

Project name	Ancoats Mobility Hub		
Design note title	Response to TfGM Comments		
Document reference	16857-HYD-XX-XX-TP-RP-1004		
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Revision	P1.2		
Date	5 July 2021	Approved	✓

1. INTRODUCTION

1.1 Background

1.1.1 Hydrock have received highways comments from Transport for Greater Manchester [TfGM] on the 30th June 2021 which relate to development proposals for the Ancoats Mobility Hub.

1.1.2 TfGM's comments are set out below:

1. LINSIG modelling - Pedestrian phase minimums to be amended and the modelling resubmitted for review;
2. A SCOOT revalidation is to be undertaken at the Rochdale Road/Livesey Street junction at the expense of the developer.
3. TfGM also request that the developer provides a contribution for the installation of a traffic camera at this junction;
4. Separate vehicle access/egress is being provided to the delivery hub and to the parking area from Poland Street;
5. Traffic Calming Proposals - double yellow lines are requested to be provided in the vicinity of the development;
6. Tactile paving to be provided, and the footway adjacent to the development is resurfaced.

1.1.3 With the aim of ease, these queries will be addressed in the original order they have been made.

1.2 TfGM Comment: 1) LINSIG Model

" There are errors in the LINSIG modelling provided. Pedestrian phase minimums have been assumed to be 6 seconds which is too low in the majority of cases. This means that the modelling is optimistic. The above errors should be corrected and the modelling resubmitted for review."

1.2.1 **Hydrock Response** - Hydrock have re-ran the LINSIG models to include the pedestrian phase minimums as per TfGMs signal data plans.

1.2.2 The full LINSIG results can be found at **Appendix A**, with following tables (**Table 1.1 - 1.5**) providing a summary of the updated models.

Table 1.1: LINSIG Capacity Assessment - A665 Great Ancoats Street / A62 Oldham Road / Oldham Street / Swan Street

Arms	Weekday AM Peak (08:30-09:30)		Weekday PM Peak (17:00-18:00)	
BASE 2026 + Committed + Development				
	DoS%	Queue	DoS%	Queue
1/1 - A665 - Left / Ahead	51.7	6	52.5	7
1/2 - A665 - Ahead	54.7	8	55.0	8
1/3 - A665 - Right	52.9	7	52.8	7
2/1+2/2 - A62 - Ahead / Right	56.1	7	54.0	6
3/1+3/2 - A62 - Left	30.1	2	30.3	2
10/1 - Give Way Link to Swan Street - Ahead	26.0	6	23.7	5

Table 1.2: LINSIG Capacity Assessment - A62 Oldham Road / Collyhurst Street

Arms	Weekday AM Peak (08:30-09:30)		Weekday PM Peak (17:00-18:00)	
BASE 2026 + Committed + Development				
	DoS%	Queue	DoS%	Queue
1/1 - A62 (North) - Ahead / Left	56.9	9	42.8	6
1/2+1/3 - A62 (North) - Ahead / Right	65.7	12	51.4	8
2/1 - Valley Street - All Movements	46.2	6	56.8	8
3/1 - A62 (South) - Ahead / Left	28.4	4	56.7	9
3/2 - A62 (South) - Ahead / Right	30.2	5	58.5	10
3/3 - Collyhurst Street - All Movements	64.0	10	59.8	10

Table 1.3: LINSIG Capacity Assessment - A62 Oldham Road / Livesey Street

Arms	Weekday AM Peak (08:30-09:30)		Weekday PM Peak (17:00-18:00)	
BASE 2026 + Committed + Development				
	DoS%	Queue	DoS%	Queue
1/1 - A62 (North) - Ahead / Left	52.6	7	36.9	4
1/2+1/3 - A62 (North) - Ahead / Right	59.5	8	43.3	5
2/1+2/2 - Butler Street - All Movements	61.4	8	64.6	8
3/1 - A62 (South) - Ahead / Left	25.7	3	50.7	7
3/2+3/3 - A62 (South) - Ahead / Right	36.3	4	63.0	8
4/1 - Livesey Street - All Movements	46.7	6	54.6	7

Table 1.4: LINSIG Capacity Assessment - A664 Rochdale Road / Livesey Street

Arms	Weekday AM Peak (08:30-09:30)		Weekday PM Peak (17:00-18:00)	
BASE 2010				
	DoS%	Queue	DoS%	Queue
1/1+1/2 - A664 (North) - All Movements	95.7	24	50.5	6
2/1 - Livesey Street - All Movements	90.7	12	115.8	41
3/1+3/2 - A664 (South) - All Movements	39.5	4	119.6	105
4/1 - Bromley Street - All Movements	24.8	1	115.6	25
BASE 2021				
	DoS%	Queue	DoS%	Queue
1/1+1/2 - A664 (North) - All Movements	116.1	111	59.5	7
2/1 - Livesey Street - All Movements	112.2	35	136.6	79
3/1+3/2 - A664 (South) - All Movements	45.2	4	142.6	200
4/1 - Bromley Street - All Movements	29.3	1	136.3	46
BASE 2026 + Committed				
	DoS%	Queue	DoS%	Queue
1/1+1/2 - A664 (North) - All Movements	119.4	131	62.9	8
2/1 - Livesey Street - All Movements	119.0	47	144.0	92
3/1+3/2 - A664 (South) - All Movements	48.2	5	150.9	236
4/1 - Bromley Street - All Movements	30.5	1	143.6	54
BASE 2026 + Committed + Development				
	DoS%	Queue	DoS%	Queue
1/1+1/2 - A664 (North) - All Movements	123.9	161	66.9	9
2/1 - Livesey Street - All Movements	126.0	56	152.2	102
3/1+3/2 - A664 (South) - All Movements	54.9	6	156.6	263
4/1 - Bromley Street - All Movements	30.5	1	143.6	54

Table 1.5: LINSIG Capacity Assessment - A664 Rochdale Road / Livesey Street (amended LINSIG including 'every other cycle')

Arms	Weekday AM Peak (08:30-09:30)		Weekday PM Peak (17:00-18:00)	
BASE 2010				
	DoS%	Queue	DoS%	Queue
1/1+1/2 - A664 (North) - All Movements	84.0	17	45.8	6
2/1 - Livesey Street - All Movements	84.1	11	104.3	26
3/1+3/2 - A664 (South) - All Movements	33.9	3	105.4	59
4/1 - Bromley Street - All Movements	24.8	1	105.1	18
BASE 2021				
	DoS%	Queue	DoS%	Queue
1/1+1/2 - A664 (North) - All Movements	101.6	53	53.5	8
2/1 - Livesey Street - All Movements	101.0	21	126.1	72
3/1+3/2 - A664 (South) - All Movements	39.5	4	124.7	160
4/1 - Bromley Street - All Movements	29.3	1	123.9	42
BASE 2026 + Committed				
	DoS%	Queue	DoS%	Queue
1/1+1/2 - A664 (North) - All Movements	105.6	72	56.6	8
2/1 - Livesey Street - All Movements	104.5	27	132.9	85
3/1+3/2 - A664 (South) - All Movements	42.4	5	131.9	199
4/1 - Bromley Street - All Movements	30.5	2	130.5	50
BASE 2026 + Committed + Development				
	DoS%	Queue	DoS%	Queue
1/1+1/2 - A664 (North) - All Movements	111.1	108	60.3	9
2/1 - Livesey Street - All Movements	109.8	36	136.4	91
3/1+3/2 - A664 (South) - All Movements	49	6	136.5	232
4/1 - Bromley Street - All Movements	30.5	2	136.7	56

- 1.2.3 Based on the evidence above it is clear that the vehicle impacts associated with the proposed development at all junctions are negligible, with the junctions clearly operating within capacity, and are concluded to result in minimal change to the future situation.
- 1.2.4 In relation to the final signalised junction (A664 Rochdale Road / Livesey Street), whilst the junction is currently operating close to capacity - the modelling demonstrates the development has negligible impact in real terms.
- 1.3 TfGM Comment 2) SCOOT
 - 1.3.1 *A Scoot revalidation is to be undertaken at the Rochdale Road/Livesey Street junction at the expense of the developer.*
 - 1.3.2 **Hydrock Response:** The requested is noted and we welcome further details from Manchester City Council and TfGM at the earliest possible convenience.
- 1.4 TfGM Comment 3) Traffic camera
 - 1.4.1 *TfGM also request that the developer provides a contribution for the installation of a traffic camera at this junction (Rochdale Road/Livesey Street);*
 - 1.4.2 **Hydrock Response:** The requested is noted and we welcome further details from Manchester City Council and TfGM at the earliest possible convenience.
- 1.5 TfGM Comment 4) Vehicle access/egress
 - 1.5.1 *Separate vehicle access/egress is being provided to the delivery hub and to the parking area from Poland Street;*
 - 1.5.2 **Hydrock Response:** The above point is noted.
- 1.6 TfGM Comment 5) Traffic Calming Proposals
 - 1.6.1 *Traffic Calming Proposals - double yellow lines are requested to be provided in the vicinity of the development;*
 - 1.6.2 **Hydrock Response:** Double yellow lines are proposed as part of the development proposals. This is set out in paragraph 4.11.2 of the supporting Transport Assessment produced by Hydrock which states:

"To further reduce the likelihood of vehicle conflicts Hydrock propose to introduce double yellow lines within the vicinity of the site along Poland Street, and at the intersection between the surrounding junctions.

.....A plan detailing both the TRO and Speed Mitigation proposals are shown at Appendix G (of the TA)."
- 1.7 TfGM Comment 6) Tactile paving
 - 1.7.1 *Tactile paving to be provided, and the footway adjacent to the development is resurfaced.*
 - 1.7.2 **Hydrock Response:** The above request is noted and agreed.

2. CONCLUSIONS

- 2.1.1 Following the comments received from TfGM, this Technical Note has looked to address the queries raised, as well as welcoming further information on the requests for contributions.
- 2.1.2 The revised modelling analysis has demonstrated the impacts of the proposed development are not severe and therefore the presumption in favour of the development is not outweighed by any highways or traffic related issues.



APPENDIX A

Basic Results Summary

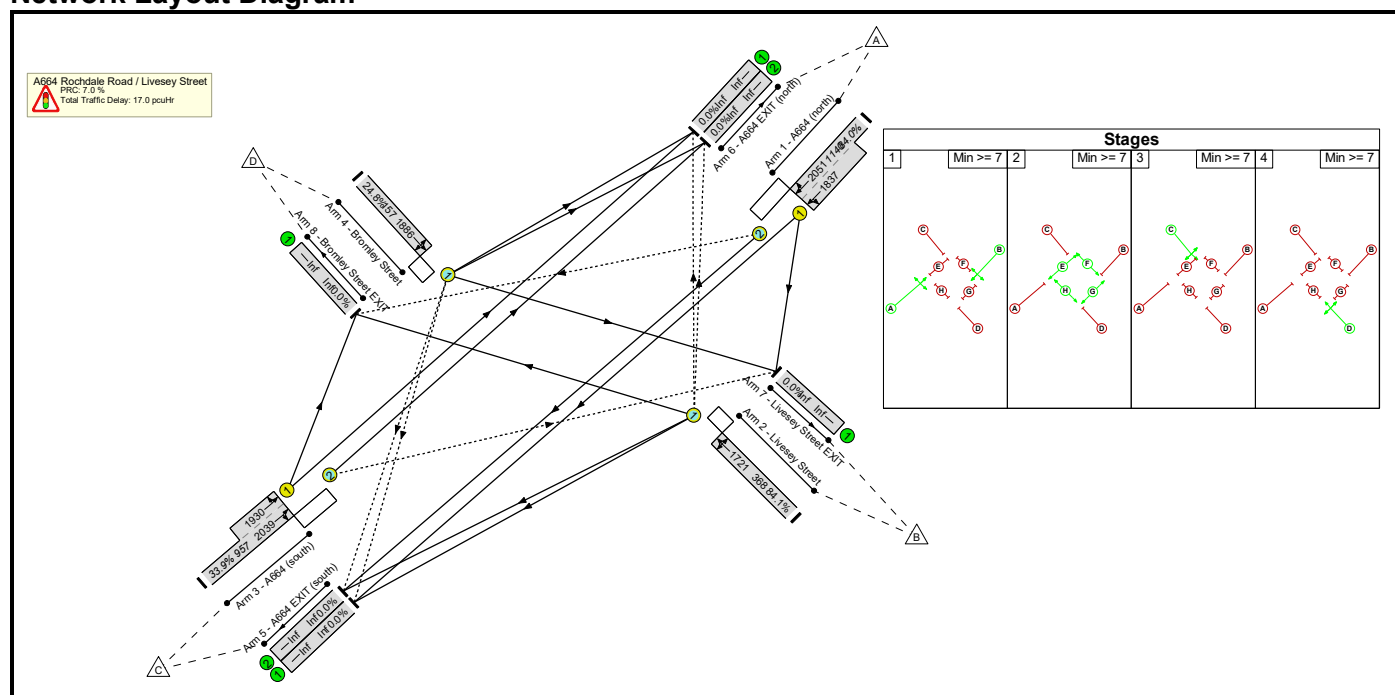
Basic Results Summary

User and Project Details

Project:	A664 Rochdale Road / Livesey Street
Title:	Ancoats Mobility Hub
Location:	Ancoats
Client:	Manchester Life
Checked By:	Sam Denby
Additional detail:	
File name:	LINSIG_A664 Rochdale Road_Livesey Street_2010 Base Flows_Every Other Cycle_Rev2.lsg3x
Author:	Chris Rushton
Company:	Hydrock
Address:	Manchester

Scenario 1: '2010 Base AM' (FG1: '2010 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

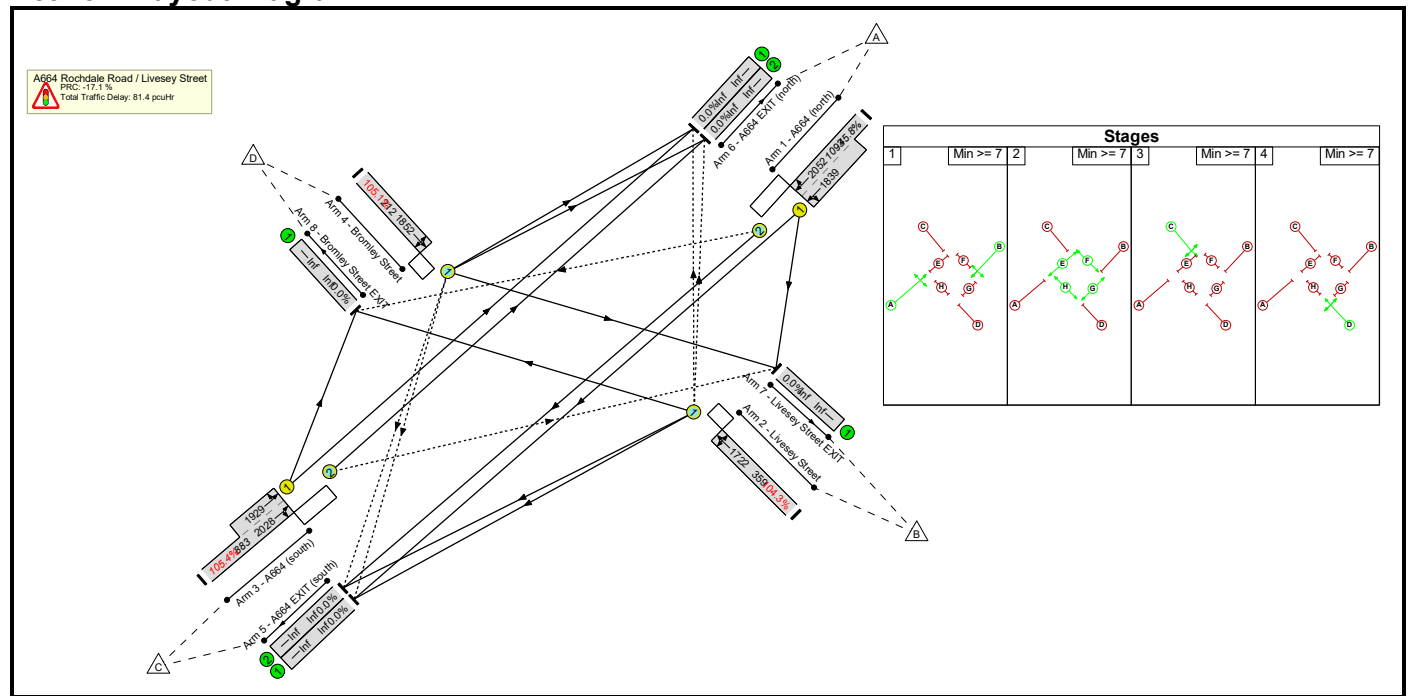
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	84.1%	52	77	7	17.0	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	84.1%	52	77	7	17.0	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		2	75	-	957	2051:1837	1140	84.0%	16	0	0	8.7	32.6	16.7
2/1	Livesey Street Left Right Ahead	O	D		2	39	-	309	1721	368	84.1%	0	76	6	5.5	64.6	10.6
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		2	71	-	325	2039:1930	957	33.9%	36	0	1	2.2	24.2	3.4
4/1	Bromley Street Right Left Ahead	O	C		2	14	-	39	1886	157	24.8%	0	1	0	0.6	56.4	1.2
C1																	

Basic Results Summary

Scenario 2: '2010 Base PM' (FG2: '2010 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



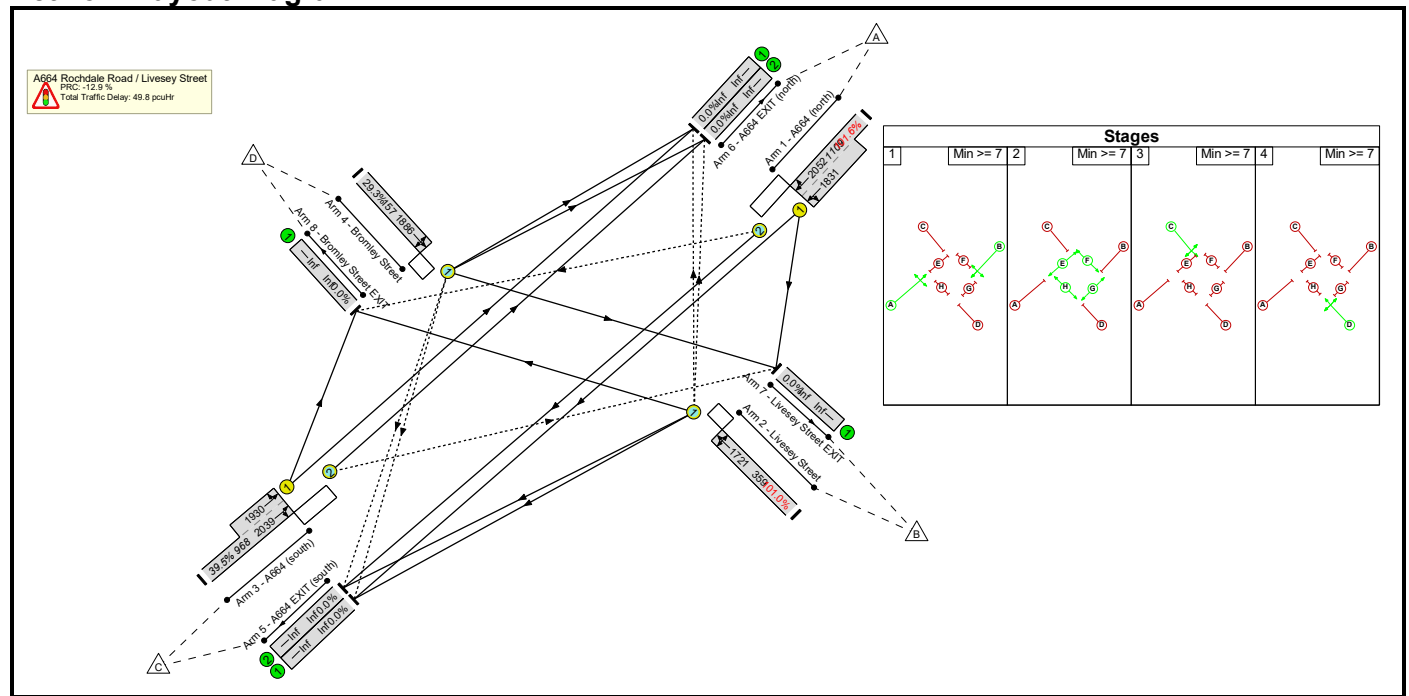
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	105.4%	145	188	28	81.4	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	105.4%	145	188	28	81.4	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		2	70	-	501	2052:1839	1093	45.8%	7	0	0	3.5	25.2	6.2
2/1	Livesey Street Left Right Ahead	O	D		2	38	-	374	1722	359	104.3%	0	187	21	19.9	191.4	26.0
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		2	66	-	931	2028:1929	883	105.4%	138	0	7	43.7	169.0	58.7
4/1	Bromley Street Right Left Ahead	O	C		2	20	-	223	1852	212	105.1%	0	1	0	14.3	230.6	18.0
C1 PRC for Signalled Lanes (%): -17.1 Total Delay for Signalled Lanes (pcuHr): 81.37 Cycle Time (s): 192 PRC Over All Lanes (%): -17.1 Total Delay Over All Lanes(pcuHr): 81.37																	

Basic Results Summary

Scenario 3: '2021 Base AM' (FG3: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



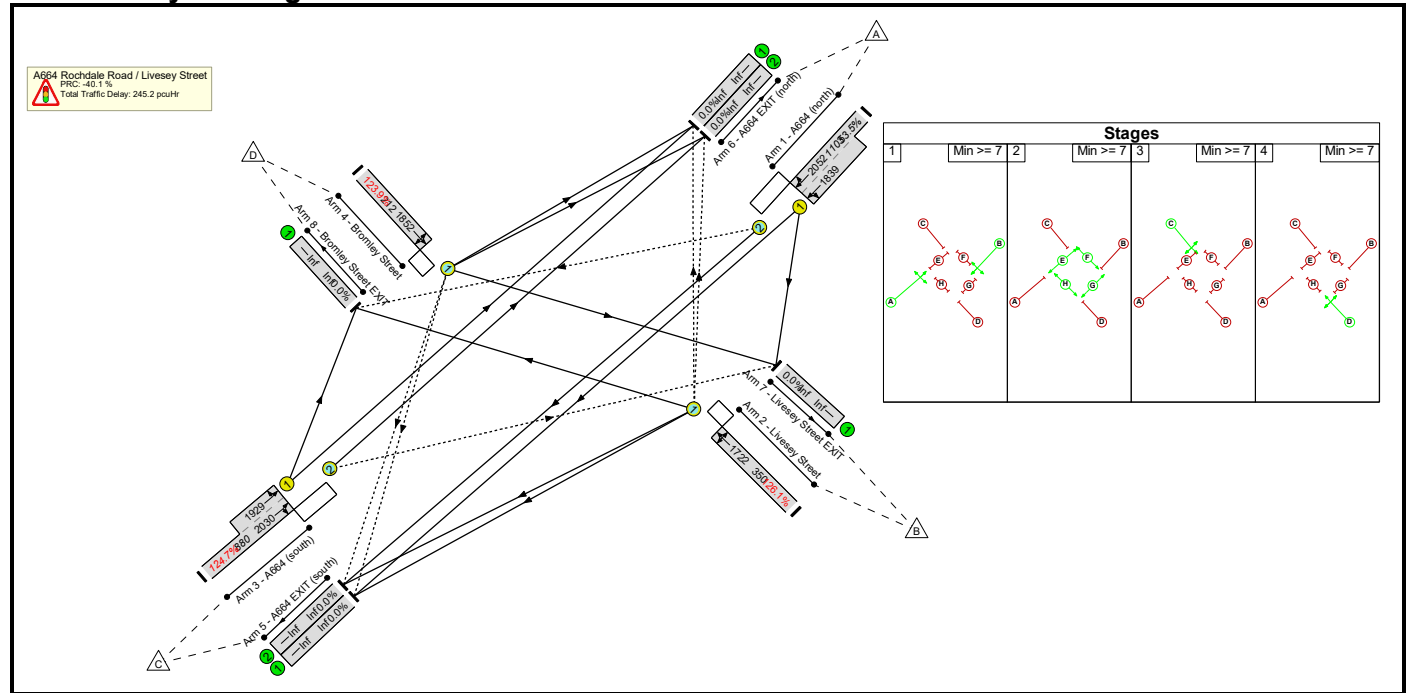
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	101.6%	57	87	14	49.8	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	101.6%	57	87	14	49.8	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		2	76	-	1126	2052:1831	1109	101.6%	18	0	1	31.7	101.4	52.5
2/1	Livesey Street Left Right Ahead	O	D		2	38	-	362	1721	359	101.0%	0	86	10	14.7	146.3	20.5
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		2	72	-	382	2039:1930	968	39.5%	39	0	4	2.7	25.1	4.4
4/1	Bromley Street Right Left Ahead	O	C		2	14	-	46	1886	157	29.3%	0	1	0	0.7	57.5	1.4
C1 PRC for Signalised Lanes (%): -12.9 PRC Over All Lanes (%): -12.9 Total Delay for Signalised Lanes (pcuHr): 49.83 Total Delay Over All Lanes(pcuHr): 49.83 Cycle Time (s): 192																	

Basic Results Summary

Scenario 4: '2021 Base PM' (FG4: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



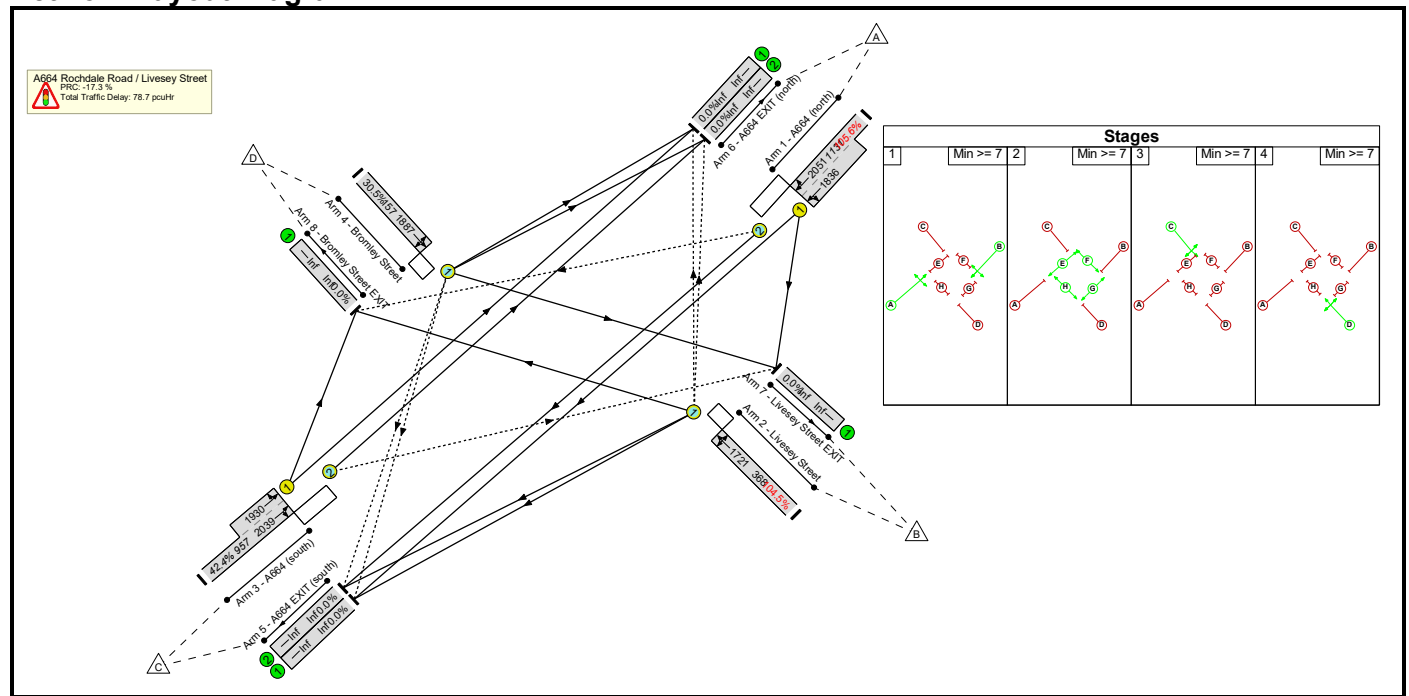
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	126.1%	145	183	28	245.2	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	126.1%	145	183	28	245.2	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		2	71	-	590	2052:1839	1103	53.5%	8	0	0	4.3	26.1	7.7
2/1	Livesey Street Left Right Ahead	O	D		2	37	-	441	1722	350	126.1%	0	182	21	62.9	513.1	71.7
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		2	67	-	1097	2030:1929	880	124.7%	138	0	7	141.8	465.3	159.9
4/1	Bromley Street Right Left Ahead	O	C		2	20	-	263	1852	212	123.9%	0	1	0	36.3	496.7	41.7
C1																	
PRC for Signalled Lanes (%):							-40.1		Total Delay for Signalled Lanes (pcuHr):				245.22		Cycle Time (s): 192		
PRC Over All Lanes (%):							-40.1		Total Delay Over All Lanes(pcuHr):				245.22				

Basic Results Summary

Scenario 5: '2026 Base+COMM AM' (FG5: '2026 Base+COMM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



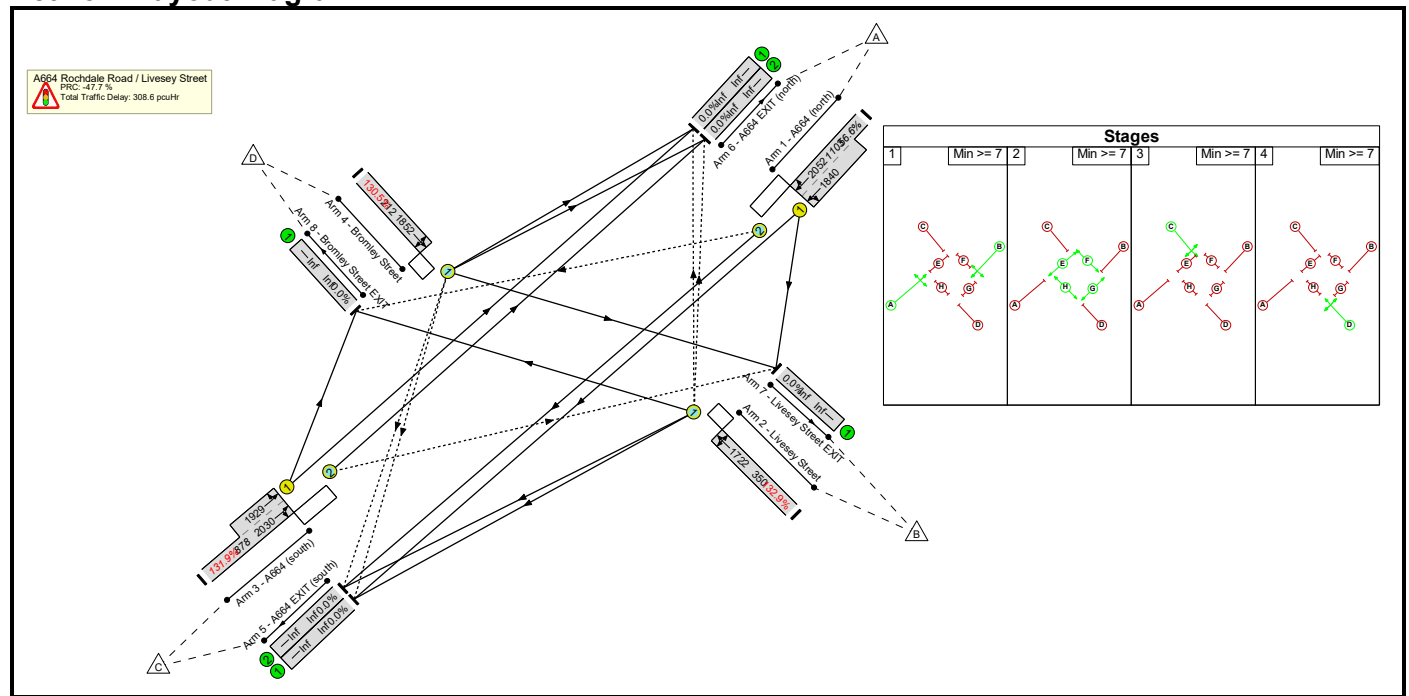
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	105.6%	63	89	11	78.7	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	105.6%	63	89	11	78.7	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		2	75	-	1194	2051:1836	1131	105.6%	18	0	1	54.4	163.9	72.3
2/1	Livesey Street Left Right Ahead	O	D		2	39	-	384	1721	368	104.5%	0	88	10	20.6	193.5	26.8
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		2	71	-	406	2039:1930	957	42.4%	45	0	1	2.9	25.6	4.7
4/1	Bromley Street Right Left Ahead	O	C		2	14	-	48	1887	157	30.5%	0	1	0	0.8	57.9	1.5
C1 PRC for Signalled Lanes (%): -17.3 PRC Over All Lanes (%): -17.3 Total Delay for Signalled Lanes (pcuHr): 78.65 Total Delay Over All Lanes(pcuHr): 78.65 Cycle Time (s): 192																	

Basic Results Summary

Scenario 6: '2026 Base+COMM PM' (FG6: '2026 Base+COMM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



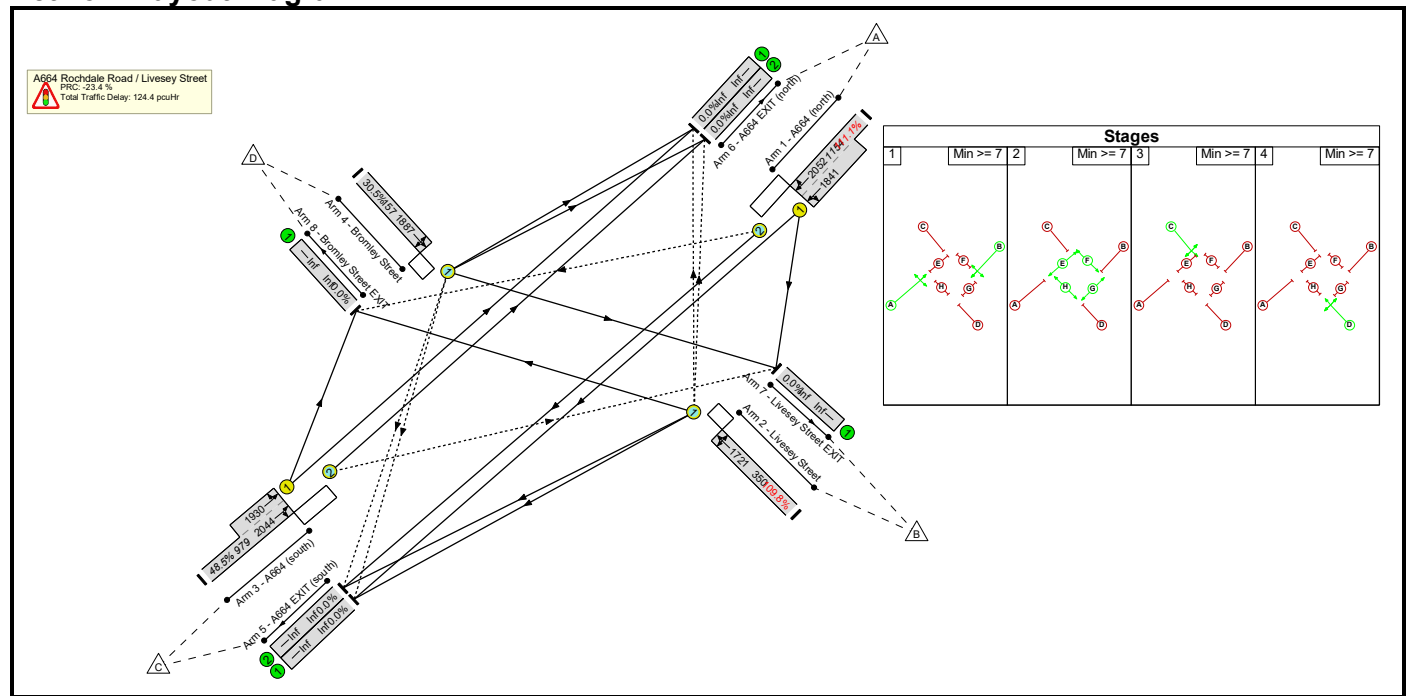
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	132.9%	146	183	28	308.6	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	132.9%	146	183	28	308.6	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		2	71	-	624	2052:1840	1103	56.6%	9	0	0	4.5	26.0	7.7
2/1	Livesey Street Left Right Ahead	O	D		2	37	-	465	1722	350	132.9%	0	182	21	77.0	596.2	84.8
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		2	67	-	1159	2030:1929	878	131.9%	137	0	7	182.6	567.2	199.1
4/1	Bromley Street Right Left Ahead	O	C		2	20	-	277	1852	212	130.5%	0	1	0	44.5	578.5	49.9
C1 PRC for Signalled Lanes (%): -47.7 PRC Over All Lanes (%): -47.7 Total Delay for Signalled Lanes (pcuHr): 308.64 Total Delay Over All Lanes(pcuHr): 308.64 Cycle Time (s): 192																	

Basic Results Summary

Scenario 7: '2026 Base+COMM+DEV AM' (FG7: '2026 Base+COMM+DEV AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



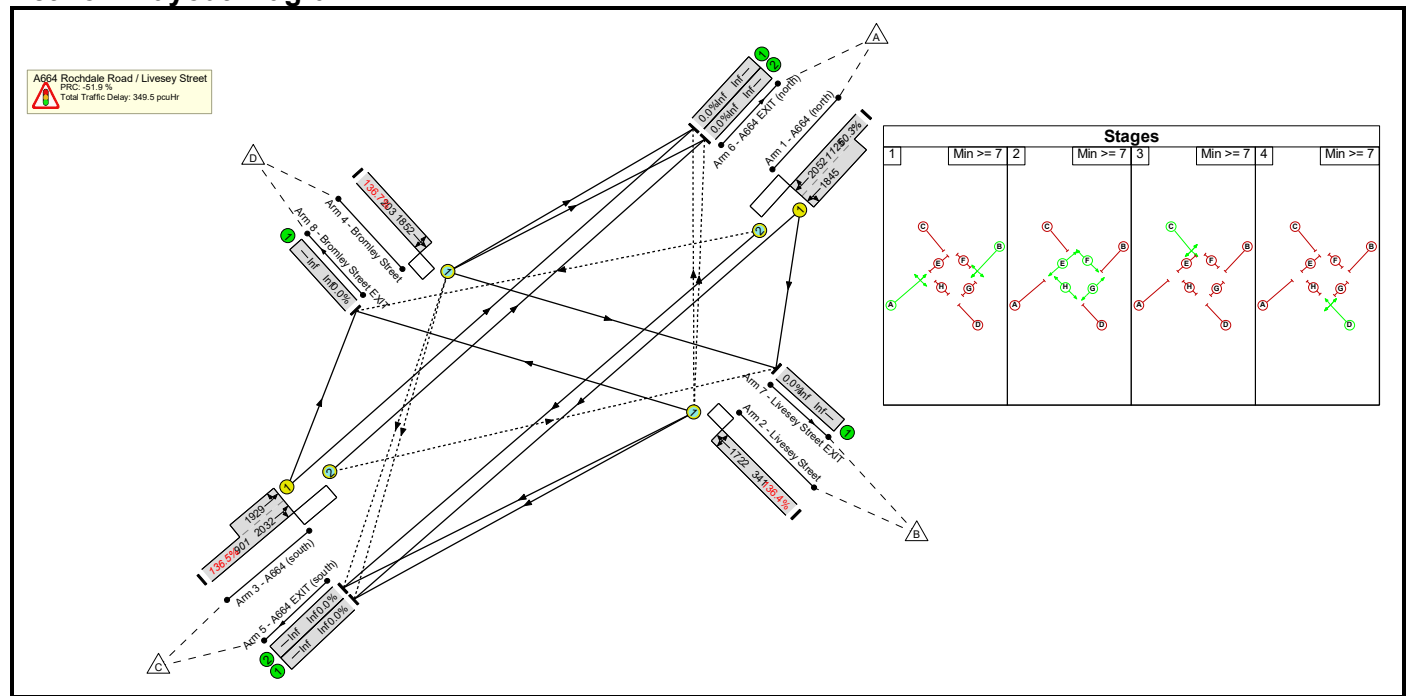
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	111.1%	62	84	11	124.4	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	111.1%	62	84	11	124.4	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		2	77	-	1282	2052:1841	1154	111.1%	17	0	1	90.7	254.7	108.3
2/1	Livesey Street Left Right Ahead	O	D		2	37	-	384	1721	350	109.8%	0	83	10	29.5	276.9	36.4
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		2	73	-	475	2044:1930	979	48.5%	45	0	1	3.4	25.4	5.6
4/1	Bromley Street Right Left Ahead	O	C		2	14	-	48	1887	157	30.5%	0	1	0	0.8	58.4	1.6
C1 PRC for Signalised Lanes (%): -23.4 Total Delay for Signalised Lanes (pcuHr): 124.37 Cycle Time (s): 192 PRC Over All Lanes (%): -23.4 Total Delay Over All Lanes(pcuHr): 124.37																	

Basic Results Summary

Scenario 8: '2026 Base+COMM+DEV PM' (FG8: '2026 Base+COMM+DEV PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	136.7%	142	178	28	349.5	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	136.7%	142	178	28	349.5	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		2	73	-	678	2052:1845	1125	60.3%	9	0	0	4.9	26.0	8.6
2/1	Livesey Street Left Right Ahead	O	D		2	36	-	465	1722	341	136.4%	0	177	21	82.5	638.9	91.1
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		2	69	-	1230	2032:1929	901	136.5%	133	0	6	211.7	619.6	231.5
4/1	Bromley Street Right Left Ahead	O	C		2	19	-	277	1852	203	136.7%	0	1	0	50.3	654.1	56.0
C1 PRC for Signalled Lanes (%): -51.9 PRC Over All Lanes (%): -51.9 Total Delay for Signalled Lanes (pcuHr): 349.46 Total Delay Over All Lanes(pcuHr): 349.46 Cycle Time (s): 192																	

Basic Results Summary

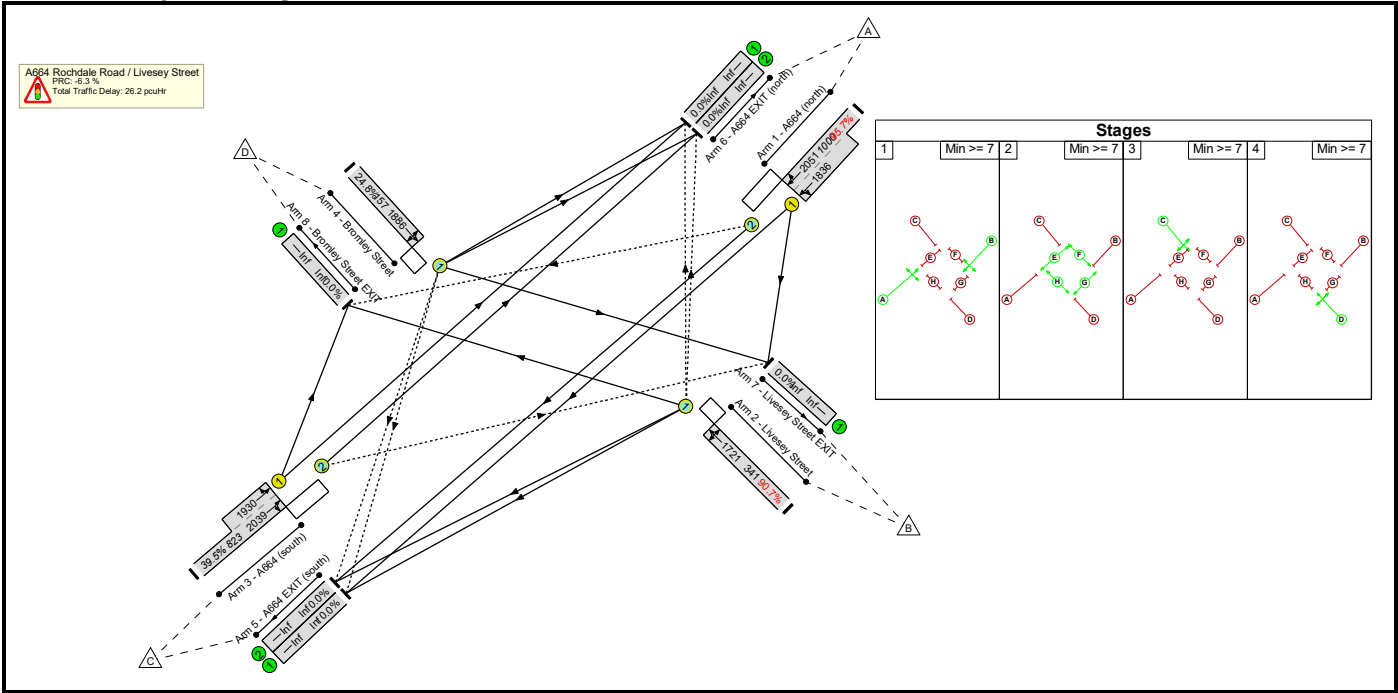
Basic Results Summary

User and Project Details

Project:	A664 Rochdale Road / Livesey Street
Title:	Ancoats Mobility Hub
Location:	Ancoats
Client:	Manchester Life
Checked By:	Sam Denby
Additional detail:	
File name:	LINSIG_A664 Rochdale Road_Livesey Street_Rev2.lsg3x
Author:	Chris Rushton
Company:	Hydrock
Address:	Manchester

Scenario 1: '2010 Base AM' (FG1: '2010 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

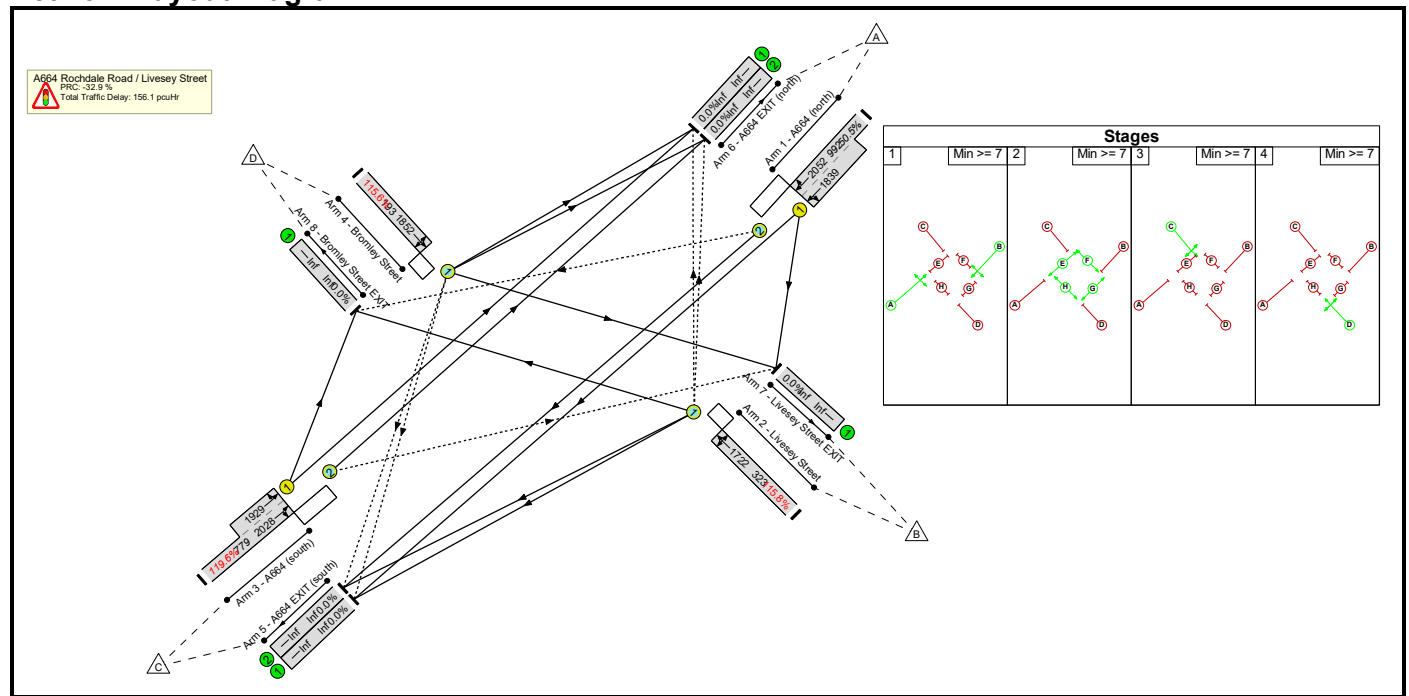
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	95.7%	52	81	3	26.2	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	95.7%	52	81	3	26.2	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		1	31	-	957	2051:1836	1000	95.7%	16	0	0	15.7	59.2	23.7
2/1	Livesey Street Left Right Ahead	O	D		1	18	-	309	1721	341	90.7%	0	80	2	7.1	83.3	11.9
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		1	29	-	325	2039:1930	823	39.5%	36	0	1	2.7	29.9	3.6
4/1	Bromley Street Right Left Ahead	O	C		1	7	-	39	1886	157	24.8%	0	1	0	0.6	56.4	1.1
C1																	

Basic Results Summary

Scenario 2: '2010 Base PM' (FG2: '2010 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



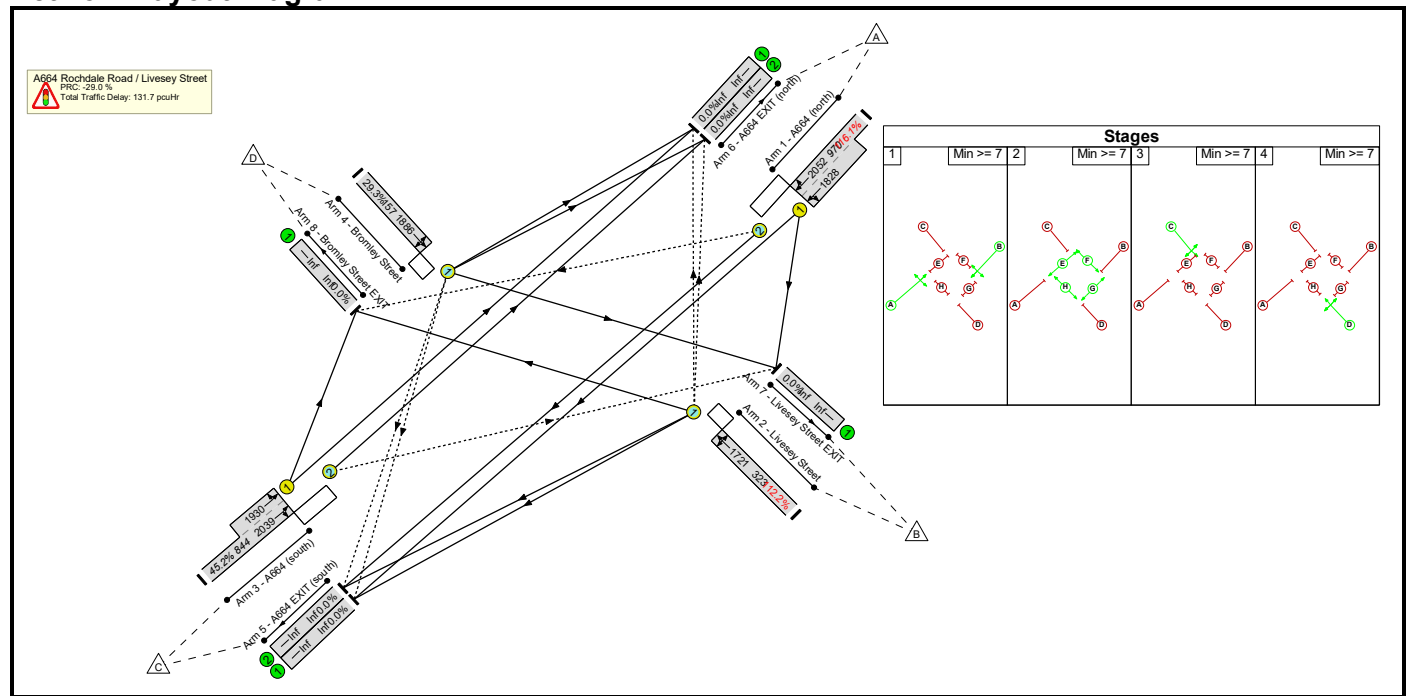
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	119.6%	128	167	28	156.1	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	119.6%	128	167	28	156.1	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		1	30	-	501	2052:1839	992	50.5%	7	0	0	4.0	29.1	5.9
2/1	Livesey Street Left Right Ahead	O	D		1	17	-	374	1722	323	115.8%	0	167	21	35.7	343.4	41.2
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		1	28	-	931	2028:1929	779	119.6%	121	0	7	94.5	365.5	104.6
4/1	Bromley Street Right Left Ahead	O	C		1	9	-	223	1852	193	115.6%	0	1	0	21.8	352.3	24.9
C1																	
PRC for Signalised Lanes (%):							-32.9		Total Delay for Signalised Lanes (pcuHr):				156.08		Cycle Time (s): 96		
PRC Over All Lanes (%):							-32.9		Total Delay Over All Lanes(pcuHr):				156.08				

Basic Results Summary

Scenario 3: '2021 Base AM' (FG3: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



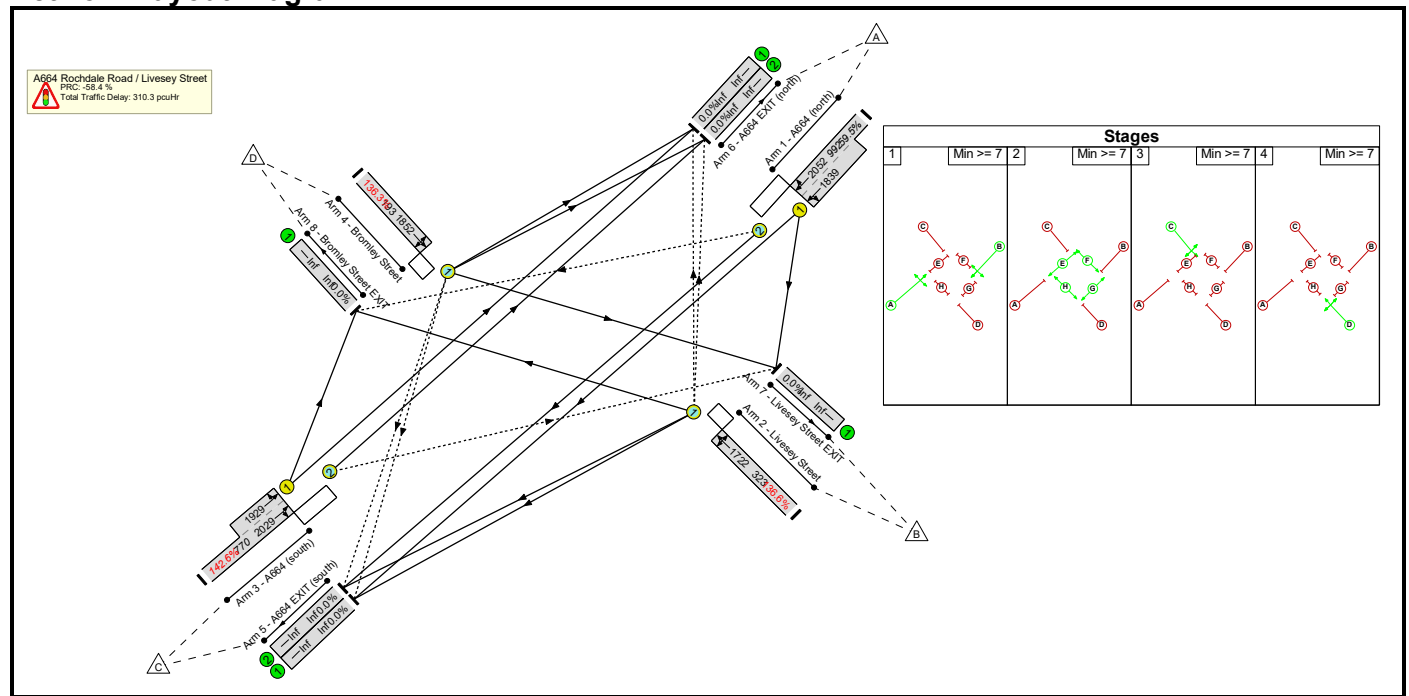
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	116.1%	47	77	22	131.7	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	116.1%	47	77	22	131.7	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		1	32	-	1126	2052:1828	970	116.1%	16	0	1	98.2	313.9	110.7
2/1	Livesey Street Left Right Ahead	O	D		1	17	-	362	1721	323	112.2%	0	76	10	29.6	294.3	35.0
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		1	30	-	382	2039:1930	844	45.2%	31	0	12	3.2	30.1	4.3
4/1	Bromley Street Right Left Ahead	O	C		1	7	-	46	1886	157	29.3%	0	1	0	0.7	57.5	1.4
C1 PRC for Signalled Lanes (%): -29.0 Total Delay for Signalled Lanes (pcuHr): 131.71 Cycle Time (s): 96 PRC Over All Lanes (%): -29.0 Total Delay Over All Lanes(pcuHr): 131.71																	

Basic Results Summary

Scenario 4: '2021 Base PM' (FG4: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



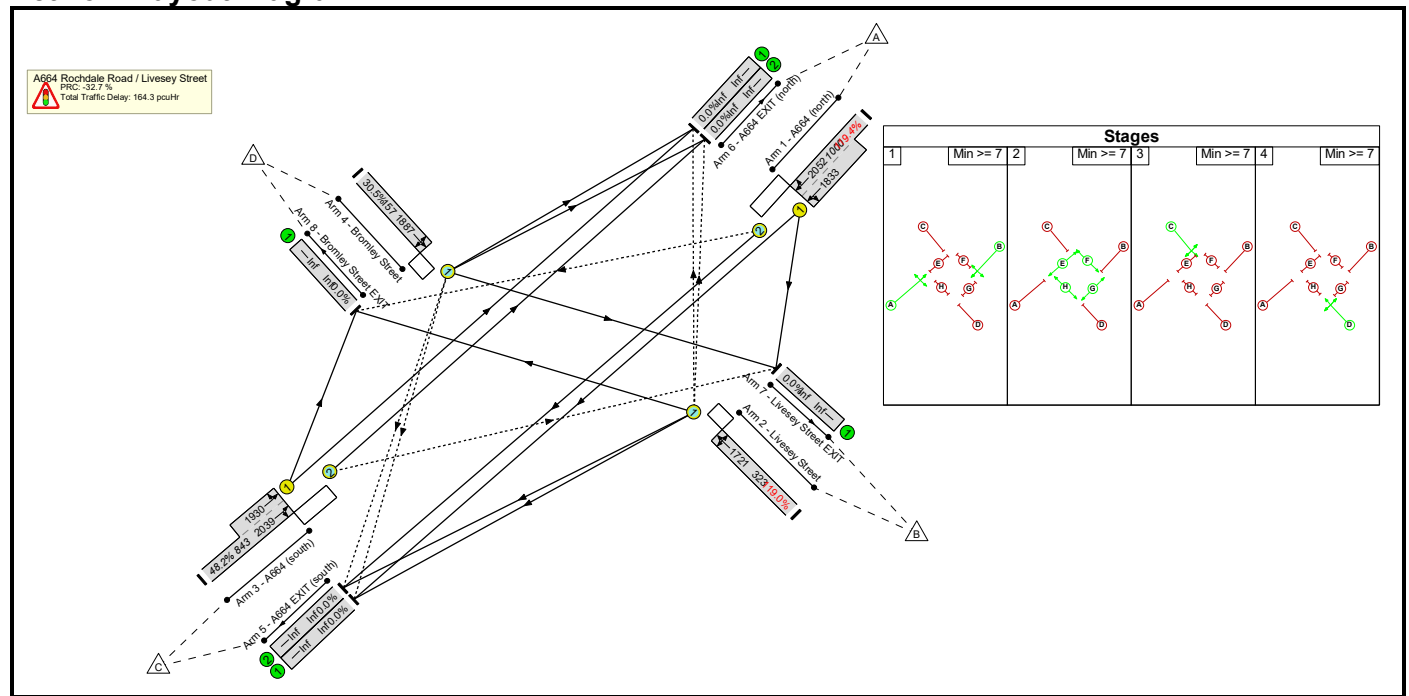
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	142.6%	127	167	28	310.3	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	142.6%	127	167	28	310.3	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		1	30	-	590	2052:1839	992	59.5%	8	0	0	5.0	30.5	7.3
2/1	Livesey Street Left Right Ahead	O	D		1	17	-	441	1722	323	136.6%	0	167	21	72.2	589.1	78.6
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		1	28	-	1097	2029:1929	770	142.6%	119	0	7	190.6	625.5	200.3
4/1	Bromley Street Right Left Ahead	O	C		1	9	-	263	1852	193	136.3%	0	1	0	42.6	582.9	45.9
C1 PRC for Signalled Lanes (%): -58.4 Total Delay for Signalled Lanes (pcuHr): 310.33 Cycle Time (s): 96 PRC Over All Lanes (%): -58.4 Total Delay Over All Lanes(pcuHr): 310.33																	

Basic Results Summary

Scenario 5: '2026 Base+COMM AM' (FG5: '2026 Base+COMM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



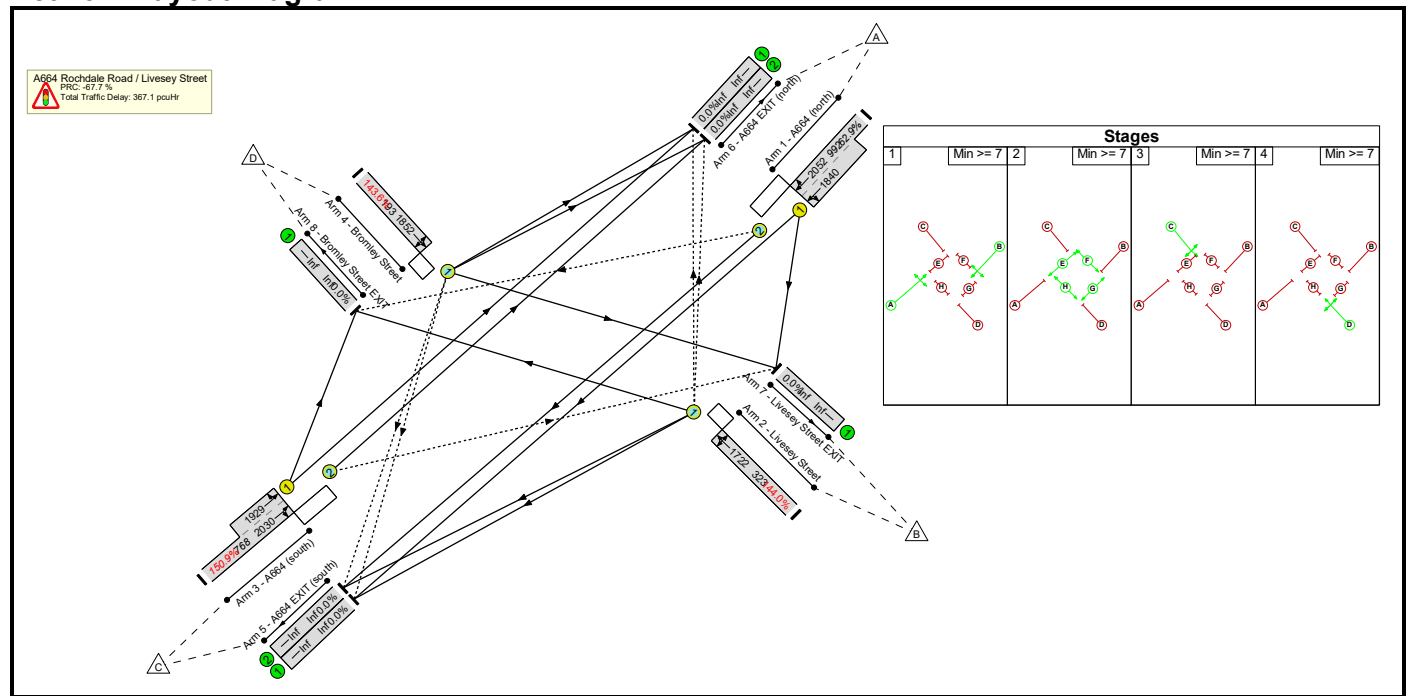
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)		
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	119.4%	56	77	16	164.3	-	-		
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	119.4%	56	77	16	164.3	-	-		
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		1	32	-	1194	2052:1833	1000	119.4%	16	0	1	119.1	359.0	131.4		
2/1	Livesey Street Left Right Ahead	O	D		1	17	-	384	1721	323	119.0%	0	76	10	41.1	384.9	46.7		
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		1	30	-	406	2039:1930	843	48.2%	40	0	6	3.4	30.4	4.6		
4/1	Bromley Street Right Left Ahead	O	C		1	7	-	48	1887	157	30.5%	0	1	0	0.8	57.8	1.4		
C1																			
PRC for Signalled Lanes (%):							-32.7		Total Delay for Signalled Lanes (pcuHr):				164.32		Cycle Time (s):			96	
PRC Over All Lanes (%):							-32.7		Total Delay Over All Lanes(pcuHr):				164.32						

Basic Results Summary

Scenario 6: '2026 Base+COMM PM' (FG6: '2026 Base+COMM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



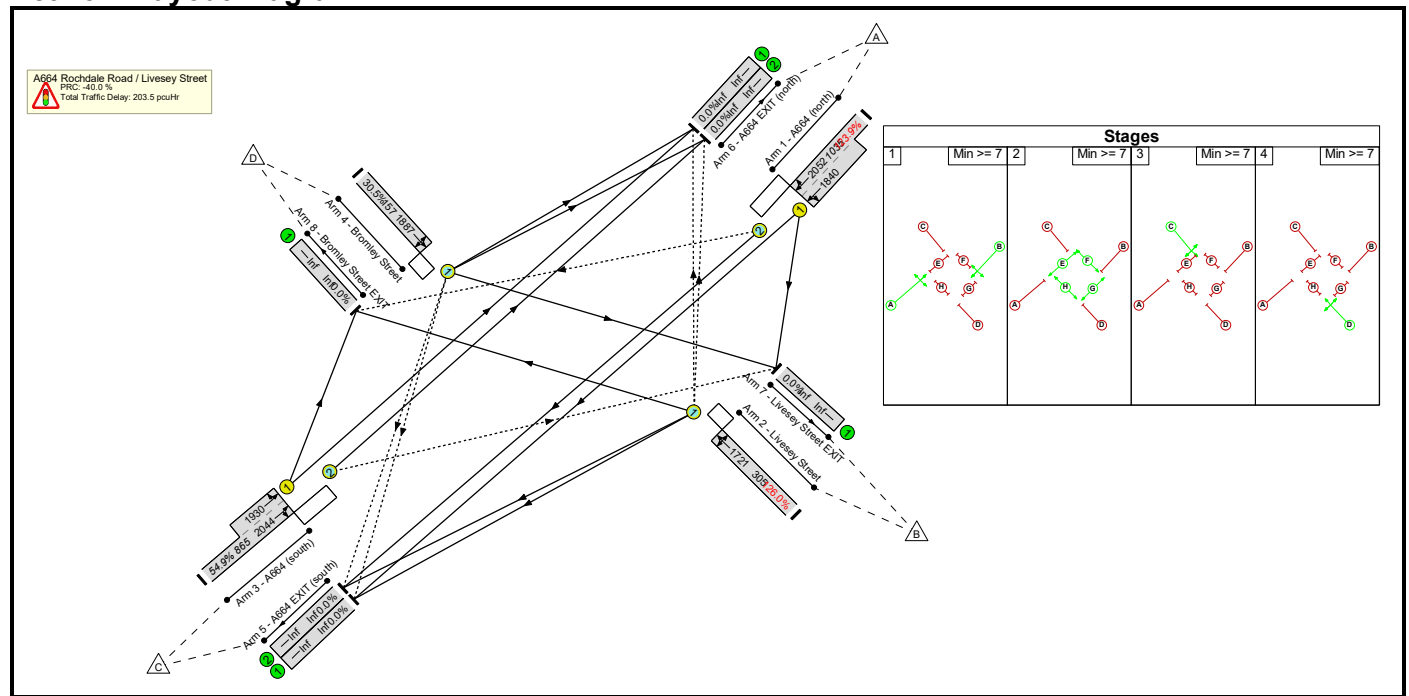
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)		
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	150.9%	128	167	28	367.1	-	-		
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	150.9%	128	167	28	367.1	-	-		
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		1	30	-	624	2052:1840	992	62.9%	9	0	0	5.4	31.1	7.9		
2/1	Livesey Street Left Right Ahead	O	D		1	17	-	465	1722	323	144.0%	0	167	21	85.5	662.2	92.3		
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		1	28	-	1159	2030:1929	768	150.9%	119	0	7	225.8	701.5	235.5		
4/1	Bromley Street Right Left Ahead	O	C		1	9	-	277	1852	193	143.6%	0	1	0	50.3	654.0	53.7		
C1																			
PRC for Signalled Lanes (%):							-67.7		Total Delay for Signalled Lanes (pcuHr):				367.09		Cycle Time (s):			96	
PRC Over All Lanes (%):							-67.7		Total Delay Over All Lanes(pcuHr):				367.09						

Basic Results Summary

Scenario 7: '2026 Base+COMM+DEV AM' (FG7: '2026 Base+COMM+DEV AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



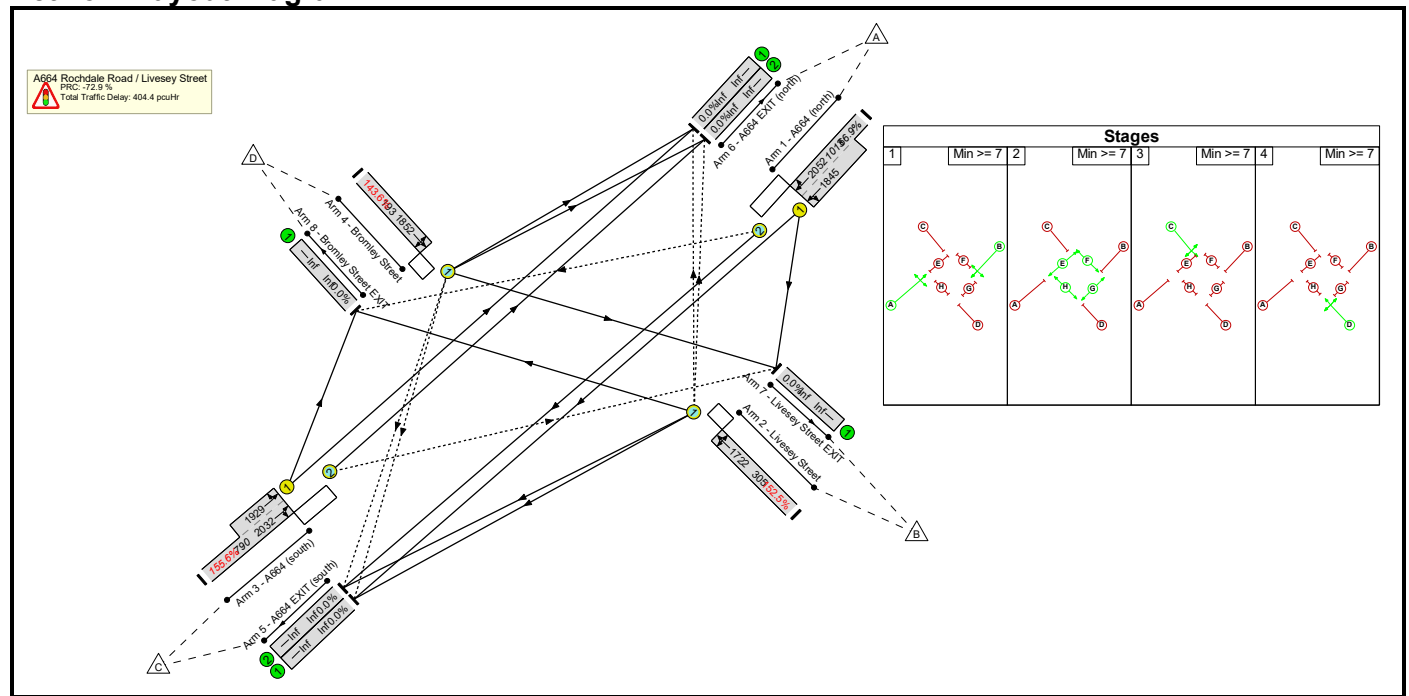
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	126.0%	61	72	11	203.5	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	126.0%	61	72	11	203.5	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		1	33	-	1282	2052:1840	1035	123.9%	16	0	1	148.3	416.3	161.2
2/1	Livesey Street Left Right Ahead	O	D		1	16	-	384	1721	305	126.0%	0	71	10	50.5	473.3	56.1
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		1	31	-	475	2044:1930	865	54.9%	45	0	1	4.0	30.2	5.5
4/1	Bromley Street Right Left Ahead	O	C		1	7	-	48	1887	157	30.5%	0	1	0	0.8	57.8	1.4
C1 PRC for Signalled Lanes (%): -40.0 Total Delay for Signalled Lanes (pcuHr): 203.49 Cycle Time (s): 96 PRC Over All Lanes (%): -40.0 Total Delay Over All Lanes(pcuHr): 203.49																	

Basic Results Summary

Scenario 8: '2026 Base+COMM+DEV PM' (FG8: '2026 Base+COMM+DEV PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	155.6%	124	157	28	404.4	-	-
A664 Rochdale Road / Livesey Street	-	-	-		-	-	-	-	-	-	155.6%	124	157	28	404.4	-	-
1/2+1/1	A664 (north) Ahead Left Right	O+U	B		1	31	-	678	2052:1845	1013	66.9%	9	0	0	5.9	31.2	8.6
2/1	Livesey Street Left Right Ahead	O	D		1	16	-	465	1722	305	152.5%	0	156	21	95.4	738.3	102.0
3/2+3/1	A664 (south) Ahead Right Left	O+U	A		1	29	-	1230	2032:1929	790	155.6%	116	0	6	252.8	739.8	262.9
4/1	Bromley Street Right Left Ahead	O	C		1	9	-	277	1852	193	143.6%	0	1	0	50.4	654.6	53.8
C1 PRC for Signalled Lanes (%): -72.9 Total Delay for Signalled Lanes (pcuHr): 404.37 Cycle Time (s): 96 PRC Over All Lanes (%): -72.9 Total Delay Over All Lanes(pcuHr): 404.37																	

Basic Results Summary

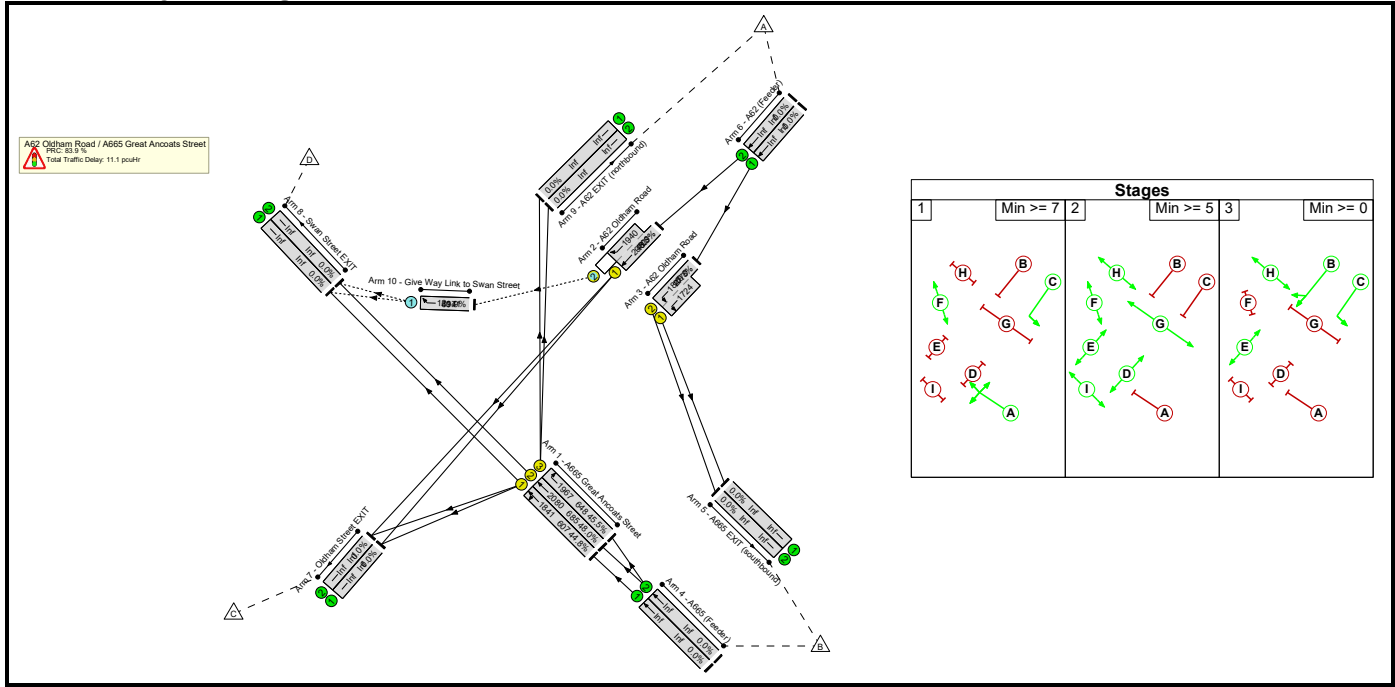
Basic Results Summary

User and Project Details

Project:	A62 Oldham Road / A665 Great Ancoats Street
Title:	Ancoats Mobility Hub
Location:	Ancoats
Client:	Manchester Life
Checked By:	Sam Denby
Additional detail:	
File name:	LINSIG_A62 Oldham Road_A665 Great Ancoats Street (MPedit)_Rev2.lsg3x
Author:	Chris Rushton
Company:	Hydrock
Address:	Manchester

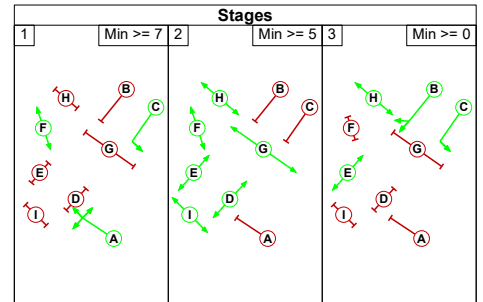
Scenario 1: 'Base 2021 AM' (FG1: 'Base 2021 AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



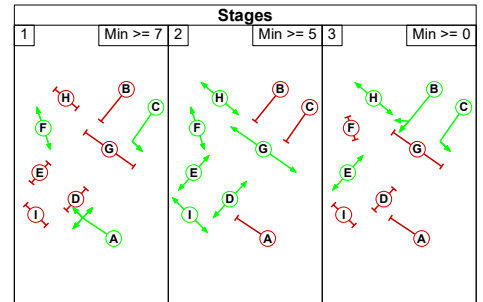
Network Results

Network Layout Diagram



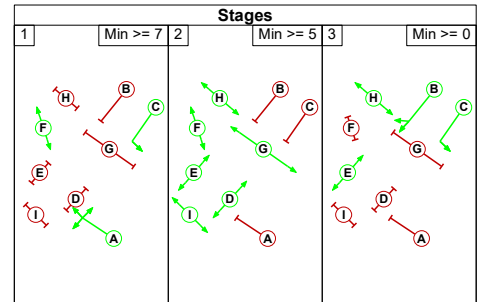
Network Results

Network Layout Diagram



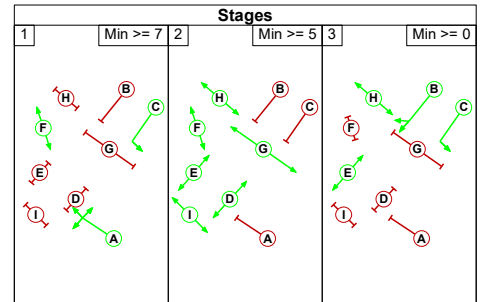
Network Results

Network Layout Diagram



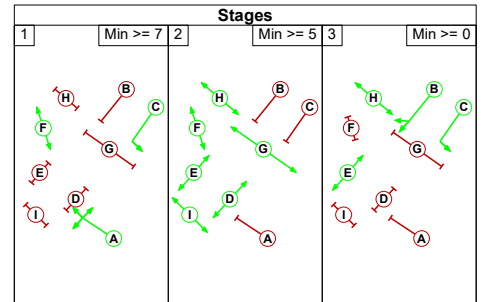
Network Results

Network Layout Diagram



Network Results

Network Layout Diagram



Network Results

C1	PRC for Signalled Lanes (%):	63.6	Total Delay for Signalled Lanes (pcuHr):	13.07	Cycle Time (s): 88
	PRC Over All Lanes (%):	63.6	Total Delay Over All Lanes(pcuHr):	13.31	

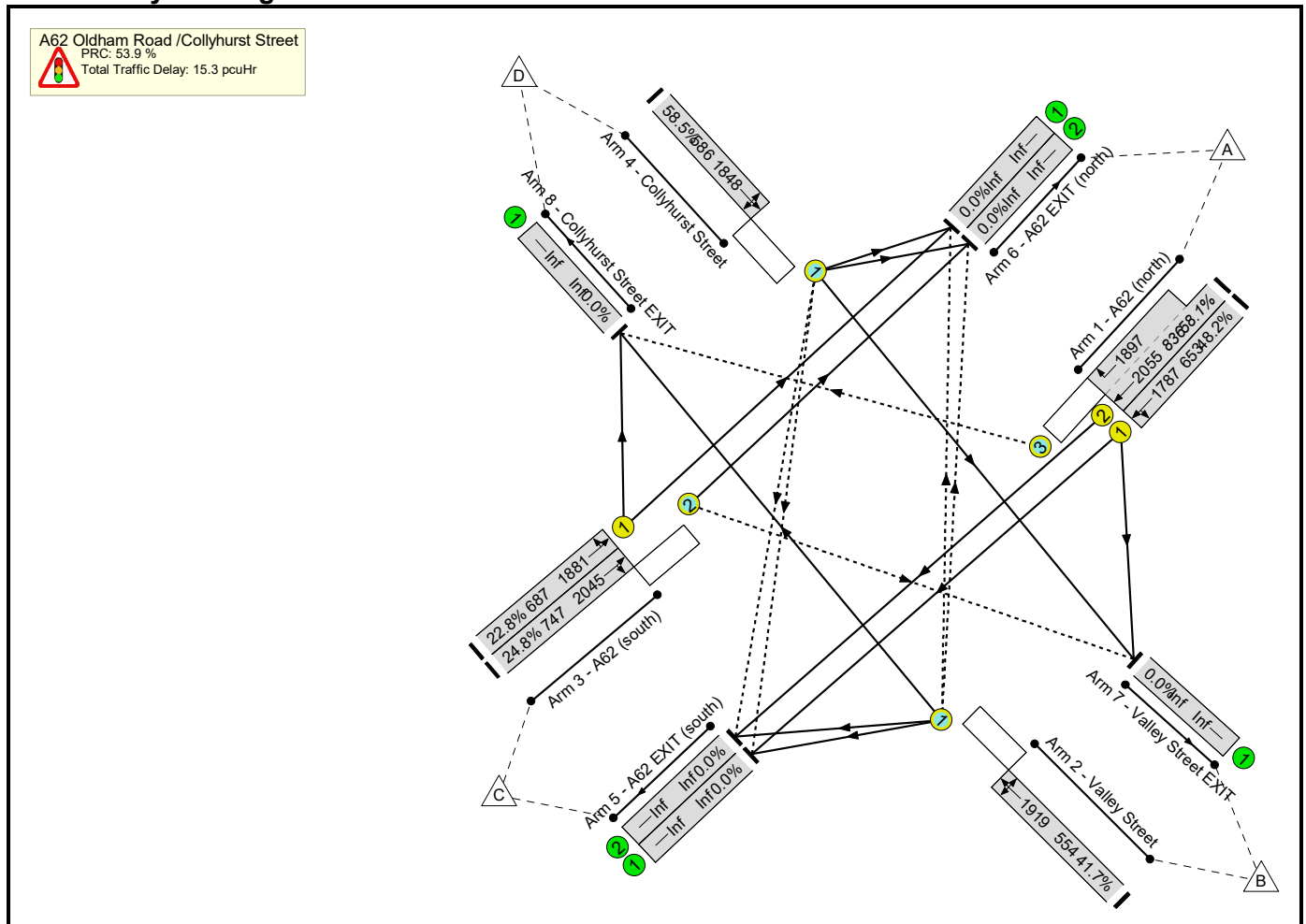
Basic Results Summary
Basic Results Summary

User and Project Details

Project:	A62 Oldham Road / Collyhurst Street
Title:	Ancoats Mobility Hub
Location:	Ancoats
Client:	Manchester Life
Checked By:	Sam Denby
Additional detail:	
File name:	LINSIG_A62 Oldham Road_Collyhurst Street_Rev2.lsg3x
Author:	Chris Rushton
Company:	Hydrock
Address:	Manchester

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

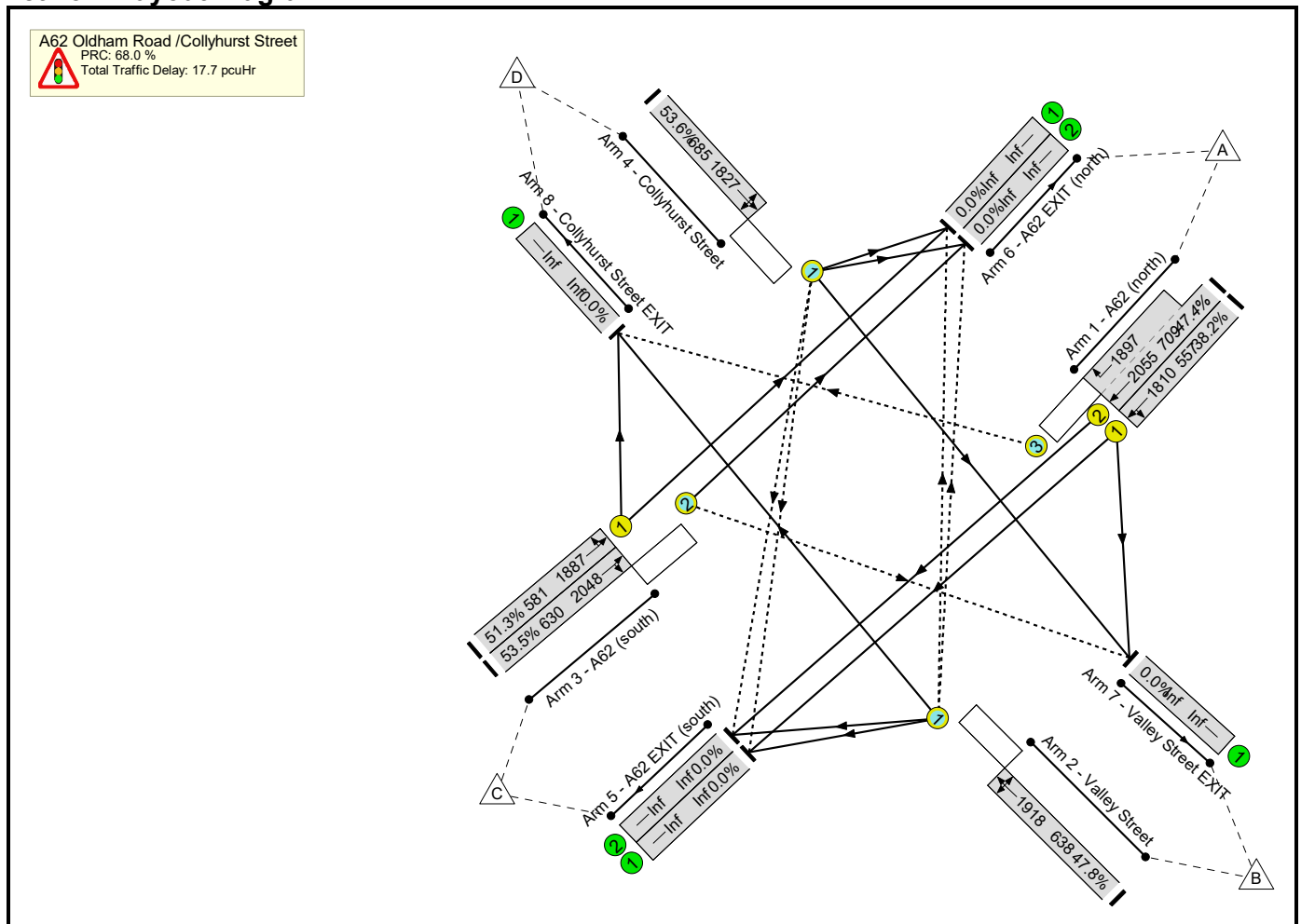


Network Results

Basic Results Summary

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

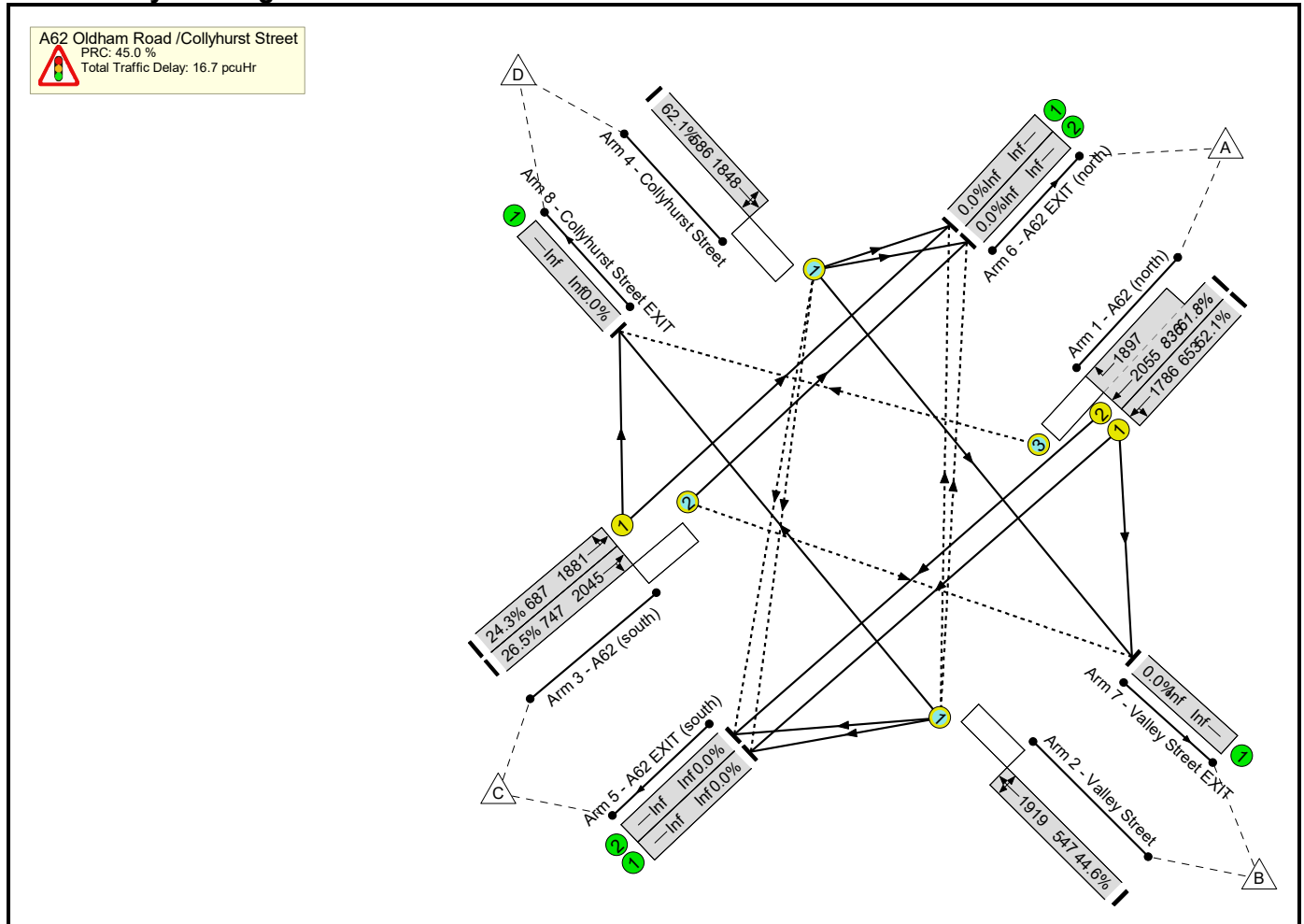


Network Results

Basic Results Summary

Scenario 3: '2026 Base+COMM AM' (FG3: '2026 Base+COMM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

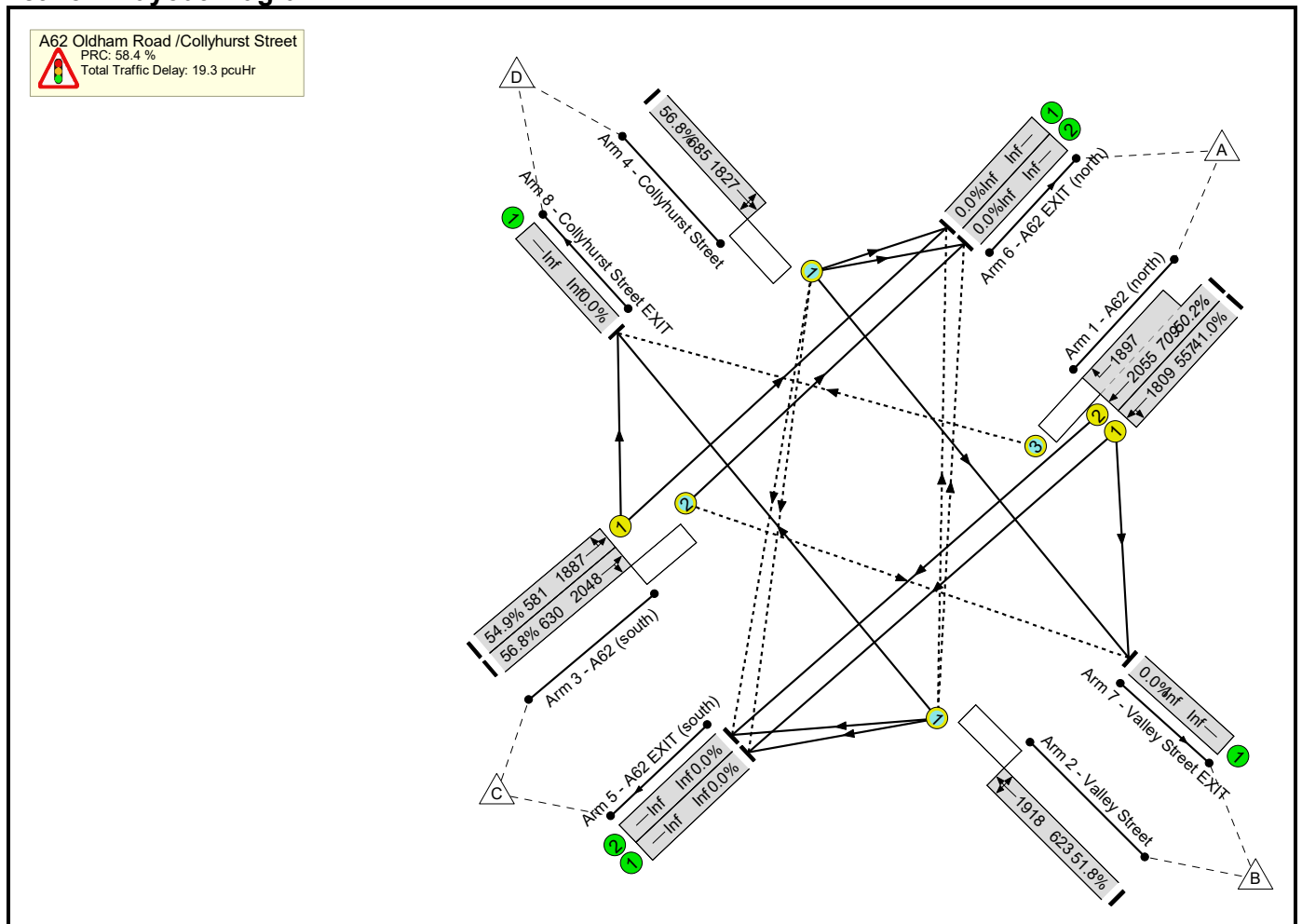


Network Results

Basic Results Summary

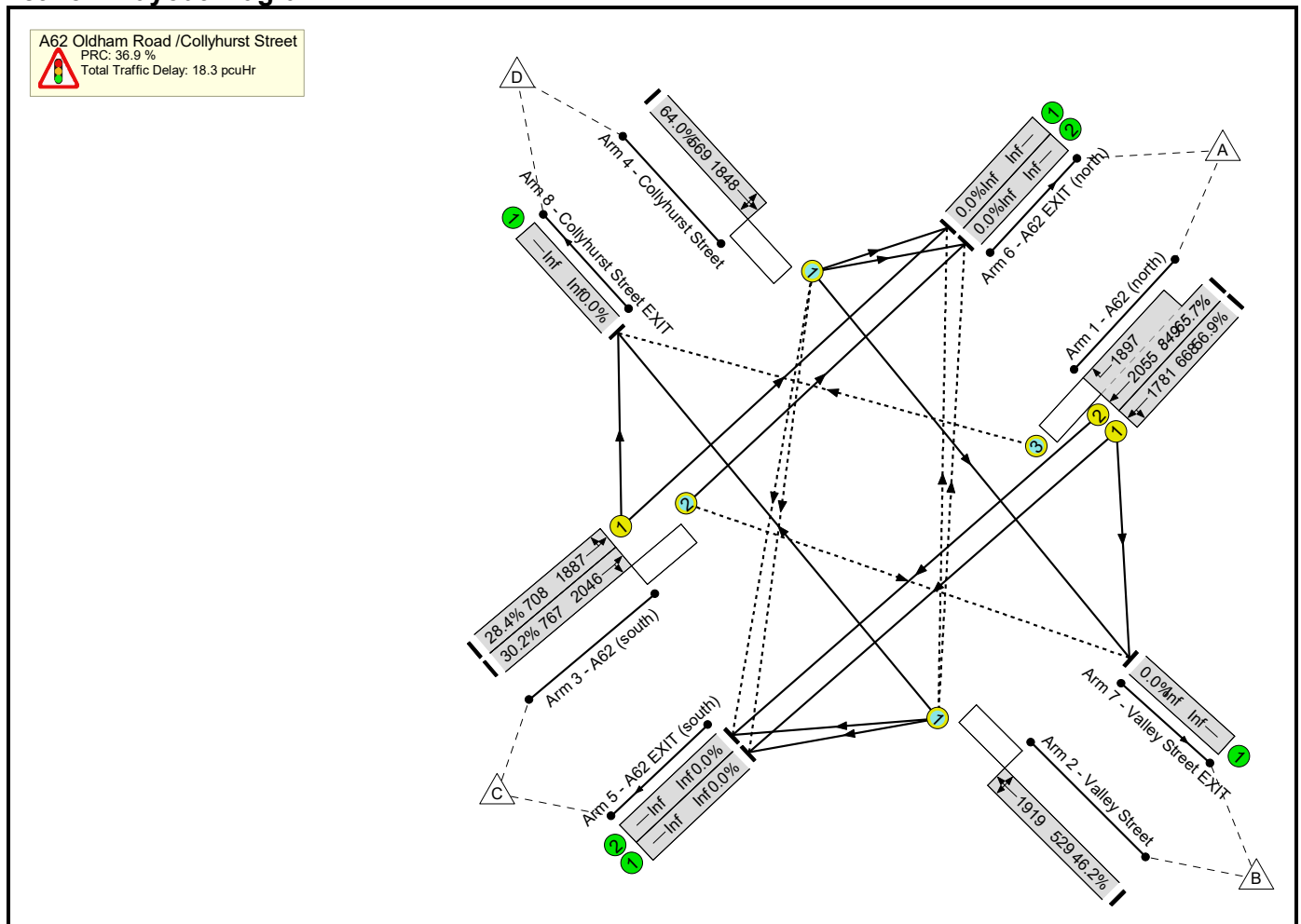
Scenario 4: '2026 Base+COMM PM' (FG4: '2026 Base+COMM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Network Layout Diagram



Basic Results Summary

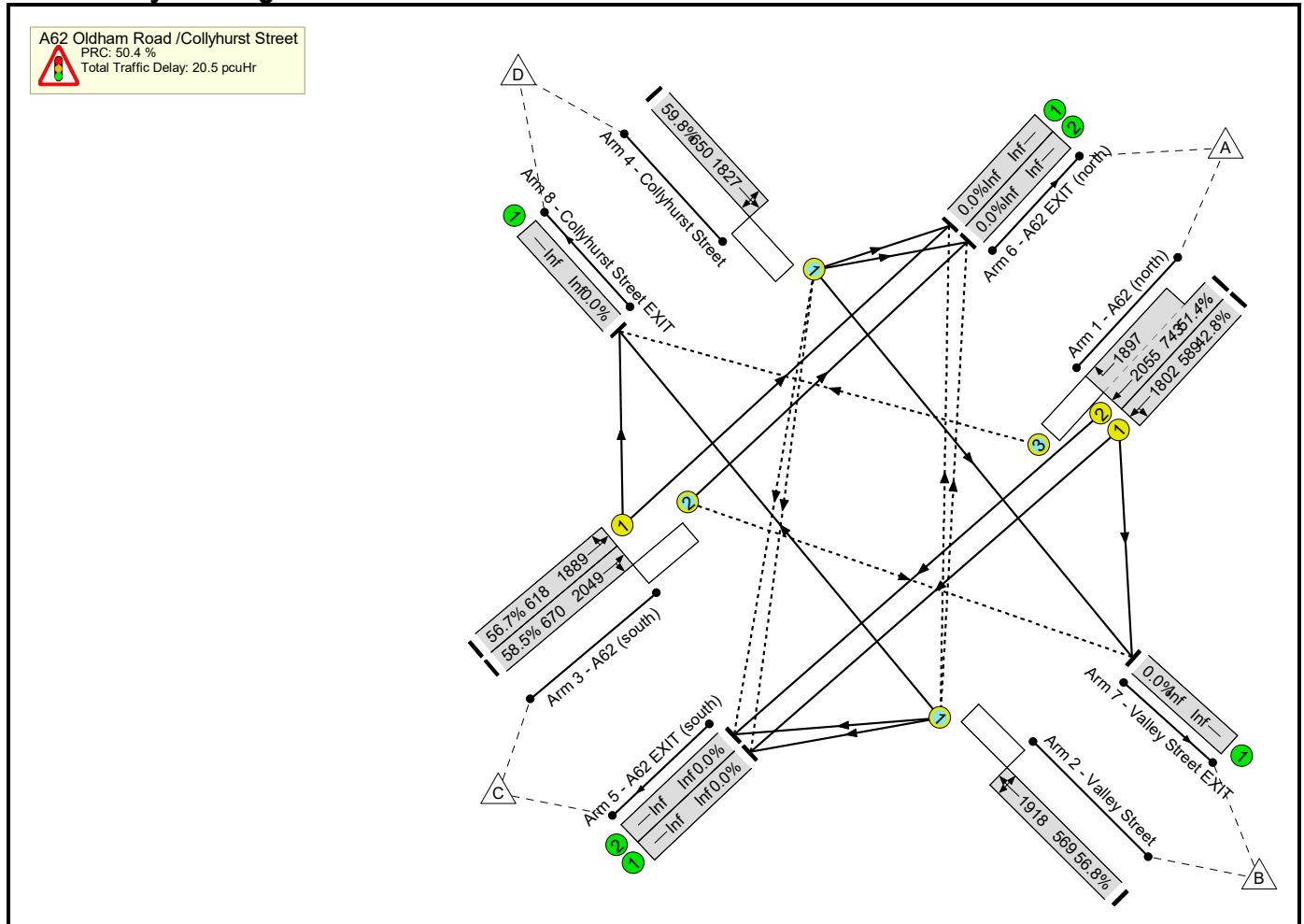
Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	65.7%	268	0	5	18.3	-	-
A62 Oldham Road /Collyhurst Street	-	-	-		-	-	-	-	-	-	65.7%	268	0	5	18.3	-	-
1/1	A62 (north) Ahead Left	U	B		1	38	-	380	1781	668	56.9%	-	-	-	3.4	32.1	9.3
1/2+1/3	A62 (north) Ahead Right	U+O	B		1	38	-	558	2055:1897	849	65.7%	115	0	2	5.0	32.5	11.8
2/1	Valley Street Left Right Ahead	O	D		1	31	-	244	1919	529	46.2%	86	0	2	2.7	39.1	6.0
3/1	A62 (south) Ahead Left	U	A		1	38	-	201	1887	708	28.4%	-	-	-	1.5	26.3	4.2
3/2	A62 (south) Ahead Right	O	A		1	38	-	232	2046	767	30.2%	14	0	0	1.7	26.9	4.9
4/1	Collyhurst Street Right Left Ahead	O	C		1	31	-	364	1848	569	64.0%	53	0	1	4.0	40.0	9.9
C1																	

Basic Results Summary

Scenario 6: '2026 Base+COMM+DEV PM' (FG6: '2026 Base+COMM+DEV PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Basic Results Summary

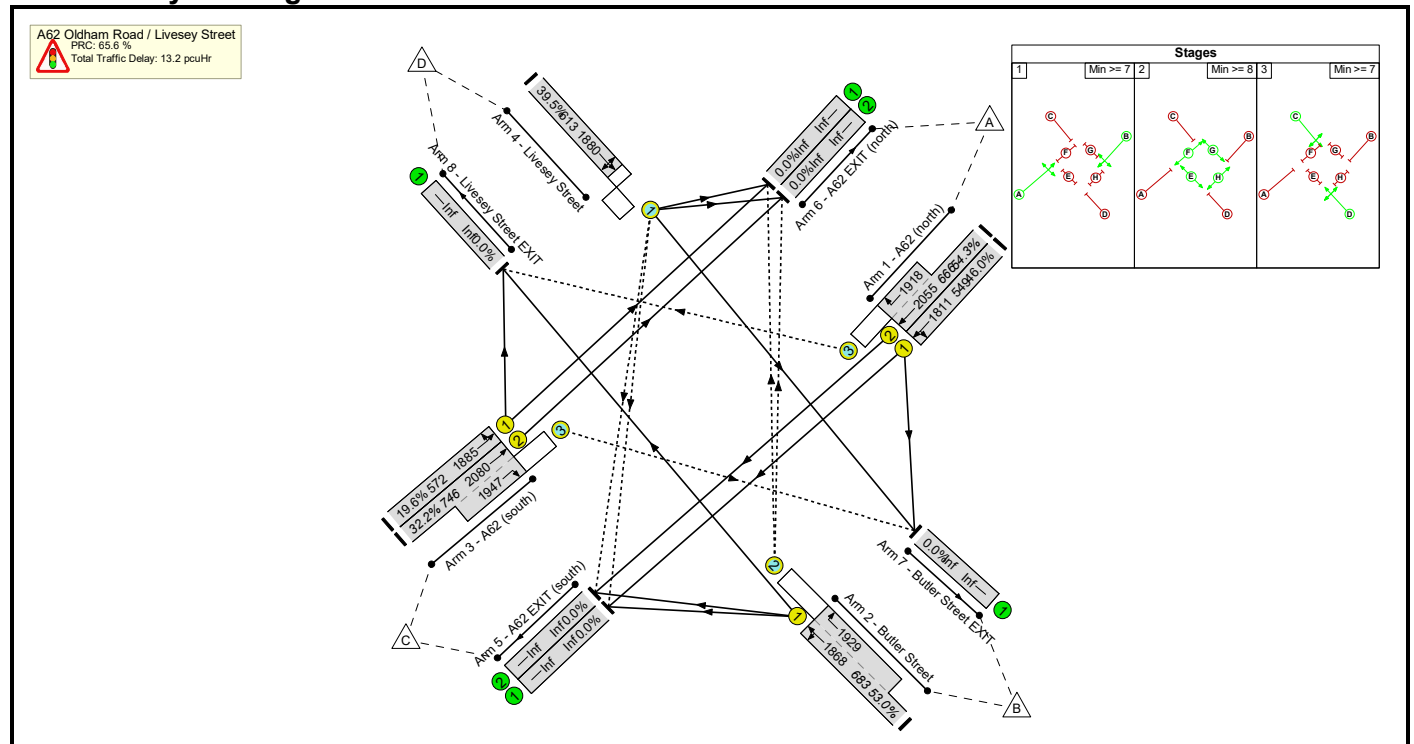
Basic Results Summary

User and Project Details

Project:	A62 Oldham Road / Livesey Street
Title:	Ancoats Mobility Hub
Location:	Ancoats
Client:	Manchester Life
Checked By:	Sam Denby
Additional detail:	
File name:	LINSIG_A62 Oldham Road_Livesey Street_Rev2.lsg3x
Author:	Chris Rushton
Company:	Hydrock
Address:	Manchester

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



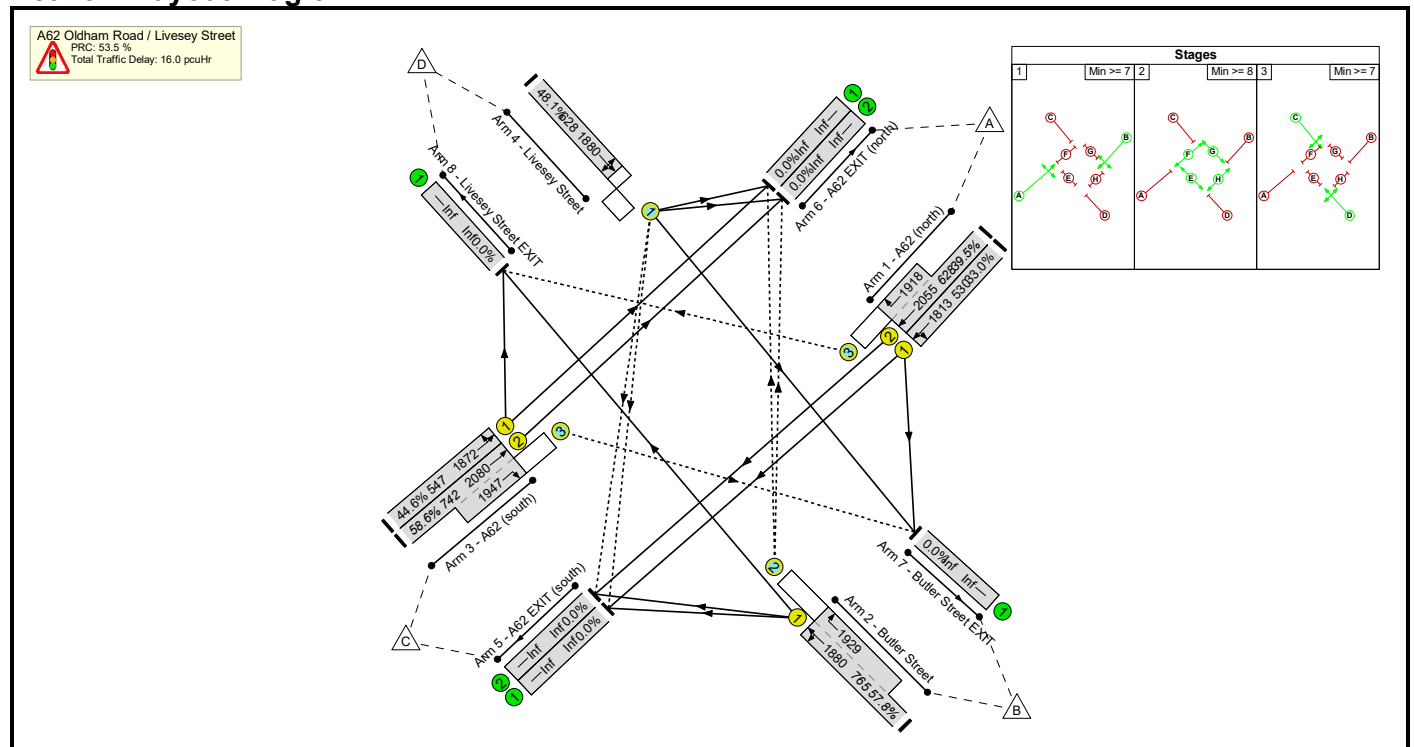
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	54.3%	213	0	3	13.2	-	-
A62 Oldham Road / Livesey Street	-	-	-		-	-	-	-	-	-	54.3%	213	0	3	13.2	-	-
1/1	A62 (north) Ahead Left	U	B		1	26	-	253	1811	549	46.0%	-	-	-	2.2	31.2	5.5
1/2+1/3	A62 (north) Ahead Right	U+O	B		1	26	-	362	2055:1918	666	54.3%	62	0	1	3.2	31.4	6.9
2/1+2/2	Butler Street Left Right Ahead	U+O	D		1	28	-	362	1868:1929	683	53.0%	43	0	1	3.0	30.3	6.9
3/1	A62 (south) Ahead Left	U	A		1	26	-	112	1885	572	19.6%	-	-	-	0.8	26.9	2.1
3/2+3/3	A62 (south) Ahead Right	U+O	A		1	26	-	240	2080:1947	746	32.2%	83	0	1	2.0	30.1	3.1
4/1	Livesey Street Right Left Ahead	O	C		1	28	-	242	1880	613	39.5%	25	0	0	1.9	28.7	4.9
C1 PRC for Signalled Lanes (%): PRC Over All Lanes (%): 65.6 65.6 Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr): 13.16 13.16 Cycle Time (s): 89																	

Basic Results Summary

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



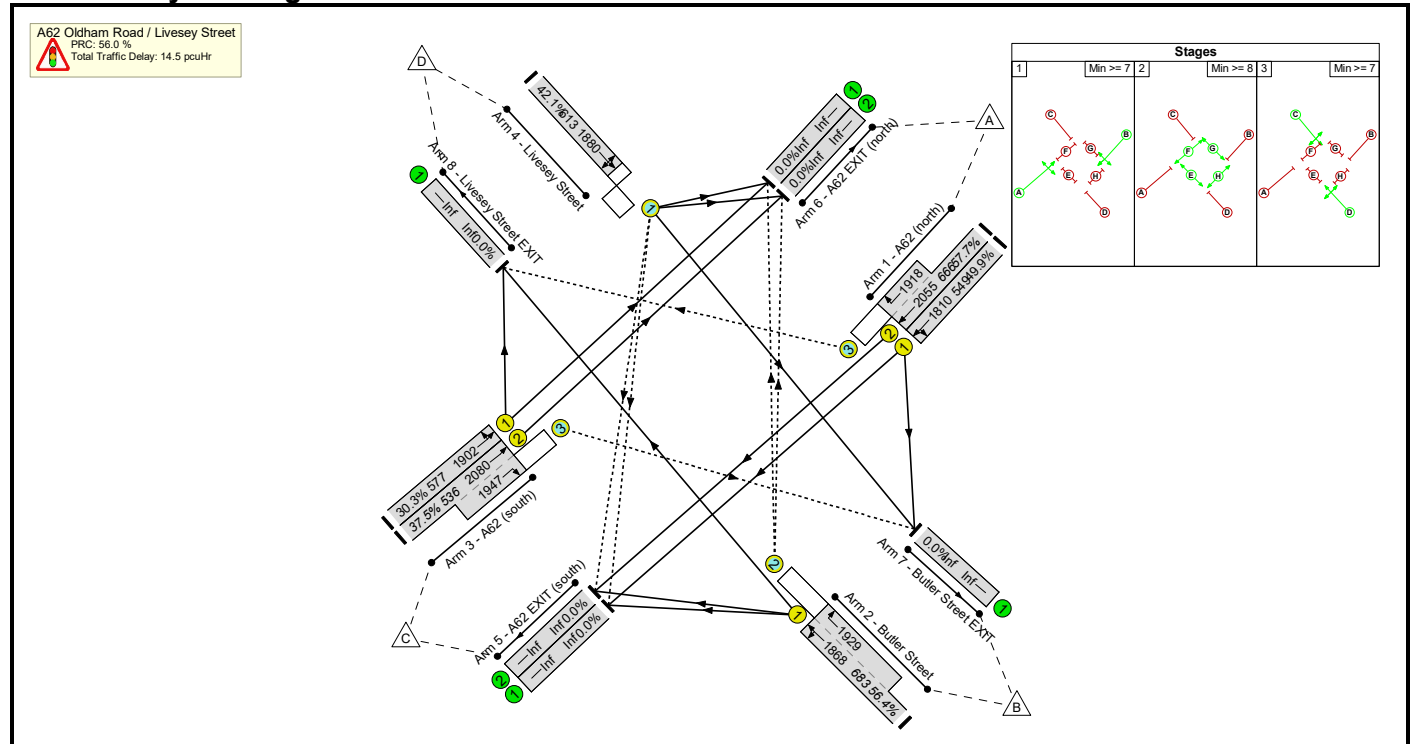
Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	58.6%	313	0	5	16.0	-	-
A62 Oldham Road / Livesey Street	-	-	-		-	-	-	-	-	-	58.6%	313	0	5	16.0	-	-
1/1	A62 (north) Ahead Left	U	B		1	25	-	175	1813	530	33.0%	-	-	-	1.4	29.8	3.6
1/2+1/3	A62 (north) Ahead Right	U+O	B		1	25	-	248	2055:1918	628	39.5%	26	0	0	2.1	30.3	4.6
2/1+2/2	Butler Street Left Right Ahead	U+O	D		1	29	-	442	1880:1929	765	57.8%	97	0	2	3.8	30.8	7.5
3/1	A62 (south) Ahead Left	U	A		1	25	-	244	1872	547	44.6%	-	-	-	2.1	31.6	5.3
3/2+3/3	A62 (south) Ahead Right	U+O	A		1	25	-	435	2080:1947	742	58.6%	155	0	2	4.1	34.1	6.3
4/1	Livesey Street Right Left Ahead	O	C		1	29	-	302	1880	628	48.1%	36	0	0	2.5	29.6	6.3
C1 PRC for Signalled Lanes (%): 53.5 PRC Over All Lanes (%): 53.5 Total Delay for Signalled Lanes (pcuHr): 16.04 Total Delay Over All Lanes(pcuHr): 16.04 Cycle Time (s): 89																	

Basic Results Summary

Scenario 3: '2026 Base+COMM AM' (FG3: '2026 Base+COMM AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

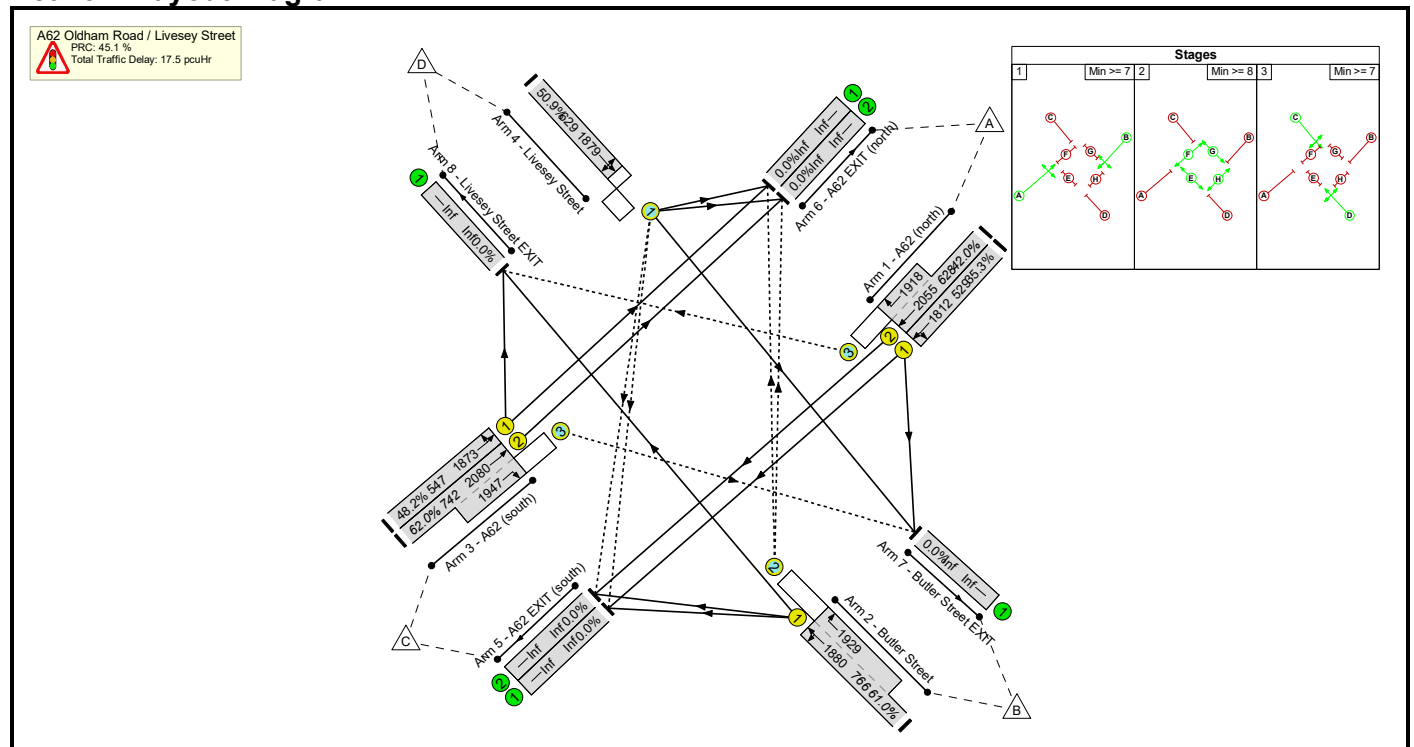


Network Results

Basic Results Summary

Scenario 4: '2026 Base+COMM PM' (FG4: '2026 Base+COMM PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

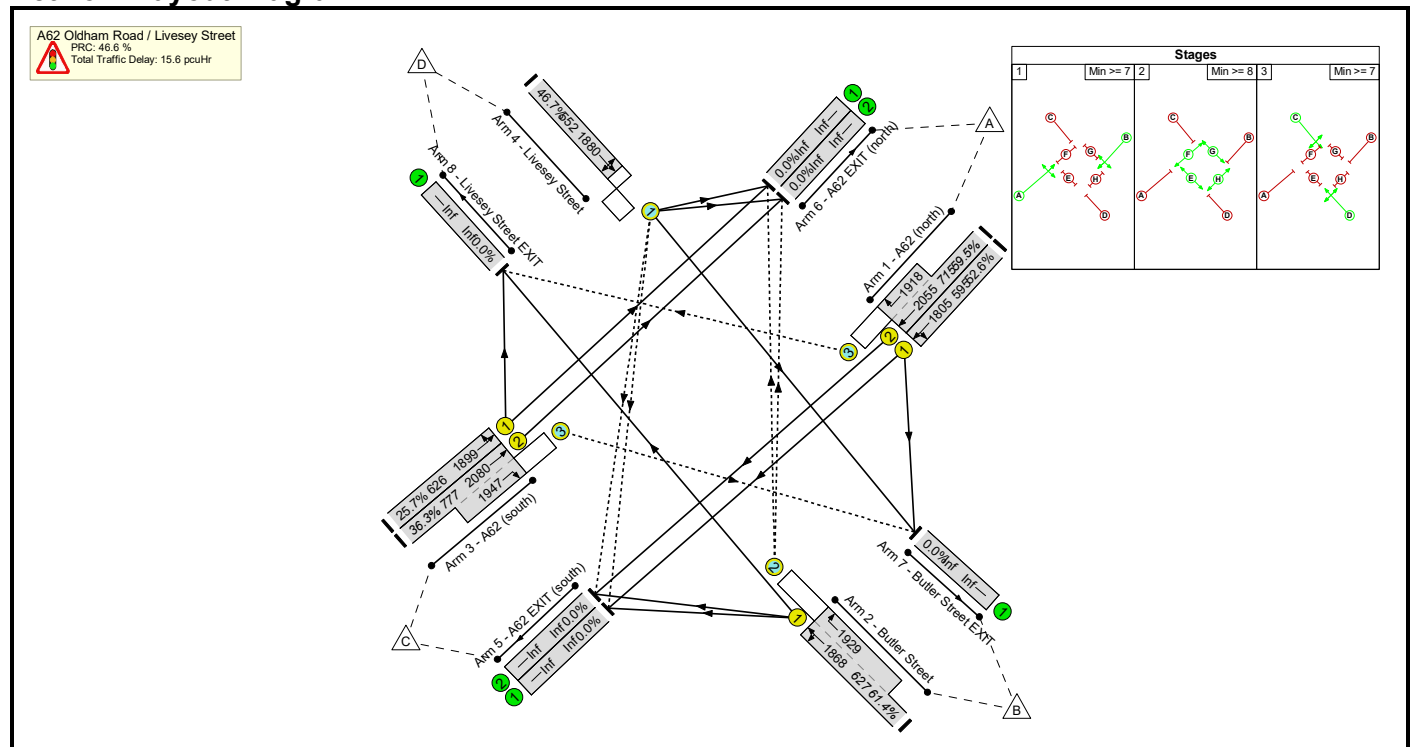


Network Results

Basic Results Summary

Scenario 5: '2026 Base+COMM+DEV AM' (FG5: '2026 Base+COMM+DEV AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Network Results																	
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Ancoats Mobility Hub	-	-	-		-	-	-	-	-	-	61.4%	226	0	3	15.6	-	-
A62 Oldham Road / Livesey Street	-	-	-		-	-	-	-	-	-	61.4%	226	0	3	15.6	-	-
1/1	A62 (north) Ahead Left	U	B		1	28	-	313	1805	595	52.6%	-	-	-	2.6	30.3	6.7
1/2+1/3	A62 (north) Ahead Right	U+O	B		1	28	-	426	2055:1918	715	59.5%	65	0	1	3.6	30.4	8.4
2/1+2/2	Butler Street Left Right Ahead	U+O	D		1	25	-	385	1868:1929	627	61.4%	46	0	1	3.7	34.4	7.8
3/1	A62 (south) Ahead Left	U	A		1	28	-	161	1899	626	25.7%	-	-	-	1.1	25.5	3.0
3/2+3/3	A62 (south) Ahead Right	U+O	A		1	28	-	282	2080:1947	777	36.3%	88	0	1	2.3	29.0	3.8
4/1	Livesey Street Right Left Ahead	O	C		1	25	-	258	1880	552	46.7%	27	0	0	2.3	32.2	5.5
C1 PRC for Signalled Lanes (%): 46.6 PRC Over All Lanes (%): 46.6 Total Delay for Signalled Lanes (pcuHr): 15.64 Total Delay Over All Lanes(pcuHr): 15.64 Cycle Time (s): 88																	

Network Layout Diagram

Network Results