10	2	623.3	623	441	37	8	1	3	5	3	500.5	498	
Hourly Total	1687	187	40	6	25	34	8	2008	1987	1277	143	30	7	17	19	6	1521	1499	
08:00 - 08:15	602	56	12	1	7	11	6	696.9	695	403	40	6	2	3	6	0	463.8	460	
08:15 - 08:30	576	36	6	3	6	9	2	642.5	638	481	31	4	1	3	5	2	528.1	527	
08:30 - 08:45	496	50	7	2	8	7	2	579.3	572	422	32	5	2	1	5	3	470.3	470	
08:45 - 09:00	485	52	10	2	7	6	7	574.6	569	381	45	5	0	4	6	3	443.9	444	
Hourly Total	2159	194	35	8	28	33	17	2494	2474	1687	148	20	5	11	22	8	1906	1901	
09:00 - 09:15	376	39	6	2	9	4	1	447.8	437	363	35	5	0	2	3	0	410.1	408	
09:15 - 09:30	381	48	4	1	5	6	2	449.3	447	337	32	5	1	1	6	0	382.0	382	
09:30 - 09:45	332	49	4	4	0	3	1	397.2	393	322	38	6	2	1	0	0	375.6	369	
09:45 - 10:00	305	52	8	1	5	4	0	382.1	375	289	40	5	1	1	2	3	342.4	341	
Hourly Total	1394	188	22	8	19	17	4	1676	1652	1311	145	21	4	5	11	3	1510	1500	
Session Total	5240	569	97	22	72	84	29	6178	6113	4275	436	71	16	33	52	17	4937	4900	
15:00 - 15:15	448	40	2	1	3	2	3	500.9	499	448	47	3	1	3	0	1	508.2	503	
15:15 - 15:30	496	34	7	2	5	7	2	557.3	553	478	52	14	1	1	3	3	557.1	552	
15:30 - 15:45	452	36	3	1	4	5	2	504.6	503	535	51	7	1	0	7	1	600.6	602	
15:45 - 16:00	516	41	3	0	4	4	1	570.7	569	532	51	1	1	1	6	3	591.2	596	
Hourly Total	1912	151	15	4	16	19	8	2134	2124	1993	201	25	4	5	16	8	2257	2252	
16:00 - 16:15	454	35	1	3	2	2	1	502.2	498	486	42	5	4	3	9	3	553.7	552	
16:15 - 16:30	478	46	3	0	3	7	6	538.3	543	563	37	6	0	9	7	3	629.6	625	
16:30 - 16:45	474	37	2	0	2	4	5	520.8	524	548	40	0	1	4	4	3	600.3	600	
16:45 - 17:00	460	53	2	2	4	9	2	531.2	532	532	41	3	0	3	11	2	586.5	592	
Hourly Total	1866	171	8	5	11	22	14	2093	2097	2129	160	14	5	19	31	11	2370	2369	
17:00 - 17:15	385	42	3	0	1	6	3	436.9	441	461	34	2	0	2	8	4	525.2	531	
17:15 - 17:30	439	36	3	1	3	2	1	486.8	485	503	30	2	0	2	5	1	541.4	543	
17:30 - 17:45	453	33	2	1	3	3	2	485.7	497	489	31	0	0	2	9	4	527.4	535	
17:45 - 18:00	447	32	2	4	3	1	4	499.0	493	476	31	1	0	3	13	6	521.5	532	
Hourly Total	1725	143	10	6	10	12	10	1923	1916	1951	126	5	0	9	35	15	2116	2141	
18:00 - 18:15	454	39	1	1	1	0	4	490.4	490	511	25	1	2	3	8	7	593.5	597	
18:15 - 18:30	604	25	0	1	1	3	4	635.5	638	429	25	1	1	4	8	1	467.8	469	
18:30 - 18:45	503	29	0	1	1	3	1	537.3	538	391	17	0	4	1	5	3	421.4	421	
18:45 - 19:00	500	24	0	0	3	7	5	533.4	539	433	18	0	0	2	5	4	487.6	482	
Hourly Total	2061	107	1	3	6	13	14	2198	2205	1764	85	2	7	10	26	15	1899	1909	
Session Total	7564	572	34	18	43	65	46	8348	8342	7837	572	46	16	43	108	49	8642	8671	



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - Unnamed Road / C - Parrs Wood Entertainment Centre / D - (South) A34 Kingsway / E - A5145

Approach: E - A5145

E to A										E to B								E to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	6	0	0	0	0	1	0	6.2	7
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	1	0	2.2	3
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0	5	0	0	0	0	0	0	5.0	5
Hourly Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	16	0	0	0	0	2	0	16	18
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	22	0	0	0	0	1	0	22.2	23
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	26	1	0	0	0	0	0	27.0	27
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	23	0	0	0	0	2	0	23.4	25
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	11	0	0	0	0	0	0	11.0	11
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	1	0	0	0	3	0	84	86
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	14	0	0	0	0	3	0	14.6	17
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	11	0	0	0	0	0	0	11.0	11
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	13	1	0	0	0	0	0	14.0	14
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	10	1	0	0	0	0	0	11.0	11
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	2	0	0	0	3	0	51	53
Session Total	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	146	3	0	0	0	8	0	151	157
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	20	0	0	0	0	0	0	20.0	20
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	6	1	0	0	0	1	0	7.2	8
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	6	0	0	0	0	0	0	6.0	6
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	6	0	0	0	0	0	0	6.0	6
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	0	0	39	40
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	11	0	0	0	0	0	0	11.0	11
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	1	0	3.2	4
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	9	0	0	0	0	1	0	9.2	10
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	14	0	0	0	0	0	0	14.0	14
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	2	0	37	39
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	14	0	0	0	0	0	0	14.0	14
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	9	0	0	0	0	0	0	9.0	9
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	15	0	0	0	0	0	0	15.0	15
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	15	1	0	0	0	0	0	16.0	16
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	1	0	0	0	0	0	54	54
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	29	0	0	0	0	0	0	29.0	29
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	23	0	0	0	0	0	0	23.0	23
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	13	0	0	0	0	0	2	13.8	15
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0	23	1	0	0	0	1	0	24.2	25
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	1	0	0	0	1	2	90	92
Session Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	216	3	0	0	0	4	2	220	225

E to D									E to E								
CAR	LGV	OGV1	OGV2	BUS	P1CYCLE	M1CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P1CYCLE	M1CYCLE	PCU	TOTAL
45	4	1	0	0	4	0	51.3	54	0	0	0	0	0	0	0	0.0	0
54	3	3	0	0	3	0	62.1	63	0	0	0	0	0	0	0	0.0	0
87	5	1	0	2	3	1	98.6	99	0	0	0	0	0	0	0	0.0	0
115	5	2	0	1	5	2	126.8	130	0	0	0	0	0	0	0	0.0	0
301	17	7	0	3	15	3	339	346	0	0	0	0	0	0	0	0.0	0
123	10	1	0	2	5	0	139.5	141	0	0	0	0	0	0	0	0.0	0
138	6	0	0	0	3	1	145.0	148	0	0	0	0	0	0	0	0.0	0
123	3	0	0	0	3	1	127.0	130	0	0	0	0	0	0	0	0.0	0
96	6	2	0	2	5	0	110.0	111	0	0	0	0	0	0	0	0.0	0
480	25	3	0	4	16	2	522	530	0	0	0	0	0	0	0	0.0	0
111	4	0	0	2	2	0	119.4	119	0	0	0	0	0	0	0	0.0	0
83	7	0	0	0	4	0	90.8	94	0	0	0	0	0	0	0	0.0	0
70	5	0	0	0	0	0	75.0	75	0	0	0	0	0	0	0	0.0	0
85	13	0	0	0	0	2	191.8	193	0	0	0	0	0	0	0	0.0	0
352	29	0	0	2	6	2	387	391	0	0	0	0	0	0	0	0.0	0
1133	71	10	0	9	37	7	1248	1267	0	0	0	0	0	0	0	0.0	0
138	11	0	0	2	0	0	153.0	151	0	0	0	0	0	0	0	0.0	0
141	14	3	0	0	1	1	160.1	160	0	0	0	0	0	0	0	0.0	0
165	10	4	0	0	6	1	182.6	186	0	0	0	0	0	0	0	0.0	0
122	9	1	0	0	4	1	133.7	137	0	0	0	0	0	0	0	0.0	0
566	44	8	0	2	11	3	629	634	0	0	0	0	0	0	0	0.0	0
129	9	2	1	0	6	2	145.3	149	0	0	0	0	0	0	0	0.0	0
150	9	1	0	2	3	0	165.1	165	0	0	0	0	0	0	0	0.0	0
158	14	0	0	1	4	0	174.8	177	0	0	0	0	0	0	0	0.0	0
116	8	0	0	0	8	0	125.6	132	0	0	0	0	0	0	0	0.0	0
553	40	3	1	3	21	2	611	623	0	0	0	0	0	0	0	0.0	0
124	6	0	0	0	4	1	131.2	135	0	0	0	0	0	0	0	0.0	0
149	7	0	0	0	4	0	166.8	160	0	0	0	0	0	0	0	0.0	0
121	4	0	0	0	7	1	126.8	133	0	0	0	0	0	0	0	0.0	0
126	9	1	0	1	12	1	141.3	150	0	0	0	0	0	0	0	0.0	0
529	26	1	0	1	27	3	556	578	0	0	0	0	0	0	0	0.0	0
129	4	0	0	0	6	0	134.2	139	0	0	0	0	0	0	0	0.0	0
109	3	1	0	0	7	0	114.9	120	0	0	0	0	0	0	0	0.0	0
106	7	0	0	0	5	0	114.0	118	0	0	0	0	0	0	0	0.0	0
96	5	0	0	0	2	2	102.2	105	0	0	0	0	0	0	0	0.0	0
440	19	1	0	0	20	2	466	482	0	0	0	0	0	0	0	0.0	0
2079	129	13	1	6	79	10	2262	2317	0	0	0	0	0	0	0	0.0	0

From E										To E									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
07:00 - 07:15	48	4	1	0	0	4	0	54.3	57	58	6	3		3	5	3	79.0	79	
07:15 - 07:30	60	3	3	0	0	4	0	68.3	70	78	8	1	1	5	4	0	100.6	97	
07:30 - 07:45	89	5	1	0	2	4	1	100.7	102	116	14	3	0	5	9	0	146.3	147	
07:45 - 08:00	121	5	2	0	1	5	2	132.8	136	139	13	1	0	3	8	0	161.1	164	
Hourly Total	318	17	7	0	3	17	3	356	365	391	41	8	2	16	26	3	487	487	
08:00 - 08:15	145	10	1	0	2	6	0	161.7	164	165	16	3	0	0	11	1	188.1	196	
08:15 - 08:30	164	7	0	0	0	3	1	172.0	175	163	11	2	0	4	7	1	186.8	188	
08:30 - 08:45	146	3	0	0	0	5	1	160.4	155	129	11	2	0	1	5	1	146.4	149	
08:45 - 09:00	107	6	2	0	2	5	0	121.0	122	142	20	2	0	2	5	0	170.0	171	
Hourly Total	562	26	3	0	4	19	2	606	616	599	58	9	0	7	28	3	692	704	
09:00 - 09:15	125	4	0	0	2	5	0	134.0	136	101	13	0	0	2	2	1	118.8	119	
09:15 - 09:30	94	7	0	0	0	4	0	101.8	105	98	14	2	0	0	5	1	116.4	120	
09:30 - 09:45	83	6	0	0	0	0	0	89.0	89	93	12	1	1	0	2	0	109.2	109	
09:45 - 10:00	98	14	0	0	0	0	2	112.8	114	96	10	3	0	2	3	0	115.1	114	
Hourly Total	400	31	0	0	2	9	2	438	444	388	49	6	1	4	12	2	459	462	
Session Total	1280	74	10	0	9	45	7	1400	1425	1378	148	23	3	27	66	8	1638	1653	
15:00 - 15:15	158	11	0	0	2	0	0	173.0	171	117	7	0	1	0	2	1	127.1	128	
15:15 - 15:30	147	15	3	0	0	2	1	167.3	168	111	7	1	0	2	4	0	124.3	125	
15:30 - 15:45	171	10	4	0	0	6	1	186.6	192	112	5	3	0	1	4	1	124.7	126	
15:45 - 16:00	128	9	1	0	0	4	1	139.7	143	133	12	0	0	3	3	0	151.6	151	
Hourly Total	604	45	8	0	2	12	3	668	674	473	31	4	1	6	13	2	528	530	
16:00 - 16:15	140	9	2	1	0	6	2	156.3	160	121	10	0	0	1	2	0	133.4	134	
16:15 - 16:30	153	9	1	0	2	4	0	168.3	169	126	11	0	0	1	6	2	141.0	146	
16:30 - 16:45	167	14	0	0	1	5	0	184.0	187	129	8	0	0	1	4	0	139.8	142	
16:45 - 17:00	130	8	0	0	0	8	0	139.6	146	113	5	0	0	1	7	0	121.4	126	
Hourly Total	590	40	3	1	3	23	2	649	662	489	34	0	0	4	19	2	536	548	
17:00 - 17:15	138	6	0	0	0	4	1	145.2	149	89	5	0	0	0	4	0	94.8	96	
17:15 - 17:30	158	7	0	0	0	4	0	165.8	169	97	6	0	0	2	1	1	107.6	107	
17:30 - 17:45	136	4	0	0	0	7	1	141.8	148	114	6	0	0	2	3	1	125.0	126	
17:45 - 18:00	141	10	1	0	1	12	1	157.3	166	125	7	0	2	1	0	2	139.4	137	
Hourly Total	573	27	1	0	1	27	3	610	632	425	24	0	2	5	8	4	468	468	
18:00 - 18:15	158	4	0	0	0	6	0	163.2	168	118	5	1	1	0	0	1	127.2	126	
18:15 - 18:30	132	3	1	0	0	7	0	137.9	143	162	5	0	0	0	1	3	166.4	171	
18:30 - 18:45	119	7	0	0	0	5	2	127.8	133	148	5	0	1	1	2	1	156.1	158	
18:45 - 19:00	119	6	0	0	0	3	2	126.4	130	146	4	0	0	3	6	1	157.6	160	
Hourly Total	528	20	1	0	0	21	4	556	574	574	19	1	2	4	9	6	612	615	
Session Total	2295	132	13	1	6	83	12	2483	2542	1961	108	6	5	19	49	14	2144	2161	



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021
Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - Unnamed Road / C - Parris Wood Entertainment Centre / D - (South) A34 Kingsway / E - A5145

Signal Change HHMMSS	A - (North) A34 Kingsway			B - Unnamed Road		C - Pairs Wood Entertainment Centre		Signal Change HHMMSS	D - (South) A34 Kingsway			E - A9145				
	Lane 1	Lane 2	Lane 3	Signal Change HHMMSS	Lane 1	Signal Change HHMMSS	Lane 1		Lane 2	Lane 3	Signal Change HHMMSS	Lane 1	Lane 2	Lane 3		
07:00:39	0	3	3	7:05:13	2			9:51:24	5	7:00:40	0	1	7:00:13	0	3	1
07:01:47	2	3	2	7:15:05	2			15:10:10	1	7:01:48	1	1	7:01:22	0	2	0
07:03:00	1	3	2	7:23:57	1			15:18:50	4	7:03:00	2	4	7:02:31	1	0	1
07:04:14	3	2	0	7:31:44	2			15:20:38	5	7:04:15	2	2	7:03:48	0	3	1
07:05:30	4	5	2	7:39:20	4			15:24:16	3	7:05:31	3	2	7:05:00	0	6	2
07:06:48	0	2	0	7:46:57	2			15:32:37	5	7:06:48	0	0	7:06:22	1	2	3
07:08:06	0	1	2	7:49:50	2			16:13:01	1	7:08:06	0	0	7:07:38	1	2	1
07:09:17	0	1	2	7:51:07	2			16:18:08	5	7:09:19	0	1	7:08:52	0	0	1
07:10:25	0	4	2	7:56:12	2			18:50:11	2	7:10:25	0	0	7:10:02	0	2	0
07:11:34	1	4	1	7:58:01	2					7:11:36	0	2	7:11:09	0	2	0
07:12:50	0	6	4	7:59:49	2					7:12:51	0	2	7:12:25	0	0	0
07:14:03	2	6	2	8:06:46	2					7:14:03	1	2	7:13:35	0	3	1
07:15:16	2	8	1	8:10:20	2					7:15:16	4	3	7:14:49	0	2	2
07:16:35	3	2	0	8:14:17	2					7:16:36	1	2	7:16:04	0	1	0
07:17:58	1	6	4	8:15:40	2					7:17:59	1	2	7:17:31	0	6	3
07:19:17	4	2	0	8:18:58	2					7:19:17	1	1	7:18:46	0	2	1
07:20:37	2	3	2	8:20:41	1					7:20:37	1	0	7:20:12	0	2	5
07:21:47	1	3	4	8:24:11	2					7:21:48	0	0	7:21:20	0	3	2
07:22:57	1	2	2	8:30:57	2					7:22:58	1	1	7:22:29	0	1	1
07:24:19	2	4	0	8:32:39	4					7:24:19	0	0	7:23:53	2	1	3
07:25:42	1	3	2	8:36:04	2					7:25:43	0	3	7:25:13	1	2	1
07:27:07	4	2	1	8:41:16	2					7:27:09	2	3	7:26:42	1	1	1
07:28:49	0	4	2	8:44:44	2					7:28:50	6	9	7:28:13	2	6	3
07:30:28	0	4	0	8:48:15	2					7:30:28	4	4	7:29:50	1	7	4
07:32:06	3	5	5	8:49:55	1					7:32:07	1	2	7:31:33	0	5	3
07:33:58	8	1	1	8:51:40	2					7:33:59	4	10	7:33:17	0	3	3
07:35:45	3	3	3	8:55:14	1					7:35:45	6	8	7:35:09	0	6	7
07:37:35	1	6	3	8:58:49	2					7:37:36	6	12	7:36:54	0	4	5
07:39:22	5	6	4	9:04:11	3					7:39:24	2	9	7:38:42	0	6	1
07:41:02	5	4	1	9:05:57	2					7:41:03	5	8	7:40:26	0	4	6
07:42:50	2	6	4	9:09:18	2					7:42:50	4	9	7:42:09	0	8	4
07:44:34	5	6	2	9:14:25	1					7:44:34	2	10	7:43:55	1	8	7
07:46:18	4	6	2	9:17:57	2					7:46:19	3	10	7:45:39	0	9	4
07:48:06	5	7	3	9:19:48	2					7:48:07	4	11	7:47:25	2	8	3
07:49:51	4	3	2	9:24:37	4					7:49:51	4	7	7:48:19	0	8	3
07:51:32	3	4	2	9:29:26	2					7:51:33	2	7	7:50:56	1	11	5
07:53:17	3	5	2	9:31:34	1					7:53:17	0	7	7:52:45	0	10	7
07:54:57	4	4	3	9:34:20	2					7:54:57	0	4	7:54:26	0	7	4
07:56:42	5	6	3	9:37:34	4					7:56:42	3	12	7:55:58	0	10	7
07:58:28	2	7	5	9:45:09	4					7:58:28	6	10	7:57:53	0	5	5
08:00:15	3	7	4	9:52:16	1					8:00:16	2	8	7:59:37	0	13	11
08:02:00	4	3	2	9:56:15	2					8:02:00	3	8	8:01:28	2	11	6
08:03:44	5	2	1	9:57:14	2					8:03:45	2	7	8:03:23	1	11	1
08:05:31	4	2	2	10:00:47	3					8:05:31	2	3	8:04:52	3	8	8
08:07:19	7	4	2	10:05:53	1					8:07:20	10	11	8:06:42	0	5	6
08:09:09	3	6	2	10:21:47	4					8:09:10	6	10	8:08:27	2	4	5
08:10:48	1	6	4	10:35:39	2					8:10:49	4	5	8:10:14	1	10	10
08:12:35	3	5	1	10:40:47	1					8:12:36	2	5	8:12:04	1	10	3
08:14:24	3	6	1	10:42:36	2					8:14:25	2	7	8:13:56	3	11	8
08:16:05	8	4	2	10:46:11	3					8:16:07	2	2	8:15:37	1	12	4
08:17:49	3	4	3	10:47:51	1					8:17:50	1	8	8:17:19	4	8	5
08:19:38	8	3	1	10:50:11	2					8:19:39	2	3	8:19:52	2	8	5
08:21:13	5	4	1	10:55:19	2					8:21:13	5	9	8:20:36	1	12	11
08:22:57	3	5	2	10:42:20	1					8:22:58	3	9	8:22:20	1	8	5
08:24:39	5	5	1	10:44:06	4					8:24:40	0	11	8:24:01	3	8	5
08:26:19	2	3	3	10:47:28	2					8:26:21	3	6	8:25:47	1	8	4
08:28:00	3	4	3	10:51:12	1					8:28:00	1	9	8:27:30	2	7	5
08:29:42	5	3	3	10:54:42	2					8:29:43	2	6	8:29:08	2	2	5
08:31:17	5	6	2	17:10:41	2					8:31:18	12	10	8:30:50	1	4	7
08:33:06	2	6	4	17:15:39	2					8:33:08	3	4	8:32:31	4	4	3
08:34:50	3	8	3	17:17:14	1					8:34:52	0	11	8:34:17	1	4	6
08:36:33	4	5	1	17:19:09	2					8:36:34	2	5	8:35:58	2	3	4
08:38:17	2	0	1	17:29:16	2					8:38:18	3	11	8:37:43	2	12	5
08:40:02	3	2	2	17:50:12	2					8:40:04	3	5	8:39:25	2	6	5
08:41:44	3	2	2	17:53:46	1					8:41:45	1	4	8:41:11	0	12	11
08:43:29	2	3	0	17:57:15	3					8:43:29	4	10	8:42:54	0	10	4
08:45:13	5	3	1	18:07:45	2					8:45:14	4	10	8:44:36	0	13	12
08:46:58	5	3	1	18:18:28	2					8:46:59	2	9	8:46:23	0	9	8
08:48:42	3	2	1	18:21:37	2					8:48:43	0	8	8:48:09	2	7	8
08:50:25	4	4	2	18:25:10	4					8:50:27	4	4	8:49:51	0	6	8
08:52:05	2	3	2	18:33:57	2					8:52:05	1	9	8:51:34	1	5	7
08:53:50	3	3	1	18:35:20	1					8:53:51	0	7	8:53:23	1	4	3
08:55:43	3	1	2	18:43:56	2					8:55:44	3	10	8:55:13	0	8	7
08:57:24	4	5	3	18:52:36	1					8:57:25	0	3	8:56:57	0	6	6
08:59:16	5	5	3	18:54:27	2					8:59:17	2	7	8:58:43	4	7	2
09:01:04	2	6	2	18:57:53	4					9:01:05	3	8	9:00:32	4	9	5
09:02:50	4	4	2	18:59:46	2					9:02:51	0	6	9:02:19	0	10	9
09:04:35	3	4	1							9:04:37	0	7	9:04:06	1	6	11
09:06:20	5	6	1							9:06:21	1	5	9:05:46	1	4	7
09:08:04	1	5	4							9:08:05	3	10	9:07:22	2	4	3
09:09:54	3	6	5							9:09:55	4	8	9:09:11	2	4	5
09:11:39	5	8	2							9:11:40	2	9	9:10:58	1	6	1
09:13:14	4	7	2							9:13:14	2	1	9:12:36	3	1	1
09:15:03	6	5	2							9:15:04	3	3	9:14:25	1	5	5
09:16:48	5	4	1							9:16:50	4	8	9:16:06	1	4	4
09:18:29	2	3	3							9:18:30	3	7	9:17:50	0	5	2
09:20:17	6	6	2							9:20:17	0	6	9:19:45	2	0	0
09:21:57	7	2	1							9:21:57	7	6	9:21:20	1	3	3
09:23:29	6	3	1							9:23:30	1	3	9:23:00	0	3	2
09:25:05	3	5	1							9:25:05	0	5	9:24:30	1	5	4
09:26:40	5	5	2							9:26:40	6	6	9:26:10	3	4	5
09:28:16	7	3	2							9:28:17	2	4	9:27:46	0	4	2
09:29:52	4	6	0							9:29:53	2	5	9:29:20	0	2	4
09:31:37	5	6	2							9:31:38	3	5	9:30:57	2	2	3
09:33:16	4	2	1							9:33:17	2	4	9:32:40	2	3	2
09:34:50	5	7	3							9:34:51	1	4	9:34:18	2	2	1
09:36:31	3	8	2							9:36:32	1	6	9:35:54	0	3	3
09:38:06	5	5	4							9:38:08	4	5	9:37:28	2	4	2
09:39:42	6	4	4							9:39:43	2	2	9:38:58	1	3	4
09:41:14	3</															



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetsweeper Services Ltd.

Junction: A - (North) A34 Kingsway / B - Unnamed Road / C - Parrs Wood Entertainment Centre / D - (South) A34 Kingsway / E - A5145

Signal Change HH-MM-SS	A - (North) A34 Kingsway			Signal Change HH-MM-SS	B - Unnamed Road		C - Parrs Wood Entertainment Centre		Signal Change HH-MM-SS	D - (South) A34 Kingsway			E - A5145			
	Lane 1	Lane 2	Lane 3		Lane 1	Lane 1	Lane 2	Lane 1		Lane 2	Lane 3	Signal Change HH-MM-SS	Lane 1	Lane 2	Lane 3	
15:11:39	7	8	3							15:11:41	5	10	15:10:50	0	1	3
15:13:23	6	12	4							15:13:25	8	9	15:12:38	2	7	5
15:15:11	7	6	6							15:15:12	6	9	15:14:26	1	8	8
15:16:59	3	8	5							15:17:01	6	8	15:16:17	1	13	13
15:18:47	6	8	8							15:18:48	4	10	15:18:02	2	9	14
15:20:35	5	9	8							15:20:37	7	11	15:19:50	0	8	7
15:22:23	4	4	6							15:22:24	12	11	15:21:39	0	12	6
15:24:07	6	8	8							15:24:09	10	11	15:23:18	0	8	7
15:25:46	4	10	4							15:25:48	7	8	15:25:05	0	11	10
15:27:38	5	8	1							15:27:40	6	11	15:26:51	0	5	4
15:29:23	3	5	3							15:29:23	7	12	15:28:39	2	11	10
15:31:05	3	11	6							15:31:05	3	10	15:30:18	0	12	5
15:32:48	7	6	6							15:32:49	2	6	15:32:09	0	6	7
15:34:31	7	11	7							15:34:31	3	9	15:33:52	0	9	6
15:36:14	11	9	5							15:36:16	4	9	15:35:34	1	9	11
15:37:54	4	3	3							15:37:54	1	1	15:37:20	0	13	14
15:39:39	5	6	4							15:39:40	4	11	15:39:00	1	8	7
15:41:28	7	7	2							15:41:28	3	11	15:40:46	1	14	13
15:43:07	7	7	4							15:43:08	1	5	15:42:34	1	12	14
15:44:54	4	6	5							15:44:55	0	9	15:44:20	2	10	15
15:46:39	5	9	6							15:46:40	1	2	15:46:10	0	10	14
15:48:26	5	6	6							15:48:28	6	7	15:47:49	0	8	6
15:50:15	9	9	8							15:50:15	5	12	15:49:34	0	9	9
15:51:55	3	12	5							15:51:56	7	6	15:51:16	2	9	6
15:53:43	7	6	6							15:53:43	2	8	15:53:02	0	3	4
15:55:27	6	3	1							15:55:29	2	6	15:54:46	0	4	3
15:57:13	4	5	3							15:57:14	0	12	15:56:36	0	10	5
15:58:58	3	6	3							15:58:58	2	9	15:58:20	1	6	5
16:00:41	1	6	4							16:00:42	3	7	16:00:04	0	6	6
16:02:23	7	5	4							16:02:23	3	8	16:01:49	1	6	3
16:04:07	2	4	2							16:04:08	4	8	16:03:32	1	6	4
16:05:56	4	7	5							16:05:58	3	5	16:05:18	1	10	14
16:07:41	3	8	6							16:07:42	2	5	16:06:56	0	13	10
16:09:20	6	13	9							16:09:22	2	4	16:08:44	1	3	5
16:11:08	9	9	6							16:11:09	1	6	16:10:36	1	6	10
16:12:52	1	7	5							16:12:54	5	6	16:12:18	1	8	8
16:14:40	4	4	4							16:14:42	4	7	16:14:06	0	6	8
16:16:28	7	5	3							16:16:28	5	5	16:16:54	1	8	3
16:18:15	2	9	6							16:18:17	0	2	16:17:38	1	12	12
16:20:00	5	8	8							16:20:01	4	11	16:19:34	2	15	15
16:21:45	5	7	6							16:21:46	2	10	16:21:13	0	10	11
16:23:30	6	6	8							16:23:31	0	9	16:22:54	1	13	13
16:25:15	8	10	8							16:25:17	0	10	16:24:44	0	10	9
16:27:04	7	10	7							16:27:05	4	5	16:26:27	0	8	7
16:28:46	5	8	8							16:28:47	1	4	16:28:10	1	7	10
16:30:30	6	9	6							16:30:31	3	6	16:30:00	0	12	12
16:32:15	4	10	9							16:32:17	3	5	16:31:45	2	6	6
16:34:00	3	8	7							16:34:02	1	4	16:33:32	0	10	5
16:35:45	3	10	9							16:35:46	7	6	16:35:13	2	8	8
16:37:31	5	8	7							16:37:32	2	7	16:36:52	1	5	5
16:39:15	9	7	5							16:39:16	4	12	16:38:37	0	13	13
16:41:01	7	7	6							16:41:01	4	12	16:40:23	1	9	8
16:42:46	7	7	6							16:42:47	2	10	16:42:12	1	10	9
16:44:34	2	6	5							16:44:35	1	10	16:44:00	1	3	11
16:46:19	5	6	5							16:46:20	3	13	16:45:47	0	7	4
16:48:04	2	6	1							16:48:05	3	10	16:47:26	2	4	8
16:49:51	5	3	2							16:49:52	5	12	16:49:18	2	6	8
16:51:44	4	4	5							16:51:46	10	11	16:51:07	1	12	8
16:53:28	4	4	3							16:53:30	4	11	16:52:48	0	6	6
16:55:12	4	5	5							16:55:13	0	10	16:54:38	1	8	6
16:56:57	5	6	2							16:56:59	3	12	16:56:26	1	8	6
16:58:42	5	4	1							16:58:43	4	11	16:58:13	1	10	10
17:00:28	2	6	4							17:00:30	1	12	17:00:00	0	11	10
17:02:12	3	3	3							17:02:13	0	8	17:01:46	1	8	7
17:03:57	1	5	2							17:03:58	4	12	17:03:28	3	8	5
17:05:46	4	3	3							17:05:48	1	11	17:05:12	0	8	4
17:07:30	6	2	2							17:07:31	2	11	17:06:59	0	8	8
17:09:16	4	3	3							17:09:18	0	11	17:08:37	0	9	10
17:10:57	6	3	3							17:10:59	2	11	17:10:28	3	9	10
17:12:38	4	4	3							17:12:39	2	11	17:12:10	0	1	9
17:14:23	6	5	1							17:14:25	1	10	17:13:52	3	11	13
17:16:04	3	5	1							17:16:06	1	10	17:15:36	0	14	7
17:17:48	5	5	2							17:17:50	10	11	17:17:21	0	8	7
17:19:30	3	3	2							17:19:30	3	10	17:18:59	2	14	8
17:21:15	6	3	2							17:21:16	2	13	17:20:47	3	10	11
17:22:55	5	4	2							17:22:57	3	10	17:22:28	0	4	4
17:24:37	2	5	5							17:24:37	2	8	17:24:10	1	14	6
17:26:18	7	4	1							17:26:20	6	11	17:25:50	0	13	6
17:28:03	6	4	0							17:28:03	3	12	17:27:32	0	13	14
17:29:43	6	5	1							17:29:45	1	11	17:29:14	3	2	7
17:31:33	4	4	0							17:31:33	2	10	17:30:59	0	9	7
17:33:18	6	1	1							17:33:20	3	11	17:32:47	1	8	5
17:34:58	4	3	1							17:35:00	1	11	17:34:32	3	8	4
17:36:44	3	4	1							17:36:46	3	12	17:36:15	1	8	7
17:38:29	2	6	2							17:38:29	3	14	17:38:00	2	6	6
17:40:14	9	2	1							17:40:16	2	12	1			



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - Unnamed Road / C - Parrs Wood Entertainment Centre / D - (South) A34 Kingsway / E - A5145

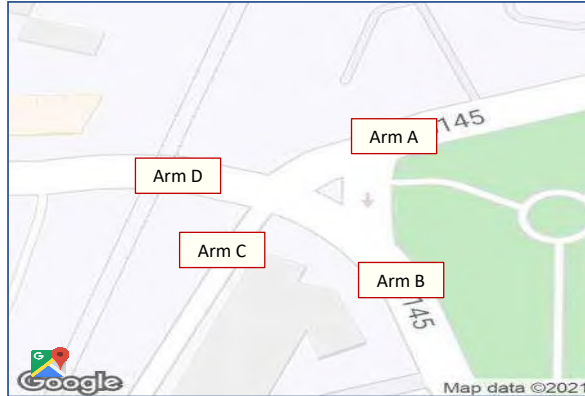
Signal Change HH:MM:SS	A - (North) A34 Kingsway			B - Unnamed Road		C - Parrs Wood Entertainment Centre			D - (South) A34 Kingsway				E - A5145				
	Lane 1	Lane 2	Lane 3	Signal Change HH:MM:SS	Lane 1	Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Signal Change HH:MM:SS	Lane 2	Lane 3	Signal Change HH:MM:SS	Lane 1	Lane 2	Lane 3
18:39:22	8	4	1								18:39:22	2	9	18:38:48	0	7	4
18:41:11	6	4	0								18:41:12	2	10	18:40:33	0	4	3
18:42:52	6	5	2								18:42:54	3	11	18:42:10	1	8	6
18:44:37	6	5	3								18:44:38	3	12	18:43:55	0	7	2
18:46:23	6	6	2								18:46:23	8	10	18:45:38	3	5	3
18:48:07	6	8	4								18:48:09	7	10	18:47:23	1	9	7
18:49:55	10	5	7								18:49:57	6	11	18:49:06	3	4	2
18:51:36	9	6	2								18:51:38	6	11	18:50:50	0	7	3
18:53:24	9	4	5								18:53:25	6	8	18:52:32	2	5	3
18:55:04	8	5	3								18:55:06	4	4	18:54:22	0	3	3
18:56:44	8	5	3								18:56:45	3	7	18:56:01	1	7	4
18:58:29	5	4	1								18:58:30	2	2	18:57:50	3	4	3
														18:59:42	2	11	10



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road



Matrix Totals: **Counts**

Show single Session: **No**

07:00 to 10:00

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

		Arm Destination				Total	% Total
		A	B	C	D		
Arm Origin	A	0	260	29	1795	2084	100.00%
	B	384	4	42	3386	3816	100.00%
	C	47	44	0	28	119	100.00%
	D	1879	3680	38	0	5597	100.00%
Total		2310	3988	109	5209		
% Total		100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road

Approach: A - A5145 Parrs Wood Lane

TIME	A to B									A to C									A to D									
	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	
07:00 - 07:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0	31	3	0	0	3	0	0	0	40.0	37
07:15 - 07:30	4	0	0	0	0	0	0	4.0	4	0	0	0	0	0	0	0	0.0	0	36	6	1	0	4	2	0	0	51.9	49
07:30 - 07:45	4	0	0	0	0	0	0	4.0	4	1	0	0	0	0	0	0	1.0	1	58	8	1	0	5	0	0	0	77.5	72
07:45 - 08:00	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0	45	5	1	0	2	3	2	0	56.9	56
Hourly Total	18	0	0	0	0	0	0	18	18	1	0	0	0	0	0	0	1	1	170	22	3	0	14	5	2	0	227	216
08:00 - 08:15	8	0	0	0	0	1	0	8.2	9	0	0	0	0	0	0	0	0.0	0	43	7	1	0	4	3	0	0	60.1	58
08:15 - 08:30	12	0	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0	48	4	0	0	4	1	0	0	60.2	57
08:30 - 08:45	5	0	0	0	0	1	0	5.2	6	0	0	0	0	0	0	0	0.0	0	61	9	1	0	6	0	0	0	83.5	77
08:45 - 09:00	8	0	0	0	0	0	0	8.0	8	3	0	0	0	0	0	0	3.0	3	60	9	2	0	5	5	0	0	83.0	81
Hourly Total	33	0	0	0	0	2	0	33	35	3	0	0	0	0	0	0	3	3	212	29	4	0	19	9	0	0	287	273
09:00 - 09:15	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0	43	12	2	0	5	0	0	0	68.0	62
09:15 - 09:30	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0	39	9	0	1	3	1	0	0	56.5	53
09:30 - 09:45	11	0	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0	43	4	3	0	3	0	0	0	57.5	53
09:45 - 10:00	9	2	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0	58	10	1	1	4	0	0	0	79.8	74
Hourly Total	40	2	0	0	0	0	0	42	42	0	0	0	0	0	0	0	0	0	183	35	6	2	15	1	0	0	262	242
Session Total	91	2	0	0	0	2	0	93	95	4	0	0	0	0	0	0	4	4	565	86	13	2	48	15	2	0	776	731
15:00 - 15:15	12	2	0	0	0	0	0	14.0	14	1	0	0	0	0	0	0	1.0	1	59	3	0	1	1	4	0	0	67.1	68
15:15 - 15:30	12	2	0	0	0	0	0	14.0	14	1	0	0	0	0	0	0	1.0	1	60	3	1	1	4	0	2	0	75.6	71
15:30 - 15:45	7	0	1	0	0	0	0	8.5	8	0	0	0	0	0	0	0	0.0	0	49	9	1	0	4	2	1	0	68.3	66
15:45 - 16:00	10	1	0	0	0	0	0	11.0	11	1	0	0	0	0	0	0	1.0	1	56	3	0	0	1	1	0	0	61.2	61
Hourly Total	41	5	1	0	0	0	0	48	47	3	0	0	0	0	0	0	3	3	224	18	2	2	10	7	3	0	272	266
16:00 - 16:15	8	0	1	0	0	0	0	9.5	9	0	0	0	0	0	0	0	0.0	0	60	3	1	1	5	1	0	0	77.0	71
16:15 - 16:30	11	1	0	0	0	0	0	12.0	12	3	0	0	0	0	0	0	3.0	3	53	1	0	0	2	2	0	0	68.4	58
16:30 - 16:45	8	0	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0.0	0	67	7	2	0	4	1	0	0	85.2	81
16:45 - 17:00	18	1	0	0	0	0	0	19.0	19	4	0	0	0	0	0	0	4.0	4	60	0	0	0	4	2	0	0	68.4	66
Hourly Total	45	2	1	0	0	0	0	49	48	7	0	0	0	0	0	0	7	7	240	11	3	1	15	6	0	0	289	276
17:00 - 17:15	12	1	0	0	0	0	1	13.4	14	0	0	0	0	0	0	0	0.0	0	41	1	0	0	3	4	0	0	48.8	49
17:15 - 17:30	7	0	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1	39	1	0	0	4	4	0	0	48.8	48
17:30 - 17:45	10	1	0	0	0	0	0	11.0	11	1	0	0	0	0	0	0	1.0	1	55	1	0	0	2	2	1	0	60.8	61
17:45 - 18:00	4	0	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	2.0	2	45	1	0	0	2	1	0	0	50.2	49
Hourly Total	33	2	0	0	0	0	1	35	36	4	0	0	0	0	0	0	4	4	180	4	0	0	11	11	1	0	208	207
18:00 - 18:15	10	0	0	0	0	0	0	10.0	10	3	0	0	0	0	0	0	3.0	3	70	1	1	0	1	2	0	0	74.9	75
18:15 - 18:30	7	0	0	0	0	0	0	7.0	7	1	0	0	0	0	0	0	1.0	1	53	0	0	0	6	0	3	0	66.2	62
18:30 - 18:45	9	0	0	0	0	0	0	9.0	9	3	0	0	0	0	0	0	3.0	3	87	4	0	0	3	3	0	0	97.6	97
18:45 - 19:00	6	0	0	0	0	0	0	8.0	8	4	0	0	0	0	0	0	4.0	4	75	3	0	0	3	0	0	0	84.0	81
Hourly Total	34	0	0	0	0	0	0	34	34	11	0	0	0	0	0	0	11	11	285	8	1	0	13	5	3	0	323	315
Session Total	183	9	2	0	0	0	1	166	165	25	0	0	0	0	0	0	25	25	929	41	6	3	49	29	7	0	1092	1064



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: **A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road**

Approach: **B - A5145**

TIME	B to C									B to D									B to A								
	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	56	4	1	0	0	5	3	63.7	69	3	1	2	1	3	1	0	15.5	11
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	68	8	1	0	1	4	0	80.3	82	10	0	0	1	4	0	0	20.3	15
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	102	11	2	0	1	7	0	119.4	123	9	3	0	0	4	2	0	20.4	18
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1	137	13	2	0	1	9	0	158.8	162	7	0	0	0	2	0	0	11.0	9
Hourly Total	1	0	0	0	0	0	0	1	1	363	36	6	0	3	25	3	420	436	29	4	2	2	13	3	0	68	53
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	152	14	2	0	0	11	1	171.6	180	5	0	1	0	0	2	0	6.9	8
08:15 - 08:30	1	1	0	0	0	0	0	2.0	2	140	11	2	0	1	6	1	157.6	161	15	0	0	0	3	0	0	21.0	18
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	130	10	0	0	1	8	1	144.0	150	10	0	2	0	0	0	0	13.0	12
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0	129	17	2	0	1	5	0	152.0	154	10	2	0	0	1	0	0	14.0	13
Hourly Total	1	1	0	0	0	0	0	2	2	551	52	6	0	3	30	3	625	645	40	2	3	0	4	2	0	55	51
09:00 - 09:15	2	0	0	0	0	0	0	2.0	2	84	7	0	0	2	3	1	96.0	97	12	1	0	0	0	0	0	13.0	13
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0	97	12	2	0	0	5	1	113.4	117	8	1	0	0	0	0	0	9.0	9
09:30 - 09:45	1	1	0	0	0	0	0	2.0	2	86	7	1	0	0	2	0	94.9	96	11	3	0	1	0	0	0	16.3	15
09:45 - 10:00	1	2	0	0	0	0	0	3.0	3	83	8	3	0	2	3	0	100.1	99	9	1	0	0	0	0	0	10.0	10
Hourly Total	4	3	0	0	0	0	0	7	7	350	34	6	0	4	13	2	405	409	40	6	0	1	0	0	0	48	47
Session Total	6	4	0	0	0	0	0	10	10	1264	122	18	0	10	68	8	1450	1490	109	12	5	3	17	5	0	171	151
15:00 - 15:15	1	0	0	0	0	0	0	1.0	1	108	5	0	1	0	2	1	116.1	117	10	2	0	0	0	0	0	12.0	12
15:15 - 15:30	1	0	0	0	0	0	0	1.0	1	105	6	1	0	1	5	0	115.5	118	18	1	0	0	1	0	0	21.0	20
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	97	6	0	0	1	3	1	106.0	108	10	0	2	0	0	0	0	13.0	12
15:45 - 16:00	2	1	0	0	0	0	0	3.0	3	126	9	0	0	3	4	0	141.8	142	12	1	1	0	0	1	0	14.7	15
Hourly Total	4	1	0	0	0	0	0	5	5	436	26	1	1	5	14	2	480	485	80	4	3	0	1	1	0	61	59
16:00 - 16:15	3	0	0	0	0	0	0	3.0	3	109	6	0	0	1	2	0	117.4	118	10	0	0	0	0	0	0	10.0	10
16:15 - 16:30	1	1	0	0	0	0	0	2.0	2	107	10	0	0	1	5	2	120.8	125	17	2	0	0	0	0	0	19.0	19
16:30 - 16:45	1	1	0	0	0	0	0	2.0	2	113	7	0	0	1	4	0	122.8	125	12	0	0	0	0	0	0	12.0	12
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1	105	2	0	0	0	7	0	108.4	114	7	2	0	0	1	0	0	11.0	10
Hourly Total	6	2	0	0	0	0	0	8	8	434	25	0	0	3	18	2	470	482	46	4	0	0	1	0	0	52	51
17:00 - 17:15	1	0	0	0	0	0	0	1.0	1	80	4	0	0	0	5	0	85.0	89	11	1	0	0	0	0	0	12.0	12
17:15 - 17:30	1	0	0	0	0	0	0	1.0	1	75	5	0	0	2	1	1	84.8	84	13	0	0	0	0	0	0	15.0	13
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	100	6	0	0	1	3	1	109.0	111	17	2	0	0	1	0	0	21.0	20
17:45 - 18:00	3	0	0	0	0	0	0	3.0	3	107	6	0	1	0	1	0	115.5	115	12	0	0	1	0	0	1	14.7	14
Hourly Total	5	0	0	0	0	0	0	5	5	362	21	0	1	3	10	2	354	359	53	3	0	1	0	0	1	60	59
18:00 - 18:15	0	1	0	0	0	0	0	1.0	1	97	6	0	1	0	1	1	107.1	107	17	1	0	0	0	0	0	18.0	18
18:15 - 18:30	5	0	0	0	0	0	0	5.0	5	140	5	0	0	0	1	3	146.4	149	13	0	0	1	0	1	0	15.5	15
18:30 - 18:45	6	0	0	0	0	0	0	6.0	6	121	5	0	1	1	1	1	130.9	130	16	0	0	0	0	0	0	16.0	16
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2	130	5	0	0	3	5	1	142.4	144	14	0	0	0	1	0	0	14.2	15
Hourly Total	13	1	0	0	0	0	0	14	14	488	21	1	1	6	8	6	527	530	60	1	0	1	0	2	0	63	64
Session Total	28	4	0	0	0	0	0	32	32	1720	93	2	3	16	90	12	1871	1896	209	12	3	2	3	3	1	236	233

[illegible]

	From B									To B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P1CYCLE	M1CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P1CYCLE	M1CYCLE	PCU	TOTAL	
07:00 - 07:15	59	5	3		1	3	6	3	79.2	80	48	5	0	0	5	0	84.0	88	
07:15 - 07:30	78	8	1	1	5	4	0	100.6	97	65	3	4	0	0	3	0	74.6	75	
07:30 - 07:45	111	14	2	0	5	9	0	139.8	141	92	6	1	0	2	4	1	104.7	106	
07:45 - 08:00	145	13	2	0	3	9	0	188.8	172	121	5	2	0	1	4	2	132.6	135	
Hourly Total	393	40	8	2	16	28	3	499	490	326	19	7	0	3	16	3	386	374	
08:00 - 08:15	157	14	3	0	0	13	1	178.5	188	145	10	1	0	2	7	0	161.9	165	
08:15 - 08:30	186	12	2	0	4	6	1	180.6	181	169	6	0	0	0	4	1	178.2	180	
08:30 - 08:45	140	10	2	0	1	8	1	157.0	162	148	5	0	0	1	4	1	158.2	159	
08:45 - 09:00	139	29	2	0	2	5	0	166.0	167	117	6	2	0	0	2	5	131.6	132	
Hourly Total	892	85	9	0	7	32	3	692	3	698	578	27	3	5	20	2	626	636	
09:00 - 09:15	99	0	0	0	0	3	1	112.0	113	111	2	0	0	0	0	0	116.0	119	
09:15 - 09:30	105	13	2	0	0	3	1	122.4	126	94	8	0	0	0	0	0	102.8	106	
09:30 - 09:45	98	11	1	1	0	2	0	113.2	113	87	6	0	0	0	0	1	83.4	84	
09:45 - 10:00	93	11	3	0	2	3	0	113.1	112	96	15	0	0	0	0	1	111.4	112	
Hourly Total	395	43	6	1	4	13	2	461	464	388	31	0	0	1	9	2	424	431	
Session Total	1380	138	23	3	27	73	8	1632	1652	1293	77	10	0	0	9	45	7	1416	1441
15:00 - 15:15	119	7	0	1	0	0	2	1	129.1	130	147	11	0	0	2	0	1	163.9	162
15:15 - 15:30	124	7	1	0	2	5	0	137.5	139	180	15	4	0	0	2	1	161.8	182	
15:30 - 15:45	108	6	2	0	1	3	1	120.0	121	165	10	3	0	0	0	6	161.1	185	
15:45 - 16:00	140	11	1	0	3	5	0	169.5	160	132	10	2	0	0	5	1	146.4	150	
Hourly Total	491	31	4	1	6	15	2	546	550	604	46	10	0	2	13	4	674	679	
16:00 - 16:15	122	6	0	0	1	2	0	130.4	131	141	9	2	1	0	5	2	157.1	160	
16:15 - 16:30	125	13	0	0	1	5	2	141.8	146	172	13	1	0	2	6	0	191.7	194	
16:30 - 16:45	126	8	0	0	1	4	0	136.8	139	151	13	0	0	1	6	0	167.2	171	
16:45 - 17:00	113	4	0	0	1	7	0	120.4	125	141	9	1	0	0	7	0	152.9	158	
Hourly Total	486	31	0	0	4	18	2	530	541	605	44	4	1	3	24	2	669	683	
17:00 - 17:15	92	5	0	0	0	0	0	98.0	102	139	3	0	0	0	4	1	143.2	147	
17:15 - 17:30	90	5	0	0	2	1	1	99.6	99	142	9	0	0	0	4	0	151.8	155	
17:30 - 17:45	117	8	0	0	2	3	1	130.0	131	140	6	0	0	1	7	1	147.8	154	
17:45 - 18:00	122	6	0	2	0	1	1	133.2	132	135	8	1	0	1	11	0	148.7	156	
Hourly Total	421	24	0	2	4	10	3	461	464	556	26	1	0	1	26	2	592	612	
18:00 - 18:15	114	8	1	0	1	1	1	126.1	126	163	5	0	0	0	6	0	169.2	174	
18:15 - 18:30	159	5	0	1	0	2	3	167.9	170	134	6	1	0	0	8	0	143.1	149	
18:30 - 18:45	143	5	0	1	1	1	1	152.9	152	111	4	1	0	0	3	2	117.9	121	
18:45 - 19:00	146	5	0	0	3	6	1	158.6	161	117	7	0	0	0	3	2	125.4	129	
Hourly Total	562	23	1	2	5	10	6	606	609	525	22	2	0	0	20	4	556	573	
Session Total	1960	109	5	5	19	53	13	2143	2164	2290	138	17	1	6	83	12	2491	2547	



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: **A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road**

Approach: **C - East Didsbury Access Road**

	C to D									C to A									C to B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	1.0	1	2	1	0	0	0	0	0	3.0	3
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	0	2.0	2	6	0	0	0	0	0	0	6.0	6
Hourly Total	1	0	0	0	0	0	0	1	1	8	0	0	0	0	0	0	0	8	8	11	1	0	0	0	0	0	12	12
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	0	0	0	0	0	1	0	0.2	1	0	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	0	3.0	3
08:30 - 08:45	3	1	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	0	2.0	2	2	0	0	0	0	0	0	2.0	2
08:45 - 09:00	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
Hourly Total	5	1	0	0	0	1	0	6	7	4	0	0	0	0	0	0	0	4	4	7	0	0	0	0	0	0	7	7
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	0	1.0	1	1	2	0	0	0	1	0	3.2	4
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	2	0	0	0	0	0	0	2.0	2	2	1	0	0	0	0	0	0	3.0	3	0	1	0	0	0	0	0	1.0	1
Hourly Total	3	0	0	0	0	0	0	3	3	4	1	0	0	0	0	0	0	5	5	3	3	0	0	0	1	0	6	7
Session Total	9	1	0	0	0	1	0	10	11	16	1	0	0	0	0	0	0	17	17	21	4	0	0	0	1	0	25	26
15:00 - 15:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
15:15 - 15:30	2	0	0	0	0	0	0	2.0	2	2	0	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1.0	1
15:30 - 15:45	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	6	0	0	0	0	0	0	6	6	5	0	0	0	0	0	0	0	5	5	2	0	0	0	0	0	0	2	2
16:00 - 16:15	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	2.0	2
16:15 - 16:30	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	0	2.0	2	0	1	0	0	0	0	0	1.0	1
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1	4	1	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	1	0	0	0	0	0	4	4	7	1	0	0	0	0	0	0	8	8	3	1	0	0	0	0	0	4	4
17:00 - 17:15	1	0	0	0	0	0	0	1.0	1	2	0	0	0	0	0	0	0	2.0	2	2	0	0	0	0	0	0	2.0	2
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0	3	0	0	0	0	0	1	0	3.2	4	2	0	0	0	0	0	0	2.0	2
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0	1	0	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	0	1.0	1	0	1	0	0	0	0	0	1.0	1
Hourly Total	3	0	0	0	0	0	0	3	3	7	0	0	0	0	0	1	0	7	8	5	1	0	0	0	0	0	6	6
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	2	1	0	0	0	0	0	3.0	3	1	0	0	0	0	0	1	0	1.2	2	2	0	0	0	0	0	0	2.0	2
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	2	0	0	0	0	0	0	0	2.0	2	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	4	0	0	0	0	0	0	0	4.0	4	2	0	0	0	0	0	0	2.0	2
Hourly Total	3	1	0	0	0	0	0	4	4	8	0	0	0	0	0	1	0	8	9	6	0	0	0	0	0	0	6	6
Session Total	15	2	0	0	0	0	0	17	17	27	1	0	0	0	0	2	0	28	30	16	2	0	0	0	0	0	18	19

[illegible]

	From C										To C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P1CYCLE	M1CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P1CYCLE	M1CYCLE	PCU	TOTAL		
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0	0		
07:15 - 07:30	3	1	0	0	0	0	0	4.0	4	0	1	0	0	0	0	0	1	1		
07:30 - 07:45	6	0	0	0	0	0	0	6.0	6	1	0	0	0	0	0	0	1	1		
07:45 - 08:00	9	0	0	0	0	0	0	9.0	9	1	0	0	0	0	0	0	1	1		
Hourly Total	20	1	0	0	0	0	0	21	21	2	1	0	0	0	0	0	3	3		
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1	1		
08:15 - 08:30	3	0	0	0	0	1	0	3.2	4	1	1	0	0	0	1	0	2.2	3		
08:30 - 08:45	7	1	0	0	0	0	0	8.0	8	0	0	0	0	0	0	0	0	0		
08:45 - 09:00	4	0	0	0	0	0	0	4.0	4	3	0	0	0	0	0	0	3	3		
Hourly Total	16	1	0	0	0	1	0	17	18	5	1	0	0	0	1	0	4	7		
09:00 - 09:15	2	0	0	0	0	0	0	2.0	2	3	0	0	0	0	0	0	3	3		
09:15 - 09:30	3	2	0	0	0	1	0	5.2	6	1	3	0	0	0	0	0	4	4		
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	2	2		
09:45 - 10:00	4	2	0	0	0	0	0	6.0	6	1	2	0	0	0	0	0	3	3		
Hourly Total	10	4	0	0	0	1	0	14	15	6	6	0	0	0	0	0	12	12		
Session Total	46	6	0	0	0	2	0	52	54	13	8	0	0	0	1	0	21	22		
15:00 - 15:15	4	0	0	0	0	0	0	4.0	4	4	0	0	0	0	0	0	0	4		
15:15 - 15:30	5	0	0	0	0	0	0	5.0	5	3	0	0	0	0	0	0	3	3		
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2	2	0	0	0	0	0	0	2	2		
15:45 - 16:00	2	0	0	0	0	0	0	2.0	2	5	1	0	0	0	0	0	6	6		
Hourly Total	13	0	0	0	0	0	0	13	13	14	1	0	0	0	0	0	15	15		
16:00 - 16:15	5	0	0	0	0	0	0	5.0	5	3	0	0	0	0	0	0	3	3		
16:15 - 16:30	1	1	0	0	0	0	0	2.0	2	6	1	0	0	0	0	0	7	7		
16:30 - 16:45	2	1	0	0	0	0	0	3.0	3	4	2	0	0	0	0	0	6	6		
16:45 - 17:00	5	1	0	0	0	0	0	6.0	6	8	0	0	0	0	2	0	8.4	10		
Hourly Total	13	3	0	0	0	0	0	16	16	21	3	0	0	0	2	0	24	26		
17:00 - 17:15	5	0	0	0	0	0	0	5.0	5	2	0	0	0	0	0	0	2	2		
17:15 - 17:30	5	0	0	0	0	1	0	5.2	6	5	0	0	0	0	0	0	5	5		
17:30 - 17:45	2	0	0	0	0	0	0	2.0	2	1	0	0	0	0	0	0	1	1		
17:45 - 18:00	3	1	0	0	0	0	0	4.0	4	6	0	0	0	0	0	0	6	6		
Hourly Total	15	1	0	0	0	1	0	16	17	14	0	0	0	0	0	0	14	14		
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2	6	1	0	0	0	0	0	7	7		
18:15 - 18:30	5	1	0	0	0	1	0	6.2	7	6	0	0	0	0	0	0	6	6		
18:30 - 18:45	4	0	0	0	0	0	0	4.0	4	11	0	0	0	0	0	0	11.9	11		
18:45 - 19:00	6	0	0	0	0	0	0	6.0	6	8	0	0	0	0	0	0	8	8		
Hourly Total	17	1	0	0	0	1	0	18	19	31	1	0	0	0	0	0	32	32		
Session Total	58	5	0	0	0	2	0	63	65	80	5	0	0	0	2	0	85	87		



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: **A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road**

Approach: **D - A5145 Wilmslow Road**

TIME	D to A									D to B									D to C								
	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	18	1	0	0	2	1	0	23.2	22	44	5	0	0	0	5	0	50.0	54	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	21	3	0	0	4	0	0	32.0	28	59	2	4	0	0	3	0	67.6	68	0	1	0	0	0	0	0	1.0	1
07:30 - 07:45	56	3	2	0	4	2	0	70.4	67	86	6	1	0	2	4	1	98.7	100	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	36	3	1	0	6	2	0	62.9	48	108	5	2	0	1	4	2	119.6	122	0	0	0	0	0	0	0	0.0	0
Hourly Total	131	10	3	0	16	5	0	179	165	297	18	7	0	3	16	3	336	344	0	1	0	0	0	0	0	1	1
08:00 - 08:15	32	6	1	0	5	4	0	60.3	48	136	10	1	0	2	6	0	162.7	155	1	0	0	0	0	0	0	1.0	1
08:15 - 08:30	63	1	1	0	3	2	0	71.9	70	154	6	0	0	0	4	1	161.2	165	0	0	0	0	0	1	0	0.2	1
08:30 - 08:45	51	2	0	0	4	2	0	61.4	59	141	5	0	0	1	3	1	149.0	151	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	64	7	1	0	4	2	0	80.9	78	108	6	2	0	2	5	0	122.0	123	0	0	0	0	0	0	0	0.0	0
Hourly Total	210	16	3	0	16	10	0	265	255	539	27	3	0	5	18	2	586	594	1	0	0	0	0	1	0	1	2
09:00 - 09:15	56	2	1	0	5	2	0	69.9	66	99	2	0	0	1	5	0	104.0	107	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	45	2	0	0	3	0	0	53.0	50	83	6	0	0	0	3	0	89.6	92	1	3	0	0	0	0	0	4.0	4
09:30 - 09:45	50	4	1	0	5	1	0	65.7	61	75	6	0	0	0	0	1	81.4	82	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	40	6	0	0	2	1	0	60.2	49	87	12	0	0	0	0	1	99.4	100	0	0	0	0	0	0	0	0.0	0
Hourly Total	191	14	2	0	15	4	0	239	226	344	26	0	0	1	8	2	375	381	2	3	0	0	0	0	0	5	5
Session Total	532	40	8	0	47	19	0	683	646	1180	71	10	0	9	42	7	1297	1319	3	4	0	0	0	1	0	7	8
15:00 - 15:15	77	6	1	0	7	0	0	98.5	91	134	9	1	0	2	0	1	148.9	147	2	0	0	0	0	0	0	2.0	2
15:15 - 15:30	73	9	0	0	3	0	0	88.0	85	147	13	4	0	0	2	1	166.8	167	1	0	0	0	0	0	0	1.0	1
15:30 - 15:45	93	7	3	1	3	0	1	113.2	108	157	10	2	0	0	6	1	171.6	176	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	64	5	1	0	6	1	0	82.7	77	122	9	2	0	0	5	1	135.4	139	2	0	0	0	0	0	0	2.0	2
Hourly Total	307	27	5	1	19	1	1	382	361	560	41	9	0	2	13	4	624	629	7	0	0	0	0	0	0	7	7
16:00 - 16:15	70	9	0	0	2	2	0	83.4	83	131	9	1	1	0	5	2	145.6	149	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	61	6	1	0	0	3	0	69.1	71	160	12	1	0	2	6	0	178.7	181	2	0	0	0	0	0	0	2.0	2
16:30 - 16:45	58	2	0	0	7	1	1	74.6	69	143	12	0	0	1	6	0	198.2	162	3	1	0	0	0	0	0	4.0	4
16:45 - 17:00	56	2	0	0	6	0	1	70.4	65	123	8	1	0	0	7	0	133.9	139	3	0	0	0	0	2	0	3.4	5
Hourly Total	245	19	1	0	15	6	2	299	288	557	41	3	1	3	24	2	617	631	8	1	0	0	0	2	0	9	11
17:00 - 17:15	47	3	0	0	3	1	1	66.6	55	125	2	0	0	0	4	0	127.8	131	1	0	0	0	0	0	0	1.0	1
17:15 - 17:30	66	6	0	0	3	2	1	80.8	80	132	9	0	0	0	4	0	141.8	145	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	68	3	0	0	3	2	1	77.8	77	129	5	0	0	0	7	1	135.8	142	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	65	2	0	0	1	2	0	69.4	70	131	7	1	0	1	11	0	143.7	151	1	0	0	0	0	0	0	1.0	1
Hourly Total	248	14	0	0	10	7	3	294	292	517	23	1	0	1	26	1	549	569	5	0	0	0	0	0	0	5	5
18:00 - 18:15	59	6	0	0	5	1	0	75.2	71	153	5	0	0	0	6	0	159.2	164	3	0	0	0	0	0	0	3.0	3
18:15 - 18:30	48	5	0	0	4	1	0	61.2	58	124	6	1	0	0	8	0	133.1	139	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	66	5	0	0	2	1	0	75.2	74	100	4	1	0	0	3	2	196.9	110	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	66	2	1	0	7	2	1	104.3	99	107	7	0	0	0	3	2	115.4	119	2	0	0	0	0	0	0	2.0	2
Hourly Total	259	18	1	0	18	5	1	316	302	484	22	2	0	0	20	4	515	532	7	0	0	0	0	0	0	7	7
Session Total	1059	78	7	1	62	19	7	1280	1233	2118	127	15	1	6	83	11	2305	2361	27	1	0	0	0	2	0	28	30

[illegible]

	From D									To D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P1CYCLE	M1CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P1CYCLE	M1CYCLE	PCU	TOTAL
07:00 - 07:15	62	6	0	0	2	6	0	73.2	76	87	7	1	0	3	5	3	103.7	108
07:15 - 07:30	80	6	4	0	4	3	0	100.8	97	104	14	2	0	5	6	0	132.2	131
07:30 - 07:45	142	9	3	0	6	6	1	169.1	167	160	19	3	0	6	7	0	196.9	195
07:45 - 08:00	144	8	3	0	7	6	2	172.5	170	183	18	3	0	3	12	2	214.7	221
Hourly Total	428	29	10	0	19	21	3	515	510	534	58	9	0	17	30	5	648	653
08:00 - 08:15	169	16	2	0	7	10	0	284.0	284	195	21	3	0	4	14	1	231.7	238
08:15 - 08:30	217	7	1	0	3	7	1	233.3	236	188	15	2	0	5	8	1	218.0	219
08:30 - 08:45	192	7	0	0	5	5	1	210.4	210	194	20	1	0	6	8	1	231.5	231
08:45 - 09:00	172	13	0	0	6	7	0	202.3	201	191	26	4	0	6	10	0	237.0	235
Hourly Total	750	43	6	0	21	29	5	951	2	8	551	168	8	22	6	3	515	515
09:00 - 09:15	156	4	1	0	6	7	0	174.9	174	127	19	2	0	7	3	1	164.0	159
09:15 - 09:30	129	11	0	0	3	3	0	146.6	146	137	21	2	1	1	1	0	170.9	171
09:30 - 09:45	125	10	1	0	5	1	1	147.1	143	129	11	4	0	3	2	0	162.4	149
09:45 - 10:00	127	18	0	0	2	1	1	149.6	149	143	19	1	1	6	3	0	181.9	175
Hourly Total	537	43	2	0	16	12	2	618	612	536	69	12	2	19	14	2	670	654
Session Total	1715	115	18	0	56	62	7	1984	1973	1838	209	31	2	58	84	10	2236	2232
15:00 - 15:15	213	15	2	0	9	0	1	249.4	240	170	8	0	2	1	8	1	186.2	188
15:15 - 15:30	221	22	4	0	3	2	1	255.8	253	167	9	2	1	5	5	2	193.1	191
15:30 - 15:45	252	17	5	1	3	6	2	286.8	286	147	15	1	0	5	5	2	176.3	175
15:45 - 16:00	168	14	3	0	6	1	1	220.1	218	182	12	0	0	4	5	0	203.0	203
Hourly Total	874	68	14	1	21	14	5	1012	997	866	44	3	3	15	21	5	758	757
16:00 - 16:15	201	18	1	1	2	7	2	229.0	232	171	9	1	1	6	3	0	196.4	191
16:15 - 16:30	223	18	2	0	2	9	0	249.8	254	160	12	0	0	3	7	2	180.2	184
16:30 - 16:45	204	15	0	0	8	7	1	236.8	236	180	14	2	0	5	5	0	208.0	206
16:45 - 17:00	182	10	1	0	6	9	1	207.7	209	166	2	0	0	4	9	0	177.8	181
Hourly Total	810	61	4	1	18	32	4	923	930	877	37	3	1	18	24	2	763	762
17:00 - 17:15	173	5	0	0	3	5	1	185.4	187	122	5	0	0	3	9	0	134.8	139
17:15 - 17:30	203	15	0	0	3	6	1	225.6	228	114	6	0	0	6	5	1	133.4	132
17:30 - 17:45	197	8	0	0	3	9	2	213.6	219	155	7	0	0	3	5	2	169.8	172
17:45 - 18:00	197	9	1	0	2	13	0	214.1	222	154	7	0	1	2	2	0	167.7	166
Hourly Total	770	37	1	0	11	33	4	840	856	545	25	0	1	14	21	3	605	609
18:00 - 18:15	215	11	0	0	5	7	0	237.4	238	168	7	2	0	2	3	1	163.0	163
18:15 - 18:30	172	11	1	0	4	9	0	194.3	197	195	6	0	0	6	1	6	216.6	214
18:30 - 18:45	168	9	1	0	2	4	2	184.1	186	208	9	0	1	4	4	1	228.5	227
18:45 - 19:00	195	9	1	0	7	5	3	221.7	220	205	8	0	0	6	5	1	226.4	225
Hourly Total	750	46	3	0	18	28	5	838	841	776	30	2	1	18	13	9	854	849
Session Total	3204	206	22	2	68	104	18	3613	3624	2664	136	36	6	65	79	19	2980	2977



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road

Signal Change HH:MM:SS	A - A5145 Parrs Wood Lane		B - A5145			C - East Didsbury Access Road		D - A5145 Wilmslow Road		
	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Signal Change HH:MM:SS	Lane 1	Lane 2
7:00:36	0	1	7:01:01	4	2	7:15:45	1	7:01:03	6	0
7:01:44	0	2	7:02:08	2	1	7:23:00	1	7:02:10	2	1
7:02:54	0	2	7:03:19	2	0	7:24:28	2	7:03:21	1	0
7:04:10	0	2	7:04:35	0	0	7:28:58	2	7:04:37	2	2
7:05:30	0	2	7:05:45	2	0	7:30:16	1	7:05:46	1	1
7:06:42	0	3	7:07:15	1	1	7:32:00	1	7:07:17	4	1
7:08:07	0	3	7:08:36	2	1	7:36:17	2	7:08:36	0	2
7:09:18	0	2	7:09:53	7	2	7:41:37	1	7:09:55	2	0
7:10:34	0	1	7:10:57	2	2	7:47:41	1	7:10:59	2	0
7:11:41	0	2	7:12:06	4	3	7:49:28	1	7:12:07	1	0
7:12:49	1	1	7:13:12	2	0	7:51:20	2	7:13:14	2	1
7:14:01	1	1	7:14:26	1	1	7:53:00	1	7:14:27	1	2
7:15:10	1	2	7:15:38	1	1	7:56:40	2	7:15:40	2	0
7:16:25	0	3	7:16:56	4	2	7:58:28	1	7:16:58	3	3
7:19:05	1	0	7:18:11	1	0	8:10:39	1	7:18:13	1	0
7:21:43	0	2	7:19:34	3	2	8:12:27	1	7:19:35	3	3
7:22:54	0	1	7:20:51	1	1	8:15:56	1	7:20:52	3	1
7:25:39	0	2	7:22:07	3	2	8:19:29	1	7:22:08	3	1
7:26:59	0	2	7:23:18	1	2	8:22:54	1	7:23:19	6	6
7:28:35	1	2	7:24:43	2	1	8:31:30	2	7:24:43	4	1
7:30:08	0	2	7:26:12	1	1	8:33:09	1	7:26:13	1	1
7:30:57	0	4	7:27:36	1	2	8:34:49	1	7:27:37	5	3
7:31:49	1	1	7:29:11	2	1	8:36:30	2	7:29:12	3	3
7:32:38	1	0	7:30:29	0	0	8:41:47	1	7:30:30	3	3
7:33:30	1	0	7:31:23	2	3	8:43:30	1	7:31:23	2	0
7:36:07	0	3	7:32:13	1	2	8:46:49	1	7:32:14	2	1
7:37:50	0	3	7:33:02	2	6	8:48:33	1	7:33:03	4	2
7:39:37	0	2	7:33:54	0	2	8:52:02	1	7:33:55	1	7
7:40:29	0	1	7:34:42	9	2	8:55:42	1	7:34:43	3	6
7:41:26	0	3	7:35:34	3	1	9:07:58	1	7:35:35	2	5
7:44:01	0	3	7:36:29	6	3	9:13:18	2	7:36:30	2	2
7:45:45	0	3	7:37:22	4	1	9:14:57	2	7:37:24	9	1
7:47:29	0	3	7:38:14	7	3	9:29:50	2	7:38:15	7	0
7:49:11	0	3	7:39:06	0	2	9:34:46	1	7:39:08	2	2
7:50:58	0	3	7:40:01	4	4	9:46:56	2	7:40:02	5	5
7:52:50	0	2	7:40:54	1	2	9:48:31	2	7:40:55	3	8
7:54:35	0	3	7:41:50	5	3	9:53:59	1	7:41:50	9	1
7:56:25	0	3	7:42:43	3	1	9:55:19	1	7:42:44	5	1
7:58:17	0	3	7:44:30	0	3	15:04:44	1	7:44:31	6	2
7:59:56	0	4	7:46:10	1	0	15:06:32	2	7:46:11	6	1
8:01:44	0	2	7:47:33	3	1	15:11:32	1	7:47:34	6	1
8:03:33	1	1	7:49:40	0	0	15:15:04	1	7:49:42	3	0
8:05:17	1	3	7:51:32	1	0	15:16:56	1	7:51:34	6	5
8:07:00	0	3	7:53:14	0	1	15:20:36	1	7:53:14	5	4
8:08:36	0	3	7:55:01	2	1	15:24:00	1	7:55:02	4	3
8:10:30	1	1	7:57:53	4	1	15:29:00	1	7:57:54	2	4
8:12:16	0	3	7:58:39	2	3	15:37:30	2	7:58:41	5	3
8:13:56	0	3	8:00:21	2	0	15:57:06	1	8:00:22	10	4
8:15:46	1	1	8:02:10	4	0	16:00:34	1	8:02:10	5	2
8:17:31	1	2	8:03:57	2	3	16:02:19	1	8:03:58	4	3
8:19:13	1	3	8:05:45	4	1	16:11:04	1	8:05:45	4	4
8:20:56	1	2	8:07:29	2	1	16:12:43	1	8:07:30	3	4
8:22:40	1	3	8:09:09	2	0	16:14:22	1	8:09:11	2	4
8:24:22	0	3	8:10:52	2	0	16:24:57	1	8:10:52	6	4
8:26:04	0	3	8:12:40	0	0	16:26:42	1	8:12:41	7	6
8:27:46	0	4	8:14:23	2	2	16:30:20	2	8:14:23	8	4
8:29:23	0	3	8:16:10	0	0	16:32:47	1	8:16:10	10	4
8:31:07	0	4	8:17:58	4	0	16:44:25	1	8:18:00	6	6
8:32:47	0	3	8:19:42	1	2	16:46:14	1	8:19:42	8	7
8:34:32	1	3	8:21:19	2	1	16:47:57	1	8:21:21	6	3
8:36:08	0	3	8:23:05	2	3	16:51:18	2	8:23:07	6	3
8:37:49	0	3	8:24:46	6	0	16:53:09	1	8:24:48	8	5
8:39:44	0	3	8:26:33	3	3	16:56:34	1	8:26:34	4	5
8:41:31	0	3	8:28:11	1	1	17:00:02	1	8:28:11	8	4
8:43:06	0	4	8:29:56	7	2	17:01:46	2	8:29:57	3	2
8:44:52	0	3	8:31:44	8	1	17:12:05	2	8:31:45	5	2
8:46:30	0	3	8:33:22	8	3	17:15:34	1	8:33:24	3	6
8:48:15	1	3	8:35:01	5	2	17:19:13	2	8:35:03	7	4
8:49:56	1	2	8:36:42	1	0	17:28:01	1	8:36:44	7	5
8:51:51	0	1	8:38:30	3	1	17:29:41	1	8:38:31	7	6
8:53:28	0	3	8:40:23	13	3	17:33:02	1	8:40:24	8	9



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road

Signal Change HH:MM:SS	A - A5145 Parrs Wood Lane		B - A5145			C - East Didsbury Access Road		D - A5145 Wilmslow Road		
	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Signal Change HH:MM:SS	Lane 1	Lane 2
8:55:15	0	1	8:42:04	4	2	17:38:17	1	8:42:05	11	6
8:57:02	0	3	8:43:48	6	1	17:50:30	1	8:43:49	8	10
8:58:46	0	2	8:45:23	5	0	17:54:02	2	8:45:24	10	9
9:00:34	1	2	8:47:03	2	0	17:59:30	1	8:47:04	10	6
9:02:27	0	3	8:48:46	2	1	18:01:21	1	8:48:48	0	8
9:04:11	0	2	8:50:31	3	0	18:11:33	1	8:50:33	8	5
9:05:59	0	1	8:52:16	4	1	18:15:05	1	8:52:18	7	5
9:07:39	0	4	8:54:04	5	0	18:23:38	1	8:54:06	6	4
9:09:32	0	3	8:55:54	5	1	18:25:23	3	8:55:56	4	1
9:11:16	0	3	8:57:41	6	0	18:27:06	2	8:57:41	7	5
9:12:47	0	3	8:59:27	5	4	18:35:59	3	8:59:29	7	7
9:15:39	1	0	9:01:16	0	0	18:37:42	1	9:01:16	6	6
9:15:45	0	3	9:02:57	3	1	18:42:46	1	9:02:58	7	5
9:16:30	0	1	9:04:44	0	1	18:46:14	1	9:04:46	3	1
9:18:15	0	2	9:06:37	3	2	18:49:47	1	9:06:37	3	1
9:19:07	0	3	9:08:12	5	1	18:51:30	1	9:08:14	2	0
9:19:58	0	2	9:10:04	11	0	18:53:15	1	9:10:06	6	3
9:21:35	1	2	9:11:50	3	1	18:56:46	1	9:11:52	1	1
9:23:06	0	3	9:13:32	7	3			9:13:33	9	2
9:24:40	1	3	9:15:11	6	1			9:15:13	2	2
9:26:20	0	3	9:16:03	9	2			9:16:05	3	1
9:28:03	0	2	9:16:55	6	1			9:16:57	5	0
9:28:23	0	3	9:17:45	4	1			9:17:46	5	0
9:29:37	0	3	9:18:39	3	1			9:18:41	1	0
9:31:16	0	4	9:19:32	5	3			9:19:34	4	1
9:32:51	1	1	9:20:29	8	0			9:20:30	0	6
9:34:34	3	0	9:21:59	1	0			9:21:59	0	0
9:36:03	0	3	9:23:31	0	1			9:23:33	1	0
9:37:46	0	3	9:25:10	4	1			9:25:11	7	2
9:39:21	0	3	9:26:51	1	0			9:26:53	2	0
9:41:00	2	3	9:28:28	1	1			9:28:30	1	0
9:42:25	0	1	9:30:03	4	1			9:30:04	0	0
9:43:51	0	3	9:31:40	2	2			9:31:41	1	0
9:45:12	1	1	9:33:17	2	1			9:33:17	1	0
9:46:36	0	3	9:34:59	2	2			9:35:00	0	0
9:48:12	0	3	9:36:35	4	3			9:36:37	5	3
9:49:44	1	3	9:38:14	7	0			9:38:15	2	0
9:51:03	0	3	9:41:26	3	1			9:41:28	1	2
9:52:24	0	2	9:42:49	2	1			9:42:51	1	1
9:53:48	2	0	9:44:14	0	1			9:44:14	3	2
9:55:08	0	3	9:45:36	0	0			9:45:37	4	3
9:56:27	0	3	9:47:09	0	0			9:47:10	1	3
9:57:53	0	4	9:48:45	6	1			9:48:47	1	1
9:59:11	1	2	9:50:18	5	1			9:50:20	2	1
15:00:56	0	3	9:51:29	0	0			9:51:30	3	1
15:02:45	0	3	9:52:53	0	1			9:52:54	2	2
15:04:33	1	3	9:54:11	1	0			9:54:13	2	1
15:06:21	1	3	9:55:32	0	1			9:55:33	2	0
15:08:01	1	3	9:57:02	0	1			9:57:03	2	2
15:09:37	0	3	9:58:20	3	0			9:58:20	2	5
15:11:21	1	3	9:59:42	4	1			9:59:43	2	5
15:13:01	0	3	15:01:26	3	0			15:01:27	7	5
15:14:46	0	4	15:03:10	0	0			15:03:11	10	2
15:16:29	0	3	15:04:57	5	0			15:04:58	12	4
15:18:34	1	4	15:06:45	6	2			15:06:47	12	7
15:19:59	1	0	15:08:26	6	1			15:08:26	12	6
15:21:52	0	4	15:09:59	6	4			15:10:00	12	4
15:23:34	0	3	15:11:46	6	3			15:11:48	12	8
15:25:23	2	3	15:13:34	3	2			15:13:36	12	6
15:27:04	1	3	15:15:17	3	3			15:15:18	12	12
15:28:45	1	3	15:17:10	0	3			15:17:11	12	10
15:30:25	0	3	15:19:06	7	3			15:19:08	10	12
15:32:10	0	4	15:20:49	12	10			15:20:51	12	12
15:33:52	0	4	15:22:34	5	7			15:22:34	11	11
15:35:34	0	3	15:24:13	5	4			15:24:15	12	2
15:37:18	0	4	15:25:59	8	7			15:26:00	6	4
15:39:09	1	3	15:27:38	4	4			15:27:40	10	8
15:40:54	0	3	15:29:13	0	2			15:29:14	2	1
15:42:41	0	3	15:30:51	3	0			15:30:52	5	2
15:44:22	0	2	15:32:56	0	0			15:32:58	8	4
15:46:09	0	3	15:34:20	0	1			15:34:20	10	6



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road

Signal Change HH:MM:SS	A - A5145 Parrs Wood Lane		B - A5145			C - East Didsbury Access Road		D - A5145 Wilmslow Road		
	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Signal Change HH:MM:SS	Lane 1	Lane 2
15:47:53	0	3	15:35:59	0	1			15:36:01	6	8
15:49:46	1	3	15:37:42	0	1			15:37:43	9	10
15:51:29	2	2	15:39:34	0	1			15:39:36	10	11
15:53:17	0	3	15:41:20	0	0			15:41:21	3	7
15:54:53	0	3	15:43:11	4	1			15:43:12	8	5
15:56:48	1	4	15:44:52	0	3			15:44:53	3	8
15:58:33	0	3	15:46:35	0	0			15:46:36	1	3
16:00:07	0	4	15:48:25	6	2			15:48:27	5	6
16:01:58	0	3	15:50:14	2	3			15:50:16	3	2
16:03:44	0	3	15:51:58	1	0			15:51:58	3	1
16:05:32	2	1	15:53:41	3	0			15:53:42	0	0
16:07:16	0	3	15:55:25	4	2			15:55:27	2	4
16:09:00	0	3	15:57:14	5	1			15:57:15	0	0
16:10:48	1	2	15:58:56	0	1			15:58:57	0	0
16:12:31	1	1	16:00:45	2	1			16:00:45	2	1
16:14:08	0	3	16:02:32	1	0			16:02:34	1	3
16:15:55	1	3	16:04:26	4	3			16:04:26	12	12
16:17:44	0	3	16:06:01	3	1			16:06:02	6	4
16:19:34	0	4	16:07:42	0	2			16:07:43	1	1
16:21:16	0	3	16:09:25	0	0			16:09:26	1	2
16:23:03	0	3	16:11:17	12	1			16:11:18	1	2
16:24:48	2	1	16:12:56	3	0			16:12:56	2	1
16:26:31	1	2	16:14:34	2	0			16:14:35	2	4
16:28:15	0	3	16:16:31	1	0			16:16:32	4	4
16:30:10	0	4	16:18:15	1	3			16:18:16	3	4
16:31:50	0	3	16:19:56	1	1			16:19:58	0	3
16:33:32	1	4	16:21:40	0	1			16:21:41	1	0
16:35:25	0	2	16:23:28	1	1			16:23:29	0	1
16:37:10	0	3	16:25:11	1	0			16:25:13	3	0
16:38:58	0	5	16:26:55	1	0			16:26:56	3	1
16:40:43	0	3	16:28:45	0	0			16:28:46	6	5
16:42:24	0	3	16:30:31	1	1			16:30:32	2	1
16:44:11	0	3	16:32:18	6	2			16:32:19	4	2
16:45:49	0	3	16:32:58	0	2			16:32:59	4	5
16:47:36	0	3	16:35:49	0	0			16:35:50	3	5
16:49:10	1	3	16:37:37	3	0			16:37:39	6	5
16:51:06	1	3	16:39:24	3	1			16:39:24	1	3
16:52:46	0	3	16:41:07	4	0			16:41:08	0	5
16:54:35	0	3	16:42:59	3	0			16:43:01	2	3
16:56:19	0	3	16:44:37	1	0			16:44:38	0	0
16:58:06	0	3	16:46:20	3	1			16:46:21	3	3
16:59:52	1	4	16:48:10	1	0			16:48:12	5	6
17:01:34	0	3	16:49:49	1	5			16:49:50	9	8
17:03:18	0	4	16:51:29	4	5			16:51:30	6	6
17:05:02	0	2	16:53:23	1	1			16:53:25	14	7
17:06:43	0	3	16:55:11	0	0			16:55:12	14	4
17:08:23	0	3	16:56:47	1	0			16:56:47	12	6
17:10:07	0	3	16:58:35	1	3			16:58:37	12	8
17:11:55	0	2	17:00:15	3	2			17:00:16	10	3
17:13:34	1	3	17:02:00	0	0			17:02:01	9	9
17:15:19	0	2	17:03:43	3	1			17:03:44	10	4
17:15:28	1	0	17:05:27	2	2			17:05:29	13	4
17:17:10	0	3	17:07:06	0	1			17:07:07	14	12
17:18:54	0	3	17:08:47	0	1			17:08:48	14	2
17:20:50	1	3	17:10:33	4	3			17:10:35	14	4
17:22:35	1	1	17:12:18	2	2			17:12:19	13	10
17:24:24	0	3	17:13:55	4	5			17:13:56	12	13
17:26:09	1	3	17:15:46	1	2			17:15:47	12	7
17:27:51	0	2	17:17:35	3	1			17:17:37	12	12
17:29:30	2	3	17:19:25	2	1			17:19:26	14	10
17:31:07	1	3	17:21:15	3	1			17:21:17	14	8
17:32:50	1	2	17:22:59	1	0			17:23:01	12	12
17:34:34	1	3	17:24:47	0	1			17:24:48	9	8
17:36:21	0	3	17:26:36	3	0			17:26:38	14	6
17:38:06	0	2	17:28:15	4	4			17:28:16	8	8
17:39:51	0	4	17:28:56	3	1			17:28:57	14	7
17:41:38	0	1	17:31:35	0	0			17:31:36	14	2
17:43:19	1	2	17:33:15	0	3			17:33:16	12	12
17:45:06	0	2	17:35:03	4	5			17:35:05	12	3
17:46:50	0	3	17:36:52	1	3			17:36:54	14	8
17:48:38	0	3	17:38:33	0	2			17:38:34	14	2



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - A5145 Parrs Wood Lane / B - A5145 / C - East Didsbury Access Road / D - A5145 Wilmslow Road

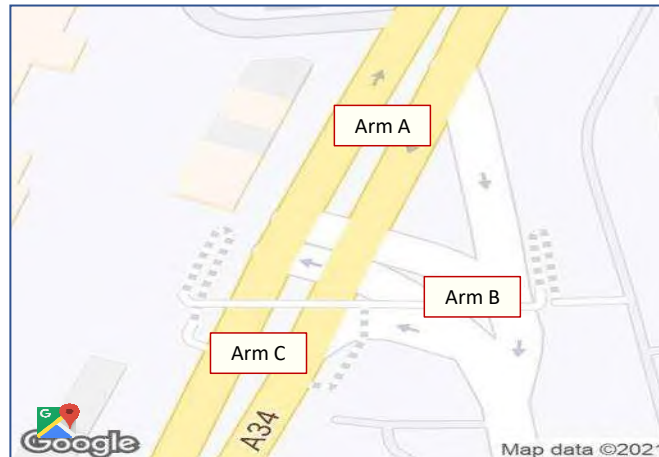
Signal Change HH:MM:SS	A - A5145 Parrs Wood Lane		B - A5145			C - East Didsbury Access Road		D - A5145 Wilmslow Road		
	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Lane 2	Signal Change HH:MM:SS	Lane 1	Signal Change HH:MM:SS	Lane 1	Lane 2
17:50:22	0	2	17:40:15	7	5			17:40:17	14	3
17:52:03	0	3	17:42:02	0	6			17:42:04	12	8
17:53:52	0	2	17:43:42	2	4			17:43:44	8	6
17:55:38	1	4	17:45:29	0	1			17:45:31	8	4
17:57:26	0	3	17:47:16	0	1			17:47:17	10	6
17:59:10	0	4	17:49:05	2	3			17:49:07	14	8
18:01:02	1	3	17:50:44	2	0			17:50:45	14	8
18:02:37	0	4	17:52:27	7	6			17:52:29	12	12
18:04:20	1	2	17:54:12	0	4			17:54:14	9	9
18:06:04	1	3	17:56:02	2	2			17:56:03	10	8
18:07:49	0	3	17:57:51	3	3			17:57:53	14	3
18:09:38	0	4	17:59:42	5	0			17:59:44	12	6
18:11:22	0	3	18:01:34	9	2			18:01:36	8	8
18:13:05	0	3	18:03:21	7	4			18:03:22	12	12
18:14:54	2	2	18:04:55	2	1			18:04:55	10	9
18:16:36	0	3	18:06:31	0	2			18:06:32	14	8
18:18:17	0	3	18:08:14	3	2			18:08:15	14	5
18:20:02	0	3	18:10:01	1	3			18:10:02	6	3
18:21:44	0	3	18:11:44	1	3			18:11:46	6	4
18:23:27	1	3	18:13:31	1	1			18:13:33	8	6
18:25:08	0	3	18:15:17	0	8			18:15:19	10	8
18:26:45	1	4	18:17:05	14	5			18:17:07	8	4
18:28:29	0	3	18:18:54	13	4			18:18:56	8	4
18:29:08	0	3	18:20:34	2	5			18:20:36	10	6
18:30:23	0	3	18:22:16	8	5			18:22:17	14	2
18:32:06	0	3	18:23:51	4	4			18:23:52	14	0
18:33:48	0	3	18:25:38	6	4			18:25:40	14	2
18:35:31	0	3	18:27:19	0	4			18:27:21	10	8
18:37:19	1	3	18:29:08	2	3			18:29:10	14	8
18:39:05	0	3	18:30:57	2	5			18:30:58	14	2
18:40:38	0	5	18:32:37	5	6			18:32:39	14	12
18:42:28	0	3	18:34:27	5	4			18:34:29	8	3
18:44:03	1	3	18:36:13	6	4			18:36:13	11	3
18:45:57	0	2	18:37:53	8	4			18:37:54	12	6
18:47:36	0	3	18:39:36	6	3			18:39:37	12	3
18:49:24	0	3	18:41:16	6	1			18:41:17	12	12
18:51:04	0	3	18:42:57	10	2			18:42:58	10	3
18:52:46	0	3	18:44:41	11	0			18:44:41	8	6
18:54:26	0	4	18:46:28	6	0			18:46:30	10	6
18:56:19	0	3	18:48:17	7	2			18:48:17	8	2
18:57:57	0	3	18:50:00	6	4			18:50:02	8	5
18:59:50	0	3	18:51:44	10	1			18:51:46	9	4
			18:53:29	4	2			18:53:29	6	2
			18:55:13	5	2			18:55:15	10	6
			18:56:59	7	1			18:57:00	6	5
			18:58:44	6	1			18:58:45	8	2



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway



Matrix Totals: **Counts**

Show single Session: **No**

07:00 to 10:00

Custom Start / End: **07:00** **19:00**

Show Peak Times: **No**

		Arm Destination			Total	% Total
		A	B	C		
Arm Origin	A	0	3831	9752	13583	100.00%
	B	4460	1	687	5148	100.00%
	C	9918	1042	3	10963	100.00%
Total		14378	4874	10442		
% Total		100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes

From A										To A									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
07:00 - 07:15	230	30	7	2	5	6	2	287.1	282	290	27	17	2	4	5	2	356.9	347	
07:15 - 07:30	271	28	6	2	3	5	0	319.6	315	349	46	8	3	8	6	1	431.5	421	
07:30 - 07:45	333	46	7	2	5	4	0	404.9	397	515	54	8	1	7	13	2	600.7	600	
07:45 - 08:00	446	36	8	1	3	5	3	504.5	502	542	43	6	0	6	11	4	609.8	612	
Hourly Total	1280	140	28	7	16	20	5	1516	1496	1696	170	39	6	25	35	9	2000	1980	
08:00 - 08:15	404	39	5	2	3	7	0	462.5	460	600	52	12	1	8	11	4	692.1	688	
08:15 - 08:30	473	30	5	1	3	5	2	520.6	519	572	41	6	3	6	9	1	643.1	638	
08:30 - 08:45	421	33	5	2	1	3	3	469.9	468	491	49	5	3	8	7	2	572.6	566	
08:45 - 09:00	391	42	6	0	5	7	3	454.6	454	480	51	7	2	7	7	7	564.3	561	
Hourly Total	1689	144	21	5	12	22	8	1908	1901	2143	193	30	9	29	34	14	2473	2452	
09:00 - 09:15	364	35	5	0	1	3	0	409.1	408	372	40	5	1	9	5	1	441.2	433	
09:15 - 09:30	339	35	5	1	2	6	0	389.0	388	385	55	3	1	5	7	3	459.4	459	
09:30 - 09:45	323	40	6	2	1	0	0	376.6	372	342	47	5	4	0	2	0	406.1	400	
09:45 - 10:00	290	33	6	1	1	1	3	337.7	335	303	54	8	1	5	1	0	381.5	372	
Hourly Total	1316	143	22	4	5	10	3	1514	1503	1402	196	21	7	19	15	4	1689	1664	
Session Total	4285	427	71	16	33	52	16	4938	4900	5241	599	90	22	73	84	27	6162	6096	
15:00 - 15:15	452	46	3	2	3	0	1	513.5	507	454	43	5	1	3	4	3	514.8	513	
15:15 - 15:30	486	52	13	1	1	2	2	563.0	557	490	37	8	2	5	9	1	555.8	552	
15:30 - 15:45	532	48	6	0	0	7	1	590.8	594	449	39	4	1	4	5	2	506.1	504	
15:45 - 16:00	543	48	1	1	1	6	3	599.2	603	502	44	1	0	4	4	1	556.7	556	
Hourly Total	2013	194	23	4	5	15	7	2267	2261	1895	163	18	4	16	22	7	2133	2125	
16:00 - 16:15	486	42	5	3	3	9	3	551.4	551	458	37	2	3	2	2	1	509.7	505	
16:15 - 16:30	567	37	6	1	9	8	3	636.1	631	470	46	3	0	3	8	6	530.5	536	
16:30 - 16:45	538	40	0	1	4	3	3	590.1	589	476	45	2	0	2	4	5	530.8	534	
16:45 - 17:00	552	38	3	0	3	11	2	603.5	609	450	55	1	2	4	8	2	521.5	522	
Hourly Total	2143	157	14	5	19	31	11	2381	2380	1854	183	8	5	11	22	14	2093	2097	
17:00 - 17:15	474	34	2	1	2	7	5	520.7	525	374	46	3	0	1	7	3	429.1	434	
17:15 - 17:30	501	30	2	0	2	5	1	536.4	541	430	43	2	1	3	3	0	484.9	482	
17:30 - 17:45	494	31	0	0	2	9	4	532.4	540	442	33	2	1	3	4	2	487.9	487	
17:45 - 18:00	468	27	1	0	3	13	6	597.5	518	427	31	2	4	3	1	4	475.0	472	
Hourly Total	1937	122	5	1	9	34	16	2100	2124	1673	153	9	6	10	15	9	1581	1575	
18:00 - 18:15	514	36	1	2	3	7	7	556.3	560	453	31	1	1	1	3	5	492.4	495	
18:15 - 18:30	433	24	1	1	4	8	1	470.8	472	585	26	1	2	1	3	4	521.3	522	
18:30 - 18:45	391	17	0	3	1	6	2	408.9	410	509	32	0	0	1	2	0	543.4	544	
18:45 - 19:00	446	16	0	1	2	5	4	472.9	476	480	26	0	0	3	8	7	516.4	524	
Hourly Total	1774	85	2	7	10	26	14	1909	1918	2027	115	2	3	6	16	16	2173	2165	
Session Total	7867	558	44	17	43	106	48	8657	8653	7449	614	37	18	43	75	46	8280	8282	



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: **A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway**

Approach: **B - B5095 Wilmslow Road**

TIME	B to C									B to A									B to B								
	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	PICYCLE	MICYCLE	PCU	TOTAL
07:00 - 07:15	5	0	0	0	0	0	0	5.0	5	75	4	1	0	1	5	2	84.3	88	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	8	1	0	0	0	0	0	9.0	9	101	13	2	0	3	6	1	124.6	126	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	19	2	0	0	0	0	0	21.0	21	165	9	0	1	2	13	0	182.9	190	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	17	0	0	0	0	0	0	17.0	17	165	8	3	0	1	11	2	182.5	190	0	0	0	0	0	0	0	0.0	0
Hourly Total	49	3	0	0	0	0	0	52	52	506	34	6	1	7	35	5	574	594	0	0	0	0	0	0	0	0.0	0
08:00 - 08:15	24	0	1	0	0	0	0	25.5	25	173	15	3	0	0	11	0	194.7	202	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	24	3	0	0	0	0	0	27.0	27	180	7	1	1	2	9	1	197.0	201	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	35	1	0	0	0	0	0	36.0	36	178	9	0	0	0	7	0	188.4	194	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	14	0	0	0	0	0	0	14.0	14	150	16	1	0	1	7	1	171.3	176	0	0	0	0	0	0	0	0.0	0
Hourly Total	97	4	1	0	0	0	0	103	102	681	47	5	1	3	34	2	752	773	0	0	0	0	0	0	0	0.0	0
09:00 - 09:15	18	1	0	0	0	0	1	19.4	20	130	12	1	1	3	5	1	153.2	153	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	15	0	1	0	0	0	0	16.5	16	118	11	1	0	5	7	1	142.3	143	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	16	1	0	0	0	0	0	17.0	17	101	7	0	0	0	2	0	108.4	110	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	23	1	0	0	0	0	0	24.0	24	98	11	2	0	2	0	0	116.0	113	0	0	0	0	0	0	0	0.0	0
Hourly Total	72	3	1	0	0	0	1	77	77	447	41	4	1	10	14	2	520	519	0	0	0	0	0	0	0	0.0	0
Session Total	218	10	2	0	0	0	1	232	231	1634	122	15	3	20	53	9	1846	1886	0	0	0	0	0	0	0	0.0	0
15:00 - 15:15	39	1	1	0	0	0	0	41.5	41	166	9	0	0	2	3	0	179.6	180	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	46	1	0	0	0	0	0	47.0	47	197	8	2	0	3	8	0	215.6	218	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	40	3	0	0	0	0	0	43.0	43	195	13	1	0	1	4	0	212.3	214	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	37	4	0	0	0	0	0	41.0	41	147	13	0	0	0	3	0	160.6	163	0	0	0	0	0	0	0	0.0	0
Hourly Total	162	9	1	0	0	0	0	173	172	705	43	3	0	6	18	0	769	775	0	0	0	0	0	0	0	0.0	0
16:00 - 16:15	27	4	0	0	0	0	0	31.0	31	147	7	0	1	1	2	1	159.1	159	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	17	4	0	0	0	0	0	21.0	21	139	10	0	0	1	7	2	153.2	159	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	28	0	0	0	0	0	0	28.0	28	140	13	1	0	2	4	4	160.9	164	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	23	3	0	0	0	0	0	26.0	26	141	5	0	0	0	6	2	148.4	156	0	0	0	0	0	0	0	0.0	0
Hourly Total	95	11	0	0	0	0	0	105	106	567	35	1	1	4	21	9	622	638	0	0	0	0	0	0	0	0.0	0
17:00 - 17:15	16	0	0	0	0	0	0	16.0	16	77	4	0	0	0	6	0	82.2	87	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	16	0	0	0	0	0	0	16.0	16	110	7	0	0	1	3	0	119.6	121	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	18	0	0	0	0	0	0	18.0	18	106	6	0	0	0	4	0	112.8	116	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	24	4	0	0	0	0	0	28.0	28	92	5	1	0	0	1	1	95.1	100	1	0	0	0	0	0	0	1.0	1
Hourly Total	74	4	0	0	0	0	0	76	76	365	22	1	0	1	14	1	414	424	1	0	0	0	0	0	0	1.0	1
18:00 - 18:15	10	1	0	0	0	0	0	11.0	11	136	7	0	0	0	3	2	144.4	148	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	30	0	0	0	0	0	0	30.0	30	145	7	0	0	1	3	3	155.8	159	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	24	1	0	1	0	0	0	27.3	26	204	7	0	0	1	2	0	213.4	214	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	32	1	0	0	0	0	0	33.0	33	195	6	0	0	2	8	5	209.6	216	0	0	0	0	0	0	0	0.0	0
Hourly Total	96	3	0	1	0	0	0	101	100	680	27	0	0	4	16	10	722	737	0	0	0	0	0	0	0	0.0	0
Session Total	427	27	1	1	0	0	0	458	456	2337	127	5	1	15	69	20	2527	2574	1	0	0	0	0	0	0	1	1

From B										To B									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
07:00 - 07:15	80	4	1		1	5	2	89.3	93	47	5	2			5	0	56.0	59	
07:15 - 07:30	109	14	2		3	6	1	133.6	135	75	8	0	0	1	5	0	86.0	89	
07:30 - 07:45	184	11	0	1		2	13	0	203.9	211	109	11	1	0	4	0	122.3	125	
07:45 - 08:00	182	8	3		0	1	11	2	199.5	207	144	6	2	0	1	5	1	156.4	159
Hourly Total	555	37	6	1	7	35	5	626	646	375	30	5	0	2	19	1	421	432	
08:00 - 08:15	197	15	4	0		11	0	220.2	227	154	9	1	1	2	7	0	172.2	174	
08:15 - 08:30	214	10	1	1	2	9	1	224.0	228	188	11	2	0	3	5	0	209.0	209	
08:30 - 08:45	213	10	0	0		7	0	224.4	230	139	9	1	0	1	3	0	152.1	153	
08:45 - 09:00	164	16	1	0		7	1	185.3	190	136	12	1	0	3	7	1	159.3	162	
Hourly Total	773	51	6	1	3	34	2	854	875	619	41	5	1	9	22	1	692	695	
09:00 - 09:15	148	13	1	1	3	5	2	172.6	173	126	8	3	0	1	3	1	141.5	142	
09:15 - 09:30	133	11	2		5	7	1	168.8	169	132	12	0	1	0	6	0	147.5	151	
09:30 - 09:45	117	8	0	0	0	2	0	125.4	127	87	14	4	0	1	0	0	109.0	106	
09:45 - 10:00	121	12	2	0	2	0	0	140.0	137	106	10	3	0	0	0	1	120.9	120	
Hourly Total	519	44	5	1	10	14	3	597	596	451	44	10	1	2	9	2	519	519	
Session Total	1852	132	17	3	20	83	10	2077	2117	1445	115	20	2	13	50	4	1632	1649	
15:00 - 15:15	205	10	1	0	2	3	0	221.1	221	165	9	2	0	0	0	0	177.0	176	
15:15 - 15:30	243	9	2	0	3	8	0	262.6	265	168	12	1	0	1	2	1	184.3	185	
15:30 - 15:45	235	16	1	0	1	4	0	255.3	257	195	16	0	0	0	6	1	212.6	218	
15:45 - 16:00	184	17	0	0	0	3	0	201.6	204	186	16	0	0	1	6	1	205.6	210	
Hourly Total	867	52	4	0	6	18	0	941	947	714	53	3	0	2	14	3	750	759	
16:00 - 16:15	174	11	0	1	1	2	1	190.1	190	136	7	2	0	0	9	1	148.2	155	
16:15 - 16:30	156	14	0	0	1	7	2	174.2	180	170	13	0	0	1	8	0	166.6	192	
16:30 - 16:45	168	13	1	0	2	4	4	188.9	192	184	9	0	0	1	3	0	195.6	197	
16:45 - 17:00	164	8	0	0	0	8	2	174.4	182	190	14	1	0	2	11	1	212.1	219	
Hourly Total	662	46	1	1	4	21	9	728	744	680	43	3	0	4	31	2	743	763	
17:00 - 17:15	93	4	0	0	0	6	0	98.2	103	191	11	1	0	1	7	2	207.7	213	
17:15 - 17:30	126	7	0	0	1	3	0	135.6	137	201	11	1	0	1	5	0	216.5	219	
17:30 - 17:45	124	6	0	0	0	4	0	130.5	134	200	10	1	0	2	8	2	217.9	223	
17:45 - 18:00	117	9	1	0	0	1	1	128.1	129	196	18	0	0	1	13	2	219.4	230	
Hourly Total	460	26	1	0	1	14	1	493	503	388	50	3	0	5	33	6	462	485	
18:00 - 18:15	146	8	0	0	0	3	2	155.4	159	208	9	0	0	1	7	2	221.2	227	
18:15 - 18:30	175	7	0	0	1	3	3	185.8	189	189	10	0	0	3	8	0	206.6	210	
18:30 - 18:45	228	8	0	1	1	2	0	240.7	240	153	8	0	1	0	6	0	164.5	168	
18:45 - 19:00	227	7	0	0	2	8	5	241.6	249	164	11	0	0	2	5	1	180.4	193	
Hourly Total	776	30	0	1	4	16	10	823	837	714	38	0	1	6	26	3	772	788	
Session Total	2765	154	6	2	15	69	20	2985	3031	2896	184	9	1	17	104	14	3157	3225	



Parrs Wood, Manchester - Manual Traffic Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: **A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway**

Approach: **C - (South) A34 Kingsway**

C to A										C to B										C to C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL		
07:00 - 07:15	215	23	16	2	3	0	0	272.6	289	9	2	0	0	0	0	0	11.0	11	0	0	0	0	0	0	0	0.0	0		
07:15 - 07:30	248	33	6	3	5	0	0	306.9	295	20	2	0	0	0	0	0	22.0	22	0	1	0	0	0	0	0	1.0	1		
07:30 - 07:45	350	45	8	0	5	0	2	417.8	410	24	2	0	0	0	0	0	26.0	26	0	0	0	0	0	0	0	0.0	0		
07:45 - 08:00	377	35	3	0	5	0	2	427.3	422	31	1	0	0	0	0	0	32.0	32	0	0	0	0	0	0	0	0.0	0		
Hourly Total	1190	136	33	5	18	0	4	1426	1386	84	7	0	0	0	0	0	91	91	0	1	0	0	0	0	0	0	1	1	
08:00 - 08:15	427	37	9	1	8	0	4	497.4	486	48	0	0	0	0	0	0	48.0	48	0	0	0	0	0	0	0	0.0	0		
08:15 - 08:30	392	34	5	2	4	0	0	446.1	437	52	6	0	0	0	0	0	58.0	58	0	0	0	0	0	0	0	0.0	0		
08:30 - 08:45	313	40	5	3	8	0	2	384.2	371	25	3	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0		
08:45 - 09:00	330	35	6	2	6	0	6	393.0	385	27	4	0	0	0	0	0	31.0	31	0	0	0	0	0	0	0	0.0	0		
Hourly Total	1462	146	25	8	26	0	12	1721	1679	152	13	0	0	0	0	0	165	165	0	0	0	0	0	0	0	0	0	0	
09:00 - 09:15	242	28	4	0	6	0	0	288.0	280	24	1	3	0	0	0	1	29.9	29	0	0	0	0	0	0	0	0.0	0		
09:15 - 09:30	267	44	2	1	0	0	2	317.1	316	35	3	0	0	0	0	0	38.0	38	0	0	0	0	0	0	0	0.0	0		
09:30 - 09:45	241	40	5	4	0	0	0	297.7	290	21	2	1	0	0	0	0	24.5	24	0	0	0	0	0	0	0	0.0	0		
09:45 - 10:00	205	43	6	1	3	1	0	265.5	259	24	2	2	0	0	0	0	29.0	28	0	0	0	0	0	0	0	0.0	0		
Hourly Total	955	155	17	6	9	1	2	1169	1145	104	8	6	0	0	0	1	121	119	0	0	0	0	0	0	0	0	0	0	
Session Total	3607	437	75	19	53	1	18	4316	4210	340	28	6	0	0	0	0	1	377	375	0	1	0	0	0	0	0	1	1	
15:00 - 15:15	288	34	5	1	1	1	3	335.2	333	34	2	0	0	0	0	0	36.0	36	0	0	0	0	0	0	0	0.0	0		
15:15 - 15:30	293	29	6	2	2	1	1	340.2	334	29	1	0	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0.0	0		
15:30 - 15:45	254	26	3	1	3	1	2	293.8	290	35	2	0	0	0	0	0	37.0	37	0	0	0	0	0	0	0	0.0	0		
15:45 - 16:00	355	31	1	0	4	1	1	396.1	393	32	7	0	0	0	0	0	39.0	39	0	0	0	0	0	0	0	0.0	0		
Hourly Total	1209	118	15	4	10	4	7	1366	1350	130	12	0	0	0	0	0	142	142	0	0	0	0	0	0	0	0	0	0	
16:00 - 16:15	311	30	2	2	1	0	0	350.6	346	29	1	0	0	0	0	0	30.0	30	0	0	0	0	0	0	0	0.0	0		
16:15 - 16:30	331	36	3	0	2	1	4	377.3	377	31	3	0	0	0	0	0	34.0	34	0	0	0	0	0	0	0	0.0	0		
16:30 - 16:45	336	32	1	0	0	0	1	369.9	370	31	1	0	0	0	0	0	32.0	32	0	0	0	0	0	0	0	0.0	0		
16:45 - 17:00	309	50	1	2	4	0	0	373.1	366	44	2	0	0	0	0	0	46.0	46	1	0	0	0	0	0	0	1.0	1		
Hourly Total	1287	148	7	4	7	1	5	1471	1459	135	7	0	0	0	0	0	142	142	1	0	0	0	0	0	0	0	1	1	
17:00 - 17:15	297	42	3	0	1	1	3	346.9	347	43	1	0	0	0	0	0	44.0	44	0	0	0	0	0	0	0	0.0	0		
17:15 - 17:30	320	36	2	1	2	0	0	365.3	361	35	3	1	0	0	0	0	39.5	39	0	0	0	0	0	0	0	0.0	0		
17:30 - 17:45	336	27	2	1	3	0	2	375.1	371	36	3	1	0	0	1	0	42.5	41	0	0	0	0	0	0	0	0.0	0		
17:45 - 18:00	335	26	1	4	3	0	3	376.9	372	57	5	0	0	0	0	0	62.0	62	0	0	0	0	0	0	0	0.0	0		
Hourly Total	1288	131	8	6	9	1	8	1466	1451	171	12	2	0	0	1	0	158	156	0	0	0	0	0	0	0	0	0	0	
18:00 - 18:15	317	24	1	1	1	0	3	348.0	347	47	2	0	0	0	0	0	49.0	49	0	0	0	0	0	0	0	0.0	0		
18:15 - 18:30	440	19	1	2	0	0	1	465.5	463	56	2	0	0	0	0	0	58.0	58	0	0	0	0	0	0	0	0.0	0		
18:30 - 18:45	305	25	0	0	0	0	0	330.0	330	38	2	0	1	0	0	0	42.3	41	1	0	0	0	0	0	0	1.0	1		
18:45 - 19:00	285	20	0	0	1	0	2	307.8	308	46	3	0	0	0	0	0	49.0	49	0	0	0	0	0	0	0	0.0	0		
Hourly Total	1347	88	2	3	2	0	6	1451	1448	167	9	0	1	0	0	0	198	197	1	0	0	0	0	0	0	1	1		
Session Total	5112	487	32	17	28	6	26	5754	5708	623	40	2	1	1	0	0	670	667	2	0	0	0	0	0	0	0	2	2	

From C										To C									
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	
07:00 - 07:15	224	25	16	2	3	0	0	283.6	270	197	27	5	2	5	1	2	247.1	239	
07:15 - 07:30	268	36	6	3	5	0	0	329.9	318	224	24	6	2	2	0	0	265.6	258	
07:30 - 07:45	374	47	8	0	5	0	2	443.8	436	267	39	6	2	5	0	0	329.6	319	
07:45 - 08:00	408	36	3	0	5	0	2	499.3	454	350	31	6	1	2	0	2	397.1	392	
Hourly Total	1274	144	33	5	18	0	4	1516	1478	1038	121	23	7	14	1	4	1240	1208	
08:00 - 08:15	475	37	9	1	8	0	4	546.4	534	322	30	5	1	1	0	0	363.8	359	
08:15 - 08:30	444	40	5	2	4	0	0	504.1	495	361	28	3	1	0	0	2	396.6	395	
08:30 - 08:45	338	43	5	3	8	0	2	412.2	399	342	28	4	2	0	0	0	381.8	379	
08:45 - 09:00	357	39	6	2	6	0	6	424.0	416	294	34	5	0	2	0	2	340.3	337	
Hourly Total	1514	159	25	8	26	0	12	1886	1844	1319	120	17	4	3	0	7	1483	1470	
09:00 - 09:15	266	29	7	0	6	0	1	317.9	309	280	29	5	0	0	0	1	316.9	315	
09:15 - 09:30	302	47	2	1	0	0	2	355.1	354	257	26	6	0	2	0	0	296.0	291	
09:30 - 09:45	262	42	6	4	0	0	0	322.2	314	273	29	3	2	0	0	0	311.1	307	
09:45 - 10:00	229	45	8	1	3	1	0	294.5	287	231	26	5	1	1	1	2	269.8	267	
Hourly Total	1059	163	23	6	9	1	3	1290	1264	1041	110	19	3	3	1	3	1194	1180	
Session Total	3947	466	81	19	53	1	19	4694	4586	3398	351	59	14	20	2	14	3917	3858	
15:00 - 15:15	322	36	5	1	1	1	3	371.2	369	360	40	2	2	3	0	1	414.0	408	
15:15 - 15:30	322	30	6	2	2	1	1	370.2	364	393	42	12	1	0	0	1	455.7	449	
15:30 - 15:45	289	28	3	1	3	1	2	330.8	327	412	37	6	0	0	1	0	458.2	456	
15:45 - 16:00	387	38	1	0	4	1	1	435.1	432	426	43	1	1	0	0	2	473.6	473	
Hourly Total	1320	132	15	4	10	4	7	1508	1492	1591	162	21	4	3	1	4	1802	1786	
16:00 - 16:15	340	31	2	2	1	0	0	380.6	376	406	40	3	3	3	0	2	464.2	457	
16:15 - 16:30	362	39	3	0	2	1	4	411.3	411	445	31	6	1	8	0	3	504.5	494	
16:30 - 16:45	367	33	1	0	0	0	1	401.9	402	413	32	0	1	3	0	3	454.5	452	
16:45 - 17:00	354	52	1	2	4	0	0	420.1	413	430	29	2	0	1	0	1	464.4	463	
Hourly Total	1423	155	7	4	7	1	5	1614	1602	1694	132	11	5	15	0	9	1889	1866	
17:00 - 17:15	340	43	3	0	1	1	3	390.9	391	342	24	1	1	1	0	3	373.0	372	
17:15 - 17:30	355	39	3	1	2	0	0	404.8	400	351	22	2	0	1	0	1	376.4	377	
17:30 - 17:45	372	30	3	1	4	0	2	417.6	412	348	24	0	0	1	1	2	375.0	376	
17:45 - 18:00	392	31	1	4	3	0	3	440.9	434	354	18	1	0	2	0	4	379.1	379	
Hourly Total	1459	143	10	6	10	1	8	1654	1637	1595	88	4	1	5	1	10	1505	1504	
18:00 - 18:15	364	26	1	1	1	0	3	397.0	396	363	20	1	2	2	0	5	395.1	393	
18:15 - 18:30	496	21	1	2	0	0	1	623.5	621	330	16	1	1	1	0	1	362.2	360	
18:30 - 18:45	344	27	0	1	0	0	0	373.3	372	291	12	0	4	1	0	2	315.0	310	
18:45 - 19:00	331	23	0	0	1	0	2	356.8	357	360	11	0	1	0	0	3	374.5	375	
Hourly Total	1535	97	2	4	2	0	6	1650	1646	1344	59	2	8	4	0	11	1436	1428	
Session Total	5737	527	34	18	29	6	26	6426	6377	6924	441	38	18	27	2	34	6632	6584	



Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: **A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway**

	A - (North) A34 Kingsway				B - B5095 Winslow Road				C - (South) A34 Kingsway						
Signal Change H/M:MM:SS	Lane 1	Signal Change H/M:MM:SS	Lane 2	Lane 3	Signal Change H/M:MM:SS	Lane 1	Signal Change H/M:MM:SS	Lane 2	Lane 3	Signal Change H/M:MM:SS	Lane 1	Lane 2	Lane 3	Signal Change H/M:MM:SS	Lane 4
07:00:56	0	07:00:52	2	2	07:00:22	0	07:00:18	6	4	07:00:39	2	3	6	07:00:39	2
07:04:32	0	07:01:47	1	0	07:01:36	0	07:01:26	5	4	07:01:49	3	2	1	07:04:15	1
07:05:46	0	07:03:02	0	1	07:02:39	0	07:02:36	6	2	07:03:02	2	4	7	07:05:33	2
07:07:03	0	07:04:28	3	1	07:03:54	1	07:03:53	2	2	07:04:15	3	4	6	07:06:49	1
07:09:34	0	07:05:44	5	1	07:05:12	0	07:05:10	3	2	07:05:33	2	6	4	07:08:08	0
07:11:32	1	07:07:00	2	3	07:06:29	0	07:06:27	1	4	07:06:49	3	5	7	07:09:20	1
07:14:23	0	07:08:06	2	0	07:07:45	0	07:07:43	1	0	07:08:08	2	2	3	07:10:29	0
07:15:33	0	07:09:26	1	2	07:09:02	0	07:08:58	3	3	07:09:20	3	6	9	07:11:36	1
07:16:24	1	07:10:26	2	0	07:10:07	1	07:10:06	1	2	07:10:29	3	2	2	07:12:53	0
07:19:36	0	07:11:48	2	0	07:11:16	0	07:11:14	4	4	07:11:36	3	4	6	07:14:05	2
07:20:53	0	07:12:50	0	0	07:12:30	1	07:12:29	3	2	07:12:53	2	2	3	07:15:18	2
07:22:03	0	07:14:17	1	2	07:13:44	0	07:13:43	2	2	07:14:05	3	3	4	07:16:35	0
07:23:11	1	07:15:31	1	3	07:15:00	0	07:15:00	8	11	07:15:18	0	4	7	07:17:59	4
07:25:59	2	07:16:32	1	1	07:16:11	1	07:16:10	10	9	07:16:35	0	3	4	07:19:18	2
07:27:27	1	07:18:14	5	3	07:17:39	0	07:17:37	3	5	07:17:59	2	5	9	07:20:39	1
07:29:08	0	07:19:36	1	1	07:18:54	1	07:18:52	3	1	07:19:18	3	3	4	07:21:48	1
07:30:43	0	07:20:52	3	4	07:20:19	0	07:20:17	7	2	07:20:39	7	6	8	07:22:57	1
07:32:24	0	07:21:59	3	2	07:21:28	0	07:21:26	6	5	07:21:48	5	6	9	07:24:21	0
07:34:16	1	07:23:08	2	1	07:22:36	1	07:22:34	4	2	07:22:57	3	7	9	07:25:43	2
07:36:05	0	07:24:19	3	3	07:24:01	0	07:23:59	5	3	07:24:21	3	6	8	07:27:09	3
07:37:50	0	07:25:57	1	1	07:25:20	1	07:25:18	3	4	07:25:43	0	8	9	07:28:50	6
07:39:43	2	07:27:25	0	1	07:26:48	0	07:26:46	4	3	07:27:09	1	5	3	07:30:29	1
07:41:27	2	07:29:07	3	4	07:28:18	1	07:28:17	8	9	07:28:50	3	8	13	07:32:07	1
07:43:14	2	07:30:42	2	4	07:29:58	1	07:29:57	6	4	07:30:29	3	6	9	07:33:57	3
07:44:52	1	07:32:22	5	4	07:31:42	4	07:31:40	5	2	07:32:07	6	3	3	07:35:46	4
07:46:43	3	07:34:14	5	5	07:33:25	2	07:33:25	10	10	07:33:57	10	12	14	07:37:36	1
07:48:28	1	07:36:04	3	10	07:35:16	2	07:35:16	10	7	07:35:46	2	4	10	07:39:22	6
07:50:13	3	07:37:47	5	4	07:37:01	2	07:37:00	17	12	07:37:36	6	11	14	07:41:06	4
07:51:54	2	07:39:40	4	5	07:38:49	4	07:38:49	12	8	07:39:22	10	8	16	07:42:50	3
07:53:39	18	07:41:25	3	6	07:40:35	1	07:40:34	10	8	07:41:06	5	14	17	07:44:35	2
07:55:23	1	07:43:15	8	8	07:42:22	0	07:42:20	14	9	07:42:50	8	15	16	07:46:20	1
07:57:09	2	07:44:50	6	8	07:44:01	2	07:44:01	11	8	07:44:35	10	9	13	07:48:08	2
07:58:53	5	07:46:41	6	5	07:45:51	1	07:45:50	8	9	07:46:20	10	13	13	07:49:52	6
08:00:39	6	07:48:26	4	5	07:47:38	1	07:47:37	17	10	07:48:08	8	8	14	07:51:33	5
08:02:20	7	07:50:13	4	4	07:49:26	0	07:49:24	8	6	07:49:52	3	11	6	07:53:19	6
08:04:07	7	07:51:54	9	6	07:51:08	1	07:51:07	13	6	07:51:33	6	13	14	07:54:58	3
08:05:53	4	07:53:37	6	9	07:52:54	1	07:52:53	13	8	07:53:19	4	11	13	07:56:45	3
08:07:42	1	07:55:23	9	5	07:54:36	0	07:54:35	16	8	07:54:58	1	11	15	07:58:27	5
08:09:27	0	07:57:07	11	9	07:56:13	0	07:56:12	18	12	07:56:45	3	7	13	08:00:15	8
08:11:07	5	07:58:52	11	8	07:58:03	3	07:58:02	18	17	07:58:27	3	19	15	08:02:00	6
08:12:58	8	08:00:38	5	9	07:59:49	0	07:59:47	17	14	08:00:15	7	16	13	08:03:45	7
08:14:47	2	08:02:18	6	9	08:01:36	1	08:01:34	20	21	08:02:00	7	17	12	08:05:31	5
08:16:27	3	08:04:06	4	6	08:03:22	1	08:03:21	18	17	08:03:45	6	10	10	08:07:19	3
08:18:09	5	08:05:52	8	9	08:05:06	0	08:05:04	13	22	08:05:31	6	7	9	08:09:09	4
08:19:50	6	08:07:40	9	7	08:06:47	1	08:06:47	15	24	08:07:19	5	9	7	08:10:49	3
08:21:34	2	08:09:25	9	7	08:08:36	3	08:08:34	25	17	08:09:09	6	10	10	08:12:38	3
08:23:20	4	08:11:04	11	9	08:10:21	2	08:10:20	25	17	08:10:49	9	16	19	08:14:27	5
08:24:59	3	08:12:56	4	5	08:12:10	5	08:12:09	25	20	08:12:38	6	8	10	08:16:07	3
08:26:41	1	08:14:44	12	8	08:14:03	2	08:14:02	25	20	08:14:27	7	11	12	08:17:49	7
08:28:22	3	08:16:26	4	3	08:15:44	3	08:15:44	25	17	08:16:07	2	6	6	08:19:29	11
08:29:59	1	08:18:07	9	5	08:17:22	0	08:17:21	25	21	08:17:49	9	7	6	08:21:14	9
08:31:39	2	08:19:47	8	8	08:19:02	0	08:19:01	19	20	08:19:29	7	11	8	08:22:59	8
08:33:22	0	08:21:33	9	11	08:20:47	3	08:20:46	23	23	08:21:14	2	11	8	08:24:41	7
08:35:10	1	08:23:18	10	8	08:22:29	0	08:22:29	25	22	08:22:59	4	9	9	08:26:22	7
08:36:51	2	08:24:59	9	6	08:24:10	2	08:24:08	25	23	08:24:41	12	8	15	08:28:03	8
08:38:36	0	08:26:40	9	8	08:25:54	1	08:25:54	25	14	08:26:22	9	10	17	08:29:44	4
08:40:21	0	08:28:20	7	9	08:27:37	3	08:27:36	20	21	08:28:03	11	12	18	08:31:20	6
08:42:02	4	08:29:57	3	8	08:29:13	1	08:29:12	25	25	08:29:44	5	13	15	08:33:08	0
08:43:47	1	08:31:37	12	7	08:30:57	2	08:30:56	25	25	08:31:20	7	10	6	08:34:53	2
08:47:13	0	08:33:21	3	3	08:32:40	2	08:32:40	25	25	08:33:08	7	9	10	08:36:32	2
08:49:01	1	08:35:09	4	5	08:34:24	5	08:34:24	25	25	08:34:53	2	9	11	08:38:21	3
08:50:41	0	08:36:50	4	5	08:36:05	4	08:36:04	25	25	08:36:32	2	12	15	08:40:04	4
08:52:21	0	08:38:24	3	5	08:37:50	1	08:37:48	24	25	08:38:21	3	9	9	08:41:46	4
08:54:14	2	08:40:19	7	8	08:39:33	0	08:39:31	23	25	08:40:04	4	4	4	08:43:29	5
08:56:03	2	08:42:01	8	11	08:41:15	4	08:41:15	25	25	08:41:46	3	8	11	08:47:01	3
08:57:48	3	08:43:45	3	4	08:43:00	2	08:42:59	24	24	08:43:29	2	2	4	08:48:43	5
08:59:37	3	08:45:13	9	9	08:44:44	2	08:44:43	25	20	08:45:17	3	4	8	08:50:28	1
09:01:25	2	08:47:12	5	8	08:46:35	4	08:46:34	25	25	08:47:01	4	5	11	08:52:06	1
09:03:11	3	08:48:59	3	8	08:48:18	0	08:48:16	25	25	08:48:43	1	2	3	08:53:53	3
09:04:52	1	08:50:39	5	6	08:49:56	2	08:49:55	18							



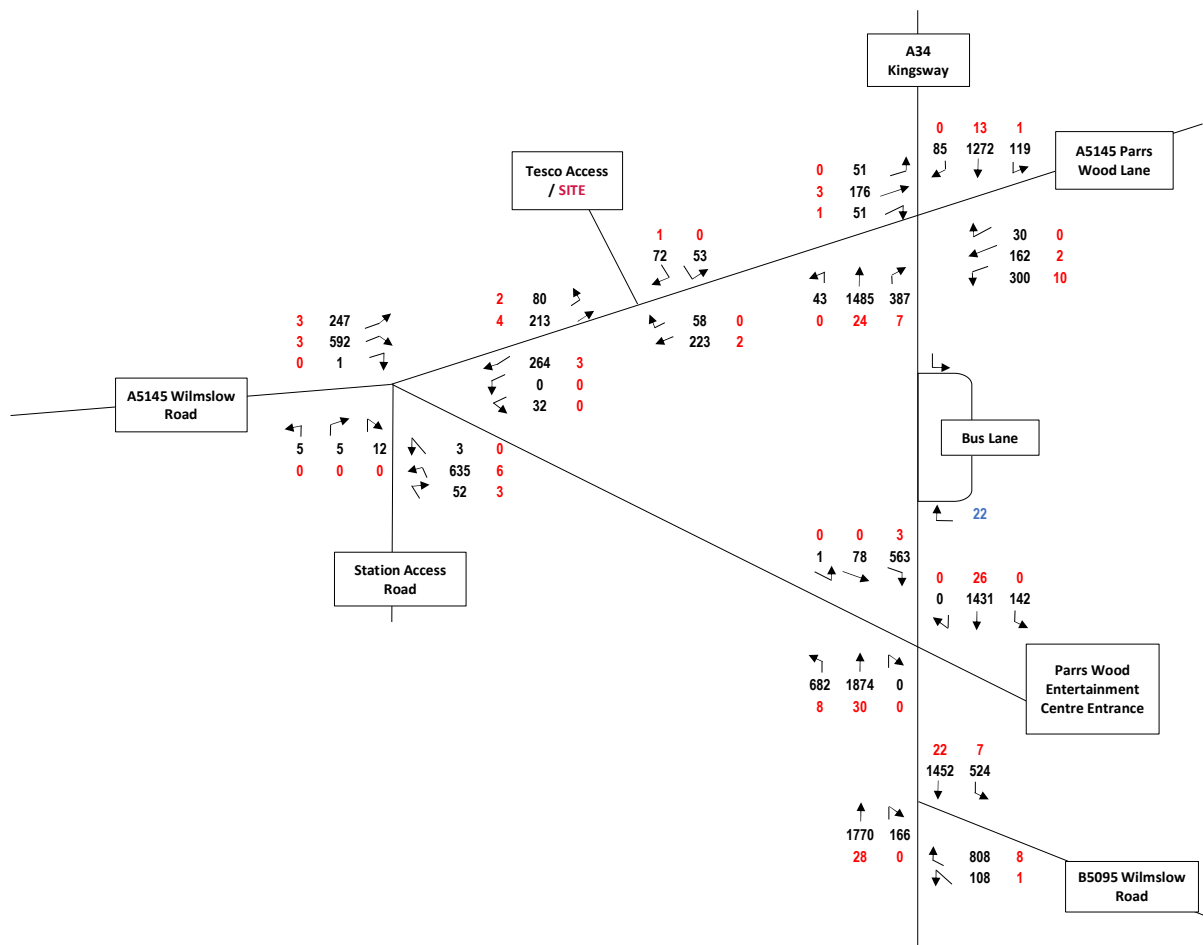
Parrs Wood, Manchester - Queue Length Survey: Friday, 17 September 2021

Produced by Streetwise Services Ltd.

Junction: **A - (North) A34 Kingsway / B - B5095 Wilmslow Road / C - (South) A34 Kingsway**

A - (North) A34 Kingsway					B - B5095 Winslow Road					C - (South) A34 Kingsway					
Signal Change H/M/SS	Lane 1	Signal Change H/M/SS	Lane 2	Lane 3	Signal Change H/M/SS	Lane 1	Signal Change H/M/SS	Lane 2	Lane 3	Signal Change H/M/SS	Lane 1	Lane 2	Lane 3	Signal Change H/M/SS	Lane 4
15:06:40	1	09:54:26	3	2	09:53:46	1	09:53:45	7	3	09:54:15	4	2	4	09:59:31	2
15:08:28	2	09:55:40	2	3	09:55:06	0	09:55:04	6	4	09:55:31	2	4	4	15:01:14	6
15:10:13	0	09:56:58	3	3	09:56:17	1	09:56:17	2	4	09:56:46	3	2	3	15:03:00	3
15:11:58	1	09:58:25	3	5	09:57:46	1	09:57:44	4	0	09:58:11	1	5	6	15:04:41	5
15:13:39	1	09:59:46	1	2	09:59:05	1	09:59:04	2	0	09:59:31	4	6	5	15:06:26	4
15:15:26	0	15:01:31	7	11	15:00:50	2	15:00:50	5	4	15:01:14	9	4	9	15:08:10	4
15:17:14	1	15:03:16	6	6	15:02:35	1	15:02:34	5	9	15:03:00	4	1	3	15:09:55	4
15:19:02	0	15:04:58	5	5	15:04:10	1	15:04:10	7	5	15:04:41	4	7	6	15:11:44	2
15:20:50	0	15:06:39	4	3	15:05:55	2	15:05:55	8	6	15:06:26	6	6	14	15:13:27	3
15:22:39	1	15:08:28	5	8	15:07:39	2	15:07:38	10	8	15:08:10	2	4	9	15:15:15	4
15:24:22	0	15:10:11	2	5	15:09:19	3	15:09:19	11	5	15:09:55	2	5	10	15:17:02	2
15:26:03	1	15:11:28	5	9	15:10:59	1	15:10:58	11	8	15:11:44	6	9	8	15:18:50	5
15:27:53	0	15:13:37	7	9	15:12:42	4	15:12:42	10	6	15:13:27	3	16	15	15:20:38	1
15:29:41	1	15:15:25	8	9	15:14:31	2	15:14:31	15	4	15:15:15	2	9	9	15:22:26	3
15:31:25	3	15:17:13	10	12	15:16:23	2	15:16:22	11	6	15:17:02	5	15	12	15:24:09	2
15:33:09	1	15:19:02	10	12	15:18:11	2	15:18:09	16	17	15:18:50	8	13	13	15:25:51	2
15:34:49	1	15:20:50	3	5	15:19:58	4	15:19:57	18	17	15:20:38	4	10	17	15:27:41	4
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15:41:42	0	15:27:52	2	5	15:26:59	2	15:26:57	16	15	15:27:41	6	13	17	15:34:34	5
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15:45:09	0	15:31:23	11	11	15:30:25	2	15:30:25	6	11	15:31:08	2	12	9	15:37:57	3
15:46:53	3	15:33:08	7	10	15:32:15	3	15:32:13	9	6	15:32:50	2	7	6	15:39:40	1
15:48:41	0	15:34:49	6	10	15:33:58	2	15:33:57	9	7	15:34:34	2	16	12	15:41:31	4
15:50:29	0	15:36:36	6	10	15:35:44	4	15:35:43	6	7	15:36:16	0	10	6	15:43:09	4
15:52:10	2	15:38:11	9	11	15:37:26	2	15:37:25	12	12	15:37:57	3	14	9	15:44:58	4
15:53:58	0	15:39:54	8	11	15:39:06	2	15:39:05	15	13	15:39:40	4	9	12	15:46:41	4
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15:57:29	6	15:43:20	11	12	15:42:38	3	15:42:38	6	5	15:43:09	4	11	10	15:50:18	5
15:59:17	1	15:45:08	8	12	15:44:26	1	15:44:26	9	8	15:44:58	3	9	8	15:51:57	3
16:00:59	0	15:46:53	5	9	15:46:16	2	15:46:15	11	7	15:46:41	3	5	4	15:53:44	4
16:02:39	0	15:48:40	8	9	15:47:55	4	15:47:53	14	9	15:48:29	7	15	17	15:55:49	7
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16:07:59	2	15:53:56	2	4	15:53:09	2	15:53:09	9	9	15:53:44	5	6	13	16:00:42	4
16:09:36	0	15:55:44	2	3	15:54:54	2	15:54:53	7	5	15:55:49	8	6	7	16:02:25	4
16:11:24	0	15:57:27	4	9	15:56:41	2	15:56:40	5	8	15:57:15	3	4	1	16:04:09	5
16:13:07	1	15:59:15	5	6	15:58:28	6	15:58:27	4	10	15:59:00	4	14	14	16:05:59	2
16:14:55	1	16:00:56	4	9	16:00:10	1	16:00:10	11	7	16:00:42	0	7	6	16:07:44	4
16:16:43	1	16:02:37	3	2	16:01:55	1	16:01:54	10	8	16:02:25	2	9	10	16:09:22	3
16:18:32	2	16:04:24	7	10	16:03:39	1	16:03:38	8	6	16:04:09	4	11	10	16:11:12	2
16:20:19	2	16:06:09	12	5	16:05:23	1	16:05:23	5	5	16:05:59	3	13	11	16:12:56	2
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16:23:49	3	16:09:37	4	9	16:08:52	0	16:08:51	4	4	16:09:22	9	12	11	16:16:30	2
16:25:34	12	16:11:21	6	10	16:10:40	3	16:10:39	7	10	16:11:12	6	13	11	16:18:19	4
16:27:24	1	16:13:06	7	6	16:12:23	4	16:12:23	11	8	16:12:56	4	7	2	16:20:02	3
16:29:04	1	16:14:54	5	5	16:14:12	3	16:14:12	13	8	16:14:43	10	7	5	16:21:48	2
16:30:50	13	16:16:41	6	4	16:16:02	1	16:16:02	11	4	16:16:30	4	2	5	16:23:33	9
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16:34:20	3	16:20:17	12	12	16:19:30	4	16:19:30	7	10	16:20:02	4	18	17	16:27:07	5
16:36:05	1	16:22:02	9	12	16:21:19	0	16:21:17	6	9	16:21:48	3	12	16	16:28:47	5
16:37:49	1	16:23:48	8	10	16:23:03	0	16:23:01	8	13	16:23:33	8	9	8	16:30:33	3
16:39:35	3	16:25:33	8	9	16:24:52	2	16:24:51	10	11	16:25:18	7	10	10	16:32:18	5
16:41:19	4	16:27:22	10	12	16:26:32	1	16:26:32	11	4	16:27:07	7	3	5	16:34:02	4
16:43:04	2	16:29:03	10	9	16:28:18	0	16:28:17	9	7	16:28:47	4	4	5	16:35:48	1
16:44:54	0	16:30:48	4	12	16:30:06	1	16:30:04	9	5	16:30:33	9	13	10	16:37:22	5
16:46:40	3	16:32:34	8	9	16:31:51	0	16:31:49	9	6	16:32:18	3	8	9	16:39:19	4
16:48:19	1	16:34:18	4	5	16:33:37	3	16:33:37	10	6	16:34:02	4	14	10	16:41:04	2
16:50:07	0	16:36:03	10	12	16:35:18	0	16:35:16	10	13	16:35:48	3	12	17	16:42:48	3
16:52:00	6	16:37:49	8	10	16:36:57	2	16:36:55	10	5	16:37:22	4	4	4	16:44:37	5
16:53:43	0	16:39:33	10	12	16:38:46	1	16:38:45	9	6	16:39:19	5	9	12	16:46:22	7
16:55:31	1	16:41:18	7	12	16:40:28	3	16:40:28	7	9	16:41:04	7	11	13	16:48:17	10
16:57:16	2	16:43:04	8	11	16:42:17	0	16:42:16	9	7	16:42:48	3	11	8	16:49:55	11
16:59:01	5	16:44:52	8	12	16:44:09	1	16:44:07	12	12	16:44:37	2	9	5	16:51:48	8
17:00:46	8	16:46:39	5	2	16:45:52	1	16:45:51	23	24	16:46:22	3	15	19	16:53:31	13
17:02:32	4	16:48:18	3	5	16:47:31	1	16:47:31	24	23	16:48:17	9	13	9	16:55:19	9
17:04:17	6	16:50:07	4	6	16:49:20	1	16:49:19	22	23	16:49:55	2	16	20	16:56:59	9
17:06:06	2	16:51:59	7	6	16:51:11	4	16:51:11	25	24	16:51:48	2	25	25	16:59:43	6
17:07:52	4	16:53:42	4	5	16:52:55	4	16:52:54</								

Appendix G – Traffic Figures



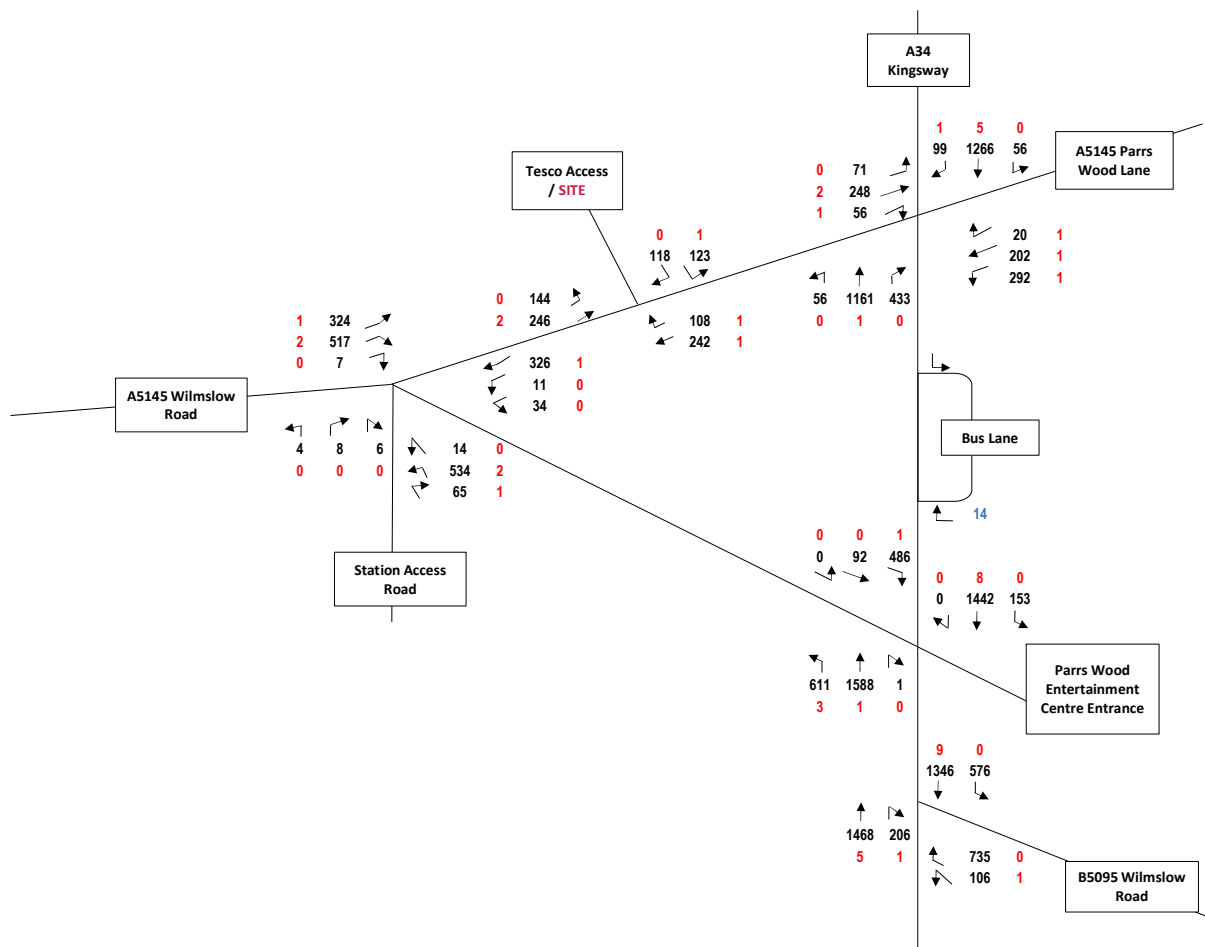
76118 - Tesco Parrs Wood

Figure 1 - 2021 Observed Flows (with Queue Demand at the End of the Peak Hour)

Weekday AM Peak: 07:45 - 08:45

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





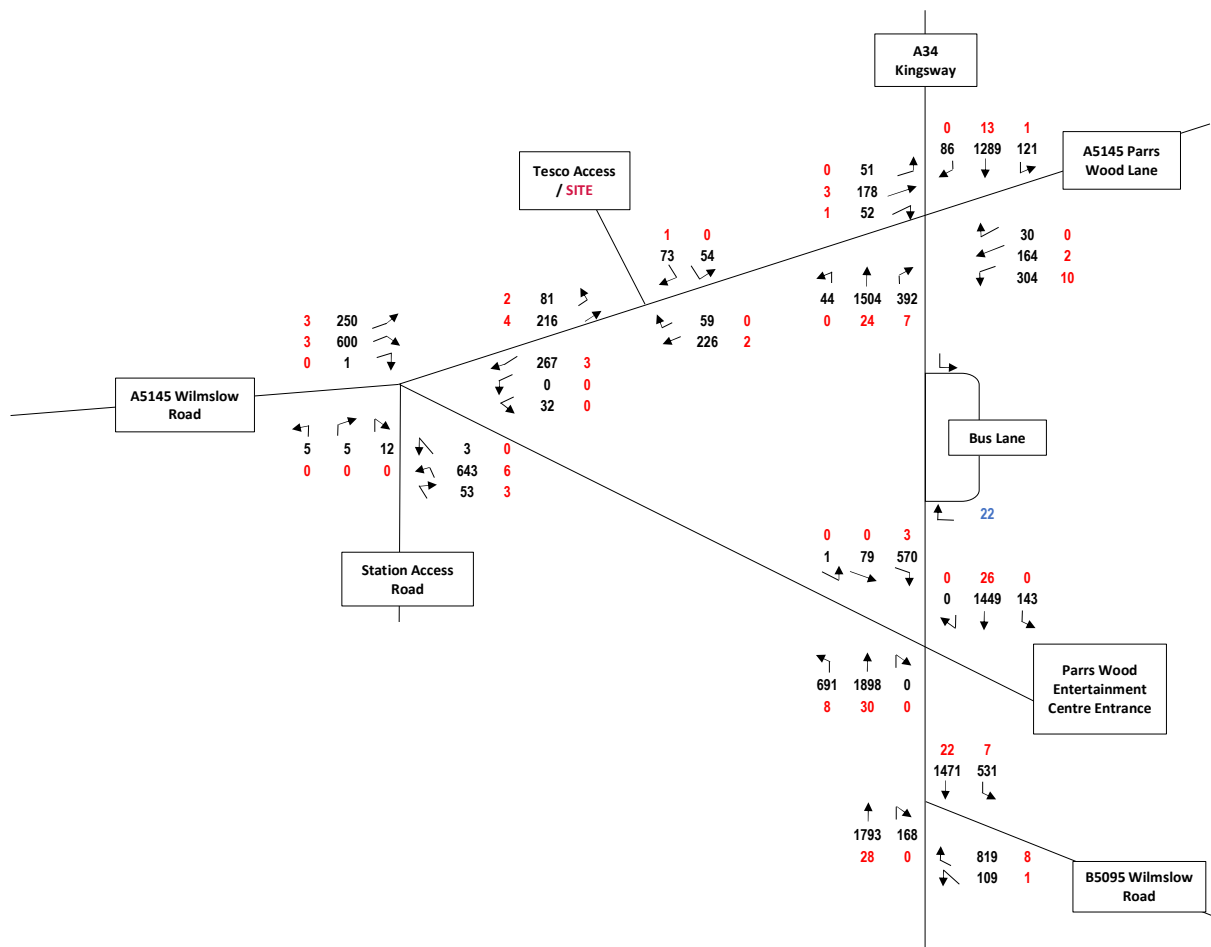
76118 - Tesco Parrs Wood

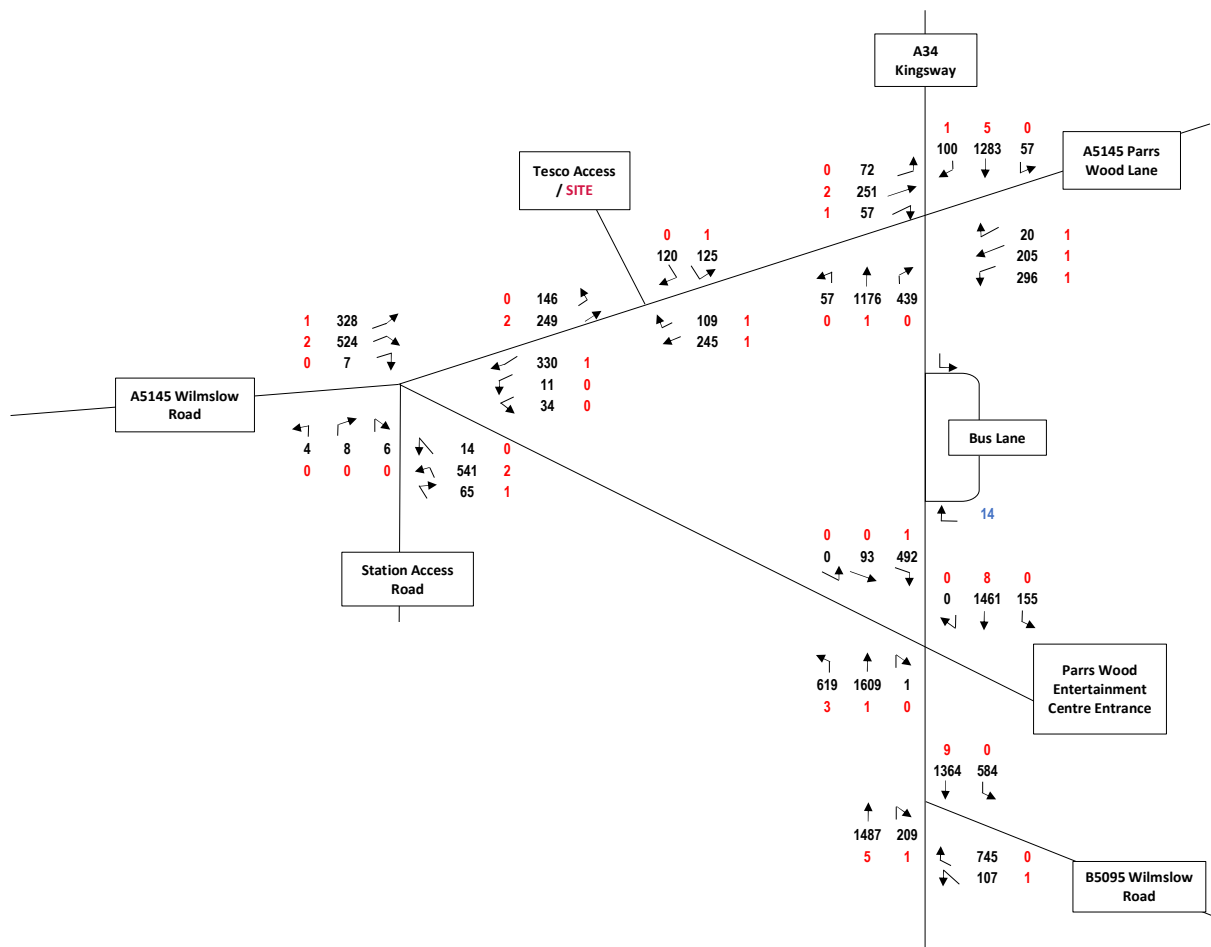
Figure 2 - 2021 Observed Flows (with Queue Demand at the End of the Peak Hour)

Weekday PM Peak: 18:00 - 19:00

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)







76118 - Tesco Parrs Wood

Figure 4 - 2022 Base Flows

Weekday PM Peak: 18:00 - 19:00

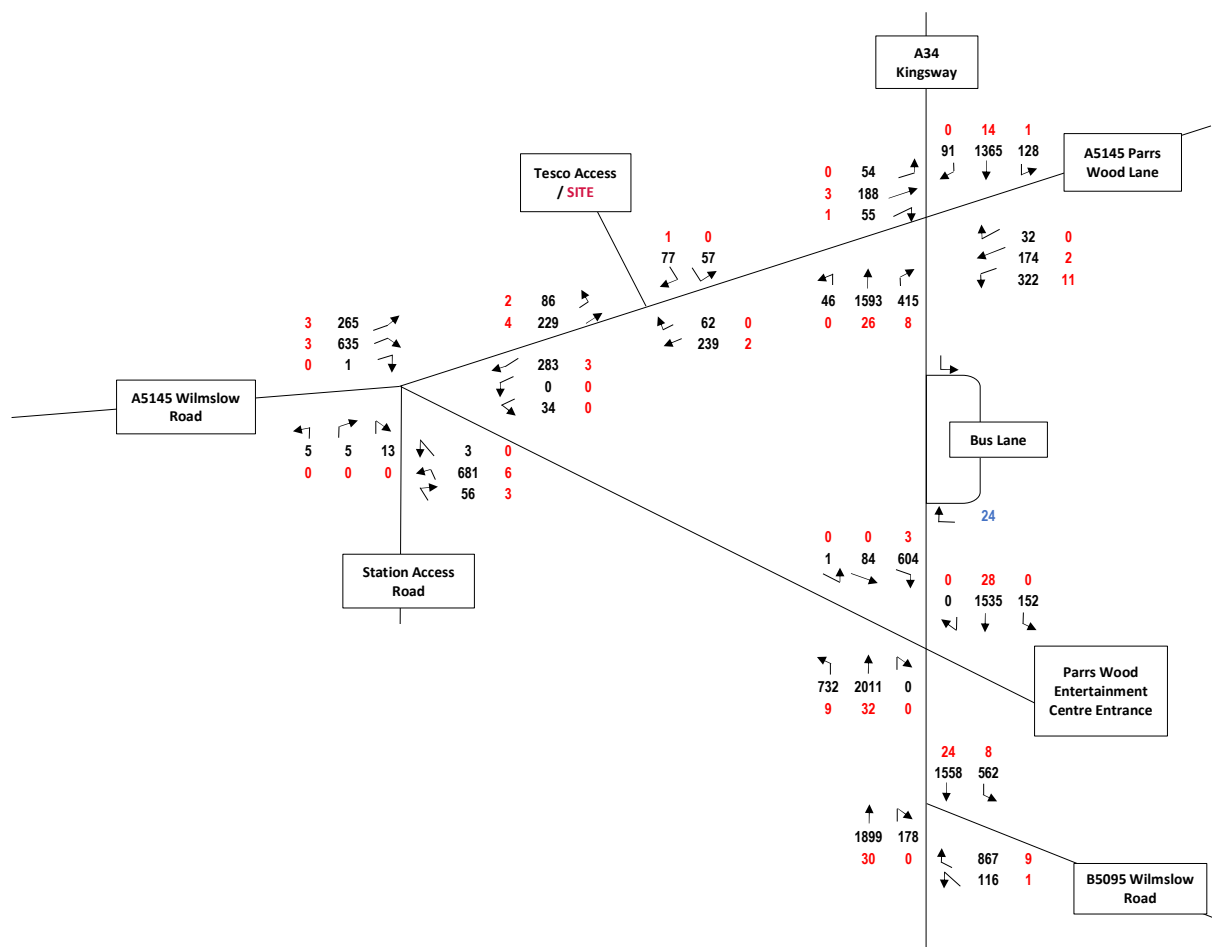
TEMPPro Growth Factor: 1.0132

Notes: PCUs in Black

HGVs in Red

Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





76118 - Tesco Parrs Wood

Figure 5 - 2027 Base Flows

Weekday AM Peak: 07:45 - 08:45

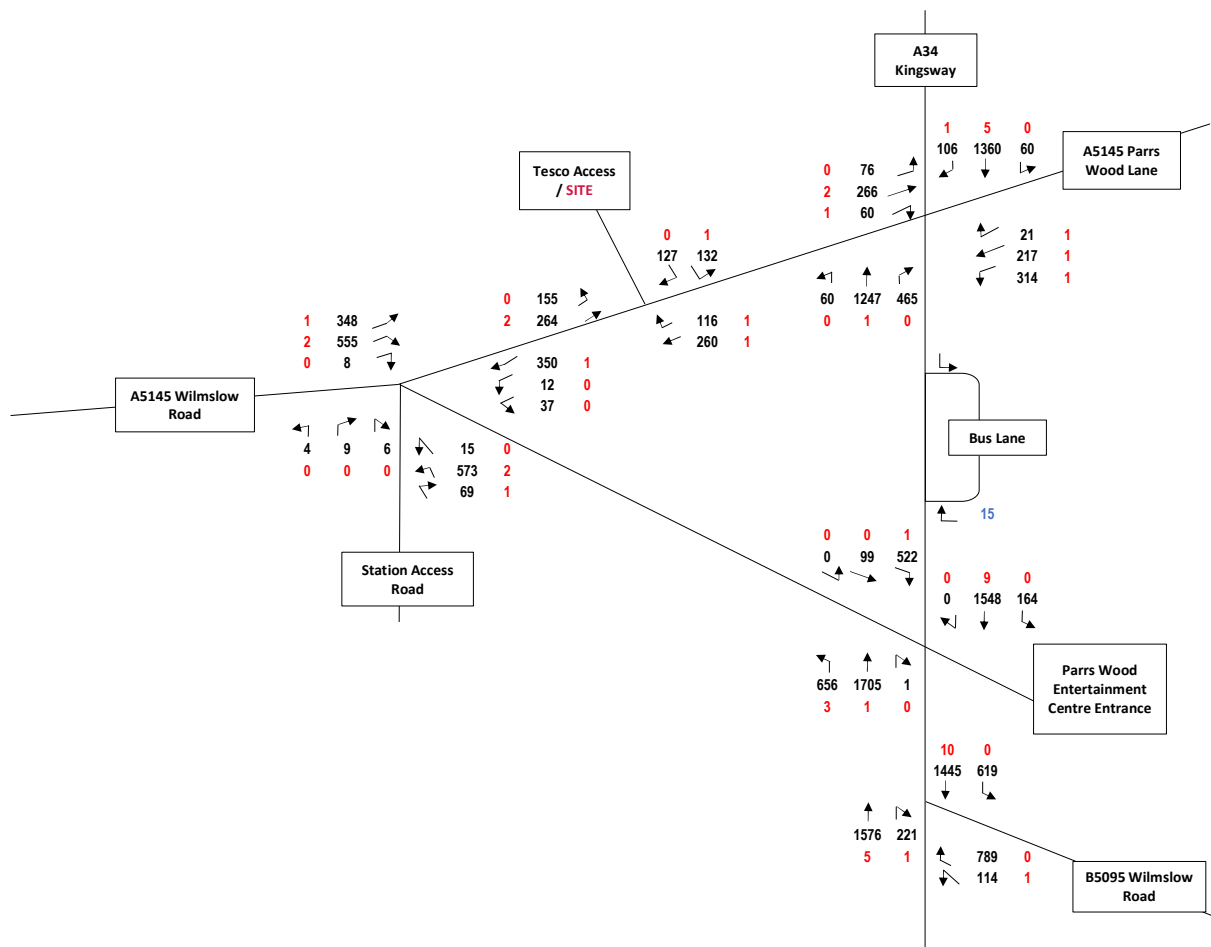
TEMPPro Growth Factor: 1.0729

Notes: PCUs in Black

HGVs in Red

Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





76118 - Tesco Parrs Wood

Figure 6 - 2027 Base Flows

Weekday PM Peak: 18:00 - 19:00

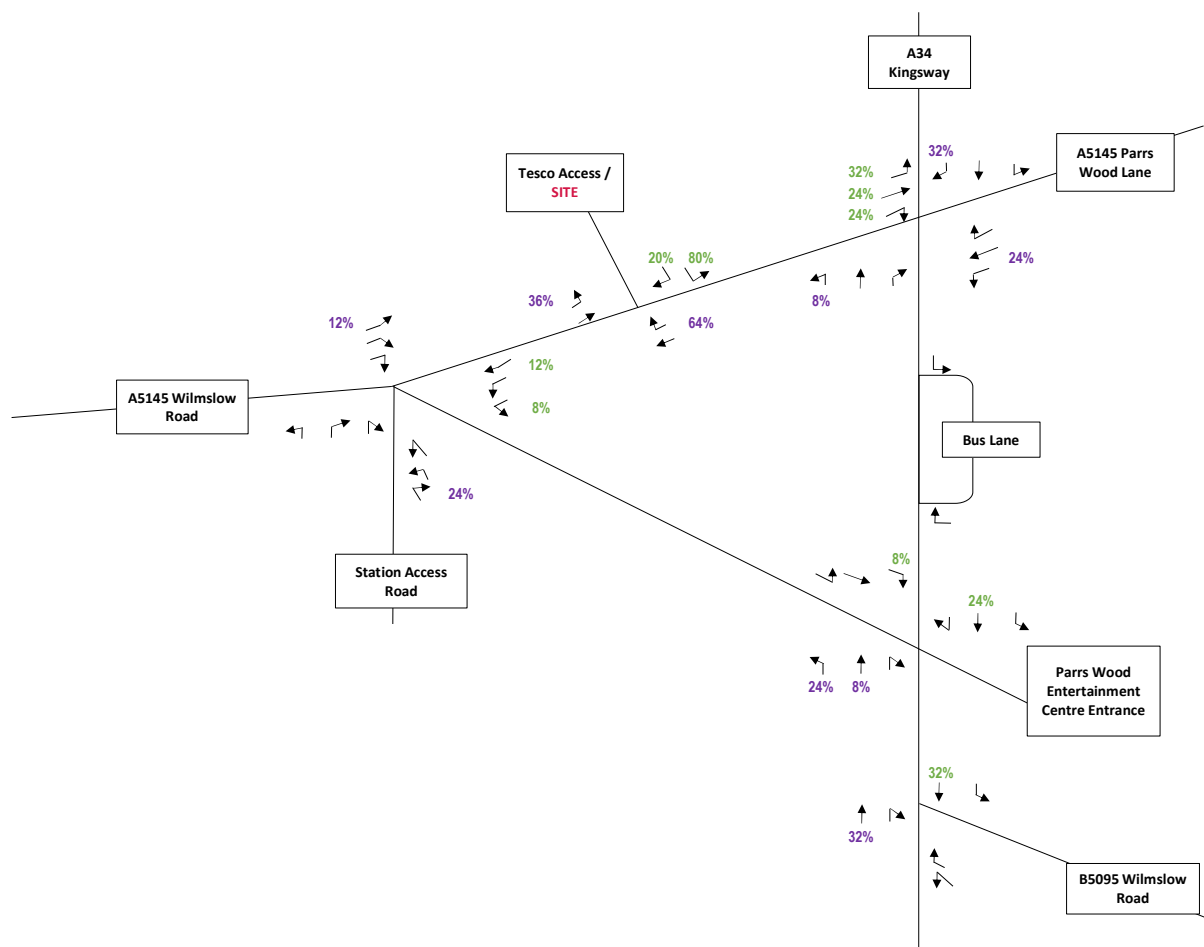
TEMPPro Growth Factor: 1.0739

Notes: PCUs in Black

HGVs in Red

Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)



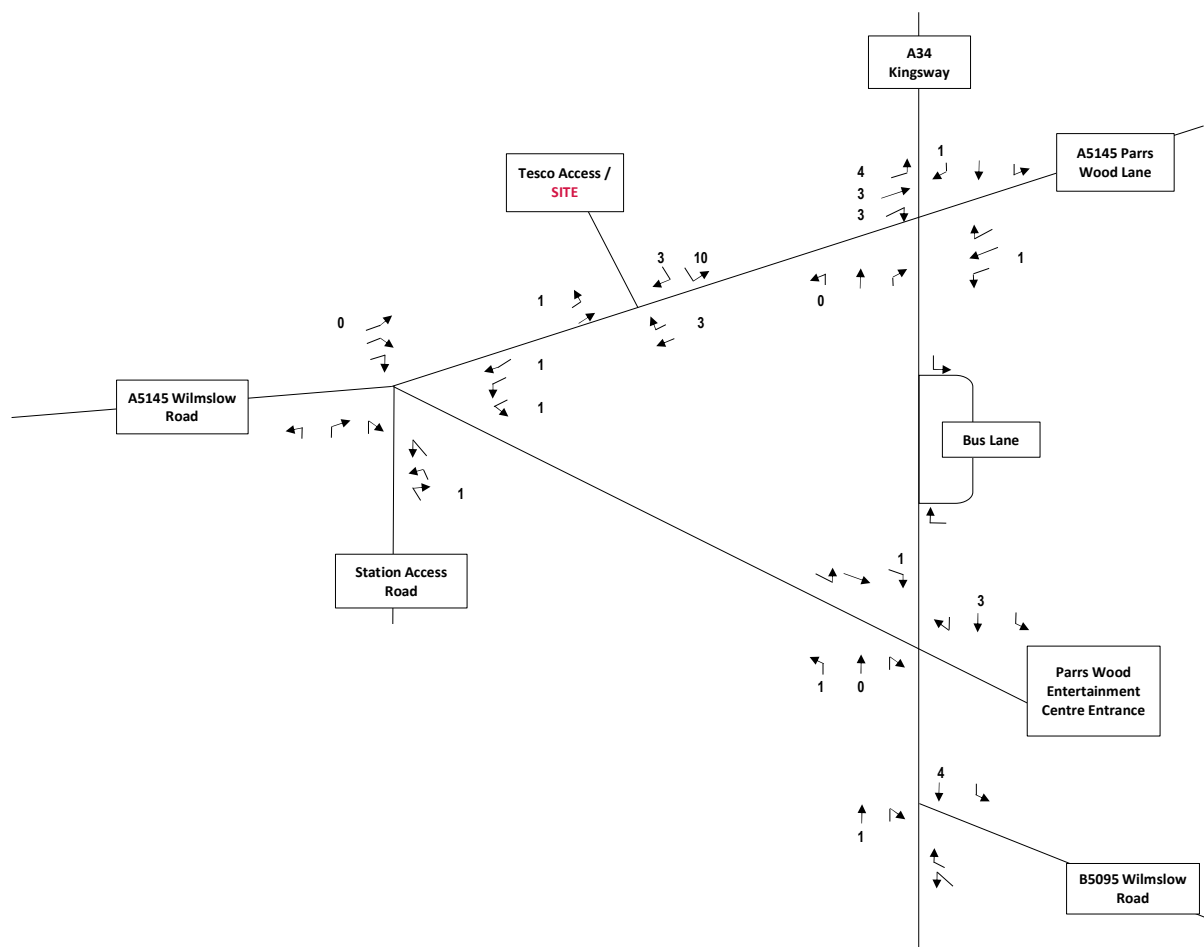


76118 - Tesco Parrs Wood

Figure 7 - Traffic Distribution based on Journey to Work Data

Notes: Arrivals in Purple
Departures in Green



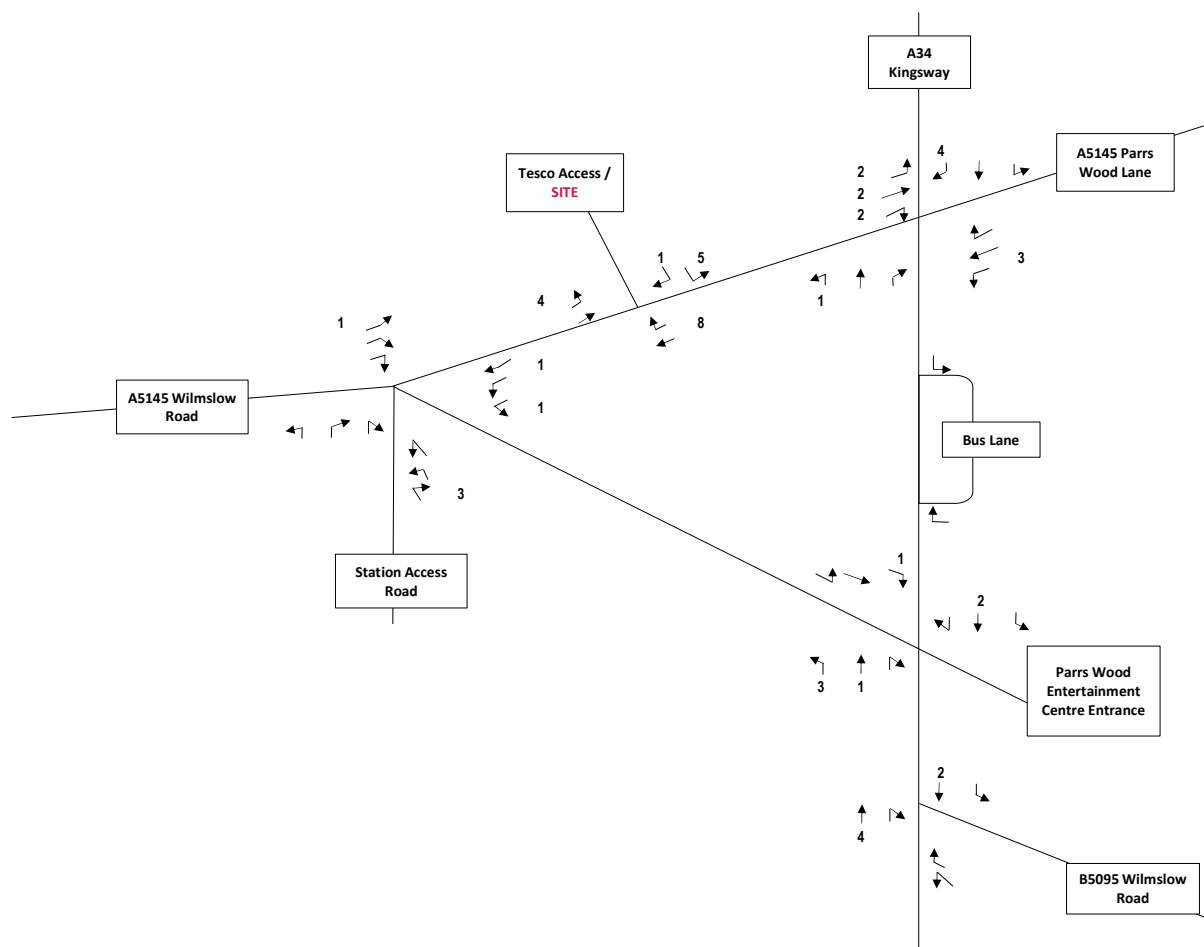


76118 - Tesco Parrs Wood

Figure 8 - Trips Generated by Development
AM Peak

Notes: PCUs in Black
4 Arrivals
13 Departures



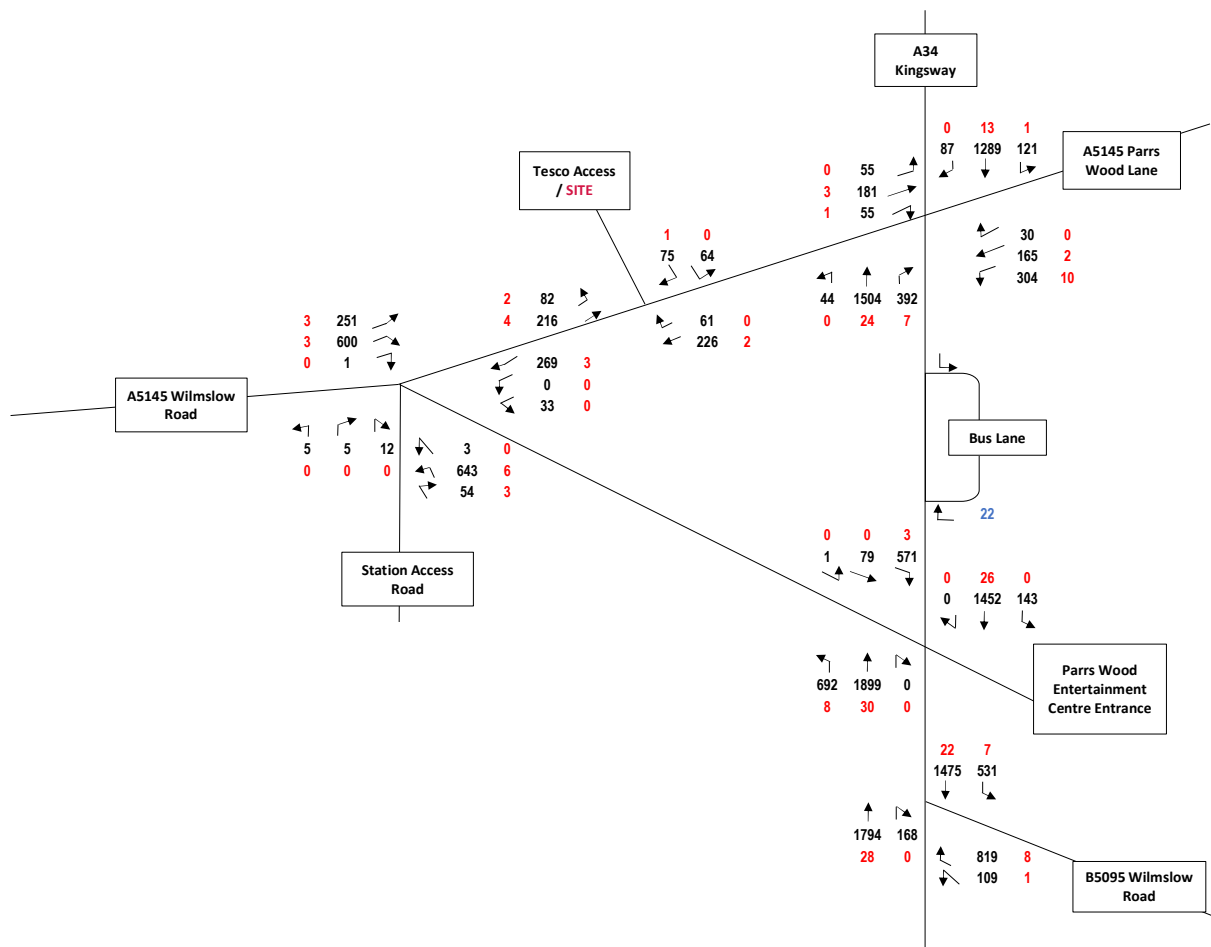


76118 - Tesco Parrs Wood

Figure 9 - Trips Generated by Development
PM Peak

Notes: PCUs in Black
12 Arrivals
7 Departures





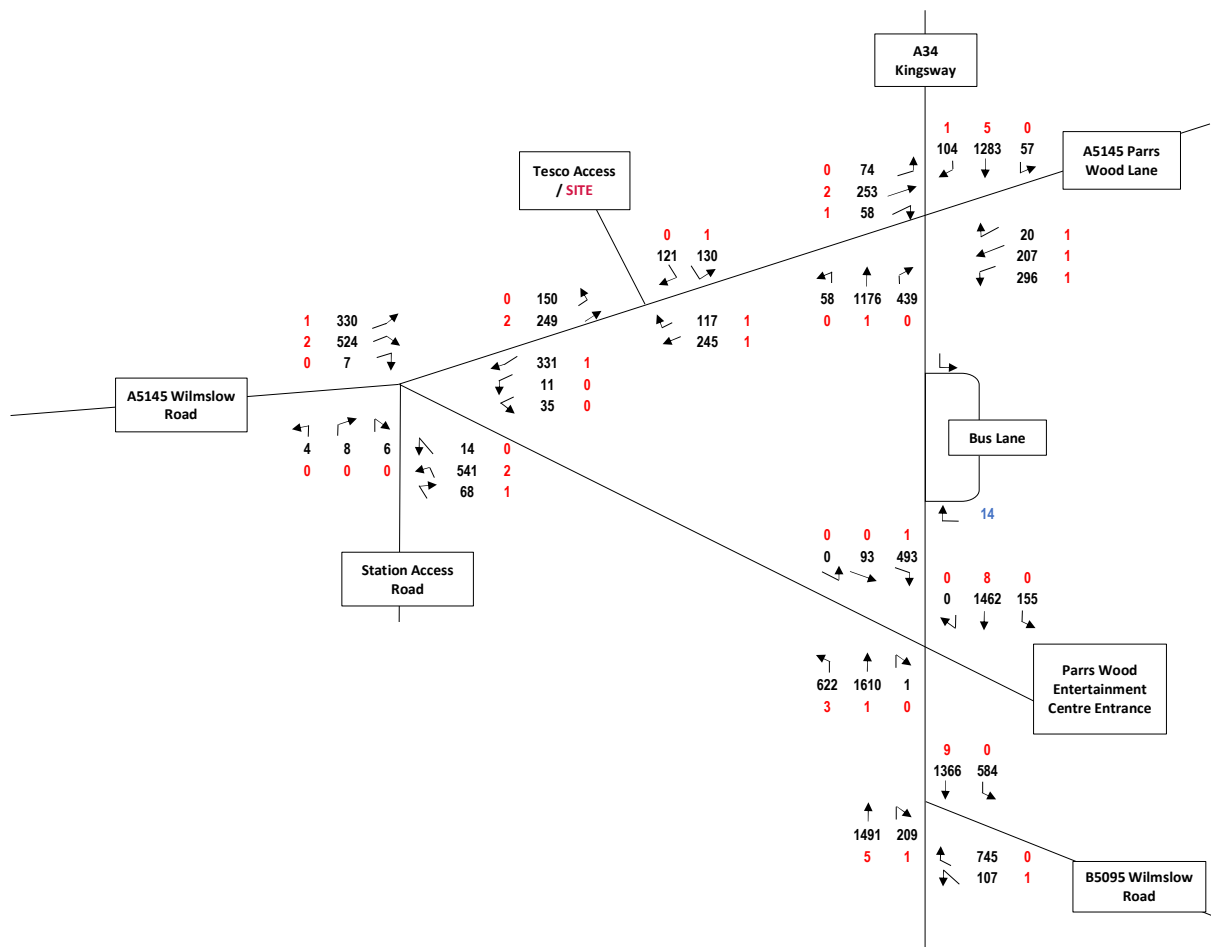
76118 - Tesco Parrs Wood

Figure 10 - 2022 Base plus Development Flows

Weekday AM Peak: 07:45 - 08:45

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





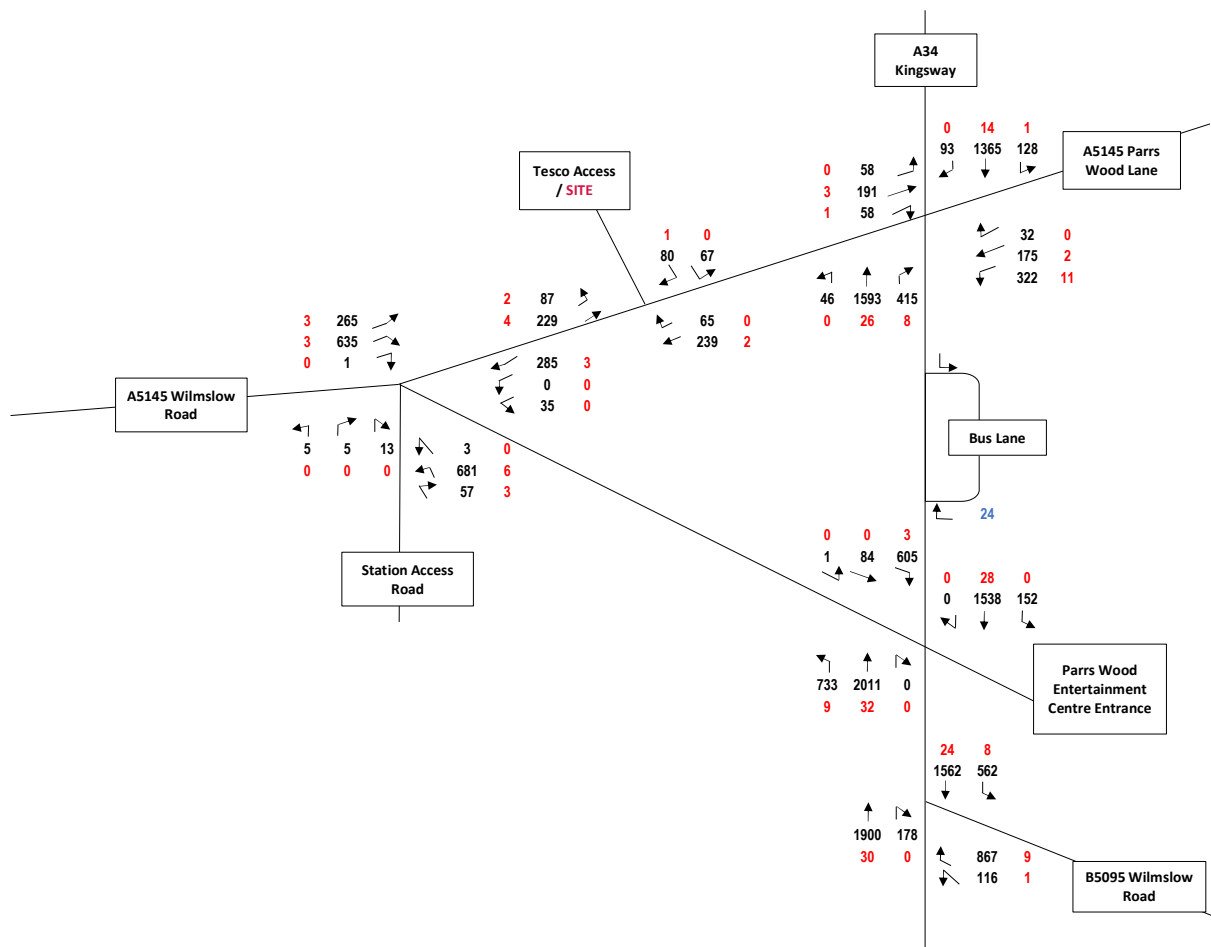
76118 - Tesco Parrs Wood

Figure 11 - 2022 Base plus Development Flows

Weekday PM Peak: 18:00 - 19:00

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





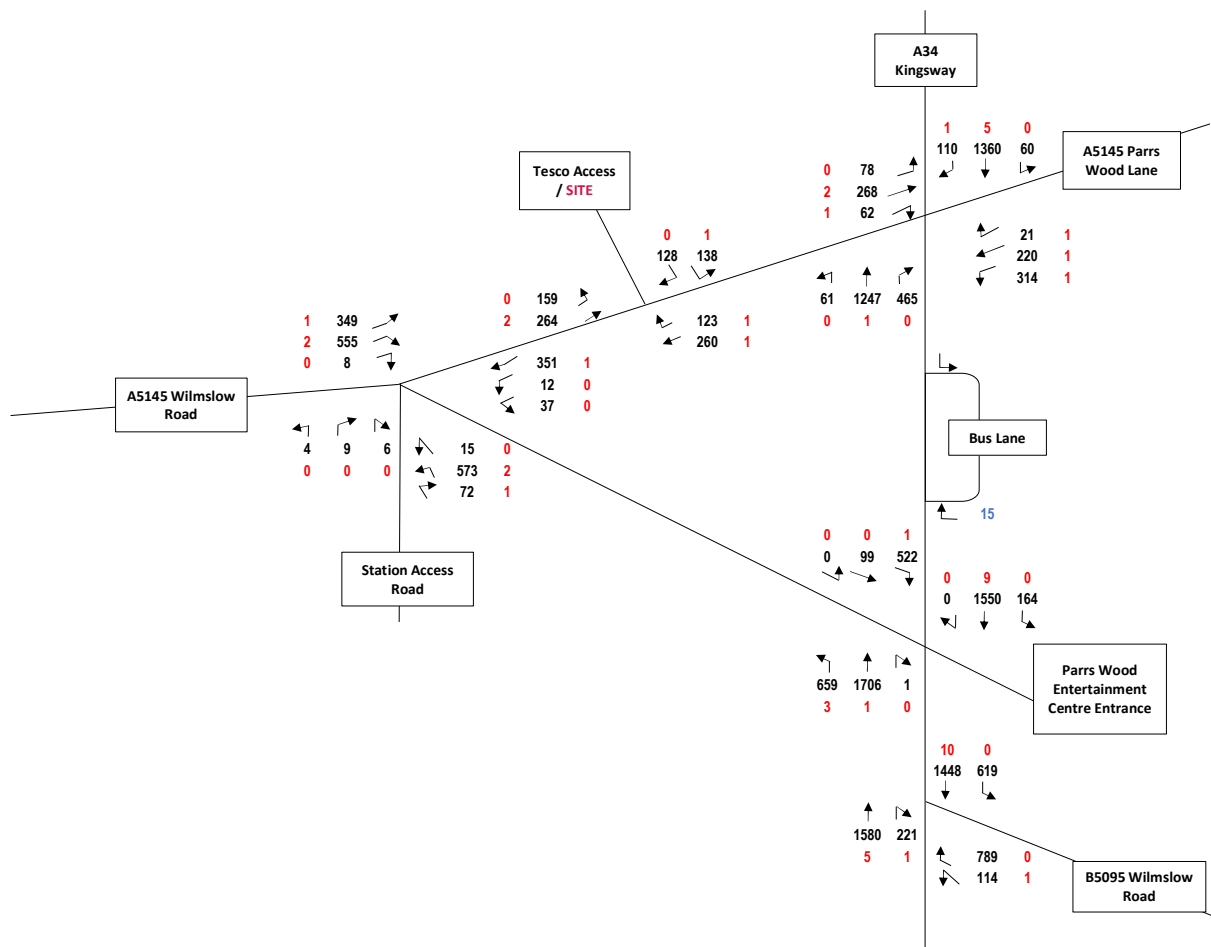
76118 - Tesco Parrs Wood

Figure 12 - 2027 Base plus Development Flows

Weekday AM Peak: 07:45 - 08:45

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)





76118 - Tesco Parrs Wood

Figure 13 - 2027 Base plus Development Flows

Weekday PM Peak: 18:00 - 19:00

Notes: PCUs in Black
HGVs in Red
Buses in Blue (Parrs Wood Entertainment Centre Bus Lane only)



Appendix H – TRICS Outputs

Calculation Reference: AUDIT-148301-210827-0817

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	3 days
	ES EAST SUSSEX	1 days
	EX ESSEX	2 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	NT NOTTINGHAMSHIRE	2 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	1 days
10	WALES	
	CO CONWY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days
	SA SOUTH AYRSHIRE	1 days
	SR STIRLING	2 days

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

Primary Filtering 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: No of Dwellings
 Actual Range: 6 to 184 (units:)
 Range Selected by User: 6 to 215 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/10/20

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	5 days
Tuesday	13 days
Wednesday	6 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	29 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	16
Suburban Area (PPS6 Out of Centre)	13

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:

Development Zone	2
Residential Zone	16
Built-Up Zone	6
No Sub Category	5

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.

Secondary Filtering selection:

Use Class:

C3 29 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 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	2 days
20,001 to 25,000	5 days
25,001 to 50,000	12 days
50,001 to 100,000	2 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
50,001 to 75,000	8 days
75,001 to 100,000	2 days
125,001 to 250,000	8 days
250,001 to 500,000	8 days
500,001 or More	2 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	12 days
1.1 to 1.5	17 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:

Yes	2 days
No	27 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.

PTAL Rating:

No PTAL Present	29 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-C-01	BLOCKS OF FLATS	BEDFORDSHIRE
	WING ROAD		
	LEIGHTON BUZZARD		
	LINSLADE		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	CA-03-C-03	BLOCKS OF FLATS	CAMBRIDGESHIRE
	CROMWELL ROAD		
	CAMBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	82	
	Survey date: MONDAY	18/09/17	Survey Type: MANUAL
5	CB-03-C-03	FLATS & BUNGALOWS	CUMBRIA
	LOUND STREET		
	KENDAL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	33	
	Survey date: MONDAY	09/06/14	Survey Type: MANUAL
6	CO-03-C-01	BLOCKS OF FLATS	CONWY
	MOSTYN BROADWAY		
	LLANDUDNO		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	37	
	Survey date: MONDAY	26/03/18	Survey Type: MANUAL
7	DC-03-C-02	FLATS IN BLOCKS	DORSET
	PALM COURT		
	WEYMOUTH		
	SPA ROAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
	Survey date: FRIDAY	28/03/14	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DS-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBYSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
9	DV-03-C-01 BONHAY ROAD EXETER	BLOCK OF FLATS	DEVON
	Edge of Town Centre Residential Zone Total No of Dwellings: 27 Survey date: MONDAY 10/07/17		Survey Type: MANUAL
10	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS	CITY OF EDINBURGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: TUESDAY 26/05/15		Survey Type: MANUAL
11	ES-03-C-01 OLD SHOREHAM RD BRIGHTON HOVE	BLOCK OF FLATS	EAST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 71 Survey date: TUESDAY 26/09/17		Survey Type: MANUAL
12	EX-03-C-01 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	FLATS	ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings: 6 Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
13	EX-03-C-02 WESTCLIFF PARADE SOUTHEND-ON-SEA WESTCLIFF	BLOCK OF FLATS	ESSEX
	Edge of Town Centre Residential Zone Total No of Dwellings: 94 Survey date: TUESDAY 22/10/13		Survey Type: MANUAL
14	HC-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	HAMPSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings: 90 Survey date: TUESDAY 05/06/18		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
16	MS-03-C-02 SOUTH FERRY QUAY LIVERPOOL BRUNSWICK DOCK	BLOCKS OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	184	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
17	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	MERSEYSIDE
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:	9	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
18	NF-03-C-01 PAGE STAIR LANE KING'S LYNN	BLOCKS OF FLATS	NORFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
19	NF-03-C-02 HALL ROAD NORWICH LAKENHAM	MIXED FLATS & HOUSES	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	82	
	Survey date: MONDAY	18/11/19	Survey Type: MANUAL
20	NT-03-C-01 LAWRENCE WAY NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL
21	NT-03-C-02 CASTLE MARINA ROAD NOTTINGHAM	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings:	135	
	Survey date: WEDNESDAY	09/11/16	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

22	SA-03-C-01 RACECOURSE ROAD AYR	BLOCK OF FLATS		SOUTH AYRSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	51		
	Survey date: TUESDAY	16/09/14	Survey Type: MANUAL	
23	SF-03-C-01 STATION HILL BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	85		
	Survey date: THURSDAY	18/12/14	Survey Type: MANUAL	
24	SF-03-C-03 TOLLGATE LANE BURY ST EDMUNDS	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	30		
	Survey date: WEDNESDAY	03/12/14	Survey Type: MANUAL	
25	SF-03-C-04 SAINT MARY'S ROAD IPSWICH	BLOCKS OF FLATS		SUFFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	56		
	Survey date: WEDNESDAY	16/09/20	Survey Type: MANUAL	
26	SR-03-C-01 FORTH SIDE WAY STIRLING	FLATS		STIRLING
	Edge of Town Centre No Sub Category Total No of Dwellings:	80		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	
27	SR-03-C-02 ROSEBERRY TERRACE STIRLING	FLATS		STIRLING
	Edge of Town Centre Residential Zone Total No of Dwellings:	48		
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL	
28	SY-03-C-01 HEELIS STREET BARNLEY	BLOCKS OF FLATS		SOUTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	112		
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL	
29	WM-03-C-04 GILLQUART WAY COVENTRY PARKSIDE	BLOCKS OF FLATS		WEST MIDLANDS
	Edge of Town Centre Residential Zone Total No of Dwellings:	55		
	Survey date: FRIDAY	11/11/16	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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									
06:00 - 07:00									
07:00 - 08:00	29	70	0.043	29	70	0.135	29	70	0.178
08:00 - 09:00	29	70	0.054	29	70	0.173	29	70	0.227
09:00 - 10:00	29	70	0.066	29	70	0.089	29	70	0.155
10:00 - 11:00	29	70	0.065	29	70	0.082	29	70	0.147
11:00 - 12:00	29	70	0.070	29	70	0.084	29	70	0.154
12:00 - 13:00	29	70	0.096	29	70	0.086	29	70	0.182
13:00 - 14:00	29	70	0.068	29	70	0.084	29	70	0.152
14:00 - 15:00	29	70	0.075	29	70	0.082	29	70	0.157
15:00 - 16:00	29	70	0.098	29	70	0.063	29	70	0.161
16:00 - 17:00	29	70	0.118	29	70	0.079	29	70	0.197
17:00 - 18:00	29	70	0.159	29	70	0.085	29	70	0.244
18:00 - 19:00	29	70	0.156	29	70	0.091	29	70	0.247
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.068			1.133			2.201

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.

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Parameter summary

Trip rate parameter range selected: 6 - 184 (units:)
 Survey date range: 01/01/13 - 16/10/20
 Number of weekdays (Monday-Friday): 29
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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.

Appendix I – Junction Capacity Assessment Results

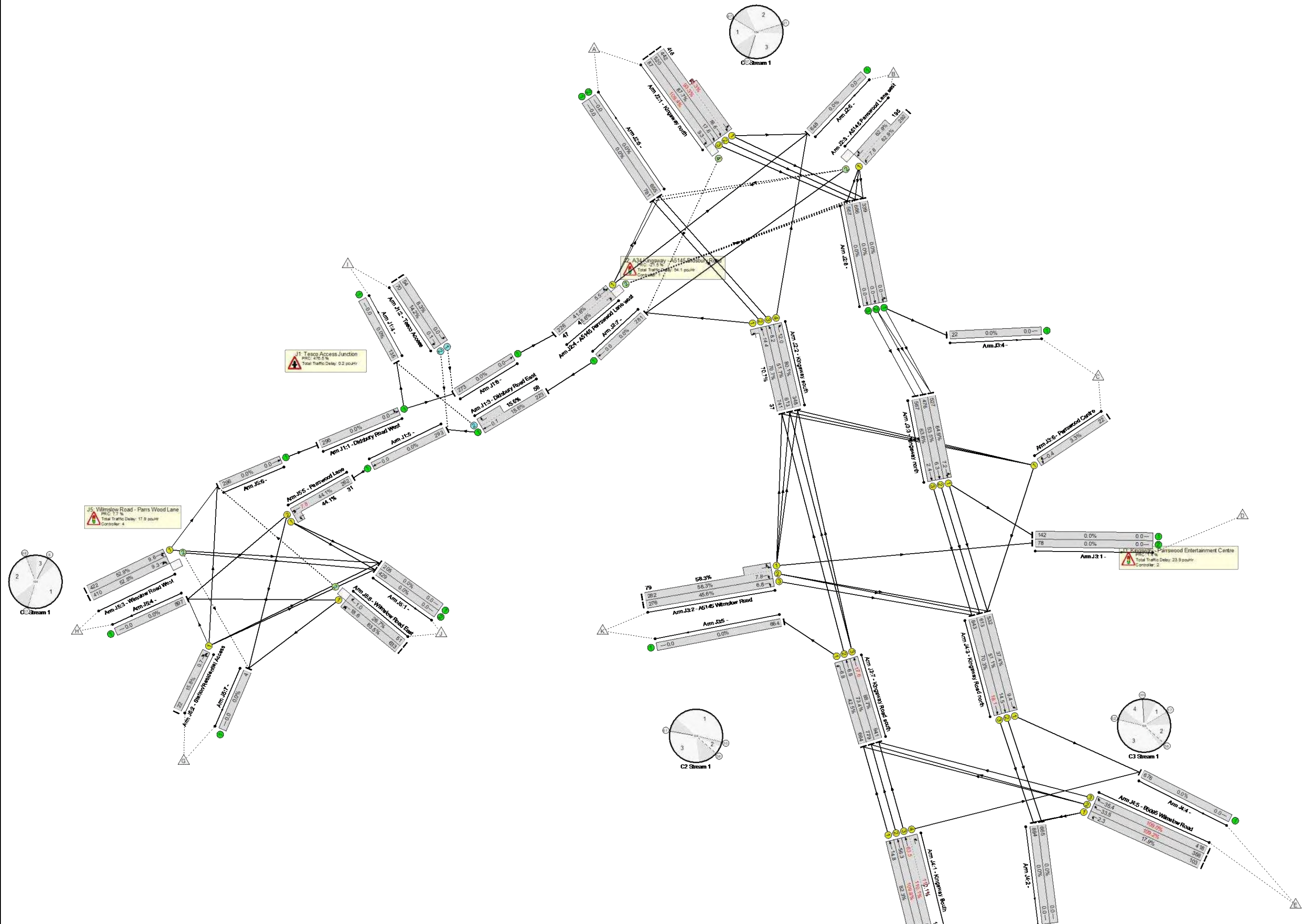
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Tesco Parrs Wood - V5.lsg3x
Author:	
Company:	
Address:	

Basic Results Summary

Scenario 1: 'AM Demand' (FG4: '2021 AM Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	110.1%	267.4	-	-	-	110.1%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	15.6%	0.2	-	-	-	15.6%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	650	8.3%	0.0	-	0.0	0.00	8.3%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	492	14.2%	0.1	-	0.1	0.00	14.2%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1430+370	15.6 : 15.6%	0.1	-	0.1	0.00	15.6 : 15.6%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	109.4%	54.1	-	-	-	109.4%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1873	1915	474+446	93.3 : 93.3%	13.9	8.8	18.6	0.00	93.3 : 93.3%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	593	87.7%	8.4	10.4	17.6	0.00	87.7%	-
1/4	Kingsway north Right	O	1:1	1957	1957	80	109.4%	8.5	2.2	9.3	0.00	109.4%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1048+53	70.7 : 70.7%	6.6	13.2	14.4	0.00	70.7 : 70.7%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1186	51.7%	3.2	7.6	8.2	0.00	51.7%	-
2/4	Kingsway south Right	U	1:1	2055	2055	435	80.1%	7.1	10.0	12.0	0.00	80.1%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1910	1791	464+310	62.9 : 62.9%	4.8	5.7	7.8	0.00	62.9 : 62.9%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1893:1833	1893	543+113	41.6 : 41.6%	1.6	4.0	5.5	0.00	41.6 : 41.6%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	88.7%	23.9	-	-	-	88.7%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1913	1833	483+135	58.3 : 58.3%	3.6	5.6	7.8	0.00	58.3 : 58.3%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	605	45.6%	2.6	5.4	6.8	0.00	45.6%	-
3/1	Kingsway north Left Ahead	U	2:1	1877	1877	812	64.9%	2.2	2.8	7.2	0.00	64.9%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	889	53.5%	3.4	5.7	6.3	0.00	53.5%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	889	63.8%	1.6	1.5	2.4	0.00	63.8%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	658	3.3%	0.1	0.4	0.4	0.00	3.3%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	42.5%	1.3	5.6	6.8	0.00	42.5%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1060	73.4%	3.6	4.6	6.8	0.00	73.4%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1060	88.7%	5.5	3.6	17.6	0.00	88.7%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	110.1%	171.2	-	-	-	110.1%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	574	82.3%	6.7	9.3	14.8	0.00	82.3%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	616	109.8%	45.0	15.1	56.3	0.00	109.8%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	557+144	110.1 : 110.1%	52.6	14.8	63.5	0.00	110.1 : 110.1%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	37.4%	1.5	5.8	9.4	0.00	37.4%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1200	51.1%	3.8	10.3	14.5	0.00	51.1%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1200	70.3%	4.4	9.4	18.1	0.00	70.3%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	574	17.9%	0.8	2.0	2.3	0.00	17.9%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	355	109.2%	27.5	10.8	33.5	0.00	109.2%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	384	109.0%	28.9	11.6	35.4	0.00	109.0%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	83.5%	17.9	-	-	-	83.5%	-

Basic Results Summary

[illegible]

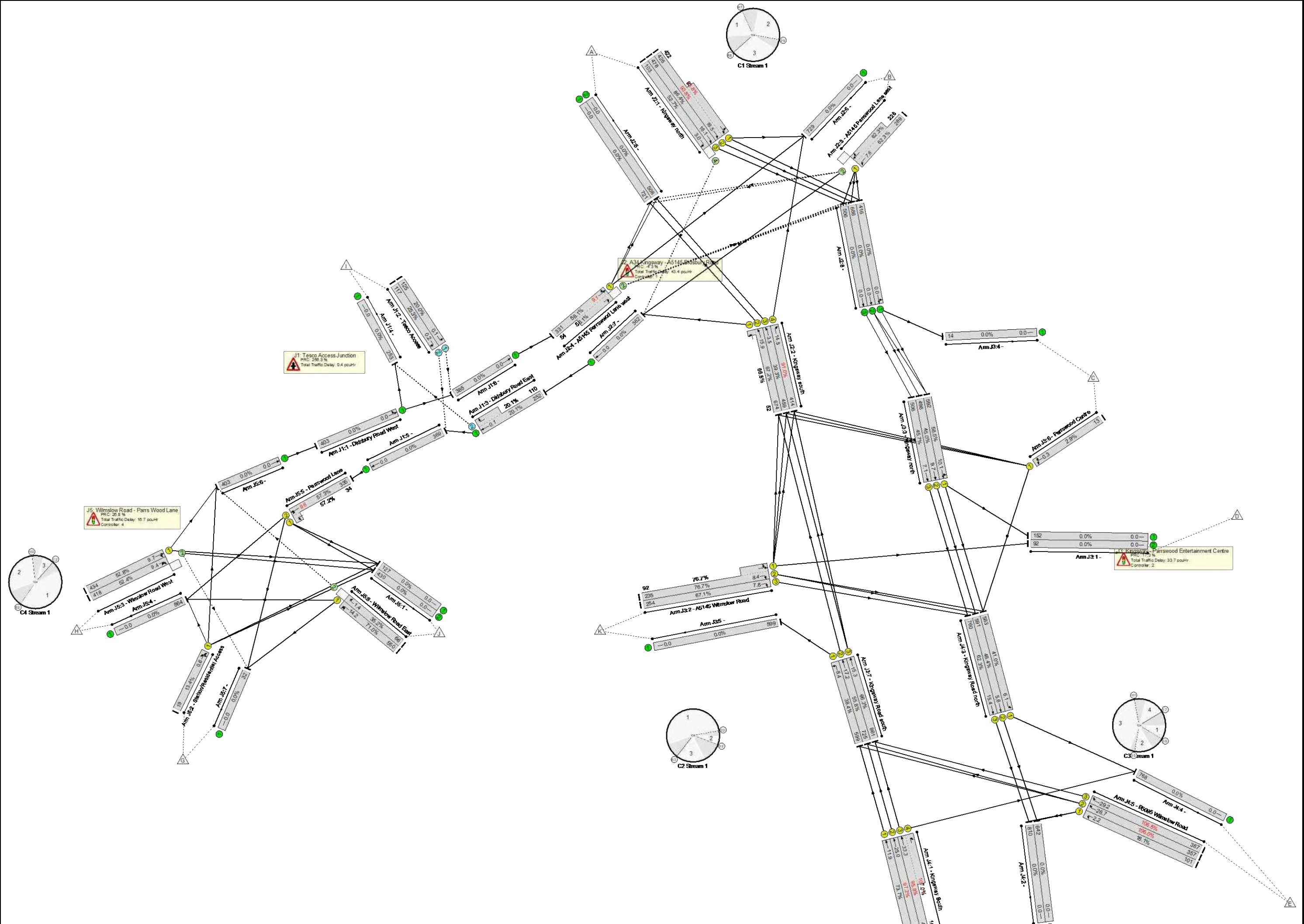
Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-21.54	54.09
C1	2	0.00	0.00
C2	1	1.43	22.68
C2	2	111.62	1.25
C3	1	-22.30	171.18
C4	1	7.73	17.94
Total Network Delay: 267.37 pcuHr			
Worst PRC: -22.30 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 2: 'PM Demand' (FG5: '2021 PM Demand', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	107.0%	190.7	-	-	-	107.0%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	25.3%	0.4	-	-	-	25.3%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	626	20.0%	0.1	-	0.1	0.00	20.0%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	463	25.3%	0.2	-	0.2	0.00	25.3%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1255+545	20.1 : 20.1%	0.1	-	0.1	0.00	20.1 : 20.1%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	93.8%	43.4	-	-	-	93.8%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1895	1915	454+450	93.8 : 93.8%	14.6	8.8	18.5	0.00	93.8 : 93.8%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	553	86.4%	7.7	9.8	16.1	0.00	86.4%	-
1/4	Kingsway north Right	O	1:1	1957	1957	196	52.7%	1.6	2.1	3.0	0.00	52.7%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1004+78	67.2 : 66.8%	2.0	2.0	15.9	0.00	67.2 : 66.8%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1166	39.3%	1.5	3.0	3.5	0.00	39.3%	-
2/4	Kingsway south Right	U	1:1	2055	2055	454	91.0%	8.0	6.1	14.5	0.00	91.0%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1916	1791	464+366	62.3 : 62.3%	4.9	5.5	7.6	0.00	62.3 : 62.3%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1893:1833	1893	569+93	58.1 : 58.1%	3.0	6.2	9.1	0.00	58.1 : 58.1%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	76.7%	33.7	-	-	-	76.7%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1915	1833	306+120	76.7 : 76.7%	5.1	5.4	8.4	0.00	76.7 : 76.7%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	378	67.1%	3.8	5.8	7.8	0.00	67.1%	-
3/1	Kingsway north Left Ahead	U	2:1	1879	1879	1012	58.5%	4.8	9.2	10.1	0.00	58.5%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	1107	45.0%	3.6	9.0	9.7	0.00	45.0%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	45.7%	3.3	6.6	7.1	0.00	45.7%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	450	2.9%	0.1	0.3	0.3	0.00	2.9%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	38.4%	0.3	0.0	8.4	0.00	38.4%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1300	55.8%	6.6	16.5	17.2	0.00	55.8%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1300	66.3%	6.1	14.3	15.3	0.00	66.3%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	107.0%	96.6	-	-	-	107.0%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	555	73.7%	5.2	8.2	11.9	0.00	73.7%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	596	97.2%	14.4	11.6	25.0	0.00	97.2%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	520+185	95.8 : 107.0%	26.0	10.1	33.3	0.00	95.8 : 107.0%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	41.0%	1.4	5.0	6.1	0.00	41.0%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1220	48.4%	1.5	5.1	5.6	0.00	48.4%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1220	62.3%	2.7	7.9	15.4	0.00	62.3%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	557	18.1%	0.9	2.0	2.2	0.00	18.1%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	337	106.0%	21.2	8.9	26.7	0.00	106.0%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	363	106.5%	23.2	9.7	29.2	0.00	106.5%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	71.0%	16.7	-	-	-	71.0%	-

Basic Results Summary

	2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1841	1841	142	13.4%	0.3	0.5	0.6	0.00	13.4%	-
	3/1	Wimslow Road West Right Ahead	U	4:1	1898	1898	821	52.8%	3.2	6.9	9.7	0.00	52.8%	-
	3/2	Wimslow Road West Right U-Turn	O	4:1	1845	1845	798	52.4%	3.1	6.6	9.4	0.00	52.4%	-
	5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1940	1940	586+59	57.3 : 57.2%	4.3	7.9	9.6	0.00	57.3 : 57.2%	-
	8/1	Wilmslow Road East Left Left2	U	4:1	1791	1791	775	71.0%	4.9	8.7	14.2	0.00	71.0%	-
	8/2	Wilmslow Road East Right	O	4:1	1833	1833	188	35.2%	0.9	1.0	1.4	0.00	35.2%	-
C1	Stream: 1 PRC for Signalled Lanes (%): -4.3		Total Delay for Signalled Lanes (pcuHr): 43.40			Cycle Time (s): 104								
C1	Stream: 2 PRC for Signalled Lanes (%): 0.0		Total Delay for Signalled Lanes (pcuHr): 0.00			Cycle Time (s): 104								
C2	Stream: 1 PRC for Signalled Lanes (%): 17.3		Total Delay for Signalled Lanes (pcuHr): 33.38			Cycle Time (s): 104								
C2	Stream: 2 PRC for Signalled Lanes (%): 134.5		Total Delay for Signalled Lanes (pcuHr): 0.34			Cycle Time (s): 104								
C3	Stream: 1 PRC for Signalled Lanes (%): -18.9		Total Delay for Signalled Lanes (pcuHr): 96.56			Cycle Time (s): 104								
C4	Stream: 1 PRC for Signalled Lanes (%): 26.8		Total Delay for Signalled Lanes (pcuHr): 16.65			Cycle Time (s): 104								
	PRC Over All Lanes (%): -18.9		Total Delay Over All Lanes(pcuHr): 190.74											

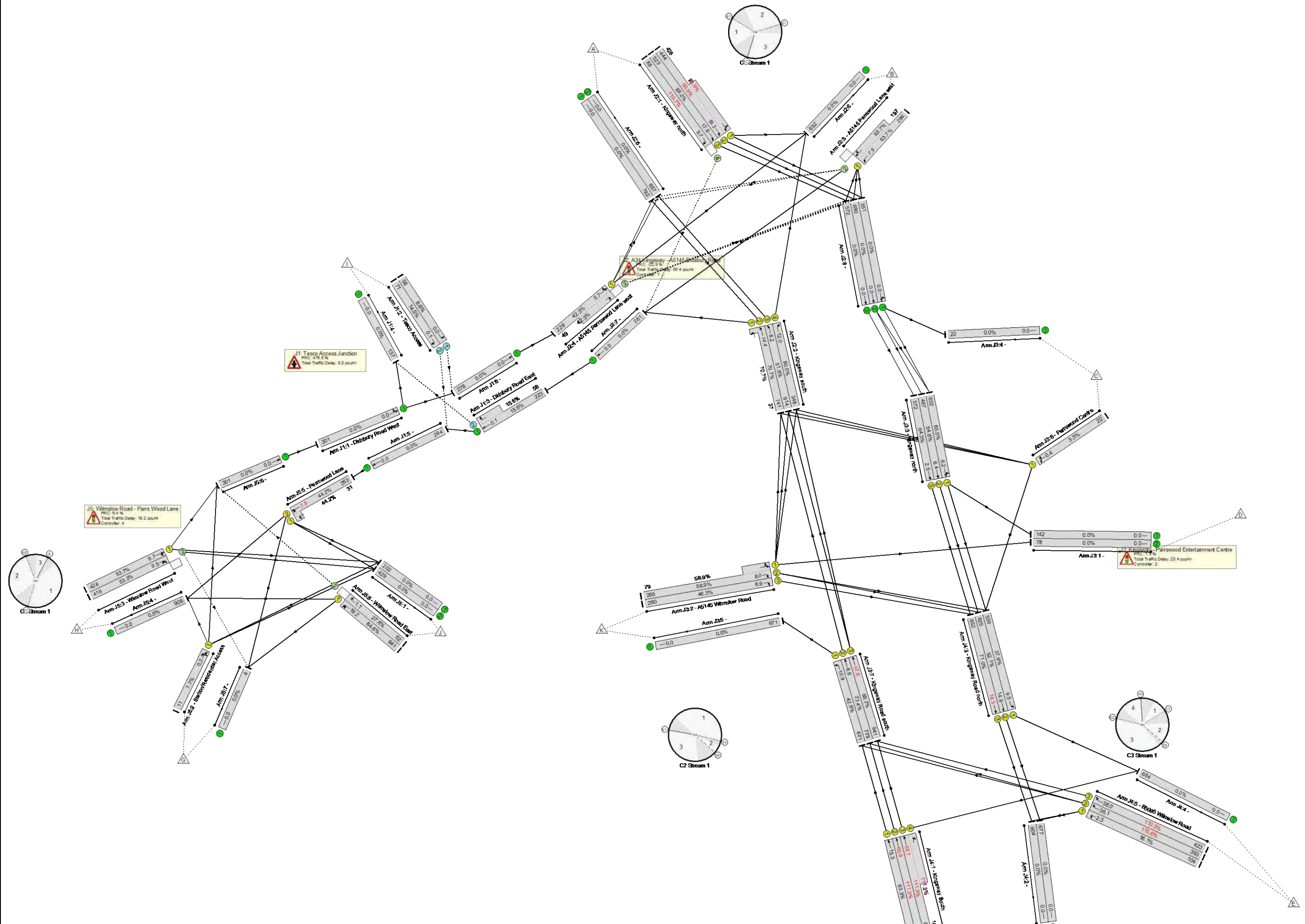
Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-4.27	43.40
C1	2	0.00	0.00
C2	1	17.28	33.38
C2	2	134.51	0.34
C3	1	-18.86	96.56
C4	1	26.81	16.65
Total Network Delay: 190.74 pcuHr			
Worst PRC: -18.86 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 3: '22 AM Base' (FG16: '2022 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	111.3%	283.1	-	-	-	111.3%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	15.6%	0.2	-	-	-	15.6%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	649	8.6%	0.0	-	0.0	0.00	8.6%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	491	14.5%	0.1	-	0.1	0.00	14.5%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1427+373	15.6 : 15.6%	0.1	-	0.1	0.00	15.6 : 15.6%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	110.7%	55.4	-	-	-	110.7%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1873	1915	473+456	93.9 : 93.9%	14.6	8.9	19.3	0.00	93.9 : 93.9%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	593	88.2%	8.5	10.5	17.8	0.00	88.2%	-
1/4	Kingsway north Right	O	1:1	1957	1957	80	110.7%	8.9	2.2	9.7	0.00	110.7%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1049+52	70.7 : 70.7%	6.6	13.2	14.4	0.00	70.7 : 70.7%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1186	51.8%	3.2	7.6	8.2	0.00	51.8%	-
2/4	Kingsway south Right	U	1:1	2055	2055	435	80.0%	7.0	10.0	12.0	0.00	80.0%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1909	1791	465+309	63.7 : 63.7%	4.9	5.8	7.9	0.00	63.7 : 63.7%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1893:1833	1893	542+116	42.3 : 42.3%	1.7	4.0	5.7	0.00	42.3 : 42.3%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	88.7%	23.4	-	-	-	88.7%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1913	1833	484+134	58.9 : 58.9%	3.6	5.6	8.0	0.00	58.9 : 58.9%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	605	46.3%	2.7	5.4	6.9	0.00	46.3%	-
3/1	Kingsway north Left Ahead	U	2:1	1877	1877	812	65.5%	2.3	2.8	6.2	0.00	65.5%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	889	54.8%	3.4	5.8	6.4	0.00	54.8%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	889	64.3%	1.6	1.6	2.5	0.00	64.3%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	658	3.3%	0.1	0.4	0.4	0.00	3.3%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	42.9%	0.5	0.9	10.9	0.00	42.9%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1060	73.4%	3.6	4.6	6.8	0.00	73.4%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1060	88.7%	5.5	3.6	17.6	0.00	88.7%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	111.3%	185.8	-	-	-	111.3%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	574	83.3%	6.9	9.4	15.3	0.00	83.3%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	616	111.3%	49.6	15.5	60.9	0.00	111.3%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	557+145	111.3 : 111.3%	57.2	15.2	68.1	0.00	111.3 : 111.3%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	37.9%	1.6	5.8	9.5	0.00	37.9%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1200	52.1%	3.9	10.5	14.9	0.00	52.1%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1200	71.0%	4.5	9.4	18.3	0.00	71.0%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	574	18.1%	0.9	2.0	2.3	0.00	18.1%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	355	110.6%	30.0	11.2	36.1	0.00	110.6%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	384	110.3%	31.4	12.0	38.0	0.00	110.3%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	84.6%	18.2	-	-	-	84.6%	-

Basic Results Summary

2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1848	1848	142	7.7%	0.2	0.3	0.3	0.00	7.7%	-																																																	
3/1	Wimslow Road West Right Ahead	U	4:1	1885	1885	798	53.7%	3.2	6.9	9.7	0.00	53.7%	-																																																	
3/2	Wimslow Road West Right U-Turn	O	4:1	1846	1846	781	53.3%	3.2	6.7	9.5	0.00	53.3%	-																																																	
5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1940	1940	595+70	44.2 : 44.2%	3.5	6.8	7.8	0.00	44.2 : 44.2%	-																																																	
8/1	Wilmslow Road East Left Left2	U	4:1	1791	1791	758	84.6%	7.4	10.3	19.2	0.00	84.6%	-																																																	
8/2	Wilmslow Road East Right	O	4:1	1833	1833	188	27.6%	0.7	0.8	1.1	0.00	27.6%	-																																																	
<table><tr><td>C1</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>-22.9</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>55.44</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C1</td><td>Stream: 2 PRC for Signalled Lanes (%)</td><td>0.0</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>0.00</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C2</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>1.4</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>22.93</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C2</td><td>Stream: 2 PRC for Signalled Lanes (%)</td><td>109.6</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>0.51</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C3</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>-23.7</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>185.84</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C4</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>6.4</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>18.19</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td></td><td>PRC Over All Lanes (%)</td><td>-23.7</td><td>Total Delay Over All Lanes(pcuHr)</td><td>283.13</td><td></td><td></td></tr></table>														C1	Stream: 1 PRC for Signalled Lanes (%)	-22.9	Total Delay for Signalled Lanes (pcuHr)	55.44	Cycle Time (s)	104	C1	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	104	C2	Stream: 1 PRC for Signalled Lanes (%)	1.4	Total Delay for Signalled Lanes (pcuHr)	22.93	Cycle Time (s)	104	C2	Stream: 2 PRC for Signalled Lanes (%)	109.6	Total Delay for Signalled Lanes (pcuHr)	0.51	Cycle Time (s)	104	C3	Stream: 1 PRC for Signalled Lanes (%)	-23.7	Total Delay for Signalled Lanes (pcuHr)	185.84	Cycle Time (s)	104	C4	Stream: 1 PRC for Signalled Lanes (%)	6.4	Total Delay for Signalled Lanes (pcuHr)	18.19	Cycle Time (s)	104		PRC Over All Lanes (%)	-23.7	Total Delay Over All Lanes(pcuHr)	283.13		
C1	Stream: 1 PRC for Signalled Lanes (%)	-22.9	Total Delay for Signalled Lanes (pcuHr)	55.44	Cycle Time (s)	104																																																								
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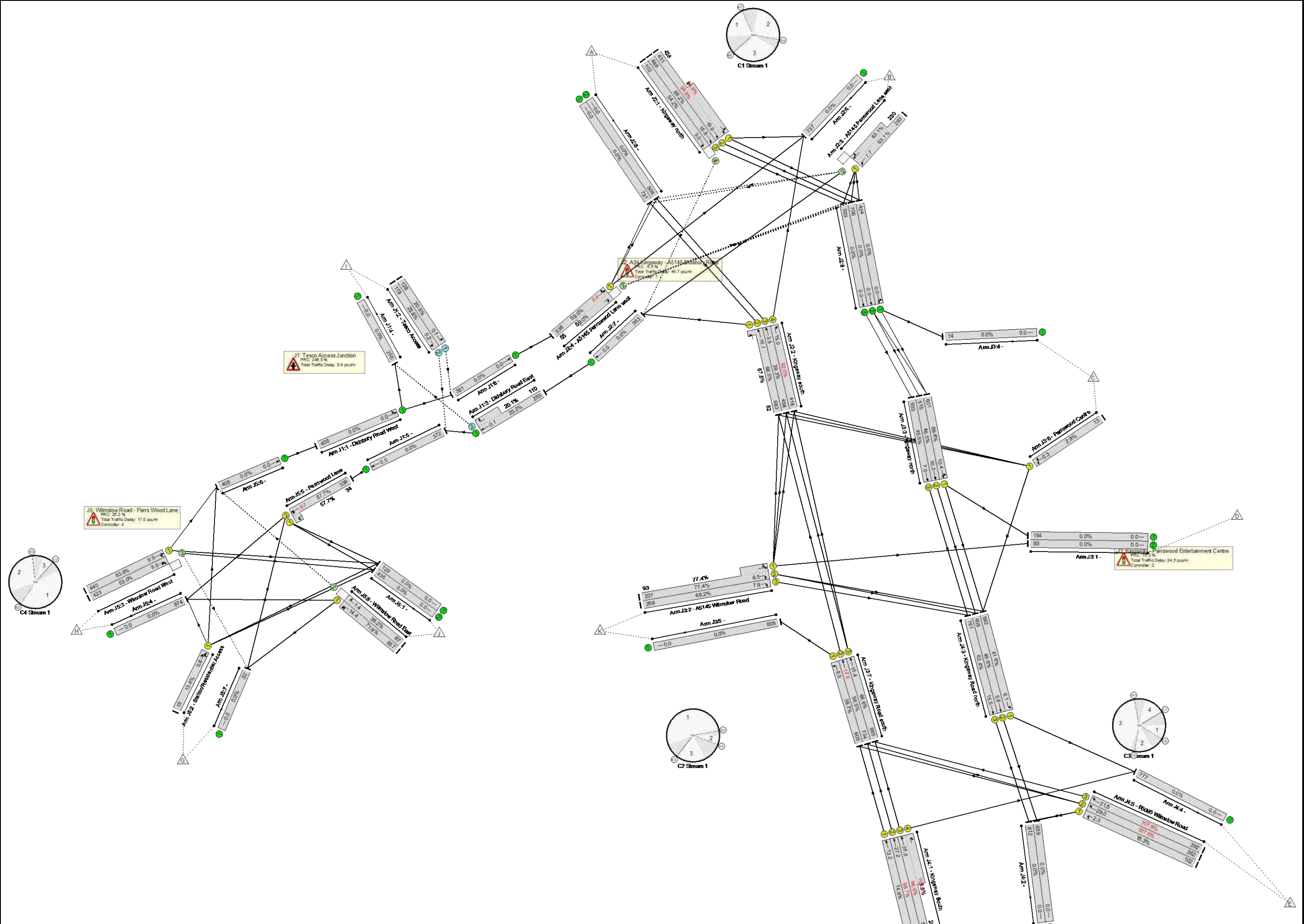
Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-22.95	55.44
C1	2	0.00	0.00
C2	1	1.43	22.93
C2	2	109.64	0.51
C3	1	-23.71	185.84
C4	1	6.39	18.19
Total Network Delay: 283.13 pcuHr			
Worst PRC: -23.71 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 4: '22 PM Base' (FG17: '2022 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	108.6%	204.3	-	-	-	108.6%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	25.8%	0.4	-	-	-	25.8%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	625	20.5%	0.1	-	0.1	0.00	20.5%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	462	25.8%	0.2	-	0.2	0.00	25.8%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1256+544	20.2 : 20.1%	0.1	-	0.1	0.00	20.2 : 20.1%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	94.9%	45.7	-	-	-	94.9%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1895	1915	454+449	94.9 : 94.9%	15.7	8.9	19.9	0.00	94.9 : 94.9%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	553	88.2%	8.3	10.0	16.8	0.00	88.2%	-
1/4	Kingsway north Right	O	1:1	1957	1957	188	54.2%	1.6	2.1	3.0	0.00	54.2%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1005+77	68.0 : 67.5%	2.0	2.0	16.1	0.00	68.0 : 67.5%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1166	39.3%	1.5	3.0	3.5	0.00	39.3%	-
2/4	Kingsway south Right	U	1:1	2055	2055	454	92.0%	8.5	6.1	15.0	0.00	92.0%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1916	1791	464+364	63.1 : 63.1%	5.0	5.6	7.7	0.00	63.1 : 63.1%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1892:1833	1892	569+93	59.0 : 59.0%	3.1	6.3	9.4	0.00	59.0 : 59.0%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	77.4%	34.5	-	-	-	77.4%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1915	1833	306+120	77.4 : 77.4%	5.2	5.5	8.5	0.00	77.4 : 77.4%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	378	68.2%	3.9	5.9	7.9	0.00	68.2%	-
3/1	Kingsway north Left Ahead	U	2:1	1879	1879	1012	59.4%	4.9	9.5	10.4	0.00	59.4%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	1107	46.5%	3.9	9.5	10.3	0.00	46.5%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	45.5%	3.4	6.6	7.0	0.00	45.5%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	450	2.9%	0.1	0.3	0.3	0.00	2.9%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	38.7%	0.3	0.0	8.5	0.00	38.7%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1300	56.5%	6.7	16.8	17.5	0.00	56.5%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1300	66.6%	6.1	14.4	15.4	0.00	66.6%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	108.6%	106.7	-	-	-	108.6%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	555	74.6%	5.3	8.3	12.2	0.00	74.6%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	596	98.7%	16.4	11.8	27.2	0.00	98.7%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	520+185	96.6 : 108.6%	29.4	10.2	36.9	0.00	96.6 : 108.6%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	41.6%	1.4	5.0	6.1	0.00	41.6%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1220	49.8%	1.5	5.1	5.6	0.00	49.8%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1220	62.4%	2.7	7.9	15.5	0.00	62.4%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	557	18.3%	0.9	2.0	2.3	0.00	18.3%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	337	107.5%	23.5	9.2	29.0	0.00	107.5%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	363	107.9%	25.6	10.0	31.5	0.00	107.9%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	71.9%	17.0	-	-	-	71.9%	-

Basic Results Summary

	2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1841	1841	142	13.4%	0.3	0.5	0.6	0.00	13.4%	-
	3/1	Wimslow Road West Right Ahead	U	4:1	1898	1898	821	53.6%	3.2	7.0	9.9	0.00	53.6%	-
	3/2	Wimslow Road West Right U-Turn	O	4:1	1845	1845	798	53.0%	3.1	6.7	9.5	0.00	53.0%	-
	5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1940	1940	586+59	57.7 : 57.7%	4.4	8.0	9.7	0.00	57.7 : 57.7%	-
	8/1	Wilmslow Road East Left Left2	U	4:1	1791	1791	775	71.9%	5.0	8.8	14.4	0.00	71.9%	-
	8/2	Wilmslow Road East Right	O	4:1	1833	1833	185	36.2%	0.9	1.1	1.4	0.00	36.2%	-
C1	Stream: 1 PRC for Signalled Lanes (%)	: -5.5	Total Delay for Signalled Lanes (pcuHr)	:	45.68	Cycle Time (s)	: 104							
C1	Stream: 2 PRC for Signalled Lanes (%)	: 0.0	Total Delay for Signalled Lanes (pcuHr)	:	0.00	Cycle Time (s)	: 104							
C2	Stream: 1 PRC for Signalled Lanes (%)	: 16.3	Total Delay for Signalled Lanes (pcuHr)	:	34.14	Cycle Time (s)	: 104							
C2	Stream: 2 PRC for Signalled Lanes (%)	: 132.5	Total Delay for Signalled Lanes (pcuHr)	:	0.34	Cycle Time (s)	: 104							
C3	Stream: 1 PRC for Signalled Lanes (%)	: -20.7	Total Delay for Signalled Lanes (pcuHr)	:	106.67	Cycle Time (s)	: 104							
C4	Stream: 1 PRC for Signalled Lanes (%)	: 25.2	Total Delay for Signalled Lanes (pcuHr)	:	16.98	Cycle Time (s)	: 104							
	PRC Over All Lanes (%)	: -20.7	Total Delay Over All Lanes(pcuHr)	:	204.25									

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-5.48	45.68
C1	2	0.00	0.00
C2	1	16.26	34.14
C2	2	132.51	0.34
C3	1	-20.66	106.67
C4	1	25.22	16.98
Total Network Delay: 204.25 pcuHr			
Worst PRC: -20.66 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 5: '27 AM Base' (FG7: '2027 AM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	118.2%	383.0	-	-	-	118.2%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	16.3%	0.2	-	-	-	16.3%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	645	8.8%	0.0	-	0.0	0.00	8.8%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	486	15.2%	0.1	-	0.1	0.00	15.2%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1427+373	16.3 : 16.3%	0.1	-	0.1	0.00	16.3 : 16.3%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	116.9%	77.0	-	-	-	116.9%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1870	1915	477+411	101.0 : 101.0%	26.4	9.9	34.0	0.00	101.0 : 101.0%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	593	97.8%	15.2	11.6	25.9	0.00	97.8%	-
1/4	Kingsway north Right	O	1:1	1957	1957	80	116.9%	11.2	2.6	12.3	0.00	116.9%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1047+54	70.7 : 70.8%	6.8	13.8	15.0	0.00	70.7 : 70.8%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1186	51.9%	3.3	7.8	8.5	0.00	51.9%	-
2/4	Kingsway south Right	U	1:1	2055	2055	435	80.1%	7.0	10.0	12.0	0.00	80.1%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1910	1791	464+311	67.4 : 67.4%	5.3	6.1	8.6	0.00	67.4 : 67.4%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1893:1833	1893	543+113	44.4 : 44.4%	1.8	4.1	5.9	0.00	44.4 : 44.4%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	87.1%	24.3	-	-	-	87.1%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1913	1833	470+131	64.9 : 64.9%	4.2	6.2	9.0	0.00	64.9 : 64.9%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	586	50.0%	2.9	5.8	7.4	0.00	50.0%	-
3/1	Kingsway north Left Ahead	U	2:1	1877	1877	812	68.7%	2.5	3.0	8.0	0.00	68.7%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	889	55.3%	3.7	6.3	7.0	0.00	55.3%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	889	70.4%	1.9	1.6	2.8	0.00	70.4%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	640	3.7%	0.2	0.4	0.5	0.00	3.7%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	44.8%	0.8	2.6	12.0	0.00	44.8%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1080	72.1%	3.2	4.1	5.9	0.00	72.1%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1080	87.1%	4.7	3.2	7.9	0.00	87.1%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	118.2%	260.6	-	-	-	118.2%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	574	88.4%	8.3	10.0	17.4	0.00	88.4%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	616	117.8%	70.8	17.5	82.0	0.00	117.8%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	557+145	118.2 : 118.2%	82.7	17.5	93.6	0.00	118.2 : 118.2%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	39.7%	1.6	6.0	9.9	0.00	39.7%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1200	53.4%	4.0	10.6	15.1	0.00	53.4%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1200	76.6%	5.2	9.5	20.3	0.00	76.6%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	574	19.3%	0.9	2.1	2.4	0.00	19.3%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	355	117.1%	41.9	13.1	48.4	0.00	117.1%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	384	117.0%	45.0	14.1	51.9	0.00	117.0%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	89.5%	20.9	-	-	-	89.5%	-

Basic Results Summary

2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1814	1814	140	16.5%	0.4	0.6	0.7	0.00	16.5%	-																																																	
3/1	Wimslow Road West Right Ahead	U	4:1	1885	1885	798	56.8%	3.5	7.3	10.5	0.00	56.8%	-																																																	
3/2	Wimslow Road West Right U-Turn	O	4:1	1846	1846	781	56.3%	3.4	7.1	10.2	0.00	56.3%	-																																																	
5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1940	1940	593+72	46.2 : 45.9%	3.7	7.1	8.3	0.00	46.2 : 45.9%	-																																																	
8/1	Wilmslow Road East Left Left2	U	4:1	1791	1791	758	89.5%	9.1	10.9	22.0	0.00	89.5%	-																																																	
8/2	Wilmslow Road East Right	O	4:1	1833	1833	171	32.1%	0.8	0.9	1.2	0.00	32.1%	-																																																	
<table><tr><td>C1</td><td>Stream: 1 PRC for Signalled Lanes (%):</td><td>-29.9</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>77.01</td><td>Cycle Time (s):</td><td>104</td></tr><tr><td>C1</td><td>Stream: 2 PRC for Signalled Lanes (%):</td><td>0.0</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>0.00</td><td>Cycle Time (s):</td><td>104</td></tr><tr><td>C2</td><td>Stream: 1 PRC for Signalled Lanes (%):</td><td>3.4</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>23.45</td><td>Cycle Time (s):</td><td>104</td></tr><tr><td>C2</td><td>Stream: 2 PRC for Signalled Lanes (%):</td><td>101.1</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>0.84</td><td>Cycle Time (s):</td><td>104</td></tr><tr><td>C3</td><td>Stream: 1 PRC for Signalled Lanes (%):</td><td>-31.3</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>260.58</td><td>Cycle Time (s):</td><td>104</td></tr><tr><td>C4</td><td>Stream: 1 PRC for Signalled Lanes (%):</td><td>0.6</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>20.92</td><td>Cycle Time (s):</td><td>104</td></tr><tr><td></td><td>PRC Over All Lanes (%):</td><td>-31.3</td><td>Total Delay Over All Lanes(pcuHr):</td><td>383.03</td><td></td><td></td></tr></table>														C1	Stream: 1 PRC for Signalled Lanes (%):	-29.9	Total Delay for Signalled Lanes (pcuHr):	77.01	Cycle Time (s):	104	C1	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	104	C2	Stream: 1 PRC for Signalled Lanes (%):	3.4	Total Delay for Signalled Lanes (pcuHr):	23.45	Cycle Time (s):	104	C2	Stream: 2 PRC for Signalled Lanes (%):	101.1	Total Delay for Signalled Lanes (pcuHr):	0.84	Cycle Time (s):	104	C3	Stream: 1 PRC for Signalled Lanes (%):	-31.3	Total Delay for Signalled Lanes (pcuHr):	260.58	Cycle Time (s):	104	C4	Stream: 1 PRC for Signalled Lanes (%):	0.6	Total Delay for Signalled Lanes (pcuHr):	20.92	Cycle Time (s):	104		PRC Over All Lanes (%):	-31.3	Total Delay Over All Lanes(pcuHr):	383.03		
C1	Stream: 1 PRC for Signalled Lanes (%):	-29.9	Total Delay for Signalled Lanes (pcuHr):	77.01	Cycle Time (s):	104																																																								
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C3	Stream: 1 PRC for Signalled Lanes (%):	-31.3	Total Delay for Signalled Lanes (pcuHr):	260.58	Cycle Time (s):	104																																																								
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	PRC Over All Lanes (%):	-31.3	Total Delay Over All Lanes(pcuHr):	383.03																																																										

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-29.91	77.01
C1	2	0.00	0.00
C2	1	3.35	23.45
C2	2	101.06	0.84
C3	1	-31.30	260.58
C4	1	0.58	20.92
Total Network Delay: 383.03 pcuHr			
Worst PRC: -31.30 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 6: '27 PM Base' (FG8: '2027 PM Base', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	115.1%	265.9	-	-	-	115.1%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	27.5%	0.5	-	-	-	27.5%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	620	21.8%	0.1	-	0.1	0.00	21.8%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	454	27.5%	0.2	-	0.2	0.00	27.5%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1254+546	21.3 : 21.2%	0.1	-	0.1	0.00	21.3 : 21.2%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	99.4%	59.3	-	-	-	99.4%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1894	1915	455+441	99.4 : 99.4%	22.7	9.3	28.5	0.00	99.4 : 99.4%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	553	96.5%	13.3	11.0	22.8	0.00	96.5%	-
1/4	Kingsway north Right	O	1:1	1957	1957	183	60.0%	1.8	2.3	3.4	0.00	60.0%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1005+76	68.6 : 68.1%	2.0	2.0	16.5	0.00	68.6 : 68.1%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1166	40.6%	1.5	3.0	3.6	0.00	40.6%	-
2/4	Kingsway south Right	U	1:1	2055	2055	454	93.0%	9.1	6.4	15.9	0.00	93.0%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1916	1791	465+363	66.9 : 66.9%	5.5	6.0	8.3	0.00	66.9 : 66.9%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1893:1833	1893	569+93	62.2 : 62.2%	3.3	6.5	10.0	0.00	62.2 : 62.2%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	81.2%	37.6	-	-	-	81.2%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1915	1833	306+122	81.2 : 81.2%	5.8	5.8	9.4	0.00	81.2 : 81.2%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	378	73.2%	4.4	6.3	8.8	0.00	73.2%	-
3/1	Kingsway north Left Ahead	U	2:1	1879	1879	1012	63.0%	5.6	10.5	11.5	0.00	63.0%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	1107	47.1%	4.0	9.9	10.7	0.00	47.1%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	50.3%	4.2	8.1	8.7	0.00	50.3%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	450	3.1%	0.1	0.3	0.3	0.00	3.1%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	40.3%	0.4	0.0	9.5	0.00	40.3%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1300	57.0%	6.8	17.0	17.7	0.00	57.0%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1300	68.0%	6.4	14.9	16.0	0.00	68.0%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	115.1%	149.9	-	-	-	115.1%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	555	79.1%	6.0	8.8	13.4	0.00	79.1%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	596	102.9%	24.5	12.8	35.7	0.00	102.9%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	521+185	104.3 : 115.1%	42.0	12.2	51.1	0.00	104.3 : 115.1%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	44.0%	1.5	5.0	6.2	0.00	44.0%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1220	50.6%	1.5	4.9	5.4	0.00	50.6%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1220	68.4%	3.0	7.9	16.4	0.00	68.4%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	557	19.6%	0.9	2.1	2.4	0.00	19.6%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	337	113.5%	33.3	10.2	38.7	0.00	113.5%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	363	114.2%	37.1	11.2	42.8	0.00	114.2%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	76.1%	18.7	-	-	-	76.1%	-

Basic Results Summary

	2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1841	1841	142	13.4%	0.3	0.5	0.6	0.00	13.4%	-
	3/1	Wimslow Road West Right Ahead	U	4:1	1897	1897	821	56.8%	3.5	7.4	10.8	0.00	56.8%	-
	3/2	Wimslow Road West Right U-Turn	O	4:1	1845	1845	798	56.1%	3.4	7.1	10.2	0.00	56.1%	-
	5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1940	1940	586+59	60.8 : 60.7%	4.7	8.5	10.4	0.00	60.8 : 60.7%	-
	8/1	Wilmslow Road East Left Left2	U	4:1	1791	1791	775	76.1%	5.7	9.3	15.8	0.00	76.1%	-
	8/2	Wilmslow Road East Right	O	4:1	1833	1833	165	43.0%	1.1	1.1	1.6	0.00	43.0%	-
C1	Stream: 1 PRC for Signalled Lanes (%)	-10.5	Total Delay for Signalled Lanes (pcuHr)	59.29	Cycle Time (s):	104								
C1	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s):	104								
C2	Stream: 1 PRC for Signalled Lanes (%)	10.9	Total Delay for Signalled Lanes (pcuHr)	37.21	Cycle Time (s):	104								
C2	Stream: 2 PRC for Signalled Lanes (%)	123.1	Total Delay for Signalled Lanes (pcuHr)	0.37	Cycle Time (s):	104								
C3	Stream: 1 PRC for Signalled Lanes (%)	-27.9	Total Delay for Signalled Lanes (pcuHr)	149.86	Cycle Time (s):	104								
C4	Stream: 1 PRC for Signalled Lanes (%)	18.2	Total Delay for Signalled Lanes (pcuHr)	18.73	Cycle Time (s):	104								
	PRC Over All Lanes (%)	-27.9	Total Delay Over All Lanes(pcuHr)	265.92										

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-10.47	59.29
C1	2	0.00	0.00
C2	1	10.89	37.21
C2	2	123.06	0.37
C3	1	-27.86	149.86
C4	1	18.21	18.73
Total Network Delay: 265.92 pcuHr			
Worst PRC: -27.86 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 7: '22 AM with Dev' (FG10: '2022 AM Base+Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	111.9%	284.4	-	-	-	111.9%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	15.8%	0.2	-	-	-	15.8%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	648	10.0%	0.1	-	0.1	0.00	10.0%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	490	14.7%	0.1	-	0.1	0.00	14.7%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1419+381	15.8 : 15.8%	0.1	-	0.1	0.00	15.8 : 15.8%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	111.9%	55.9	-	-	-	111.9%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1873	1915	473+458	93.7 : 93.7%	14.4	8.9	19.1	0.00	93.7 : 93.7%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	593	88.2%	8.5	10.5	17.8	0.00	88.2%	-
1/4	Kingsway north Right	O	1:1	1957	1957	80	111.9%	9.3	2.3	10.2	0.00	111.9%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1049+52	70.7 : 70.7%	6.6	13.2	14.4	0.00	70.7 : 70.7%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1186	51.7%	3.2	7.5	8.2	0.00	51.7%	-
2/4	Kingsway south Right	U	1:1	2055	2055	435	80.2%	7.1	10.1	12.0	0.00	80.2%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1910	1791	463+314	63.7 : 63.7%	4.9	5.7	7.9	0.00	63.7 : 63.7%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1891:1833	1891	542+114	43.9 : 43.9%	1.8	4.2	5.9	0.00	43.9 : 43.9%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	88.7%	23.4	-	-	-	88.7%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1913	1833	484+134	58.9 : 58.9%	3.6	5.6	8.0	0.00	58.9 : 58.9%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	605	46.3%	2.7	5.4	6.9	0.00	46.3%	-
3/1	Kingsway north Left Ahead	U	2:1	1877	1877	812	65.4%	2.2	2.8	6.2	0.00	65.4%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	889	54.8%	3.4	5.8	6.4	0.00	54.8%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	889	64.4%	1.6	1.6	2.5	0.00	64.4%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	658	3.3%	0.1	0.4	0.4	0.00	3.3%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	43.0%	0.5	0.9	10.9	0.00	43.0%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1060	73.4%	3.6	4.6	6.8	0.00	73.4%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1060	88.7%	5.5	3.6	17.6	0.00	88.7%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	111.4%	186.4	-	-	-	111.4%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	574	83.5%	6.9	9.4	15.3	0.00	83.5%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	616	111.4%	50.1	15.6	61.4	0.00	111.4%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	557+145	111.3 : 111.3%	57.2	15.2	68.1	0.00	111.3 : 111.3%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	37.7%	1.6	5.8	9.5	0.00	37.7%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1200	52.2%	3.9	10.5	14.9	0.00	52.2%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1200	71.1%	4.5	9.5	18.3	0.00	71.1%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	574	18.1%	0.9	2.0	2.3	0.00	18.1%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	355	110.6%	30.0	11.2	36.1	0.00	110.6%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	384	110.3%	31.4	12.0	38.0	0.00	110.3%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	84.6%	18.4	-	-	-	84.6%	-

Basic Results Summary

2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1815	1815	140	15.8%	0.4	0.6	0.7	0.00	15.8%	-																																																	
3/1	Wimslow Road West Right Ahead	U	4:1	1885	1885	798	53.8%	3.3	6.9	9.8	0.00	53.8%	-																																																	
3/2	Wimslow Road West Right U-Turn	O	4:1	1846	1846	781	53.3%	3.2	6.7	9.5	0.00	53.3%	-																																																	
5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1940	1940	593+71	44.6 : 44.6%	3.6	6.9	7.9	0.00	44.6 : 44.6%	-																																																	
8/1	Wilmslow Road East Left Left2	U	4:1	1791	1791	758	84.6%	7.4	10.3	19.2	0.00	84.6%	-																																																	
8/2	Wilmslow Road East Right	O	4:1	1833	1833	188	28.2%	0.7	0.9	1.1	0.00	28.2%	-																																																	
<table><tr><td>C1</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>-24.3</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>55.90</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C1</td><td>Stream: 2 PRC for Signalled Lanes (%)</td><td>0.0</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>0.00</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C2</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>1.4</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>22.93</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C2</td><td>Stream: 2 PRC for Signalled Lanes (%)</td><td>109.3</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>0.51</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C3</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>-23.8</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>186.41</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td>C4</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>6.4</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>18.43</td><td>Cycle Time (s)</td><td>104</td></tr><tr><td></td><td>PRC Over All Lanes (%)</td><td>-24.3</td><td>Total Delay Over All Lanes(pcuHr)</td><td>284.43</td><td></td><td></td></tr></table>														C1	Stream: 1 PRC for Signalled Lanes (%)	-24.3	Total Delay for Signalled Lanes (pcuHr)	55.90	Cycle Time (s)	104	C1	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	104	C2	Stream: 1 PRC for Signalled Lanes (%)	1.4	Total Delay for Signalled Lanes (pcuHr)	22.93	Cycle Time (s)	104	C2	Stream: 2 PRC for Signalled Lanes (%)	109.3	Total Delay for Signalled Lanes (pcuHr)	0.51	Cycle Time (s)	104	C3	Stream: 1 PRC for Signalled Lanes (%)	-23.8	Total Delay for Signalled Lanes (pcuHr)	186.41	Cycle Time (s)	104	C4	Stream: 1 PRC for Signalled Lanes (%)	6.4	Total Delay for Signalled Lanes (pcuHr)	18.43	Cycle Time (s)	104		PRC Over All Lanes (%)	-24.3	Total Delay Over All Lanes(pcuHr)	284.43		
C1	Stream: 1 PRC for Signalled Lanes (%)	-24.3	Total Delay for Signalled Lanes (pcuHr)	55.90	Cycle Time (s)	104																																																								
C1	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	104																																																								
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C4	Stream: 1 PRC for Signalled Lanes (%)	6.4	Total Delay for Signalled Lanes (pcuHr)	18.43	Cycle Time (s)	104																																																								
	PRC Over All Lanes (%)	-24.3	Total Delay Over All Lanes(pcuHr)	284.43																																																										

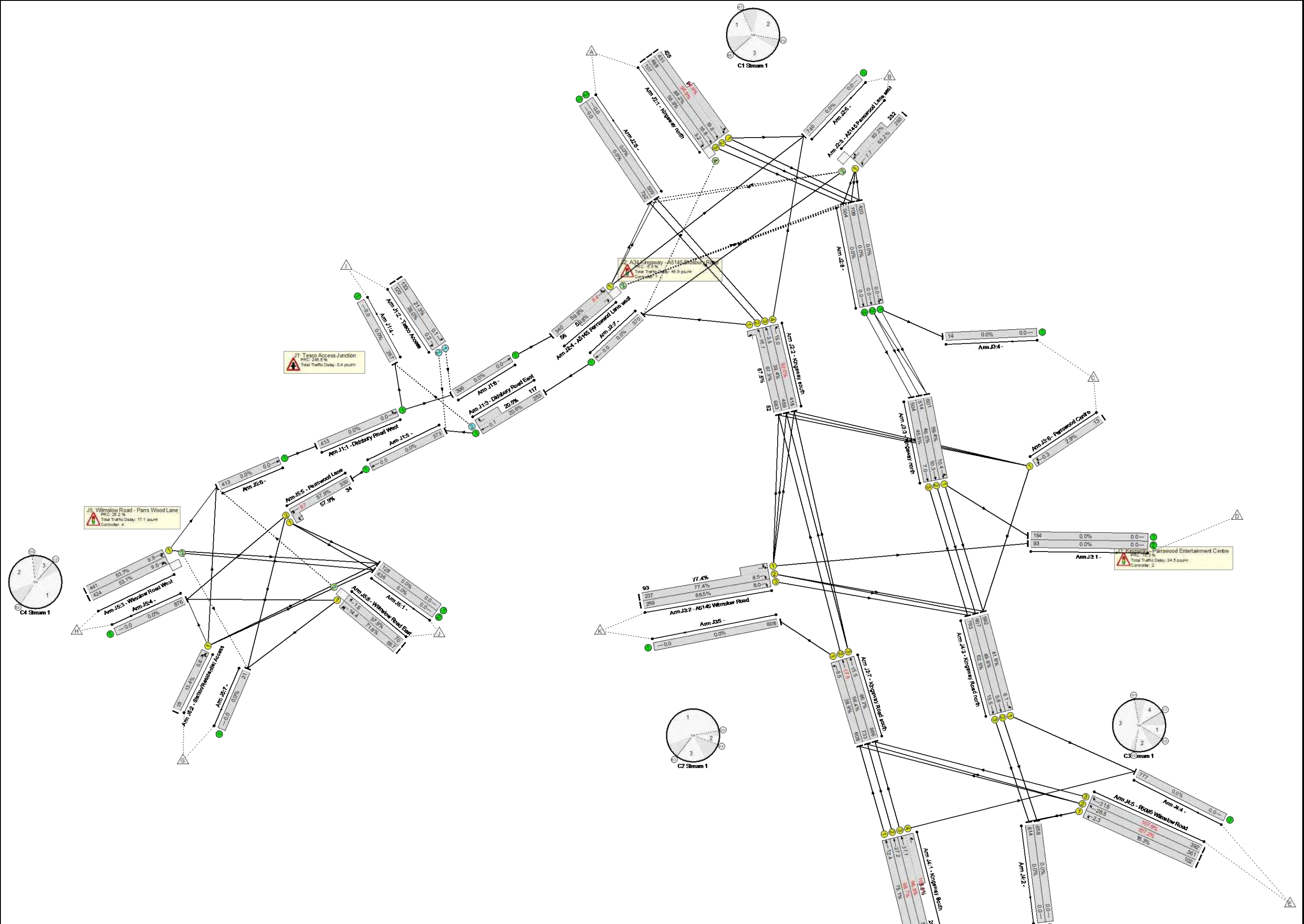
Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-24.30	55.90
C1	2	0.00	0.00
C2	1	1.43	22.93
C2	2	109.33	0.51
C3	1	-23.83	186.41
C4	1	6.39	18.43
Total Network Delay: 284.43 pcuHr			
Worst PRC: -24.30 % (On Lane J2:1/4 in Stream 1)			

Basic Results Summary

Scenario 8: '22 PM with Dev' (FG11: '2022 PM Base+Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	108.6%	204.4	-	-	-	108.6%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	26.0%	0.4	-	-	-	26.0%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	624	21.3%	0.1	-	0.1	0.00	21.3%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	461	26.0%	0.2	-	0.2	0.00	26.0%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1232+568	20.6 : 20.5%	0.1	-	0.1	0.00	20.6 : 20.5%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	94.9%	45.9	-	-	-	94.9%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1895	1915	454+448	94.9 : 94.9%	15.6	8.9	19.8	0.00	94.9 : 94.9%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	553	88.2%	8.3	10.0	16.8	0.00	88.2%	-
1/4	Kingsway north Right	O	1:1	1957	1957	188	56.9%	1.7	2.2	3.2	0.00	56.9%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1005+77	67.9 : 67.5%	2.0	2.0	16.1	0.00	67.9 : 67.5%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1166	39.4%	1.5	3.0	3.5	0.00	39.4%	-
2/4	Kingsway south Right	U	1:1	2055	2055	454	92.0%	8.5	6.2	15.0	0.00	92.0%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1916	1791	464+367	63.2 : 63.2%	5.0	5.6	7.7	0.00	63.2 : 63.2%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1892:1833	1892	569+94	59.8 : 59.8%	3.1	6.4	9.4	0.00	59.8 : 59.8%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	77.4%	34.5	-	-	-	77.4%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1915	1833	306+120	77.4 : 77.4%	5.2	5.5	8.5	0.00	77.4 : 77.4%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	378	68.5%	3.9	5.9	8.0	0.00	68.5%	-
3/1	Kingsway north Left Ahead	U	2:1	1879	1879	1012	59.4%	4.9	9.5	10.4	0.00	59.4%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	1107	46.5%	3.8	9.5	10.3	0.00	46.5%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	45.5%	3.4	6.6	7.0	0.00	45.5%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	450	2.9%	0.1	0.3	0.3	0.00	2.9%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	38.9%	0.3	0.0	8.5	0.00	38.9%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1300	56.4%	6.7	16.8	17.5	0.00	56.4%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1300	66.7%	6.2	14.4	15.5	0.00	66.7%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	108.6%	106.5	-	-	-	108.6%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	555	75.1%	5.4	8.3	12.4	0.00	75.1%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	596	98.7%	16.4	11.8	27.2	0.00	98.7%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	520+185	96.8 : 108.6%	29.7	10.2	37.1	0.00	96.8 : 108.6%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	41.6%	1.4	5.0	6.1	0.00	41.6%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1220	49.8%	1.5	5.1	5.6	0.00	49.8%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1220	62.5%	2.8	7.9	15.5	0.00	62.5%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	557	18.3%	0.9	2.0	2.3	0.00	18.3%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	337	107.2%	23.0	9.1	28.5	0.00	107.2%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	363	107.9%	25.6	10.0	31.5	0.00	107.9%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	71.9%	17.1	-	-	-	71.9%	-

Basic Results Summary

	2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1841	1841	142	13.4%	0.3	0.5	0.6	0.00	13.4%	-
	3/1	Wimslow Road West Right Ahead	U	4:1	1898	1898	821	53.7%	3.2	7.0	9.9	0.00	53.7%	-
	3/2	Wimslow Road West Right U-Turn	O	4:1	1845	1845	798	53.1%	3.2	6.7	9.5	0.00	53.1%	-
	5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1940	1940	587+59	57.9 : 57.9%	4.4	8.0	9.7	0.00	57.9 : 57.9%	-
	8/1	Wilmslow Road East Left Left2	U	4:1	1791	1791	775	71.9%	5.0	8.8	14.4	0.00	71.9%	-
	8/2	Wilmslow Road East Right	O	4:1	1833	1833	185	37.9%	0.9	1.1	1.5	0.00	37.9%	-
C1	Stream: 1 PRC for Signalled Lanes (%) :	-5.5	Total Delay for Signalled Lanes (pcuHr) :	45.87	Cycle Time (s) :	104								
C1	Stream: 2 PRC for Signalled Lanes (%) :	0.0	Total Delay for Signalled Lanes (pcuHr) :	0.00	Cycle Time (s) :	104								
C2	Stream: 1 PRC for Signalled Lanes (%) :	16.3	Total Delay for Signalled Lanes (pcuHr) :	34.17	Cycle Time (s) :	104								
C2	Stream: 2 PRC for Signalled Lanes (%) :	131.2	Total Delay for Signalled Lanes (pcuHr) :	0.35	Cycle Time (s) :	104								
C3	Stream: 1 PRC for Signalled Lanes (%) :	-20.7	Total Delay for Signalled Lanes (pcuHr) :	106.54	Cycle Time (s) :	104								
C4	Stream: 1 PRC for Signalled Lanes (%) :	25.2	Total Delay for Signalled Lanes (pcuHr) :	17.08	Cycle Time (s) :	104								
	PRC Over All Lanes (%) :	-20.7	Total Delay Over All Lanes(pcuHr) :	204.44										

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-5.46	45.87
C1	2	0.00	0.00
C2	1	16.26	34.17
C2	2	131.16	0.35
C3	1	-20.66	106.54
C4	1	25.22	17.08
Total Network Delay: 204.44 pcuHr			
Worst PRC: -20.66 % (On Lane J4:1/3 in Stream 1)			

Basic Results Summary

Scenario 9: '27 AM with Dev' (FG13: '2027 AM with Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	119.5%	383.6	-	-	-	119.5%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	16.4%	0.3	-	-	-	16.4%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	645	10.5%	0.1	-	0.1	0.00	10.5%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	485	16.1%	0.1	-	0.1	0.00	16.1%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1415+385	16.4 : 16.4%	0.1	-	0.1	0.00	16.4 : 16.4%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	119.5%	76.4	-	-	-	119.5%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1870	1915	477+416	100.4 : 100.4%	24.9	9.7	32.3	0.00	100.4 : 100.4%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	593	97.8%	15.2	11.6	25.9	0.00	97.8%	-
1/4	Kingsway north Right	O	1:1	1957	1957	80	119.5%	12.2	2.8	13.3	0.00	119.5%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1047+54	70.7 : 70.8%	6.6	13.2	14.4	0.00	70.7 : 70.8%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1186	51.8%	3.2	7.6	8.2	0.00	51.8%	-
2/4	Kingsway south Right	U	1:1	2055	2055	435	80.0%	7.0	10.0	12.0	0.00	80.0%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1910	1791	463+314	67.5 : 67.5%	5.4	6.1	8.6	0.00	67.5 : 67.5%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1891:1833	1891	541+117	46.0 : 46.0%	1.9	4.3	6.2	0.00	46.0 : 46.0%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	88.7%	25.3	-	-	-	88.7%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1913	1833	485+132	63.5 : 63.5%	4.1	6.2	8.9	0.00	63.5 : 63.5%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	605	48.1%	2.8	5.7	7.3	0.00	48.1%	-
3/1	Kingsway north Left Ahead	U	2:1	1877	1877	812	69.1%	2.6	3.1	8.4	0.00	69.1%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	889	55.9%	3.8	6.4	7.1	0.00	55.9%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	889	70.4%	1.9	1.6	2.8	0.00	70.4%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	658	3.5%	0.2	0.4	0.4	0.00	3.5%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	44.8%	0.8	2.3	12.0	0.00	44.8%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1060	73.5%	3.6	4.6	6.8	0.00	73.5%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1060	88.7%	5.5	3.6	17.6	0.00	88.7%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	118.0%	260.6	-	-	-	118.0%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	574	88.5%	8.4	10.0	17.5	0.00	88.5%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	616	117.9%	71.3	17.5	82.5	0.00	117.9%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	557+145	118.0 : 118.0%	82.1	17.5	93.0	0.00	118.0 : 118.0%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	39.9%	1.7	6.0	10.0	0.00	39.9%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1200	54.1%	4.1	10.7	15.2	0.00	54.1%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1200	76.4%	5.2	9.5	20.3	0.00	76.4%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	574	19.2%	0.9	2.1	2.4	0.00	19.2%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	355	117.1%	41.9	13.1	48.4	0.00	117.1%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	384	117.0%	45.0	14.1	51.9	0.00	117.0%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	89.6%	21.0	-	-	-	89.6%	-

Basic Results Summary

2/1	Station/Residential Access Right U-Turn Ahead	U	4:1	1814	1814	140	16.5%	0.4	0.6	0.7	0.00	16.5%	-
3/1	Wimslow Road West Right Ahead	U	4:1	1885	1885	798	56.8%	3.5	7.3	10.5	0.00	56.8%	-
3/2	Wimslow Road West Right U-Turn	O	4:1	1846	1846	781	56.3%	3.4	7.1	10.2	0.00	56.3%	-
5/2+5/1	Parrswood Lane Left Ahead Ahead2	U	4:1	1940:1940	1940	592+73	46.7 : 46.5%	3.7	7.2	8.3	0.00	46.7 : 46.5%	-
8/1	Wilmslow Road East Left Left2	U	4:1	1791	1791	758	89.6%	9.2	10.9	22.0	0.00	89.6%	-
8/2	Wilmslow Road East Right	O	4:1	1833	1833	171	32.7%	0.8	0.9	1.2	0.00	32.7%	-
C1 Stream: 1 PRC for Signalled Lanes (%): -32.7 Total Delay for Signalled Lanes (pcuHr): 76.39 Cycle Time (s): 104 C1 Stream: 2 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 104 C2 Stream: 1 PRC for Signalled Lanes (%): 1.4 Total Delay for Signalled Lanes (pcuHr): 24.48 Cycle Time (s): 104 C2 Stream: 2 PRC for Signalled Lanes (%): 100.8 Total Delay for Signalled Lanes (pcuHr): 0.79 Cycle Time (s): 104 C3 Stream: 1 PRC for Signalled Lanes (%): -31.1 Total Delay for Signalled Lanes (pcuHr): 260.63 Cycle Time (s): 104 C4 Stream: 1 PRC for Signalled Lanes (%): 0.4 Total Delay for Signalled Lanes (pcuHr): 21.03 Cycle Time (s): 104 PRC Over All Lanes (%): -32.7 Total Delay Over All Lanes(pcuHr): 383.56													

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-32.73	76.39
C1	2	0.00	0.00
C2	1	1.44	24.48
C2	2	100.78	0.79
C3	1	-31.12	260.63
C4	1	0.44	21.03
Total Network Delay: 383.56 pcuHr			
Worst PRC: -32.73 % (On Lane J2:1/4 in Stream 1)			

Basic Results Summary

Scenario 10: '27 PM with Dev' (FG14: '2027 PM with Dev', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Network Results

Item	Lane Description	Lane Type	Controller Stream	Sat Flow (pcu/Hr)	Max Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Total Delay (pcuHr)	Back of Uniform Q At End of Red(pcu)	Mean Max Queue (pcu)	Average Excess Queue (pcu)	Weighted Deg Sat (%)	Ignoring Random Delay ?
Network	-	-	N/A	-	-	-	115.1%	267.6	-	-	-	115.1%	-
J1: Tesco Access Junction	-	-	N/A	-	-	-	27.8%	0.5	-	-	-	27.8%	-
2/1	Tesco Access Left	O	N/A	Inf	Inf	619	22.8%	0.1	-	0.1	0.00	22.8%	-
2/2	Tesco Access Right	O	N/A	Inf	Inf	453	27.8%	0.2	-	0.2	0.00	27.8%	-
3/1+3/2	Didsbury Road East Right Ahead	U+O	N/A	1800:1800	1800	1232+568	21.7 : 21.6%	0.1	-	0.1	0.00	21.7 : 21.6%	-
J2: A34 Kingsway - A5145 Didsbury Road	-	-	N/A	-	-	-	99.6%	59.7	-	-	-	99.6%	-
1/2+1/1	Kingsway north Left Ahead	U	1:1	1915:1895	1915	455+440	99.6 : 99.6%	23.1	9.3	28.9	0.00	99.6 : 99.6%	-
1/3	Kingsway north Ahead	U	1:1	2055	2055	553	96.3%	13.1	11.0	22.6	0.00	96.3%	-
1/4	Kingsway north Right	O	1:1	1957	1957	183	61.6%	1.9	2.3	3.5	0.00	61.6%	-
2/2+2/1	Kingsway south Ahead Left	U	1:1	1915:1791	1915	1004+78	68.6 : 68.0%	2.0	1.9	16.5	0.00	68.6 : 68.0%	-
2/3	Kingsway south Ahead	U	1:1	2055	2055	1166	40.7%	1.6	3.0	3.6	0.00	40.7%	-
2/4	Kingsway south Right	U	1:1	2055	2055	454	92.9%	9.1	6.4	15.9	0.00	92.9%	-
3/1+3/2	A5145 Parrswood Lane east Right Ahead Left	U+O	1:1	1791:1916	1791	464+367	67.1 : 67.1%	5.5	6.0	8.4	0.00	67.1 : 67.1%	-
4/1+4/2	A5145 Parrswwod Lane west Left Ahead Right	U+O	1:1	1892:1833	1892	569+94	63.1 : 63.1%	3.4	6.6	10.1	0.00	63.1 : 63.1%	-
J3: Kingsway - Parrswood Entertainment Centre	-	-	N/A	-	-	-	81.2%	37.6	-	-	-	81.2%	-
2/2+2/1	A5145 Wilmslow Road Left Ahead Right	U	2:1	1833:1915	1833	306+122	81.2 : 81.2%	5.8	5.8	9.4	0.00	81.2 : 81.2%	-
2/3	A5145 Wilmslow Road Right	U	2:1	1967	1967	378	73.2%	4.4	6.3	8.8	0.00	73.2%	-
3/1	Kingsway north Left Ahead	U	2:1	1879	1879	1012	63.0%	5.6	10.5	11.5	0.00	63.0%	-
3/2	Kingsway north Ahead	U	2:1	2055	2055	1107	47.3%	4.0	9.9	10.8	0.00	47.3%	-
3/3	Kingsway north Ahead	U	2:1	2055	2055	1107	50.3%	4.1	8.1	8.7	0.00	50.3%	-
6/1	Parrswood Centre Right Left	U	2:1	1800	1800	450	3.1%	0.1	0.3	0.3	0.00	3.1%	-
7/1	Kingsway Road south Left	U	2:2	1805	1805	1562	40.5%	0.4	0.0	9.5	0.00	40.5%	-
7/2	Kingsway Road south Ahead	U	2:1	2080	2080	1300	57.0%	6.8	17.0	17.7	0.00	57.0%	-
7/3	Kingsway Road south Ahead	U	2:1	2080	2080	1300	68.0%	6.4	14.9	16.0	0.00	68.0%	-
J4: Kingsway - Wilmslow Road	-	-	N/A	-	-	-	115.1%	151.0	-	-	-	115.1%	-
1/1	Kingsway South Ahead	U	3:1	1925	1925	555	79.4%	6.1	8.8	13.5	0.00	79.4%	-
1/2	Kingsway South Ahead	U	3:1	2065	2065	596	102.9%	24.5	12.8	35.7	0.00	102.9%	-
1/3+1/4	Kingsway South Right Ahead	U	3:1	2065:1925	2065	521+185	104.3 : 115.1%	42.0	12.2	51.1	0.00	104.3 : 115.1%	-
3/1	Kingsway Road north Left	U	3:1	1874	1874	1424	44.0%	1.5	5.0	6.2	0.00	44.0%	-
3/2	Kingsway Road north Ahead	U	3:1	2080	2080	1220	50.7%	1.5	4.9	5.4	0.00	50.7%	-
3/3	Kingsway Road north Ahead	U	3:1	2080	2080	1220	68.4%	3.0	7.9	16.4	0.00	68.4%	-
5/1	B5095 Wilmslow Road Left	U	3:1	1809	1809	557	19.6%	0.9	2.1	2.4	0.00	19.6%	-
5/2	B5095 Wilmslow Road Right	U	3:1	1945	1945	337	113.8%	33.8	10.3	39.2	0.00	113.8%	-
5/3	B5095 Wilmslow Road Right	U	3:1	2100	2100	363	114.5%	37.6	11.2	43.3	0.00	114.5%	-
J5: Wilmslow Road - Parrs Wood Lane	-	-	N/A	-	-	-	76.1%	18.8	-	-	-	76.1%	-

Basic Results Summary

[illegible]

Network Summary

Controller	Stream	PRC (%)	Total Delay for stream (pcuHr)
C1	1	-10.70	59.73
C1	2	0.00	0.00
C2	1	10.89	37.22
C2	2	122.23	0.37
C3	1	-27.86	150.96
C4	1	18.21	18.79
Total Network Delay: 267.56 pcuHr			
Worst PRC: -27.86 % (On Lane J4:1/3 in Stream 1)			

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com