

Appendix A: Proposed Site Layout



SOFT LANDSCAPING

- Existing Trees
- Proposed Trees
- Meadow Grass
- Shrub Planting
- Soft landscaping
- Proposed Playing Fields

HARD LANDSCAPING

- Proposed Car Park - tarmac
- Proposed Plaza - Block Paving
- MUGA - Porous Tarmac
- Playground - Tarmac
- Cycle Shelters

FENCING

- Secure Boundary - 2.2m high
- Internal Secure Line - 1.8m high
- MUGA Fence - 3m high

Appendix B: Scoping Note and Correspondence

Hyde Road School Transport Scoping Note

1. The Proposed Development

1.1 A planning application will be made for a new-build secondary school in Manchester (site of former Showcase Cinema, Hyde Road, Belle Vue, Manchester, M12 5AL). The school will provide accommodation for 1,200 students from Years 7-11. The site location is as shown in **Exact 1** below.

Extract 1: Site Location



1.2 It is the intention that a Transport Assessment (TA) will be prepared to accompany this application which will cover the following:

- Transport policy review (inc. car parking standards)
- Existing conditions (inc. local highway network, accessibility by sustainable modes, personal injury accident review, and a parking beat survey on Kirkmanshulme Lane).
- Proposed development (inc. the description of the proposals, vehicular site access, pedestrian and cycle access, parking provision, drop-off arrangement and servicing)
- Traffic impact of the proposals (inc. traffic generation and distribution and traffic impact at the school access on Hyde Road).

2. Transport Policy Review

2.1 The relevant national and local transportation planning policy and guidance will be reviewed to ensure the proposals are following policy.

3. Existing conditions

- 3.1 As identified in pre-application meeting, the TA will include a cycle and pedestrian audit of key routes, along with the accessibility by public transport of the site as future students will use existing public transport and stops.
- 3.2 A Personal injury review will cover the latest five year for the roads surrounding the site.
- 3.3 A parking beat survey along Kirkmanshulme Road will be undertaken to inform the existing school parents (i.e. St Peter's High School) dropping off activity and inform the need for any traffic regular order changes.

4. Proposed development

- 4.1 The proposed school opening year is 2022. It will accept 240 new Y7 students each year and will reach its full capacity of 1200 students in 2026. With 1200 students, the projected number of teaching staff is 75 and with additional circa 55 supporting staff. The emerging Masterplan is attached in **Appendix A**.
- 4.2 The main vehicular entrance to the site will be via Hyde Road. The proposed signal-controlled site access will be integrated into the existing Hyde Road/Belle Vue St signal junction. It is noted that the Local Highway Authority has requested that signal-controlled pedestrian crossings should be included across all junction approaches. A Stage 1 RSA report has also been requested for the S278 works of the site access.
- 4.3 A secondary vehicular access is proposed via Kirkmanshulme Road. However, the use of that will be generally restricted to pedestrians and cyclists. Occasional ad-hoc vehicular use may take place to deal with any specific events or activities.
- 4.4 The parking provision for vehicles and cycles will be set out in the transport assessment, however it is expected that vehicle parking on-site would be in excess of 1.5 spaces per classroom.
- 4.5 Drop-off arrangements will be detailed in the TA.

5. Traffic Impact of the Proposals

- 5.1 It is proposed that the traffic impact assessment would be undertaken based upon traffic generation rates as extracted from the TRICS database for the similar located secondary schools. The trip rates and resultant traffic generations of the proposals are tabulated in **Table 1** below, along with trip nett difference comparing with the lawful land use. The TRICS outputs are attached to this note at **Appendix B**.

Table 1: Trip Rates and Trip Generation of Proposals and Lawful Land Use

Time Period	Secondary School Trip Rates			Secondary School Trip Gen. (1200 pupils)			Cinema Trip Rates			Cinema Trip Gen. (5,736sqm)			Net Trip Gen.		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
07:00-08:00	0.057	0.011	0.068	68	13	82	0.000	0.000	0.000	0	0	0	68	13	82
08:00-09:00	0.133	0.095	0.228	160	114	274	0.215	0.000	0.215	12	0	12	147	114	261
15:00-16:00	0.057	0.097	0.154	68	116	185	1.300	1.281	2.581	75	73	148	-6	43	37
17:00-18:00	0.021	0.030	0.051	25	36	61	1.474	1.063	2.537	85	61	146	-59	-25	-84
Daily	0.420	0.412	0.832	504	494	998	14.188	13.963	28.151	814	801	1615	-310	-307	-616

5.2 It can be seen from **Table 1** that comparing against the lawful land use the proposals could generate less traffic during typical PM peak hour (17:00-18:00) by 84 vehicle movements.

5.3 During the AM peak hour, the proposals could generate 261 more vehicular trips comparing with the lawful land use. It should be noted that although the emerging design makes provision for on-site drop off activity, it is expected that many parents will choose to drop off / collect their children on surrounding roads (particularly Kirksmanhulme Road, but also others more remotely). It is also the case that many of the school drop off / collections may already be pass-by vehicle movements that already feature on the local highway network. The impact of school traffic is therefore expected to be diluted across the local highway network. For these reasons, formal junction capacity assessments are proposed at the proposed site access/Hyde Road/Belle Vue signal junction only.

5.4 The trip distribution of the proposals will be undertaken using 'Car or Van Availability Statistics' (QS416EW) from the Nomis database. The data will be obtained for all Mid-Layer Super Output Areas (MSOAs) within 2 miles from the site. The data obtained shows the number of households owning 1, 2, 3 and 4 cars in each MSOA. The possible routes from each MSOA within 2-mile catchment to the site will be identified by using Google route planner. This methodology is consistent with the approved CHS South School development (application ref.no.: 124685/FO/2019).

We welcome the views of the Local Highway Authority on the above scope and also confirmation of any committed developments that should be included within the analysis.

A Travel Plan will also be prepared and submitted alongside the application to promote sustainable travel insofar as possible.

Appendix A: Emerging Masterplan



Weir Body

BELLE VUE STREET

WOODLAND STREET

Norman Street

BRACEWELL CLOSE

59.7m

Wildflower Meadow

Soft Informal

External Drama

Plaza

Accessible Parking

Soft Informal

5-a-Side Pitch - Grass rather than tarmac?

External Dining Breakout

Student Access

PA Bin Store

Kitchen Garden

Hard play Informal

Soft Informal

Deliveries Controlled Access

Staff Cycle Parking

Drop Off/Pick Up

11 10

7 5

17 16

10 7

Future expansion of parking 13 spaces

Cycle Parking 120 Spaces

Pedestrian Cycle

Restricted access for vehicles. Existing road to be used as shared cycle and pedestrian route

Pupil Entrance

KIRKMANSHULME LANE

L. Twr

KINSON CRESCENT

Appendix B: TRICS Outputs (Proposals and Lawful Land Use)

Calculation Reference: AUDIT-705118-201117-1137

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	BR BRISTOL CITY	1 days
	DV DEVON	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	2 days
	LC LANCASHIRE	1 days
09	NORTH	
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 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: Number of pupils
 Actual Range: 247 to 1350 (units:)
 Range Selected by User: 247 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 08/11/19

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	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	1 days
Friday	3 days

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

Selected survey types:

Manual count	12 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:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	8

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

Selected Location Sub Categories:

Residential Zone	11
No Sub Category	1

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:

D1	12 days
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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

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	3 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
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	7 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	7 days
1.1 to 1.5	4 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	10 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	12 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BR-04-B-01 ST FRANCIS ROAD NEAR BRISTOL KEYNSHAM Edge of Town Residential Zone Total Number of pupils: 435 Survey date: MONDAY 21/09/15	SECONDARY SCHOOL	BRISTOL CITY	Survey Type: MANUAL
2	CF-04-B-02 TY-DRAW ROAD CARDIFF LISVANE Edge of Town Residential Zone Total Number of pupils: 1042 Survey date: THURSDAY 15/03/18	SECONDARY SCHOOL	CARDIFF	Survey Type: MANUAL
3	DV-04-B-04 EARL RICHARD ' RD SOUTH EXETER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 835 Survey date: TUESDAY 02/04/19	SECONDARY ACADEMY	DEVON	Survey Type: MANUAL
4	GM-04-B-02 FALINGE ROAD ROCHDALE SHAWCLOUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1350 Survey date: WEDNESDAY 21/10/15	SECONDARY SCHOOL	GREATER MANCHESTER	Survey Type: MANUAL
5	GM-04-B-03 MATTHEW MOSS LANE ROCHDALE MARLAND Edge of Town Residential Zone Total Number of pupils: 780 Survey date: FRIDAY 23/09/16	SECONDARY SCHOOL	GREATER MANCHESTER	Survey Type: MANUAL
6	LC-04-B-02 TODD LANE NORTH LOSTOCK HALL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 560 Survey date: TUESDAY 06/11/18	SECONDARY ACADEMY	LANCASHIRE	Survey Type: MANUAL
7	NE-04-B-01 FOXHILLS ROAD SCUNTHORPE Edge of Town Residential Zone Total Number of pupils: 520 Survey date: MONDAY 19/05/14	SECONDARY SCHOOL	NORTH EAST LINCOLNSHIRE	Survey Type: MANUAL
8	NF-04-B-01 SAINT CLEMENTS HILL NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 481 Survey date: FRIDAY 08/11/19	SECONDARY ACADEMY	NORFOLK	Survey Type: MANUAL
9	TV-04-B-01 COAST ROAD MARSKE-BY-THE-SEA Edge of Town Residential Zone Total Number of pupils: 767 Survey date: WEDNESDAY 24/10/18	SECONDARY SCHOOL	TEES VALLEY	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

10	WL-04-B-01 ST PAUL'S DRIVE SWINDON COVINGHAM Edge of Town No Sub Category Total Number of pupils: 874 Survey date: FRIDAY 23/09/16	SECONDARY SCHOOL	WILTSHIRE	Survey Type: MANUAL
11	WM-04-B-04 SHANNON ROAD BIRMINGHAM Edge of Town Residential Zone Total Number of pupils: 247 Survey date: MONDAY 09/11/15	SECONDARY SCHOOL	WEST MIDLANDS	Survey Type: MANUAL
12	WM-04-B-06 PARK ROAD WEST STOURBRIDGE WOLLASTON Edge of Town Residential Zone Total Number of pupils: 840 Survey date: TUESDAY 21/11/17	SECONDARY SCHOOL	WEST MIDLANDS	Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CF-04-B-01	6th form at site
DV-04-B-03	6th form at site
LN-04-B-02	6th form at site
NT-04-B-01	6th form at site
NY-04-B-03	6th form at site
SF-04-B-01	6th form at site
TW-04-B-01	6th form at site
TW-04-B-02	6th form at site
TW-04-B-03	6th form at site
WM-04-B-05	6th form at site
WY-04-B-02	6th form at site
WY-04-B-03	6th form at site

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	12	728	0.057	12	728	0.011	12	728	0.068
08:00 - 09:00	12	728	0.133	12	728	0.095	12	728	0.228
09:00 - 10:00	12	728	0.018	12	728	0.013	12	728	0.031
10:00 - 11:00	12	728	0.012	12	728	0.011	12	728	0.023
11:00 - 12:00	12	728	0.010	12	728	0.010	12	728	0.020
12:00 - 13:00	12	728	0.011	12	728	0.015	12	728	0.026
13:00 - 14:00	12	728	0.014	12	728	0.013	12	728	0.027
14:00 - 15:00	12	728	0.042	12	728	0.035	12	728	0.077
15:00 - 16:00	12	728	0.057	12	728	0.097	12	728	0.154
16:00 - 17:00	12	728	0.027	12	728	0.065	12	728	0.092
17:00 - 18:00	12	728	0.021	12	728	0.030	12	728	0.051
18:00 - 19:00	11	746	0.018	11	746	0.017	11	746	0.035
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.420			0.412			0.832

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:	247 - 1350 (units:)
Survey date range:	01/01/12 - 08/11/19
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	12

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.

Calculation Reference: AUDIT-705118-201117-1158

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
 Category : A - MULTIPLEX CINEMAS
 TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	NW NEWPORT	1 days
11	SCOTLAND	
	RF RENFREWSHIRE	1 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: Gross floor area
 Actual Range: 4188 to 7300 (units: sqm)
 Range Selected by User: 1550 to 7828 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 22/06/19

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:

Friday 4 days

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

Selected survey types:

Manual count 4 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:

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

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

Selected Location Sub Categories:

Retail Zone	2
No Sub Category	2

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:

D2 4 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	2 days
15,001 to 20,000	2 days

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

Population within 5 miles:

125,001 to 250,000	2 days
250,001 to 500,000	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	3 days
1.1 to 1.5	1 days

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

Travel Plan:

No	4 days
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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	4 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CH-07-A-01	ODEON	CESHIRE
	CROMWELL AVENUE		
	WARRINGTON		
	WESTBROOK CENTRE		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	4188 sqm	
	Survey date: FRIDAY	23/11/18	Survey Type: MANUAL
2	DS-07-A-01	ODEON	DERBYSHIRE
	MANSFIELD ROAD		
	DERBY		
	METEOR CENTRE		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total Gross floor area:	4300 sqm	
	Survey date: FRIDAY	26/06/15	Survey Type: MANUAL
3	NW-07-A-01	CINEWORLD	NEWPORT
	SEVEN STYLES AVENUE		
	NEWPORT		
	NEWPORT RETAIL PARK		
	Edge of Town		
	Retail Zone		
	Total Gross floor area:	4900 sqm	
	Survey date: FRIDAY	17/10/14	Survey Type: MANUAL
4	RF-07-A-01	SHOWCASE	RENFREWSHIRE
	LINWOOD ROAD		
	PAISLEY		
	PHOENIX RETAIL PARK		
	Neighbourhood Centre (PPS6 Local Centre)		
	No Sub Category		
	Total Gross floor area:	7300 sqm	
	Survey date: FRIDAY	20/06/14	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 07 - LEISURE/A - MULTIPLEX CINEMAS

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	1	4300	0.047	1	4300	0.256	1	4300	0.303
01:00 - 02:00	1	4300	0.000	1	4300	0.000	1	4300	0.000
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00	1	4188	0.215	1	4188	0.000	1	4188	0.215
09:00 - 10:00	1	4188	0.478	1	4188	0.072	1	4188	0.550
10:00 - 11:00	3	5263	0.393	3	5263	0.291	3	5263	0.684
11:00 - 12:00	4	5172	0.715	4	5172	0.435	4	5172	1.150
12:00 - 13:00	4	5172	0.793	4	5172	0.619	4	5172	1.412
13:00 - 14:00	4	5172	0.933	4	5172	0.783	4	5172	1.716
14:00 - 15:00	4	5172	0.715	4	5172	0.648	4	5172	1.363
15:00 - 16:00	4	5172	1.300	4	5172	1.281	4	5172	2.581
16:00 - 17:00	4	5172	0.976	4	5172	0.962	4	5172	1.938
17:00 - 18:00	4	5172	1.474	4	5172	1.063	4	5172	2.537
18:00 - 19:00	4	5172	1.479	4	5172	1.034	4	5172	2.513
19:00 - 20:00	4	5172	1.943	4	5172	1.266	4	5172	3.209
20:00 - 21:00	4	5172	1.334	4	5172	1.068	4	5172	2.402
21:00 - 22:00	4	5172	0.798	4	5172	1.421	4	5172	2.219
22:00 - 23:00	4	5172	0.363	4	5172	1.614	4	5172	1.977
23:00 - 24:00	4	5172	0.232	4	5172	1.150	4	5172	1.382
Total Rates:			14.188			13.963			28.151

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:	4188 - 7300 (units: sqm)
Survey date range:	01/01/12 - 22/06/19
Number of weekdays (Monday-Friday):	4
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.

To: Regan, Luke
Subject: RE: Hyde Road Secondary School - Transport Assessment Scoping.

From: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Sent: 17 December 2020 09:47
To: Regan, Luke <Luke.Regan@tetrattech.com>
Subject: RE: Hyde Road Secondary School - Transport Assessment Scoping.

Hi Luke

Further to our recent discussions, please can you respond to the following comments from TfGM regarding the TA/Assessments:

1. *Site Specific Comments*

If multimodal trip generation from TRICS is used to determine the trip rates, people trips should be used and applied against the relevant modal share to determine the number of vehicle trips to and from the development. TfGM are therefore not in agreement with the trip generation figures shown in the scoping note.

TfGM would also suggest that the relevant committed developments are included in the TA.

The local authority requested that Kirkmanshulme Lane is narrowed down to reduce vehicular speeds and reduce the crossing width. In addition a pedestrian crossing should be provided across Kirkmanshulme Lane. Also a speed survey should be completed on Kirkmanshulme Lane to provide evidence of the actual speeds on the road.

The new development should be not be compared against the potential use of the site but against the actual use – i.e. minimal traffic generated.

Scoping should also provide details of the pick-up and drop-off for vehicles – to ensure that it is safe and doesn't create congestion.

The new junction layout with the pedestrian crossing facilities at Belle Vue Street – Hyde Road – new school should be provided to TfGM/MCC for comment before proceeding with the modelling.

Hyde Road – Kirkmanshulme Lane should be modelled as well to understand the impact on that junction.

2. *Traffic Impact and Transport Modelling Requirements (to be included within a TA)*

I. *A description of current baseline traffic conditions in the area.*

II. *An analysis of injury accidents during a recent five-year period, commenting on whether there are any underlying patterns of injury accidents that might be affected by the development.*

III. *Traffic surveys and queue surveys (weekdays) - scope to be agreed with TfGM UTC and HFAS.*

IV. *A clear estimate of the level of new traffic likely to be associated with the development, based on an inspection of similar (and similarly-located) developments across the UK (excluding London) via the TRICS (or similar) database. The assessment work should be undertaken using a person-trip approach and applying the*

appropriate modal share percentages from local Census data. Other methodologies to determine trip rates are acceptable but these should be fully explained in the TA.

V. A clearly defined methodology for determining the distribution / assignment of development trips onto the network i.e. understanding of where such new traffic is likely to distribute to/from, based on data sources such as a Census Journey-to-Work statistics and/or vehicle turning proportions at nearby junctions.

VI. An assessment of traffic levels and impacts at the specified year of opening of the development, and at a future year at least five years later, with due regard for traffic growth (if any).

VII. An understanding of the likely impacts of the proposed development considered alongside any other nearby committed developments.

VIII. In the relevant TA, clear diagrams should be provided illustrating the following elements, each individually:

- Base Flows*
- Committed Development Flows*
- Proposed Flows*
- Proposed Distribution*
- Base plus Committed plus proposed development*
- Future plus Committed plus proposed development*

IX. TfGM HFAS recommends an increase of about 30vehs/hr at a junction as an appropriate threshold for considering the necessity of a traffic impact assessment; this is in preference to a percentage-increase threshold, which tends to favour development in already heavily-trafficked areas.

X. The scope of the junctions to be assessed by detailed modelling should be agreed with TfGM (UTC) in advance and will depend upon the outcome of the trip assessment and distribution exercise. For this reason, TfGM would advise that a trip generation and distribution exercise should be issued before submission of the planning application. Once this is undertaken it will be possible to finalise TfGM requirements in terms of the TA. This will largely depend on the amount of trip generation.

XI. Clear details of proposed vehicular access arrangements including general servicing arrangements. An engineering drawing should be supplied showing the changes to the road network to fully understand the impact of the proposed development.

XII. A swept path analysis should be provided for any vehicular access.

XIII. A review of Traffic Regulation Orders on the surrounding streets in the vicinity of the development.

XIV. An assessment of the likely environmental/traffic impacts of HGVs during the construction process.

3. Site Accessibility by Sustainable Modes

Walking and cycling should form the natural mode choice for shorter trips, and also provide a viable option to facilitate longer trips through providing easy access to public transport. New developments should connect with, and enhance, existing walking and cycling networks in their vicinity, and also provide high quality facilities and networks for walking and cycling within development sites.

The TA should include a comprehensive review of the existing provision in the vicinity of the site for all pedestrians including those with disabilities. In addition to walking distances and pedestrian desire lines, pedestrian environment (including footway condition and widths) and pedestrian safety and security should be considered.

An audit of the footways in the vicinity of the development should be undertaken and improvements identified.

A comprehensive review of the cycling infrastructure in the vicinity of the proposed development should also be undertaken. This should include an assessment of the connectivity of the site with existing cycle routes. The quality and condition of existing infrastructure, cyclist safety and security should also be considered.

The catchment area for cycling, walking and public transport should be captured in maps. The quality of the routes for pedestrians and cyclists should be described and this should include a description of any signing for cycle routes as appropriate.

The TA should provide a review of existing public transport services (including service frequency and location of nearest stations/stops), with a view to supporting improvements to existing public transport services as required.

The TA should include a plan clearly showing details of the proposed pedestrian and cycle access points serving the site and linkages into the surrounding area. Connectivity with local public transport networks should be highlighted. The developer should consider measures to encourage access by sustainable modes. Possible measures include but are not limited to the provision of pedestrian crossings, cycleways, cycle parking, new/improved footway ensuring that there are linkages into existing cycle and pedestrian facilities, as well as upgrades to existing bus stops (where appropriate).

Details of cycle parking facilities for the proposed development (e.g. number of spaces, location and type) should be provided and shown on plan.

4. Mitigation Measures

Impacts of the development should be identified through the above assessment work. The developer should identify appropriate mitigation to accommodate any increases in traffic generation and increased pedestrian and cyclist movements. Any appropriate mitigation should be identified in conjunction with MCC and TfGM UTC who will be happy to work with the developer to agree an approach.

The TA should consider the impact of the development on the existing public transport networks in terms of extension of bus services, additional person trips. Mitigation measures should be considered where appropriate.

5. Travel Plan

A Framework Travel Plan for the development should accompany any future planning application.

6. Other

If there are any changes planned for bus infrastructure, for example relocation of existing bus stops or the creation of new bus parking areas, TfGM would request that the developer liaise directly with TfGM's bus infrastructure which can be contacted at Shelters@tfgm.com

7. Suggested Useful Guidance

In relation to walking, the importance of providing and maintaining good quality footways, free from obstruction and wide enough for when they are at their busiest, is critical to encourage and maximise walking levels associated with new developments. Useful guidance on street layouts which encourage walking is provided in Manual for Streets (Department for Transport, 2007). MfS provides guidance on lightly trafficked residential streets, and Manual for Streets 2 (CIHT, 2010) further develops the principles of the first Manual for Streets for application in wider circumstances on busier streets, including town and district centres.

In relation to cycling, infrastructure should be designed in accordance with current Greater Manchester Cycling Design Standards, the latest version of which is available from the TfGM website or by emailing

cycling@tfgm.com. In particular, connections to/from and within developments should be designed in accordance with the Key Design Criteria of Safety, Coherence, Directness, Attractiveness and Comfort. A general principle is that infrastructure should be designed to be attractive to those who do not currently cycle, in order to drive the increase in cycling's mode share.

Thank you
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: Regan, Luke <Luke.Regan@tetrattech.com>
Sent: 25 November 2020 16:13
To: Muniza Usmani <muniza.usmani@manchester.gov.uk>
Cc: Lourens, Jan <Jan.Lourens@tetrattech.com>; Campbell, Peter <Peter.Campbell@tetrattech.com>; David Wadge <d.wadge@srm.com> <d.wadge@srm.com>
Subject: Hyde Road Secondary School - Transport Assessment Scoping.
Importance: High

Muniza,

Thanks for your time and helpful comments regarding the above scheme in the meeting last week. As promised, we have prepared a transport assessment scoping note (attached) which seeks agreement as to the content of that document. It has been drafted mindful of your comments in the meeting, so hopefully represents an acceptable submission.

We have already sent you the presentation, including the proposed vehicular access arrangement onto Hyde Road and we look forward to receiving your opinion regarding that as soon as you are able.

As you will appreciate we are under immense time pressure to submit this application so it would be greatly appreciated if we could have your comments as soon as possible. Also, please can you let me have a telephone number to reach you on so that I can perhaps walk you through the scoping note and obtain any initial comments you have tomorrow?

Many thanks in advance.

Regards,

Luke Regan MSc MCIHT CMILT
Associate Director

WYG will be rebranding to Tetra Tech at the start of 2021

WYG

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From: Regan, Luke
Sent: 25 November 2020 12:01
To: David Wadge (d.wadge@srm.com) <d.wadge@srm.com>
Cc: Lourens, Jan <Jan.Lourens@tetrattech.com>; Campbell, Peter <Peter.Campbell@tetrattech.com>; Liu, Yujing <Yujing.Liu@tetrattech.com>
Subject: Hyde Road - Transport Assessment Scoping.

David,

Please find attached the scoping note prepared with respect to the above. It responds to the matters raised at the meeting with the Council last week.

This includes a commitment to undertake a parking survey and provide a road safety audit of the access arrangements (for which we are waiting agreement from the Council and TfGM..). These areas are currently outside our scope of works and I will confirm these along with any other variances once we have agreement from the Council.

I intend to sent this note to the highway officer this afternoon.

Please do let me know if you have any comments in the meantime.

Best,

Luke Regan MSc MCIHT CMILT
Associate Director

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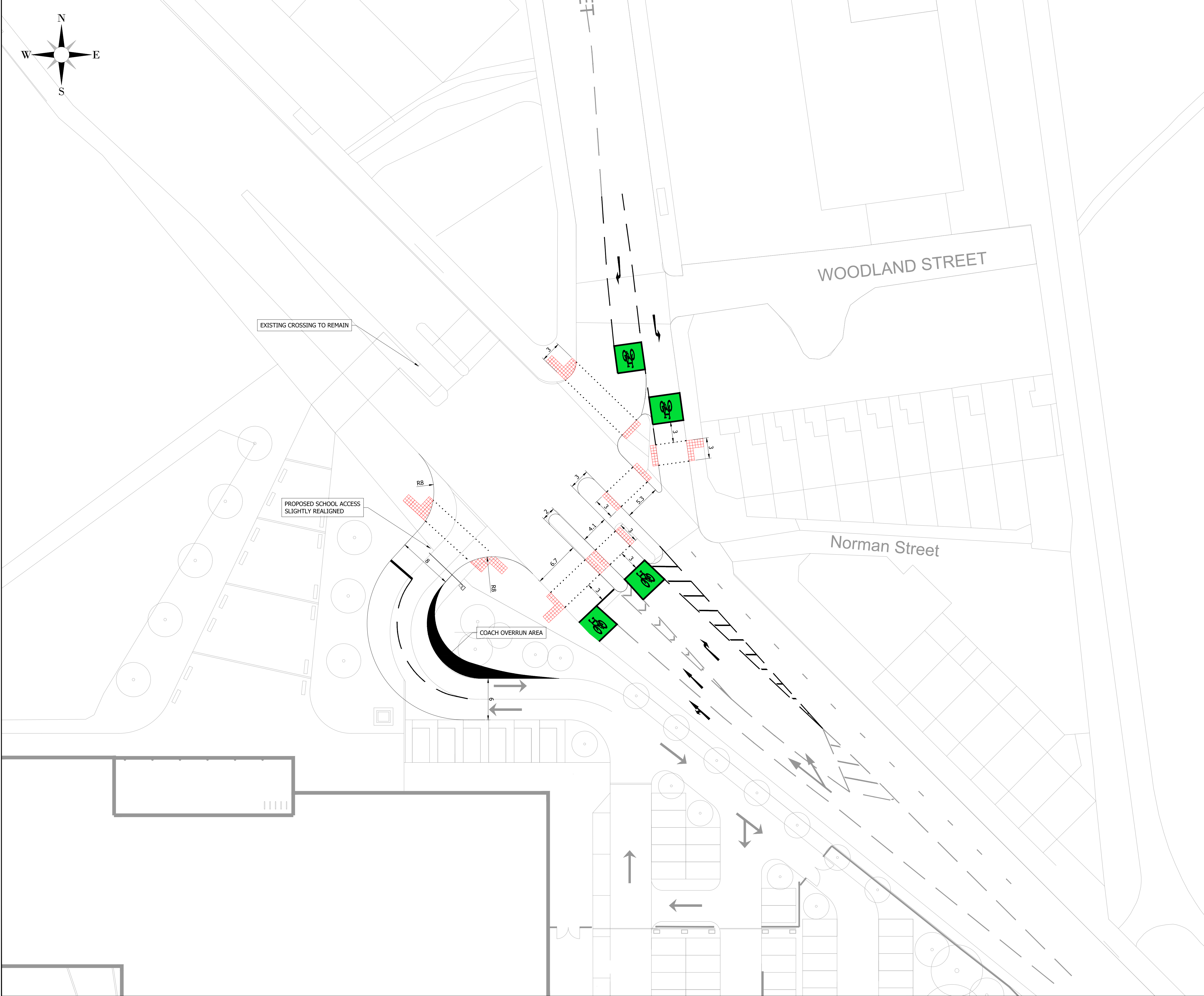


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Appendix C: Proposed Hyde Road/Belle Vue Street Junction Improvements

FILENAME : J:\2020\784-B118318 HYDE ROAD SECONDARY SCHOOL\60 PROJECT OUTPUT\61 WORK IN PROGRESS\CAD\WVG DRAWINGS\784-B118318-P001.DWG | PLOTTED BY : GORALEWSKI, JAKUB | PLOTTED DATE : 06 January 2021 12:11:53



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PRELIMINARY ISSUE

REV	DESCRIPTION	BY	CHK	APP	DATE
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TRAFFORD PARK
MANCHESTER
M17 1HH
TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



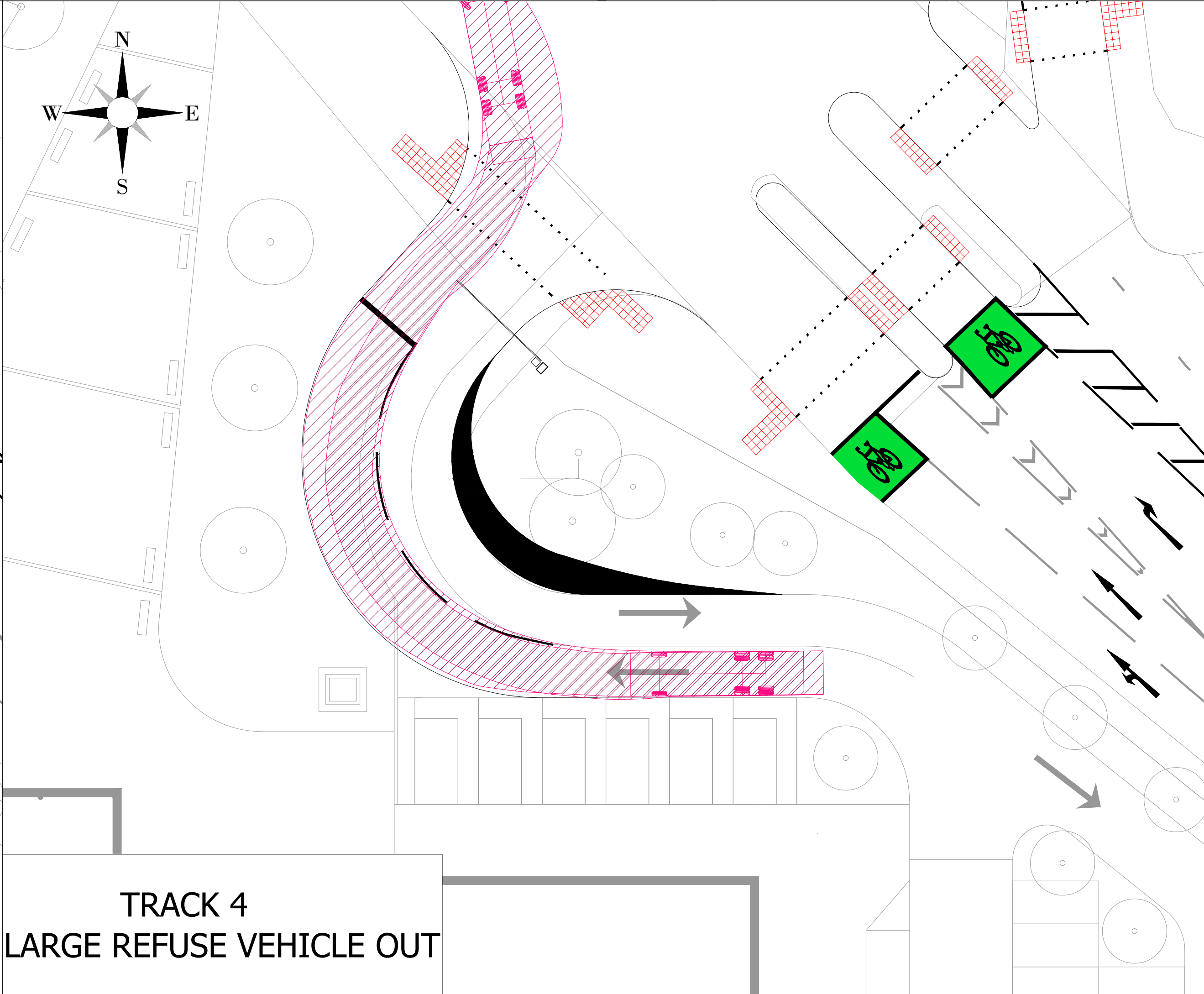
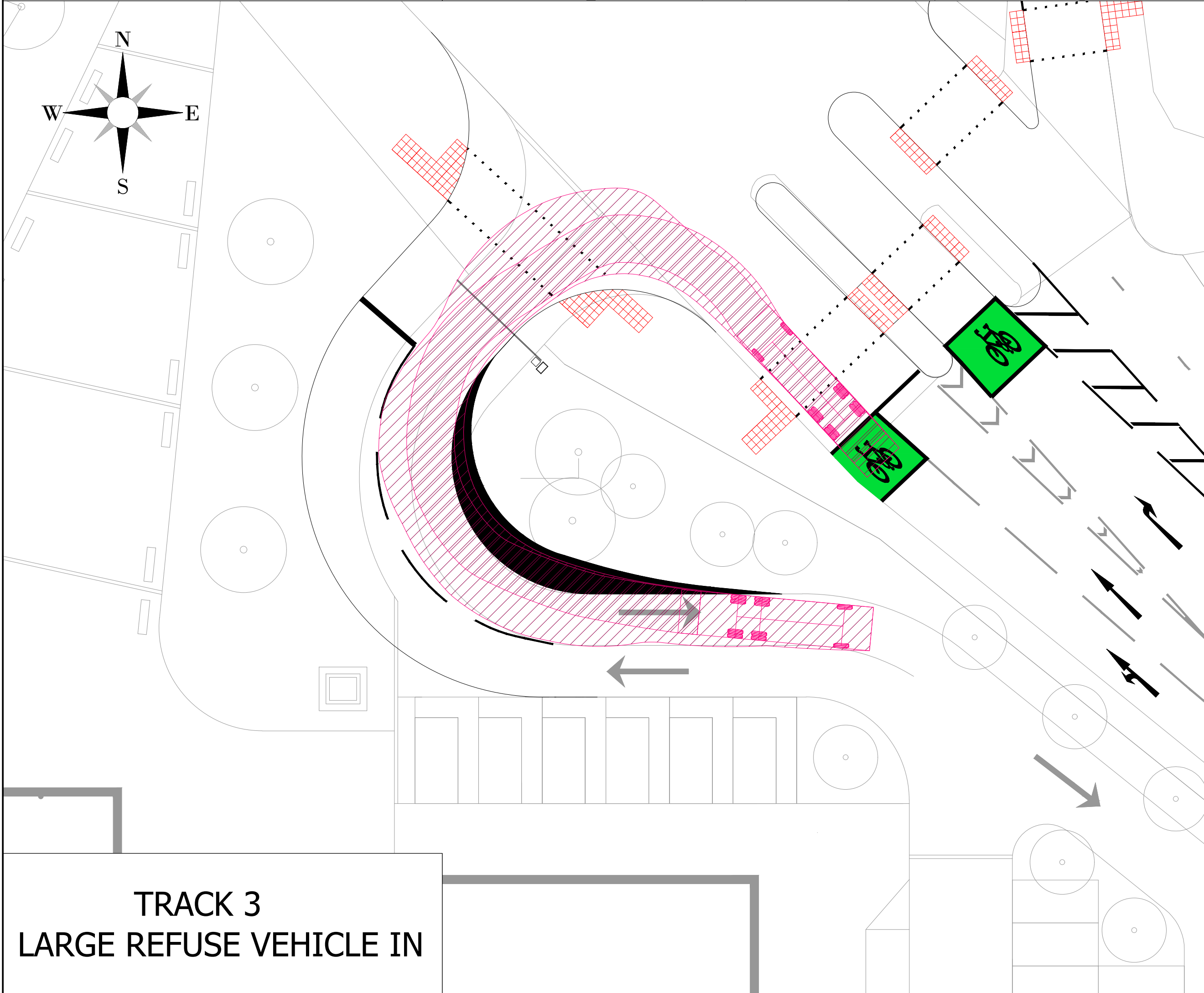
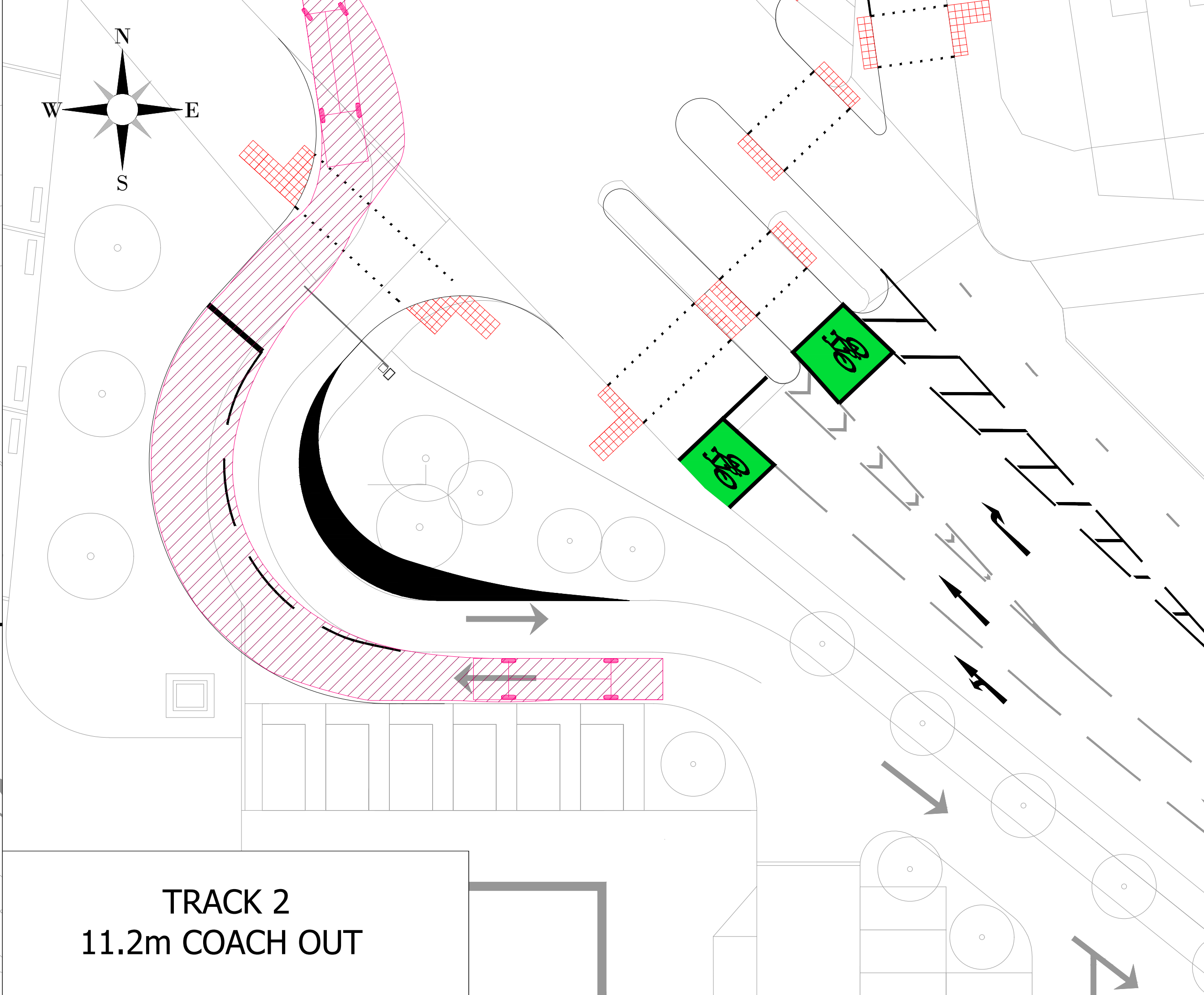
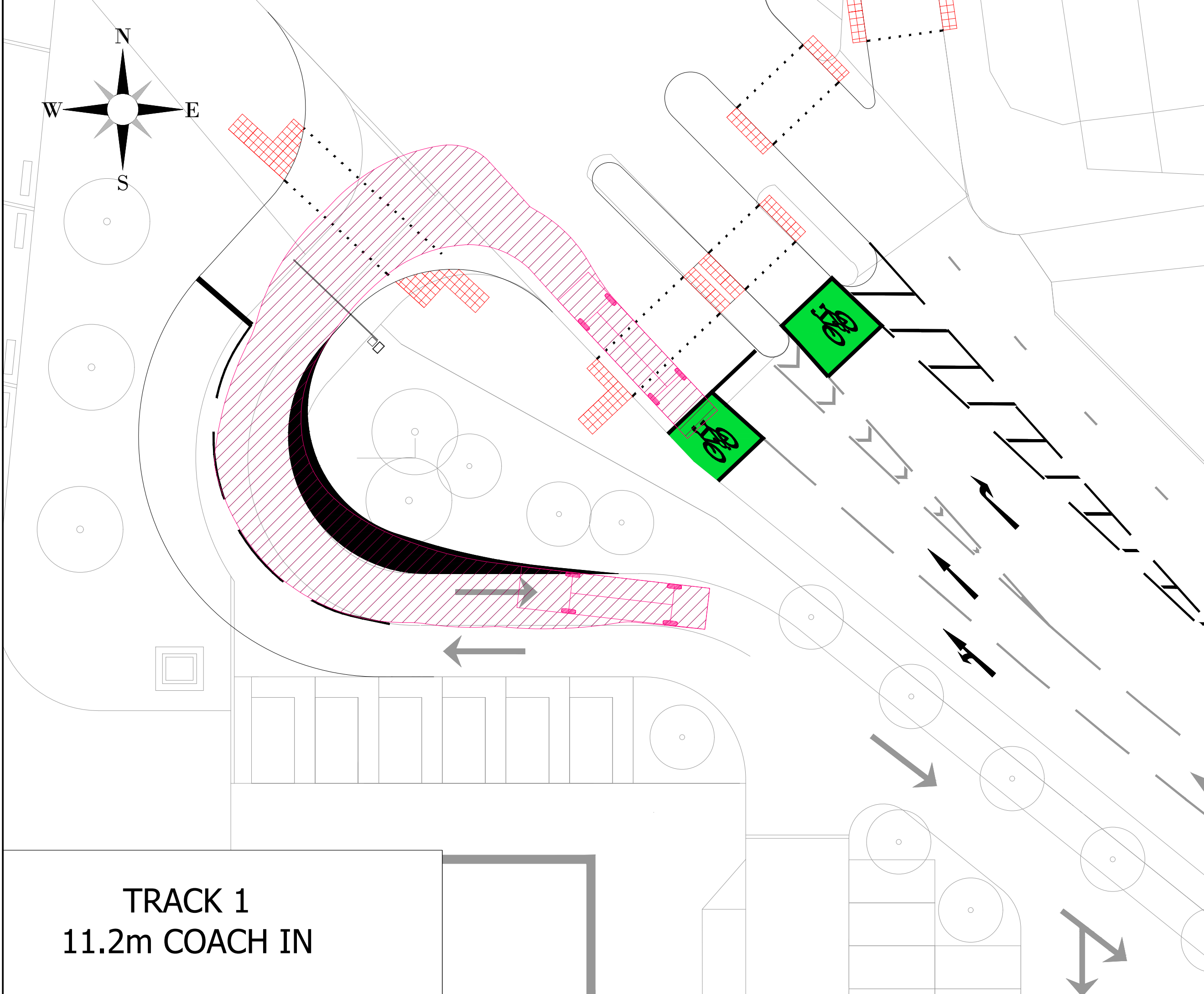
Project:
HYDE ROAD SECONDARY SCHOOL

Drawing Title:
PROPOSED HYDE ROAD VEHICULAR ACCESS

Scale @	A1	Drawn	Date	Checked	Date	Approved	Date
1:250		JG	05/01/21	LB	05/01/21	LR	05/01/21
Project No.	784-B118318	Office	27	Type	C	Drawing No.	P001
						Revision	-

Appendix D: Swept Path Analysis

FILENAME : J:\2020\784-B118318 HYDE ROAD SECONDARY SCHOOL\60 PROJECT OUTPUT\61 WORK IN PROGRESS\CAD\WVG DRAWINGS\784-B118318-TR001.DWG | PLOTTED BY : GORALEWSKI, JAKUB | PLOTTED DATE : 06 January 2021 11:26:57



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VEHICLE INFORMATION:

Dart SLF 11.20m
Overall Length 11.009m
Overall Width 2.401m
Overall Body Height 3.077m
Min Body Ground Clearance 0.312m
Track Width 2.360m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.518m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

PRELIMINARY ISSUE

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TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com

Project:
HYDE ROAD SECONDARY SCHOOL

Drawing Title:
SWEPT PATH ANALYSIS
ACCESS ROAD

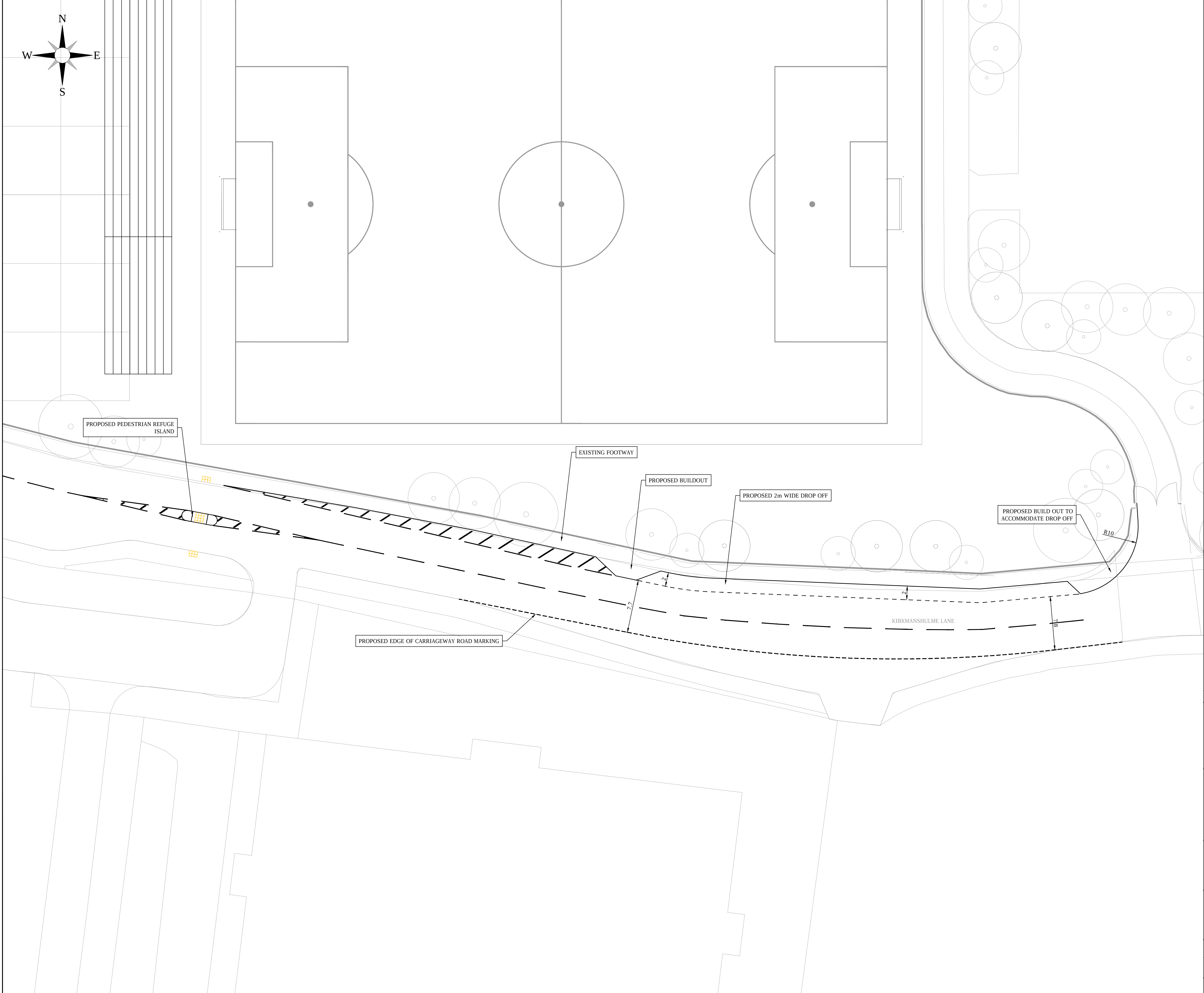
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1:200	JG	05/01/21	LR	05/01/21	LR	05/01/21	

Project No.	Office	Type	Drawing No.	Revision
784-B118318	27	C	TR001	-

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Appendix E: Proposed Improvement on Kirkmanhulme Lane

FILENAME : J:\2020\784-B118318 HYDE ROAD SECONDARY SCHOOL\60 PROJECT OUTPUT\61 WORK IN PROGRESS\CAD\WYG DRAWINGS\784-B118318-P002.DWG | PLOTTED BY : THOMPSON, MATT | PLOTTED DATE : 08 January 2021 10:50:49



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PRELIMINARY ISSUE

REV	DESCRIPTION	BY	CHK	APP	DATE
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MANCHESTER
M17 1HH
TEL: +44 (0)161 872 3223
FAX: +44 (0)161 872 3193
e-mail: manchester@wyg.com



Project:
HYDE ROAD SECONDARY SCHOOL

Drawing Title:
POSSIBLE VEHICLE DROP OFF PROVISION AND
PEDESTRIAN CROSSING ON KIRKMANSHULME
LANE

Scale @	A1	Drawn	Date	Checked	Date	Approved	Date
1:250	JG	05/01/21	LB	05/01/21	LR	05/01/21	
Project No.	Office	Type	Drawing No.	Revision			
784-B118318	27	C	P002	-			

Appendix F: TRICS Output

Calculation Reference: AUDIT-705118-201221-1246

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DV DEVON	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 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:	Number of pupils
Actual Range:	520 to 835 (units:)
Range Selected by User:	520 to 1913 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

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

Selected survey days:

Monday	1 days
Tuesday	1 days

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

Selected survey types:

Manual count	2 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

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

Selected Location Sub Categories:

Residential Zone	2
------------------	---

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:

D1	2 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:

5,001 to 10,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
------------	--------

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

Travel Plan:

No	2 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	2 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

- 1

DV-04-B-04

SECONDARY ACADEMY

EARL RICHARD ' RD SOUTH

EXETER

DEVON
- Suburban Area (PPS6 Out of Centre)

Residential Zone

Total Number of pupils: 835

Survey date: TUESDAY 02/04/19

Survey Type: MANUAL
- 2

NE-04-B-01

SECONDARY SCHOOL

FOXHILLS ROAD

SCUNTHORPE

NORTH EAST LINCOLNSHIRE
- Edge of Town

Residential Zone

Total Number of pupils: 520

Survey date: MONDAY 19/05/14

Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
NY-04-B-03	Includes a 6th Form

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.063	2	678	0.015	2	678	0.078
08:00 - 09:00	2	678	0.118	2	678	0.106	2	678	0.224
09:00 - 10:00	2	678	0.015	2	678	0.012	2	678	0.027
10:00 - 11:00	2	678	0.015	2	678	0.013	2	678	0.028
11:00 - 12:00	2	678	0.013	2	678	0.011	2	678	0.024
12:00 - 13:00	2	678	0.020	2	678	0.024	2	678	0.044
13:00 - 14:00	2	678	0.011	2	678	0.013	2	678	0.024
14:00 - 15:00	2	678	0.038	2	678	0.049	2	678	0.087
15:00 - 16:00	2	678	0.048	2	678	0.083	2	678	0.131
16:00 - 17:00	2	678	0.012	2	678	0.044	2	678	0.056
17:00 - 18:00	2	678	0.029	2	678	0.021	2	678	0.050
18:00 - 19:00	1	835	0.062	1	835	0.022	1	835	0.084
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.444			0.413			0.857	

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: 520 - 835 (units:)
Survey date range: 01/01/12 - 25/09/19
Number of weekdays (Monday-Friday): 2
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 1

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TAXIS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.000	2	678	0.000	2	678	0.000
08:00 - 09:00	2	678	0.002	2	678	0.002	2	678	0.004
09:00 - 10:00	2	678	0.000	2	678	0.000	2	678	0.000
10:00 - 11:00	2	678	0.000	2	678	0.000	2	678	0.000
11:00 - 12:00	2	678	0.001	2	678	0.001	2	678	0.002
12:00 - 13:00	2	678	0.000	2	678	0.000	2	678	0.000
13:00 - 14:00	2	678	0.000	2	678	0.000	2	678	0.000
14:00 - 15:00	2	678	0.001	2	678	0.001	2	678	0.002
15:00 - 16:00	2	678	0.001	2	678	0.001	2	678	0.002
16:00 - 17:00	2	678	0.000	2	678	0.000	2	678	0.000
17:00 - 18:00	2	678	0.000	2	678	0.000	2	678	0.000
18:00 - 19:00	1	835	0.000	1	835	0.000	1	835	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL OGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.001	2	678	0.000	2	678	0.001
08:00 - 09:00	2	678	0.001	2	678	0.001	2	678	0.002
09:00 - 10:00	2	678	0.000	2	678	0.000	2	678	0.000
10:00 - 11:00	2	678	0.001	2	678	0.000	2	678	0.001
11:00 - 12:00	2	678	0.001	2	678	0.001	2	678	0.002
12:00 - 13:00	2	678	0.001	2	678	0.001	2	678	0.002
13:00 - 14:00	2	678	0.000	2	678	0.000	2	678	0.000
14:00 - 15:00	2	678	0.000	2	678	0.001	2	678	0.001
15:00 - 16:00	2	678	0.000	2	678	0.000	2	678	0.000
16:00 - 17:00	2	678	0.000	2	678	0.000	2	678	0.000
17:00 - 18:00	2	678	0.000	2	678	0.000	2	678	0.000
18:00 - 19:00	1	835	0.000	1	835	0.000	1	835	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.005			0.004			0.009	

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY

MULTI-MODAL PSVS

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.000	2	678	0.000	2	678	0.000
08:00 - 09:00	2	678	0.001	2	678	0.000	2	678	0.001
09:00 - 10:00	2	678	0.000	2	678	0.000	2	678	0.000
10:00 - 11:00	2	678	0.001	2	678	0.000	2	678	0.001
11:00 - 12:00	2	678	0.000	2	678	0.000	2	678	0.000
12:00 - 13:00	2	678	0.000	2	678	0.000	2	678	0.000
13:00 - 14:00	2	678	0.000	2	678	0.000	2	678	0.000
14:00 - 15:00	2	678	0.000	2	678	0.001	2	678	0.001
15:00 - 16:00	2	678	0.000	2	678	0.001	2	678	0.001
16:00 - 17:00	2	678	0.000	2	678	0.000	2	678	0.000
17:00 - 18:00	2	678	0.001	2	678	0.001	2	678	0.002
18:00 - 19:00	1	835	0.000	1	835	0.000	1	835	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.003			0.003			0.006

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL CYCLISTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.003	2	678	0.000	2	678	0.003
08:00 - 09:00	2	678	0.038	2	678	0.000	2	678	0.038
09:00 - 10:00	2	678	0.001	2	678	0.000	2	678	0.001
10:00 - 11:00	2	678	0.001	2	678	0.000	2	678	0.001
11:00 - 12:00	2	678	0.000	2	678	0.000	2	678	0.000
12:00 - 13:00	2	678	0.000	2	678	0.000	2	678	0.000
13:00 - 14:00	2	678	0.000	2	678	0.000	2	678	0.000
14:00 - 15:00	2	678	0.000	2	678	0.009	2	678	0.009
15:00 - 16:00	2	678	0.001	2	678	0.027	2	678	0.028
16:00 - 17:00	2	678	0.000	2	678	0.005	2	678	0.005
17:00 - 18:00	2	678	0.001	2	678	0.000	2	678	0.001
18:00 - 19:00	1	835	0.005	1	835	0.001	1	835	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.042			0.092

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.083	2	678	0.018	2	678	0.101
08:00 - 09:00	2	678	0.216	2	678	0.117	2	678	0.333
09:00 - 10:00	2	678	0.018	2	678	0.014	2	678	0.032
10:00 - 11:00	2	678	0.018	2	678	0.016	2	678	0.034
11:00 - 12:00	2	678	0.013	2	678	0.013	2	678	0.026
12:00 - 13:00	2	678	0.024	2	678	0.027	2	678	0.051
13:00 - 14:00	2	678	0.012	2	678	0.018	2	678	0.030
14:00 - 15:00	2	678	0.061	2	678	0.061	2	678	0.122
15:00 - 16:00	2	678	0.072	2	678	0.160	2	678	0.232
16:00 - 17:00	2	678	0.015	2	678	0.077	2	678	0.092
17:00 - 18:00	2	678	0.054	2	678	0.038	2	678	0.092
18:00 - 19:00	1	835	0.122	1	835	0.031	1	835	0.153
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.708			0.590			1.298	

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.041	2	678	0.001	2	678	0.042
08:00 - 09:00	2	678	0.435	2	678	0.002	2	678	0.437
09:00 - 10:00	2	678	0.013	2	678	0.002	2	678	0.015
10:00 - 11:00	2	678	0.004	2	678	0.010	2	678	0.014
11:00 - 12:00	2	678	0.002	2	678	0.001	2	678	0.003
12:00 - 13:00	2	678	0.001	2	678	0.001	2	678	0.002
13:00 - 14:00	2	678	0.004	2	678	0.010	2	678	0.014
14:00 - 15:00	2	678	0.008	2	678	0.193	2	678	0.201
15:00 - 16:00	2	678	0.010	2	678	0.285	2	678	0.295
16:00 - 17:00	2	678	0.000	2	678	0.024	2	678	0.024
17:00 - 18:00	2	678	0.005	2	678	0.001	2	678	0.006
18:00 - 19:00	1	835	0.002	1	835	0.001	1	835	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.525			0.531			1.056	

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
 MULTI-MODAL BUS/TRAM PASSENGERS
 Calculation factor: 1 PUPILS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.004	2	678	0.000	2	678	0.004
08:00 - 09:00	2	678	0.283	2	678	0.001	2	678	0.284
09:00 - 10:00	2	678	0.002	2	678	0.002	2	678	0.004
10:00 - 11:00	2	678	0.001	2	678	0.004	2	678	0.005
11:00 - 12:00	2	678	0.002	2	678	0.001	2	678	0.003
12:00 - 13:00	2	678	0.001	2	678	0.000	2	678	0.001
13:00 - 14:00	2	678	0.003	2	678	0.013	2	678	0.016
14:00 - 15:00	2	678	0.000	2	678	0.029	2	678	0.029
15:00 - 16:00	2	678	0.002	2	678	0.238	2	678	0.240
16:00 - 17:00	2	678	0.000	2	678	0.014	2	678	0.014
17:00 - 18:00	2	678	0.001	2	678	0.001	2	678	0.002
18:00 - 19:00	1	835	0.002	1	835	0.001	1	835	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.301			0.304			0.605

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.000	2	678	0.000	2	678	0.000
08:00 - 09:00	2	678	0.002	2	678	0.000	2	678	0.002
09:00 - 10:00	2	678	0.000	2	678	0.000	2	678	0.000
10:00 - 11:00	2	678	0.001	2	678	0.000	2	678	0.001
11:00 - 12:00	2	678	0.000	2	678	0.000	2	678	0.000
12:00 - 13:00	2	678	0.000	2	678	0.000	2	678	0.000
13:00 - 14:00	2	678	0.001	2	678	0.000	2	678	0.001
14:00 - 15:00	2	678	0.000	2	678	0.000	2	678	0.000
15:00 - 16:00	2	678	0.000	2	678	0.001	2	678	0.001
16:00 - 17:00	2	678	0.000	2	678	0.002	2	678	0.002
17:00 - 18:00	2	678	0.000	2	678	0.000	2	678	0.000
18:00 - 19:00	1	835	0.000	1	835	0.001	1	835	0.001
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.004	2	678	0.000	2	678	0.004
08:00 - 09:00	2	678	0.285	2	678	0.001	2	678	0.286
09:00 - 10:00	2	678	0.002	2	678	0.002	2	678	0.004
10:00 - 11:00	2	678	0.001	2	678	0.004	2	678	0.005
11:00 - 12:00	2	678	0.002	2	678	0.001	2	678	0.003
12:00 - 13:00	2	678	0.001	2	678	0.000	2	678	0.001
13:00 - 14:00	2	678	0.004	2	678	0.013	2	678	0.017
14:00 - 15:00	2	678	0.000	2	678	0.029	2	678	0.029
15:00 - 16:00	2	678	0.002	2	678	0.239	2	678	0.241
16:00 - 17:00	2	678	0.000	2	678	0.016	2	678	0.016
17:00 - 18:00	2	678	0.001	2	678	0.001	2	678	0.002
18:00 - 19:00	1	835	0.002	1	835	0.002	1	835	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.304			0.308			0.612	

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.131	2	678	0.019	2	678	0.150
08:00 - 09:00	2	678	0.974	2	678	0.120	2	678	1.094
09:00 - 10:00	2	678	0.035	2	678	0.018	2	678	0.053
10:00 - 11:00	2	678	0.025	2	678	0.030	2	678	0.055
11:00 - 12:00	2	678	0.018	2	678	0.015	2	678	0.033
12:00 - 13:00	2	678	0.027	2	678	0.029	2	678	0.056
13:00 - 14:00	2	678	0.019	2	678	0.041	2	678	0.060
14:00 - 15:00	2	678	0.069	2	678	0.292	2	678	0.361
15:00 - 16:00	2	678	0.084	2	678	0.711	2	678	0.795
16:00 - 17:00	2	678	0.015	2	678	0.123	2	678	0.138
17:00 - 18:00	2	678	0.061	2	678	0.039	2	678	0.100
18:00 - 19:00	1	835	0.132	1	835	0.036	1	835	0.168
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.590			1.473			3.063	

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL CARS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.025	2	678	0.005	2	678	0.030
08:00 - 09:00	2	678	0.072	2	678	0.074	2	678	0.146
09:00 - 10:00	2	678	0.005	2	678	0.004	2	678	0.009
10:00 - 11:00	2	678	0.007	2	678	0.007	2	678	0.014
11:00 - 12:00	2	678	0.006	2	678	0.006	2	678	0.012
12:00 - 13:00	2	678	0.007	2	678	0.009	2	678	0.016
13:00 - 14:00	2	678	0.007	2	678	0.008	2	678	0.015
14:00 - 15:00	2	678	0.013	2	678	0.007	2	678	0.020
15:00 - 16:00	2	678	0.030	2	678	0.053	2	678	0.083
16:00 - 17:00	2	678	0.010	2	678	0.026	2	678	0.036
17:00 - 18:00	2	678	0.023	2	678	0.015	2	678	0.038
18:00 - 19:00	1	835	0.059	1	835	0.022	1	835	0.081
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.264			0.236			0.500

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL LGVS
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.001	2	678	0.000	2	678	0.001
08:00 - 09:00	2	678	0.002	2	678	0.004	2	678	0.006
09:00 - 10:00	2	678	0.001	2	678	0.001	2	678	0.002
10:00 - 11:00	2	678	0.002	2	678	0.002	2	678	0.004
11:00 - 12:00	2	678	0.000	2	678	0.000	2	678	0.000
12:00 - 13:00	2	678	0.004	2	678	0.002	2	678	0.006
13:00 - 14:00	2	678	0.001	2	678	0.002	2	678	0.003
14:00 - 15:00	2	678	0.001	2	678	0.002	2	678	0.003
15:00 - 16:00	2	678	0.000	2	678	0.001	2	678	0.001
16:00 - 17:00	2	678	0.001	2	678	0.001	2	678	0.002
17:00 - 18:00	2	678	0.002	2	678	0.000	2	678	0.002
18:00 - 19:00	1	835	0.004	1	835	0.000	1	835	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.019			0.015			0.034

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.

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	678	0.000	2	678	0.000	2	678	0.000
08:00 - 09:00	2	678	0.001	2	678	0.000	2	678	0.001
09:00 - 10:00	2	678	0.000	2	678	0.000	2	678	0.000
10:00 - 11:00	2	678	0.000	2	678	0.000	2	678	0.000
11:00 - 12:00	2	678	0.000	2	678	0.000	2	678	0.000
12:00 - 13:00	2	678	0.000	2	678	0.000	2	678	0.000
13:00 - 14:00	2	678	0.000	2	678	0.000	2	678	0.000
14:00 - 15:00	2	678	0.000	2	678	0.000	2	678	0.000
15:00 - 16:00	2	678	0.000	2	678	0.001	2	678	0.001
16:00 - 17:00	2	678	0.000	2	678	0.000	2	678	0.000
17:00 - 18:00	2	678	0.000	2	678	0.000	2	678	0.000
18:00 - 19:00	1	835	0.000	1	835	0.000	1	835	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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.

Appendix G: Traffic Survey Data



SITE: 1

DATE: 08/12/2020

LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

TIME	A to D								TOT	A to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:30	25	2	0	1	0	0	0	28	0	0	0	0	0	0	0	0		
07:45	19	5	2	0	0	2	0	28	0	0	0	0	0	0	0	0		
H/TOT	44	7	2	1	0	2	0	56	0	0	0	0	0	0	0	0		
08:00	35	5	1	0	0	0	0	41	0	0	0	0	0	0	1	1		
08:15	36	4	2	0	0	0	0	42	0	0	0	0	0	0	0	0		
08:30	38	4	2	0	0	0	1	45	0	0	0	0	0	0	0	0		
08:45	32	2	2	0	0	0	0	36	0	0	0	0	0	0	0	0		
H/TOT	141	15	7	0	0	0	1	164	0	0	0	0	0	0	1	1		
09:00	33	2	1	0	1	0	0	37	0	0	0	0	0	0	0	0		
09:15	41	5	0	0	0	0	0	46	0	0	0	0	0	0	0	0		
H/TOT	74	7	1	0	1	0	0	83	0	0	0	0	0	0	0	0		
P/TOT	259	29	10	1	1	2	1	303	0	0	0	0	0	0	1	1		

TIME	A to D								TOT	A to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	50	4	0	0	0	0	0	54	0	0	0	0	0	0	0	0		
15:15	48	2	1	1	1	0	0	53	1	0	0	0	0	0	0	1		
15:30	44	4	3	0	1	0	0	52	0	0	0	0	0	0	0	0		
15:45	63	6	0	1	0	0	0	70	0	0	0	0	0	0	0	0		
H/TOT	205	16	4	2	2	0	0	229	1	0	0	0	0	0	0	1		
16:00	56	4	2	0	1	0	0	63	1	0	0	0	0	0	1	2		
16:15	40	6	2	1	1	0	0	50	1	0	0	0	0	0	0	1		
16:30	59	2	2	0	0	1	0	64	0	0	0	0	0	0	0	0		
16:45	40	3	0	0	0	0	0	43	0	0	0	0	0	0	0	0		
H/TOT	195	15	6	1	2	1	0	220	2	0	0	0	0	0	1	3		
17:00	56	7	0	0	0	0	0	63	0	0	0	0	0	0	0	0		
17:15	46	3	0	0	1	0	1	51	0	0	0	0	0	0	0	0		
17:30	56	4	0	1	0	0	1	62	0	0	0	0	0	0	0	0		
17:45	30	2	0	0	0	0	0	32	0	0	0	0	0	0	0	0		
H/TOT	188	16	0	1	1	0	2	208	0	0	0	0	0	0	0	0		
18:00	46	2	1	0	0	0	1	50	0	0	0	0	0	0	0	0		
18:15	40	3	0	1	0	0	0	44	0	0	0	0	0	0	0	0		
H/TOT	86	5	1	1	0	0	1	94	0	0	0	0	0	0	0	0		
P/TOT	674	52	11	5	5	1	3	751	3	0	0	0	0	0	1	4		



SITE: 1

DATE: 08/12/2020

LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

TIME	A to B								TOT	B to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:30	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	3		
07:45	2	0	0	0	0	0	0	2	2	1	0	0	1	0	0	4		
H/TOT	3	2	0	0	0	0	0	5	5	1	0	0	1	0	0	7		
08:00	2	0	0	0	1	0	0	3	3	0	0	0	0	0	0	3		
08:15	9	0	0	0	0	0	0	9	6	0	0	0	0	0	0	6		
08:30	13	0	0	0	0	0	0	13	5	0	0	0	0	0	0	5		
08:45	6	0	0	0	0	0	0	6	2	1	0	0	0	0	0	3		
H/TOT	30	0	0	0	1	0	0	31	16	1	0	0	0	0	0	17		
09:00	4	2	0	0	0	0	0	6	5	0	0	1	0	0	0	6		
09:15	9	1	0	0	1	0	0	11	11	0	0	0	0	0	0	11		
H/TOT	13	3	0	0	1	0	0	17	16	0	0	1	0	0	0	17		
P/TOT	46	5	0	0	2	0	0	53	37	2	0	1	1	0	0	41		

TIME	A to B								TOT	B to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	9	1	0	0	0	0	0	10	13	0	0	0	0	0	0	13		
15:15	15	0	0	0	0	0	0	15	5	1	0	0	0	0	0	6		
15:30	6	1	0	0	0	0	0	7	8	0	0	0	0	0	0	8		
15:45	14	1	0	0	0	0	0	15	8	1	0	0	0	0	0	9		
H/TOT	44	3	0	0	0	0	0	47	34	2	0	0	0	0	0	36		
16:00	10	0	0	0	1	0	0	11	9	0	0	0	0	0	0	9		
16:15	11	1	0	0	0	0	0	12	12	1	0	0	0	0	0	13		
16:30	10	0	0	0	0	0	0	10	7	0	0	0	0	0	0	7		
16:45	5	0	0	0	0	0	0	5	5	1	0	0	0	0	0	6		
H/TOT	36	1	0	0	1	0	0	38	33	2	0	0	0	0	0	35		
17:00	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9		
17:15	8	0	0	0	0	0	0	8	4	0	0	0	0	0	0	4		
17:30	4	2	0	0	0	0	0	6	4	0	0	0	0	0	0	4		
17:45	2	1	0	0	0	0	0	3	5	0	0	0	0	0	0	5		
H/TOT	23	3	0	0	0	0	0	26	22	0	0	0	0	0	0	22		
18:00	4	0	0	0	0	0	0	4	9	0	0	0	0	0	0	9		
18:15	7	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8		
H/TOT	11	0	0	0	0	0	0	11	17	0	0	0	0	0	0	17		
P/TOT	114	7	0	0	1	0	0	122	106	4	0	0	0	0	0	110		



SITE: 1

DATE: 08/12/2020

LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

TIME	B to D								TOT	B to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:30	74	13	4	3	6	0	0	100	0	0	0	0	0	0	0	0		
07:45	78	16	4	5	5	0	0	108	0	0	0	0	0	0	0	0		
H/TOT	152	29	8	8	11	0	0	208	0	0	0	0	0	0	0	0		
08:00	105	14	6	0	4	1	1	131	0	0	0	0	0	0	0	0		
08:15	89	20	11	2	4	0	0	126	0	0	0	0	0	0	0	0		
08:30	92	14	7	4	6	0	0	123	0	0	0	0	0	0	0	0		
08:45	79	13	10	1	5	0	0	108	0	0	0	0	0	0	0	0		
H/TOT	365	61	34	7	19	1	1	488	0	0	0	0	0	0	0	0		
09:00	80	13	8	0	3	1	0	105	0	0	0	0	0	0	0	0		
09:15	89	15	12	2	4	0	0	122	0	0	0	0	0	0	0	0		
H/TOT	169	28	20	2	7	1	0	227	0	0	0	0	0	0	0	0		
P/TOT	686	118	62	17	37	2	1	923	0	0	0	0	0	0	0	0		

TIME	B to D								TOT	B to C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	136	34	10	6	4	0	0	190	0	0	0	0	0	0	0	0		
15:15	176	30	7	2	4	0	1	220	0	0	0	0	0	0	0	0		
15:30	170	36	3	6	3	0	1	219	0	0	0	0	0	0	0	0		
15:45	167	38	6	3	5	0	3	222	0	0	0	0	0	0	0	0		
H/TOT	649	138	26	17	16	0	5	851	0	0	0	0	0	0	0	0		
16:00	161	29	10	4	3	0	4	211	0	0	0	0	0	0	0	0		
16:15	196	31	5	2	4	1	2	241	0	0	0	0	0	0	0	0		
16:30	173	28	6	2	4	0	1	214	2	0	0	0	0	0	0	2		
16:45	179	17	6	4	5	0	0	211	0	0	0	0	0	0	0	0		
H/TOT	709	105	27	12	16	1	7	877	2	0	0	0	0	0	0	2		
17:00	184	23	1	0	2	0	2	212	0	0	0	0	0	0	0	0		
17:15	192	14	5	1	8	1	2	223	0	0	0	0	0	0	0	0		
17:30	176	9	3	0	3	2	1	194	0	0	0	0	0	0	0	0		
17:45	162	17	4	1	4	1	2	191	0	0	0	0	0	0	0	0		
H/TOT	714	63	13	2	17	4	7	820	0	0	0	0	0	0	0	0		
18:00	170	13	2	2	3	0	0	190	0	0	0	0	0	0	0	0		
18:15	145	3	1	0	6	1	4	160	0	0	0	0	0	0	0	0		
H/TOT	315	16	3	2	9	1	4	350	0	0	0	0	0	0	0	0		
P/TOT	2387	322	69	33	58	6	23	2898	2	0	0	0	0	0	0	2		



SITE: 1

DATE: 08/12/2020

LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

TIME	C to B								TOT	C to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		

TIME	C to B								TOT	C to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
15:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1		
16:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
16:15	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
16:30	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0		
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0		
17:00	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P/TOT	6	0	0	0	0	0	0	6	0	0	0	0	0	0	1	1		



SITE: 1

DATE: 08/12/2020

LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

	C to D									D to C								
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1		
P/TOT	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2		

	C to D									D to C								
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P/TOT	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		



SITE: 1

DATE: 08/12/2020

LOCATION: A57 Hyde Road/Belle Vue Street

DAY: DAY: TUESDAY

TIME	D to B								TOT	D to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:30	180	32	5	5	2	1	0	225	40	5	0	0	0	0	0	45		
07:45	163	28	8	5	5	1	1	211	29	7	2	1	0	0	0	39		
H/TOT	343	60	13	10	7	2	1	436	69	12	2	1	0	0	0	84		
08:00	177	25	6	3	4	2	1	218	32	5	1	0	0	0	1	39		
08:15	156	19	3	3	4	1	3	189	36	2	1	1	0	1	0	41		
08:30	234	23	10	2	3	2	1	275	34	4	2	0	0	0	0	40		
08:45	158	27	4	5	5	0	6	205	39	1	0	1	0	0	0	41		
H/TOT	725	94	23	13	16	5	11	887	141	12	4	2	0	1	1	161		
09:00	153	29	7	5	5	0	1	200	43	3	2	0	4	0	0	52		
09:15	148	25	7	4	3	1	0	188	39	1	1	1	1	0	0	43		
H/TOT	301	54	14	9	8	1	1	388	82	4	3	1	5	0	0	95		
P/TOT	1369	208	50	32	31	8	13	1711	292	28	9	4	5	1	1	340		

TIME	D to B								TOT	D to A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	99	14	7	3	5	0	0	128	41	7	3	0	0	0	0	51		
15:15	109	20	6	5	3	0	0	143	42	3	2	1	1	0	0	49		
15:30	129	21	8	0	5	0	0	163	40	3	1	0	0	0	0	44		
15:45	110	12	5	2	1	0	0	130	30	1	1	0	0	0	0	32		
H/TOT	447	67	26	10	14	0	0	564	153	14	7	1	1	0	0	176		
16:00	105	15	3	4	6	0	1	134	38	4	0	0	0	0	0	42		
16:15	92	15	5	4	3	2	0	121	34	5	1	0	0	0	0	40		
16:30	98	9	4	4	5	1	0	121	48	1	1	0	0	0	0	50		
16:45	107	10	1	3	4	0	0	125	38	5	2	0	0	0	0	45		
H/TOT	402	49	13	15	18	3	1	501	158	15	4	0	0	0	0	177		
17:00	107	18	3	0	4	0	0	132	42	7	1	1	0	1	0	52		
17:15	126	13	1	2	4	2	0	148	37	2	3	0	0	0	0	42		
17:30	130	7	0	0	3	0	0	140	33	2	0	0	0	0	0	35		
17:45	110	11	1	2	3	2	2	131	38	4	0	0	0	0	0	42		
H/TOT	473	49	5	4	14	4	2	551	150	15	4	1	0	1	0	171		
18:00	105	14	2	1	6	0	0	128	32	4	2	0	0	0	0	38		
18:15	113	9	5	1	3	0	0	131	42	2	0	0	0	0	0	44		
H/TOT	218	23	7	2	9	0	0	259	74	6	2	0	0	0	0	82		
P/TOT	1540	188	51	31	55	7	3	1875	535	50	17	2	1	1	0	606		



SITE: 1

DATE: 08/12/2020

LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:30	43	5	0	0	0	0	0	48	26	4	0	1	0	0	0	31		
07:45	31	8	2	1	1	0	0	43	21	5	2	0	0	2	0	30		
H/TOT	74	13	2	1	1	0	0	91	47	9	2	1	0	2	0	61		
08:00	35	5	1	0	0	0	2	43	37	5	1	0	1	0	1	45		
08:15	42	2	1	1	0	1	0	47	45	4	2	0	0	0	0	51		
08:30	39	4	2	0	0	0	0	45	51	4	2	0	0	0	1	58		
08:45	41	2	0	1	0	0	0	44	38	2	2	0	0	0	0	42		
H/TOT	157	13	4	2	0	1	2	179	171	15	7	0	1	0	2	196		
09:00	48	3	2	1	4	0	0	58	37	4	1	0	1	0	0	43		
09:15	50	1	1	1	1	0	0	54	50	6	0	0	1	0	0	57		
H/TOT	98	4	3	2	5	0	0	112	87	10	1	0	2	0	0	100		
P/TOT	329	30	9	5	6	1	2	382	305	34	10	1	3	2	2	357		

TIME	TO ARM A								TOT	FROM ARM A								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	54	7	3	0	0	0	1	65	59	5	0	0	0	0	0	64		
15:15	47	4	2	1	1	0	0	55	64	2	1	1	1	0	0	69		
15:30	48	3	1	0	0	0	0	52	50	5	3	0	1	0	0	59		
15:45	38	2	1	0	0	0	0	41	77	7	0	1	0	0	0	85		
H/TOT	187	16	7	1	1	0	1	213	250	19	4	2	2	0	0	277		
16:00	47	4	0	0	0	0	0	51	67	4	2	0	2	0	1	76		
16:15	46	6	1	0	0	0	0	53	52	7	2	1	1	0	0	63		
16:30	55	1	1	0	0	0	0	57	69	2	2	0	0	1	0	74		
16:45	43	6	2	0	0	0	0	51	45	3	0	0	0	0	0	48		
H/TOT	191	17	4	0	0	0	0	212	233	16	6	1	3	1	1	261		
17:00	51	7	1	1	0	1	0	61	65	7	0	0	0	0	0	72		
17:15	41	2	3	0	0	0	0	46	54	3	0	0	1	0	1	59		
17:30	37	2	0	0	0	0	0	39	60	6	0	1	0	0	1	68		
17:45	43	4	0	0	0	0	0	47	32	3	0	0	0	0	0	35		
H/TOT	172	15	4	1	0	1	0	193	211	19	0	1	1	0	2	234		
18:00	41	4	2	0	0	0	0	47	50	2	1	0	0	0	1	54		
18:15	50	2	0	0	0	0	0	52	47	3	0	1	0	0	0	51		
H/TOT	91	6	2	0	0	0	0	99	97	5	1	1	0	0	1	105		
P/TOT	641	54	17	2	1	1	1	717	791	59	11	5	6	1	4	877		



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LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:30	181	34	5	5	2	1	0	228	77	13	4	3	6	0	0	103		
07:45	165	28	8	5	5	1	1	213	80	17	4	5	6	0	0	112		
H/TOT	346	62	13	10	7	2	1	441	157	30	8	8	12	0	0	215		
08:00	179	25	6	3	5	2	1	221	108	14	6	0	4	1	1	134		
08:15	165	19	3	3	4	1	3	198	95	20	11	2	4	0	0	132		
08:30	247	23	10	2	3	2	1	288	97	14	7	4	6	0	0	128		
08:45	164	27	4	5	5	0	6	211	81	14	10	1	5	0	0	111		
H/TOT	755	94	23	13	17	5	11	918	381	62	34	7	19	1	1	505		
09:00	157	31	7	5	5	0	1	206	85	13	8	1	3	1	0	111		
09:15	157	26	7	4	4	1	0	199	100	15	12	2	4	0	0	133		
H/TOT	314	57	14	9	9	1	1	405	185	28	20	3	7	1	0	244		
P/TOT	1415	213	50	32	33	8	13	1764	723	120	62	18	38	2	1	964		

TIME	TO ARM B								TOT	FROM ARM B								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	108	15	7	3	5	0	0	138		149	34	10	6	4	0	0	203	
15:15	125	20	6	5	3	0	0	159		181	31	7	2	4	0	1	226	
15:30	135	22	8	0	5	0	0	170		178	36	3	6	3	0	1	227	
15:45	124	13	5	2	1	0	0	145		175	39	6	3	5	0	3	231	
H/TOT	492	70	26	10	14	0	0	612		683	140	26	17	16	0	5	887	
16:00	116	15	3	4	7	0	1	146		170	29	10	4	3	0	4	220	
16:15	104	16	5	4	3	2	0	134		208	32	5	2	4	1	2	254	
16:30	110	9	4	4	5	1	0	133		182	28	6	2	4	0	1	223	
16:45	112	10	1	3	4	0	0	130		184	18	6	4	5	0	0	217	
H/TOT	442	50	13	15	19	3	1	543		744	107	27	12	16	1	7	914	
17:00	117	18	3	0	4	0	0	142		193	23	1	0	2	0	2	221	
17:15	134	13	1	2	4	2	0	156		196	14	5	1	8	1	2	227	
17:30	134	9	0	0	3	0	0	146		180	9	3	0	3	2	1	198	
17:45	112	12	1	2	3	2	2	134		167	17	4	1	4	1	2	196	
H/TOT	497	52	5	4	14	4	2	578		736	63	13	2	17	4	7	842	
18:00	109	14	2	1	6	0	0	132		179	13	2	2	3	0	0	199	
18:15	120	9	5	1	3	0	0	138		153	3	1	0	6	1	4	168	
H/TOT	229	23	7	2	9	0	0	270		332	16	3	2	9	1	4	367	
P/TOT	1660	195	51	31	56	7	3	2003		2495	326	69	33	58	6	23	3010	



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LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1		
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
08:30	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	0	0	0	0	1	2	0	0	0	0	0	0	1	1		
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
09:15	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
H/TOT	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0		
P/TOT	1	1	0	0	0	0	1	3	0	0	0	0	0	0	1	1		

TIME	TO ARM C								TOT	FROM ARM C								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
15:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2		
16:00	1	0	0	0	0	0	1	2	1	0	0	0	0	0	0	1		
16:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
16:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2		
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	4	0	0	0	0	0	1	5	4	0	0	0	0	0	0	4		
17:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1		
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
P/TOT	6	0	0	0	0	0	1	7	6	0	0	0	0	0	1	7		



SITE: 1

DATE: 08/12/2020

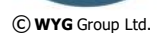
LOCATION: A57 Hyde Road/Belle Vue Street

DAY: TUESDAY

	TO ARM D									FROM ARM D								
TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		
07:30	99	15	4	4	6	0	0	128	220	37	5	5	2	1	0	270		
07:45	97	21	6	5	5	2	0	136	192	35	10	6	5	1	1	250		
H/TOT	196	36	10	9	11	2	0	264	412	72	15	11	7	2	1	520		
08:00	140	19	7	0	4	1	1	172	209	30	7	3	4	2	2	257		
08:15	125	24	13	2	4	0	0	168	192	21	4	4	4	2	3	230		
08:30	130	18	9	4	6	0	1	168	269	27	12	2	3	2	1	316		
08:45	111	15	12	1	5	0	0	144	197	28	4	6	5	0	6	246		
H/TOT	506	76	41	7	19	1	2	652	867	106	27	15	16	6	12	1049		
09:00	113	15	9	0	4	1	0	142	196	32	9	5	9	0	1	252		
09:15	130	20	12	2	4	0	0	168	187	27	8	5	4	1	0	232		
H/TOT	243	35	21	2	8	1	0	310	383	59	17	10	13	1	1	484		
P/TOT	945	147	72	18	38	4	2	1226	1662	237	59	36	36	9	14	2053		

TIME	TO ARM D								TOT	FROM ARM D								TOT
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	CAR		LGV	OGV1	OGV2	PSV	MCL	PCL			
15:00	186	38	10	6	4	0	0	244	140	21	10	3	5	0	0	179		
15:15	224	32	8	3	5	0	1	273	151	23	8	6	4	0	0	192		
15:30	214	40	6	6	4	0	1	271	169	24	9	0	5	0	0	207		
15:45	230	44	6	4	5	0	3	292	140	13	6	2	1	0	0	162		
H/TOT	854	154	30	19	18	0	5	1080	600	81	33	11	15	0	0	740		
16:00	217	33	12	4	4	0	4	274	143	19	3	4	6	0	1	176		
16:15	236	37	7	3	5	1	2	291	126	20	6	4	3	2	0	161		
16:30	232	30	8	2	4	1	1	278	146	10	5	4	5	1	0	171		
16:45	219	20	6	4	5	0	0	254	145	15	3	3	4	0	0	170		
H/TOT	904	120	33	13	18	2	7	1097	560	64	17	15	18	3	1	678		
17:00	240	30	1	0	2	0	2	275	150	25	4	1	4	1	0	185		
17:15	238	17	5	1	9	1	3	274	163	15	4	2	4	2	0	190		
17:30	232	13	3	1	3	2	2	256	163	9	0	0	3	0	0	175		
17:45	192	19	4	1	4	1	2	223	148	15	1	2	3	2	2	173		
H/TOT	902	79	13	3	18	4	9	1028	624	64	9	5	14	5	2	723		
18:00	216	15	3	2	3	0	1	240	137	18	4	1	6	0	0	166		
18:15	185	6	1	1	6	1	4	204	155	11	5	1	3	0	0	175		
H/TOT	401	21	4	3	9	1	5	444	292	29	9	2	9	0	0	341		
P/TOT	3061	374	80	38	63	7	26	3649	2076	238	68	33	56	8	3	2482		

Appendix H: Trip Distribution

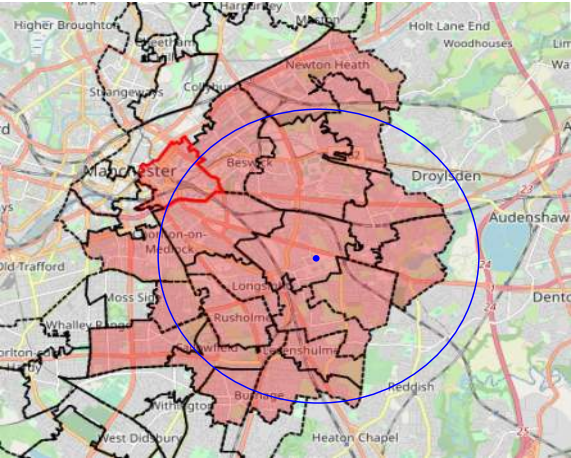


QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 16 December 2020]

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

2011 super output area - middle layer	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	sum of All cars or vans in the area	Households Owning at least 1 car	% Households in School Catchment	Households in School Catchment
E02001055 : Manchester 011	3,829	1,942	1,472	357	48	10	2,371	1,887	0.0%	0
E02001056 : Manchester 012	3,463	1,988	1,201	238	30	6	1,798	1,475	50.0%	738
E02001057 : Manchester 013	4,018	2,335	1,436	227	20	0	1,950	1,683	50.0%	842
E02001059 : Manchester 015	4,369	2,367	1,658	300	35	9	2,399	2,002	100.0%	2002
E02001061 : Manchester 017	3,863	2,163	1,346	305	36	13	2,117	1,700	100.0%	1700
E02001062 : Manchester 018	3,546	2,190	1,133	202	15	6	1,620	1,356	100.0%	1356
E02001063 : Manchester 019	3,629	2,082	1,295	223	22	7	1,888	1,547	30.0%	464
E02001064 : Manchester 020	3,624	1,915	1,408	268	27	6	2,052	1,709	100.0%	1709
E02001065 : Manchester 021	3,787	1,777	1,544	405	53	8	2,547	2,010	100.0%	2010
E02001066 : Manchester 022	3,533	2,067	1,102	290	57	17	1,943	1,466	100.0%	1466
E02001067 : Manchester 023	3,791	2,076	1,392	297	23	3	2,067	1,715	100.0%	1715
E02001069 : Manchester 025	4,059	2,455	1,327	228	41	8	1,945	1,604	75.0%	1203
E02001070 : Manchester 026	3,294	1,710	1,187	315	65	17	2,084	1,584	100.0%	1584
E02001071 : Manchester 027	4,566	2,173	1,887	441	54	11	2,982	2,393	100.0%	2393
E02001074 : Manchester 030	4,299	1,651	1,921	561	123	43	3,603	2,648	0.0%	0
E02001075 : Manchester 031	3,320	1,498	1,447	319	41	15	2,271	1,822	100.0%	1822
E02001076 : Manchester 032	2,965	1,302	1,124	378	118	43	2,420	1,663	50.0%	832
E02001078 : Manchester 034	3,835	1,087	1,812	750	156	30	3,907	2,748	80.0%	2198
E02001080 : Manchester 036	3,367	1,432	1,322	452	120	41	2,768	1,935	35.0%	677
E02006912 : Manchester 055	3,885	2,527	1,181	152	18	7	1,582	1,358	40.0%	543



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.

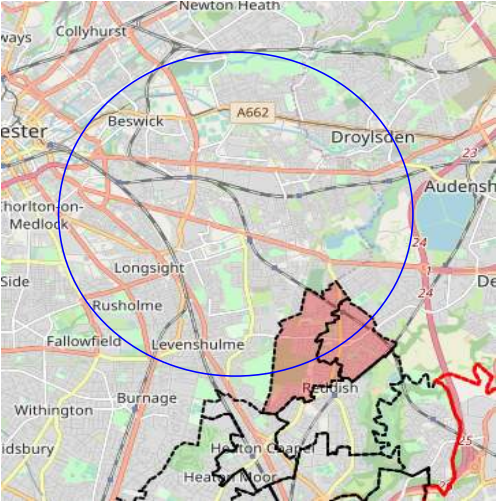
QS416EW - Car or van availability

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population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

2011 super output area - middle layer	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	sum of All cars or vans in the area	Households Owning at least 1 car	% Households in School Catchment	Households in School Catchment
E02001187 : Stockport 001	3076	763	1452	692	140	29	3378	2,313	50.0%	1157
E02001188 : Stockport 002	3503	1152	1666	586	77	22	3165	2,351	50.0%	1176

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.

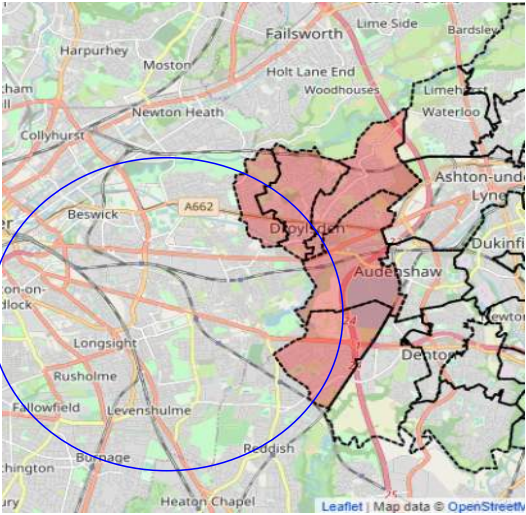


QS416EW - Car or van availability
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population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

2011 super output area - middle layer	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	sum of All cars or vans in the area	Households Owning at least 1 car	% Households in School Catchment	Households in School Catchment
E02001238 : Tameside 010	3422	1038	1446	753	136	49	3572	2,384	10.0%	238
E02001239 : Tameside 011	3897	1263	1846	645	118	25	3608	2,634	40.0%	1054
E02001240 : Tameside 012	2597	648	1275	560	92	22	2762	1,949	90.0%	1754
E02001242 : Tameside 014	2360	418	1068	703	134	37	3032	1,942	10.0%	194
E02001252 : Tameside 024	3293	693	1543	865	159	33	3891	2,600	80.0%	2080

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.



QS416EW - Car or van availability
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population All households; All cars or vans
 units Households
 date 2011
 rural urban Total

											Route Taken To / From the Proposed School					
2011 super output area - middle layer	All categories: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household	sum of All cars or vans in the area	Households Owning at least 1 car	% Households in School Catchment	Households in School Catchment	Route	%	Households in School Catchment	Route	Trips MSOA Level	%
E02001056 : Manchester 012	3,463	1,988	1,201	238	30	6	1,798	1,475	50.0%	738	A	50%	369	A	4434	13.5%
E02001057 : Manchester 013	4,018	2,335	1,436	227	20	0	1,950	1,683	50.0%	842	I	50%	369	B	2888	8.8%
											A	60%	505	C	759	2.3%
E02001059 : Manchester 015	4,369	2,367	1,658	300	35	9	2,399	2,002	100.0%	2002	B	40%	337	D	6233	18.9%
											A	50%	1001	E	4789	14.6%
E02001061 : Manchester 017	3,863	2,163	1,346	305	36	13	2,117	1,700	100.0%	1700	I	50%	1001	F	4816	14.6%
											A	30%	510	G	2704	8.2%
E02001062 : Manchester 018	3,546	2,190	1,133	202	15	6	1,620	1,356	100.0%	1356	C	30%	510	H	3390	10.3%
											D	40%	680	I	2893	8.8%
E02001063 : Manchester 019	3,629	2,082	1,295	223	22	7	1,888	1,547	30.0%	464	A	5%	68	Total	32906	100.0%
											B	95%	1288			
E02001064 : Manchester 020	3,624	1,915	1,408	268	27	6	2,052	1,709	100.0%	1709	B	50%	232			
											E	50%	232			
E02001065 : Manchester 021	3,787	1,777	1,544	405	53	8	2,547	2,010	100.0%	2010	A	20%	342			
											B	20%	342			
E02001066 : Manchester 022	3,533	2,067	1,102	290	57	17	1,943	1,466	100.0%	1466	C	10%	171			
											F	50%	855			
E02001067 : Manchester 023	3,791	2,076	1,392	297	23	3	2,067	1,715	100.0%	1715	D	100%	2010			
											B	10%	147			
E02001069 : Manchester 025	4,059	2,455	1,327	228	41	8	1,945	1,604	75.0%	1203	E	45%	660			
											F	45%	660			
E02001070 : Manchester 026	3,294	1,710	1,187	315	65	17	2,084	1,584	100.0%	1584	D	40%	686			
											G	10%	172			
E02001071 : Manchester 027	4,566	2,173	1,887	441	54	11	2,982	2,393	100.0%	2393	H	50%	858			
											E	100%	1203			
E02001075 : Manchester 031	3,320	1,498	1,447	319	41	15	2,271	1,822	100.0%	1822	E	50%	792			
											F	50%	792			
E02001076 : Manchester 032	2,965	1,302	1,124	378	118	43	2,420	1,663	50.0%	832	E	25%	598			
											F	25%	598			
E02001078 : Manchester 034	3,835	1,087	1,812	750	156	30	3,907	2,748	80.0%	2198	G	25%	598			
											H	25%	598			
E02001080 : Manchester 036	3,367	1,432	1,322	452	120	41	2,768	1,935	35.0%	677	F	33%	607			
											G	33%	607			
E02006912 : Manchester 055	3,885	2,527	1,181	152	18	7	1,582	1,358	40.0%	543	H	33%	607			
											E	50%	416			
E02001187 : Stockport 001	3076	763	1452	692	140	29	3378	2,313	50.0%	1157	F	50%	416			
											E	25%	550			
E02001188 : Stockport 002	3503	1152	1666	586	77	22	3165	2,351	50.0%	1176	G	25%	550			
											H	25%	550			
E02001238 : Tameside 010	3422	1038	1446	753	136	49	3572	2,384	10.0%	238	E	50%	339			
											F	50%	339			
E02001239 : Tameside 011	3897	1263	1846	645	118	25	3608	2,634	40.0%	1054	B	100%	543			
											D	33%	386			
E02001240 : Tameside 012	2597	648	1275	560	92	22	2762	1,949	90.0%	1754	G	33%	386			
											H	33%	386			
E02001242 : Tameside 014	2360	418	1068	703	134	37	3032	1,942	10.0%	194	D	33%	392			
											G	33%	392			
E02001252 : Tameside 024	3293	693	1543	865	159	33	3891	2,600	80.0%	2080	H	33%	392			
											A	50%	119			
											I	50%	119			
											A	50%	527			
											I	50%	527			
											A	50%	877			
											I	50%	877			
											A	60%	117			
											C	40%	78			
											D	100%	2080			
Total											32906					

Route	Trips MSOA Level	%
A	4434	13.5%
B	2888	8.8%
C	759	2.3%
D	6233	18.9%
E	4789	14.6%
F	4816	14.6%
G	2704	8.2%
H	3390	10.3%
I	2893	8.8%
Total	32906	100.0%

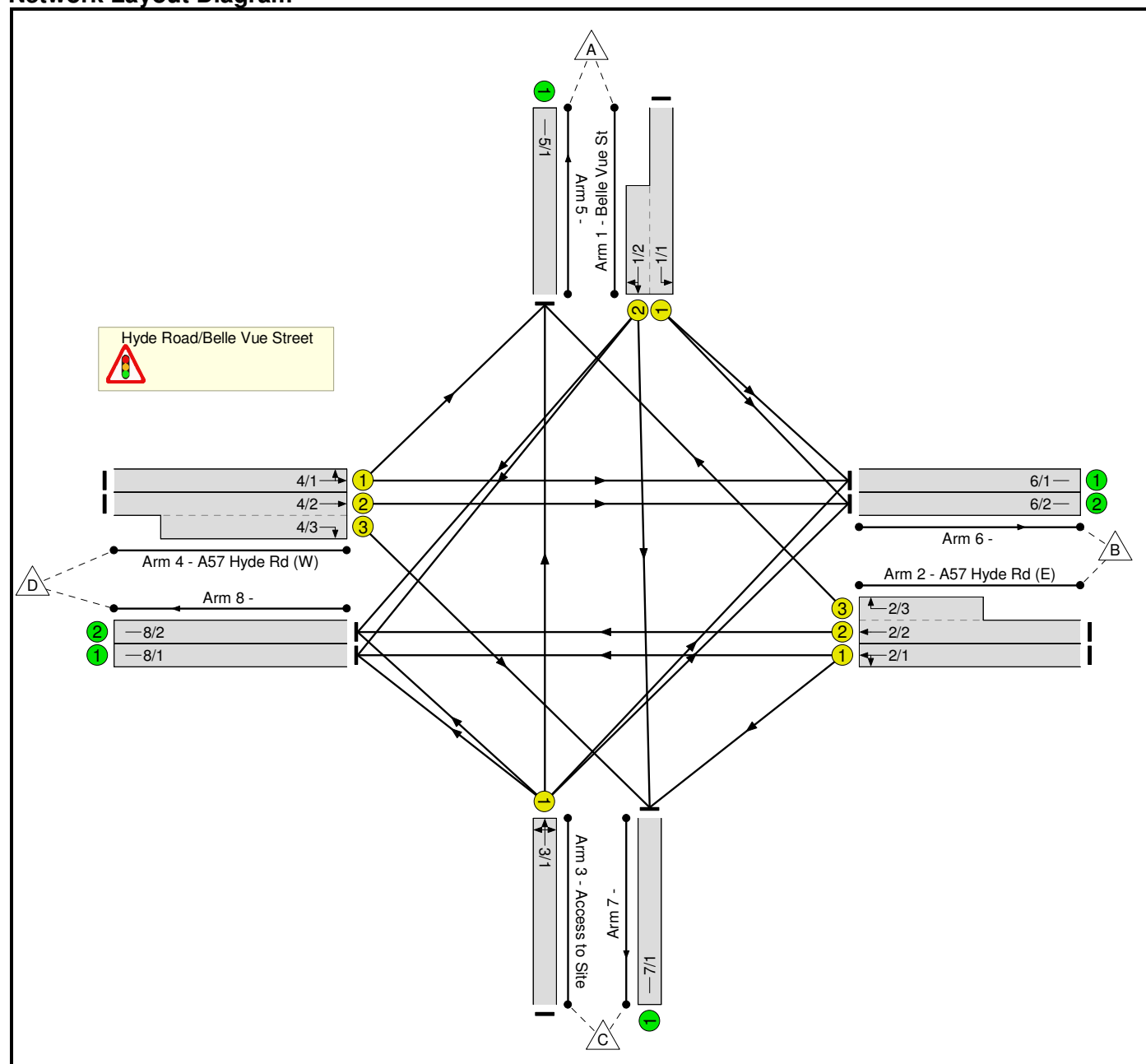
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

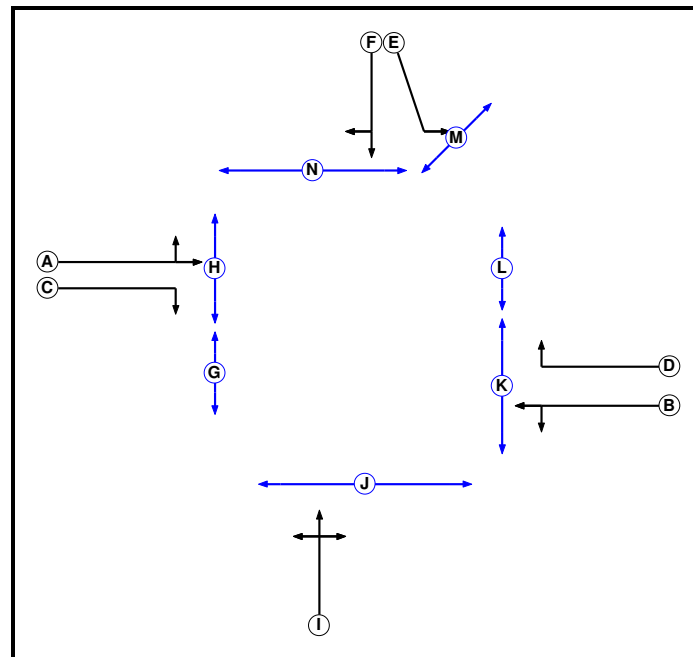
Appendix I: Junctions 9 Output – J1

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J1 Hyde Road_Belle Vue Street v1 (Proposed layout).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram**Phase Input Data**

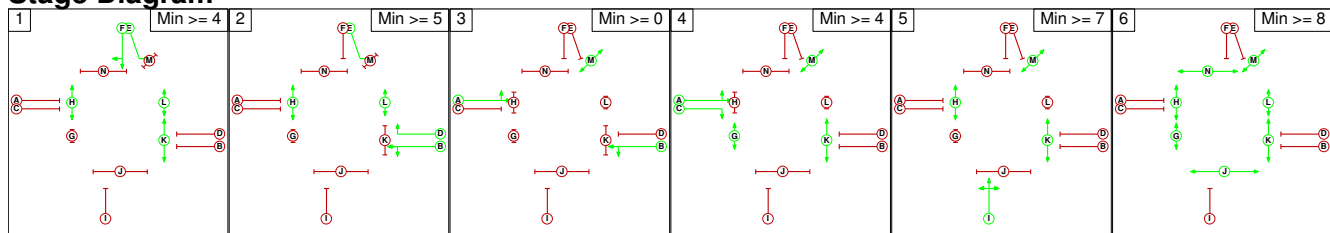
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		6	6
H	Pedestrian		8	8
I	Traffic		7	7
J	Pedestrian		8	8
K	Pedestrian		8	8
L	Pedestrian		6	6
M	Pedestrian		5	5
N	Pedestrian		8	8

Phase Intergreens Matrix

Terminating Phase	Starting Phase														
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
	A		-	-	6	8	8	-	5	5	-	-	6	-	7
	B	-		6	-	-	5	7	-	5	7	5	-	-	-
	C	-	6		-	-	5	-	5	6	8	-	-	-	-
	D	5	-	-		-	6	-	-	5	-	5	-	-	8
	E	5	-	-	-		-	-	-	5	-	-	-	5	-
	F	6	6	6	6	-		9	-	6	9	-	-	-	5
	G	-	6	-	-	-	6		-	6	-	-	-	-	-
	H	7	-	7	-	-	-	-		-	-	-	-	-	-
	I	6	5	5	6	9	6	8	-		5	-	9	-	9
	J	-	7	7	-	-	7	-	-	7		-	-	-	-
	K	-	7	-	7	-	-	-	-	-	-		-	-	-
	L	6	-	-	-	-	-	-	-	6	-	-		-	-
	M	-	-	-	-	5	-	-	-	-	-	-	-		-
	N	7	-	-	7	-	7	-	-	7	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	E F H K L
2	B D E H L
3	A B M
4	A C G K M
5	H I K M
6	G H J K L M N

Stage Diagram

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	3	E	Losing	2	2
1	3	F	Losing	1	1
1	4	E	Losing	2	2
1	4	F	Losing	1	1
2	3	D	Losing	2	2
2	3	E	Losing	2	2
2	4	E	Losing	2	2
4	1	G	Losing	2	2

Prohibited Stage Change

		To Stage					
From Stage		1	2	3	4	5	6
	1		7	7	10	6	9
	2	6		7	7	6	8
	3	8	8		7	5	7
	4	8	8	7		6	8
	5	9	9	7	8		9
	6	7	7	7	7	7	

Give-Way Lane Input Data

Junction: Hyde Road/Belle Vue Street
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Hyde Road/Belle Vue Street												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Belle Vue St)	U	E	2	3	60.0	Geom	-	4.50	0.00	Y	Arm 6 Left	32.29
1/2 (Belle Vue St)	U	F	2	3	7.0	Geom	-	5.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	18.45
2/1 (A57 Hyde Rd (E))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 7 Left	9.79
2/2 (A57 Hyde Rd (E))	U	B	2	3	60.0	Geom	-	3.50	0.00	N	Arm 8 Ahead	Inf
2/3 (A57 Hyde Rd (E))	U	D	2	3	8.0	Geom	-	4.10	0.00	N	Arm 5 Right	9.29
3/1 (Access to Site)	U	I	2	3	60.0	Geom	-	4.14	0.00	Y	Arm 5 Ahead	Inf
											Arm 6 Right	13.59
											Arm 8 Left	10.32
4/1 (A57 Hyde Rd (W))	U	A	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	5.60
											Arm 6 Ahead	Inf
4/2 (A57 Hyde Rd (W))	U	A	2	3	60.0	Geom	-	3.17	0.00	N	Arm 6 Ahead	Inf
4/3 (A57 Hyde Rd (W))	U	C	2	3	13.0	Geom	-	3.39	0.00	N	Arm 7 Right	16.14
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2022 Assessment Flows'	08:00	09:00	01:00	
2: 'PM Peak 2022 Assessment Flows'	16:00	17:00	01:00	
3: 'AM Peak 2027 Assessment Flows'	08:00	09:00	01:00	
4: 'PM Peak 2027 Assessment Flows'	16:00	17:00	01:00	

Scenario 1: 'AM Peak 2022 Assessment Flows (with all-red ped stage)' (FG1: 'AM Peak 2022 Assessment Flows', Plan 1: 'With All-red Ped Stage')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	194	14	35	243
	B	201	0	57	1143	1401
	C	12	40	0	53	105
	D	23	647	47	0	717
	Tot.	236	881	118	1231	2466

Traffic Lane Flows

Lane	Scenario 1: AM Peak 2022 Assessment Flows (with all-red ped stage)
Junction: Hyde Road/Belle Vue Street	
1/1 (with short)	243(In) 194(Out)
1/2 (short)	49
2/1	622
2/2 (with short)	779(In) 578(Out)
2/3 (short)	201
3/1	105
4/1	315
4/2 (with short)	402(In) 355(Out)
4/3 (short)	47
5/1	236
6/1	409
6/2	472
7/1	118
8/1	609
8/2	622

Lane Saturation Flows

Junction: Hyde Road/Belle Vue Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Belle Vue St)	4.50	0.00	Y	Arm 6 Left	32.29	100.0 %	1973	1973
1/2 (Belle Vue St)	5.00	0.00	N	Arm 7 Ahead	Inf	28.6 %	2131	2131
				Arm 8 Right	18.45	71.4 %		
2/1 (A57 Hyde Rd (E))	3.50	0.00	Y	Arm 7 Left	9.79	9.2 %	1938	1938
				Arm 8 Ahead	Inf	90.8 %		
2/2 (A57 Hyde Rd (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (A57 Hyde Rd (E))	4.10	0.00	N	Arm 5 Right	9.29	100.0 %	1864	1864
3/1 (Access to Site)	4.14	0.00	Y	Arm 5 Ahead	Inf	11.4 %	1819	1819
				Arm 6 Right	13.59	38.1 %		
				Arm 8 Left	10.32	50.5 %		
4/1 (A57 Hyde Rd (W))	3.25	0.00	Y	Arm 5 Left	5.60	7.3 %	1903	1903
				Arm 6 Ahead	Inf	92.7 %		
4/2 (A57 Hyde Rd (W))	3.17	0.00	N	Arm 6 Ahead	Inf	100.0 %	2072	2072
4/3 (A57 Hyde Rd (W))	3.39	0.00	N	Arm 7 Right	16.14	100.0 %	1916	1916
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak 2022 Assessment Flows (with all-red ped stage)' (FG2: 'PM Peak 2022 Assessment Flows', Plan 1: 'With All-red Ped Stage')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	278	8	55	341
	B	193	0	19	688	900
	C	9	38	0	37	84
	D	36	1033	23	0	1092
	Tot.	238	1349	50	780	2417

Traffic Lane Flows

Lane	Scenario 2: PM Peak 2022 Assessment Flows (with all-red ped stage)
Junction: Hyde Road/Belle Vue Street	
1/1 (with short)	341(In) 278(Out)
1/2 (short)	63
2/1	654
2/2 (with short)	246(In) 53(Out)
2/3 (short)	193
3/1	84
4/1	511
4/2 (with short)	581(In) 558(Out)
4/3 (short)	23
5/1	238
6/1	633
6/2	716
7/1	50
8/1	681
8/2	99

Lane Saturation Flows

Junction: Hyde Road/Belle Vue Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Belle Vue St)	4.50	0.00	Y	Arm 6 Left	32.29	100.0 %	1973	1973
1/2 (Belle Vue St)	5.00	0.00	N	Arm 7 Ahead	Inf	12.7 %	2106	2106
				Arm 8 Right	18.45	87.3 %		
2/1 (A57 Hyde Rd (E))	3.50	0.00	Y	Arm 7 Left	9.79	2.9 %	1956	1956
				Arm 8 Ahead	Inf	97.1 %		
2/2 (A57 Hyde Rd (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (A57 Hyde Rd (E))	4.10	0.00	N	Arm 5 Right	9.29	100.0 %	1864	1864
3/1 (Access to Site)	4.14	0.00	Y	Arm 5 Ahead	Inf	10.7 %	1821	1821
				Arm 6 Right	13.59	45.2 %		
				Arm 8 Left	10.32	44.0 %		
4/1 (A57 Hyde Rd (W))	3.25	0.00	Y	Arm 5 Left	5.60	7.0 %	1904	1904
				Arm 6 Ahead	Inf	93.0 %		
4/2 (A57 Hyde Rd (W))	3.17	0.00	N	Arm 6 Ahead	Inf	100.0 %	2072	2072
4/3 (A57 Hyde Rd (W))	3.39	0.00	N	Arm 7 Right	16.14	100.0 %	1916	1916
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM Peak 2027 Assessment Flows (with all-red ped stage)' (FG3: 'AM Peak 2027 Assessment Flows', Plan 1: 'With All-red Ped Stage')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	208	14	37	259
	B	215	0	58	1223	1496
	C	12	40	0	53	105
	D	25	693	47	0	765
	Tot.	252	941	119	1313	2625

Traffic Lane Flows

Lane	Scenario 3: AM Peak 2027 Assessment Flows (with all-red ped stage)
Junction: Hyde Road/Belle Vue Street	
1/1 (with short)	259(In) 208(Out)
1/2 (short)	51
2/1	678
2/2 (with short)	818(In) 603(Out)
2/3 (short)	215
3/1	105
4/1	339
4/2 (with short)	426(In) 379(Out)
4/3 (short)	47
5/1	252
6/1	438
6/2	503
7/1	119
8/1	665
8/2	648

Lane Saturation Flows

Junction: Hyde Road/Belle Vue Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Belle Vue St)	4.50	0.00	Y	Arm 6 Left	32.29	100.0 %	1973	1973
1/2 (Belle Vue St)	5.00	0.00	N	Arm 7 Ahead	Inf	27.5 %	2129	2129
				Arm 8 Right	18.45	72.5 %		
2/1 (A57 Hyde Rd (E))	3.50	0.00	Y	Arm 7 Left	9.79	8.6 %	1940	1940
				Arm 8 Ahead	Inf	91.4 %		
2/2 (A57 Hyde Rd (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (A57 Hyde Rd (E))	4.10	0.00	N	Arm 5 Right	9.29	100.0 %	1864	1864
3/1 (Access to Site)	4.14	0.00	Y	Arm 5 Ahead	Inf	11.4 %	1819	1819
				Arm 6 Right	13.59	38.1 %		
				Arm 8 Left	10.32	50.5 %		
4/1 (A57 Hyde Rd (W))	3.25	0.00	Y	Arm 5 Left	5.60	7.4 %	1902	1902
				Arm 6 Ahead	Inf	92.6 %		
4/2 (A57 Hyde Rd (W))	3.17	0.00	N	Arm 6 Ahead	Inf	100.0 %	2072	2072
4/3 (A57 Hyde Rd (W))	3.39	0.00	N	Arm 7 Right	16.14	100.0 %	1916	1916
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM Peak 2027 Assessment Flows (with all-red ped stage)' (FG4: 'PM Peak 2027 Assessment Flows', Plan 1: 'With All-red Ped Stage')

Traffic Flows, Desired

Desired Flow :

Crosstabs: Flow 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	297	8	59	364
	B	206	0	19	733	958
	C	9	38	0	37	84
	D	38	1100	23	0	1161
	Tot.	253	1435	50	829	2567

Traffic Lane Flows

Lane	Scenario 4: PM Peak 2027 Assessment Flows (with all-red ped stage)
Junction: Hyde Road/Belle Vue Street	
1/1 (with short)	364(In) 297(Out)
1/2 (short)	67
2/1	639
2/2 (with short)	319(In) 113(Out)
2/3 (short)	206
3/1	84
4/1	546
4/2 (with short)	615(In) 592(Out)
4/3 (short)	23
5/1	253
6/1	675
6/2	760
7/1	50
8/1	668
8/2	161

Lane Saturation Flows

Junction: Hyde Road/Belle Vue Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Belle Vue St)	4.50	0.00	Y	Arm 6 Left	32.29	100.0 %	1973	1973
1/2 (Belle Vue St)	5.00	0.00	N	Arm 7 Ahead	Inf	11.9 %	2104	2104
				Arm 8 Right	18.45	88.1 %		
2/1 (A57 Hyde Rd (E))	3.50	0.00	Y	Arm 7 Left	9.79	3.0 %	1956	1956
				Arm 8 Ahead	Inf	97.0 %		
2/2 (A57 Hyde Rd (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (A57 Hyde Rd (E))	4.10	0.00	N	Arm 5 Right	9.29	100.0 %	1864	1864
3/1 (Access to Site)	4.14	0.00	Y	Arm 5 Ahead	Inf	10.7 %	1821	1821
				Arm 6 Right	13.59	45.2 %		
				Arm 8 Left	10.32	44.0 %		
4/1 (A57 Hyde Rd (W))	3.25	0.00	Y	Arm 5 Left	5.60	7.0 %	1904	1904
				Arm 6 Ahead	Inf	93.0 %		
4/2 (A57 Hyde Rd (W))	3.17	0.00	N	Arm 6 Ahead	Inf	100.0 %	2072	2072
4/3 (A57 Hyde Rd (W))	3.39	0.00	N	Arm 7 Right	16.14	100.0 %	1916	1916
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'AM Peak 2022 Assessment Flows (without all-red ped stage)' (FG1: 'AM Peak 2022 Assessment Flows', Plan 2: 'Without All-red Ped Stage')

Traffic Flows, Desired

Desired Flow :

Crosstabs: Row 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	194	14	35	243
	B	201	0	57	1143	1401
	C	12	40	0	53	105
	D	23	647	47	0	717
	Tot.	236	881	118	1231	2466

Traffic Lane Flows

Lane	Scenario 5: AM Peak 2022 Assessment Flows (without all-red ped stage)
Junction: Hyde Road/Belle Vue Street	
1/1 (with short)	243(In) 194(Out)
1/2 (short)	49
2/1	622
2/2 (with short)	779(In) 578(Out)
2/3 (short)	201
3/1	105
4/1	315
4/2 (with short)	402(In) 355(Out)
4/3 (short)	47
5/1	236
6/1	409
6/2	472
7/1	118
8/1	609
8/2	622

Lane Saturation Flows

Junction: Hyde Road/Belle Vue Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Belle Vue St)	4.50	0.00	Y	Arm 6 Left	32.29	100.0 %	1973	1973
1/2 (Belle Vue St)	5.00	0.00	N	Arm 7 Ahead	Inf	28.6 %	2131	2131
				Arm 8 Right	18.45	71.4 %		
2/1 (A57 Hyde Rd (E))	3.50	0.00	Y	Arm 7 Left	9.79	9.2 %	1938	1938
				Arm 8 Ahead	Inf	90.8 %		
2/2 (A57 Hyde Rd (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (A57 Hyde Rd (E))	4.10	0.00	N	Arm 5 Right	9.29	100.0 %	1864	1864
3/1 (Access to Site)	4.14	0.00	Y	Arm 5 Ahead	Inf	11.4 %	1819	1819
				Arm 6 Right	13.59	38.1 %		
				Arm 8 Left	10.32	50.5 %		
4/1 (A57 Hyde Rd (W))	3.25	0.00	Y	Arm 5 Left	5.60	7.3 %	1903	1903
				Arm 6 Ahead	Inf	92.7 %		
4/2 (A57 Hyde Rd (W))	3.17	0.00	N	Arm 6 Ahead	Inf	100.0 %	2072	2072
4/3 (A57 Hyde Rd (W))	3.39	0.00	N	Arm 7 Right	16.14	100.0 %	1916	1916
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM Peak 2022 Assessment Flows (without all-red ped stage)' (FG2: 'PM Peak 2022 Assessment Flows', Plan 2: 'Without All-red Ped Stage')

Traffic Flows, Desired

Desired Flow :

Desired Flow						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	278	8	55	341
	B	193	0	19	688	900
	C	9	38	0	37	84
	D	36	1033	23	0	1092
	Tot.	238	1349	50	780	2417

Traffic Lane Flows

Lane	Scenario 6: PM Peak 2022 Assessment Flows (without all-red ped stage)
Junction: Hyde Road/Belle Vue Street	
1/1 (with short)	341(In) 278(Out)
1/2 (short)	63
2/1	654
2/2 (with short)	246(In) 53(Out)
2/3 (short)	193
3/1	84
4/1	511
4/2 (with short)	581(In) 558(Out)
4/3 (short)	23
5/1	238
6/1	633
6/2	716
7/1	50
8/1	681
8/2	99

Lane Saturation Flows

Junction: Hyde Road/Belle Vue Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Belle Vue St)	4.50	0.00	Y	Arm 6 Left	32.29	100.0 %	1973	1973
1/2 (Belle Vue St)	5.00	0.00	N	Arm 7 Ahead	Inf	12.7 %	2106	2106
				Arm 8 Right	18.45	87.3 %		
2/1 (A57 Hyde Rd (E))	3.50	0.00	Y	Arm 7 Left	9.79	2.9 %	1956	1956
				Arm 8 Ahead	Inf	97.1 %		
2/2 (A57 Hyde Rd (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (A57 Hyde Rd (E))	4.10	0.00	N	Arm 5 Right	9.29	100.0 %	1864	1864
				Arm 5 Ahead	Inf	10.7 %		
3/1 (Access to Site)	4.14	0.00	Y	Arm 6 Right	13.59	45.2 %	1821	1821
				Arm 8 Left	10.32	44.0 %		
4/1 (A57 Hyde Rd (W))	3.25	0.00	Y	Arm 5 Left	5.60	7.0 %	1904	1904
				Arm 6 Ahead	Inf	93.0 %		
4/2 (A57 Hyde Rd (W))	3.17	0.00	N	Arm 6 Ahead	Inf	100.0 %	2072	2072
4/3 (A57 Hyde Rd (W))	3.39	0.00	N	Arm 7 Right	16.14	100.0 %	1916	1916
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'AM Peak 2027 Assessment Flows (without all-red ped stage)' (FG3: 'AM Peak 2027 Assessment Flows', Plan 2: 'Without All-red Ped Stage')

Traffic Flows, Desired**Desired Flow :**

Desired Flow						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	208	14	37	259
	B	215	0	58	1223	1496
	C	12	40	0	53	105
	D	25	693	47	0	765
	Tot.	252	941	119	1313	2625

Traffic Lane Flows

Lane	Scenario 7: AM Peak 2027 Assessment Flows (without all-red ped stage)
Junction: Hyde Road/Belle Vue Street	
1/1 (with short)	259(In) 208(Out)
1/2 (short)	51
2/1	678
2/2 (with short)	818(In) 603(Out)
2/3 (short)	215
3/1	105
4/1	339
4/2 (with short)	426(In) 379(Out)
4/3 (short)	47
5/1	252
6/1	438
6/2	503
7/1	119
8/1	665
8/2	648

Lane Saturation Flows

Junction: Hyde Road/Belle Vue Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Belle Vue St)	4.50	0.00	Y	Arm 6 Left	32.29	100.0 %	1973	1973
1/2 (Belle Vue St)	5.00	0.00	N	Arm 7 Ahead	Inf	27.5 %	2129	2129
				Arm 8 Right	18.45	72.5 %		
2/1 (A57 Hyde Rd (E))	3.50	0.00	Y	Arm 7 Left	9.79	8.6 %	1940	1940
				Arm 8 Ahead	Inf	91.4 %		
2/2 (A57 Hyde Rd (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (A57 Hyde Rd (E))	4.10	0.00	N	Arm 5 Right	9.29	100.0 %	1864	1864
3/1 (Access to Site)	4.14	0.00	Y	Arm 5 Ahead	Inf	11.4 %	1819	1819
				Arm 6 Right	13.59	38.1 %		
				Arm 8 Left	10.32	50.5 %		
4/1 (A57 Hyde Rd (W))	3.25	0.00	Y	Arm 5 Left	5.60	7.4 %	1902	1902
				Arm 6 Ahead	Inf	92.6 %		
4/2 (A57 Hyde Rd (W))	3.17	0.00	N	Arm 6 Ahead	Inf	100.0 %	2072	2072
4/3 (A57 Hyde Rd (W))	3.39	0.00	N	Arm 7 Right	16.14	100.0 %	1916	1916
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM Peak 2027 Assessment Flows (without all-red ped stage)' (FG4: 'PM Peak 2027 Assessment Flows', Plan 2: 'Without All-red Ped Stage')

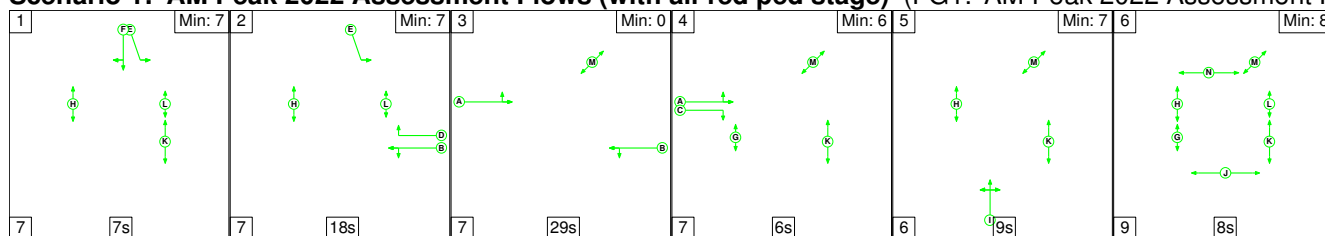
Traffic Flows, Desired**Desired Flow :**

Crossed Flow 1						
	Destination					
Origin		A	B	C	D	Tot.
	A	0	297	8	59	364
	B	206	0	19	733	958
	C	9	38	0	37	84
	D	38	1100	23	0	1161
	Tot.	253	1435	50	829	2567

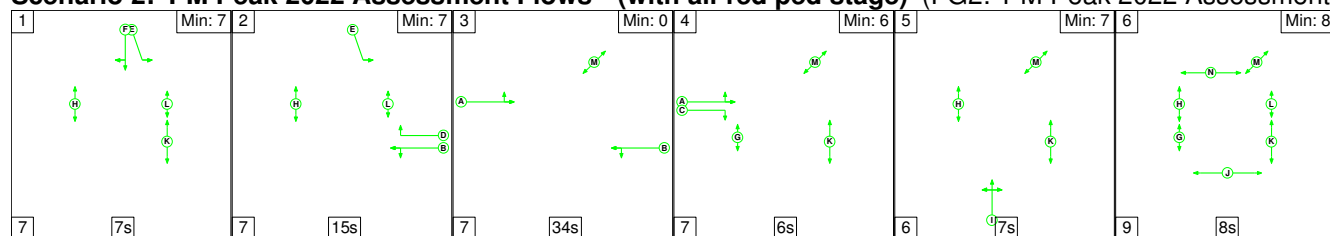
Traffic Lane Flows

Lane	Scenario 8: PM Peak 2027 Assessment Flows (without all-red ped stage)
Junction: Hyde Road/Belle Vue Street	
1/1 (with short)	364(In) 297(Out)
1/2 (short)	67
2/1	639
2/2 (with short)	319(In) 113(Out)
2/3 (short)	206
3/1	84
4/1	546
4/2 (with short)	615(In) 592(Out)
4/3 (short)	23
5/1	253
6/1	675
6/2	760
7/1	50
8/1	668
8/2	161

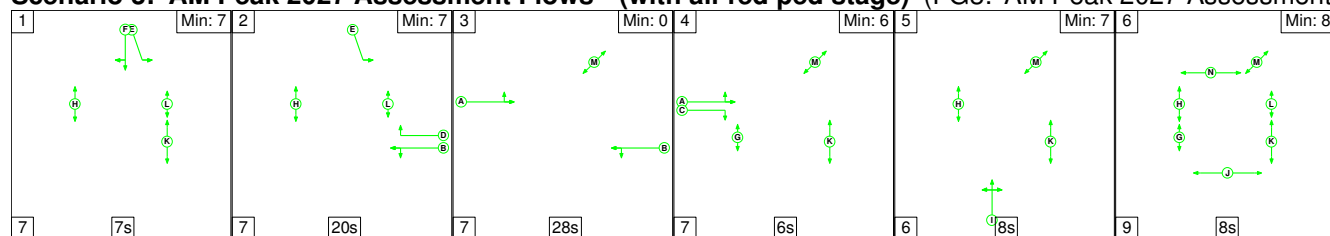
Junction: Hyde Road/Belle Vue Street								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Belle Vue St)	4.50	0.00	Y	Arm 6 Left	32.29	100.0 %	1973	1973
1/2 (Belle Vue St)	5.00	0.00	N	Arm 7 Ahead	Inf	11.9 %	2104	2104
				Arm 8 Right	18.45	88.1 %		
2/1 (A57 Hyde Rd (E))	3.50	0.00	Y	Arm 7 Left	9.79	3.0 %	1956	1956
				Arm 8 Ahead	Inf	97.0 %		
2/2 (A57 Hyde Rd (E))	3.50	0.00	N	Arm 8 Ahead	Inf	100.0 %	2105	2105
2/3 (A57 Hyde Rd (E))	4.10	0.00	N	Arm 5 Right	9.29	100.0 %	1864	1864
3/1 (Access to Site)	4.14	0.00	Y	Arm 5 Ahead	Inf	10.7 %	1821	1821
				Arm 6 Right	13.59	45.2 %		
				Arm 8 Left	10.32	44.0 %		
4/1 (A57 Hyde Rd (W))	3.25	0.00	Y	Arm 5 Left	5.60	7.0 %	1904	1904
				Arm 6 Ahead	Inf	93.0 %		
4/2 (A57 Hyde Rd (W))	3.17	0.00	N	Arm 6 Ahead	Inf	100.0 %	2072	2072
4/3 (A57 Hyde Rd (W))	3.39	0.00	N	Arm 7 Right	16.14	100.0 %	1916	1916
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Stage Sequence Diagram**Scenario 1: 'AM Peak 2022 Assessment Flows (with all-red ped stage)'** (FG1: 'AM Peak 2022 Assessment Flows', Plan 1: 'With All-red Ped Stage')**Network Results**

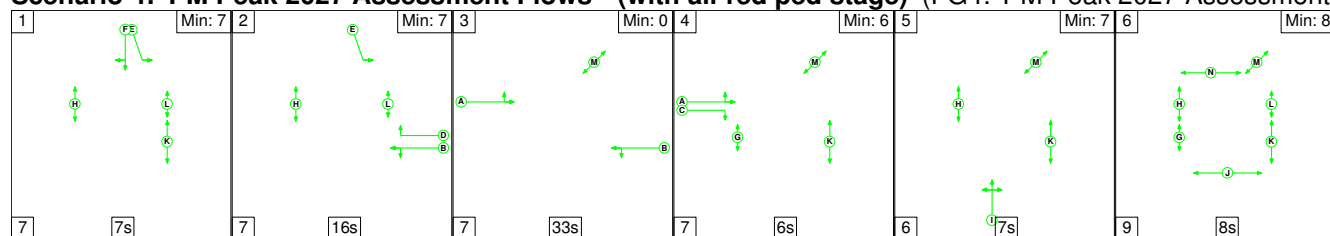
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	76.4%	22.4	5.1	27.5	-	-	-	-
Hyde Road/Belle Vue Street	-	-	-	-	-	76.4%	22.4	5.1	27.5	-	-	-	-
1/1+1/2	Belle Vue St Left Ahead Right	E F	243	1973:2131	664	36.6%	2.4	0.3	2.7	40.5	5.0	0.3	5.2
2/1	A57 Hyde Rd (E) Left Ahead	B	622	1938	888	70.0%	4.5	1.2	5.6	32.6	16.4	1.2	17.6
2/2+2/3	A57 Hyde Rd (E) Right Ahead	B D	779	2105:1864	1019	76.4%	7.7	1.6	9.3	43.1	18.2	1.6	19.8
3/1	Access to Site Ahead Right Left	I	105	1819	152	69.3%	1.6	1.1	2.6	90.5	3.4	1.1	4.5
4/1	A57 Hyde Rd (W) Left Ahead	A	315	1903	682	46.2%	2.6	0.4	3.0	34.5	8.1	0.4	8.5
4/2+4/3	A57 Hyde Rd (W) Ahead Right	A C	402	2072:1916	784	51.3%	3.6	0.5	4.2	37.3	9.1	0.5	9.6
C1			PRC for Signalled Lanes (%):	17.8	Total Delay for Signalled Lanes (pcuHr):			27.51	Cycle Time (s): 120				
			PRC Over All Lanes (%):	17.8	Total Delay Over All Lanes(pcuHr):			27.51					

Stage Sequence Diagram**Scenario 2: 'PM Peak 2022 Assessment Flows (with all-red ped stage)' (FG2: 'PM Peak 2022 Assessment Flows', Plan 1: 'With All-red Ped Stage')****Network Results**

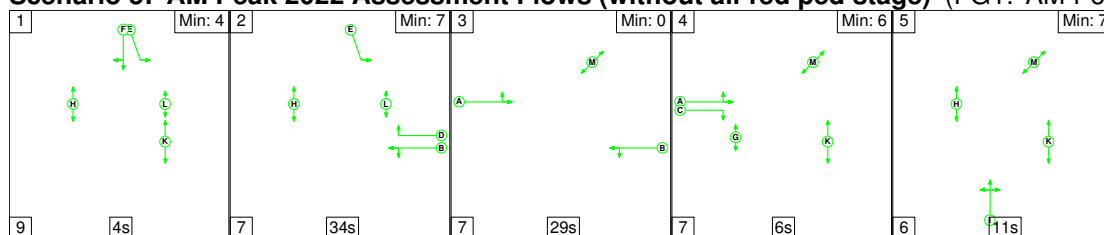
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	70.4%	21.6	6.1	27.7	-	-	-	-
Hyde Road/Belle Vue Street	-	-	-	-	-	70.4%	21.6	6.1	27.7	-	-	-	-
1/1+1/2	Belle Vue St Left Ahead Right	E F	341	1973:2106	607	56.2%	3.8	0.6	4.5	47.1	7.9	0.6	8.5
2/1	A57 Hyde Rd (E) Left Ahead	B	654	1956	929	70.4%	4.5	1.2	5.7	31.3	17.1	1.2	18.3
2/2+2/3	A57 Hyde Rd (E) Right Ahead	B D	246	2105:1864	354	69.6%	2.8	1.1	4.0	58.0	6.1	1.1	7.2
3/1	Access to Site Ahead Right Left	I	84	1821	121	69.2%	1.3	1.1	2.3	100.4	2.7	1.1	3.8
4/1	A57 Hyde Rd (W) Left Ahead	A	511	1904	762	67.1%	4.2	1.0	5.2	36.7	13.9	1.0	14.9
4/2+4/3	A57 Hyde Rd (W) Ahead Right	A C	581	2072:1916	836	69.5%	4.9	1.1	6.1	37.5	15.6	1.1	16.7
C1			PRC for Signalled Lanes (%):		27.9	Total Delay for Signalled Lanes (pcuHr):			27.72	Cycle Time (s): 120			
			PRC Over All Lanes (%):		27.9	Total Delay Over All Lanes(pcuHr):			27.72				

Stage Sequence Diagram**Scenario 3: 'AM Peak 2027 Assessment Flows (with all-red ped stage)' (FG3: 'AM Peak 2027 Assessment Flows', Plan 1: 'With All-red Ped Stage')****Network Results**

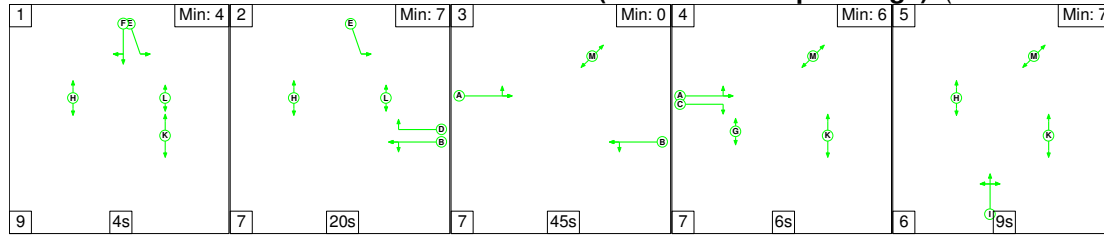
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	78.8%	23.9	6.3	30.2	-	-	-	-
Hyde Road/Belle Vue Street	-	-	-	-	-	78.8%	23.9	6.3	30.2	-	-	-	-
1/1+1/2	Belle Vue St Left Ahead Right	E F	259	1973:2129	697	37.2%	2.5	0.3	2.8	39.2	5.2	0.3	5.5
2/1	A57 Hyde Rd (E) Left Ahead	B	678	1940	905	74.9%	4.9	1.5	6.4	34.1	18.5	1.5	19.9
2/2+2/3	A57 Hyde Rd (E) Right Ahead	B D	818	2105:1864	1038	78.8%	8.0	1.8	9.8	43.2	19.4	1.8	21.2
3/1	Access to Site Ahead Right Left	I	105	1819	136	77.0%	1.6	1.5	3.1	106.7	3.4	1.5	4.9
4/1	A57 Hyde Rd (W) Left Ahead	A	339	1902	666	50.9%	2.9	0.5	3.4	36.3	8.9	0.5	9.4
4/2+4/3	A57 Hyde Rd (W) Ahead Right	A C	426	2072:1916	764	55.8%	4.0	0.6	4.6	38.8	10.0	0.6	10.6
C1			PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):			30.17	Cycle Time (s): 120				
			PRC Over All Lanes (%):	14.2	Total Delay Over All Lanes(pcuHr):			30.17					

Stage Sequence Diagram**Scenario 4: 'PM Peak 2027 Assessment Flows (with all-red ped stage)' (FG4: 'PM Peak 2027 Assessment Flows', Plan 1: 'With All-red Ped Stage')****Network Results**

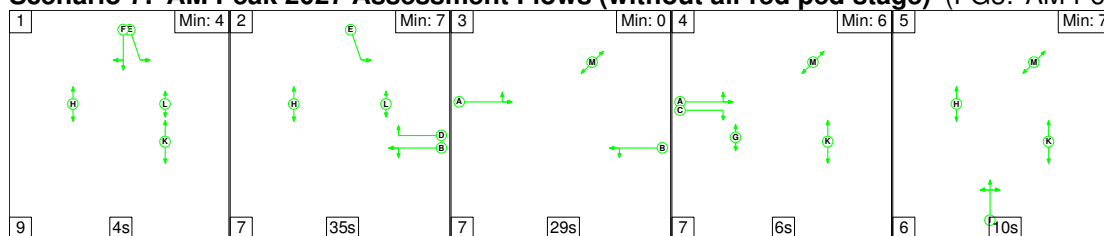
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	75.2%	23.3	7.0	30.3	-	-	-	-
Hyde Road/Belle Vue Street	-	-	-	-	-	75.2%	23.3	7.0	30.3	-	-	-	-
1/1+1/2	Belle Vue St Left Ahead Right	E F	364	1973:2104	623	58.4%	4.1	0.7	4.8	47.9	8.5	0.7	9.2
2/1	A57 Hyde Rd (E) Left Ahead	B	639	1956	929	68.8%	4.4	1.1	5.5	30.7	16.5	1.1	17.6
2/2+2/3	A57 Hyde Rd (E) Right Ahead	B D	319	2105:1864	436	73.1%	3.3	1.3	4.6	52.1	6.5	1.3	7.8
3/1	Access to Site Ahead Right Left	I	84	1821	121	69.2%	1.3	1.1	2.3	100.4	2.7	1.1	3.8
4/1	A57 Hyde Rd (W) Left Ahead	A	546	1904	746	73.2%	4.7	1.3	6.1	40.0	15.5	1.3	16.8
4/2+4/3	A57 Hyde Rd (W) Ahead Right	A C	615	2072:1916	818	75.2%	5.5	1.5	7.0	40.7	17.1	1.5	18.6
C1			PRC for Signalled Lanes (%):		19.8	Total Delay for Signalled Lanes (pcuHr):			30.28	Cycle Time (s): 120			
			PRC Over All Lanes (%):		19.8	Total Delay Over All Lanes(pcuHr):			30.28				

Stage Sequence Diagram**Scenario 5: 'AM Peak 2022 Assessment Flows (without all-red ped stage)'** (FG1: 'AM Peak 2022 Assessment Flows', Plan 2: 'Without All-red Ped Stage')**Network Results**

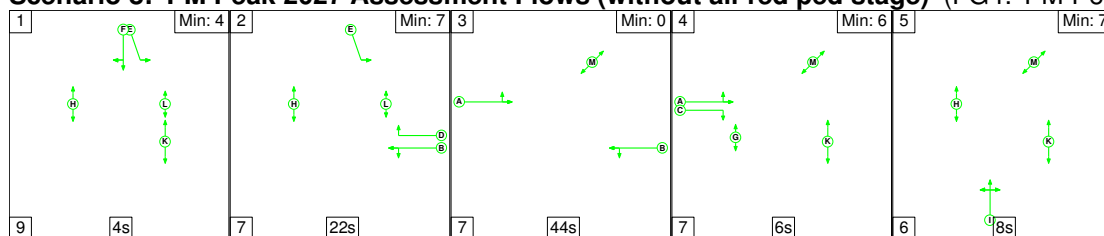
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	60.3%	16.4	3.2	19.6	-	-	-	-
Hyde Road/Belle Vue Street	-	-	-	-	-	60.3%	16.4	3.2	19.6	-	-	-	-
1/1+1/2	Belle Vue St Left Ahead Right	E F	243	1973:2131	819	29.7%	2.0	0.2	2.2	33.0	4.3	0.2	4.5
2/1	A57 Hyde Rd (E) Left Ahead	B	622	1938	1147	54.2%	2.5	0.6	3.1	18.2	12.4	0.6	13.0
2/2+2/3	A57 Hyde Rd (E) Right Ahead	B D	779	2105:1864	1291	60.3%	4.1	0.8	4.9	22.4	12.6	0.8	13.3
3/1	Access to Site Ahead Right Left	I	105	1819	182	57.7%	1.5	0.7	2.2	74.6	3.3	0.7	4.0
4/1	A57 Hyde Rd (W) Left Ahead	A	315	1903	682	46.2%	2.6	0.4	3.0	34.5	8.1	0.4	8.5
4/2+4/3	A57 Hyde Rd (W) Ahead Right	A C	402	2072:1916	784	51.3%	3.6	0.5	4.2	37.3	9.1	0.5	9.6
C1			PRC for Signalled Lanes (%):	49.2	Total Delay for Signalled Lanes (pcuHr):			19.58	Cycle Time (s): 120				
			PRC Over All Lanes (%):	49.2	Total Delay Over All Lanes(pcuHr):			19.58					

Stage Sequence Diagram**Scenario 6: 'PM Peak 2022 Assessment Flows (without all-red ped stage)'** (FG2: 'PM Peak 2022 Assessment Flows', Plan 2: 'Without All-red Ped Stage')**Network Results**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	56.8%	16.6	3.8	20.4	-	-	-	-
Hyde Road/Belle Vue Street	-	-	-	-	-	56.8%	16.6	3.8	20.4	-	-	-	-
1/1+1/2	Belle Vue St Left Ahead Right	E F	341	1973:2106	607	56.2%	3.7	0.6	4.4	46.2	7.9	0.6	8.6
2/1	A57 Hyde Rd (E) Left Ahead	B	654	1956	1190	55.0%	2.5	0.6	3.1	17.2	12.7	0.6	13.3
2/2+2/3	A57 Hyde Rd (E) Right Ahead	B D	246	2105:1864	433	56.8%	2.5	0.7	3.1	45.9	5.8	0.7	6.4
3/1	Access to Site Ahead Right Left	I	84	1821	152	55.4%	1.2	0.6	1.8	79.0	2.7	0.6	3.3
4/1	A57 Hyde Rd (W) Left Ahead	A	511	1904	936	54.6%	3.0	0.6	3.6	25.4	11.8	0.6	12.4
4/2+4/3	A57 Hyde Rd (W) Ahead Right	A C	581	2072:1916	1026	56.6%	3.6	0.7	4.3	26.5	12.9	0.7	13.5
C1 PRC for Signalled Lanes (%): 58.5 Total Delay for Signalled Lanes (pcuHr): 20.36 Cycle Time (s): 120 PRC Over All Lanes (%): 58.5 Total Delay Over All Lanes(pcuHr): 20.36													

Stage Sequence Diagram**Scenario 7: 'AM Peak 2027 Assessment Flows (without all-red ped stage)'** (FG3: 'AM Peak 2027 Assessment Flows', Plan 2: 'Without All-red Ped Stage')**Network Results**

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	63.0%	17.4	3.7	21.1	-	-	-	-
Hyde Road/Belle Vue Street	-	-	-	-	-	63.0%	17.4	3.7	21.1	-	-	-	-
1/1+1/2	Belle Vue St Left Ahead Right	E F	259	1973:2129	834	31.0%	2.1	0.2	2.3	32.5	4.6	0.2	4.8
2/1	A57 Hyde Rd (E) Left Ahead	B	678	1940	1164	58.2%	2.8	0.7	3.5	18.5	13.7	0.7	14.4
2/2+2/3	A57 Hyde Rd (E) Right Ahead	B D	818	2105:1864	1303	62.8%	4.3	0.8	5.1	22.4	13.3	0.8	14.1
3/1	Access to Site Ahead Right Left	I	105	1819	167	63.0%	1.5	0.8	2.4	80.9	3.4	0.8	4.2
4/1	A57 Hyde Rd (W) Left Ahead	A	339	1902	682	49.7%	2.8	0.5	3.3	35.3	8.8	0.5	9.3
4/2+4/3	A57 Hyde Rd (W) Ahead Right	A C	426	2072:1916	781	54.6%	3.9	0.6	4.5	37.9	9.9	0.6	10.5
C1			PRC for Signalled Lanes (%):		42.9	Total Delay for Signalled Lanes (pcuHr):			21.08	Cycle Time (s): 120			
			PRC Over All Lanes (%):		42.9	Total Delay Over All Lanes(pcuHr):			21.08				

Stage Sequence Diagram**Scenario 8: 'PM Peak 2027 Assessment Flows (without all-red ped stage)'** (FG4: 'PM Peak 2027 Assessment Flows', Plan 2: 'Without All-red Ped Stage')**Network Results**

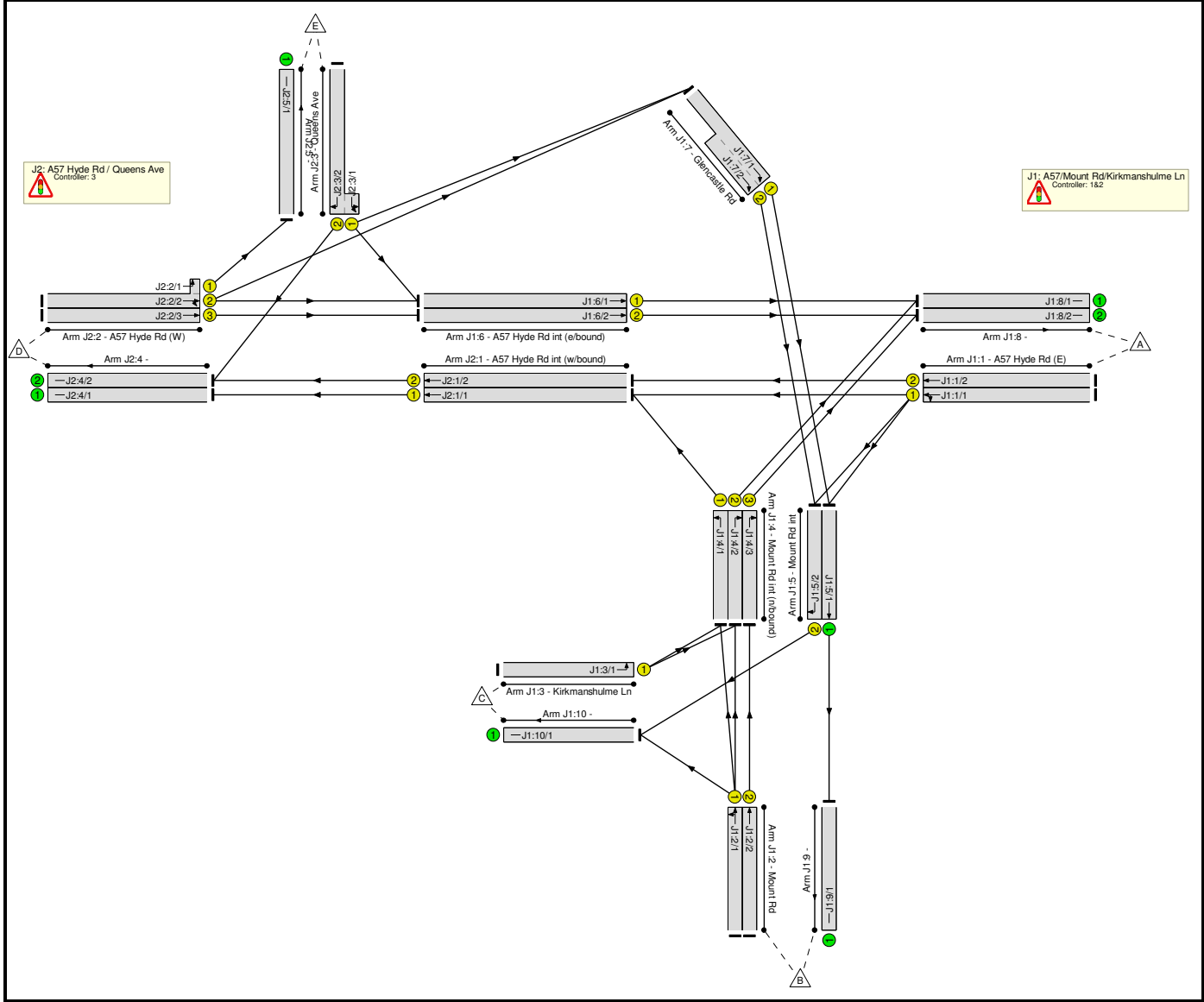
Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	61.5%	17.7	4.2	21.9	-	-	-	-
Hyde Road/Belle Vue Street	-	-	-	-	-	61.5%	17.7	4.2	21.9	-	-	-	-
1/1+1/2	Belle Vue St Left Ahead Right	E F	364	1973:2104	640	56.9%	4.0	0.7	4.6	45.7	8.4	0.7	9.1
2/1	A57 Hyde Rd (E) Left Ahead	B	639	1956	1206	53.0%	2.3	0.6	2.9	16.3	12.1	0.6	12.6
2/2+2/3	A57 Hyde Rd (E) Right Ahead	B D	319	2105:1864	534	59.8%	2.7	0.7	3.5	38.9	6.1	0.7	6.8
3/1	Access to Site Ahead Right Left	I	84	1821	137	61.5%	1.3	0.8	2.0	87.1	2.7	0.8	3.5
4/1	A57 Hyde Rd (W) Left Ahead	A	546	1904	920	59.3%	3.4	0.7	4.1	27.2	13.0	0.7	13.8
4/2+4/3	A57 Hyde Rd (W) Ahead Right	A C	615	2072:1916	1008	61.0%	4.0	0.8	4.8	28.2	14.4	0.8	15.1
C1			PRC for Signalled Lanes (%):		46.3	Total Delay for Signalled Lanes (pcuHr):			21.93	Cycle Time (s): 120			
			PRC Over All Lanes (%):		46.3	Total Delay Over All Lanes(pcuHr):			21.93				

Appendix J: Junctions 9 Output – J2

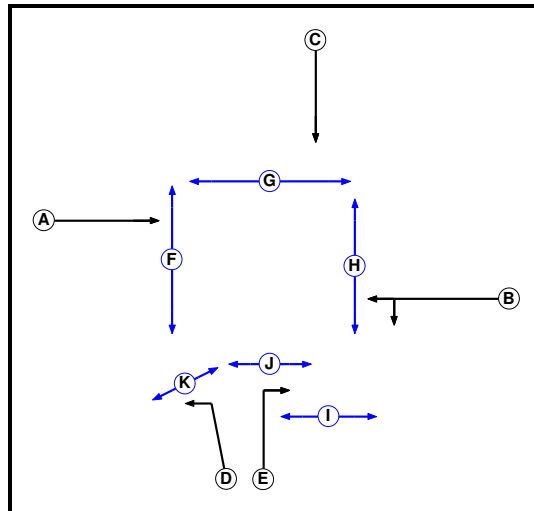
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	J2 A57 Hyde Rd_Kirkmanshulme Ln Signal Juntion v2.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



C1 - A57 Hyde Rd / Mount Rd Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		6	6
G	Pedestrian		5	5
H	Pedestrian		6	6
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		4	4

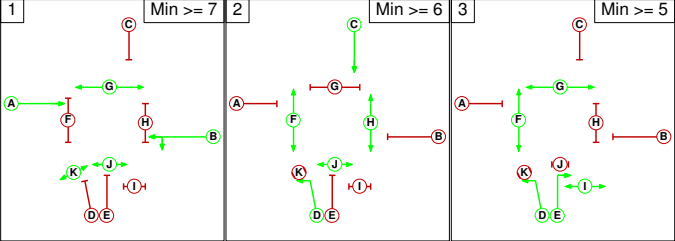
Phase Intergreens Matrix

Terminating Phase	Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K
	A		-	7	-	5	5	-	9	-	-	-
	B	-		5	9	6	9	-	5	9	-	-
	C	5	5		-	5	-	5	-	8	-	-
	D	-	5	-		-	-	-	-	-	-	5
	E	7	7	6	-		-	-	10	-	5	-
	F	5	5	-	-	-		-	-	-	-	-
	G	-	-	8	-	-	-		-	-	-	-
	H	5	5	-	-	10	-	-		-	-	-
	I	-	7	7	-	-	-	-	-		-	-
	J	-	-	-	-	6	-	-	-	-		-
	K	-	-	-	5	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B G J K
2	C D F H J
3	D E F G I

Stage Diagram



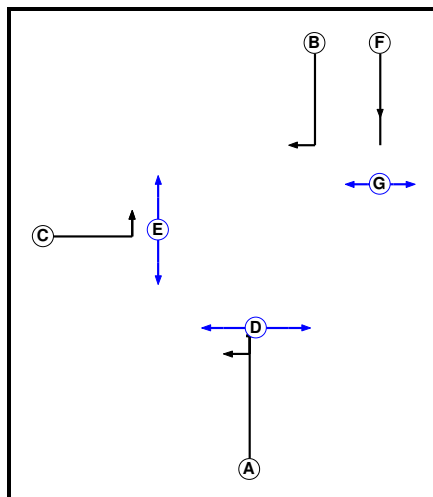
Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		9	9
	2	5		10
	3	7	10	

C2 - Mount Rd / Kirkmanshulme Ln Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Pedestrian	1		5	5
E	Pedestrian	1		5	5
F	Traffic	2		7	7
G	Pedestrian	2		4	4

Phase Intergreens Matrix

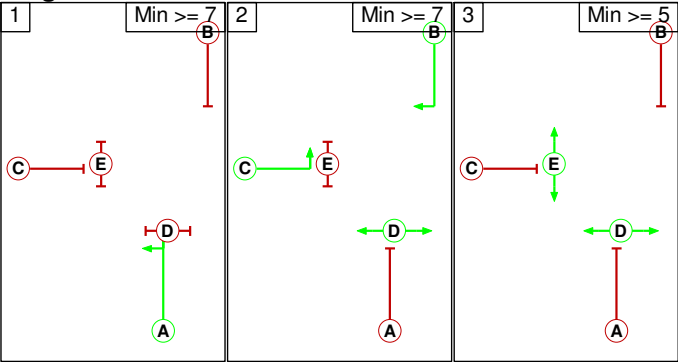
Terminating Phase	Starting Phase						
	A	B	C	D	E	F	G
	A	5	5	5	8	-	-
	B	5	-	-	8	-	-
	C	5	-	-	5	-	-
	D	7	-	-	-	-	-
	E	7	7	7	-	-	-
	F	-	-	-	-	5	-
	G	-	-	-	-	5	-

Phases in Stage

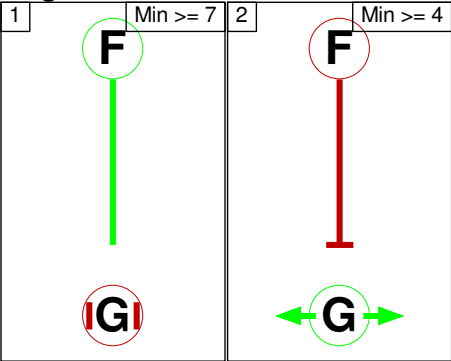
Stream	Stage No.	Phases in Stage
1	1	A
1	2	B C D
1	3	D E
2	1	F
2	2	G

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

Term.	Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined						

Stage Stream: 2

Term.	Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined						

Prohibited Stage Change

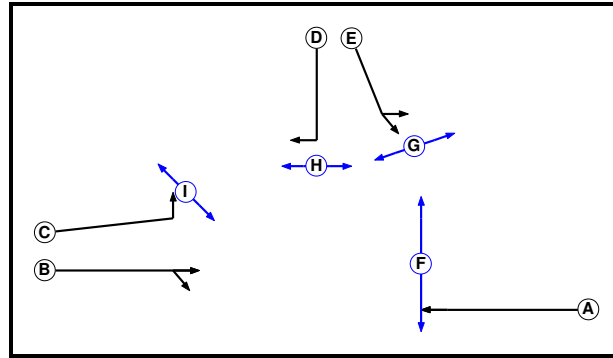
Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		5	8
	2	7		8
	3	7	7	

Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

C3 - A57 Hyde Rd / Queens Ave Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7
G	Pedestrian		4	4
H	Pedestrian		4	4
I	Pedestrian		4	4

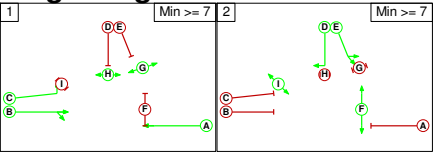
Phase Intergreens Matrix

	Starting Phase									
		A	B	C	D	E	F	G	H	I
Terminating Phase	A		-	-	5	-	5	-	-	-
	B	-		-	5	7	7	-	-	-
	C	-	-		-	-	-	-	-	5
	D	6	6	6		-	-	-	5	-
	E	-	5	-	-		-	5	-	-
	F	5	5	5	-	-		-	-	-
	G	-	-	-	-	5	-		-	-
	H	-	-	-	5	-	-	-		-
	I	-	-	5	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C G H
2	D E F I

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage	
	1	2
	1	7
2	6	

Give-Way Lane Input Data

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln
There are no Opposed Lanes in this Junction

Junction: J2: A57 Hyde Rd / Queens Ave
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (A57 Hyde Rd (E))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:5 Left	15.00
J1:1/2 (A57 Hyde Rd (E))	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:1 Ahead	Inf
J1:2/1 (Mount Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:4 Ahead	30.00
J1:2/2 (Mount Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:10 Left	13.00
J1:2/2 (Mount Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:4 Ahead	30.00
J1:3/1 (Kirkmanshulme Ln)	U	C	2	3	60.0	Geom	-	4.25	0.00	Y	Arm J1:4 Left	14.00
J1:4/1 (Mount Rd int (n/bound))	U	D	2	3	9.6	Geom	-	4.00	0.00	Y	Arm J2:1 Left	12.00
J1:4/2 (Mount Rd int (n/bound))	U	E	2	3	9.6	Geom	-	3.00	0.00	Y	Arm J1:8 Right	32.00
J1:4/3 (Mount Rd int (n/bound))	U	E	2	3	9.6	Geom	-	3.00	0.00	N	Arm J1:8 Right	32.00
J1:5/1 (Mount Rd int)	U		2	3	12.2	Geom	-	3.50	0.00	Y	Arm J1:9 Ahead	22.00
J1:5/2 (Mount Rd int)	U	B	2	3	12.2	Geom	-	3.50	0.00	N	Arm J1:10 Right	13.00
J1:6/1 (A57 Hyde Rd int (e/bound))	U	A	2	3	29.6	Geom	-	3.00	0.00	Y	Arm J1:8 Ahead	Inf
J1:6/2 (A57 Hyde Rd int (e/bound))	U	A	2	3	29.6	Geom	-	3.00	0.00	N	Arm J1:8 Ahead	Inf
J1:7/1 (Glencastle Rd)	U	C	2	3	36.5	Geom	-	4.00	0.00	Y	Arm J1:5 Ahead	30.00
J1:7/2 (Glencastle Rd)	U	C	2	3	7.0	Geom	-	3.50	0.00	N	Arm J1:5 Ahead	30.00
J1:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:8/2	U		2	3	60.0	Inf	-	-	-	-	-	-

J1:9/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:10/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: A57 Hyde Rd / Queens Ave												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A57 Hyde Rd int (w/bound))	U	A	2	3	27.0	Geom	-	3.00	0.00	Y	Arm J2:4 Ahead	Inf
J2:1/2 (A57 Hyde Rd int (w/bound))	U	A	2	3	37.0	Geom	-	3.00	0.00	N	Arm J2:4 Ahead	Inf
J2:2/1 (A57 Hyde Rd (W))	U	C	2	3	1.0	Geom	-	3.00	0.00	Y	Arm J2:5 Left	19.00
J2:2/2 (A57 Hyde Rd (W))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:6 Ahead	Inf
											Arm J1:7 Right	Inf
J2:2/3 (A57 Hyde Rd (W))	U	B	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:6 Ahead	Inf
J2:3/1 (Queens Ave)	U	E	2	3	2.1	Geom	-	3.00	0.00	Y	Arm J1:6 Left	28.00
											Arm J1:7 Ahead	32.00
J2:3/2 (Queens Ave)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:4 Right	8.00
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM Peak 2022 Base Traffic Flows'	07:45	08:45	01:00	
2: 'PM Peak 2022 Base Traffic Flows'	15:15	16:15	01:00	
3: 'AM Peak 2022 Assessment Traffic Flows'	07:45	08:45	01:00	
4: 'PM Peak 2022 Assessment Traffic Flows'	15:15	16:15	01:00	
5: 'AM Peak 2027 Base Traffic Flows'	07:45	08:45	01:00	
6: 'PM Peak 2027 Base Traffic Flows'	15:15	16:15	01:00	
7: 'AM Peak 2027 Assessment Traffic Flows'	07:45	08:45	01:00	
8: 'PM Peak 2027 Assessment Traffic Flows'	15:15	16:15	01:00	

Scenario 1: 'AM Peak 2022 Base Traffic Flows' (FG1: 'AM Peak 2022 Base Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	490	290	1175	0	1955
	B	390	0	70	298	0	758
	C	104	0	0	11	0	115
	D	527	213	6	0	14	760
	E	2	36	1	28	0	67
	Tot.	1023	739	367	1512	14	3655

Traffic Lane Flows

Lane	Scenario 1: AM Peak 2022 Base Traffic Flows
Junction: J1: A57/Mount Rd/Kirkmanshulme Ln	
J1:1/1	904
J1:1/2	1051
J1:2/1	500
J1:2/2	258
J1:3/1	115
J1:4/1	309
J1:4/2	236
J1:4/3	258
J1:5/1	739
J1:5/2	297
J1:6/1	214
J1:6/2	315
J1:7/1 (with short)	256(In) 249(Out)
J1:7/2 (short)	7
J1:8/1	450
J1:8/2	573
J1:9/1	739
J1:10/1	367
Junction: J2: A57 Hyde Rd / Queens Ave	
J2:1/1	433
J2:1/2	1051
J2:2/1 (short)	14
J2:2/2 (with short)	445(In) 431(Out)
J2:2/3	315
J2:3/1 (short)	39
J2:3/2 (with short)	67(In) 28(Out)
J2:4/1	433
J2:4/2	1079
J2:5/1	14

Lane Saturation Flows

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A57 Hyde Rd (E))	3.00	0.00	Y	Arm J1:5 Left	15.00	86.3 %	1763	1763
				Arm J2:1 Ahead	Inf	13.7 %		
J1:1/2 (A57 Hyde Rd (E))	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (Mount Rd)	3.00	0.00	Y	Arm J1:4 Ahead	30.00	86.0 %	1808	1808
				Arm J1:10 Left	13.00	14.0 %		
J1:2/2 (Mount Rd)	3.00	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	1957	1957
J1:3/1 (Kirkmanshulme Ln)	4.25	0.00	Y	Arm J1:4 Left	14.00	100.0 %	1843	1843
J1:4/1 (Mount Rd int (n/bound))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:4/2 (Mount Rd int (n/bound))	3.00	0.00	Y	Arm J1:8 Right	32.00	100.0 %	1829	1829
J1:4/3 (Mount Rd int (n/bound))	3.00	0.00	N	Arm J1:8 Right	32.00	100.0 %	1963	1963
J1:5/1 (Mount Rd int)	3.50	0.00	Y	Arm J1:9 Ahead	22.00	100.0 %	1840	1840
J1:5/2 (Mount Rd int)	3.50	0.00	N	Arm J1:10 Right	13.00	100.0 %	1887	1887
J1:6/1 (A57 Hyde Rd int (e/bound))	3.00	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1915	1915
J1:6/2 (A57 Hyde Rd int (e/bound))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:7/1 (Glencastle Rd)	4.00	0.00	Y	Arm J1:5 Ahead	30.00	100.0 %	1919	1919
J1:7/2 (Glencastle Rd)	3.50	0.00	N	Arm J1:5 Ahead	30.00	100.0 %	2005	2005
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A57 Hyde Rd / Queens Ave								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A57 Hyde Rd int (w/bound))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A57 Hyde Rd int (w/bound))	3.00	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J2:5 Left	19.00	100.0 %	1775	1775
J2:2/2 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	49.2 %	1915	1915
				Arm J1:7 Right	Inf	50.8 %		
J2:2/3 (A57 Hyde Rd (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J2:3/1 (Queens Ave)	3.00	0.00	Y	Arm J1:6 Left	28.00	5.1 %	1829	1829
				Arm J1:7 Ahead	32.00	94.9 %		
J2:3/2 (Queens Ave)	3.00	0.00	Y	Arm J2:4 Right	8.00	100.0 %	1613	1613
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM Peak 2022 Base Traffic Flows' (FG2: 'PM Peak 2022 Base Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Source Flow							
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	412	82	710	0	1204
	B	343	0	21	196	0	560
	C	299	0	0	12	0	311
	D	1029	269	5	0	14	1317
	E	5	23	0	23	0	51
	Tot.	1676	704	108	941	14	3443

Traffic Lane Flows

Lane	Scenario 2: PM Peak 2022 Base Traffic Flows
Junction: J1: A57/Mount Rd/Kirkmanshulme Ln	
J1:1/1	586
J1:1/2	618
J1:2/1	223
J1:2/2	337
J1:3/1	311
J1:4/1	208
J1:4/2	305
J1:4/3	337
J1:5/1	704
J1:5/2	87
J1:6/1	485
J1:6/2	549
J1:7/1 (with short)	297(In) 292(Out)
J1:7/2 (short)	5
J1:8/1	790
J1:8/2	886
J1:9/1	704
J1:10/1	108
Junction: J2: A57 Hyde Rd / Queens Ave	
J2:1/1	300
J2:1/2	618
J2:2/1 (short)	14
J2:2/2 (with short)	768(In) 754(Out)
J2:2/3	549
J2:3/1 (short)	28
J2:3/2 (with short)	51(In) 23(Out)
J2:4/1	300
J2:4/2	641
J2:5/1	14

Lane Saturation Flows

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A57 Hyde Rd (E))	3.00	0.00	Y	Arm J1:5 Left	15.00	84.3 %	1766	1766
				Arm J2:1 Ahead	Inf	15.7 %		
J1:1/2 (A57 Hyde Rd (E))	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (Mount Rd)	3.00	0.00	Y	Arm J1:4 Ahead	30.00	90.6 %	1813	1813
				Arm J1:10 Left	13.00	9.4 %		
J1:2/2 (Mount Rd)	3.00	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	1957	1957
J1:3/1 (Kirkmanshulme Ln)	4.25	0.00	Y	Arm J1:4 Left	14.00	100.0 %	1843	1843
J1:4/1 (Mount Rd int (n/bound))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:4/2 (Mount Rd int (n/bound))	3.00	0.00	Y	Arm J1:8 Right	32.00	100.0 %	1829	1829
J1:4/3 (Mount Rd int (n/bound))	3.00	0.00	N	Arm J1:8 Right	32.00	100.0 %	1963	1963
J1:5/1 (Mount Rd int)	3.50	0.00	Y	Arm J1:9 Ahead	22.00	100.0 %	1840	1840
J1:5/2 (Mount Rd int)	3.50	0.00	N	Arm J1:10 Right	13.00	100.0 %	1887	1887
J1:6/1 (A57 Hyde Rd int (e/bound))	3.00	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1915	1915
J1:6/2 (A57 Hyde Rd int (e/bound))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:7/1 (Glencastle Rd)	4.00	0.00	Y	Arm J1:5 Ahead	30.00	100.0 %	1919	1919
J1:7/2 (Glencastle Rd)	3.50	0.00	N	Arm J1:5 Ahead	30.00	100.0 %	2005	2005
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A57 Hyde Rd / Queens Ave								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A57 Hyde Rd int (w/bound))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A57 Hyde Rd int (w/bound))	3.00	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J2:5 Left	19.00	100.0 %	1775	1775
J2:2/2 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	63.7 %	1915	1915
				Arm J1:7 Right	Inf	36.3 %		
J2:2/3 (A57 Hyde Rd (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J2:3/1 (Queens Ave)	3.00	0.00	Y	Arm J1:6 Left	28.00	17.9 %	1827	1827
				Arm J1:7 Ahead	32.00	82.1 %		
J2:3/2 (Queens Ave)	3.00	0.00	Y	Arm J2:4 Right	8.00	100.0 %	1613	1613
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM Peak 2022 Assessment Traffic Flows' (FG3: 'AM Peak 2022 Assessment Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Desired Flow							
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	490	293	1194	0	1977
	B	390	0	82	306	0	778
	C	117	0	0	33	0	150
	D	544	220	9	0	16	789
	E	2	35	1	30	0	68
	Tot.	1053	745	385	1563	16	3762

Traffic Lane Flows

Lane	Scenario 3: AM Peak 2022 Assessment Traffic Flows
Junction: J1: A57/Mount Rd/Kirkmanshulme Ln	
J1:1/1	915
J1:1/2	1062
J1:2/1	514
J1:2/2	264
J1:3/1	150
J1:4/1	339
J1:4/2	243
J1:4/3	264
J1:5/1	745
J1:5/2	303
J1:6/1	216
J1:6/2	330
J1:7/1 (with short)	265(In) 255(Out)
J1:7/2 (short)	10
J1:8/1	459
J1:8/2	594
J1:9/1	745
J1:10/1	385
Junction: J2: A57 Hyde Rd / Queens Ave	
J2:1/1	471
J2:1/2	1062
J2:2/1 (short)	16
J2:2/2 (with short)	459(In) 443(Out)
J2:2/3	330
J2:3/1 (short)	38
J2:3/2 (with short)	68(In) 30(Out)
J2:4/1	471
J2:4/2	1092
J2:5/1	16

Lane Saturation Flows

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A57 Hyde Rd (E))	3.00	0.00	Y	Arm J1:5 Left	15.00	85.6 %	1764	1764
				Arm J2:1 Ahead	Inf	14.4 %		
J1:1/2 (A57 Hyde Rd (E))	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (Mount Rd)	3.00	0.00	Y	Arm J1:4 Ahead	30.00	84.0 %	1806	1806
				Arm J1:10 Left	13.00	16.0 %		
J1:2/2 (Mount Rd)	3.00	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	1957	1957
J1:3/1 (Kirkmanshulme Ln)	4.25	0.00	Y	Arm J1:4 Left	14.00	100.0 %	1843	1843
J1:4/1 (Mount Rd int (n/bound))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:4/2 (Mount Rd int (n/bound))	3.00	0.00	Y	Arm J1:8 Right	32.00	100.0 %	1829	1829
J1:4/3 (Mount Rd int (n/bound))	3.00	0.00	N	Arm J1:8 Right	32.00	100.0 %	1963	1963
J1:5/1 (Mount Rd int)	3.50	0.00	Y	Arm J1:9 Ahead	22.00	100.0 %	1840	1840
J1:5/2 (Mount Rd int)	3.50	0.00	N	Arm J1:10 Right	13.00	100.0 %	1887	1887
J1:6/1 (A57 Hyde Rd int (e/bound))	3.00	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1915	1915
J1:6/2 (A57 Hyde Rd int (e/bound))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:7/1 (Glencastle Rd)	4.00	0.00	Y	Arm J1:5 Ahead	30.00	100.0 %	1919	1919
J1:7/2 (Glencastle Rd)	3.50	0.00	N	Arm J1:5 Ahead	30.00	100.0 %	2005	2005
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A57 Hyde Rd / Queens Ave								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A57 Hyde Rd int (w/bound))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A57 Hyde Rd int (w/bound))	3.00	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J2:5 Left	19.00	100.0 %	1775	1775
J2:2/2 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	48.3 %	1915	1915
				Arm J1:7 Right	Inf	51.7 %		
J2:2/3 (A57 Hyde Rd (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J2:3/1 (Queens Ave)	3.00	0.00	Y	Arm J1:6 Left	28.00	5.3 %	1829	1829
				Arm J1:7 Ahead	32.00	94.7 %		
J2:3/2 (Queens Ave)	3.00	0.00	Y	Arm J2:4 Right	8.00	100.0 %	1613	1613
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM Peak 2022 Assessment Traffic Flows' (FG4: 'PM Peak 2022 Assessment Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Source Flow							
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	412	93	718	0	1223
	B	343	0	34	200	0	577
	C	305	0	0	19	0	324
	D	1042	275	17	0	16	1350
	E	5	22	1	23	0	51
	Tot.	1695	709	145	960	16	3525

Traffic Lane Flows

Lane	Scenario 4: PM Peak 2022 Assessment Traffic Flows
Junction: J1: A57/Mount Rd/Kirkmanshulme Ln	
J1:1/1	587
J1:1/2	636
J1:2/1	239
J1:2/2	338
J1:3/1	324
J1:4/1	219
J1:4/2	310
J1:4/3	338
J1:5/1	709
J1:5/2	111
J1:6/1	483
J1:6/2	564
J1:7/1 (with short)	315(In) 297(Out)
J1:7/2 (short)	18
J1:8/1	793
J1:8/2	902
J1:9/1	709
J1:10/1	145
Junction: J2: A57 Hyde Rd / Queens Ave	
J2:1/1	301
J2:1/2	636
J2:2/1 (short)	16
J2:2/2 (with short)	786(In) 770(Out)
J2:2/3	564
J2:3/1 (short)	28
J2:3/2 (with short)	51(In) 23(Out)
J2:4/1	301
J2:4/2	659
J2:5/1	16

Lane Saturation Flows

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A57 Hyde Rd (E))	3.00	0.00	Y	Arm J1:5 Left	15.00	86.0 %	1763	1763
				Arm J2:1 Ahead	Inf	14.0 %		
J1:1/2 (A57 Hyde Rd (E))	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (Mount Rd)	3.00	0.00	Y	Arm J1:4 Ahead	30.00	85.8 %	1808	1808
				Arm J1:10 Left	13.00	14.2 %		
J1:2/2 (Mount Rd)	3.00	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	1957	1957
J1:3/1 (Kirkmanshulme Ln)	4.25	0.00	Y	Arm J1:4 Left	14.00	100.0 %	1843	1843
J1:4/1 (Mount Rd int (n/bound))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:4/2 (Mount Rd int (n/bound))	3.00	0.00	Y	Arm J1:8 Right	32.00	100.0 %	1829	1829
J1:4/3 (Mount Rd int (n/bound))	3.00	0.00	N	Arm J1:8 Right	32.00	100.0 %	1963	1963
J1:5/1 (Mount Rd int)	3.50	0.00	Y	Arm J1:9 Ahead	22.00	100.0 %	1840	1840
J1:5/2 (Mount Rd int)	3.50	0.00	N	Arm J1:10 Right	13.00	100.0 %	1887	1887
J1:6/1 (A57 Hyde Rd int (e/bound))	3.00	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1915	1915
J1:6/2 (A57 Hyde Rd int (e/bound))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:7/1 (Glencastle Rd)	4.00	0.00	Y	Arm J1:5 Ahead	30.00	100.0 %	1919	1919
J1:7/2 (Glencastle Rd)	3.50	0.00	N	Arm J1:5 Ahead	30.00	100.0 %	2005	2005
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A57 Hyde Rd / Queens Ave								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A57 Hyde Rd int (w/bound))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A57 Hyde Rd int (w/bound))	3.00	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J2:5 Left	19.00	100.0 %	1775	1775
J2:2/2 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	62.1 %	1915	1915
				Arm J1:7 Right	Inf	37.9 %		
J2:2/3 (A57 Hyde Rd (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J2:3/1 (Queens Ave)	3.00	0.00	Y	Arm J1:6 Left	28.00	17.9 %	1827	1827
				Arm J1:7 Ahead	32.00	82.1 %		
J2:3/2 (Queens Ave)	3.00	0.00	Y	Arm J2:4 Right	8.00	100.0 %	1613	1613
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'AM Peak 2027 Base Traffic Flows' (FG5: 'AM Peak 2027 Base Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Source Flow							
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	525	310	1257	0	2092
	B	417	0	75	319	0	811
	C	111	0	0	12	0	123
	D	564	227	6	0	15	812
	E	2	38	1	30	0	71
	Tot.	1094	790	392	1618	15	3909

Traffic Lane Flows

Lane	Scenario 5: AM Peak 2027 Base Traffic Flows
Junction: J1: A57/Mount Rd/Kirkmanshulme Ln	
J1:1/1	968
J1:1/2	1124
J1:2/1	538
J1:2/2	273
J1:3/1	123
J1:4/1	331
J1:4/2	255
J1:4/3	273
J1:5/1	790
J1:5/2	317
J1:6/1	229
J1:6/2	337
J1:7/1 (with short)	272(In) 265(Out)
J1:7/2 (short)	7
J1:8/1	484
J1:8/2	610
J1:9/1	790
J1:10/1	392
Junction: J2: A57 Hyde Rd / Queens Ave	
J2:1/1	464
J2:1/2	1124
J2:2/1 (short)	15
J2:2/2 (with short)	475(In) 460(Out)
J2:2/3	337
J2:3/1 (short)	41
J2:3/2 (with short)	71(In) 30(Out)
J2:4/1	464
J2:4/2	1154
J2:5/1	15

Lane Saturation Flows

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A57 Hyde Rd (E))	3.00	0.00	Y	Arm J1:5 Left	15.00	86.3 %	1763	1763
				Arm J2:1 Ahead	Inf	13.7 %		
J1:1/2 (A57 Hyde Rd (E))	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (Mount Rd)	3.00	0.00	Y	Arm J1:4 Ahead	30.00	86.1 %	1808	1808
				Arm J1:10 Left	13.00	13.9 %		
J1:2/2 (Mount Rd)	3.00	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	1957	1957
J1:3/1 (Kirkmanshulme Ln)	4.25	0.00	Y	Arm J1:4 Left	14.00	100.0 %	1843	1843
J1:4/1 (Mount Rd int (n/bound))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:4/2 (Mount Rd int (n/bound))	3.00	0.00	Y	Arm J1:8 Right	32.00	100.0 %	1829	1829
J1:4/3 (Mount Rd int (n/bound))	3.00	0.00	N	Arm J1:8 Right	32.00	100.0 %	1963	1963
J1:5/1 (Mount Rd int)	3.50	0.00	Y	Arm J1:9 Ahead	22.00	100.0 %	1840	1840
J1:5/2 (Mount Rd int)	3.50	0.00	N	Arm J1:10 Right	13.00	100.0 %	1887	1887
J1:6/1 (A57 Hyde Rd int (e/bound))	3.00	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1915	1915
J1:6/2 (A57 Hyde Rd int (e/bound))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:7/1 (Glencastle Rd)	4.00	0.00	Y	Arm J1:5 Ahead	30.00	100.0 %	1919	1919
J1:7/2 (Glencastle Rd)	3.50	0.00	N	Arm J1:5 Ahead	30.00	100.0 %	2005	2005
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A57 Hyde Rd / Queens Ave								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A57 Hyde Rd int (w/bound))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A57 Hyde Rd int (w/bound))	3.00	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J2:5 Left	19.00	100.0 %	1775	1775
J2:2/2 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	49.3 %	1915	1915
				Arm J1:7 Right	Inf	50.7 %		
J2:2/3 (A57 Hyde Rd (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J2:3/1 (Queens Ave)	3.00	0.00	Y	Arm J1:6 Left	28.00	4.9 %	1829	1829
				Arm J1:7 Ahead	32.00	95.1 %		
J2:3/2 (Queens Ave)	3.00	0.00	Y	Arm J2:4 Right	8.00	100.0 %	1613	1613
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM Peak 2027 Base Traffic Flows' (FG6: 'PM Peak 2027 Base Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination					
Origin		A	B	C	D	E	Tot.
	A	0	439	87	756	0	1282
	B	366	0	23	209	0	598
	C	319	0	0	13	0	332
	D	1096	286	5	0	15	1402
	E	6	25	0	24	0	55
	Tot.	1787	750	115	1002	15	3669

Traffic Lane Flows

Lane	Scenario 6: PM Peak 2027 Base Traffic Flows
Junction: J1: A57/Mount Rd/Kirkmanshulme Ln	
J1:1/1	602
J1:1/2	680
J1:2/1	240
J1:2/2	358
J1:3/1	332
J1:4/1	222
J1:4/2	327
J1:4/3	358
J1:5/1	750
J1:5/2	92
J1:6/1	515
J1:6/2	587
J1:7/1 (with short)	316(In) 311(Out)
J1:7/2 (short)	5
J1:8/1	842
J1:8/2	945
J1:9/1	750
J1:10/1	115
Junction: J2: A57 Hyde Rd / Queens Ave	
J2:1/1	298
J2:1/2	680
J2:2/1 (short)	15
J2:2/2 (with short)	815(In) 800(Out)
J2:2/3	587
J2:3/1 (short)	31
J2:3/2 (with short)	55(In) 24(Out)
J2:4/1	298
J2:4/2	704
J2:5/1	15

Lane Saturation Flows

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A57 Hyde Rd (E))	3.00	0.00	Y	Arm J1:5 Left	15.00	87.4 %	1761	1761
				Arm J2:1 Ahead	Inf	12.6 %		
J1:1/2 (A57 Hyde Rd (E))	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (Mount Rd)	3.00	0.00	Y	Arm J1:4 Ahead	30.00	90.4 %	1813	1813
				Arm J1:10 Left	13.00	9.6 %		
J1:2/2 (Mount Rd)	3.00	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	1957	1957
J1:3/1 (Kirkmanshulme Ln)	4.25	0.00	Y	Arm J1:4 Left	14.00	100.0 %	1843	1843
J1:4/1 (Mount Rd int (n/bound))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:4/2 (Mount Rd int (n/bound))	3.00	0.00	Y	Arm J1:8 Right	32.00	100.0 %	1829	1829
J1:4/3 (Mount Rd int (n/bound))	3.00	0.00	N	Arm J1:8 Right	32.00	100.0 %	1963	1963
J1:5/1 (Mount Rd int)	3.50	0.00	Y	Arm J1:9 Ahead	22.00	100.0 %	1840	1840
J1:5/2 (Mount Rd int)	3.50	0.00	N	Arm J1:10 Right	13.00	100.0 %	1887	1887
J1:6/1 (A57 Hyde Rd int (e/bound))	3.00	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1915	1915
J1:6/2 (A57 Hyde Rd int (e/bound))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:7/1 (Glencastle Rd)	4.00	0.00	Y	Arm J1:5 Ahead	30.00	100.0 %	1919	1919
J1:7/2 (Glencastle Rd)	3.50	0.00	N	Arm J1:5 Ahead	30.00	100.0 %	2005	2005
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A57 Hyde Rd / Queens Ave								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A57 Hyde Rd int (w/bound))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A57 Hyde Rd int (w/bound))	3.00	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J2:5 Left	19.00	100.0 %	1775	1775
J2:2/2 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	63.6 %	1915	1915
				Arm J1:7 Right	Inf	36.4 %		
J2:2/3 (A57 Hyde Rd (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J2:3/1 (Queens Ave)	3.00	0.00	Y	Arm J1:6 Left	28.00	19.4 %	1827	1827
				Arm J1:7 Ahead	32.00	80.6 %		
J2:3/2 (Queens Ave)	3.00	0.00	Y	Arm J2:4 Right	8.00	100.0 %	1613	1613
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: 'AM Peak 2027 Assessment Traffic Flows' (FG7: 'AM Peak 2027 Assessment Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Detailed Flow 1							
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	525	313	1276	0	2114
	B	417	0	87	327	0	831
	C	124	0	0	34	0	158
	D	581	235	9	0	17	842
	E	2	38	2	32	0	74
	Tot.	1124	798	411	1669	17	4019

Traffic Lane Flows

Lane	Scenario 7: AM Peak 2027 Assessment Traffic Flows
Junction: J1: A57/Mount Rd/Kirkmanshulme Ln	
J1:1/1	978
J1:1/2	1136
J1:2/1	550
J1:2/2	281
J1:3/1	158
J1:4/1	361
J1:4/2	260
J1:4/3	281
J1:5/1	798
J1:5/2	324
J1:6/1	235
J1:6/2	348
J1:7/1 (with short)	284(In) 273(Out)
J1:7/2 (short)	11
J1:8/1	495
J1:8/2	629
J1:9/1	798
J1:10/1	411
Junction: J2: A57 Hyde Rd / Queens Ave	
J2:1/1	501
J2:1/2	1136
J2:2/1 (short)	17
J2:2/2 (with short)	494(In) 477(Out)
J2:2/3	348
J2:3/1 (short)	42
J2:3/2 (with short)	74(In) 32(Out)
J2:4/1	501
J2:4/2	1168
J2:5/1	17

Lane Saturation Flows

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A57 Hyde Rd (E))	3.00	0.00	Y	Arm J1:5 Left	15.00	85.7 %	1764	1764
				Arm J2:1 Ahead	Inf	14.3 %		
J1:1/2 (A57 Hyde Rd (E))	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (Mount Rd)	3.00	0.00	Y	Arm J1:4 Ahead	30.00	84.2 %	1806	1806
				Arm J1:10 Left	13.00	15.8 %		
J1:2/2 (Mount Rd)	3.00	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	1957	1957
J1:3/1 (Kirkmanshulme Ln)	4.25	0.00	Y	Arm J1:4 Left	14.00	100.0 %	1843	1843
J1:4/1 (Mount Rd int (n/bound))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:4/2 (Mount Rd int (n/bound))	3.00	0.00	Y	Arm J1:8 Right	32.00	100.0 %	1829	1829
J1:4/3 (Mount Rd int (n/bound))	3.00	0.00	N	Arm J1:8 Right	32.00	100.0 %	1963	1963
J1:5/1 (Mount Rd int)	3.50	0.00	Y	Arm J1:9 Ahead	22.00	100.0 %	1840	1840
J1:5/2 (Mount Rd int)	3.50	0.00	N	Arm J1:10 Right	13.00	100.0 %	1887	1887
J1:6/1 (A57 Hyde Rd int (e/bound))	3.00	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1915	1915
J1:6/2 (A57 Hyde Rd int (e/bound))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:7/1 (Glencastle Rd)	4.00	0.00	Y	Arm J1:5 Ahead	30.00	100.0 %	1919	1919
J1:7/2 (Glencastle Rd)	3.50	0.00	N	Arm J1:5 Ahead	30.00	100.0 %	2005	2005
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A57 Hyde Rd / Queens Ave								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A57 Hyde Rd int (w/bound))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A57 Hyde Rd int (w/bound))	3.00	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J2:5 Left	19.00	100.0 %	1775	1775
J2:2/2 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	48.8 %	1915	1915
				Arm J1:7 Right	Inf	51.2 %		
J2:2/3 (A57 Hyde Rd (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J2:3/1 (Queens Ave)	3.00	0.00	Y	Arm J1:6 Left	28.00	4.8 %	1829	1829
				Arm J1:7 Ahead	32.00	95.2 %		
J2:3/2 (Queens Ave)	3.00	0.00	Y	Arm J2:4 Right	8.00	100.0 %	1613	1613
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM Peak 2027 Assessment Traffic Flows' (FG8: 'PM Peak 2027 Assessment Traffic Flows', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Source Flow							
Origin	Destination						
		A	B	C	D	E	Tot.
	A	0	439	98	764	0	1301
	B	366	0	35	212	0	613
	C	325	0	0	20	0	345
	D	1109	293	17	0	16	1435
	E	6	24	1	25	0	56
	Tot.	1806	756	151	1021	16	3750

Traffic Lane Flows

Lane	Scenario 8: PM Peak 2027 Assessment Traffic Flows
Junction: J1: A57/Mount Rd/Kirkmanshulme Ln	
J1:1/1	608
J1:1/2	693
J1:2/1	252
J1:2/2	361
J1:3/1	345
J1:4/1	232
J1:4/2	330
J1:4/3	361
J1:5/1	756
J1:5/2	116
J1:6/1	521
J1:6/2	594
J1:7/1 (with short)	335(In) 317(Out)
J1:7/2 (short)	18
J1:8/1	851
J1:8/2	955
J1:9/1	756
J1:10/1	151
Junction: J2: A57 Hyde Rd / Queens Ave	
J2:1/1	303
J2:1/2	693
J2:2/1 (short)	16
J2:2/2 (with short)	841(In) 825(Out)
J2:2/3	594
J2:3/1 (short)	31
J2:3/2 (with short)	56(In) 25(Out)
J2:4/1	303
J2:4/2	718
J2:5/1	16

Lane Saturation Flows

Junction: J1: A57/Mount Rd/Kirkmanshulme Ln								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (A57 Hyde Rd (E))	3.00	0.00	Y	Arm J1:5 Left	15.00	88.3 %	1760	1760
				Arm J2:1 Ahead	Inf	11.7 %		
J1:1/2 (A57 Hyde Rd (E))	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (Mount Rd)	3.00	0.00	Y	Arm J1:4 Ahead	30.00	86.1 %	1808	1808
				Arm J1:10 Left	13.00	13.9 %		
J1:2/2 (Mount Rd)	3.00	0.00	N	Arm J1:4 Ahead	30.00	100.0 %	1957	1957
J1:3/1 (Kirkmanshulme Ln)	4.25	0.00	Y	Arm J1:4 Left	14.00	100.0 %	1843	1843
J1:4/1 (Mount Rd int (n/bound))	4.00	0.00	Y	Arm J2:1 Left	12.00	100.0 %	1791	1791
J1:4/2 (Mount Rd int (n/bound))	3.00	0.00	Y	Arm J1:8 Right	32.00	100.0 %	1829	1829
J1:4/3 (Mount Rd int (n/bound))	3.00	0.00	N	Arm J1:8 Right	32.00	100.0 %	1963	1963
J1:5/1 (Mount Rd int)	3.50	0.00	Y	Arm J1:9 Ahead	22.00	100.0 %	1840	1840
J1:5/2 (Mount Rd int)	3.50	0.00	N	Arm J1:10 Right	13.00	100.0 %	1887	1887
J1:6/1 (A57 Hyde Rd int (e/bound))	3.00	0.00	Y	Arm J1:8 Ahead	Inf	100.0 %	1915	1915
J1:6/2 (A57 Hyde Rd int (e/bound))	3.00	0.00	N	Arm J1:8 Ahead	Inf	100.0 %	2055	2055
J1:7/1 (Glencastle Rd)	4.00	0.00	Y	Arm J1:5 Ahead	30.00	100.0 %	1919	1919
J1:7/2 (Glencastle Rd)	3.50	0.00	N	Arm J1:5 Ahead	30.00	100.0 %	2005	2005
J1:8/1	Infinite Saturation Flow						Inf	Inf
J1:8/2	Infinite Saturation Flow						Inf	Inf
J1:9/1	Infinite Saturation Flow						Inf	Inf
J1:10/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: A57 Hyde Rd / Queens Ave								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A57 Hyde Rd int (w/bound))	3.00	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1915	1915
J2:1/2 (A57 Hyde Rd int (w/bound))	3.00	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2055	2055
J2:2/1 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J2:5 Left	19.00	100.0 %	1775	1775
J2:2/2 (A57 Hyde Rd (W))	3.00	0.00	Y	Arm J1:6 Ahead	Inf	62.4 %	1915	1915
				Arm J1:7 Right	Inf	37.6 %		
J2:2/3 (A57 Hyde Rd (W))	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J2:3/1 (Queens Ave)	3.00	0.00	Y	Arm J1:6 Left	28.00	19.4 %	1827	1827
				Arm J1:7 Ahead	32.00	80.6 %		
J2:3/2 (Queens Ave)	3.00	0.00	Y	Arm J2:4 Right	8.00	100.0 %	1613	1613
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf
J2:5/1	Infinite Saturation Flow						Inf	Inf

Network Results**Scenario 1: 'AM Peak 2022 Base Traffic Flows'** (FG1: 'AM Peak 2022 Base Traffic Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	100.5%	32.3	54.5	86.9	-	-	-	-
J1: A57/Mount Rd/Kirkmanshulme Ln	-	-	-	-	-	100.5%	30.7	52.9	83.6	-	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	C1:B	904	1763	899	100.5%	6.4	16.3	22.7	90.3	25.2	16.3	41.5
1/2	A57 Hyde Rd (E) Ahead	C1:B	1051	2055	1048	100.3%	7.3	17.0	24.3	83.1	29.3	17.0	46.2
2/1	Mount Rd Ahead Left	C2:A	500	1808	868	57.6%	2.6	0.7	3.3	23.6	9.9	0.7	10.5
2/2	Mount Rd Ahead	C2:A	258	1957	939	27.5%	1.1	0.2	1.3	18.2	4.2	0.2	4.4
3/1	Kirkmanshulme Ln Left	C2:C	115	1843	534	21.5%	0.9	0.1	1.0	31.2	2.4	0.1	2.5
4/1	Mount Rd int (n/bound) Left	C1:D	309	1791	627	49.3%	1.3	0.5	1.7	20.2	2.4	0.5	2.9
4/2	Mount Rd int (n/bound) Right	C1:E	236	1829	256	92.2%	2.6	4.2	6.7	102.5	6.5	4.2	10.6
4/3	Mount Rd int (n/bound) Right	C1:E	258	1963	275	93.9%	1.9	4.9	6.8	94.8	7.1	4.9	12.0
5/1	Mount Rd int Ahead	-	739	1840	1840	40.0%	0.0	0.3	0.3	1.6	2.6	0.3	3.0
5/2	Mount Rd int Right	C2:B	297	1887	547	54.0%	1.7	0.6	2.3	28.3	5.1	0.6	5.6
6/1	A57 Hyde Rd int (e/bound) Ahead	C1:A	214	1915	977	21.9%	0.9	0.1	1.0	16.8	3.4	0.1	3.5
6/2	A57 Hyde Rd int (e/bound) Ahead	C1:A	315	2055	1048	30.1%	1.3	0.2	1.5	17.5	5.2	0.2	5.4
7/1+7/2	Glencastle Rd Ahead	C1:C	256	1919:2005	256	99.8%	2.8	7.9	10.7	150.2	6.9	7.9	14.7
J2: A57 Hyde Rd / Queens Ave	-	-	-	-	-	63.0%	1.6	1.6	3.2	-	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	C3:A	433	1915	1551	27.9%	0.4	0.2	0.5	4.6	2.7	0.2	2.9
1/2	A57 Hyde Rd int (w/bound) Ahead	C3:A	1051	2055	1665	63.0%	0.0	0.8	0.9	3.0	0.7	0.8	1.5

2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	C3:B C3:C	445	1915:1775	1546	28.8%	0.3	0.2	0.5	4.0	2.9	0.2	3.1																																			
2/3	A57 Hyde Rd (W) Ahead	C3:B	315	2055	1665	18.9%	0.2	0.1	0.3	3.5	1.9	0.1	2.0																																			
3/2+3/1	Queens Ave Left Ahead Right	C3:D C3:E	67	1613:1829	198	33.8%	0.8	0.3	1.0	56.1	1.0	0.3	1.3																																			
<table><tr><td>C1 - A57 Hyde Rd / Mount Rd</td><td>PRC for Signalled Lanes (%)</td><td>-11.7</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>75.39</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>56.2</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>7.90</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</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>100</td></tr><tr><td>C3 - A57 Hyde Rd / Queens Ave</td><td>PRC for Signalled Lanes (%)</td><td>42.9</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>3.25</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td></td><td>PRC Over All Lanes (%)</td><td>-11.7</td><td>Total Delay Over All Lanes(pcuHr)</td><td>86.88</td><td></td><td></td></tr></table>														C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%)	-11.7	Total Delay for Signalled Lanes (pcuHr)	75.39	Cycle Time (s)	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%)	56.2	Total Delay for Signalled Lanes (pcuHr)	7.90	Cycle Time (s)	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	100	C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%)	42.9	Total Delay for Signalled Lanes (pcuHr)	3.25	Cycle Time (s)	100		PRC Over All Lanes (%)	-11.7	Total Delay Over All Lanes(pcuHr)	86.88		
C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%)	-11.7	Total Delay for Signalled Lanes (pcuHr)	75.39	Cycle Time (s)	100																																										
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C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	100																																										
C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%)	42.9	Total Delay for Signalled Lanes (pcuHr)	3.25	Cycle Time (s)	100																																										
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Scenario 2: 'PM Peak 2022 Base Traffic Flows' (FG2: 'PM Peak 2022 Base Traffic Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	85.1%	32.0	15.9	47.8	-	-	-	-
J1: A57/Mount Rd/Kirkmanshulme Ln	-	-	-	-	-	85.1%	30.3	14.5	44.8	-	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	C1:B	586	1766	689	85.1%	4.5	2.7	7.2	44.5	14.8	2.7	17.5
1/2	A57 Hyde Rd (E) Ahead	C1:B	618	2055	801	77.1%	4.6	1.7	6.2	36.2	14.9	1.7	16.6
2/1	Mount Rd Ahead Left	C2:A	223	1813	870	25.6%	1.0	0.2	1.1	18.2	3.7	0.2	3.8
2/2	Mount Rd Ahead	C2:A	337	1957	939	35.9%	1.5	0.3	1.8	19.3	5.8	0.3	6.1
3/1	Kirkmanshulme Ln Left	C2:C	311	1843	534	58.2%	2.6	0.7	3.3	38.3	7.3	0.7	8.0
4/1	Mount Rd int (n/bound) Left	C1:D	208	1791	842	24.7%	0.8	0.2	0.9	15.9	2.2	0.2	2.4
4/2	Mount Rd int (n/bound) Right	C1:E	305	1829	384	79.4%	3.3	1.8	5.1	60.7	8.5	1.8	10.3
4/3	Mount Rd int (n/bound) Right	C1:E	337	1963	412	81.8%	2.2	2.1	4.3	46.1	3.4	2.1	5.5
5/1	Mount Rd int Ahead	-	704	1840	1840	38.3%	0.0	0.3	0.3	1.6	3.7	0.3	4.0
5/2	Mount Rd int Right	C2:B	87	1887	547	15.9%	0.2	0.1	0.3	10.9	1.4	0.1	1.5
6/1	A57 Hyde Rd int (e/bound) Ahead	C1:A	485	1915	747	64.9%	3.0	0.9	4.0	29.4	8.7	0.9	9.7
6/2	A57 Hyde Rd int (e/bound) Ahead	C1:A	549	2055	801	68.5%	3.5	1.1	4.6	30.3	11.7	1.1	12.8
7/1+7/2	Glencastle Rd Ahead	C1:C	297	1919:2005	351	84.5%	3.1	2.5	5.6	67.7	7.8	2.5	10.3
J2: A57 Hyde Rd / Queens Ave	-	-	-	-	-	49.6%	1.7	1.3	3.0	-	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	C3:A	300	1915	1551	19.3%	0.0	0.1	0.2	1.9	0.3	0.1	0.4
1/2	A57 Hyde Rd int (w/bound) Ahead	C3:A	618	2055	1665	37.1%	0.0	0.3	0.3	1.8	0.1	0.3	0.4

2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	C3:B C3:C	768	1915:1775	1547	49.6%	0.6	0.5	1.1	5.3	6.6	0.5	7.1																																			
2/3	A57 Hyde Rd (W) Ahead	C3:B	549	2055	1665	33.0%	0.4	0.2	0.6	4.1	3.8	0.2	4.1																																			
3/2+3/1	Queens Ave Left Ahead Right	C3:D C3:E	51	1613:1827	206	24.8%	0.6	0.2	0.8	53.8	0.7	0.2	0.9																																			
<table><tr><td>C1 - A57 Hyde Rd / Mount Rd</td><td>PRC for Signalled Lanes (%):</td><td>5.8</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>38.01</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</td><td>Stream: 1 PRC for Signalled Lanes (%):</td><td>54.7</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>6.51</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</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>100</td></tr><tr><td>C3 - A57 Hyde Rd / Queens Ave</td><td>PRC for Signalled Lanes (%):</td><td>81.3</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>2.99</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td></td><td>PRC Over All Lanes (%):</td><td>5.8</td><td>Total Delay Over All Lanes(pcuHr):</td><td>47.82</td><td></td><td></td></tr></table>														C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	38.01	Cycle Time (s):	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%):	54.7	Total Delay for Signalled Lanes (pcuHr):	6.51	Cycle Time (s):	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100	C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%):	81.3	Total Delay for Signalled Lanes (pcuHr):	2.99	Cycle Time (s):	100		PRC Over All Lanes (%):	5.8	Total Delay Over All Lanes(pcuHr):	47.82		
C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	38.01	Cycle Time (s):	100																																										
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Scenario 3: 'AM Peak 2022 Assessment Traffic Flows' (FG3: 'AM Peak 2022 Assessment Traffic Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	102.2%	35.4	65.0	100.4	-	-	-	-
J1: A57/Mount Rd/Kirkmanshulme Ln	-	-	-	-	-	102.2%	33.0	63.4	96.4	-	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	C1:B	915	1764	900	101.7%	6.9	19.4	26.4	103.8	25.8	19.4	45.3
1/2	A57 Hyde Rd (E) Ahead	C1:B	1062	2055	1048	101.3%	7.9	20.2	28.0	95.0	29.9	20.2	50.0
2/1	Mount Rd Ahead Left	C2:A	514	1806	903	56.9%	2.5	0.7	3.2	22.1	9.9	0.7	10.5
2/2	Mount Rd Ahead	C2:A	264	1957	978	27.0%	1.1	0.2	1.2	17.0	4.2	0.2	4.4
3/1	Kirkmanshulme Ln Left	C2:C	150	1843	498	30.1%	1.2	0.2	1.4	34.2	3.3	0.2	3.5
4/1	Mount Rd int (n/bound) Left	C1:D	339	1791	627	54.1%	1.7	0.6	2.3	24.5	3.6	0.6	4.2
4/2	Mount Rd int (n/bound) Right	C1:E	243	1829	256	94.9%	2.7	5.2	7.8	116.2	6.7	5.2	11.9
4/3	Mount Rd int (n/bound) Right	C1:E	264	1963	275	96.1%	2.1	5.9	7.9	108.2	7.3	5.9	13.1
5/1	Mount Rd int Ahead	-	745	1840	1840	39.7%	0.0	0.3	0.3	1.6	2.6	0.3	3.0
5/2	Mount Rd int Right	C2:B	303	1887	509	58.5%	1.7	0.7	2.4	28.7	5.6	0.7	6.3
6/1	A57 Hyde Rd int (e/bound) Ahead	C1:A	216	1915	977	22.1%	0.7	0.1	0.9	14.7	2.4	0.1	2.6
6/2	A57 Hyde Rd int (e/bound) Ahead	C1:A	330	2055	1048	31.5%	1.2	0.2	1.4	15.3	3.8	0.2	4.0
7/1+7/2	Glencastle Rd Ahead	C1:C	265	1919:2005	259	102.2%	3.4	9.7	13.1	178.2	7.3	9.7	17.0
J2: A57 Hyde Rd / Queens Ave	-	-	-	-	-	63.0%	2.4	1.6	4.0	-	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	C3:A	471	1915	1551	30.2%	0.6	0.2	0.8	6.0	6.6	0.2	6.8
1/2	A57 Hyde Rd int (w/bound) Ahead	C3:A	1062	2055	1665	63.0%	0.5	0.8	1.3	4.6	3.2	0.8	4.0

2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	C3:B C3:C	459	1915:1775	1546	29.7%	0.3	0.2	0.5	4.0	3.2	0.2	3.4																																			
2/3	A57 Hyde Rd (W) Ahead	C3:B	330	2055	1665	19.8%	0.2	0.1	0.3	3.5	2.0	0.1	2.1																																			
3/2+3/1	Queens Ave Left Ahead Right	C3:D C3:E	68	1613:1829	203	33.4%	0.8	0.3	1.1	55.6	1.0	0.3	1.2																																			
<table><tr><td>C1 - A57 Hyde Rd / Mount Rd</td><td>PRC for Signalled Lanes (%)</td><td>-13.6</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>87.88</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>53.9</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>8.20</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</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>100</td></tr><tr><td>C3 - A57 Hyde Rd / Queens Ave</td><td>PRC for Signalled Lanes (%)</td><td>42.9</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>4.00</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td></td><td>PRC Over All Lanes (%)</td><td>-13.6</td><td>Total Delay Over All Lanes(pcuHr)</td><td>100.41</td><td></td><td></td></tr></table>														C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%)	-13.6	Total Delay for Signalled Lanes (pcuHr)	87.88	Cycle Time (s)	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%)	53.9	Total Delay for Signalled Lanes (pcuHr)	8.20	Cycle Time (s)	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	100	C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%)	42.9	Total Delay for Signalled Lanes (pcuHr)	4.00	Cycle Time (s)	100		PRC Over All Lanes (%)	-13.6	Total Delay Over All Lanes(pcuHr)	100.41		
C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%)	-13.6	Total Delay for Signalled Lanes (pcuHr)	87.88	Cycle Time (s)	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%)	53.9	Total Delay for Signalled Lanes (pcuHr)	8.20	Cycle Time (s)	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	100																																										
C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%)	42.9	Total Delay for Signalled Lanes (pcuHr)	4.00	Cycle Time (s)	100																																										
	PRC Over All Lanes (%)	-13.6	Total Delay Over All Lanes(pcuHr)	100.41																																												

Scenario 4: 'PM Peak 2022 Assessment Traffic Flows' (FG4: 'PM Peak 2022 Assessment Traffic Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	86.1%	33.1	17.3	50.5	-	-	-	-
J1: A57/Mount Rd/Kirkmanshulme Ln	-	-	-	-	-	86.1%	31.4	16.0	47.4	-	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	C1:B	587	1763	688	85.4%	4.5	2.8	7.3	44.9	14.8	2.8	17.6
1/2	A57 Hyde Rd (E) Ahead	C1:B	636	2055	801	79.4%	4.8	1.9	6.6	37.6	15.5	1.9	17.4
2/1	Mount Rd Ahead Left	C2:A	239	1808	796	30.0%	1.2	0.2	1.4	21.3	4.2	0.2	4.5
2/2	Mount Rd Ahead	C2:A	338	1957	861	39.3%	1.8	0.3	2.1	22.4	6.3	0.3	6.6
3/1	Kirkmanshulme Ln Left	C2:C	324	1843	608	53.3%	2.5	0.6	3.0	33.5	7.3	0.6	7.9
4/1	Mount Rd int (n/bound) Left	C1:D	219	1791	842	26.0%	0.8	0.2	0.9	15.3	2.2	0.2	2.4
4/2	Mount Rd int (n/bound) Right	C1:E	310	1829	366	84.7%	3.7	2.5	6.3	72.7	8.6	2.5	11.1
4/3	Mount Rd int (n/bound) Right	C1:E	338	1963	393	86.1%	2.1	2.8	4.9	52.1	3.1	2.8	5.9
5/1	Mount Rd int Ahead	-	709	1840	1840	38.5%	0.0	0.3	0.3	1.6	3.7	0.3	4.0
5/2	Mount Rd int Right	C2:B	111	1887	623	17.8%	0.2	0.1	0.3	10.8	1.4	0.1	1.6
6/1	A57 Hyde Rd int (e/bound) Ahead	C1:A	483	1915	747	64.7%	3.0	0.9	3.9	29.4	8.7	0.9	9.6
6/2	A57 Hyde Rd int (e/bound) Ahead	C1:A	564	2055	801	70.4%	3.7	1.2	4.8	30.9	12.3	1.2	13.5
7/1+7/2	Glencastle Rd Ahead	C1:C	315	1919:2005	383	82.3%	3.2	2.2	5.4	61.2	7.9	2.2	10.1
J2: A57 Hyde Rd / Queens Ave	-	-	-	-	-	50.8%	1.7	1.4	3.1	-	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	C3:A	301	1915	1551	19.4%	0.0	0.1	0.2	1.9	0.3	0.1	0.4
1/2	A57 Hyde Rd int (w/bound) Ahead	C3:A	636	2055	1665	38.2%	0.0	0.3	0.3	1.9	0.1	0.3	0.5

2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	C3:B C3:C	786	1915:1775	1547	50.8%	0.7	0.5	1.2	5.4	7.0	0.5	7.5																																			
2/3	A57 Hyde Rd (W) Ahead	C3:B	564	2055	1665	33.9%	0.4	0.3	0.6	4.1	4.1	0.3	4.3																																			
3/2+3/1	Queens Ave Left Ahead Right	C3:D C3:E	51	1613:1827	206	24.8%	0.6	0.2	0.8	53.8	0.7	0.2	0.9																																			
<table><tr><td>C1 - A57 Hyde Rd / Mount Rd</td><td>PRC for Signalled Lanes (%):</td><td>4.5</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>40.19</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</td><td>Stream: 1 PRC for Signalled Lanes (%):</td><td>68.9</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>6.87</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</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>100</td></tr><tr><td>C3 - A57 Hyde Rd / Queens Ave</td><td>PRC for Signalled Lanes (%):</td><td>77.2</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>3.09</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td></td><td>PRC Over All Lanes (%):</td><td>4.5</td><td>Total Delay Over All Lanes(pcuHr):</td><td>50.46</td><td></td><td></td></tr></table>														C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	40.19	Cycle Time (s):	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%):	68.9	Total Delay for Signalled Lanes (pcuHr):	6.87	Cycle Time (s):	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100	C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%):	77.2	Total Delay for Signalled Lanes (pcuHr):	3.09	Cycle Time (s):	100		PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	50.46		
C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%):	4.5	Total Delay for Signalled Lanes (pcuHr):	40.19	Cycle Time (s):	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%):	68.9	Total Delay for Signalled Lanes (pcuHr):	6.87	Cycle Time (s):	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100																																										
C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%):	77.2	Total Delay for Signalled Lanes (pcuHr):	3.09	Cycle Time (s):	100																																										
	PRC Over All Lanes (%):	4.5	Total Delay Over All Lanes(pcuHr):	50.46																																												

Scenario 5: 'AM Peak 2027 Base Traffic Flows' (FG5: 'AM Peak 2027 Base Traffic Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	107.7%	41.6	118.1	159.7	-	-	-	-
J1: A57/Mount Rd/Kirkmanshulme Ln	-	-	-	-	-	107.7%	39.9	116.5	156.3	-	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	C1:B	968	1763	899	107.7%	9.8	40.4	50.2	186.6	28.8	40.4	69.2
1/2	A57 Hyde Rd (E) Ahead	C1:B	1124	2055	1048	107.2%	11.2	44.3	55.5	177.7	33.3	44.3	77.6
2/1	Mount Rd Ahead Left	C2:A	538	1808	868	62.0%	2.9	0.8	3.7	24.7	11.1	0.8	11.9
2/2	Mount Rd Ahead	C2:A	273	1957	939	29.1%	1.2	0.2	1.4	18.4	4.5	0.2	4.8
3/1	Kirkmanshulme Ln Left	C2:C	123	1843	534	23.0%	0.9	0.1	1.1	31.4	2.6	0.1	2.7
4/1	Mount Rd int (n/bound) Left	C1:D	331	1791	627	52.8%	1.2	0.6	1.8	19.3	2.3	0.6	2.8
4/2	Mount Rd int (n/bound) Right	C1:E	255	1829	256	99.6%	2.8	7.7	10.6	149.2	7.0	7.7	14.8
4/3	Mount Rd int (n/bound) Right	C1:E	273	1963	275	99.3%	2.1	7.8	9.9	130.3	7.5	7.8	15.3
5/1	Mount Rd int Ahead	-	790	1840	1840	40.1%	0.0	0.3	0.3	1.6	2.6	0.3	3.0
5/2	Mount Rd int Right	C2:B	317	1887	547	53.8%	2.0	0.6	2.5	31.0	5.0	0.6	5.6
6/1	A57 Hyde Rd int (e/bound) Ahead	C1:A	229	1915	977	23.4%	0.9	0.2	1.1	17.1	3.6	0.2	3.8
6/2	A57 Hyde Rd int (e/bound) Ahead	C1:A	337	2055	1048	32.2%	1.4	0.2	1.7	17.8	5.6	0.2	5.8
7/1+7/2	Glencastle Rd Ahead	C1:C	272	1919:2005	256	106.2%	3.5	13.1	16.7	220.7	7.9	13.1	21.0
J2: A57 Hyde Rd / Queens Ave	-	-	-	-	-	63.0%	1.7	1.7	3.4	-	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	C3:A	464	1915	1551	29.3%	0.3	0.2	0.5	4.3	2.5	0.2	2.7
1/2	A57 Hyde Rd int (w/bound) Ahead	C3:A	1124	2055	1665	63.0%	0.0	0.8	0.9	3.0	0.7	0.8	1.5

2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	C3:B C3:C	475	1915:1775	1546	30.7%	0.3	0.2	0.5	4.1	3.3	0.2	3.5																																			
2/3	A57 Hyde Rd (W) Ahead	C3:B	337	2055	1665	20.2%	0.2	0.1	0.3	3.5	2.1	0.1	2.2																																			
3/2+3/1	Queens Ave Left Ahead Right	C3:D C3:E	71	1613:1829	199	35.6%	0.8	0.3	1.1	56.5	1.1	0.3	1.3																																			
<table><tr><td>C1 - A57 Hyde Rd / Mount Rd</td><td>PRC for Signalled Lanes (%):</td><td>-19.6</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>147.32</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</td><td>Stream: 1 PRC for Signalled Lanes (%):</td><td>45.2</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>8.70</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</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>100</td></tr><tr><td>C3 - A57 Hyde Rd / Queens Ave</td><td>PRC for Signalled Lanes (%):</td><td>42.9</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>3.38</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td></td><td>PRC Over All Lanes (%):</td><td>-19.6</td><td>Total Delay Over All Lanes(pcuHr):</td><td>159.73</td><td></td><td></td></tr></table>														C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%):	-19.6	Total Delay for Signalled Lanes (pcuHr):	147.32	Cycle Time (s):	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%):	45.2	Total Delay for Signalled Lanes (pcuHr):	8.70	Cycle Time (s):	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100	C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%):	42.9	Total Delay for Signalled Lanes (pcuHr):	3.38	Cycle Time (s):	100		PRC Over All Lanes (%):	-19.6	Total Delay Over All Lanes(pcuHr):	159.73		
C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%):	-19.6	Total Delay for Signalled Lanes (pcuHr):	147.32	Cycle Time (s):	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%):	45.2	Total Delay for Signalled Lanes (pcuHr):	8.70	Cycle Time (s):	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100																																										
C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%):	42.9	Total Delay for Signalled Lanes (pcuHr):	3.38	Cycle Time (s):	100																																										
	PRC Over All Lanes (%):	-19.6	Total Delay Over All Lanes(pcuHr):	159.73																																												

Scenario 6: 'PM Peak 2027 Base Traffic Flows' (FG6: 'PM Peak 2027 Base Traffic Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	90.0%	35.3	21.4	56.7	-	-	-	-
J1: A57/Mount Rd/Kirkmanshulme Ln	-	-	-	-	-	90.0%	33.5	19.9	53.4	-	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	C1:B	602	1761	669	90.0%	4.9	4.0	8.9	53.1	15.7	4.0	19.7
1/2	A57 Hyde Rd (E) Ahead	C1:B	680	2055	781	87.1%	5.4	3.2	8.6	45.5	17.4	3.2	20.5
2/1	Mount Rd Ahead Left	C2:A	240	1813	816	29.4%	1.2	0.2	1.4	20.6	4.2	0.2	4.4
2/2	Mount Rd Ahead	C2:A	358	1957	881	40.7%	1.8	0.3	2.2	22.0	6.7	0.3	7.0
3/1	Kirkmanshulme Ln Left	C2:C	332	1843	590	56.3%	2.6	0.6	3.2	35.1	7.6	0.6	8.2
4/1	Mount Rd int (n/bound) Left	C1:D	222	1791	860	25.8%	0.7	0.2	0.9	14.8	2.1	0.2	2.3
4/2	Mount Rd int (n/bound) Right	C1:E	327	1829	384	85.1%	3.9	2.6	6.5	71.3	9.1	2.6	11.7
4/3	Mount Rd int (n/bound) Right	C1:E	358	1963	412	86.8%	2.2	3.0	5.1	51.6	3.4	3.0	6.4
5/1	Mount Rd int Ahead	-	750	1840	1840	40.8%	0.0	0.3	0.3	1.7	4.2	0.3	4.5
5/2	Mount Rd int Right	C2:B	92	1887	604	15.2%	0.1	0.1	0.2	8.3	1.2	0.1	1.3
6/1	A57 Hyde Rd int (e/bound) Ahead	C1:A	515	1915	728	70.8%	3.4	1.2	4.6	32.3	9.8	1.2	11.0
6/2	A57 Hyde Rd int (e/bound) Ahead	C1:A	587	2055	781	75.2%	4.0	1.5	5.5	33.9	13.4	1.5	14.9
7/1+7/2	Glencastle Rd Ahead	C1:C	316	1919:2005	370	85.3%	3.2	2.6	5.9	66.8	8.3	2.6	11.0
J2: A57 Hyde Rd / Queens Ave	-	-	-	-	-	52.7%	1.8	1.5	3.3	-	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	C3:A	298	1915	1551	19.2%	0.0	0.1	0.1	1.8	0.4	0.1	0.5
1/2	A57 Hyde Rd int (w/bound) Ahead	C3:A	680	2055	1665	40.9%	0.0	0.3	0.4	1.9	0.1	0.3	0.5

Full Input Data And Results

2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	C3:B C3:C	815	1915:1775	1547	52.7%	0.7	0.6	1.3	5.6	7.5	0.6	8.0																																			
2/3	A57 Hyde Rd (W) Ahead	C3:B	587	2055	1665	35.3%	0.4	0.3	0.7	4.2	4.2	0.3	4.5																																			
3/2+3/1	Queens Ave Left Ahead Right	C3:D C3:E	55	1613:1827	202	27.2%	0.6	0.2	0.8	54.5	0.8	0.2	1.0																																			
<table><tr><td>C1 - A57 Hyde Rd / Mount Rd</td><td>PRC for Signalled Lanes (%)</td><td>0.0</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>46.01</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>59.9</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>7.01</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</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>100</td></tr><tr><td>C3 - A57 Hyde Rd / Queens Ave</td><td>PRC for Signalled Lanes (%)</td><td>70.9</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>3.30</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td></td><td>PRC Over All Lanes (%)</td><td>0.0</td><td>Total Delay Over All Lanes(pcuHr)</td><td>56.67</td><td></td><td></td></tr></table>														C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	46.01	Cycle Time (s)	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%)	59.9	Total Delay for Signalled Lanes (pcuHr)	7.01	Cycle Time (s)	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	100	C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%)	70.9	Total Delay for Signalled Lanes (pcuHr)	3.30	Cycle Time (s)	100		PRC Over All Lanes (%)	0.0	Total Delay Over All Lanes(pcuHr)	56.67		
C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	46.01	Cycle Time (s)	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%)	59.9	Total Delay for Signalled Lanes (pcuHr)	7.01	Cycle Time (s)	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	100																																										
C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%)	70.9	Total Delay for Signalled Lanes (pcuHr)	3.30	Cycle Time (s)	100																																										
	PRC Over All Lanes (%)	0.0	Total Delay Over All Lanes(pcuHr)	56.67																																												

Scenario 7: 'AM Peak 2027 Assessment Traffic Flows' (FG7: 'AM Peak 2027 Assessment Traffic Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	109.4%	44.8	135.1	179.9	-	-	-	-
J1: A57/Mount Rd/Kirkmanshulme Ln	-	-	-	-	-	109.4%	43.0	133.4	176.4	-	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	C1:B	978	1764	900	108.7%	10.3	44.7	54.9	202.2	29.3	44.7	74.0
1/2	A57 Hyde Rd (E) Ahead	C1:B	1136	2055	1048	108.4%	11.8	49.7	61.5	194.8	34.0	49.7	83.7
2/1	Mount Rd Ahead Left	C2:A	550	1806	885	62.2%	2.9	0.8	3.7	24.1	11.2	0.8	12.0
2/2	Mount Rd Ahead	C2:A	281	1957	959	29.3%	1.2	0.2	1.4	17.8	4.6	0.2	4.8
3/1	Kirkmanshulme Ln Left	C2:C	158	1843	516	30.6%	1.2	0.2	1.5	33.4	3.4	0.2	3.6
4/1	Mount Rd int (n/bound) Left	C1:D	361	1791	627	57.6%	1.6	0.7	2.2	22.3	3.1	0.7	3.8
4/2	Mount Rd int (n/bound) Right	C1:E	260	1829	256	101.5%	3.2	9.1	12.3	170.3	7.3	9.1	16.4
4/3	Mount Rd int (n/bound) Right	C1:E	281	1963	275	102.2%	2.5	10.1	12.6	161.3	8.0	10.1	18.0
5/1	Mount Rd int Ahead	-	798	1840	1840	39.8%	0.0	0.3	0.3	1.6	2.6	0.3	3.0
5/2	Mount Rd int Right	C2:B	324	1887	528	56.4%	2.0	0.6	2.6	31.9	5.5	0.6	6.1
6/1	A57 Hyde Rd int (e/bound) Ahead	C1:A	235	1915	977	24.1%	1.0	0.2	1.1	17.2	3.8	0.2	3.9
6/2	A57 Hyde Rd int (e/bound) Ahead	C1:A	348	2055	1048	33.2%	1.5	0.2	1.7	18.0	5.9	0.2	6.1
7/1+7/2	Glencastle Rd Ahead	C1:C	284	1919:2005	260	109.4%	4.0	16.5	20.5	259.8	8.4	16.5	25.0
J2: A57 Hyde Rd / Queens Ave	-	-	-	-	-	63.0%	1.8	1.7	3.5	-	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	C3:A	501	1915	1551	31.6%	0.4	0.2	0.6	4.5	2.9	0.2	3.1
1/2	A57 Hyde Rd int (w/bound) Ahead	C3:A	1136	2055	1665	63.0%	0.0	0.8	0.9	3.0	0.7	0.8	1.5

2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	C3:B C3:C	494	1915:1775	1546	32.0%	0.3	0.2	0.6	4.2	3.4	0.2	3.6																																			
2/3	A57 Hyde Rd (W) Ahead	C3:B	348	2055	1665	20.9%	0.2	0.1	0.3	3.5	2.1	0.1	2.3																																			
3/2+3/1	Queens Ave Left Ahead Right	C3:D C3:E	74	1613:1829	201	36.7%	0.9	0.3	1.2	56.6	1.1	0.3	1.4																																			
<table><tr><td>C1 - A57 Hyde Rd / Mount Rd</td><td>PRC for Signalled Lanes (%)</td><td>-21.6</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>166.88</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</td><td>Stream: 1 PRC for Signalled Lanes (%)</td><td>44.8</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>9.17</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</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>100</td></tr><tr><td>C3 - A57 Hyde Rd / Queens Ave</td><td>PRC for Signalled Lanes (%)</td><td>42.9</td><td>Total Delay for Signalled Lanes (pcuHr)</td><td>3.55</td><td>Cycle Time (s)</td><td>100</td></tr><tr><td></td><td>PRC Over All Lanes (%)</td><td>-21.6</td><td>Total Delay Over All Lanes(pcuHr)</td><td>179.93</td><td></td><td></td></tr></table>														C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%)	-21.6	Total Delay for Signalled Lanes (pcuHr)	166.88	Cycle Time (s)	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%)	44.8	Total Delay for Signalled Lanes (pcuHr)	9.17	Cycle Time (s)	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	100	C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%)	42.9	Total Delay for Signalled Lanes (pcuHr)	3.55	Cycle Time (s)	100		PRC Over All Lanes (%)	-21.6	Total Delay Over All Lanes(pcuHr)	179.93		
C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%)	-21.6	Total Delay for Signalled Lanes (pcuHr)	166.88	Cycle Time (s)	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%)	44.8	Total Delay for Signalled Lanes (pcuHr)	9.17	Cycle Time (s)	100																																										
C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%)	0.0	Total Delay for Signalled Lanes (pcuHr)	0.00	Cycle Time (s)	100																																										
C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%)	42.9	Total Delay for Signalled Lanes (pcuHr)	3.55	Cycle Time (s)	100																																										
	PRC Over All Lanes (%)	-21.6	Total Delay Over All Lanes(pcuHr)	179.93																																												

Scenario 8: 'PM Peak 2027 Assessment Traffic Flows' (FG8: 'PM Peak 2027 Assessment Traffic Flows', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Full Phase	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	-	-	-	90.9%	36.3	23.3	59.6	-	-	-	-
J1: A57/Mount Rd/Kirkmanshulme Ln	-	-	-	-	-	90.9%	34.4	21.8	56.2	-	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	C1:B	608	1760	669	90.9%	5.0	4.4	9.3	55.2	15.9	4.4	20.2
1/2	A57 Hyde Rd (E) Ahead	C1:B	693	2055	781	88.7%	5.6	3.6	9.2	47.9	17.9	3.6	21.5
2/1	Mount Rd Ahead Left	C2:A	252	1808	814	31.0%	1.2	0.2	1.5	20.8	4.4	0.2	4.6
2/2	Mount Rd Ahead	C2:A	361	1957	881	41.0%	1.9	0.3	2.2	22.0	6.7	0.3	7.1
3/1	Kirkmanshulme Ln Left	C2:C	345	1843	590	58.5%	2.7	0.7	3.4	35.8	8.0	0.7	8.7
4/1	Mount Rd int (n/bound) Left	C1:D	232	1791	860	27.0%	0.8	0.2	1.0	14.9	2.3	0.2	2.5
4/2	Mount Rd int (n/bound) Right	C1:E	330	1829	384	85.9%	3.9	2.8	6.7	72.7	9.2	2.8	11.9
4/3	Mount Rd int (n/bound) Right	C1:E	361	1963	412	87.6%	2.2	3.1	5.3	53.0	3.4	3.1	6.6
5/1	Mount Rd int Ahead	-	756	1840	1840	41.1%	0.0	0.3	0.4	1.7	4.6	0.3	5.0
5/2	Mount Rd int Right	C2:B	116	1887	604	19.2%	0.2	0.1	0.4	11.0	1.5	0.1	1.6
6/1	A57 Hyde Rd int (e/bound) Ahead	C1:A	521	1915	728	71.6%	3.5	1.2	4.7	32.5	10.2	1.2	11.5
6/2	A57 Hyde Rd int (e/bound) Ahead	C1:A	594	2055	781	76.1%	4.1	1.6	5.7	34.2	13.8	1.6	15.4
7/1+7/2	Glencastle Rd Ahead	C1:C	335	1919:2005	382	87.8%	3.4	3.2	6.6	70.5	8.7	3.2	11.8
J2: A57 Hyde Rd / Queens Ave	-	-	-	-	-	54.4%	1.9	1.5	3.4	-	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	C3:A	303	1915	1551	19.5%	0.0	0.1	0.2	1.9	0.3	0.1	0.4
1/2	A57 Hyde Rd int (w/bound) Ahead	C3:A	693	2055	1665	41.6%	0.0	0.4	0.4	2.0	0.2	0.4	0.5

2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	C3:B C3:C	841	1915:1775	1547	54.4%	0.8	0.6	1.4	5.8	7.9	0.6	8.5																																			
2/3	A57 Hyde Rd (W) Ahead	C3:B	594	2055	1665	35.7%	0.4	0.3	0.7	4.2	4.3	0.3	4.6																																			
3/2+3/1	Queens Ave Left Ahead Right	C3:D C3:E	56	1613:1827	205	27.4%	0.7	0.2	0.8	54.4	0.8	0.2	1.0																																			
<table><tr><td>C1 - A57 Hyde Rd / Mount Rd</td><td>PRC for Signalled Lanes (%):</td><td>-1.0</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>48.41</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</td><td>Stream: 1 PRC for Signalled Lanes (%):</td><td>53.9</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>7.44</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td>C2 - Mount Rd / Kirkmanshulme Ln</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>100</td></tr><tr><td>C3 - A57 Hyde Rd / Queens Ave</td><td>PRC for Signalled Lanes (%):</td><td>65.6</td><td>Total Delay for Signalled Lanes (pcuHr):</td><td>3.43</td><td>Cycle Time (s):</td><td>100</td></tr><tr><td></td><td>PRC Over All Lanes (%):</td><td>-1.0</td><td>Total Delay Over All Lanes(pcuHr):</td><td>59.64</td><td></td><td></td></tr></table>														C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	48.41	Cycle Time (s):	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 1 PRC for Signalled Lanes (%):	53.9	Total Delay for Signalled Lanes (pcuHr):	7.44	Cycle Time (s):	100	C2 - Mount Rd / Kirkmanshulme Ln	Stream: 2 PRC for Signalled Lanes (%):	0.0	Total Delay for Signalled Lanes (pcuHr):	0.00	Cycle Time (s):	100	C3 - A57 Hyde Rd / Queens Ave	PRC for Signalled Lanes (%):	65.6	Total Delay for Signalled Lanes (pcuHr):	3.43	Cycle Time (s):	100		PRC Over All Lanes (%):	-1.0	Total Delay Over All Lanes(pcuHr):	59.64		
C1 - A57 Hyde Rd / Mount Rd	PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	48.41	Cycle Time (s):	100																																										
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